CITY OF SOUTHPORT
BOARD OF ALDERMEN
REGULAR MEETING AGENDA

223 E. BAY STREET
October 9, 2025
6:00 PM

Agenda

Please turn off all cell phones

Meetings are open to the public. If you are not able to attend the Board of Aldermen meetings in person, the meeting will be available for you to watch via live-stream on the City of Southport website (https://cityofsouthport.com/board-of-aldermen-meetings/), Facebook page, and YouTube channel.

ETHICS STATEMENT:

"If any members know of any conflict of interest or the appearance of a conflict of interest concerning matters on the agenda, please so state at this time."

A. Call to Order

B. Invocation

C. Pledge of Allegiance

D. Public Comment

E. Board Comments

F. Mayor's Comments

G. Approval of Agenda

H. Approval of the Consent Agenda

1. Minutes of the April 29, 2025 Special Aldermen Meeting (Pgs.3-9)
2. A Resolution In Support Of Expanded Mental Health Services For Veterans And Individuals In Crisis, And The Implementation Of Common-Sense Prevention Measures That Provide For Public Safety (Pgs.10-11)

I. Agenda

1. Public Hearing—Southport 2050 Comprehensive CAMA Plan (Planning Services Director Maureen Meehan with Jake Petrosky and Andrea Radford, Stewart Consultants, Pgs.12-341)
2. Public Hearing– Special Events at Bed and Breakfasts Text Amendment (Planning Services Director Maureen Meehan, Pgs.342-346)
3. Public Hearing- UDO Article 3&8 Zoning Text Amendments (City Planner Wendell Biddle & Planning Services Director Maureen Meehan, Pgs.347-374)
4. Old City Hall/ Courthouse (City Manager Noah Saldo, Pgs.375-412)

5. Updates to the Streetlight Policy (Aldermen Mosteller, Pgs.413-423)
6. Public Comment Policy (Aldermen Carroll, Pgs.424-427)

J. Committee Reports

1. ABC Board (Pgs.428-429)

K. Manager's Report

L. Mayor's Comments

M. Staff Reports

1. Development Services (Pgs.430-438)
2. Community Relations (Pgs.439-441)
3. Parks and Recreation (Pgs.442-444)

N. Board Comments

O. Closed Session NCGS 143-318.11

1. Motion to go into closed session pursuant to NCGS143-318.11 (3) To consult with an attorney employed or retained by the public body in order to preserve the attorney-client privilege between the attorney and the public body, which privilege is hereby acknowledged.

P. Adjourn

April 29, 2025
SPECIAL MEETING MINUTES

CITY OF SOUTHPORT
BOARD OF ALDERMEN
113 W. MOORE E. BAY STREET
9:00 A.M.

PRESENT: Mayor Richard Alt
Mayor Pro-Tem Rebecca Kelley
Aldermen Marc Spencer, Robert Carroll, Frank Lai, Lowe Davis (remote), Karen Mosteller

STAFF: Noah Saldo, Interim City Manager
Tori Deviney, Deputy City Clerk
Joey Kronemwetter, Finance Director
Jean Davidson, Deputy Finance Director
Lance Flint, Former Finance Director
Tom Stanley, Public Services Director
Larry Ditton, Energy Manager
ChyAnn Ketchum, Public Information Officer

A. Call to Order

Mayor Alt called the meeting to order at 9:00 a.m.

B. Pledge of Allegiance

Mayor Alt led the assemblage in the Pledge of Allegiance.

C. Approval of Agenda

Alderman Lai made a motion to approve the agenda; seconded by Alderman Kelley. **Unanimous vote; motion carried.**

1. FY26 Public Works Budget Request

Responding to a query by Alderman Mosteller, Director Stanley reported that his department no longer mows John Smith Cemetery as per the request of the John Smith

Foundation, due to the installation of nearly 1,000 small 6" x 6" flat gravestones for the unmarked graves. Director Stanley added that he is pursuing an estimate from the mowing contractor for adding monthly leaf pick-up from April through September in the Smithville Burying Grounds.

Alderman Mosteller discussed leaf pickup in Franklin Square Park and the possibility of getting mulch donated. Emphasizing the value of the large Live Oak on the Garrison lawn, she suggested contacting arborist Shawn Schaffer, who previously donated fertilization for the tree, and for Director Stanley to consider adding fertilization for the tree to his departmental budget. The Board discussed the watering of the Downtown Southport Inc. donated planters and other city planters throughout the downtown area.

The Board and Director Stanley discussed the buildings and grounds that the Public Services Department and the Parks & Recreation Department are responsible for, as well as the departments' collaboration in maintaining all city buildings and parks. Alderman Lai pointed out that Public Services maintains physical structures, while Parks and Recreation maintains the grounds.

Responding to a question from Alderman Kelley, Director Stanley stated that his department consists of 19 professional staff members with specific scheduled duties and work order-driven service:

- Director and Administrative Assistant
- Two (2) mechanics
- Two (2) custodians
- Two (2) building maintenance/repair staff
- Five (5) staff members are responsible for street repairs, stormwater repairs, asphalt repairs, and street sign repairs
- Six (6) staff members are responsible for all right-of-way, city building & grounds mowing

Alderman Davis requested the above listing to be provided in writing.

The Board discussed the mowing of right-of-ways with Director Stanley reporting the department does not mow the right-of-ways in subdivisions with a Homeowners Association (HOA), and where citizens have requested it not be mowed. City Manager Saldo noted that the city receives reimbursement from the North Carolina Department of Transportation (NCDOT) for cutting the state routes' right-of-ways.

Mayor Alt talked about the future NC 211 divided highway median and whether the city or NCDOT would maintain the median vegetation within the city's corporate limits. Director Stanley stated his understanding of the project and that there would be few, if any, grass medians.

Responding to Alderman Carroll, Director Stanley stated that the expanded street sweeping continues on city streets every Friday morning, and when and where specific needs arise. Considering a potential revenue stream, Alderman Kelley asked if the street sweeper could sweep citizens' driveways, etc. Alderman Mosteller stated she had envisioned the street sweeper sweeping in the subdivisions Harbor Oaks and The Landing. Director Stanley indicated that street sweeping private property would pose liability issues.

Alderman Kelley pointed out that the proposed budget reflects $2M for staffing. The Board discussed how departmental scheduling is done, and City Manager Saldo stated that software upgrades and efficient use of technology are being considered in all departments.

Alderman Spencer speculated that the mowing of the cemeteries could be performed by staff in place of a $40,000 contract. Sharing his experience on the Winding River Golf Course, he also suggested using robotic lawnmowers. Alderman Mosteller stated concerns about the mowing of the Smithfield Burying Grounds and the oversight of the contractor.

Alderman Kelley questioned whether a comparison with other municipalities of the size of Southport and their number of staff, surface area covered, number of buildings, etc., would be helpful to ensure that staff is being utilized efficiently and the city is being financially responsible. Alderman Carroll noted the unique challenges Southport faces with 4,400 residents, 80 employees and swells of population up to 40,000 during events. City Manager Saldo indicated that he and the Finance Department have gathered data as to staffing and the level of service. Alderman Spencer pointed out that Southport was the historic county seat for 200 years.

Alderman Carroll talked about the city practice of mowing the right-of-ways, and he questioned if that policy should continue, what the citizens expect, and that the Board has to be thinking on a policy level. Alderman Lai emphasized that the mowing of the right-of-ways is about the image of Southport.

Mayor Alt noted that the Public Services Department is involved in every event that takes place in Southport, and to the suggestion of Alderman Kelley, Mayor Alt stated it would

be helpful to have a full listing of everything the department does, and to capture data pertaining to the department's role during events, swells in population, special projects, etc. He stated the information will assist with the PR part of the budget process. He emphasized the need for a succession program in all city departments. Alderman Carroll stated; *"We need to ask ourselves if there is anything the department does, that we are willing to cut. That's how we tighten up the budget."* Alderman Lai pointed out that it is a delicate balancing act with people wanting a lot of things done but they don't want to pay for it.

Alderman Carroll pointed out that the energy, excitement, and attendance of the annual *Springfest* has grown into an event similar to the 4th of July celebration. Alderman Kelley reported that the July 4th celebration in 2026 will be the 250th anniversary, and special plans are being made to commemorate the event.

Mayor Alt noted that FY 24/25 adopted budget reflects year to date expenses of $1.8M, leaving $600,000 not spent. He pointed out that the proposed FY 25/26 budget has a $1.4M deficit. City Manager Saldo indicated that when he provides the manager's budget, it will be taken into account the year end projections and areas that can be cut to address the deficit. He added that the projections for FY 27/28 do not reflect a deficit.

Responding to a query by Alderman Lai, City Manager Saldo reported that it is expected the funds from the sale of the property adjacent to Sunny Point will be in hand for the FY 25/26 budget. He added that the Board will need to designate which capital improvement projects to invest in.

Alderman Kelley questioned the $50,000 appropriation for vehicle registrations. She was advised the appropriation was made by the former Assistant City Manager and it is being closely monitored.

Alderman Mosteller and Director Stanley discussed the trash pick up and custodial staff schedules.

2. FY26 Energy Budget Request

The Board discussed the electric underground project and Christmas lighting. Mr. Larry Ditton, Energy Manager, reported to the Board that the additional Howe Street undergrounding project is scheduled for FY 26/27. He further explained the power situation for the white Christmas lights in the Holly trees and the wreaths mounted on street light poles. He added that he had recommended using solar lights in the Holly Trees to the

Beautification Committee. Responding to a question by Alderman Spencer, Mr. Ditton stated that the city pier has solar cells built into the poles to withstand corrosion from salt and water. Mr. Ditton indicated that he would pursue estimates for solar lighting for the Holly trees, since installing new electric outlets in the concrete around the trees would be detrimental to the trees and very expensive.

The Board and Mr. Ditton discussed the Electric fund. Mr. Ditton explained how the City receives power:

- Power is purchased through Electricities (a collection of 22 municipalities)
- Power is generated by Duke Energy
- Power is sold on an estimated basis for demand and cost per kilowatt
- Electricities is raising the cost of purchasing power by 3.5% this year
- At the end of the year, it is determined what it costs to generate the power, and a "true up" is set
- The true up this year is $30M for the collective
- The defeasance rider for the sale of generation and the decommissioned plant will be removed in July 2025
- The city will receive a piece of the $16M retainer
- The city will realize some relief on the cost for wholesale power

The electric rates were discussed. Mr. Ditton advised that the city pays 2.5 cents a kilowatt house, plus demand and plus riders; approximately 8 cents every month. He added that the rate of the power being sold to the city from Electricities will drop by 8.5% resulting in a wholesale power rate reduction to the collective over a 12 – 24 month period. Mr. Ditton stated that capital expenses for Electricities are often added as a rider.

Responding to a query by Mayor Alt regarding if the enterprise fund will make enough money to continue the underground projects, Mr. Ditton talked about the current projects on the west side of the city and on Howe Street and the constraints (reliable contractor, policy changes) of getting the job done. He indicated the projects are nearing completion, the next portion of the Howe Street project, $1.5M, will begin during the 2026/2027 budget cycle. City Manager Saldo stated that the current electric fund balance is $5M for capital projects and the 2026 budget request is for $1.3M, less than adopted in 2025. He added that the city is spending less money every fiscal year of the appropriated fund balance which gives the city a better cash flow position in revenue and replenishes the fund balance every year. Mr. Ditton pointed out that per state statute, 15% of the fund can be allocated for other purposes. Manager Saldo indicated that $400,000 from the electric fund had been

transferred to the general fund. It was noted that the underground projects would be complete in 2032.

The Board discussed the electric utility rates with Mr. Ditton emphasizing that Southport's rates are the third lowest of the 22 municipalities and members of Electricities, lower than Duke Energy rates and higher than the member owned cooperative Brunswick Electric Membership Corp.

At the request of Alderman Mosteller, former Finance Director Mr. Lance Flint explained that the electric enterprise fund generates approximately $314,000 in cash annually while the spending of the funds $2,286,000 (FY 25/26 budget line item) will deplete the fund balance if the level of spending is repeated each year.

Assuming once all the underground projects are completed, Alderman Carroll pointed out that maintenance costs will diminish significantly. Mr. Ditton concurred, and he stated that once the underground is complete there will be increased reliability of the system and less problems with transformers. He spoke about the aging eastside overhead system and issues with squirrels. Responding to a query by Alderman Lai, Mr. Ditton responded that the longevity of the underground wiring installed in conduit is substantial compared to direct burial.

Alderman Mosteller expressed her concerns about spending versus building of the electric fund. She spoke about potential expenses from hurricane damages and past practice of using water and sewer funds to pay for damages while awaiting FEMA reimbursement. Referencing Oak Island assessing property owners for sewer installation, Alderman Carroll questioned if the city would consider an assessment. Mr. Ditton stated one option would be to reduce the size of the Howe Street project into lower cost sections. He pointed out that Duke Energy is going to be changing their carbon footprint based on federal mandates and it will cost a substantial amount of money which will be passed on to customers. Alderman Carroll emphasized continuing the Howe Street underground project as planned and then reduce the size of projects when transitioning the east side of town from overhead to underground. Alderman Mosteller asked the question; *"Do we need to be in the electric business?"* She speculated the undergrounding of electric service could be a condition of a potential sale.

Alderman Kelley stressed making the electric lines coming into the city a priority. Mr. Ditton explained that the lines coming into the city come from off Leonard Avenue behind Duke Energy and goes through the woods to the city's substation and distribution system

next to the city garage. Alderman Spencer asked about the potential of putting the feeder lines from Duke Energy underground. Mr. Ditton explained that the line coming out of the substation is a split dual line that Duke will not improve nor give any additional capacity on. He stated that the current system has only so much capacity, is nearing its limit, and to get increased capacity would require investments of approximately $12M. He added that transformers cost $800,000 each and have a 15-month lead time. City Manager Saldo stated he is pursuing grant opportunities.

City Manager Saldo indicated that the next scheduled budget meeting would be held during the regularly scheduled Board meeting, Monday, May 5th, with the Parks & Recreation Department at 9:00 a.m. in the Indian Trail Meeting Hall, 113 W. Moore Street. He reported that the Rate Committee had met last week, are working on revisions to all city rates, and will provide the proposed rate changes to the Board. He pointed out that revisions to the electric rate would require a public hearing.

D. Adjourn

Alderman Spencer made a motion to adjourn at 11:17 a.m., seconded by Alderman Lai. **Unanimous vote; motion carried.**

Attest:

_____

Rich Alt, Mayor

_____

Tori Deviney, Deputy City Clerk

CITY OF SOUTHPORT, NORTH CAROLINA

RESOLUTION NO. 2025-1009.01

A RESOLUTION IN SUPPORT OF EXPANDED MENTAL HEALTH SERVICES FOR VETERANS AND INDIVIDUALS IN CRISIS, AND THE IMPLEMENTATION OF COMMON-SENSE PREVENTION MEASURES THAT PROVIDE FOR PUBLIC SAFETY

WHEREAS, on September 27, 2025, the City of Southport was shaken by a tragic act of violence that resulted in the loss of life, injuries, and deep trauma for victims, families, and the broader community; and

WHEREAS, Southport's residents have shown extraordinary compassion, unity, and strength in response to this tragedy, reaffirming our shared commitment to protect and care for one another; and

WHEREAS, mental health challenges—especially those faced by veterans, first responders, and others in crisis—often go untreated due to stigma, lack of resources, or limited access to care; and

WHEREAS, veterans carry unique burdens related to their service, including post-traumatic stress and depression, and deserve timely, affordable, and effective mental health support; and

WHEREAS, across North Carolina, communities are struggling to meet growing behavioral health needs, leaving many individuals and families without critical resources that could prevent crises before they escalate; and

WHEREAS, encouraging common-sense prevention measures like Extreme Risk Protection Orders, which allow family members or law enforcement to intervene when someone poses a risk to themselves or others by providing a responsible, legal process to temporarily remove firearms from individuals who present a danger to themselves or others, saving lives while respecting due process and public safety; and

WHEREAS, addressing violence requires a comprehensive approach that includes compassion, prevention, early intervention, and collaboration among health professionals, law enforcement, families, and communities;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF SOUTHPORT, NORTH CAROLINA:

1. That the City of Southport calls upon our state and federal legislators to prioritize and expand funding for mental health services for veterans and individuals in crisis.
2. That the Board of Aldermen urges the Governor of North Carolina, the North Carolina General Assembly, and the United States Congress to enact common-sense prevention measures, like Extreme Risk Protection Orders that empower family members and law enforcement to intervene when someone poses a risk to themselves or others.

3. That the City of Southport reaffirms its commitment to the well-being, safety, and dignity of all residents, and stands in solidarity with every family and community affected by mental health struggles and violence.
4. That copies of this resolution be forwarded to the Governor of North Carolina, members of the North Carolina General Assembly representing Brunswick County, and the United States Congressional delegation serving our region.

Adopted this 9th day of October 2025, by the Board of Aldermen of the City of Southport, North Carolina.

_____

Rich Alt

Mayor

ATTEST:

_____

Tori Deviny

City Clerk

BOARD OF ALDERMEN
AGENDA ITEM SUMMARY

DATE: 10/9/25 **DEPARTMENT: Development Services**

PRESENTED BY: Maureen Meehan, Planning Services Director with Jake Petrosky and Andrea Radford, Stewart Consultants

ITEM SPONSORED BY: Development Services

ITEM/TOPIC: Southport 2050 Comprehensive CAMA Plan Public Hearing and Local Adoption

COST: N/A **BUDGET LINE ITEM: N/A**

JUSTIFICATION: Staff are submitting the draft 2050 Comprehensive CAMA Plan (plan) approved by Division of Coastal Management staff for a public hearing and local adoption. The Planning Board recommends adoption of the plan.

IMPACT IF NOT APPROVED: The comprehensive plan is stalled, and staff will continue to use the 2014 CAMA Land Use Plan as updated in 2020 for consistency with all zoning text and map amendments, subdivisions, and nonresidential development.

DEPARTMENT HEAD COMMENTS: The Coastal Area Management Act (CAMA) requires that the 20 coastal counties and municipalities prepare a land use plan/comprehensive plan that addresses their specific management topics, including public access, land use compatibility, infrastructure carrying capacity, natural hazard areas, and water quality. In addition to the management topics, each local government may include other topics or elements of interest in its plan. The current plan goals and objectives are no longer practical for guiding decision-making in the city. Development trends, population influx, and changes in the city's geographic makeup have shifted, generating new demands for diverse types of development and growth management. The 2050 Comprehensive Plan provides updated policies that not only meet the requirements of the Division of Coastal Management's planning rules but also incorporate the wishes of the citizens that staff and the consultants received through public input meetings and surveys.

Drafts of the plan have been submitted to the Board of Aldermen throughout the planning process and staff have requested input and comments along the way. Further, the plan has been presented and reviewed by the Planning Board and has been available to the public for comments throughout the process. The Division of Coastal Management has approved the plan after technical review, and it is ready for local adoption.

ATTACHMENTS: Staff Report, Comprehensive Plan Executive Summary and Action Matrix

REQUESTED ACTION: Hold Public Hearing and Adopt the 2050 Comprehensive CAMA Land Use Plan

PROPOSED MOTION: Motion to Open Public Hearing
Motion to Adopt the 2050 Comprehensive CAMA Land Use Plan

MEMORANDUM

To: Richard Alt, Mayor and Members of the Board of Aldermen
From: Maureen Meehan, Planning Services Director
Re: Southport 2050 Comprehensive Plan Public Hearing and Adoption
Date: October 9, 2025

Background

Planning legislation found in NCGS 160D-501 and the Coastal Area Management Act (CAMA) requires that local governments have a locally adopted and reasonably maintained land use plan. The city's existing CAMA Core Land Use Plan was initially adopted in 2014 by the city and certified by the Coastal Resources Commission, with a subsequent minor update occurring in 2020. Since then, the city has experienced significant growth within its planning jurisdiction and the surrounding areas of Brunswick County.

The comprehensive plan is a long-range policy document. It is a guide for cohesive future land use patterns. The plan analyzes the current conditions and future needs of the city, based on existing conditions and projected needs derived from population forecasting. It establishes a long-term vision for the city, outlining goals, policies, and implementation actions to inform future decisions.

The long-term nature of the plan uses statistical analysis and citizen input to create broad goals for the city. Comprehensive plans, by design, do not provide detailed, project-specific guidance. Policies and implementation strategies serve as a stepping-stone for staff to prepare site-specific projects, neighborhood plans, and new ordinances to meet the goals of the plan.

The executive summary and action plan are attached to this report for your review.

A full copy of the draft comprehensive plan can be found at the following link.
Southport2050_Draft_FINAL 7-11-25.pdf

Process

The CAMA requires that jurisdictions in the 20 coastal counties, which includes Brunswick County, prepare and adopt a land use plan that addresses specific management topics. Municipalities may choose to roll into the county plan or prepare a separate plan. Upon completion of the plan, the Division of Coastal Management (DCM) planners review the document for consistency with the 7B Land Use Plan Rules. Once DCM comments are satisfied, the local government must adopt the plan by resolution and forward it to the Coastal Resources Commission for certification. The certified LUP becomes a policy document used by DCM to review state and federal permits.

NCGS 160D-501(c) requires that the governing board adopt the comprehensive plan with a recommendation from the planning board. Further, it shall follow the process mandated for zoning text amendment in G.S. 160D-601, which includes a duly advertised legislative hearing before adoption of the plan. If the governing board wishes to table the plan to gather more information or consider public input, the motion to table must include a specific date, time, and location for reconsideration. Otherwise, a new hearing notice must be published. The locally adopted comprehensive plan is advisory only and not regulatory.

Timeline

The city initiated the comprehensive plan update in late 2023, which included contracting with Stewart Consulting to develop a comprehensive plan that not only fulfills statutory requirements but also serves as a blueprint for Southport's future. One of the key components of a comprehensive plan is community engagement. Staff solicited community input through steering committee meetings, stakeholder meetings, an online survey, 2 public input meetings, walking tours, and a photo contest. The comprehensive planning process incorporates the input of the citizens in conjunction with existing conditions and future needs to create the vision, goals, and guiding policies for the future of Southport. A timeline of the process to date is provided below.

January 2024 – March 2024

- Existing Plans Assessment and Data Gathering
- Compiling Existing Conditions Data
- Meetings with Staff, Steering Committee, and Stakeholders

April 2024 – July 2024

- Community Survey Online
- Public Workshop 4/30
- Creation of Vision and Goals
- Public Walking Tours 5/22
- Presentation to the Board of Aldermen 6/13
- Policy Recommendations and Future Land Use Designations

August 2024 – October 2024

- Continued Policy and Implementation Strategies
- Public Meeting 10/8
- Staff and Public Review

November 2024 – February 2025

- Presentation to the Planning Board 12/24
- Presentation to the Board of Aldermen 1/25
- Presentation to the Board of Aldermen 2/25
- Finalizing Plan

March 2025 – August 2025

- Plan submitted to Division of Coastal Management 3/25
- Comments Received by Division of Coastal Management 5/25
- Plan updates for DCM and Staff Comments
- Final Plan Submitted to Staff for Review 7/25
- Planning Board Recommends Adoption of the Comprehensive Plan 8/25

What we Heard
The online survey was open to anyone who lives, visits, and loves Southport. Most of the responses to the survey came from full-time residents and property owners who do not live in Southport.

During community engagement, the following items in no order were consistently mentioned:

- Support existing small businesses and create opportunities for/attract diverse small-scale establishments.
- Preservation of historic character - sites and buildings
- Protection of natural resources and water quality
- Need for diverse/affordable housing options
- Pedestrian safety and connectivity –for all areas throughout the city
- Stormwater management
- Design elements for nonresidential development/redevelopment

These and all other responses were used to create the vision, goals, and policies for the future land use plan. Goals and policies are categorized by Land Use & Housing, Public Access, Historic Preservation, Resiliency, Water Quality, and Economic Development.

Implementation
An action matrix is included in the plan outlining the policies, action items, lead responsible department, and time frame for implementation. Implementation of a newly adopted comprehensive plan can seem daunting, therefore identifying tasks that are quantifiable will help maintain a successful planning effort. Priority actions are listed below.

Zoning Updates – Revisions to the development standards for residential and nonresidential uses and including incentives for certain development types have been flagged as starting points for implementation, until a full UDO update can be made. A full overhaul of the UDO is a priority to ensure development and redevelopment throughout the city is cohesive and keeping with the existing character of the different neighborhoods outlined in the plan.

Coordination with Brunswick County – Since the loss of the extraterritorial jurisdiction (ETJ) in 2024, it is more imperative than ever to coordinate with Brunswick County especially the North Howe Street Corridor to ensure that there are compatible development characteristics. Staff have been working with the Brunswick County Planning Department when new developments/rezonings are taking place adjacent to the city limits.

Parks and Conservation – It is recommended to improve park accessibility, not only for individual parks, but also connectivity between the parks. Parking and pedestrian improvements can enhance the usability of existing spaces. Further, it is recommended that conservation subdivision options are added as a development tool to preserve and protect areas within floodplain, wetlands, and uplands that are susceptible to flooding.

Historic Preservation – Adoption of the local historic district and local historic design standards is the first step in preserving the historic properties and fabric of the city. Once the district is

Plan Southport

City of Southport 2050 Comprehensive CAMA Plan

Draft: July 11, 2025 | Adopted Date | Certified Date



A Big Thank You

to the many dedicated participants of this planning process. Your time, knowledge, and input were crucial to the development of this Plan.

Steering Committee

Larry Ashley
Scott Len
Jim McKee
Kate Seigler
Roberta Dosher
Sue Hodgin
Chris Jones
Karen Williams
John McCloskey

Board of Aldermen

Rich Alt, Mayor
Rebecca Kelley, Mayor Pro-Tem
Robert Carroll, Ward 1
Karen Mosteller, Ward 1
Marc Spencer, Ward 1
Lowe Davis, Ward 2
Frank Lai, Ward 2

Planning & Zoning Board

Sue Hodgin, Chair
Kevin Locklin, Vice Chair
Will Hewett
Fred Fiss
Larry Ashley
John Bove
Robert Lambert
Richard Sloan, Former member
Roy Pender, Former member

Staff Liaisons

Maureen "Mo" Meehan,Planning Services Director
Noah Saldo, Interim City Manager
Stuart Turille, Jr., Former City Manager
Wendell Biddle, Senior Planner
Penny Tysinger, Permit Technician/Historic Planner
Heather Hempill, Parks & Recreation Director
Tom Zilinek, City Engineer
Charles Drew, Fire Chief
Todd Coring, Police Chief
Dorie Dutton, Former Assistant City Manager

Community Members

Thank you to the hundreds of Southport community members for taking your time to participate in naming the plan, photo contest, community survey, walking tours, and public meetings. Your input played an important role in the development of this Plan.

Steering Committee

Thank you for your commitment to regularly attending Steering Committee meetings throughout the planning process. Your input and guidance throughout the process was crucial to the development and refinement of this Plan.

Plan facilitated by:

STEWART

With assistance from:

WK DICKSON
community infrastructure consultants

Plan adopted by the City:
<Date>
Plan certified by NC Coastal Resources Commission:
<Date>

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Interpretation of Recommendations

Chapter 4 includes recommendations and implementation actions. In which, the following words may be used to consider, continue, courage, enhance, identify implement, maintain, prevent, promote, protect, support, and work. If a word is not defined below it shall be interpreted as its ordinary and common meaning. The intent of these words is defined as follows:

- Consider: Think carefully about or evaluate at the board or staff level. This may require evaluating changes to ordinances, standards or policies.
- Continue: Follow past and present policy and procedure to maintain the desired goal.
- Encourage: Foster the desired goal through new or improved City policies.
- Enhance: Improve on a current goal through City policy.
- Identify: Take inventory of and confirm a resource or desired item(s) through City staff.
- Implement: Take actions to accomplish the Plan recommendations.
- Maintain: Keep the existing conditions of the desired state of affairs through the use of City policies, actions, and finances, if needed.
- Prevent: Stop the identified event/practice through the use of appropriate policy, action, and finances.
- Promote: Advance the desired goal through City policy, action, and/or finances.
- Protect: Guard the current conditions or desired conditions through City policy, action, and/or finances.
- Support: Supply the necessary staff support, policy, and finances.
- Work: Cooperate and act in a manner through City staff, policy, and actions to reach the desired goal.

Acronyms

The following list contains the key to all acronyms used throughout this Plan.

- AADT: Annual Average Daily Traffic
- AEC: Areas of Environmental Concern
- CAMA: Coastal Area Management Act
- CTP: Comprehensive Transportation Plan
- CRC: Coastal Resources Commission
- EPA: Environmental Protection Agency
- FEMA: Federal Emergency Management Agency
- FLUM: Future Land Use Map
- HPC: Historic Preservation Commission
- ICC: Infrastructure Carrying Capacity
- I/I: Inflow and Infiltration
- LID: Low-Impact Development
- LUC: Land Use Compatibility
- MFC: North Carolina Marine Fisheries Commission
- MGD: Million Gallons per Day
- MOTSU: Military Ocean Terminal Sunny Point
- NCDOT/DOT: North Carolina Department of Transportation
- NHA: Natural Hazard Areas
- NOAA: National Oceanic and Atmospheric
- Administration
- PA: Public Access
- SNHA: Significant Natural Heritage Areas
- SLOSH: Sea, Lake, and Overland Surges from Hurricanes
- WRC: North Carolina Wildlife Resources
- Commission
- WQ: Water Quality

Executive Summary

In late 2023, the City of Southport began updating its 2014 CAMA Core Land Use Plan (amended in 2020). The surrounding areas and the City have received significant growth pressure recently. This, in combination with infrastructure changes and emerging environmental and resiliency issues, made it time to update the plan and take a comprehensive approach to planning with extensive input from the community in order to shape the long-term future of Southport.

Plan 50uthport 2050 includes goals and recommendations that address local issues as well as topics required to fulfill the requirements of the Coastal Area Management Act (CAMA). Topics covered include land use, transportation, historic preservation, economic development, downtown, infrastructure and services, natural resources, housing, public access, and resiliency.

Vision

The City of Southport is a historic coastal village focused on the preservation of its natural environment and protection of the character of its built environment. The City strives for excellence in government, an engaged and connected community, and managed growth that contributes to a safe and tranquil quality of life. Southport's citizens enjoy a walkable city, scenic waterfront, community parks and shaded streets that allow the enjoyment of the salubrious breezes from the Cape Fear River and the sea. Southport desires to sustain existing businesses and create new opportunities nurturing the needs of its current and future residents of all ages.

Plan Goals



Ensure development is compatible with Southport's unique characteristics, including its historic areas, heritage trees, and walkable environment while minimizing impacts.



Preserve, protect, and continue to celebrate the City's historic resources and character.



Increase Southport's resiliency to natural hazards.



Ensure safe and reliable multi-modal transportation options, including walking, biking, and other forms of transportation, while limiting impacts from new development and prioritizing the needs of residents and visitors.



Maintain, protect, and where possible, enhance water quality in all coastal wetlands, rivers, streams, and estuaries.



Protect public access and vistas along the waterfront and maximize access to coastal waters, parks, and other recreational opportunities.



Prioritize adaptation measures to allow residents and visitors the ability to continue enjoying the Yacht Basin.



Embrace and leverage Southport's unique small commercial areas and historic downtown as an economic development opportunity.



Ensure public infrastructure systems and services are appropriately scaled, located, and managed to accommodate sustainable growth while protecting natural assets.

Future Land Use

The Future Land Use Map (FLUM) and character areas represent the community's vision for the future of Southport and is one of the factors used to guide rezoning, land use, infrastructure and development decisions. The Future Land Use Map is descriptive, not prescriptive. It identifies predominant land use types and character of future development for different parts inside and outside of Southport's planning jurisdiction. Recommendations embedded in the Future Land Use Map should guide coordination and partnerships and will also be utilized in areas outside of the City limits when there is a request for annexation.

Character Areas

- Parks and Open Space
- Low Density/Conservation Design
- Low to Medium Density
- Traditional Neighborhood
- Historic Neighborhood
- Gateway
- Office and Institutional
- Neighborhood Commercial
- Midtown
- Downtown
- Waterfront Commercial
- Highway Commercial
- Industrial

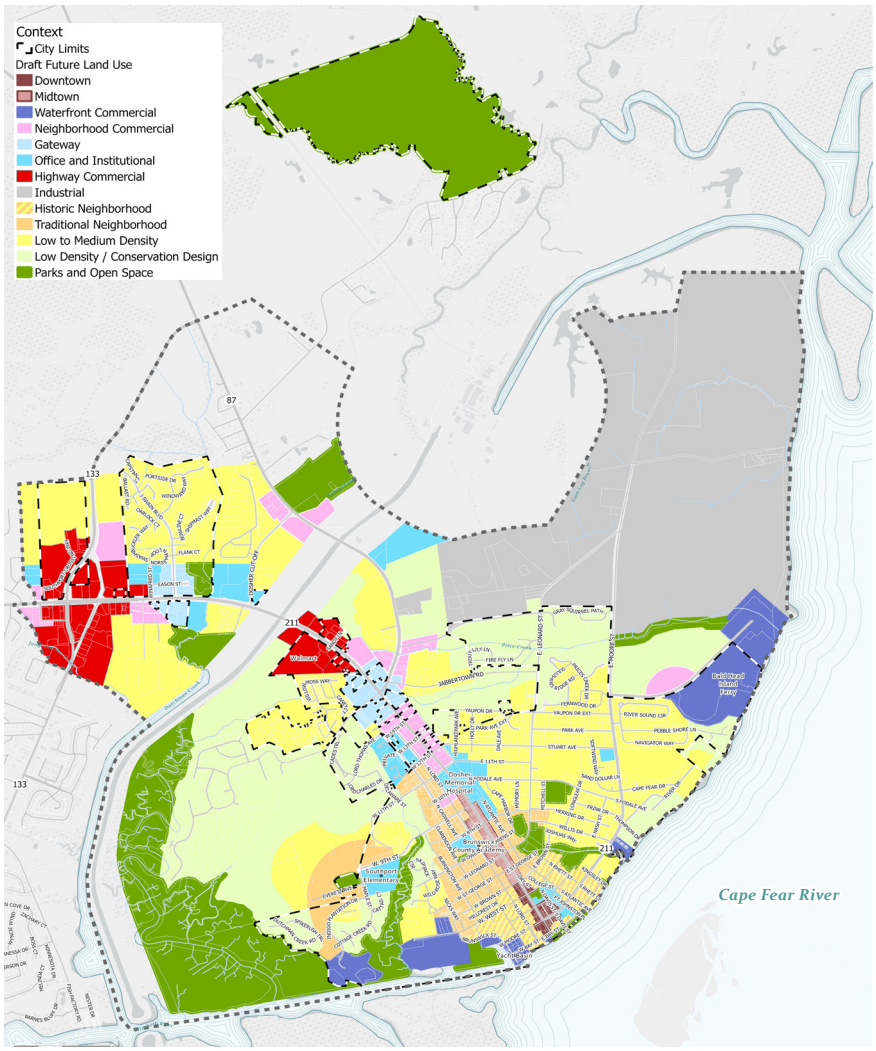
FLUM Highlights

- Protects environmentally sensitive areas.
- Honors existing historic form and promotes walkable neighborhoods.

- Encourages investments and improvements in design near key gateways.
- Promotes appropriately scaled nonresidential uses, respecting existing building footprints and height.

- Supports the continuation of waterfront commercial uses.
- Encourages conservation design or low density in appropriate areas.

Future Land Use



See page 60 for larger Future Land Use Map.

Major Recommendations

Land Use & Housing



- Review and modernize the Unified Development Ordinance.
- Coordinate with Brunswick County and other entities to manage growth near Southport.
- Require the incorporation of open space in new developments.

Land Use & Housing



- Encourage a development pattern that honors Southport's character and respects the natural environment.
- Limit building size and height in different areas based on character and context.
- Support a variety of quality housing that meets local needs at appropriate scales.

Historic Preservation



- Support local preservations and recognition of the City's history and culture.
- Communicate the story of Southport through art, community activities, education, and signage to reinforce community identity and sense of place.

Historic Preservation



- Support the preservation of historic structures, sites, and monuments for their economic benefits.

Resiliency



- Minimize life, health, and public safety threats prior to extreme weather events.
- Reduce vulnerability by utilizing the Future Land Use Map and other resources to focus growth and development away from flood prone areas.

Resiliency



- Utilize Low Impact Development (LID) and green infrastructure to reduce non-point source pollution.
- Support the protection of Southport's wetlands.
- Continue to improve the resiliency of historic properties.

Yacht Basin



- Enhance pedestrian facilities and consider improvements to stormwater, drainage, and parking in the Yacht Basin.
- Designate the area as an Urban Waterfront to allow businesses to rebuild in the event of a natural disaster.
- Maintain the Open Space Zoning District within marsh areas and consider adjustments based on newly available data.

Public Access



- Support public and private initiatives that increase public access to coastal waters and parks for all of Southport's residents and visitors.
- Implement key recommendations from the Parks and Recreation Master Plan.
- Enhance recreational opportunities to serve the residents in and near Southport.

Water Quality

- Coordinate with the North Carolina Department of Environmental Quality, Division of Coastal Management, and the Coastal Resources Commission to protect coastal wetlands, estuarine waters, estuarine shorelines, and public trust waters in Southport.
- Enforce and expand stormwater management regulations.

Water Quality

- Encourage the preservation of stream and wetland buffers in new development.
- Establish built-upon area (impervious surface) limits for many zoning districts.
- Require permitted water-related developments to comply with state and federal regulations.

Economic Development

- Recognize and support the tourism industry.
- Support existing small businesses and encourage new businesses.
- Continue to support a vibrant, historic Downtown.
- Pursue a balanced economy and retain and attract young people and families.

Economic Development

- Study priority areas for the undergrounding of electrical lines for visual benefits and to improve resiliency by speeding up recovery after storms.

Infrastructure & Services

- Support sustainable growth through the provision of adequate water and wastewater treatment capacity within the City of Southport.
- Maintain and enhance key public services.
- Ensure the capacity of emergency services as population and visitation increases.

Infrastructure & Services

- Enforce and improve stormwater regulations to assist with flood control, encourage groundwater recharge, and reduce pollutants.

Transportation

- Maintain City roads by regularly updating the pavement condition study and administering the repaving program.
- Improve connectivity between all modes of transportation, including bicycling, walking, and golf carts.
- Improve walkability along North Howe Street.
- Improve the East Coast Greenway throughout Southport's city limits.

Transportation

- Manage traffic and access along NC 211 and NC 87.
- Manage and improve parking Downtown and in the Yacht Basin.

About the Plan

What's a Comprehensive Plan?

A comprehensive plan is a long-range road map for the future of a community.

It examines and makes recommendations on a variety of planning activities such as land use, utilities, infrastructure, housing, community facilities, historic preservation, recreation, economic development, and more. It provides information about current conditions, trends, and issues and identifies actions needed to address such issues. A comprehensive plan is not a regulatory document on its own. Rather, it establishes goals and priorities that guide future growth and development. It also:

- Documents a community conversation: "Where are we now? Where would we like to be?"
- Provides a basis for decision-making, problem-solving, and policy development by government officials.
- Establishes priorities for government projects, staff, and services.

The State of North Carolina requires every town or city that has zoning to maintain a current Comprehensive Plan and update their plan regularly.

What's a CAMA Plan?

The Coastal Resource Commission uses this plan in making CAMA permit decisions and federal consistency determinations.

The Coastal Area Management Act (or CAMA) was established in the 1970s to protect and preserve North Carolina's coastal lands, shoreline, and waters through collaboration between local governments and the State of North Carolina. To achieve this, the state created the Division of Coastal Management (DCM), the state office dedicated to working with coastal communities like the City of Southport and Brunswick County, and the Coastal Resources Commission (CRC), the advisory committee that establishes the policies, adopts the rules for coastal development, certifies local land use plans, and designates areas of environmental concern.

In order to be certified, a CAMA Plan must satisfy all of the requirements determined by the CRC. This includes following the CAMA planning process, which has a specific set of topics that must be addressed to meet the requirements including:

- Public Access
- Land Use Compatibility
- Infrastructure Carrying Capacity
- Natural Hazard Areas
- Water Quality

Each CAMA required management topic includes a Management Goal and a Planning Objective, which are specified in the North Carolina Administrative Code governing land use in each of the 20 coastal counties, followed by recommendations for future action.

Plan Topics

This plan includes nine planning topic areas.

This Coastal Area Management Act (CAMA)-Certified Comprehensive Land Use Plan also functions as a comprehensive plan (per NCGS 160D). Many requirements and components overlap, and the distinction can be made by reviewing 15A NCAC 07B.0702 and NCGS 160D-501. This plan updates and replaces the 2014 CAMA Core Land Use Plan.

This plan includes the required planning topics to meet the requirements of the Coastal Area Management Act and includes additional topics to address City priorities. The following topics are included in the Plan:

- Land Use Compatibility and Character
- Housing
- Public Access
- Historic Preservation
- Resiliency
- Yacht Basin
- Water Quality
- Downtown and Economic Development
- Transportation
- Infrastructure Carrying Capacity

Plan Organization

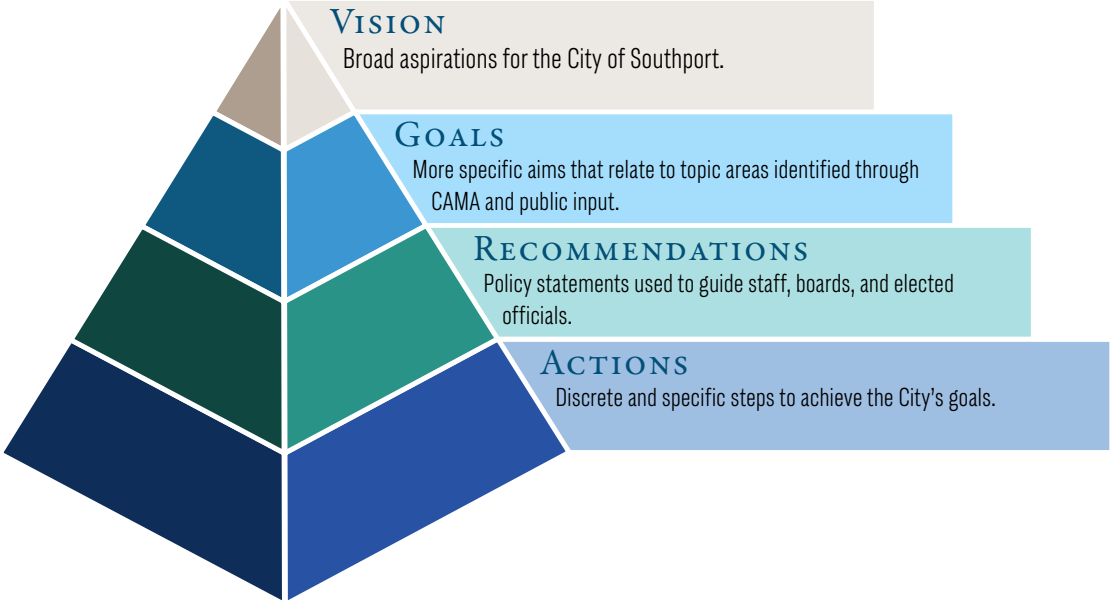
Plan 50uthport 2050 is organized into 6 chapters, beginning with Community Concerns and Aspirations. The next two chapters outline who we are planning the future for and past planning efforts. Chapter 4 outlines policy recommendations that are intended to assist the community in achieving its vision.

A brief explanation of each chapter is as follows:

- **Chapter 1. Community Concerns and Aspirations**- This chapter provides an outline of what was heard through community engagement phases of the project. At the end of Chapter 1 is the Plan's Vision and Goals. The Community Vision is what the community strives for over the next 25 years. The Goals are ideals which the City and its partners should work towards to achieve the Community Vision. Goals are organized by planning topic areas and include CAMA related topics and local concerns.
- **Chapter 2. Socioeconomic Snapshot** -This chapter provides an outline of the City's current demographics and economy to gain a better understanding of who we are today. Statistics on population trends and projections are also included in this chapter.
- **Chapter 3. Past Planning Efforts** - This chapter provides an overview of local and some State planning efforts to gain a better understanding of past issues, priorities and accomplishments that will provide a base for building the future of Southport.
- **Chapter 4. Planning for the Future** - This chapter includes policy recommendations and actions to support the City's vision and goals. The chapter is organized by planning topic areas, including land use and housing, public access, resiliency, water quality, infrastructure carrying capacity, historic preservation, transportation, economic development, and downtown.
- **Chapter 5. Implementing Plan 50uthport 2050** - This chapter provides direction for implementation of this Plan.
- **Chapter 6. Existing Conditions and Natural Hazards** - This chapter provides an overview of the existing conditions in and surrounding the City of Southport.

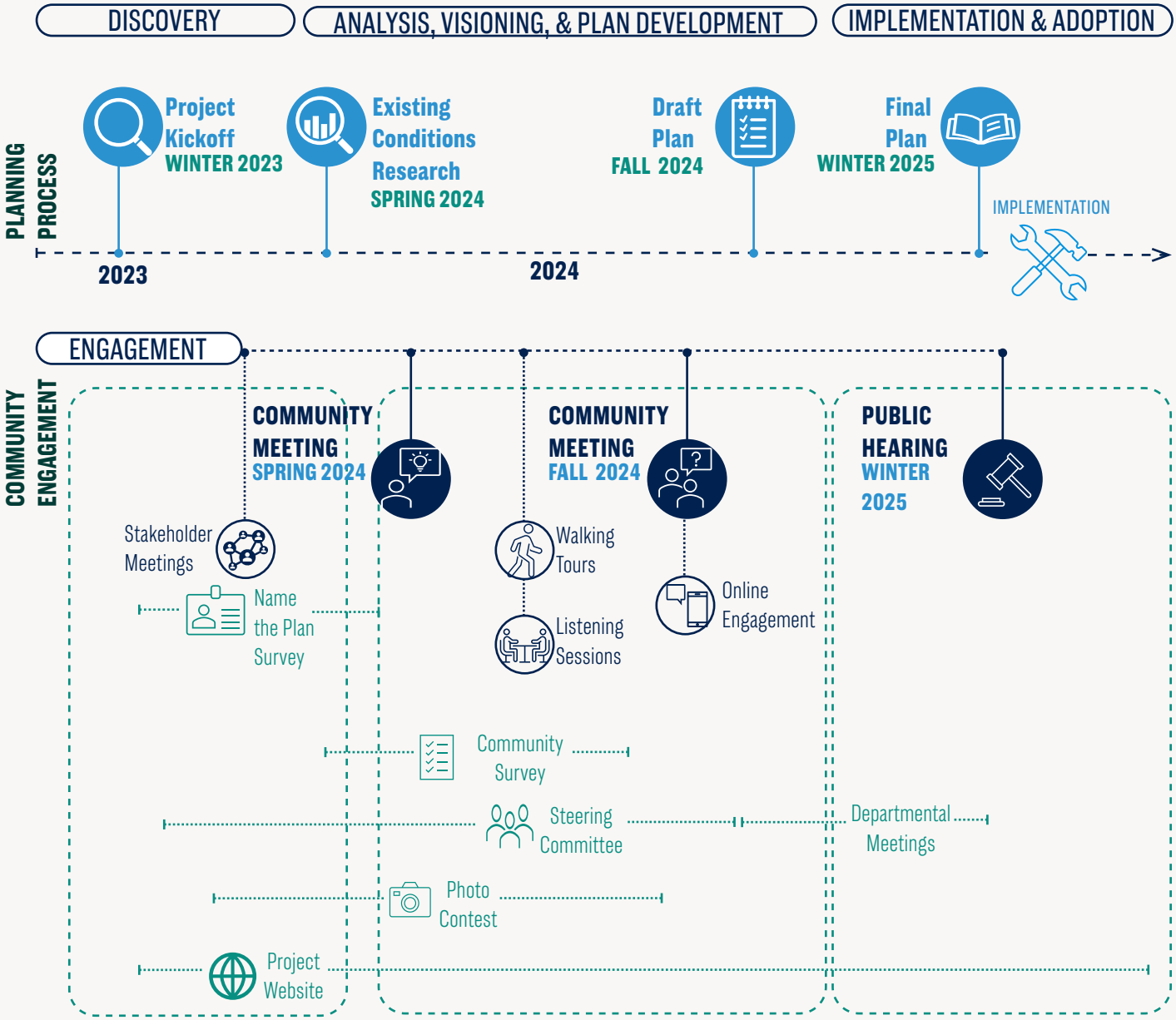
Using the Plan

Plan 50uthport 2050 should be used in its entirety, including text and maps, to guide decisions about physical development, public infrastructure and environmental protection. Chapter 5 Implementing Plan 50uthport 2050 , outlines necessary procedures for both using and amending the Plan.



Project Timeline

The planning project took place over the course of a year. The discovery phase included initiation meetings, data collection and spending time in the community and talking to citizens and stakeholders who live and do business in Southport. Analysis and public engagement marked the beginning of the second phase of the process. The consultants and City staff met with community members at public meetings, walking tours, and a listening session to gather additional input on the direction for the future of Southport. After draft goals and recommendations were developed in Phase Three, the consultants continued to work with members of the community to ensure the plan provided clear directions through policy recommendations and actions to achieve the community vision by 2050.



Study Area

Southport is a coastal village located in southeastern North Carolina where the Cape Fear River meets the Atlantic Ocean in Brunswick County. Southport is accessed by North Carolina Routes 211 and 87/133. The City of Southport is anchored by its historic downtown that sits at the southern end of Howe Street just a block from the Cape Fear River. Streets intersect Howe Street at a perpendicular angle, beginning with Bay Street which parallels the river. Public spaces including Waterfront Park and the Garrison Lawn provide views of the river. The Yacht Basin anchors the west end of Bay Street and acts as the City's waterfront commercial district and includes many restaurants overlooking the water. Downtown is surrounded by historic neighborhoods with short blocks and narrow streets shaded by live oaks.

East Moore Street connects Downtown to the Bald Head Island Ferry and the Fort Fisher Ferry on the northeast side of the City. Price Creek and its associated wetlands and maritime forest are a major natural feature here. East Leonard Street and Jabbertown Road connect single family homes to Howe Street and NC 87, respectively. Archers Daniels Midland, additional industrial development, and the Brunswick Nuclear Plant site are located just beyond the City limits, to the north of Price's Creek.

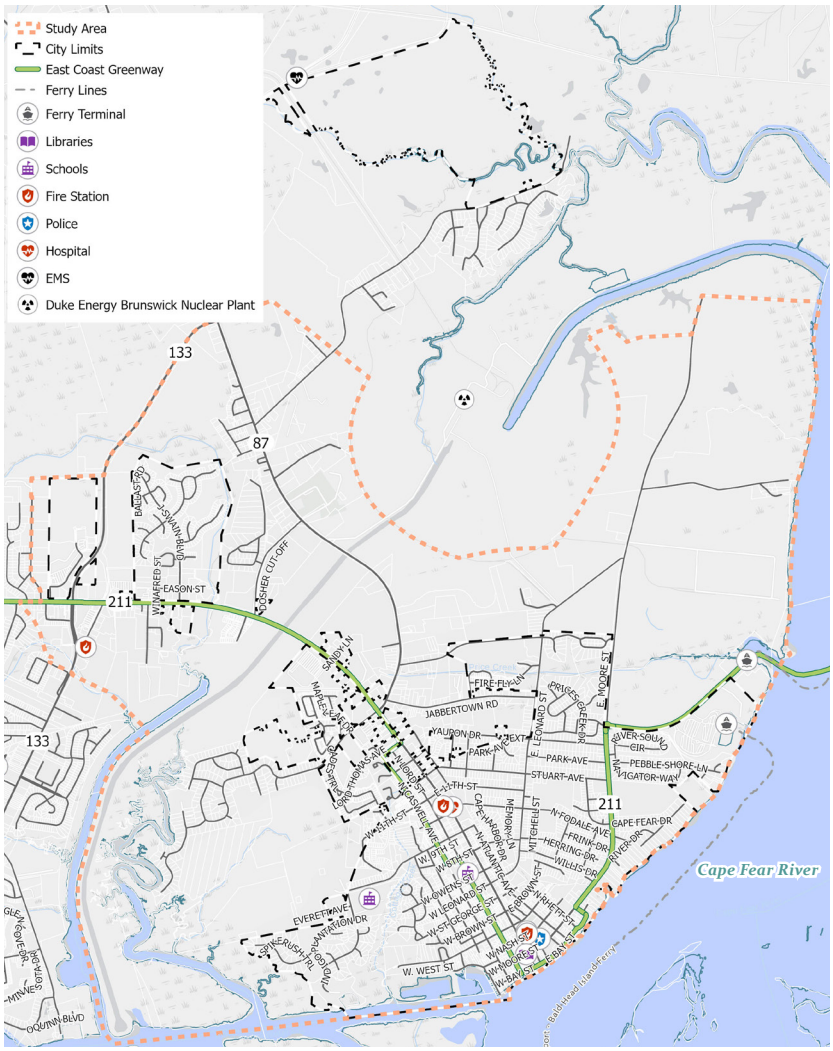
Two marinas face the Intracoastal Waterway on the west side of the City separated by Cottage Creek. Indigo Plantation Phase I and vacant land where future phases are planned lie north and west of Cottage Creek in an area bounded by Dutchman Creek and the Smithville Woods neighborhood.

North Howe Street (NC 211) changes character a number of times north of Downtown. Commercial areas flank NC 211 which is currently being widened to a four-lane facility northwest of NC 87. New residential developments in this area include Cades Cove, Southport Way, and Rivermist.

The Study Area includes the City limits, the former extraterritorial jurisdiction (ETJ) and other areas nearby. The City limits occupy approximately 3.96 square miles. The former ETJ occupied approximately 3.07 square miles. The Study Area as a whole is comprised of approximately 10.59 square miles.

During the planning process, House Bill 1064 was passed, which removed Southport's ETJ authority. However, the study area includes areas that may impact Southport's environment, infrastructure, history and character. Coordination with Brunswick County and private development regarding development design and potential voluntary annexation will be essential in these areas.

Study Area



Brief History

1600's - 1700's

Brunswick County was inhabited by Waccamaw and Tuscarora tribes prior to European arrival. Spanish and English explorers were the first Europeans to visit the Southport area. Other early visitors to the area included pirates. Local lore claims that Stede Bonnet, the Gentleman Pirate, frequented the area. Bonnet was eventually captured right outside Southport, near the mouth of the Cape Fear River.



1745

Fort Johnston was established at the mouth of the Cape Fear River to protect the area from attacks. The town naturally grew around the Fort's borders. Southport's oldest cemetery, Old Smithville Burying Ground, was established sometime during this period as well. Historians believe this cemetery is the oldest in Brunswick County and have stated that some graves date back to the 1700's. The cemetery is the final resting place for Confederate soldiers, ship captains, and other important historic figures. According to local legend, Governor Benjamin Smith, whom the town was originally named for, is buried in this cemetery.

1775

Fort Johnston was raided and burned by patriots in defiance of the British.

1792

The Town of Smithville was incorporated around the site of the Fort. The town was named for Governor Benjamin Smith who served as colonel in the Revolutionary War. The town grew as a fishing village and military hub.



1795

While Fort Johnston was being rebuilt, residents used the site as a meeting place for their first documented Fourth of July celebration. The town has annually celebrated the Fourth of July ever since.

1808

Smithville was named the county seat of Brunswick County. This status was held until 1975.

1810

Construction of Fort Johnston's Garrison House was completed. Today, the Garrison House is the Fort's only surviving structure and is now home to the Fort Johnston-Southport Museum and Visitors Center and the Southport Historical Society.

1816

The new Fort Johnston was completed.

1844

The Old Brunswick County Courthouse is probably the second courthouse on the site. It served as the County Courthouse until 1978. From 1979 to 2014 it served as City Hall.

1866

St James AME Zion, Southport's oldest African American church, was founded. It is the only African American church listed in the 1867 NC Business Directory.

1887

After the war ended, officials envisioned Smithville as a major port city and entrepreneurial hub. To achieve this vision, officials planned to enhance river and railroad transportation. The town was renamed "Southport" in anticipation of the growth and in hopes of rebranding as a major port city for the area. Though the town was renamed, you can still see remnants of the former name at the Old Smithville Burying Ground and Smithville District Park.

1904

Old Brunswick County Jail was built for $6,738. Since 1984, the structure has been maintained by the Southport Historical Society and is now a museum.

1966

A ferry connecting the town with Fort Fisher was established.

1968

Construction on the Brunswick Nuclear Plant began.



1980's and Beyond

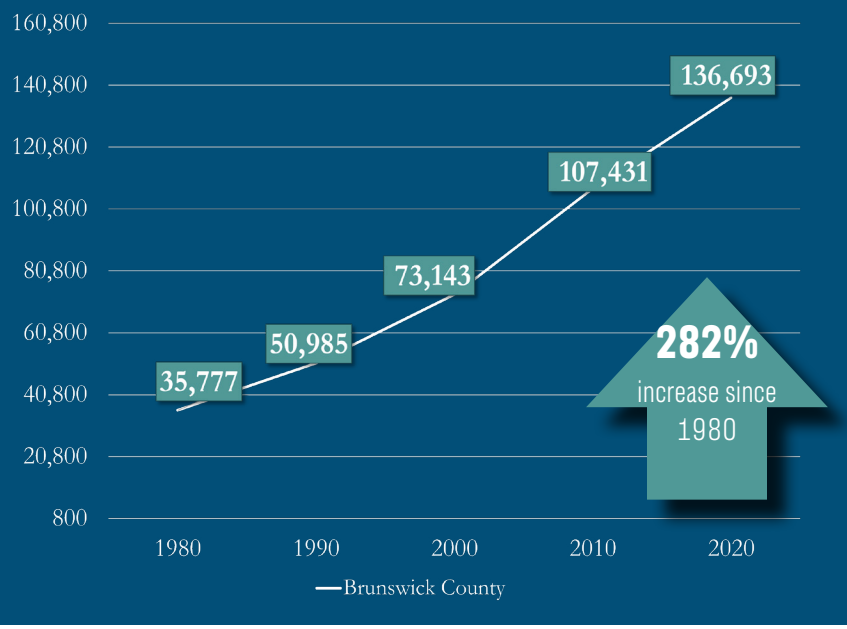
The menhaden fleet that was based out of Southport operated until the 1980s when declines in the fishery and rising costs led to its end. Afterward Southport emerged as a popular setting for films. Retirees and vacationers began to flock to the area, and the City grew.

Regional Setting

The **City of Southport** is located in Brunswick County at the southernmost coastal region of North Carolina, where the Cape Fear River meets the Atlantic Ocean. Brunswick County was the fastest growing county in the state between 2020 and 2023 with a growth of 23,745 people (NC OSBM). The entire US 17 corridor including Brunswick County, New Hanover County, and Pender County in North Carolina and Horry County, Georgetown County, and Charleston County in South Carolina has seen dramatic influx in residential and commercial development over the past twenty years. This development which has been largely driven by tourism, second homes and retirees has created significant economic opportunities. However, it has also caused concerns about environmental impacts, infrastructure carrying capacity and loss of local character and history.

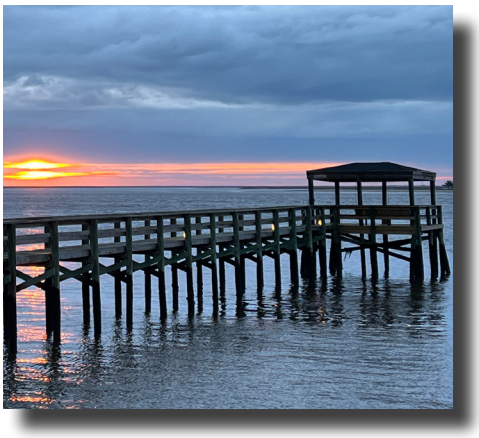
Southport is a blue-collar fishing village that has evolved into a destination due to its stunning scenery, history and maritime heritage. Much of Southport's economic activity relies on its seasonal visitors. Southport also provides a magnificent backdrop for filming, with its live oak trees, the Cape Fear River, the Yacht Basin, historic Fort Johnston, and historic homes. It is one of Hollywood's favorite filming locations, with over 50 films since 1984 being filmed in Southport. These include Weekend at Bernie's, Safe Haven, I Know What You Did Last Summer, Dawson's Creek, A Walk to Remember, Nights in Rodanthe, and in 2024 Monster Summer, and Greedy People. The City offers a self-guided tour map on its Community Relations web page.

BRUNSWICK COUNTY POPULATION GROWTH

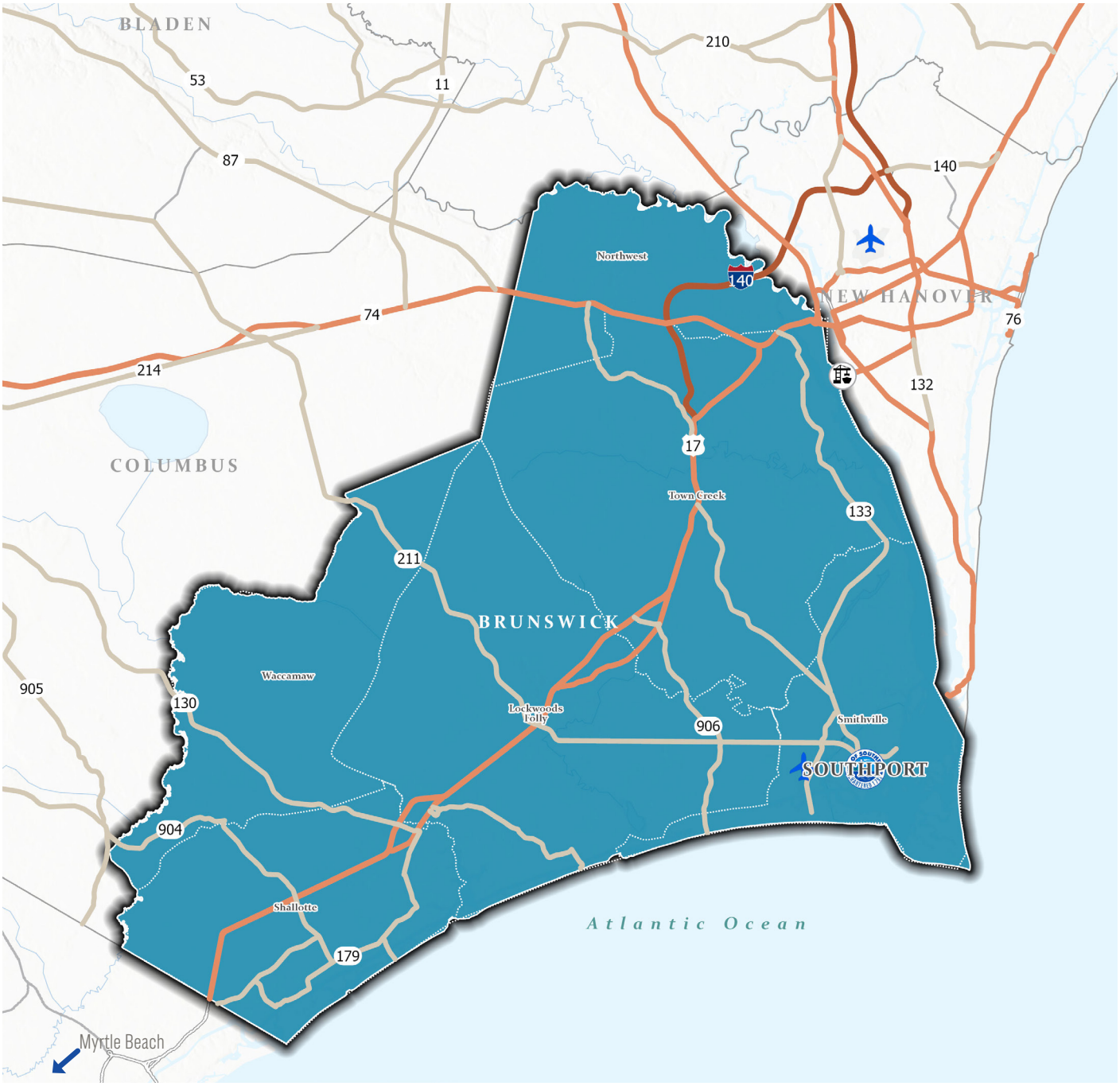








Regional Setting



Southport can be accessed by North Carolina Routes 211 and 87/133. These routes provide easy access to US 17, US74/76, US 421, and Interstates 140 and 40. Southport is located approximately 40 minutes from downtown Wilmington by vehicle or 35 minutes by ferry. The Port of Wilmington is located approximately 18 miles north up the Cape Fear River. Southport is a short ferry ride away from Bald Head Island and a short car ride away from Oak Island and Caswell Beach. Approximately 50 miles south of Southport is the Myrtle Beach resort area. The Cape Fear Regional Jetport is approximately 5 miles away, Wilmington International Airport (ILM) is approximately 30 miles away, and Myrtle Beach International Airport (MYR) is 67 miles away.



1 Community Concerns and Aspirations



Community Engagement

Engaging the community is an essential part of planning for the future of a community. Through community engagement, residents are able to share their ideas, concerns, and provide feedback. Throughout this process there were three types of community engagement; informative participation, preparatory planning participation, and decision-making participation.

Informative Participation includes up-to-date information on the city's website to regularly communicate updates in this planning process to Southport residents.

Preparatory Planning Participation includes hearing from the community in a variety of ways about their opinions on the future of Southport.

Decision-Making Participation includes the Board of Aldermen making the final decision on the adoption and implementation of this plan.

Who's Been Involved

- Steering Committee-reviewed the plan regularly and provided direction over the lifespan of the project.
- City Staff
- Planning Board
- Board of Aldermen
- Members of the public- participated in plan surveys, photo contest, walking tour, public meetings, plan review, and input through various methods.
- Brunswick County

Steering Committee

The Steering Committee consisted of nine members including members from advisory boards and at large members. The committee met six times throughout the planning process to provide valuable input on key components of the plan including engagement efforts, vision and goals, priorities, and recommendations.



First Steering Committee Meeting at Moore Street Market

Stakeholder Meetings

During the early stages of the comprehensive planning process, the City of Southport hosted six stakeholder meetings over the course of two days, March 15th and 16th. These meetings were held at the Community Building. These sessions were free flowing conversations that allowed those who know Southport well to discuss with the project team current conditions, future projects, and community priorities. The first group consisted of City staff, representatives from Dosher Hospital, Piedmont Gas, Brunswick County, and Focus Broadband. The second group consisted of local downtown and business owners, including representatives from Throw Baxe Axe House, Lantana's, Ocean Outfitters, River Run Dry Cleaners, Moore Street Oyster Bar, and the Amuzu Theater. The third group included representatives from local real estate offices and developers. The



Stakeholder Meeting at the Community Building

fourth group included representatives from local churches, schools, neighborhoods, and Southport Historical Society. The fifth group included representatives from the Forestry Committee, Friends of Franklin Square Park, Caswell Community Garden, and City staff. The sixth group included local business owners in the Yacht Basin. Additional stakeholder interviews were held, including a discussion with the Historic Preservation Commission at one of their regularly scheduled meetings and a virtual discussion with Brunswick County staff.

Session	What We Heard
Group 1: Transportation, Public Works, Infrastructure, Utilities, Etc.	◆ Dosher Hospital has an approved five-year plan for an additional building for multiple services on site and it is currently under development. ◆ Southport is currently negotiating with Brunswick County to merge water and sewer services. ◆ Many roads are maintained by the North Carolina Department of Transportation (NCDOT). ◆ NCDOT has funded sidewalks and improved crosswalks along Howe Street. ◆ The City does spot repairs of roadways but does not have a comprehensive paving program in place and has not completed any major repaving projects in the past twenty years. ◆ Piedmont Gas has plans to expand and supply gas to East Bay Street and commercial areas on Howe Street and in the marina area. ◆ There have been early discussions regarding enhanced service including seasonal park and ride shuttles from the Brunswick Transit System which currently provides demand responsive transit.
Group 2: Downtown and Businesses	◆ There are parking issues during large events in downtown. ◆ Marketing focus needs to be beyond downtown and include Midtown and the businesses along N. Howe Street. ◆ Crosswalks, sidewalks, pedestrian lighting, traffic lights, etc. are needed to support growth and improve conditions for pedestrians . ◆ Unmarked parking spaces along Bay Street at Waterfront Park need to be painted. ◆ There is a need for freight zones to balance the needs of businesses and safety of pedestrians. ◆ There is currently an unofficial social district, but creating a social district with arts could bring in more customers. ◆ Landscaping standards along N. Howe Street need to be improved. ◆ Golf cart parking is needed.
Group 3: Development and Real Estate	◆ More recreational opportunities are needed for seniors and children. ◆ Southport needs affordable and workforce housing. Businesses are unable to find employees because employees cannot afford to live close to work. ◆ Planned Unit Developments should provide more flexibility to include multi-family and clustering of houses. ◆ Southport's tax base needs to be increased.
Group 4: Historic Preservation and Neighborhoods	◆ Brunswick County Courthouse is an important building to the history of Southport. ◆ Enrollment has dropped for Southport Elementary School. ◆ Affordable housing is needed and the City needs to increase its tax base.
Group 5: Parks and Natural Resources	◆ Cottage Creek is showing high levels of bacteria. ◆ Franklin Square Park has the potential to be a peaceful, beautiful, people-oriented park. ◆ Caswell Community Garden is 10 years old and has 44 garden beds. The Brunswick Community College donates that land and it is $40 to lease a bed and this funds the community garden. ◆ A kayak launch is currently in progress.
Group 6: Yacht Basin	◆ Bay Street needs to have paved parking. ◆ Dredging is needed in the Yacht Basin. ◆ There is a lack of pedestrian lighting in the Yacht Basin and many other areas in the City. ◆ The history of the Yacht Basin should be told more broadly. ◆ Having more small businesses and retail could add charm but parking would be an issue.

Public Meetings and Board of Alderman Input

During the planning process, City staff and consultants engaged with the community in a variety of ways, including two public meetings. Public meeting were held at the Community Building on April 30, 2024 and October 8, 2024.

Public Meeting #1

As part of the early stages of the comprehensive planning community outreach process, the City of Southport hosted its first public meeting for Plan Southport 2050 on Tuesday, April 30th. The meeting was held from 6:00-8:00 pm in the Community Building (223 E. Bay Street). The public meeting was advertised in a variety of methods including flyers, social media, emails, the City's website, and other community news outlets.

The format of the meeting was open-house style. Attendees circulated around the room to different stations and provided feedback on different topic areas using poster boards, visual aids, and maps. Stations included round table discussions, development preference activity, and a mapping exercise.

Attendees were asked to share their preference for different types of downtown development, including Historic Preservation, Restaurants



DISCUSSION TABLE SESSIONS AT PUBLIC MEETING #1

One word to describe Southport.....

- Slower pace
- Unique
- Trees
- Overwhelmed
- Quiet
- Quaint
- Engaged
- History
- Community
- Generosity
- Safe
- Small-town
- Gathering

Concerns about the future of Southport.....

- Parking meters
- Lack of commercial development
- Clear cutting for residential development
- Evacuation- only two roads
- Sustainability of infrastructure
- Adequate funding for services and infrastructure
- Loss of history, habitat, and open space
- Short-term rentals
- Lack of connectivity
- Over development

Places you love to visit and things you would like to see in Southport.....

- Edenton
- Manteo- greenways and trails, satellite parking, sidewalks
- Mayfaire experience
- Clean water in the Yacht Basin
- Public transportation or trolley
- Traffic calming

and/or New Business, Additional Parking, Tree Preservation and/or Planting, Green Streets, Crosswalks and Pedestrian Improvements, Seating Areas, Public Art/Sculpture, Festivals and Events, and Waterfront Boardwalk or Esplanade. The Historic Preservation category received the most support, with 23 dots in support and no dots in "Don't Support." The second most supported category was Tree Preservation and/or Planting, with 18 dots in support and no dots in "Don't Support." The least supported categories were Waterfront Boardwalk or Esplanade, which received four dots in the don't support category, eight dots in support, and two comments that stated, "Where and how big would a boardwalk be @ waterfront? If we build it, we have to assure we can maintain it," and "Support! Especially in areas that regularly flood." Many meeting attendees echoed the concerns regarding maintenance of a potential boardwalk. The other least supported category was Public Art/Sculpture, with three dots out of 13 in the "Don't Support" category.

The residential development preference activity asked meeting attendees to consider eight different types of residential development: Traditional Neighborhood Design, Live-Work Mixed Use, Suburban Neighborhood, Accessory Dwelling Units, Small Scale Attached, Apartments or Condos, Pocket Neighborhood, and Townhomes. These choices represented a diversity of options for lot size and density configuration. Attendees were asked to vote on the development type they would like to see in Southport. Feedback from this board helped the project team create the Future Land Use Map and land use recommendations for the plan.

The most supported residential development type was Traditional Neighborhood Design, which had 21 "yes" votes, zero "no" votes, and zero "maybe" votes. Meeting attendees stated that they appreciated that Traditional Neighborhood Design would honor the historic character of the area. The least supported development types were Apartments or Condos and Townhomes, which both had one "yes" vote, eight "no" votes, and one "maybe" vote.

The mapping exercise asked participants to use blue, red, and yellow sticky notes to identify areas in the study area they wanted to keep (blue), toss (red), and create (yellow). The results of this activity were:

Keep

- Keep and RESTORE Franklin Square Park
- Continue to protect Franklin Square Park great asset!
- Keep one-way traffic
- Historic, small-town flavor!
- Stay on track w/ development of Taylor Field Park!
- Maintain open space!
- Movie industry interested in doing more movies here
- Love the Waterfront Pier Park!

Toss

- Move the all-inclusive park to Smithville Town Creek Park.
- Cul-de-sac neighborhoods
- Need to pave side streets
- TOSS the bike killer drainage covers

Create

- Need more parking
- Franklin Square Park was never a green space, go back to dirt path, keep the mulch around the trees
- Clean up Yacht Basin area- enclose trash bins- fill potholes. Create pedestrian safety walkways
- Use River Front for events
- Sidewalks on waterside of Bay Street from Yacht Basin to Kingsley
- Restore weather station site!
- Install planned connection from Taylor Field- to Lowe White
- Add sidewalk to E. Leonard
- Keep Taylor Field green! Install more equipment at Caviness
- Add sidewalks to Moore St. between Kingsley Dr. and Fodale Ave.



Walking Tours & Listening Sessions

On May 22, 2024 the consulting team hosted two walked tours followed by listening sessions later that day at the Community Building. There were two walking tours that met at Franklin Square Park. One group walked along North Howe Street, North Lord Street, West 8th Street, Atlantic Avenue, East Brown Street, and College Street. The other group walked along North Howe Street, East Moore Street, Bay Street, Yacht Basin Drive, West Brunswick Street, North Caswell Avenue, and W. West Street. The consultants led each tour and had six stopping points to discuss opportunities and issues with local residents.

What We Heard at the Midtown Tour

- Redevelopment opportunities along North Howe Street but need to address potentially conflicting uses
- Potential uses of rights-of-way (seating, parking, sidewalks)
- Need for crosswalks for pedestrian safety

What We Heard at the Downtown/Yacht Basin Tour

- Opportunities for public realm improvements (tree canopy coverage, sidewalks, crosswalks, etc.)
- Character of historic core and neighborhoods
- Waterfront and Yacht Basin issues

What We Heard at Listening Sessions

- Affordability a concern, need affordable housing for workers
- Coordinated infrastructure upgrades needed
- Opportunity for sidewalk connectivity to Walgreens
- Need for community space and parks in new developments
- Diversity of businesses and housing is good for the City
- Requirement of front porches and places to build community







Board of Alderman Meeting

An update on the planning process and input received was provided to the Board of Alderman on June 13, 2024. Board member comments included the following:

- New jobs and sustainable wages should be a priority
- Balance needed to support families and keep young people here
- Previous planning is important (Yacht Basin Committee mentioned)
- Add White Springs NHNA to environmental map
- Concern about stormwater, considering impervious surface coverage limits in some districts and other near-term UDO changes

Public Meeting #2

On October 8, 2024 the second public meeting was held at the Community Building. The meeting was held from 5:30-7:30 PM. At the meeting, the consulting team presented the draft vision, goals, and recommendations to the community using visual aids such as maps, poster boards, and gave a formal presentation. Residents were able to provide their comments to the team at the meeting and had the option to review the documents following the meeting on the City's website to provide feedback on the comment form.

What We Heard about the Draft Plan

- Need to address lighting for migratory birds
- Protecting the history of Southport is important







- History of the Yacht Basin is important, need to maintain the existing character

Surveys

Throughout this process, there were two surveys to gather input from the community. A brief description of each survey is described below. The full results of the community survey are in the Appendix.

Name the Plan Survey

To kick off the planning process, residents were asked to be involved in naming the plan. The survey had two questions; the first question was multiple choice and the second question was open-ended. Out of the 35 respondents, 31% chose Southport 2050 and 20% chose Plan Southport. After discussion with staff, Plan Southport 2050 was selected as the plan name. This combined the two of the multiple choice options and open-ended responses.

Community Survey

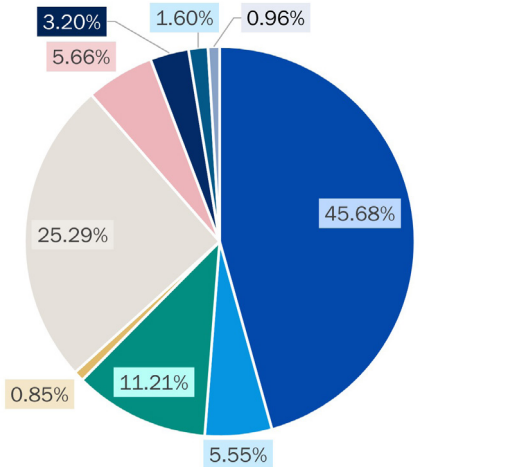
During this process, a parking study was being conducted. This resulted in the comprehensive plan survey and downtown parking study survey being a combined effort. The survey included 45 questions including multiple choice, ranking, and open-ended questions. It was advertised in the community newsletter, social media, City website, and in the newspaper. The survey opened April 30, 2024 and closed on June 30, 2024 with a total of 536 responses.

536

Responses to the Community Survey

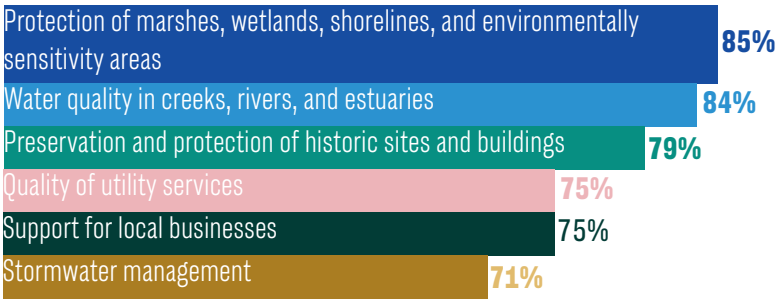
Relationship to Southport

When asked how do you relate to Southport, 80% responded that they live in Southport full-time.



Priority Levels

The community survey asked respondents to prioritize items for the next 10-20 years.





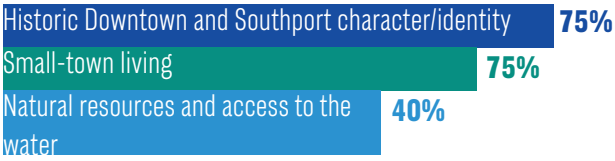
Downtown Pedestrian Elements

The community survey asked respondents to identify pedestrian elements that are needed in and around downtown. The top three were:



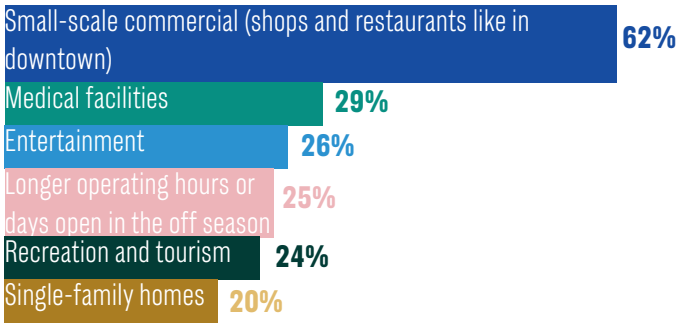
Reasons for Living in Southport

The community survey asked respondents their top three reasons for living in Southport. The top three reasons are:



Development

The community survey asked respondents what type of development they would like to see more of in Southport .



Success!

Downtown Parking Study

In November 2023, the City of Southport hired Walker Consultants to assess public and private parking both on- and off-street within the City limits to document how parking is utilized in various seasons, times of week, and times of day. The parking study includes traffic and engineering data, field observation, property owner and stakeholder input, and feedback from the community survey. The data from these findings was used to inform recommendations for managing parking, future parking improvements, downtown planning, and development strategies that will help manage growth and development in downtown Southport. The final report was presented to the Board of Aldermen in October 2024.

Part of measuring success will be the implementation of recommendations from studies like the parking study.



Photo Contest

Entries for the photo contest were accepted May 1, 2024 through August 1, 2024. The contest included six categories:

- Natural and Scenic Southport
- Southport Festivals and Events
- Pets of Southport
- Historic Southport
- Artistic Southport
- YOUR Southport

Winners of the contest received a certificate and their images were used in this planning document. Winners were as follows:

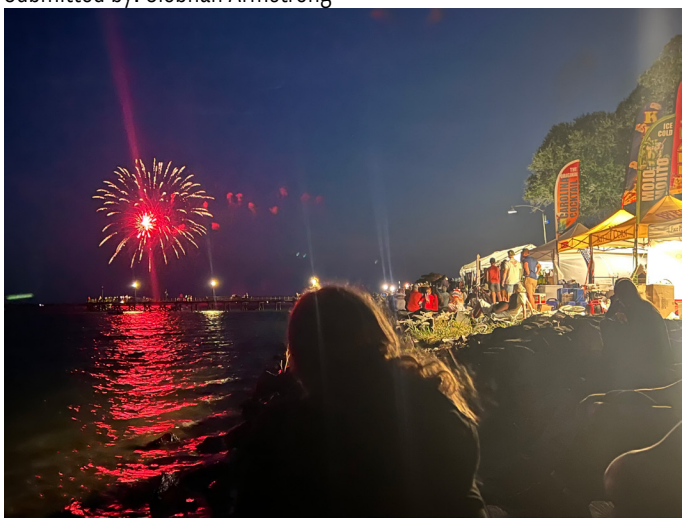
YOUR Southport

Submitted by: Ted Banasik



Festivals and Events

Submitted by: Siobhan Armstrong



Pets of Southport

Submitted by: Siobhan Armstrong



Historic Southport

Submitted by: Kate Magill Walters



Artistic Southport

Submitted by: Kate Magill Walters



Nature and Scenic Southport

Submitted by: Debby Masten



Existing and Emerging Conditions

Through community engagement and research, a set of existing and emerging conditions was discovered.



Transportation

Drivers can access Southport using NC 211 and NC 87/133. Upon arrival, Southport offers several modes of transportation, including walking, bicycling, or driving a golf cart or a vehicle. During the warmer months, travel in and around Southport becomes difficult due to the influx of visitors. Parking issues arise in downtown, crossing North Howe becomes problematic, and vehicle travel along North Howe and NC 211 becomes congested. Short block lengths and a large tree canopy in most areas make it comfortable to walk from one location to the next. However, there are some prime areas along North Howe and other key corridors lacking sidewalks and crosswalks. In addition, with an increase in storm frequency and intensity there is a need for more resilient infrastructure to provide safe travel routes for all.

Growth Management

Brunswick County is the fastest growing county in the state. With increased development pressures along the US 17 and the NC 211 corridor, there is need for growth management within and surrounding the City of Southport. Growth management doesn't necessarily mean closing the gate to development but making sure the City takes a balanced approach utilizing smart growth strategies including encouraging compact development, enhancing walkability and connectivity and preserving open space. Compared to other coastal communities in North Carolina, Southport has an extremely large portion of single-family detached homes. Feedback received during this process emphasized the need for diverse housing types for the workforce and to attract and retain young people and families.





Environmental Protection and Resiliency

Southport possesses diverse natural resources that sustain a high quality of life for residents. These include the Cape Fear River, Cottage Creek, Price's Creek, Dutchman Creek, the Intracoastal Waterway, towering live oaks in City parks, along streets, maritime forests, scenic views, shorelines, floodplains, and wetlands. These resources provide opportunities for fishing, boating, bird watching, and marine commerce, and serve as amenities that add beauty and value, in the form of ecological services, to the community. Development pressures and climate change will inherently alter Southport's shorelines and coastal wetlands that provide flood control, enhance water quality, provide wildlife habitat, and are an aesthetic resource to the community. Environmental protection was the top priority of the community and will become increasingly important in the coming years. Southport's location on the Cape Fear River and being less than two miles from the Atlantic Ocean makes the City susceptible to winds, flooding, and storm surge from storms as well as high tide flooding. A proactive approach to improving the resiliency of structures, infrastructure and the economy is essential to preserve property, save lives, maintain services and speed up recovery from natural disasters.



Economic Development & Tourism

The local economy relies heavily on tourism. Community members acknowledge that tourism is important to the economic vitality of Southport. Southport's historic downtown provides visitors and locals year-round shopping and dining opportunities and the Yacht Basin is a seasonal destination for dining. Southport's Midtown has seen business growth in recent years and is becoming another place of investment and reuse of underutilized commercial sites. Other potential economic activity areas exist at Southport's Gateway and along North Howe / NC 211. Community members have voiced the needs for additional small shops, medical offices, entertainment, and longer operating hours in the off-season. Board members have also voiced the need for jobs with sustainable wages to support families and retain and attract young people.

ETJ Removal

During this planning process, House Bill 1064 eliminated the City of Southport's extraterritorial jurisdiction (ETJ) authority which was effective July 1, 2024. The former ETJ (shown in dark gray) is now under the planning authority of Brunswick County. The entire area encompasses 615 tax parcels and approximately 1,911 acres. The county had two community open houses at the Southport Senior Center to discuss zoning for the former ETJ. The County has applied zoning to the former ETJ area which includes large portions of undeveloped land. To the west of the City limits, R-7500 and SBR-6000 was applied. To the east, R-6000, R-7500, SBR-6000, Commercial Low-Density and Industrial-General was applied. Along North Howe, Neighborhood-Commercial and Commercial Low-Density was applied. Allowable densities are much higher in the Brunswick County zoning districts than previous City zoning districts. Coordination with the County will be necessary to fine tune zoning to address environmental, infrastructure, and character concerns and influence the design of proposed developments in the former ETJ.





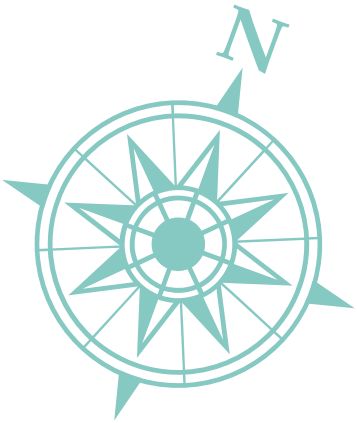
Historic Preservation

With over 200 contributing buildings in its National Register district, including Fort Johnston, the Old Brunswick County Courthouse, former Brunswick County Jailhouse, and numerous vernacular homes constructed by local builders. Southport is known for its historic, coastal village charm. The City is currently working on the designation of a local historic district that will be under the purview of the Historic Preservation Commission. The establishment of a local district will help protect the historic character of the City's downtown and surrounding historic neighborhoods. Historic preservation was one of the top three priorities for the next 10-20 years.

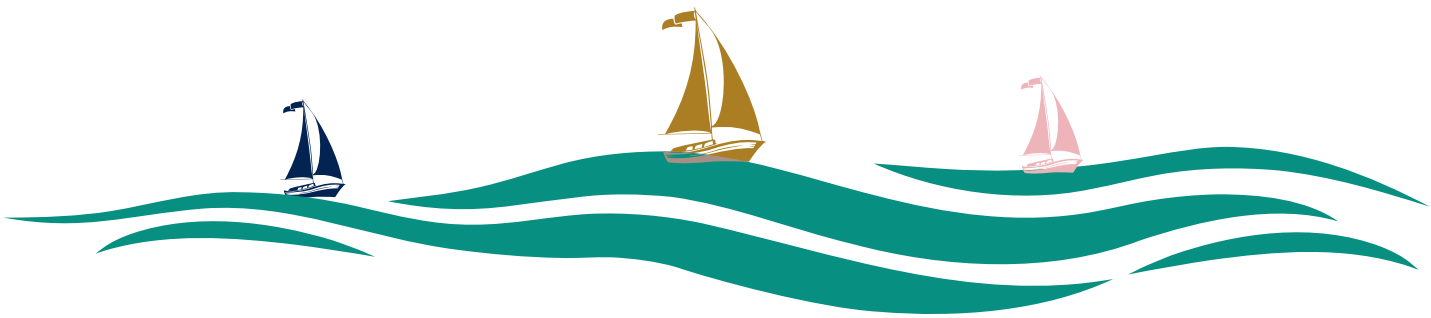
Vision and Goals

Plan 50uthport 2050 charts the course for the future of Southport. In order to prepare for the future, you must have a destination in mind. Otherwise, you have the potential to get off course. The destination for the community is in the vision developed by community residents and leaders.

The vision for where Southport will be in 2050 is:



"The City of Southport is a historic coastal village focused on the preservation of its natural environment and protection of the character of its built environment. The City strives for excellence in government, an engaged and connected community, and managed growth that contributes to a safe and tranquil quality of life. Southport's citizens enjoy a walkable city, scenic waterfront, community parks and shaded streets that allow the enjoyment of the salubrious breezes from the Cape Fear River and the sea. Southport desires to sustain existing businesses and create new opportunities nurturing the needs of its current and future residents of all ages."



The following goals are ideals towards which the City strives to achieve its Community Vision. Goals are organized by planning topic areas in the recommendations and implementation table.

Water Quality

Maintain, protect, and where possible, enhance water quality in all coastal wetlands, rivers, streams, and estuaries.

Land Use & Housing

Ensure development is compatible with Southport's unique characteristics, including its historic areas, heritage trees, and walkable environment while minimizing impacts.

Public Access

Protect public access and vistas along the waterfront and maximize access to coastal waters, parks, and other recreational opportunities.

Historic Preservation

Preserve, protect, and continue to celebrate the City's historic resources and character.

Yacht Basin

Prioritize adaptation measures to allow residents and visitors the ability to continue enjoying the Yacht Basin.

Resiliency

Increase Southport's resiliency to natural hazards.

Economic Development

Embrace and leverage Southport's unique small commercial areas and historic downtown as an economic development opportunity.

Transportation

Ensure safe and reliable multi-modal transportation options including walking, biking, and other forms of transportation while limiting impacts from new development and prioritizing the needs of residents and visitors.

Infrastructure & Services

Ensure public infrastructure systems and services are appropriately scaled, located, and managed to accommodate sustainable growth while protecting natural assets.



2 Socioeconomic Snapshot



Socioeconomic Snapshot

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

Population

Southport's population continues to grow at a stable rate. Southport's municipal limits have seen a steady increase of residents from 2000 to 2020, growing from 2,386 in 2000 to 3,971 in 2020. This is an increase of 1,585 people, or +66.4%, over 20 years. The annual growth rate from 2000-2020 was 2.6%.

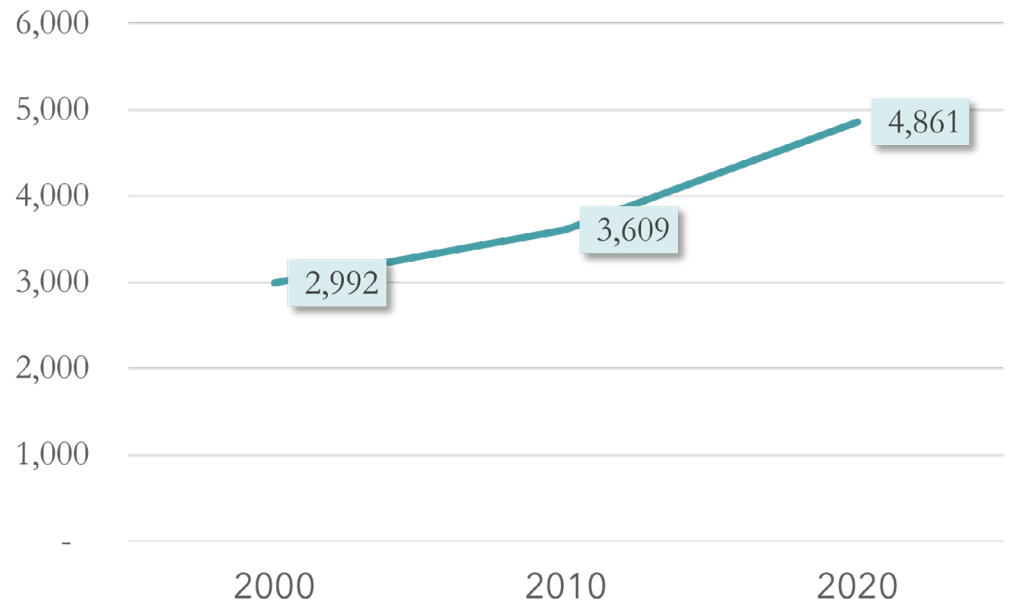
Beyond the City Limits, the former Extraterritorial Jurisdiction (ETJ) has seen steady growth as well. Southport's study area population has increased by 1,869 people from 2000 to 2020, which can be seen in the graph below. Overall, the population in the study area has increased by 62.5%.

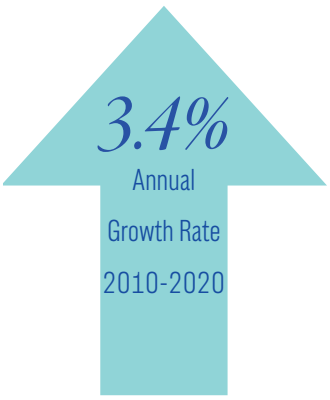
Population Trends

Brunswick County is the fastest growing county in the state of North Carolina. Between July 1, 2022 and July 1, 2023 and between April 1, 2020 and July 1, 2023, Brunswick County experienced a 5% and 17% increase in population (*NC OSBM*). The County's natural amenities drive retirees to the area.

Southport's population fluctuates throughout the year, especially due to tourism during the peak summer vacation months. The U.S. Census counts are performed decennially and estimated on years in between. Southport is also experiencing some growth from new developments and housing construction, which is bringing in new residents and visitors.

Population (City Limits + Former ETJ)





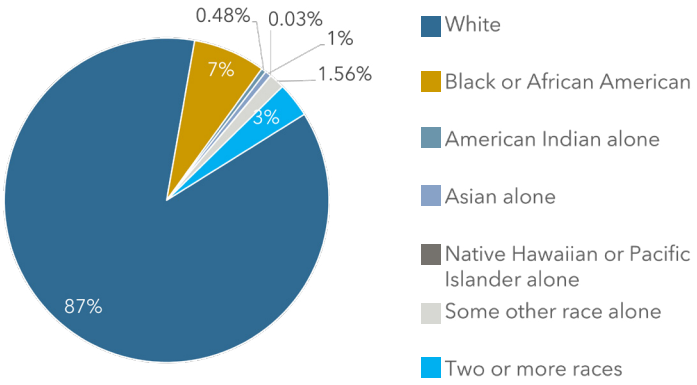
Source: Data provided by US Decennial Census

Age and Diversity

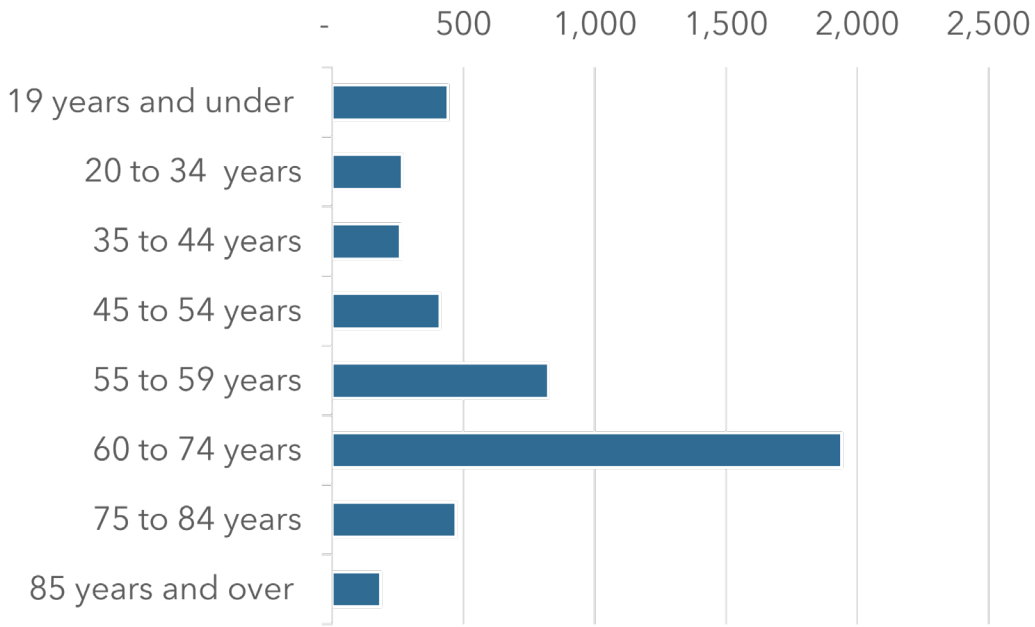
Southport's population is aging. Southport's median age has increased steadily from 47.5 years in 2000, to 55.7 years in 2010, and 59.6 years in 2020. The largest age cohort in both 2010 and 2020 was ages 60-74 years.

Southport's African American population has seen a slight decline since 2010, but, its Hispanic population has increased. Since 2010, the populations identifying as white alone, American Indian alone, Asian alone, and Native Hawaiian or Pacific Islander alone have increased, while the population identifying as Black or African American has decreased by 34% to 286 individuals. The Hispanic population has grown slightly increasing by 29% since 2010 to 106 people.

Race, 2020



Age Cohorts, 2020



25%
Increase in median age 2000-2020

Source: 2010, 2020 Decennial Census

Population Trends

Brunswick County is growing at a rapid rate while growth in Southport remains stable.

Within Southport's city limits there is currently 369 approved single-family homes and 42 townhomes with the potential to add an additional 940 people (based on 2.26 people per house, 2020 Decennial Census, Average Household Size). In the former ETJ, there are currently 15 approved single family homes and 1,100 single and multi-family units waiting to be reviewed. This has the potential to add an additional 2,486 people. According to 2020 ACS data, majority of households have two or more vehicles (61.73%, 2 vehicles, 22.5% 3 or more vehicles). Developments in the city limits and former ETJ have the potential to add between 7,650 and 15,300 vehicle trips per day on locally maintained or NCDOT maintained streets (based on 5-10 daily trips per household).

Permanent Population Projection

Southport's permanent population within the City limits was sourced using Decennial Census data and is estimated to have 3,971 permanent residents. Permanent population in the former ETJ and city limits is estimated to have 4,861 permanent residents. The City grew faster from 2010-2020 at 3.4% compared to 1.7% from 2000-2010. Two population projections were developed, one based on past growth trends and another based on a build out of pending development. Projections are for the City limits and former ETJ.

Past Growth Trends

The first method applies the Annual Average Growth Rate (AAGR) between 2000 and 2020 (2.5%) to current population counts to project the population. This projection estimated an additional 6,675 residents could be added by 2055.

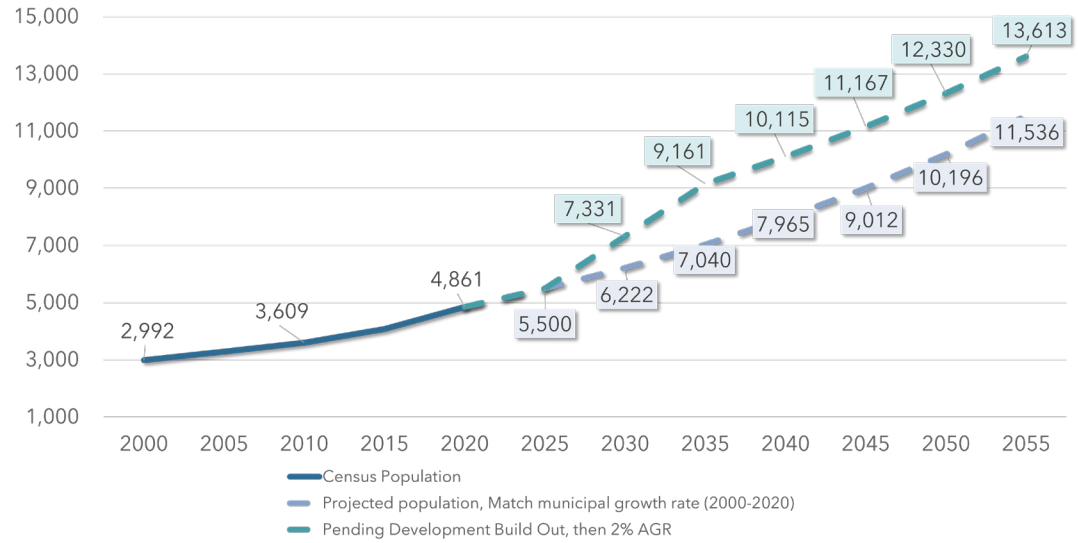
Pending Development

The second method assumes the build out of approved and pending housing units (1620) over the next ten years and uses a lower Annual Average Growth Rate of 2%. This projection estimated an additional 8,752 residents could be added by 2055.

Buildout Analysis Study

During this process, a buildout analysis was performed in the former ETJ and City limits. The analysis looks at potential land area that could be developed and how the development will impact the City of Southport. The buildout analysis analyzed previous land use

Permanent Population Projections



The study area is estimated to see an increase of up to

4,300

people by 2035

Source: 2000, 2010, 2020 Decennial Census, Esri

2020-2055, Stewart

regulations for the City of Southport and new zoning applied by Brunswick County after ETJ removal by the state legislature. The analysis found that new county zoning will increase the number dwelling units allowed in base zoning districts by at least 2,000 units. This estimate could be low given that recent changes in North Carolina's wetlands law recently removed protections for many wetlands.

Seasonal Population Projection

The peak seasonal population provides an estimate for how many visitors (not including daytrippers) Southport likely hosts during the busy tourist season. It was estimated by calculating the amount of available lodging in Southport.

To calculate the total seasonal population, meaning permanent residents and visitors combined, the ratio of current visitor population to permanent population was calculated and applied to the permanent population projections. This assumes a constant ratio of tourists to full-time residents.

Understanding Population Projections

Permanent Population

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

Peak Visitor Population

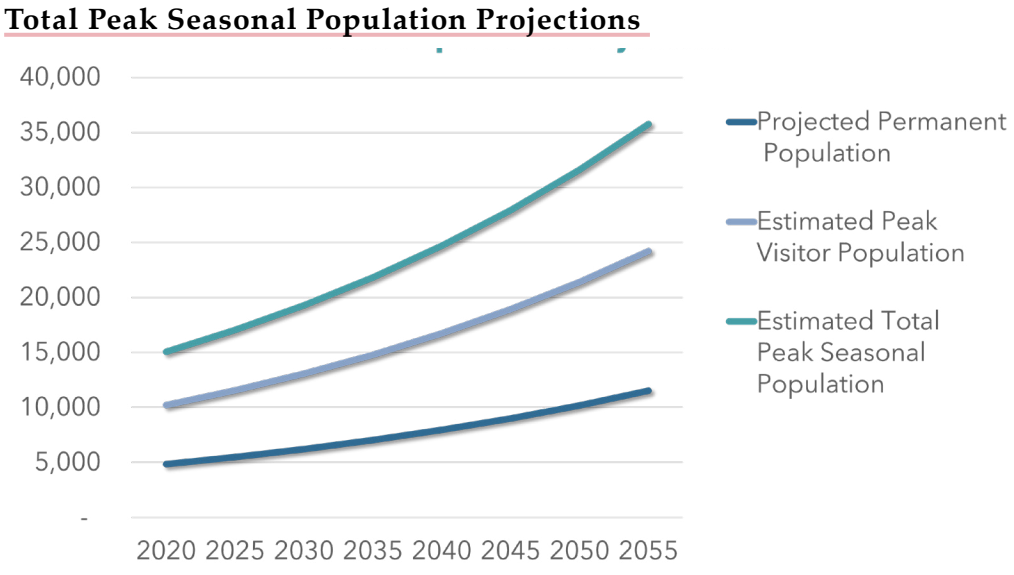
Persons who are temporary residents in the planning area, such as tourists and vacationers, but who normally reside in another location; does not include day-trippers.

Peak Seasonal Population

Permanent plus visitor population. This is an approximation of the planning area's population on a "typical" peak day during the high season; does not include day trippers.



The City of Southport Police Department conducts traffic counts and it is estimated that during peak periods 30,000 vehicles a day travel along North Howe Street. This is much higher than NCDOT Average Annual Daily Traffic estimates of 17,500 cars per day.



Housing

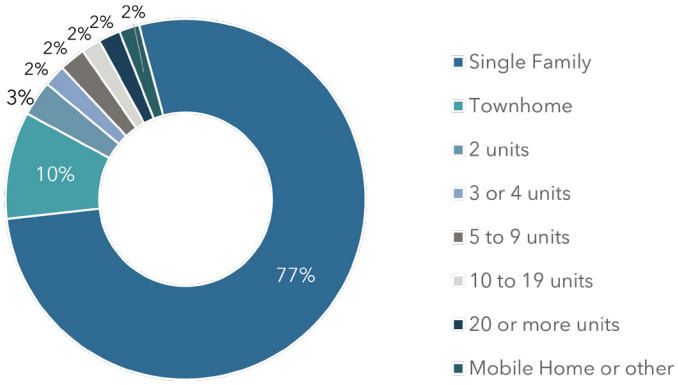
Southport has a large supply of single-family detached housing units.

In 2020, Southport's median home value was $249,900, which was a 97% increase from the 2000 median value of $126,600. Realtor.com lists the median home sale price as $445,300 and indicates that it is currently a seller's market in the area with more potential buyers than there are homes and properties available to buy.

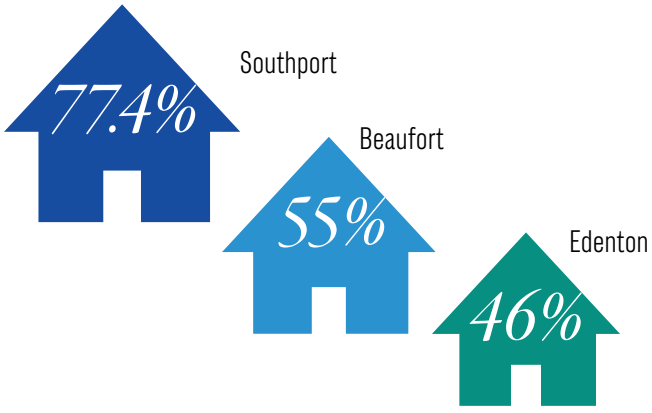
Southport has a fair amount of homes built in 1939 or earlier, which speaks to the presence of historic neighborhoods and parts of downtown. There was an increase of homes being built starting in the 1970's with around 250 homes built each decade with the exception of 2000 to 2009 when almost 450 homes were built prior to the Great Recession.

Southport has a predominantly single family housing makeup, with **77%** of the homes being single family, 10% being townhomes, 3% being duplexes, and 2% being three to four family units. Compared to other coastal towns, Southport has a large stock of single-family homes. The City should consider making adjustments to its zoning ordinance to help diversify the housing stock over time.

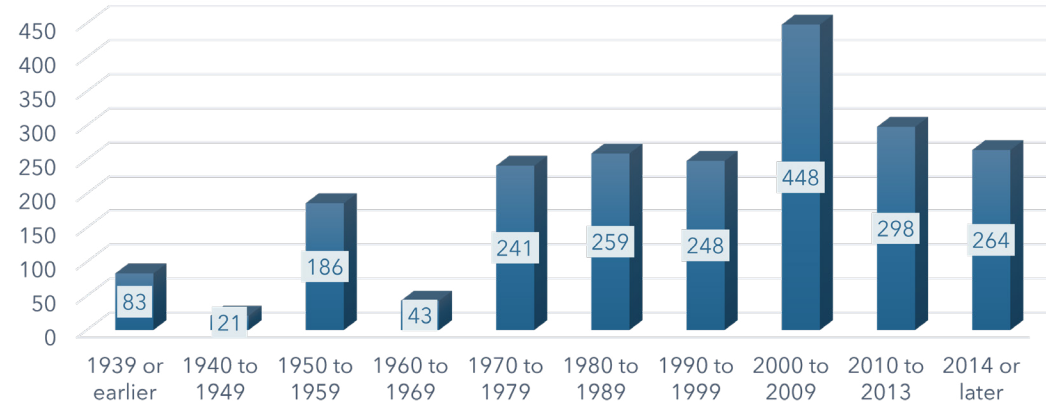
Housing By Type, 2020



Existing Single- Family Housing Stock Comparison, 2020



Housing Year Built, 2020



Source: 2020 ACS

Tenure

The US Census defines the term"tenure" to describe whether a unit is owner-occupied, vacant or renter- occupied. But how do we know how many units in Southport are considered occupied year-round? Using the US Census data definitions of occupied and vacant housing units, we can determine how many homes are primary residences and extrapolate secondary residences.

In Southport, 68% of housing units are owner-occupied. According to 2020 Census data, 17% of housing units are used for year-round rentals and 15% are considered vacant. According to 2020 Census data, the majority of the housing units that are considered vacant are used for seasonal, recreation, or occasional use. The City adopted a short-term rental ordinance in 2021 and updated it in 2023. This ordinance prohibits any new short-term rentals in the R-10 and R-20 residential zoning districts.

US Census Housing Status Definitions

Occupied Housing Units are defined as those that the "usual place of residence" for persons or a family, considered to be their primary residence.

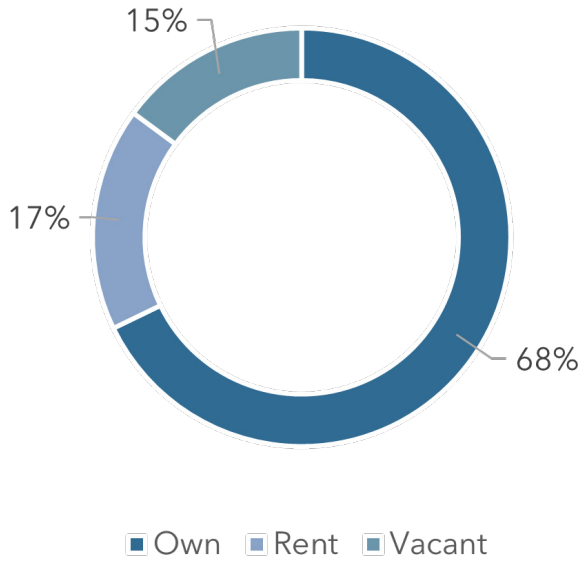
Vacant Housing Units are defined as units where no one is living, or units owned by people whose "usual place of residence" is elsewhere. In popular tourist locations, "vacant" units are generally second homes or vacation rentals.

Renter-occupied Housing Units are defined as units rented year-round.

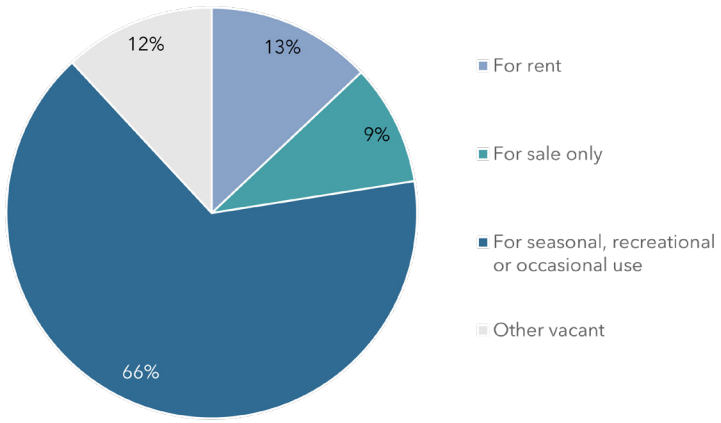
Seasonal, Recreational, or Occasional Use Housing Units are defined as units held for weekends or occasional use throughout the year.

Other Vacant Housing Units are defined as units that are in foreclosure, held for settlement of the estate, in preparation for renting or selling, needs repairs, held for storage of household furniture, being repaired or renovated, used for military or employee housing, units where owners are absent more than 6 months, and are abandoned, condemned, or being demolished.

Tenure, 2020



Vacancy Status, 2020

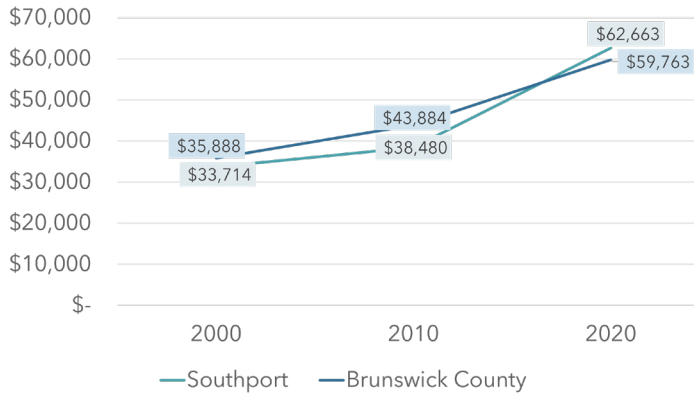


Source: 2020 Decennial Census

Income and Economy

Southport's median household income is higher than Brunswick County and North Carolina. Southport's median household income has increased by $24,183 since 2010, a 63% increase. In comparison, Brunswick County's median household income has also increased since 2010, but at a 36% increase. Southport's median household income is $2,900 higher than Brunswick County and $3,021 higher than North Carolina's median household income.

Median Income



Source: U.S. Census

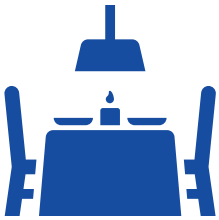
Employment

Southport's health care and social assistance industry is the largest employment sector. Health care and social assistance, accommodation and food and retail are Southport's top industries. These industries also resulted in the highest increases in jobs between 2010 and 2020. Data from the US Census indicates Southport's job market brings in over 2,000 people to the area who live elsewhere.

Growth By Industry 2000-2020



26.0%
Health Care and Social Assistance

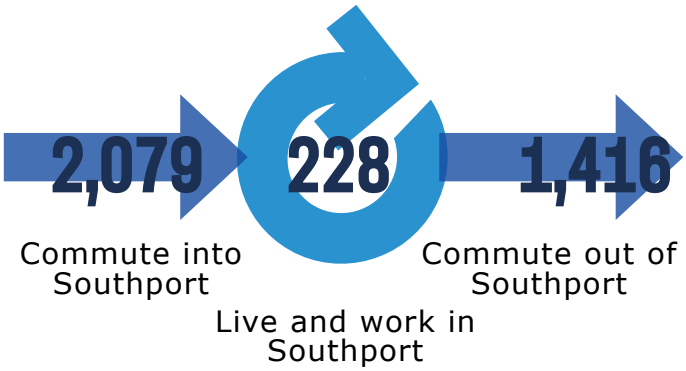


21.6%
Accommodations and Food Services



19.6%
Retail Trade

Commute Trends, 2022



Source: Census on the Map

Employment By Industry 2010-2020

Employment Industry Profile				
	2010		2020	
	#	%	#	%
Agriculture, Forestry, Fishing and Hunting	0	0.00%	0	0.00%
Mining, Quarrying, and Oil and Gas Extraction	0	0.00%	19	0.92%
Utilities	101	5.27%	0	0.00%
Construction	43	2.24%	88	4.28%
Manufacturing	20	1.04%	14	0.68%
Wholesale Trade	54	2.82%	41	1.99%
Retail Trade	**273**	**14.23%**	**403**	**19.60%**
Transportation and Warehousing	19	0.99%	21	1.02%
Information	25	1.30%	11	0.54%
Finance and Insurance	88	4.59%	61	2.97%
Real Estate and Rental and Leasing	23	1.20%	130	6.32%
Professional, Scientific, and Technical Services	55	2.87%	33	1.61%
Management of Companies and Enterprises	5	0.26%	0	0.00%
Administration & Support, Waste Management and Remediation	**176**	**9.18%**	**57**	**2.77%**
Educational Services	185	9.65%	36	1.75%
Health Care and Social Assistance	**468**	**24.40%**	**535**	**26.02%**
Arts, Entertainment, and Recreation	22	1.15%	19	0.92%
Accommodation and Food Services	**261**	**13.61%**	**443**	**21.55%**
Other Services (excluding Public Administration)	33	1.72%	33	1.61%
Public Administration	67	3.49%	112	5.45%

Source: Census on the Map

Downtown and Tourism

Southport's Downtown core is home to numerous shops and boutiques, restaurants, historical markers and museums, waterfront hotels, bed and breakfasts, and tree-lined sidewalks connecting people and places. Historic neighborhoods surround downtown and a majority of historic buildings have been converted into current, active uses over time, adding to the vibrancy and southern coastal charm that the City is known for. Downtown has the highest property values in the City with many properties exceeding a value of $10 million per acre.

Southport also has the "Yacht Basin" district which includes numerous waterfront properties with residential, retail, and restaurant spaces. Southport is unique in that it can be accessed by both land and water.

18%

of the total revenue for the City of Southport is related to tourist spending. Revenue from property taxes has also grown as visitation and demand for housing has increased.

Budget Breakdown - FY 2022-2023

General Fund Anticipated Revenues - Retail and Tourism Related

- Franchise Taxes - $300,000
- Occupancy Taxes - $190,000
- Rental Revenues - $132,500
- Local Option Sales Tax - $1,365,000



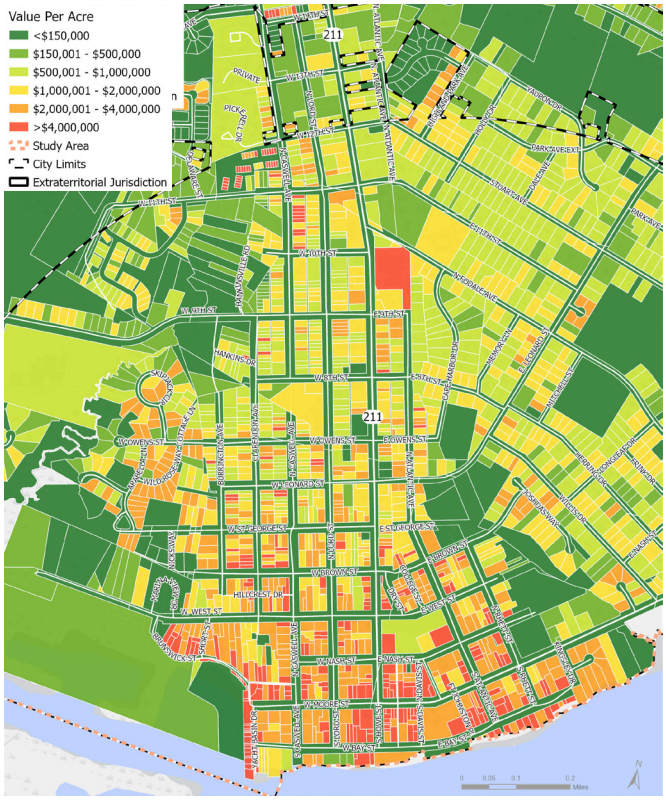


$1.17 Billion

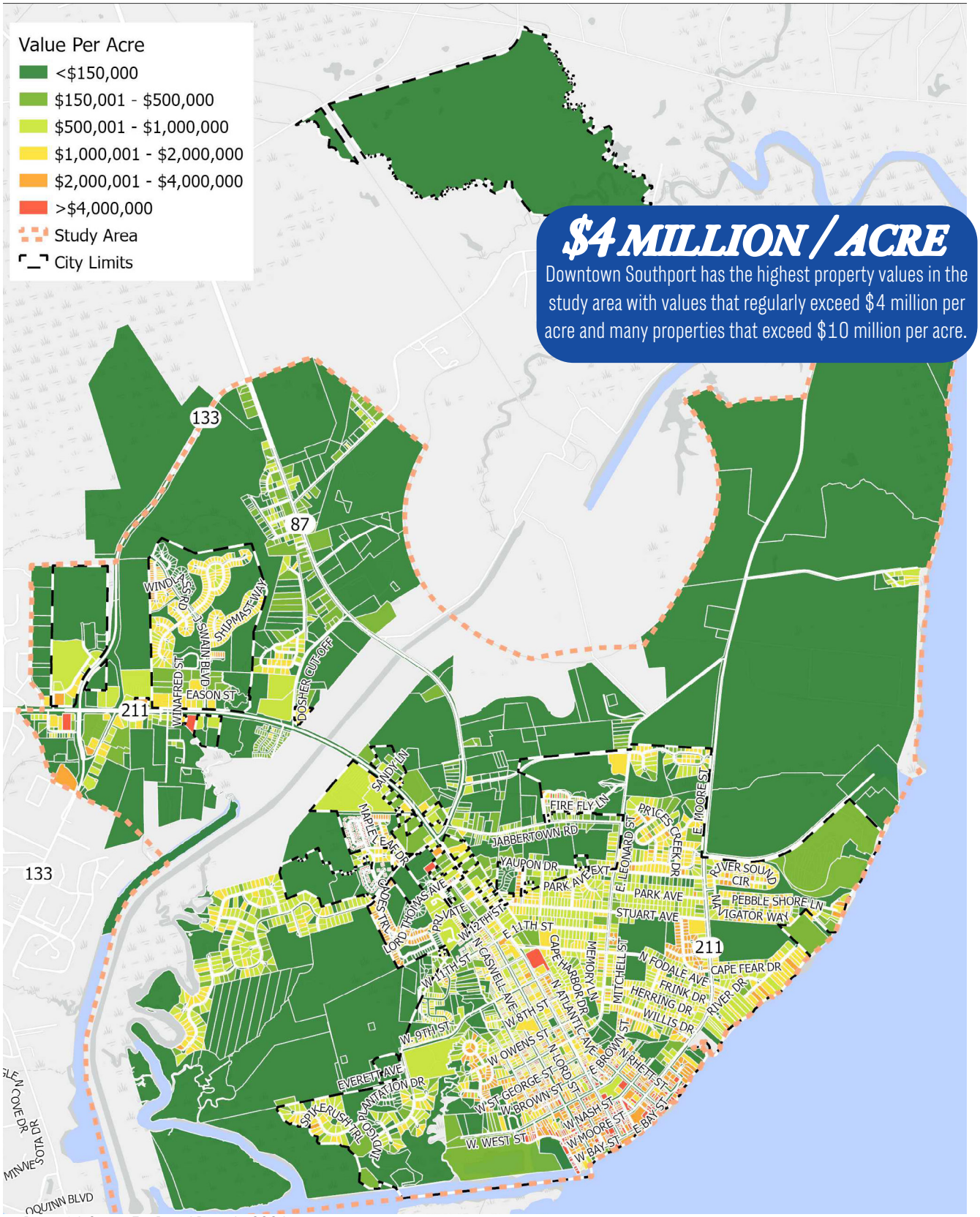
spent by visitors in 2022 on lodging, food and beverage, recreation, retail, and transportation in Brunswick County.

Source: State Port Pilot

Value Per Acre Downtown



Value Per Acre



Source: Brunswick County Tax Parcel Records, 2024


W 11TH ST
Hall
Fire Department
J Arthur
Dosher Memorial Hospital
W 10TH ST
E 9TH ST
N FODALE AVE
MEMORY LN
CAPE HARBOR DR
W 9TH ST
HANKINS DR
Southport
Elementary
School
N LORD ST
W 8TH ST
Lowe-White
Memorial
Park
SKIPJACK CIR
COTTAGE LN
CLARENDON AVE
NATLANTIC AVE
JOSHUA'S WAY
E BROWN ST
LONGLEAF DR
FRINK DR
WILLIS DR
E NASH ST
E MOORE ST
CAPE FEAR DR
RIVER DR
RIVER SOUND CIR
PEBBLE SHORE LN
NAVIGATOR WAY
W ST GEORGE ST
W BROWN ST
DRY ST
COLLEGE ST
N RHETT ST
KINGSLEY DR
Franklin Square Park
Police Department
City Hall
Southport
Marina
BRUNSWICK ST
W NASH ST
W MOORE ST

3 Past Planning Efforts



City of Southport



Plan 50uthport 2050 is not starting from scratch; many recent planning efforts and studies guide the City's current land use and development. **Plan 50uthport 2050** will build on all relevant recommendations.

2014 City of Southport CAMA Core Land Use Plan (Amended 2020)

The City of Southport CAMA Core Land Use Plan, prepared by Cape Fear Council of Governments in coordination with the City of Southport, was adopted to replace the 2007 CAMA Land Use Plan. Counties within the jurisdiction of the Coastal Area Management Act (CAMA) are encouraged to update their plans every five years. The Plan outlines five core values to provide guidance as the Southport grows and changes: preserve the City's historic character, protect the City's shoreline vista, continue to support a vibrant Central Business District, preserve the City's residential areas, and protect the City's Areas of Environmental Concern consistent with 15A NCAC 7H. The major focus of this plan was balancing growth with protecting the City's environmental, historic, and other assets.

The Plan is organized by chapters. Chapter 6 includes management goals, objectives, policies, and actions organized by planning topic areas. Chapter 7 provides an Implementation timeframe. Chapter 6 emphasizes smart growth principles and lays out the groundwork for the Plan to fulfill its vision statement, including topic areas:

- "Natural Hazard Areas" emphasizes Southport's role in conserving and maintaining shorelines, floodplains, and other coastal features by monitoring development proposals for compliance with Section 404 of the Clean Water Act and the need to continue to enforce local land use ordinances to regulate development of freshwater swamps, marshes, and 404 wetlands. In addition to Southport's role in preparation for possible sea level rise through review of all local building and land use related ordinances and considering the establishment of setback standards, density controls, bulkhead restrictions, buffer vegetation protection requirements, and building designs that facilitate the movement of structures.
- "Water Quality" promotes the improvement of water quality in Southport by updating the ordinance to include watershed-based land use planning, protecting sensitive natural areas, minimizing impervious surfaces, limiting erosion during construction, growth management, restoration of impaired waters, and managing the cause of nonpoint or point source

pollution.

- "Transportation" advocates for the revision of subdivision regulations that encourage joint or shared driveways and the installation of street trees along gateway corridors.
- "Cultural, Historic, and Scenic Areas" embraces Southport's historic character and encourages measures to protect the City's historic and cultural resources including the creation of a Historic District Commission.
- "Public Access" emphasizes the need to prepare a waterfront development plan to address land use conflicts in the Yacht Basin area and supports the implementation of Southport's existing shoreline access plan.
- "Land Use Compatibility" promotes development that minimizes direct and secondary environmental impacts by requiring all rezoning approvals be consistent with the land use suitability map and analysis, monitoring buffering and landscaping requirements to separate incompatible uses, support for appropriate industrial uses, and development that meets 15A NCAC 7H use standards.
- "Infrastructure Carrying Capacity" advocates for infrastructure improvements and meeting community needs for current and future residents.
- "Economic Development and Tourism" recognizes the importance of tourism and supports Southport Visitors Center, the Southport Department of Tourism, and the North Carolina Division of Travel and Tourism.
- "General Health and Human Services Needs" promotes active and passive recreational opportunities for the citizens and visitors of Southport, recognizes the importance of pursuance of grant funding to enhance recreational opportunities, the need for coordination with the school system, supports the public provision of solid waste disposal, law enforcement and educational services, supports recycling, supports efforts to provide broadband WIFI in key areas, and managing the City's investment in existing and proposed facilities and services through capital improvements planning and planning to protect future school sites.
- "Governance" advocates for the city maintaining all official planning documents.



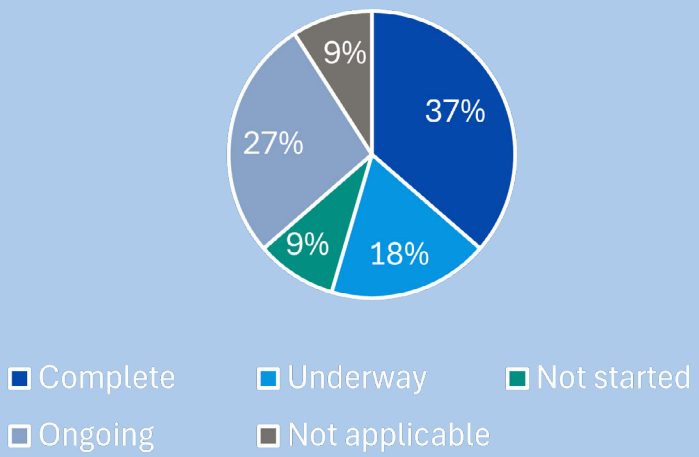
37%

of the 2014 Southport CAMA Core Land Use Plan implementation actions are categorized as complete



18%

of the 2014 Southport CAMA Core Land Use Plan implementation actions are categorized as underway





2023- 2028 Parks, Recreation, and Open Space Master Plan

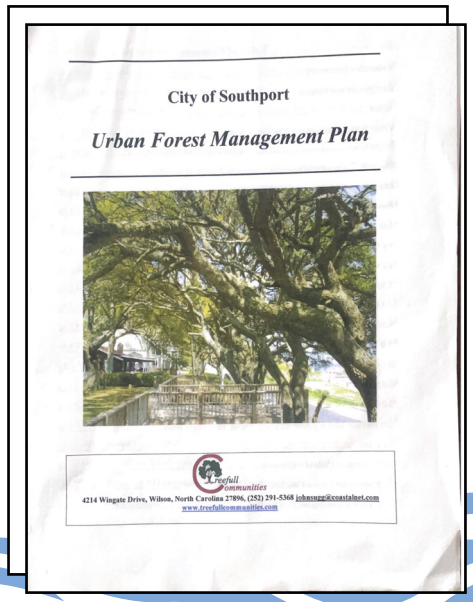
The Parks, Recreation and Open Space Master Plan is a guide for parks, recreation, open space programs, services, and events in Southport from 2023-2028.The Plan makes recommendations specific to parks in Southport based on an inventory of existing facilities and services, public input, and analysis and evaluation of standards from NRPA and NC DEQ.

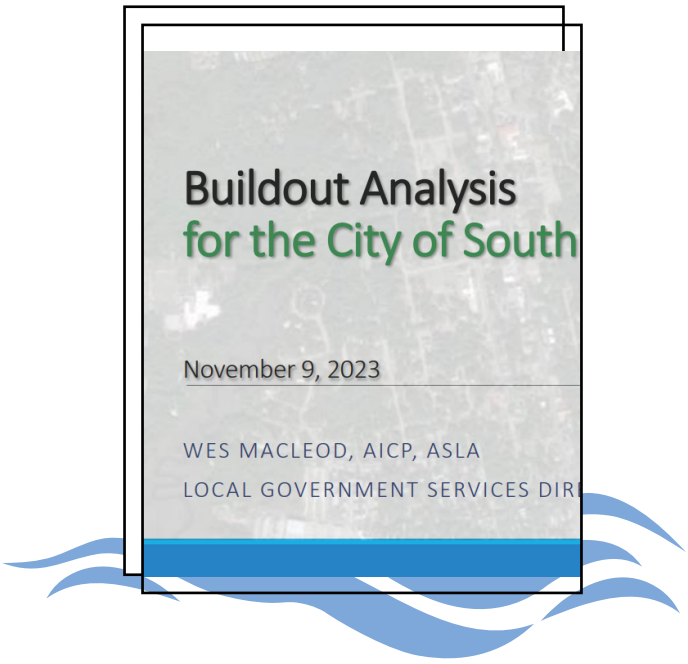
The plan includes both short-term and long-term recommendations. These include land acquisition, pedestrian and bicycle connections to Oak Island and the City of Boiling Spring Lakes, demolition of City Gym, additional public restrooms in downtown, upgrading park facilities, the development of Stevens Park, additional public access to the waters in and around Southport, and the pursuit of funding opportunities.

Urban Forest Management Plan

The Urban Forest Management Plan is a guide for the management, protection, and enhancement of the urban forest in Southport. The plan includes a vision, goals, and strategies to increase and diversify the tree canopy.

The plan's main objectives are to achieve an overall tree canopy coverage of 60%, expand the Tree Planting Program, secure funding to assist with tree planting, maintenance, and care, expanded educational and public outreach to increase the awareness of the benefits of trees, establishment of a maintenance program, and work towards a more diverse tree canopy.





Comprehensive Pedestrian Transportation Plan

The Comprehensive Pedestrian Transportation Plan, made in collaboration with Kimley-Horn and Associates, Inc, created recommendations regarding Southport's pedestrian network, including sidewalks, paved shoulders, greenways, and crossing improvements. These recommendations were developed after public input and an evaluation and assessment of Southport's existing pedestrian network. Recommendations for sidewalks, multi-use trails, and shoulder improvements were listed, along with areas warranting further study.

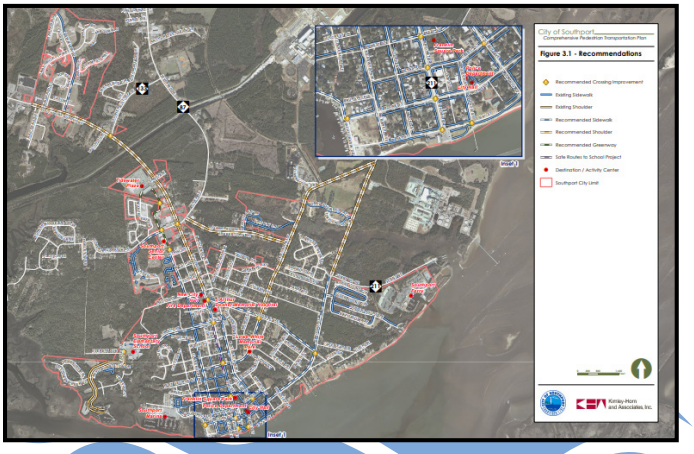
The major sidewalk recommendations include creating a more cohesive network through infill and providing connections in heavily traveled routes lacking pedestrian accommodations, construction of sidewalks on both sides of the street, and a sidewalk priority list. The main greenway recommendations includes construction of a greenway to connect Southport Senior Center, retail along Howe Street, and Tidewater Plaza. Other recommendations include improving key intersections, the incorporation of wayfinding signage, and public education. A number of intersections downtown have been improved since the plan, although many corridors identified as needing sidewalks in the plan remain without pedestrian facilities.

Build-out Analysis

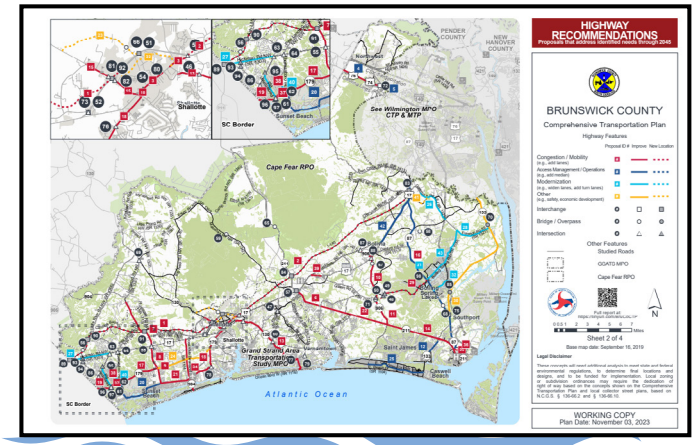
A build-out analysis was completed for Southport's planning jurisdiction (municipal limits and extraterritorial jurisdiction) in 2023 by Cape Fear Council of Governments. The study estimated potential future unit counts (including population) and reviewed available data including vacant land acreage, existing zoning districts, available water and sewer capacity, and more. The study was conducted by reviewing demographic data, identifying and analyzing various categories of parcel data, preparing scenarios and estimates based on potential future changes.

Key findings:

- 4.7 person per month projected growth rate for Southport through 2040, based on regional projected growth rate.
- Developed = 1,763 acres (including approved but not yet built projects)
- Undeveloped = 2,209 acres
- Undeveloped Land Available for Development = 1,438
- The largest amount of vacant land was in OS zoning district (771.5 acres) followed by the R-20 district (530.25 acres)



Regional, County, and State



Brunswick County Comprehensive Transportation Plan, 2023

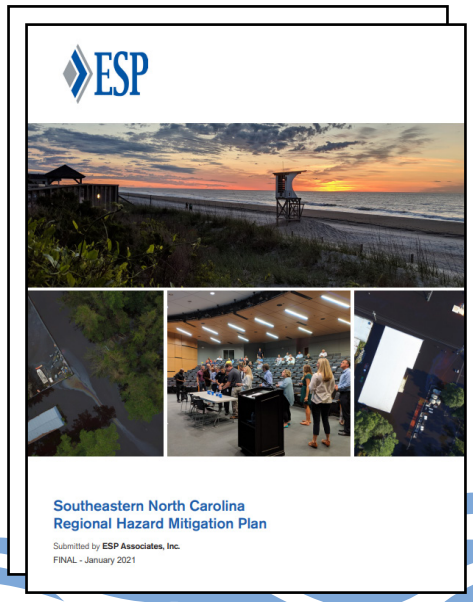
The Brunswick County Comprehensive Transportation Plan was created by the North Carolina Department of Transportation (NCDOT) in cooperation with representatives from Brunswick County to identify transportation system needs and possible solutions to support anticipated growth and development over a 28-year timeframe. Goals of the plan included creating a more efficient transportation system through improved connectivity, capacity, and operations, supporting growth, and preserving the character of the county through strategic transportation and land use decisions, among other goals. The Comprehensive Transportation Plan includes recommendations for planning elements including highways, public transportation and rail, and bicycle and pedestrian infrastructure.

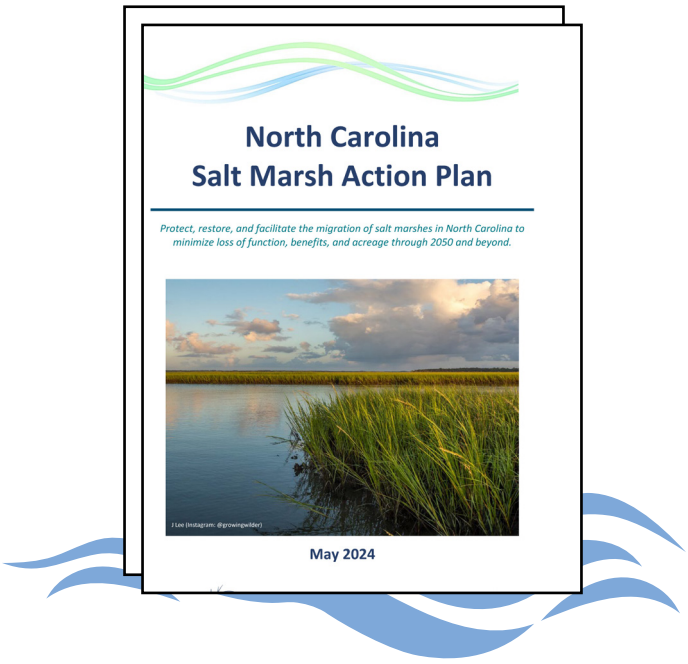
The plan recommends improvements to NC 133, NC 87, and NC 87 and NC 133 Interchange. The plan recommends widening North Howe Street from NC 87 to West 9th Street but this is not supported by the City of Southport.

Southeastern North Carolina Regional Hazard Mitigation Plan

The Southeastern North Carolina Regional Hazard Mitigation Plan was developed by ESP Associates, Inc and submitted in 2021. The purpose of the plan is to establish strategies to mitigate the effects of natural hazards, such as floods, hurricanes, and wildfires, on the Southeastern NC region, which includes Brunswick, New Hanover, Onslow, and Pender counties. This Plan completely updated the existing hazard mitigation plan for this region to demonstrate progress and reflect current conditions.

Each implementation strategy has been assigned a priority of low, medium, and high based on the review. High priority items include public education about floodplain development, proper development of regional water and sewer systems, access to critical facilities, improvement of CRS rating, update of the Flood Damage Prevention Ordinance, monitoring of rebuilding after major storm events to improve policies and procedures to minimize repetitive losses, and maintenance of safe hurricane routes.





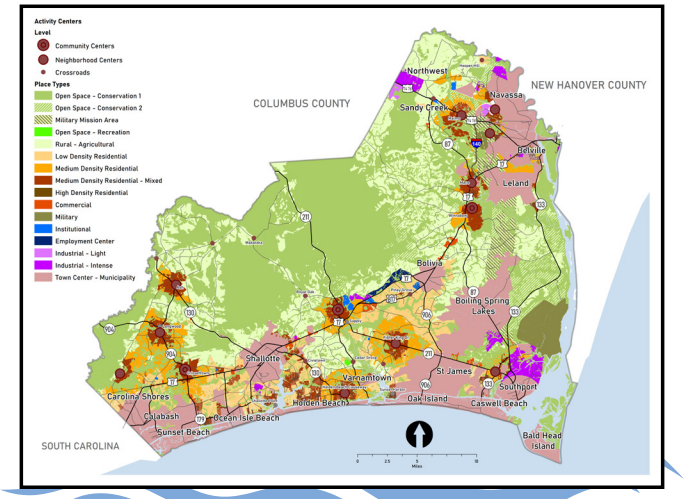
North Carolina Salt Marsh Action Plan

The North Carolina Salt Marsh Action Plan (NC SMAP) details a five-year strategy to protect, restore, and allow for the migration of salt marshes in coastal North Carolina to minimize the loss and degradation of their existing ecological, economic, and cultural functions. The plan was a collaborative effort between the NC Coastal Federation, South Atlantic Salt Marsh Initiative, staff from state and federal agencies, universities, and other organizations.

The plan provides strategies to identify threats to salt marshes, how to address those threats, improve public education, facilitate marsh migration, and advance marsh conservation and restoration.

Blueprint Brunswick CAMA Land Use Plan

Blueprint Brunswick CAMA Land Use Plan was adopted on February 20, 2023 and certified by the Coastal Resources Commission on October 20, 2023. The plan lays the groundwork for the future of Brunswick County. It includes 18 goals on land use, growth management, environmental resource conservation, natural hazard areas, water quality, infrastructure carrying capacity, transportation, utilities, education, public safety, recreation, public access, historic, cultural, and scenic areas, economic development, housing, development quality, health and well-being, and governmental coordination. With the removal of Southport's ETJ, the plan is currently undergoing an update to its Future Land Use Map to incorporate future direction based on the desires of ETJ residents.



Local Regulations & Building code

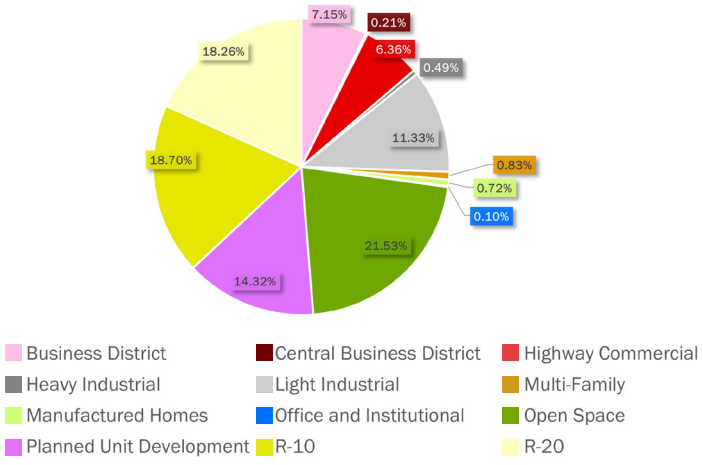
City of Southport Unified Development Ordinance

Zoning

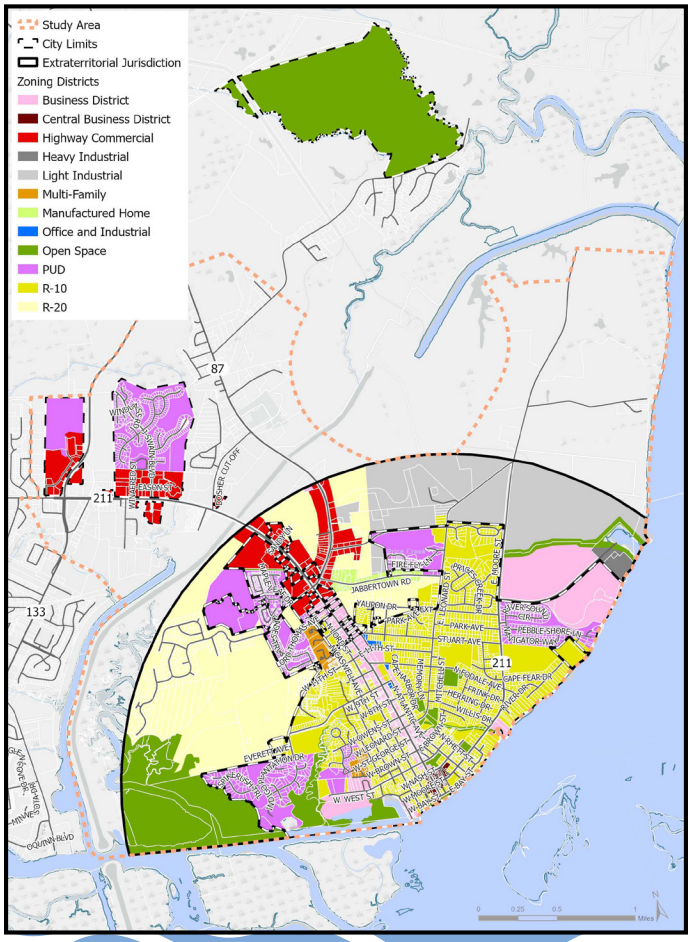
The City of Southport zoning ordinance consists of 12 zoning districts. At the time this process began, the City's planning jurisdiction included the Extraterritorial Jurisdiction. The largest zoning district was Open Space occupying nearly 22% of land area in the City's planning jurisdiction and former ETJ. In City limits, the largest zoning district is R-10 occupying nearly 19% of land area.

Currently, R-10 is a single and two-family residential district with 10,000 square foot minimum lot area. The district allows for single-family detached homes by-right and two-family attached homes and accessory dwelling units are permitted through special use permit. The City's Multi-Family residential district occupies less than 1% of land area in municipal limits. It allows for attached single-family homes up to 11 units per acre. The Manufactured Home district occupies less than 1% of land area and is established to offer affordable housing alternatives. It allows for single-family detached and two-family attached homes by right; triplexes, and quadplexes are permitted through a special use permit. Manufactured homes, parks, and modular homes are allowed by right with design standards.

Percentage of land per zoning district



Zoning



Southport has three commercial zoning districts, the Business District, Central Business District, and Highway Commercial. The Business District occupies slightly over 7% of land area and is located in Yacht Basin, along NC 211 south of NC 87, and along the Cape Fear River where the Bald Head Island Ferry and Deep Point Marina & Yacht Club is located. The Highway Commercial district occupies just over 6% of land area and is located along NC 87 and along NC 211 north of NC 87. The Central Business District are located in the historic core along Moore Street and Nash Street. The Central Business District occupies less than 1% of land area in City limits. Minimum lot sizes for the Central Business District and the Business District are zero while for Highway Commercial the minimum lot size is 10,000 square feet. Maximum height in the CBD

and BD districts are 30' while in Highway Commercial the maximum height is 40'. The City also has an Office and Industrial zoning district which occupies less than 1% of land area.

The Planned Unit Development district is a special district that allows multiple residential and commercial uses. It occupies just over 14% of land area in City limits. The Planned Unit Development district allows for 6 dwelling units per acre and requires a minimum of 8 acres of buildable area within or contiguous to City limits.

Planned Unit Development



Subdivision

The City's Subdivision Ordinance guides the subdivision of land within Southport's planning jurisdiction. The Subdivision Ordinance provides guidance on lots, easements, public realm improvements, street design and connectivity, street lighting, pedestrian facilities, water supply and sanitary sewage collection, and recreation and open space.

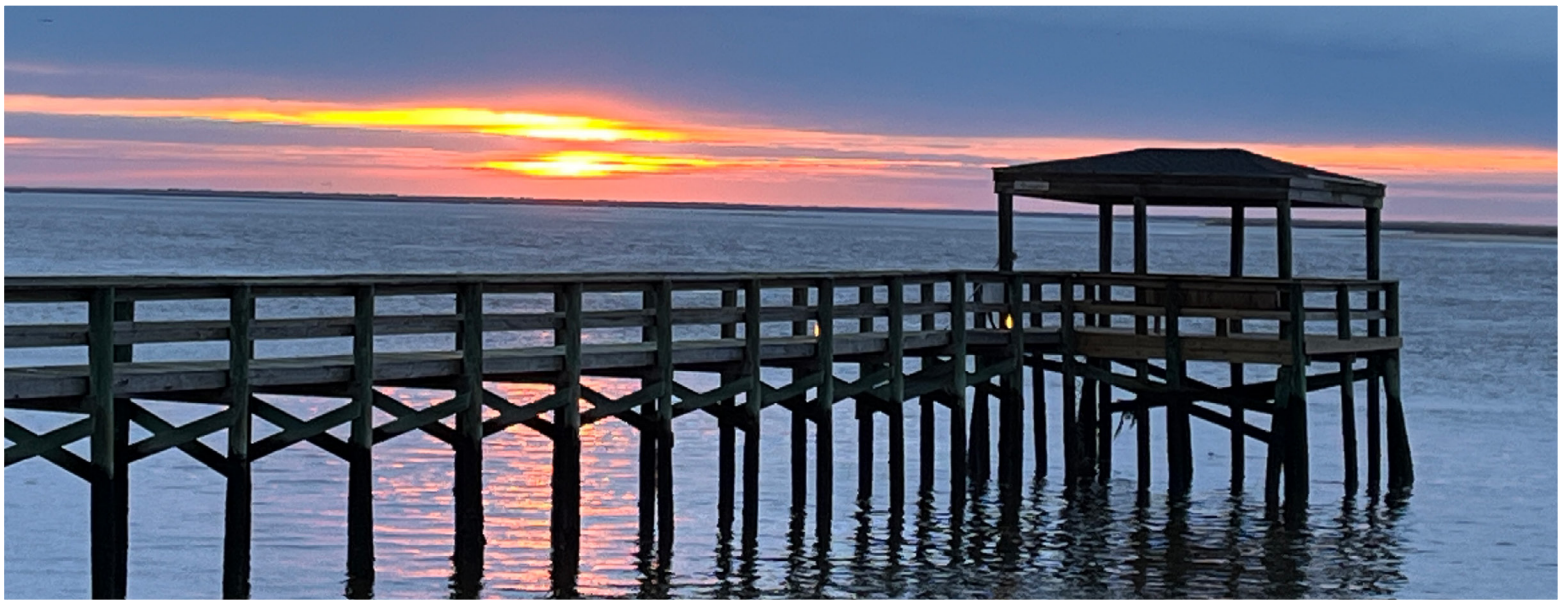
Flood Damage Prevention Ordinance

The City participates in the National Flood Insurance Program (NFIP). Therefore, the City enforces the Flood Damage Prevention Ordinance to protect its residents and property owners from water or erosion hazards, alteration of natural floodplains, control filling, grading, and dredging, and regulate the construction of flood barriers. The purpose of the ordinance is to:

- Protect human life and health
- Minimize expenditure of public money and the need for rescue and relief efforts
- Reduce prolonged business losses and interruptions, damage to public facilities and utilities, and damage to private and public property
- Ensure flood insurance is available to the community through the National Flood Insurance Program
- Maintain the natural and beneficial functions of a floodplain
- Maintain a stable tax base, and ensure property buyers are aware that property is in a Special Flood Hazard Area

NC State Building Code

The City of Southport utilizes the North Carolina State Building Code to oversee the erection of all structures in its planning jurisdiction. The state currently mandates the 2015 International Building Code standards and legislators have been delaying the implementation of 2018 and 2021 International Building Code standards. The International Building Code introduces a new version of building codes every three years. State legislators passed House Bill 488 in 2023 which essentially blocks North Carolina from adopting newly updated residential codes until 2031. Weaker building codes keep North Carolina from getting federal funds for climate resiliency and flood mitigation projects. In October 2024, weak building codes led North Carolina to lose out on $70M in disaster prep funds. With more intense and more frequent storms, in the future state legislators may need to consider introducing more stringent building codes to increase the state's resiliency.



4 Planning for the Future



Land Use & Development Policies

The following plan chapter includes policies and implementing actions that are meant to guide the development and use of land in Southport. The policies are meant to support the goals of Southport. It is also intended that they are consistent with the goals of the Coastal Area Management Act (CAMA), address the CRC management topics for land use plans, and comply with all state and federal rules and regulations. These policies and implementing actions will apply to the City's entire planning jurisdiction. All policies and implementing actions shall be used for consistency review by appropriate state and federal agencies. It is recommended that the Southport Planning Board and Board of Aldermen shall consult this plan during the deliberation of all rezoning requests and other relevant land use decisions. The policies and implementing actions of this plan and all applicable CAMA regulations regarding land use and development will be taken into consideration during these decisions. There are no policies in this plan that exceed CAMA permitting rules.

Coastal Area Management Act (CAMA) Compliance

This plan functions as the City's Comprehensive Plan and as a CAMA land use plan (see requirements set forth in 15A NCAC 07B). The Coastal Resource Commission (CRC) outlines five land use plan management topics necessary to fulfill requirements for a CAMA plan:

- Public Access
- Land Use Compatibility
- Infrastructure Carrying Capacity
- Natural Hazard Areas
- Water Quality

These five management topics were created to ensure that CAMA Land Use Plans support the goals of CAMA, define the CRC's expectations for the land use planning process, and give the CRC a substantive basis for review and certification of CAMA Land Use Plans. These topics are addressed in the plan along with other topics of local concern including historic preservation, housing, transportation and economic development.

CAMA Topics by Plan Element



Land Use & Housing

This plan element includes policies related to the CAMA management topic of land use compatibility.



Public Access

This plan element includes policies related to the CAMA management topic of public access.



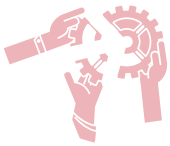
Resiliency

This plan element includes policies related to the CAMA management topic of natural hazard areas.



Water Quality

This plan element includes policies related to the CAMA management topic of water quality.



Infrastructure

This plan element includes policies related to the CAMA management topic of infrastructure carrying capacity.



Local Concerns

Additional plan elements are included to address local concerns of historic preservation, transportation and economic development.





Future Land Use

Future Land Use Map and Character Areas

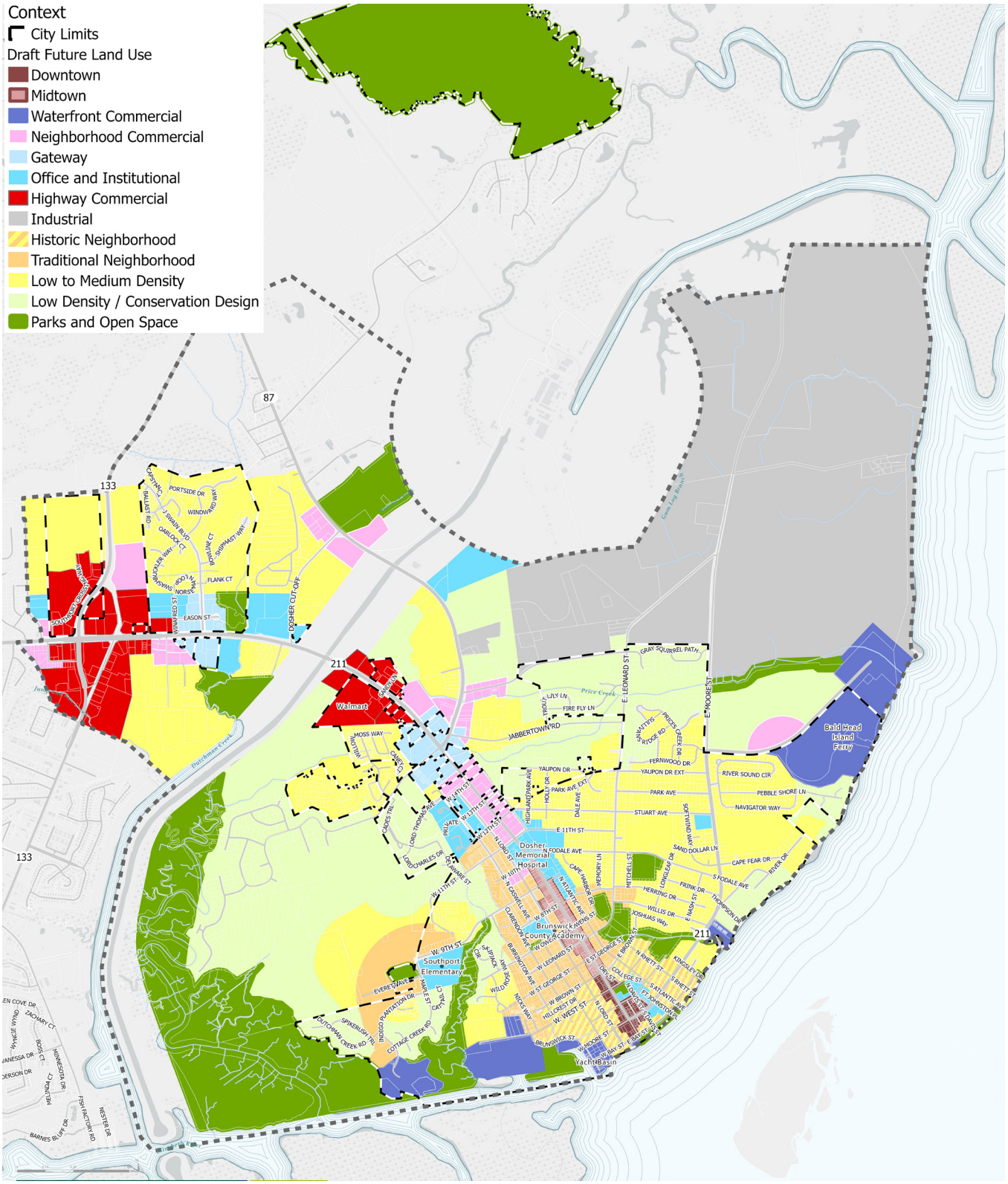
The Future Land Use Map (FLUM) and character areas represent the community's vision for the future of Southport and is one of the factors used to guide rezoning, land use, infrastructure and development decisions. The Future Land Use Map is descriptive, not prescriptive. It identifies predominant land use types and character of future development for different parts inside and outside of Southport's planning jurisdiction. Recommendations embedded in the Future Land Use Map will only be utilized in areas outside of the City limits when there is a request for annexation.

The Future Land Use Map should be used as a guide to transition areas into their desired future state. For example, the Gateway character area is new area on the Future Land Use Map. After numerous conversations with residents there was a desire for a sense of arrival at the Highway 211 and 87 intersection. This resulted in the creation of a Gateway character area. To achieve the desired results will take investments in the area and updates to the existing zoning ordinance. The desired state could take years to come into fruition but with the correct implementation measures, the desired results could be achieved.

Building height and footprint analysis was conducted in the development of the Future Land Use Map character areas. The character areas should be used to further refine the land use vernacular and preserve and enhance the local character. These character areas provide direction for updates to the City's development regulations to help the community vision become reality. The following pages provide an overview of the Future Land Use Character Areas.

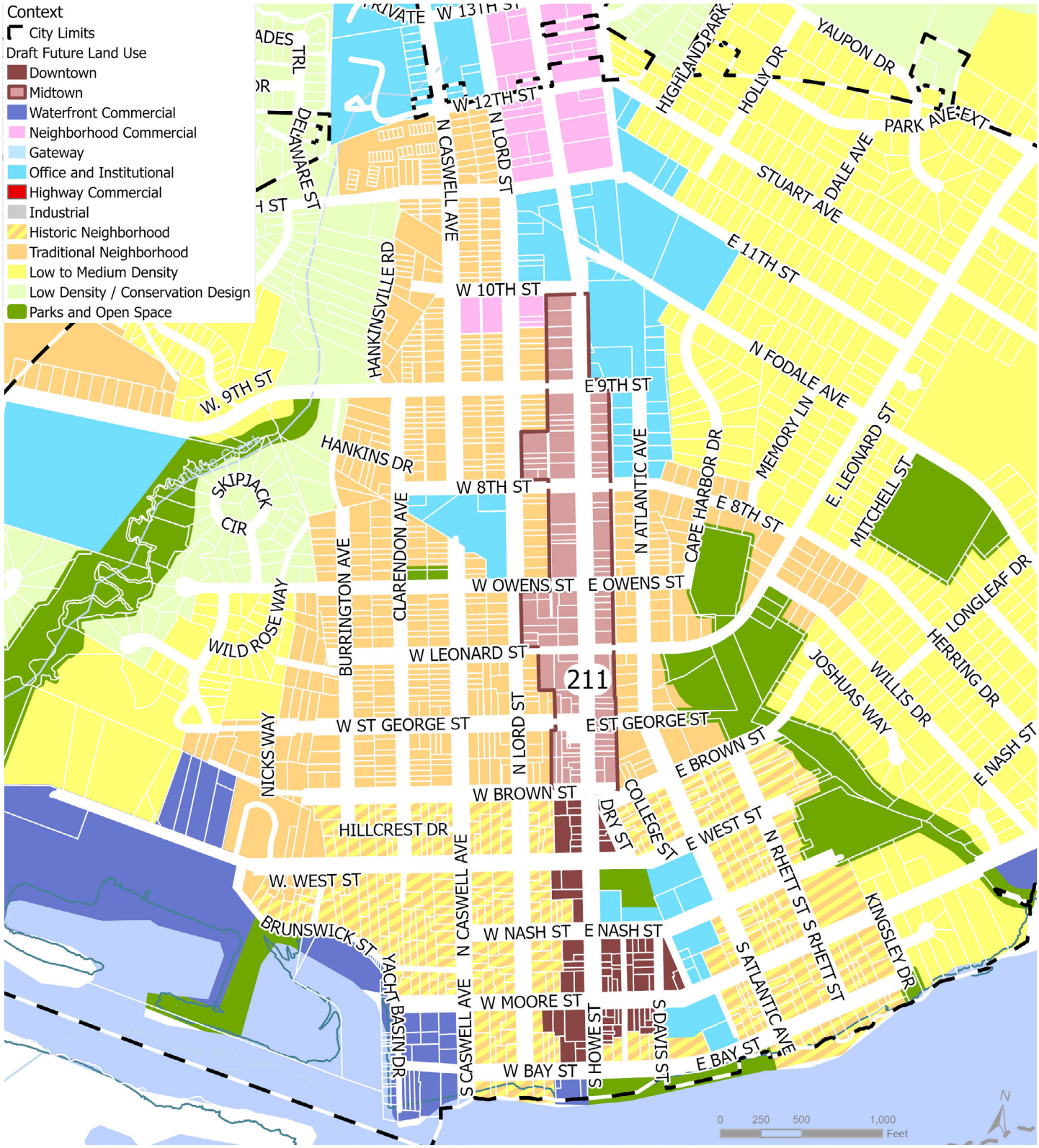
- Parks and Open Space
- Low Density/Conservation Design
- Low to Medium Density
- Traditional Neighborhood
- Historic Neighborhood
- Gateway
- Office and Institutional
- Neighborhood Commercial
- Midtown
- Downtown
- Waterfront Commercial
- Highway Commercial
- Industrial

Future Land Use Map (Overall)



See [the City website](#) for a larger version of the Future Land Use Map.

Future Land Use Map (Downtown)





Open Space and Parks

- Includes floodplains, wetlands, environmentally sensitive areas and parks.
- **Example Uses:** Traditional parks and recreation related buildings, public water access points, kayak launches, wildlife viewing areas, low-impact trails, and natural access areas. If context appropriate, water dependent uses such as boardwalks, piers or jetties, ferries, and fishing operations.
- **Allowable Density:** N/A
- **Maximum Height:** 35 feet



Low Density/Conservation Design

- Conventional subdivisions with relatively large lots with a Conservation Subdivision option for smaller clustered lots away from environmental features with a minimum of 40% open space.
- **Example Uses:** Primarily single-family detached homes with the option for up to 25% of attached units and open space design requirements (open space priorities, passive vs. formal, alley loading, etc.)
- **Allowable Density:** 2.5 units per acre
- **Maximum Height:** 40 feet



Low to Medium Density Residential

- Low-to-medium density single-family residential development. Block lengths are typically less than 800' with smaller rights-of-way than the traditional and historic neighborhoods but wide enough to accommodate pedestrian activity.
- **Example Uses:** Primarily single-family detached homes and parks. Some attached may be part of planned developments.
- **Allowable Density:** 3 to 4 units per acre
- **Maximum Height:** 40 feet



Traditional Neighborhood

- Development that mimics historic patterns of Southport and other coastal villages. Mostly single-family residential with some mix of housing including small-scale attached residential. Block lengths are 600' or less with tree lined streets and integrated parks.
- **Example Uses:** Primarily single-family detached homes may include occasional missing middle housing (cottage courts, compatible duplexes, etc.)
- **Allowable Density:** Generally under 6-7 units per acre, some isolated areas and existing lots may be a higher density
- **Maximum Height:** 40 feet



Historic Neighborhood

- Historic neighborhoods made up of predominantly single-family homes. Block lengths are 500' or less with the average parcel size is 7,840 square feet.
- Example Uses: Primarily single-family detached homes, with a mix or highly compatible residential uses, including occasional duplexes, accessory dwelling, garage apartments, and bed and breakfast businesses.
- Allowable Density: 4 to 5 units per acre | Maximum Height: 40 feet



Office and Institutional

- Primarily daytime or early evening uses but may occasionally included attached residential. Sidewalks to connect business entrances with rights-of-way. Parking lots should be interconnected or shared.
- Example Uses: Offices, medical/veterinary offices, churches, civic buildings, municipal buildings, live-work units, and multi-family residential.
- Allowable Density: 11 units per acre
- Maximum Height: 40 feet



Neighborhood Commercial

- Neighborhood serving small-scale nonresidential uses (generally building footprints of 5,500 square feet or less) with pedestrian access to the building entrance and pulled up to the street along N Howe Street. Some parking may currently be in the front of the building but to accommodate pedestrian activity new development should have most off-street parking in the rear or on the side of the building or on-street parking should be utilized.
- Example Uses: Professional services and retail uses, such as hair salons/barbers, nail salons, fitness centers, and coffee shops, and occasional live-work units on second level.
- Maximum Height: 35 feet | Max Building Footprint: 5,500 sqft



MidTown

- Small-to-medium scaled nonresidential uses (building footprints of 8,000 square feet or less) pulled up to the street with gable roofs encouraged. Some parking may currently be in the front of the building but to accommodate for pedestrian activity any off-street parking should be in the rear of the building or on-street parking should be utilized. Existing off-street parking could be converted to outdoor space including landscaping but a pedestrian connection should be created connecting the building entrance to the public right-of-way.
- Example Uses: Nonresidential uses such as boutiques, retail, restaurants, professional offices, and some live-work units.
- Maximum Height: 35 feet | Max Building Footprint: 8,000 sqft



Downtown

- Historic commercial core characterized by its walkable, active streets with high pedestrian activity. It serves as a social hub for residents, neighboring towns, and seasonal visitors. Small footprint buildings front the street with storefronts directly interacting with the sidewalks. Uses primarily include local boutiques, retailers, and restaurants. Although some offices and residential occur. Businesses maximize public infrastructure and services as they generate more taxable value per acre than any other area in the City limits. Parking is mostly on-street or in public or private lots.
- Example Uses: Active storefronts (retail, restaurants, coffee shops,etc.) Upper story office or residential is encouraged.
- Maximum Height: 35 feet with occasional taller institutional uses | Max Building Footprint: 6,000 sqft



Waterfront Commercial

- Includes water-dependent and nonresidential areas such as the Bald Head Island Ferry, Fort Fisher Ferry Service, Yacht Basin District, Morningstar Marina, and Indigo Plantation Marina. Also includes retail, hotels and some existing vacation rentals.
- Example Uses: Waterfront uses-restaurants, retail, hotels, docks, boat ramps, urban waterfronts, fishing operations, boardwalks, marinas, and boat rentals.
- Maximum Height: 35 feet



Gateway

- Medium scaled buildings (generally building footprints under 30,000 square feet). Primary uses include retail, restaurants, offices and some residential. Building design includes articulated facades with smaller buildings located closer to the street. Site design includes minimal parking in front of buildings, pedestrian amenities including sidewalks, lighting and street trees.
- Example Uses: Nonresidential uses such as boutiques, retail, restaurants, professional offices, and some upper story residential and multi-family buildings.
- Maximum Height: 40 feet | Max Building Footprint: 30,000 sqft



Highway Commercial

- Includes large-scaled nonresidential uses and potential for attached residential homes. These sites are often anchored by a large tenant and other smaller tenants with off-street parking located in the front of the building. Buildings are often set back from the street and parking lots are often connected and shared. Although these places are typically auto oriented landscaping should be used to soften views and pedestrian facilities should be provided along roads and between destinations. Example Uses: Large footprint, higher intensity commercial, retail, services, and hotel accommodations. If context appropriate, churches and primary or secondary schools may be appropriate.
- Maximum Height: 45 feet



Industrial

- Includes land adjacent to the Brunswick Nuclear Plant and the discharge channel. Any industrial uses adjacent to a residentially used or residentially zoned land will require buffering between the uses to avoid potential conflicts.
- Example Uses: Industrial, warehouse, office, research and development, tech-flex, renewable energy, assembly, fabrication, and technology

Land Use & Housing

Goal: Ensure development is compatible with Southport's unique characteristics, including its historic areas, heritage trees, and walkable environment while minimizing impacts.

Recommended Policies and Actions

Policy 1.1: Encourage a development pattern that honors Southport's character and respects the natural environment.

Action 1.1.1: Preserve the character of the City's historic commercial areas and neighborhoods.

Action 1.1.2: Encourage building renovation, reuse and context-sensitive infill development in key areas ***(e.g. Downtown, Midtown North Howe)***.

Action 1.1.3: Encourage commercial and office uses in Highway Commercial areas and more limited uses, scale or intensity of development in Neighborhood Commercial areas.

Action 1.1.4: Encourage well-designed commercial and mixed-use development with detailed, human-scale design and active frontages in key gateways.

Action 1.1.5: Encourage active uses and larger buildings near major roadways and intersections and less intense uses and smaller buildings away from these features.

Action 1.1.6: Encourage development in activity centers and discourage "strip" commercial development.

Action 1.1.7: Support office uses, multi-family uses and house-scale attached residential as a transition between commercial areas and lower density residential land uses.

Action 1.1.8: Encourage open space reservation in new subdivisions and conservation subdivision design in areas with sensitive environmental features.

Policy 1.2: Limit building size and height in different areas based on character and context.

Action 1.2.1: Encourage small building footprints and heights Downtown.

- In Downtown, building heights should be less than 35ft with some exceptions for civic buildings (e.g. churches, community buildings, courthouse, museum) and architectural features (i.e. church steeples). Building footprints should generally be less than 6,000 total square feet with exceptions for civic buildings or churches.
- See the map on page 150 that explains Southport's many character districts.

Active Frontage Design

Active frontages create a multi-sensory experience, by enticing customers using their five senses. This includes an easy pathway that provides certain levels of comfort (i.e., seating, shade, etc.), an attractive entrance including signage, colors, decor and other sensory elements, and creative and unexpected street engagements. Detailed and well maintained facades, signage, and rights-of-way increase foot traffic and revenue for local businesses while increasing the vitality of key gateways and corridors.





Two examples of active streetfronts in downtown.

Action 1.2.2: Encourage small to medium building footprints and heights in Midtown and Neighborhood Commercial areas.

- In Midtown, limit building footprints to under 8,000 square feet and building heights to less than 35 feet with exceptions for utilities (e.g. the water tower) and architectural features (e.g. church steeples). Gabled roofs should be encouraged in Midtown.
- In Neighborhood Commercial areas, limit building footprints to under 5,500 square feet and building heights to less than 40 feet

Action 1.2.3: Limit building heights in the Yacht Basin to a max of 35-40ft.

Action 1.2.4: Encourage medium building footprints and heights in Gateways.

- In Gateways, limit building footprint size to under 30,000 square feet and height (max of 40ft).

Policy 1.3: Encourage new development to employ site and building design techniques to reinforce a walkable traditional village scale and character.

Action 1.3.1: In commercial and mixed-use areas, encourage a mix of uses at a reasonable scale based on surrounding development and buildings with architectural details including articulated facades, windows, porches and other features.

Action 1.3.2: In Traditional Neighborhoods identified on the Future Land Use Map, encourage development that mimics historical patterns of Southport and other coastal villages.

- New development should be mostly single-family residential, with some mix of housing including small-scale attached.
- Front porches, alley and side-loaded homes and design that preserves large trees should be encouraged.

Action 1.3.3: Encourage first floor elevations for residential buildings to be a minimum height above ground.

- A small step up (i.e. 14-21 inches) from the street grade can help delineate public and private space and has benefits related to preventing localized flood impacts.



Existing commercial / mixed-use buildings on East Nash Street

Action 1.3.4: Update transportation standards to encourage a walkable Downtown and surrounding neighborhoods.

- Changes to street and sidewalk and parking standards, curb radii and access design are recommended.
- For new developments, see Policy 8.5, Action 8.5.2.

Smart Growth Principles

The Future Land Use Map and policy recommendations in this plan support the following smart growth principles that build on the traditional town planning and building forms that have shaped the most beloved parts of Southport:

- *Compact building and development design to make efficient use of land and reduce sprawl*
- *Mix of land uses that builds on historical patterns*
- *Detailed, human-scaled design that includes buildings with architectural details and visual coherency*
- *Walkable neighborhoods and streets with pedestrian-friendly features and a high level of connectivity*
- *Preservation of open space and directing development towards the most suitable areas of the city*

Policy 1.4: Support the continued operation of commercial businesses in the Yacht Basin.

Action 1.4.1: Consider an overlay that allows for formalized parking south of Moore Street and west of Caswell Avenue.

Action 1.4.2: Target areas for parking improvements and beautification / landscaping.

Action 1.4.3: Plan for improved vehicular and pedestrian access.

Policy 1.5: Minimize direct and secondary environmental impacts from new development.

Action 1.5.1: Adopt and enforce local development policies and regulations that limit impacts on Areas of Environmental Concern ***(AECs)***.

Action 1.5.2: Require new development to protect AECs through modifications to development design including reductions in density and/or the utilization of practices that limit impacts including low impact development and conservation design principles.

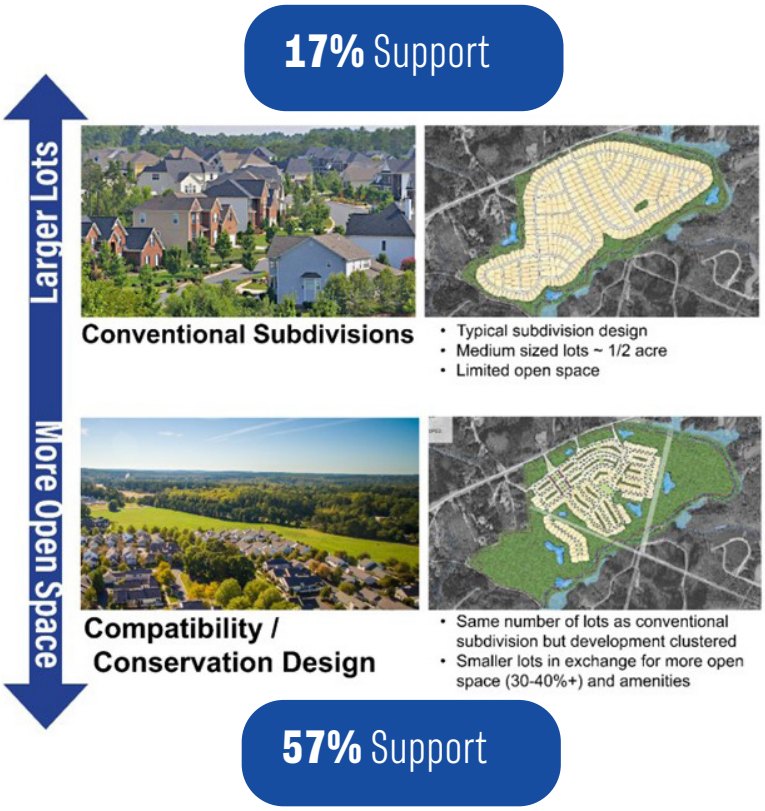
- Development/project approval should be based on project design which avoids substantial loss of important habitat areas and negative impacts to water quality.

Action 1.5.3: Employ green growth strategies in new development including limiting development footprints, preserving natural heritage areas and coastal wetlands, and implementing proactive tree protection and stormwater control measures.

Action 1.5.4: Analyze proposed development and infrastructure projects for potential impacts from future sea level rise.

Residential Subdivision Design

Residential growth in Southport can take many forms. Survey respondents overwhelmingly prefer conservation subdivision over conventional subdivisions. Conservation subdivisions cluster development away from natural resources and preserve more open space in exchange for flexibility in lot size. The two graphics presented in the survey have the same number of units and employ different design techniques. It should be noted that new subdivisions could employ a blend between these techniques, but currently there is not an option in the zoning ordinance that allows or incentivizes conservation design.



Policy 1.6: Require the incorporation of open space in new developments.

Action 1.6.1: Maintain open space requirements for subdivisions with 5 or more lots.

Action 1.6.2: Encourage the utilization of the Planned Unit Development option in the UDO for new subdivisions in the R-10 and R-20 zoning districts.

Action 1.6.3: Encourage conditional zoning districts with enhanced open space and environmental commitments.

Policy 1.7: Review and modernize the Unified Development Ordinance *(UDO)*

Action 1.7.1: Update zoning ***(dimensional requirements and development standards)*** to account for existing development patterns in historic residential areas.

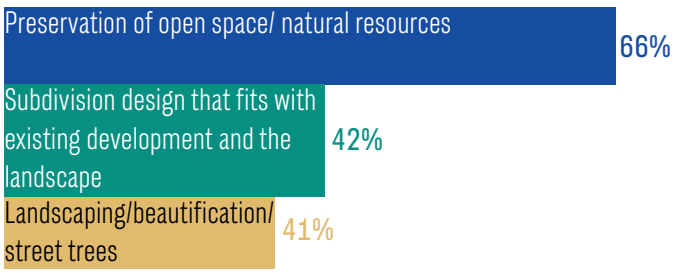
- Minimum lot size and setback requirements should be tailored to mimic historical patterns. Average parcel size for this area is 7,840 and many properties have minimal setbacks.

Action 1.7.2: Tailor building size, scale, height and impervious surface limits to complement and reinforce the character of different parts of the City.

- See actions under Policy 1.2 for recommendations.

New Neighborhoods

The community survey asked respondents what qualities are most important in new neighborhoods . The top three responses were:



Action 1.7.3: Consider updating the definitions of mixed use and live-work units.

Action 1.7.4: Update commercial and mixed-use design standards for key areas of the City.

- Consider the establishment of zoning overlays for North Howe Street and/or the Gateway areas on the Future Land Use Map that include custom building and/or site design standard.

Action 1.7.5: Update and modernize uses in the Table of Permitted Uses and ensure all uses are defined.

Action 1.7.6: Update parking requirements.

- Many requirements in Highway Commercial are quite high. High parking requirements can reduce walkability, cause unnecessary increases in stormwater, and impact the aesthetics of a community.

Action 1.7.7: Consider the creation of a Conservation Subdivision Option for new development in the R-10 and R-20 zoning districts.

- This district could allow for conservation subdivision design by requiring a high minimum open space requirement (i.e. 40%) and low overall density in exchange for flexibility in lot size or unit type.

Action 1.7.8: Consider enhancing design standards and/or implementing conditional zoning options for residential in the UDO.

- Consider updating allowances and enhancing development standards for some types of attached residential housing.
- Update standards for open space in residential developments.
- Currently there is conditional zoning for commercial developments but not residential developments.
- Potential benefits of creating a conditional zoning option that allows for residential and mixed-use development include additional dialog between the community, the applicant and boards to customize development designs based on feedback and tailor proposals to meet the character and goals of Southport.

Action 1.7.9: Consider updating regulations related to accessory structures.

- Accessory Structures: Revise performance standards to limit impacts on adjacent development (e.g. modify setback based on height or adjacent structure location)
- Accessory Dwelling Units: Updates could include revised performance standards, administrative approval, and allowances for long-term rentals.

Action 1.7.10: Consider updating the UDO to incorporate military-related regulations for future annexations with the MOTSU study area.

Policy 1.8: Coordinate with Brunswick County and other entities to manage growth near Southport.

Action 1.8.1: Coordinate with the representatives from Indigo Phase 2, a proposed development on the west side of the City, and Brunswick County to encourage development design that builds on Southport's traditional character, has a defined center, and integrates open space in a way that is respectful of existing natural resources.

Action 1.8.2: Encourage the creation of a new residential district for the area surrounding Southport that allows for only low-density development that is more compatible than the initial County zoning assigned.

Action 1.8.3: Coordinate to develop a custom overlay district for the Howe Street area that encourages building and site design that accomplishes City goals.

Action 1.8.4: Coordinate with Military Ocean Terminal at Sunny Point ***(MOTSU)*** on annexations within the MOTSU Study Area.

Policy 1.9: Support a variety of quality housing that meets local needs at appropriate scales.



Action 1.9.1: Consider relaxing restrictions on Accessory Dwelling Units ***(ADUs)*** related to size and restrictions on long-term rentals.

- Balance this with revised performance standards to limit impacts on adjacent properties, particularly those governing setbacks, height and bulk. The establishment of minimum lot size requirements or maximum impervious surface coverage limits for ADUs may also address stormwater concerns.

Action 1.9.2: Consider developing informational material and/or pre-approved template for ADUs.

Action 1.9.3: Coordinate with non-profits and other entities to develop targeted affordable housing units ***(e.g. units for police/fire, seniors, veterans, teachers)***.

Action 1.9.4: Update UDO to refine standards and allowable uses related to residential housing types.

Action 1.9.5: Consider defining additional housing types including cottage courts / pocket neighborhoods and live/work units ***(small-scale buildings with a commercial and residential unit)***

Action 1.9.6: Pursue funds from state and federal sources for rehabilitation or redevelopment of substandard housing.

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Public Access

Goal: Protect public access and vistas along the waterfront and maximize access to coastal waters, parks, and other recreational opportunities.

Recommended Policies and Actions

Policy 2.1: Support public and private initiatives that increase public access to coastal waters and parks for all of Southport's residents and visitors.

Action 2.1.1: Continuously maintain and improve parks including facilities, restrooms, parking, etc.

Action 2.1.2: Prioritize updates needed to comply with the Americans with Disabilities *(ADA)* and Universal Design *(UD)* regulations and standards.

Action 2.1.3: Conduct a study to access providing connections between parks *(Lowe-White Park to Taylor Field Park to Kingsley)*.

- Alternatives should be studied including a greenway option and on-street sidewalk improvements.
- Potential funding for design and/or construction of trails include federal funds, state parks and recreation grants including the Recreational Trails Program Grant.

Action 2.1.4: Develop a Waterfront Master Plan that documents needed infrastructure improvements, amenities and connectivity enhancements near Waterfront Park to the Yacht Basin.

Action 2.1.5: Pursue funding from the North Carolina CAMA Shoreline Access program to enhance shoreline access.

Action 2.1.6: Support the incorporation of shoreline access facilities in new residential and non-residential developments.

Action 2.1.7: Update informational materials related to boating access points and paddling routes around Southport including information related to the new Cottage Creek kayak launch.

Waterfront Public Space

Southport has an unparalleled system of public space on or near the waterfront. Waterfront Park is the largest and most prominent but additional public spaces include Garrison House lawn, Kingsley Park, City Pier, City Dock, Historic Salt Marsh Boardwalk, Atlantic Avenue CAMA access, and the Cottage Creek kayak launch that was recently completed near Morning Star Marina.



Action 2.1.8: Seek out opportunities for additional future kayak launches.

Policy 2.2: Implement key recommendations from the Parks and Recreation Master Plan.

Action 2.2.1: Prioritize the implementation of the following recommendations from the Parks and Recreation Master Plan:

- Plan for the addition of benches and bicycle racks in parks.
- Utilize pervious pavement and other forms of green stormwater infrastructure at parks.
- Develop a site-specific master plan for Stevens Park.
- Add educational kiosk(s) or signage in parks.

Policy 2.3: Enhance recreational opportunities to serve the residents in and near Southport.

Action 2.3.1: Consider the addition of bollards or a low wall between E Moore Street and the playground in front of the Community Building.

Action 2.3.2: Continue to invest in City Dock: Add slips, consider allowance of transient slips.

Action 2.3.3: Consider parking improvements at Alvin Caviness Park and Kingsley Park.

- West Owens Street has an 80 foot wide right-of-way which could be improved to include additional on-street parking spaces to serve the park and nearby church.

Action 2.3.4: Consider parking improvements at additional parks.

Action 2.3.5: Maintain historic trees and consider improvements to passive recreational opportunities in Franklin Square Park.

Action 2.3.6: Involve the Garden Club and Beautification Committee in planting activities including the addition of native plantings and/or pollinator gardens on public lands, and other beautification efforts.

Policy 2.4: Seek out opportunities to create a protected walking and biking path through the City's jurisdiction for the East Coast Greenway.

Action 2.4.1: Study the potential for a multi-use path or wide sidewalk along Atlantic Avenue, Leonard Street, Lord Street and Caswell Avenue or a similar route to improve walking and biking conditions for residents and visitors.





Historic Preservation

Goal: Preserve, protect, and continue to celebrate the City's historic resources and character.

Recommended Policies and Actions

Policy 3.1: Support local preservation and recognition of the City's history and culture.

Action 3.1.1: Continue to work towards establishing a local historic district and design standards for the district.

Action 3.1.2: Seek out and support opportunities for Local Landmark designation.

Action 3.1.3: Continue to coordinate with the Historic Preservation Commission, North Carolina Maritime Museum, and the Southport Historical Society in the recognition of historic sites, locations, and events.

Action 3.1.4: Raise awareness of the local African American/Black history through events, educational signage, and recognition.

- Encourage diversity on the Historic Preservation Commission.

Action 3.1.5: Seek out opportunities for establishing a historic or character overlay for historically African American/Black communities.

Action 3.1.6: Pursue Certified Local Government status to have the opportunity to apply for grant funding.

Action 3.1.7: Utilize grant funding administered by the North Carolina Historic Preservation Office to update the National Register survey of the Southport Historic District.

- Other eligible activities for the Historic Preservation Fund (HPF) pass-through grant include architectural and archaeological surveys, nominations of eligible districts and properties to the National Register of Historic Places, survey publication manuscripts, local preservation plans, and educational programs.

Policy 3.2: Communicate Southport's story through art, community activities, education, and signage to reinforce community identity and sense of place.

Action 3.2.1: Utilize signage, wayfinding, banners, and other municipal infrastructure to promote a unified appearance and identity for Southport.

Action 3.2.2: Pursue funding opportunities to develop and implement a wayfinding and signage plan to facilitate a

Historic Preservation of Downtown

#1

priority from development preference question during public meeting

comprehensive approach to wayfinding, banners, street signs, utility wraps, and educational signage.

Action 3.2.3: Coordinate with the North Carolina Historic Preservation Office to provide educational programs, such as informational meetings on historic rehabilitation tax credits for income-producing and non-income producing properties.

Policy 3.3: Support the preservation of historic structures, sites, and monuments for their economic benefits.

Action 3.3.1: Adopt and utilize the Southport Local Historic District Design Standards so that development and redevelopment is consistent with the architectural context and community character.

Action 3.3.2: Continue to support heritage tourism.

Action 3.3.3: Encourage renovation and active uses for historic buildings and sites.

Action 3.3.4: Encourage physical improvements in the historic districts ***(including the Yacht Basin)*** in Southport to improve overall quality of the neighborhood or Downtown, including the addition or improvement of sidewalks, lighting, road maintenance, tree planting and maintenance, and cemetery maintenance.

Action 3.3.5: Coordinate with partners to maintain historic cemeteries.

Local Historic District

The City of Southport's Historic Preservation Commission has been working diligently on Southport's Local District Design Standards and a Local Designation Report. These are the first steps in establishing a local district that will be sent and reviewed by the North Carolina Historic Preservation Office. Once reviewed by the SHPO, the Historic Preservation Commission will recommend the establishment of the Southport Local District to the Board of Aldermen for approval. This is anticipated early in 2025.





Resiliency

Goal: Increase Southport's resiliency to natural hazards.



Recommended Policies and Actions

Policy 4.1: Minimize life, health, and public safety threats prior to extreme weather events.

Action 4.1.1: Implement and participate in regular updates to the Southeastern North Carolina Regional Hazard Mitigation Plan and the Brunswick County Emergency Management Plan.

Action 4.1.2: Seek out grant opportunities ***(i.e., North Carolina Resilient Coastal Communities Program)*** to assess local critical assets and their ability to withstand hazardous conditions.

Action 4.1.3: Ensure critical facilities have operating generators or back-up power source to reduce service interruptions.

Action 4.1.4: Support the continued enforcement of all controls and regulations, specifically design standards, tie-down requirements, construction and installation standards, elevation requirements, flood-proofing, CAMA regulations, and FEMA regulations, to mitigate risk to lives and minimize property damage caused by flooding, severe storms, and hurricanes.

Policy 4.2: Reduce vulnerability by utilizing the Future Land Use Map and other resources to focus growth and development away from flood prone areas.

Action 4.2.1: Keep zoning densities lower in vulnerable areas and use floodplain data, past flooding data, and best available sea level rise projections as guidance for future development design and approval.

Action 4.2.2: Encourage low-lying areas and areas prone to flooding to be utilized as open space in new development.

Policy 4.3: Continue to work to improve Southport's Community Rating System.

Action 4.3.1: Support a Building Code Effectiveness Grading Schedule survey to assess community building codes and their enforcement as an initial step to improving the Community Rating System score.

Action 4.3.2: Provide flood information on the website including current flood maps, emergency management links, storm preparation, and storm aftermath.

Community Rating System

The City of Southport participates in FEMA's Community Rating System (CRS). This is a voluntary incentive program that recognizes and encourages community floodplain management practices that exceed the minimum requirements of the National Flood Insurance Program (NFIP). Flood insurance premium discounts in communities that participate in the CRS range from 5% to 45%. Communities are divided into classes based upon points. The lower the class the greater the discount for flood insurance. Southport is currently a CRS Class 7, meaning flood insurance premiums are discounted by 15%. There are numerous ways to improve the community's CRS rating. Participation in hazard mitigation planning is one way, but other ways are listed in the National Flood Insurance Program Community Rating System Coordinator's Manual.

Action 4.3.3: Participate in updates and/or incorporate recommendations from the Evacuation Study for Brunswick Nuclear Power Plant.

Action 4.3.4: Utilize the current FEMA Coordinator's Manual as guidance to improve Southport's current rating.

- Southport's Community Rating System (CRS) class rating is currently a Class 7. This results in a 15% insurance premium reduction.

Policy 4.4: Utilize Low Impact Development solutions *(LID)* and green infrastructure to reduce non-point source pollution.

Action 4.4.1: Utilize LID techniques to reduce runoff and improve stormwater management on City-owned land and encourage these techniques in new private development.

- LID techniques include disconnected impervious surfaces, rainwater harvesting using rain barrels and cisterns, rain gardens, green roofs, stormwater planters, and bioretention swales.
- LID techniques can be incorporated into the early planning stages for undeveloped areas. These include the protection of open space and natural areas such as wetlands, installation of bioretention areas, and reduction in the amount of impervious surfaces.
- In developed areas, LID techniques range from directing roof drainage to a rain garden or using rain barrels and cisterns.

Action 4.4.2: Encourage the use of native plantings ***(and drought-resistant)*** species in local landscaping projects.

Policy 4.5: Continue to improve the resiliency of historic properties.

Action 4.5.1: Utilize the Southport Local Historic District Design Standards "Disaster Preparedness and Prevention Standards" to increase the resiliency of historic properties.

Action 4.5.2: In the event of a major disaster, coordinate with the North Carolina Historic Preservation Office to determine availability of funding or other resources to assist in the recovery process for historic properties.

Low Impact Development (LID)

As Southport continues to grow, so does the amount of surface area, including rooftops, roads, parking lots. Rainfall does not soak into these hard surfaces, instead it flows quickly away from them—picking up pollutants along the way. These pollutants enter ditches, storm drains, etc. and eventually end up in local waterways without treatment. The addition of LID solutions allows for the capture and retention of water on site, allowing water to soak into the soil where it is naturally filtered. Low impact development has many environmental and economic benefits including reducing the number of costly flooding events, restoring aquatic habitat, improving groundwater recharge, and enhancing neighborhood beauty. When incorporated widely, it can reduce the urban heat island effect, mitigate climate change, save energy, reduce air pollution, increase property values, and increase groundwater recharge.



Brunswick County Government Center rain garden

Image Source: North Carolina Coastal Federation

Policy 4.6: Continue to maintain and improve Southport's tree canopy.

Action 4.6.1: Continue to encourage tree preservation in new development and enhance tree preservation in new large-scale residential development.

- Continue to require tree removal permits for defined impacts.
- Specify enhanced tree protection requirements in a new Conservation Subdivision development option.

Action 4.6.2: Update ordinances to encourage retention of existing vegetation on development sites and consider a fee in lieu option for mitigation.

Action 4.6.3: Coordinate with the County to update tree protection requirements adjacent to Southport.

Action 4.6.4: Maintain and improve the annual tree planting program to diversify Southport's tree canopy.

Action 4.6.5: Study options and locations to add street trees for shade along major corridors.

Policy 4.7: Support the protection of Southport's wetlands.

Action 4.7.1: Support the regulation of 404 wetlands by the US Army Corps of Engineers.

Action 4.7.2: Monitor development proposals for compliance with Section 404 of the Clean Water Act and develop and enforce local land use ordinances to the degree permissible by state law to regulate development of freshwater swamps, marshes, and 404 wetlands.

Action 4.7.3: Consider incentives to encourage development design that protects unregulated wetlands from development ***(i.e., an option for conservation subdivisions and/or modifications to the Planned Development option)***.

Action 4.7.4: Educate the public about the ecological and storm protection benefits of wetlands in and around Southport.

Action 4.7.5: Seek out grant funding opportunities for the restoration of coastal wetlands.

Action 4.7.6: Provide protective measures to decrease shoreline erosion due to wave energy, storm surge, and sea level rise along the Cape Fear River, Price Creek, Dutchman Creek, and Cottage Creek.

Action 4.7.7: Support the installation of properly engineered and permitted bulkheads in appropriate areas ***(i.e. along Bay Street)***.

Action 4.7.8: Develop a Shoreline Management Plan to identify areas most appropriate for hardened or living shorelines.

Action 4.7.9: Consider alternative methods of shoreline stabilization where feasible.

Policy 4.8: Reduce greenhouse gas emissions through renewable energy generation, energy efficiency, and mobility options.



Southport's tree canopy provides aesthetic and practical benefits including shade, wildlife habitat, and rainwater absorption.

Action 4.8.1: Continue to support the Dark Sky Initiative by encouraging full cut off lights, warm color temperatures, and limiting artificial light where possible.

- The Dark Sky Initiative preserves the night time environment by reducing light pollution by utilizing quality outdoor lighting.

Action 4.8.2: Consider updates to the fixture options included in the Southport Streetlight Policy to include bollard mounted ground level lighting.

Action 4.8.3: Consider the addition of an electric charging station on City-owned property.

Action 4.8.4: Consider incorporating alternate energy solutions when renovating or designing City-owned buildings.

Policy 4.9: Study priority areas for burying electric lines for visual benefits and to improve resiliency by speeding up recovery after storms.

Action 4.9.1: Continue allocating funding for burying electric lines and seek out grant opportunities to assist with these efforts.

Goal: Prioritize adaptation measures and improvements to allow residents and visitors to continue enjoying the Yacht Basin.

Policy 5.1: Enhance pedestrian facilities and consider improvements to stormwater, drainage, and parking in the Yacht Basin.

Action 5.1.1: Utilize the Downtown Parking Study's recommendations for improvements in the Yacht Basin.

Policy 5.2: Continue to pursue dredging of the Yacht Basin.

Action 5.2.1: Pursue grants to assist with completion of the project.

Policy 5.3: Designate the area as an Urban Waterfront to allow businesses to rebuild in the event of a natural disaster.

- See the Urban Waterfront map to the below.

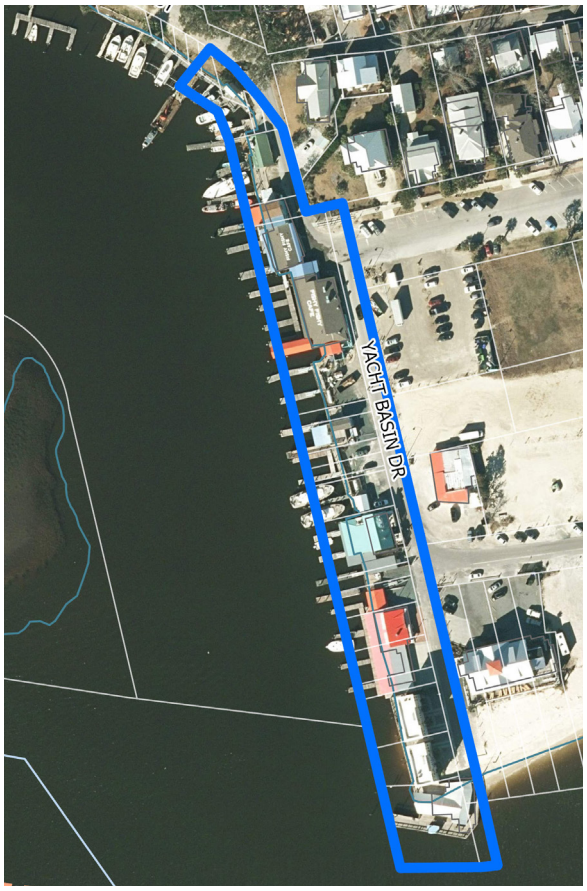
Action 5.3.1: Adoption of this plan designates the Yacht Basin as an Urban Waterfront.

Action 5.3.2: Utilize the Urban Waterfront rules for expansion of existing development and new development in 15A NCAC 07H .0209.

Policy 5.4: Maintain Open Space Zoning District within marsh areas.

Action 5.4.1: Consider adjustments to the extent of the Open Space Zoning District based on newly available data.

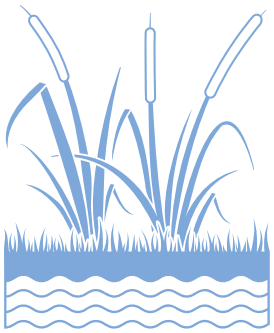
- Currently, a small portion of the marina is included in the Open Space Zoning District. This portion should be removed.



Yacht Basin Urban Waterfront Map

Water Quality

Goal: Maintain, protect, and where possible enhance water quality in all coastal wetlands, rivers, streams, and estuaries.



Recommended Policies and Actions

Policy 6.1: Coordinate with the North Carolina Department of Environmental Quality, Division of Coastal Management and the Coastal Resources Commission to protect the coastal wetlands, estuarine waters, estuarine shorelines, and public trust waters in Southport.

Action 6.1.1: Coordinate with the State of North Carolina to limit, to the extent possible, stormwater runoff into coastal waters from state government, local government and private development projects.

Action 6.1.2: Support the implementation of the Cape Fear River Basin Water Quality Management Plan and other regional planning initiatives focused on improving water quality.

Policy 6.2: Enforce and expand stormwater management regulations.

- Currently stormwater permits are only required for nonresidential development, multi-family development and subdivisions. Standards for could be established for other residential development that meet defined criteria.

Policy 6.3: Reduce soil erosion, runoff, and sedimentation resulting from construction and new development to minimize the adverse effects on surface and subsurface water quality.

Action 6.3.1: Ensure best practices are utilized during disturbance, construction and development design.

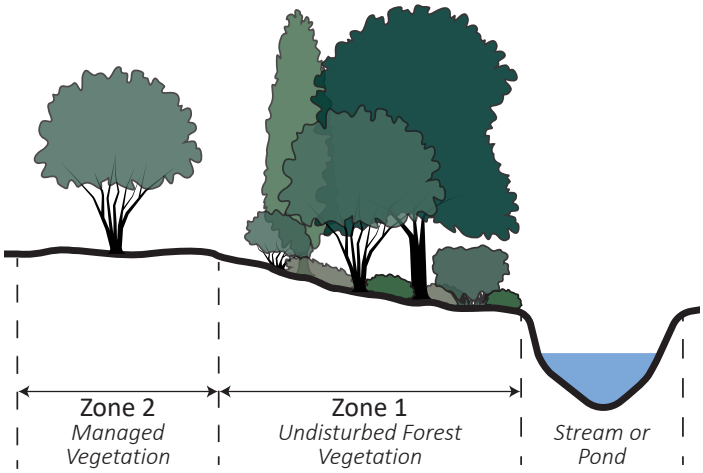
Action 6.3.2: Consider updates to the Soil Removal and Deposit Ordinance.

Policy 6.4: Encourage the preservation of stream and wetland buffers in new development.

Action 6.4.1: Utilize the development approval process and/or incentives to encourage new development to exceed required state stream buffer minimums.

Action 6.4.2: Encourage stream and wetland buffers that meet recommendations from the NC Wildlife Green Growth Toolbox.

- The Green Growth Toolbox recommends:
  - Forested buffers of a minimum of 100 feet on perennial streams and buffers of 50 feet on intermittent streams.
  - Wetland buffers of at least 50-100 foot if located along streams.



Maintaining vegetated stream buffers are effective ways to reduce sedimentation and minimize impacts on aquatic species and habitats.

- Maintaining connections between wetlands and adjacent forested upland areas due to the life cycle needs of amphibians.
- The protection of floodplains due to flood storage and wildlife habitat benefits.

Action 6.4.3: Consider establishing a policy that requires, where possible, that wetlands are dedicated as common open space and not included in minimum lot size calculations.

Policy 6.5: Establish built-upon area *(impervious surface)* limits for many zoning districts.

Action 6.5.1: Conduct a study to evaluate trends in impervious surface coverage in different areas of the City.

Action 6.5.2: Update the Unified Development Ordinance to include built-upon area limits for certain zoning districts.

- Permit pervious pavements to allow for infiltration.

Policy 6.6: Support the preservation of coastal wetlands, nursery areas, freshwater wetlands, and other sensitive natural areas.

Action 6.6.1: Encourage development design that reduces impact on wetlands including adequate setbacks.

Action 6.6.2: Coordinate all development review with the appropriate office of the US Army Corps of Engineers and the Soil Conservation Service.

Action 6.6.3: Work toward the preservation of large wetland areas *(> **one acre**)* in a natural state to protect their environmental value.

Action 6.6.4: Consider wetlands acquisition a priority in future expansions of Southport parks and recreation areas.

Action 6.6.5: Coordinate with the state to implement the Salt Marsh Action Plan.

- The Lower Cape Fear River watershed is projected to lose approximately 8% of its salt marshes.

Action 6.6.6: Seek to maintain overall hydrology, storm protection functions of marshes, and future marsh migration areas through restoration and strategic land acquisition.

Action 6.6.7: Coordinate with partners to maintain a salt marsh dataset to document the existing extent and/or migrating salt brackish marshes.

Action 6.6.8: Prevent and manage invasive species from encroaching on marsh areas by focusing on early detection, prompt removal, and using inventories and maps to prioritize problem areas where marshes are being degraded by invasive species.

Policy 6.7: Require permitted water-related developments to comply with state and federal regulations.

Action 6.7.1: Allow the construction of both open water and upland marinas which comply with the UDO and all applicable state and federal regulations.

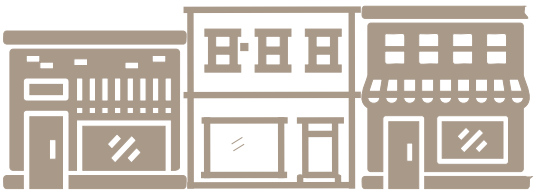
Action 6.7.2: Discourage the location of floating homes within its jurisdiction.

Action 6.7.3: Support the establishment of mooring fields within the planning jurisdiction, provided that no water degradation occurs as a result of waste disposal.



Economic Development

Goal: Embrace and leverage Southport's unique small commercial areas and historic downtown as an economic development opportunity.



Recommended Policies and Actions

Policy 7.1: Recognize and support the tourism industry.

Action 7.1.1: Coordinate with the Brunswick County Southeastern Economic Development Commission, Brunswick County Chamber of Commerce, Town of Oak Island Business Advisory Board and Economic Development, the City of Wilmington Economic Development Division, and other regional entities to promote economic development in Southport on a regional level.

Action 7.1.2: Continue to support the Community Relations Department to inform residents and visitors about upcoming meetings, events, and more.

Action 7.1.3: Continue to promote local businesses.

Action 7.1.4: Continue to coordinate with the Fort Johnston-Southport Museum and Visitor Center.

Action 7.1.5: Continue to support and coordinate with the Bald Head Island Ferry and the Fort Fisher Ferry.

Action 7.1.6: Coordinate with Brunswick County to monitor visitation and spending trends.

Action 7.1.7: Support the film industry, ecotourism, and outdoor recreation in the greater Southport area.

Policy 7.2: Support existing small businesses and encourage new businesses.

Action 7.2.1: Encourage the development of new businesses and context-sensitive mixed-use development in Gateway, Neighborhood Commercial, and Midtown character areas.

Action 7.2.2: Encourage businesses in Downtown Southport that fit with its historic character.

Action 7.2.3: Support building reuse and renovation in Downtown and other areas.

Action 7.2.4: Study opportunities to improve access to public parking in the Downtown and Midtown area.

Action 7.2.5: Encourage active street frontages in Downtown, Midtown and at Gateways. This could include building or site design requirements and/or allowing parking areas to be converted to outdoor dining spaces while maintaining pedestrian access.

- Currently Gateway areas are zoned Highway Commercial. Parking requirements are currently high in the Highway Commercial zoning district. Reducing these requirements and implementing other site design requirements or incentives can encourage attractive, walkable development.

Action 7.2.6: Develop a wayfinding and signage plan to guide residents and visitors to public parking, businesses, and other destinations within and around Southport.

Action 7.2.7: Encourage businesses to extend business hours into the evening during certain days or events.

Action 7.2.8: Consider formalizing a social district to connect businesses in Downtown, the Yacht Basin, and Mid-Town.

Action 7.2.9: Continue to promote events that increase commerce for local businesses.

Action 7.2.10: Continue to recognize and support the businesses in the Yacht Basin.

Policy 7.3: Continue to support a vibrant, historic Downtown.

Action 7.3.1: Seek out funding opportunities to improve Downtown amenities including, lighting, pedestrian enhancements, seating, and increasing tree canopy coverage.

Action 7.3.2: Extend pedestrian lighting further up Howe Street into the Midtown area.

Action 7.3.3: Promote upper story residential in Downtown ***(where applicable)*** to increase tax revenue and support local businesses.

Action 7.3.4: Formalize a Downtown Master Plan.

- This could include detailed plans for streetscape improvements, infrastructure, building form and public spaces.

Action 7.3.5: Support Downtown Southport Inc. and consider pursuing NC Main Street designation.

- The first step toward Main Street designation is being recognized as a Downtown Associate Community.

Policy 7.4: Pursue a balanced economy and retain and attract young people and families.

Action 7.4.1: Encourage entrepreneurship, small businesses and professional services in the City.

Action 7.4.2: Advocate for and support Southport Elementary School.



Action 7.4.3: Consider encouraging upper story residential with standards in both Midtown and Gateway character areas.

Action 7.4.4: Coordinate with Brunswick Community College and local employers to provide training that matches needs of local businesses and emerging industries.

Action 7.4.5: Evaluate programs and facilities that fulfill needs of young people and families.

Policy 7.5: Develop an Economic Development Strategy that focuses on improving the tax base.

Action 7.5.1: Seek out additional sources of revenue, including grants, food and beverage tax, etc.

Transportation



Goal: Ensure safe and reliable multi-modal transportation options including walking, biking, and other forms of transportation while limiting impacts from new development and prioritizing the needs of residents and visitors.

Recommended Policies and Actions

Policy 8.1: Improve connectivity between all modes of transportation, including bicycling, walking, and golf carts.

Action 8.1.1: Continue implementing the 2014 Comprehensive Pedestrian Transportation Plan. Consider an updates to the Plan to refine priorities and recommendations.

Action 8.1.2: Update development standards to encourage walking, biking and street connectivity.

- Encourage compact, mixed-use development - land use diversity is a primary indicator of walkability.
- Require or incentivize the provision of bicycle parking and/or golf cart parking.
- Review subdivision standards to improve walkability and connectivity.

Action 8.1.3: Design and seek funding for priority pedestrian improvements.

Action 8.1.4: Study future improvements of the streetscape along Howe, Moore, and Bay Streets.

Action 8.1.5: Create an ADA Transition Plan.

Policy 8.2: Maintain City roads by regularly updating the pavement condition study and administering the repaving program.

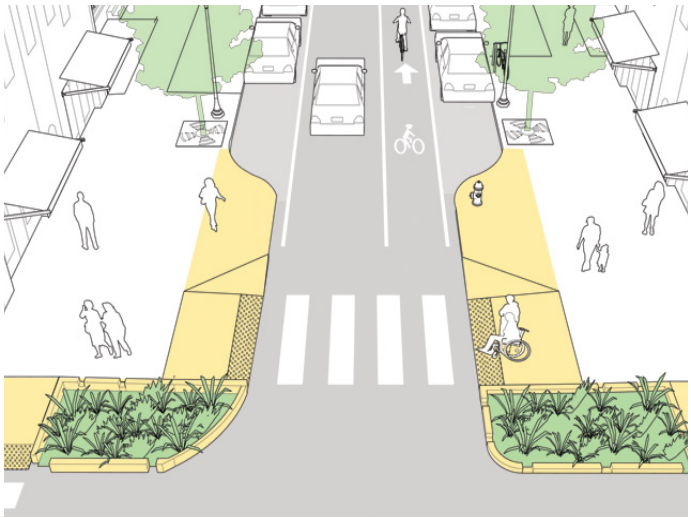
Policy 8.3: Improve walkability along North Howe Street.

Action 8.3.1: Plan for improved pedestrian crossings along the northern section of Howe Street.

- Several intersections north of the water tower need crosswalks and potentially bulb-outs to reduce crossing distance.

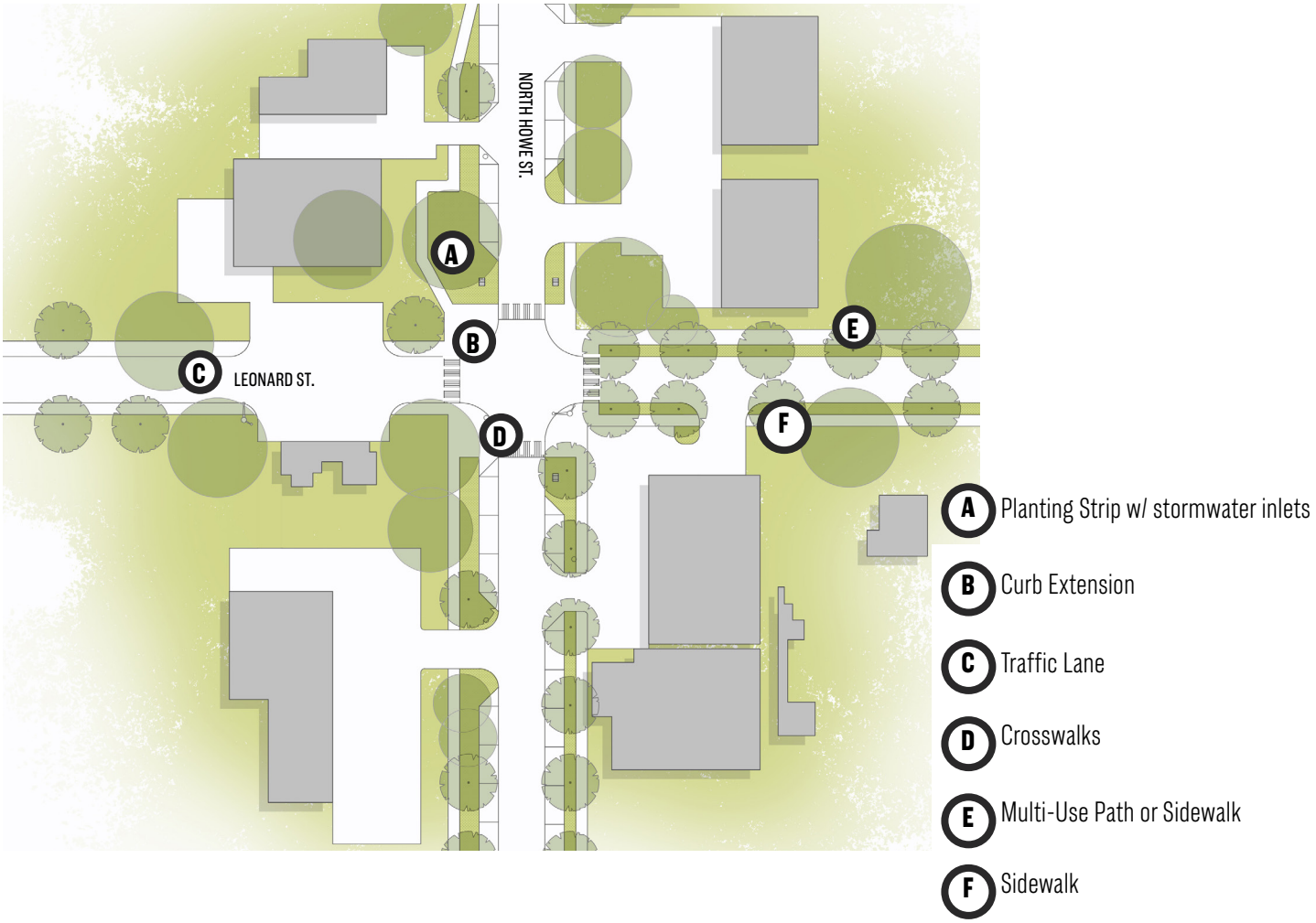
Action 8.3.2: Conduct a study of North Howe Street to create custom commercial design requirements and recommendations for streetscape improvements.





Enhanced crosswalks have been constructed in the Downtown core. Several more are needed to improve pedestrian safety along North Howe, north of the water tower. Image Source: NACTO

North Howe Street and Leonard Street Pedestrian Improvement Concept



Planting Strips

Planting strips could add a more diverse tree canopy in Southport, in addition to rain gardens or flow-through planters to assist in the filtration stormwater.

Curb Extensions

Curb extensions visually and physically narrow the roadway, signaling to drivers that there is a potential for pedestrian traffic. They also create a safer and shorter crossing for pedestrians.

Traffic Lanes

Traffic lanes remain the same width but with a large tree canopy and curb extensions this signals the motorist to decrease their speed.

Crosswalks

Crosswalks provide another visual cue for motorists to be aware of the potential of pedestrian traffic.

Increased Pedestrian Zone

The graphic below shows the potential for a multi-use path or wide sidewalk on the north of Leonard Street and the potential addition of a sidewalk along the south portion of Leonard Street. Further study is needed to see what is most feasible.

Action 8.3.3: Discourage the widening of North Howe Street south of NC 87 ***(currently in Brunswick County Transportation Plan)***.

Policy 8.4: Improve the East Coast Greenway throughout Southport's City limits.

Action 8.4.1: Conduct a feasibility study to evaluate options for recommended improvements to road sections or alternatives.

- The East Coast Greenway currently traverses through Southport via on-road segments and some sections of sidewalk.
- Improvements could include the addition of a greenway, sidewalks and/or intersection upgrades including bulb-outs and crosswalks to improve the safety and comfort of users as the trail travels through Southport's City limits.

Policy 8.5: Manage traffic and access along major roads.

Action 8.5.1: Encourage access management techniques including shared driveways and limiting driveway access points along NC 211 and NC 87.

Action 8.5.2: Manage traffic on other roadways by prioritizing connectivity between parking lots and new streets in commercial development and encouraging connected public streets built to City standards in and between new residential developments.

Action 8.5.3: Limit cul-de-sacs in new residential development.

Action 8.5.4: Prioritize key intersection improvements needed to facilitate pedestrian activity and improve safety.

Policy 8.6: Manage and improve parking Downtown and in the Yacht Basin.*

Action 8.6.1: Consider limiting parking hours along portions Moore St and Howe St.

Action 8.6.2: Consider the creation of an overlay or another mechanism to allow for parking as a primary use on R-10 lots in the Yacht Basin District.

Action 8.6.3: Fund plantings and pedestrian improvements in the right-of-way to screen parking areas and improve safety.

Action 8.6.4: Study long-term solutions for the Yacht Basin District.

- To address flooding, a long-term solution could include platform parking and boardwalks to businesses.

Action 8.6.5: Consider removal of some informal parking around the water tower and formalize on-street parking on W Brown St.

- Pedestrian crossing improvements are also recommended to be completed in tandem with these improvements.

Action 8.6.6: Study other future on-street parking improvements including W. St. George St. and key side streets.

Action 8.6.7: Continue and support expanded remote parking and shuttles or microtransit options for events and peak visitation times.

Action 8.6.8: Pursue improvements to traffic flow and pedestrian and bicycle facilities in the Yacht Basin and along the waterfront.

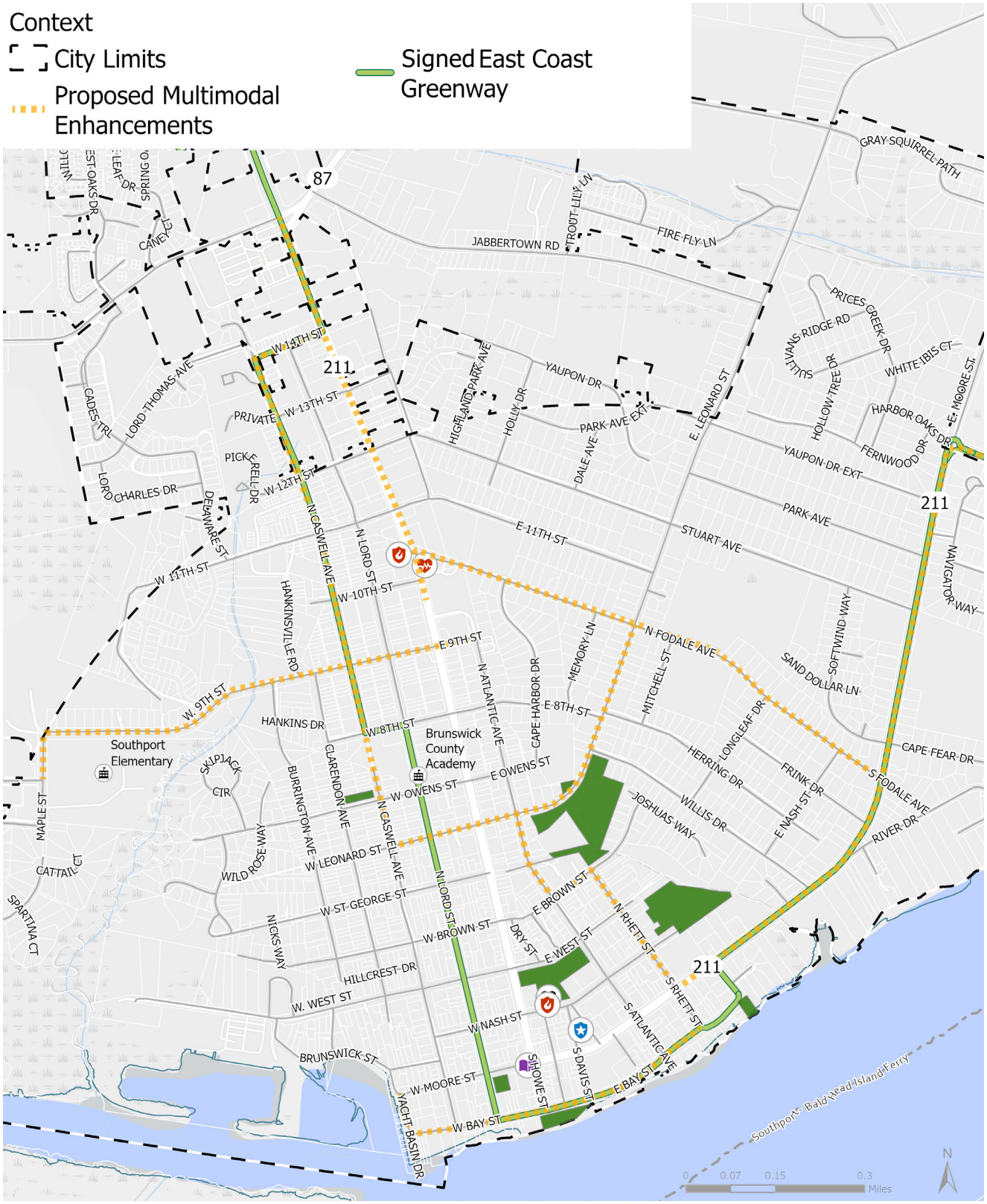
- Short-term improvements include painting formalized on-street parking spaces along Bay Street to improve parking efficiency and changing the direction of drainage inlet grates to improve safety for bicyclists.

Action 8.6.9: Utilize City-owned rights-of-way ***(ROW)*** for improvements such as sidewalks, parking, street trees and/or stormwater planters.

Action 8.6.10: Continue to gather input on priority parking improvements with input from citizens, landowners, and business owners.

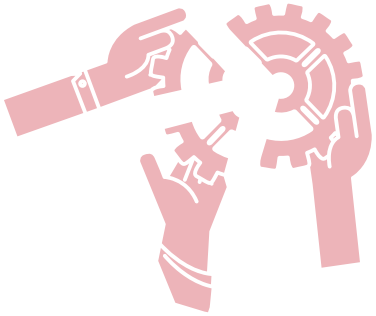
**See the Downtown Parking Study by Walker Consultants for more detailed recommendations.*

Pedestrian Priorities



The map above shows priority pedestrian corridors based on input recieved during the planning process. As recommended in the Public Access chapter the existing signed route of the East Coast Greenway could be relocated in tandem with pedestrian improvements.

Infrastructure & Services



Goal: Ensure public infrastructure systems and services are appropriately scaled, located, and managed to accommodate sustainable growth while protecting natural assets.

Policy 9.1: Support sustainable growth through the provision of adequate water and wastewater treatment capacity within the City of Southport.

Action 9.1.1: Coordinate with Brunswick County Public Utilities to maintain and enhance the water and sewer system.

Action 9.1.2: Support future utility system monitoring and studies including the following:

- Monitoring pump station run times.
- Conducting draw down testing of major lift stations and hydraulic modeling to reassess the capacity of the Central Pump Station.
- Developing a water system study to evaluate fire flows.
- Monitor water quality and study potential enhancements.

Action 9.1.3: Support the extension of water and sewer service to areas suitable for development.

Action 9.1.4: Prioritize water and sewer improvements that support the Future Land Use Map and City goals including a vibrant downtown, context-sensitive redevelopment and residential development that is designed and located to protect natural resources.

- Address water infrastructure needs (low fire flows) along Howe Street.
- Coordinate with Brunswick County to ensure service installations and upgrades are consistent with City infrastructure standards and are sensitive to businesses and existing neighborhoods.

Action 9.1.5: Work with Brunswick County to encourage annexation and/or the establishment of an Urban Service Area near the City of Southport.

- Coordinate with the County to determine the feasibility of the establishment of an Urban Service Area in the Southport areas as a growth management tool.

Action 9.1.6: Coordinate with Brunswick County Health Department to ensure the proper design, permitting, and monitoring of septic tank systems where sewer service is not available.

Action 9.1.7: Oppose the discharge of waste in any areas classified as coastal wetlands, freshwater wetlands ***(404)***, or natural heritage areas.

- This policy does not apply to constructed wetlands.

Action 9.1.8: The City does not support the use of package sewage treatment plants near its planning jurisdiction.

Policy 9.2: Maintain and enhance key public services.

Action 9.2.1: Regularly evaluate building maintenance, space, equipment, and personnel needs for key city services.

Urban Service Areas

An Urban Service Area is a defined area in which a municipality or county provides access to public services, such as water, sewer, police protection, trash collection or other services.

Action 9.2.2: Coordinate with the Dosher Hospital on future expansions, priority infrastructure upgrades and access and parking issues.

Policy 9.3: Ensure the capacity of emergency services as population and visitation increases.

Action 9.3.1: Coordinate with the Police and Fire departments to understand trends and needs.

Action 9.3.2: Coordinate with Brunswick County to address capacity needs as growth occurs in the former ETJ.

Action 9.3.3: Regularly evaluate facility, equipment and personnel needs to maintain and improve emergency response capabilities.

Action 9.3.4: Incorporate major staff and capital needs into future budgets and the Capital Improvement Plan ***(CIP)***.

Action 9.3.5: Continue and enhance community outreach activities including the "We Care" program, Shop With a Cop, and attendance at community events.

Action 9.3.6: Consider incentives to assist in recruitment and retention of police, fire, and emergency personnel.

- Incentives may include shift changes, salary adjustments, or housing stipends.

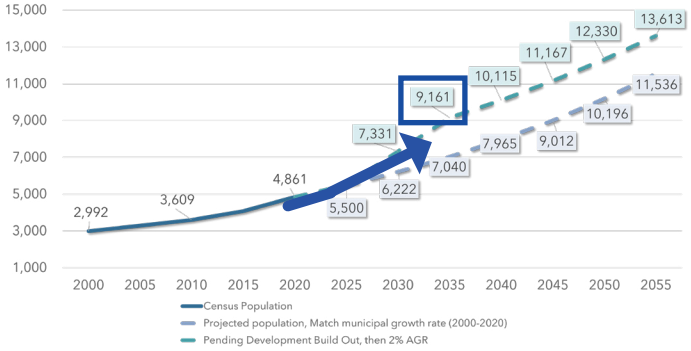
Future Emergency Service Needs

Southport's fire and EMS services currently serve approximately 20,000 people including Southport residents and a greater area outside of Southport. Fire and EMS respond to approximately 4,000 calls in Southport annually. With anticipated growth over the next 10-15 years, the fire department will likely need 3 additional firefighters, and 3 additional EMS to accommodate future demands. The police department currently has 20 full time staff and 5 part time staff. The department will need 4-6 police officers and a new building in the coming years.



The Southport Fire Department responds to 700 fire calls and 2,500 medical emergency per year.

Permanent Population Projections



According to Permanent Population Projections, based on current growth trends and approved developments within Southport and in the surrounding areas, Southport and the study area has the potential to add approximately 4,300 people by 2035.

Action 9.3.7: Continue to provide emergency services for Brunswick Nuclear Power Plant and Military Ocean Terminal at Sunny Point.

Policy 9.4: Maintain a resilient electric system.

Action 9.4.1: Consider undergrounding opportunities and seek a second point of delivery.

Policy 9.5: Enforce and improve stormwater regulations to assist with flood control, encourage groundwater recharge, and reduce pollutants.

Action 9.5.1: Require best practices in stormwater management to maintain natural hydrology and reduce erosion, pollutants and stormwater runoff and encourage infiltration and groundwater recharge.

Action 9.5.2: Encourage the use of green stormwater infrastructure and low impact development ***(LID)*** techniques including bioretention swales, green roofs, pervious pavements and infiltration basins.

Action 9.5.3: Require mitigation measures for any increase in impervious surface from development with limited exceptions for utilities, sidewalks or trails and individual single-family dwellings ***(not part of a larger development)***.

Action 9.5.4: Enforce regulations related to soil removal and deposit in order to safeguard existing property from negative impacts.

Action 9.5.5: Conduct proactive maintenance of the existing stormwater collection and drainage system.

Action 9.5.6: Continue to conduct condition assessments of inventoried stormwater assets.

Action 9.5.7: Pursue grant funding for priority stormwater system enhancements.

Action 9.5.8: Study opportunities for integrating stormwater retention, infiltration and treatment on public lands and in rights-of-ways.

- Features could include swales / bioretention areas, stormwater planters and/or rain gardens

Action 9.5.9: Study long-term funding needs for stormwater maintenance and improvement projects.



Example of a bioretenton area.

Priority Stormwater Projects

The following 11 projects were identified during the recent Stormwater Study and Capital Improvement Plan ***(CIP)***:

- North Fodale Avenue System Improvements
- Bonnet's Creek System Improvements
- West 9th Street System Improvements
- West 11th Street System Improvements
- Cades Trail System Improvements
- River South Circle System Improvements
- North Atlantic Avenue System Improvements
- Park Avenue System Improvements
- West 8th Street System Improvements
- Stuart Avenue System Improvements
- North Caswell Avenue System Improvements

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Implementing Plan Southport 2050

5



Implementing PLAN 50UTHPORT 2050

Plan 50uthport 2050 guides decision-making related to future growth and development. The primary tools used by the City to implement this plan are development regulations (including zoning and subdivision ordinances, which are part of the Unified Development Ordinance), staff time and annual work plans and the Capital Improvement Plan (CIP).



Plan 50uthport 2050 should be used in its entirety, including text and maps, to guide development decision making process and future infrastructure improvements. The plan should be regularly monitored and reviewed to ensure it remains an effective tool to achieve the vision for the City of Southport. The State of North Carolina requires comprehensive plans to be reasonably maintained; this means the plan should be updated every 5-10 years depending upon any rapid growth changes that occur.

To monitor the success of this plan, the Planning department in coordination with other departments should produce an annual report to assess progress towards the implementation of the plan. The Implementation Status Report could identify activities that the City and its partners have undertaken to support policies and implementation actions. The report should be used to guide programming, budgeting, and policy development to help achieve the community's vision. The annual report should include performance measures for each goal. For example, the Land Use and Housing Goal states, "Ensure development is compatible with Southport's unique characteristics, including its historic areas, heritage trees, and walkable environment while minimizing impacts." A performance measure for this goal could be to monitor the number of building or demolition permits in the City's historic districts and/or tracking the length of new sidewalks that are added in new neighborhoods to increase the walkability in Southport. In addition, the Coastal Resources Commission requires an implementation status report every two years from the initial date of plan certification.

The Implement Plan 50uthport 2050 Action Matrix on the following pages is organized by goals that covered planning topics required by CAMA and local concerns. It includes policy recommendations and actions necessary to assist in achieving each individual goal. The table includes time frames that can be used to assist in tracking progress of this plan. Use the key below the table to indicate when action items should be completed.











Priority Actions

"Where do we start?"

The Action Matrix identifies numerous steps that need to be taken to achieve the Community Vision and Goals for the future of Southport. It can be difficult to know where to start. Early, visible wins can help build momentum and success created by this planning effort. There are many tools the city can use to implement the plan, the following list is meant to guide the first few years after the plan is adopted. These actions will help keep up the momentum and set the city up for success.

The next eight actions on the Top Priority List provide guidance and are a great place to begin the implementation of this plan. These items are described in more detail in the Action Matrix.

Zoning Updates

The Southport UDO plays a pivotal role in shaping the City's built environment and protecting the natural environment. Although recent state legislation has limited the City's powers related to controlling development in the former ETJ any development within the City Limits or future annexations must adhere to City standards and approval procedures. The UDO was originally adopted in 2005 and updated in 2020. Revisions related to processes, residential and nonresidential standards, options, and incentives should be evaluated in order to aid in the implementation of the Comprehensive Plan.

The current UDO does many things that are beneficial for the City and in-line with plan recommendations including limiting density and uses in certain areas of the City. The Future Land Use Map points out that some distinct character areas should be better represented in the code and amendments that emphasize design and scale are needed.

Residential zoning districts are structured appropriately, although slight changes to standards, including dimensional requirements, allowable housing types and subdivision options are recommended. Specifically, changes in zoning could better accomplish goals in the Historic Neighborhood, Traditional Neighborhood and Conservation Design Future Land Use Character Areas.

The City's commercial zoning is representative of Euclidean zoning from the late 20th century but does not do a great job of encouraging innovative development that embodies the historic village character of Southport. Allowing mixed-use development in some commercial areas is recommended. Boundaries in the form of defined standards may be needed to limit the scale or intensity of development in certain areas and/or to require site or building design that fits Southport. Quality design could be required through standards for mixed-use development or a change in process that encourages more conditional zoning approvals and provides boards a greater level of discretion related to approvals. Note that Conditional Zoning is a legislative process that can require public feedback and allow for dialog between an applicant, staff, and boards.

Coordination with Brunswick County

Brunswick County and the entire US 17 corridor in North and South Carolina have been experiencing a significant increase in development pressure in recent years. This and the recent removal of Southport's Extraterritorial Jurisdiction (ETJ) necessitates cooperation with Brunswick County in order to coordinate planning, infrastructure and growth management efforts in the area surrounding Southport's City Limits. This includes a need for updates to zoning districts or an overlay district to guide growth along Howe Street on the edges of the city's jurisdiction. County zoning and land use planning in areas of the former ETJ that were zoned R-20 in the City are now subject to county zoning that allows 5.8 dwelling units per acre instead of the 2 dwelling units per acre previously allowed by the City. A recent analysis showed that this change has lead to an increase in allowable residential units in the Southport area of at least 2,000 units. Coordinating emergency response, infrastructure (including increased stormwater impacts), and conservation efforts will be essential in this area.

Parks and Conservation



Parks and public space are an incredible quality of life asset for the citizens of Southport. The city offers seven public access points to the Intracoastal Waterway and the Cape Fear River. Several waterfront parks along the Cape Fear River offer seating, boardwalks, and docks to enjoy the views of the sunrise, Battery Island, the Cape Fear River, Bald Head Island, Fort Caswell, Oak Island Lighthouse and more. Other City parks feature interpretative signage telling Southport's story, large tree canopies, playground equipment, picnic shelters, stages, tennis courts, and more to meet the recreational needs for Southport residents and visitors.

To improve park access at Southport's parks some parking improvements will be necessary as well as connectivity improvements. The city has large rights-of way that could be utilized for parking or pedestrian improvements. Alvin C. Caviness Park, Kingsley Park, and other parks could benefit from these sort of enhancements. Connectivity improvements between Lowe-White Park, Taylor Field, and Kingsley Park will provide additional opportunities for physical activity increase access and usage. Options for connectivity should be studied, these include studying the feasibility of a greenway along Bonnet 's Creek and/or the addition of sidewalks along N Rhett Street, E Moore Street, and Kingsley, trail or pathway improvements along the eastern side of the Old Burying Ground, and a crosswalk on E Moore Street to S Kingsley Street.

Stevens Park has been a part of Southport since the 1970s, offering ball fields, a concession stand, a large picnic shelter, and a playground for years. These facilities have since been removed and today, the lot sits vacant. In 2006, the land was sold and the city accumulated land totaling between 7-8 acres. Stevens Park is located near Southport Elementary School and is in an area that is considered underserved. The city should develop a master plan for Stevens Park to address park needs on the west side of the city.

Modifications to the Planned Unit Development (PUD) option or the establishment of a conservation subdivision option could be beneficial to balance property rights and protect natural resources in the R-20 area and the area shown on the Future Land Use Map as Conservation Design. This area includes forested floodplains, wetlands, and adjacent uplands that are high in biodiversity and also vulnerable to flooding. Recent changes in state law have restricted what powers local governments have related to reducing density. This points to incentives and changes to development options and approval processes as taking on an increasing importance in the future in order to encourage better design in areas with sensitive natural resources.

Many natural heritage natural areas and areas high in biodiversity and conservation value are located on land under private ownership. Coordination with landowners and conservation organizations (i.e. land trusts) may be needed to protect environmentally fragile areas.

Historic Preservation

The plan recommends continuing efforts to establish a local historic district. The next steps include submitting a Local Designation Report to the State Historic Office. Prior to submitting the report, the Southport Local Historic District Standards need to be finalized. Additional engagement with citizens and property and businesses owners is suggested prior to these being finalized and adopted.

The City should seek designation of Certified Local Government status. This will allow the City to apply for grant funding to assist with the

resurvey of the National Register District, Study Listed District, and other areas. Becoming a Certified Local Government, requires a paid staff member who is responsible for operations of the historic preservation commission and submitting an annual report to the State Historic Preservation Office.

Being in a local historic district is the highest level of protection for preserving historic properties but an established local historic district does not offer any incentives. The only incentives available are state and federal tax credits for income-producing and non-income producing contributing structures in a National Register District. Local landmark designation is an option for properties that are in or not in the local historic district. Owners of local landmarks are eligible to apply for an annual 50 percent property tax deferral as long as the property's historic features are maintained. Local historic district designation has no effect on local property taxes for property owners within the district.

The city currently has interpretive signage and wayfinding signage in many locations. Cohesive signage, banners, street signs, utility wraps, and educational signage enhance the resident and visitor experience. A wayfinding and signage plan will help facilitate a comprehensive approach to wayfinding and signage to assist with decreasing travel times and enhancing the overall experience.



Walkability

The design and density of Southport's Downtown and adjacent residential neighborhoods allow for pedestrians to walk to and from a large variety of destinations. Short block lengths, access to sidewalks, building frontage, mixed uses, and diverse places to walk to provide residents an alternative mode of transportation. Underutilized rights-of-way in some areas offer opportunities to enhance the walking experience while creating connections to even more destinations in Southport. Pedestrian priorities can be seen on the map on page 87. Key intersection improvements include N Howe Street and Leonard Street, N Howe Street and Owen Street, and N Howe Street and Brown Street.



Streetscape improvements along N Howe Street should include crosswalks, parking enhancements, sidewalks, and tree plantings where appropriate. The addition of sidewalks and trail connections to parks enhance the pedestrian experience while providing an alternate mode of transportation. The city is currently working on an overlay district on N Howe Street to enhance development standards. Additional development standards could help strengthen walkability along N Howe Street, including standards for building design, street trees, lighting, sidewalks, and curb radii.

Parking

A parking study was conducted in 2024 and the findings included increased parking demand Downtown beginning in the afternoon and

shifting to the Yacht Basin during evening hours as well as the same vehicles parked for long periods of time. The recommendations for the Downtown area included time limited parking areas during the summer months. It also suggested formalized parking in the rights-of-way for cars, golf carts, and/or bicycles. Both short-term and long-term recommendations are included in the Parking Plan.

As Southport continues to grow and visitors increase, the City will have to address congestion on N Howe Street it and look for opportunities to provide more on-street parking, adequate signage and shuttle service from public or private parking lots into Downtown.

In addition, the current parking requirements for some uses in the UDO are quite high and it is recommended to deemphasize minimum off-street parking requirements and add flexibility to encourage walkability.



Housing

Throughout the public engagement phase of the planning process, a number of stakeholders emphasized the need for more affordable housing options to support the workforce, including teachers and police and fire personnel. Implementing mechanisms that allow for context-sensitive infill is recommended.



Allowing accessory dwelling units for long-term rentals could fill a void in the current market and address the need for workforce housing for teachers, firefighters, and police officers while maintaining the City's mostly single family character.

The Historic Neighborhood and Traditional Neighborhood Future Land Use Character Areas are located in the R-10 zoning district. This requires 10,000 square foot lots. This was done to limit density in this area of the City. However, it is not necessarily representative of the historic character of the area. In the Historic District median lot size is 7,840 square feet. In the Traditional Neighborhood Character Area many lots are 50 x 125, which is a lot size of 6,250 square feet. There is also a mix of housing in these areas that includes duplexes and some small formal apartments. Single family homes on new narrow lots are not recommended, however, requiring 10,000 square foot lots where there are many lots under that may be overly restrictive. Allowing lot sizes that mimic historic sizes along a street may be an option.

In addition, allowing some type of small-scale attached housing with standards or a Conditional Zoning process to allow for well-designed infill may be beneficial. Limiting building size and/or encouraging alley-loading or side-loading with front porches could also be options that support housing diversity and protect the character of Southport.

Funding and Budget



Due to aging infrastructure, high rates of visitation, an increasing and aging population, and nearby growth the City has many funding needs. Maintaining and increasing existing revenue sources through encouraging context-sensitive development that fits Southport's character and adds to the tax base is paramount. The City does not need to look far to find a template for this type of development. Two-story mixed-use buildings in Downtown represent some of the highest property values in Brunswick County and exceed values of $10 million per acre. New residential development in the City has typically been at a high price point as well which adds to the tax base. Development that is located near existing infrastructure is beneficial over the long-term as it adds to the tax base without requiring significant expenditure in new infrastructure or long-term maintenance of that infrastructure. Many of the City's needs arise from the influx in visitors. Revenue streams to capture the associated increase in demand for services are limited. Hotel occupancy taxes are likely to continue to increase as are sales taxes. Additional revenue options that harness visitation to support services and infrastructure should be investigated. In addition, the continued pursuit of state, federal, and nonprofit grants will be key to address infrastructure maintenance, rehabilitation and improvement needs.

Action Matrix

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
General Priority Actions				
	N/A	Evaluate priorities on an annual basis to determine staff work plans.	All departments	Short-term
	N/A	All departments should track progress and provide an annual report to the Board of Aldermen to assess implementation of the plan.	All departments	Short-term
Land Use & Housing Goal: Ensure development is compatible with Southport's unique characteristics, including its historic areas, heritage trees, and walkable environment while minimizing impacts.				
Policy 1.1 Encourage a development pattern that honors Southport's character and respects the natural environment.				
	1.1.1	Preserve the character of the City's historic commercial areas and neighborhoods.	Development Services	Ongoing
	1.1.2	Encourage building renovation, reuse and context- sensitive infill development in key areas (e.g. Downtown,Midtown North Howe).	Development Services	Long-term
	1.1.3-1.1.6, 1.3.1	Encourage well-designed nonresidential and mixed-use development at appropriate locations and scales.	Development Services	Mid-term
	1.1.7	Support office uses, multi-family uses, and house-scale attached residential as a transition between commercial areas and lower density residential land uses.	Development Services	Mid-term
	1.1.8	Encourage open space reservation in new subdivisions and conservation subdivision design in areas with sensitive environmental features.	Development Services	Short-term
Policy 1.2 Limit building size and height in different areas based on character and context.				
	1.2.1-1.2.4	Evaluate development proposals and/or update development regulations to address building size and height in different areas of the City.	Development Services	Ongoing / Short-term
Policy 1.3 Encourage new development to employ site and building design techniques to reinforce a walkable traditional village scale and character.				
	1.3.1-1.3.2	Encourage buildings with architectural details including articulated facades, windows, porches, and other features and mimic historical patterns of Southport and other coastal villages.	Development Services	Ongoing
	1.3.3	Encourage first floor elevations for residential buildings to be a minimum height above ground.	Development Services	Mid-term
	1.3.4	Update transportation standards to encourage a walkable Downtown and surrounding neighborhoods.	Development Services	Short-term
Policy 1.4 Support the continued operation of commercial businesses in the Yacht Basin.				

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
	1.4.1	Consider an overlay that allows for formalized parking south of Moore Street and west of Caswell Avenue.	Development Services	Short-term
	1.4.2	Target areas for parking improvements and beautification/landscaping.	Development Services, Public Works	Short-term
	1.4.3	Plan for improved vehicular and pedestrian access.	Development Services	Mid-term
Policy 1.5 Minimize direct and secondary environmental impacts from new development.				
	1.5.1-1.5.3	Adopt and enforce local development policies and regulations that limit impacts on Areas of Environmental Concern (AEC) and employ green growth strategies such as low impact development and conservation design.	Development Services	Ongoing
	1.5.4	Analyze proposed development and infrastructure projects for potential impacts from future sea level rise.	Development Services	Short-term
Policy 1.6 Require the incorporation of open space in new developments.				
	1.6.1	Maintain open space requirements for subdivisions with 5 or more lots.	Development Services	Ongoing
	1.6.2	Encourage the utilization of the Planned Unit Development option in the UDO for new subdivisions in the R-10 and R-20 zoning districts.	Development Services	Short-term
	1.6.3	Encourage conditional zoning.		
Policy 1.7 Review and modernize the Unified Development Ordinance (UDO).				
	1.7.1	Update the Unified Development Ordinance (UDO) to accomplish the following: » Account for existing development patterns in historic residential areas. » Tailor building size, scale, height, and impervious surface limits to compliment and reinforce character. » Update definitions of mixed-use and live-work units. » Consider updating parking requirements--deemphasize minimum parking requirements and introduce flexibility to encourage walkability. » Update and modernize Table of Permitted Uses and associated definitions. » Create a Conservation Subdivision option. » Consider enhancing design standards and/or implementing conditional zoning options for residential. » Consider updating regulations related to accessory structures.	Development Services	Short to Mid-term

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
Policy 1.8 Coordinate with Brunswick County and other entities to manage growth near Southport.				
	1.8.1	Coordinate with the representatives from Indigo Phase 2 / Waterway and Brunswick County to encourage development design that builds on Southport's traditional character, has a defined center and integrates open space in a way that is respectful of existing natural resources.	Development Services	Short-term
	1.8.2	Encourage the creation of a new residential district for the area surrounding Southport that allows for only low-density development that is more compatible than the initial County zoning assigned.	Development Services	Mid-term
	1.8.3	Coordinate to develop a custom overlay district for the Howe Street area that encourages building and site design that accomplishes City goals.	Development Services	Short-term
Policy 1.9 Support a variety of quality housing that meets local needs at appropriate scales.				
	1.9.1	Consider relaxing restrictions on Accessory Dwelling units (ADUs) related to size and restrictions on long-term rentals. Balance this with performance based standards to limit impacts.	Development Services	Short-term
	1.9.2	Consider developing informational material and/or pre-approved template for ADUs.	Development Services, Community Relations	Long-term
	1.9.3	Coordinate with non-profits and other entities to develop targeted affordable housing units (e.g. units for police/fire, seniors, veterans, teachers).	Development Services	Long-term
	1.9.4	Update UDO to refine standards and allowable uses related to residential housing types.	Development Services	Mid-term
	1.9.5	Consider defining additional housing types including cottage courts/ pocket neighborhoods and live/work units (small-scale buildings with a commercial and residential unit).	Development Services	Mid-term
	1.9.6	Pursue funds from state and federal sources for rehabilitation or redevelopment of substandard housing.	Development Services	Short-term
Public Access Goal: Protect public access and vistas along the waterfront and maximize access to coastal waters, parks, and other recreational opportunities.				
Policy 2.1 Support public and private initiatives that increase public access to coastal waters and parks for all of Southport's residents and visitors.				
	2.1.1	Continuously maintain and improve parks, including facilities, restrooms, parking, etc.	Parks & Recreation	Ongoing
	2.1.1	Update or establish formal maintenance plans for City parks.	Parks & Recreation	Short-term
	2.1.2	Prioritize updates needed to comply with the Americans with Disabilities (ADA) and Universal Design (UD) regulations and standards.	Parks & Recreation	Short-term

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
	2.1.3	Conduct a study to access providing connections between parks (Lowe-White to Taylor Field Park to Kingsley).	Parks & Recreation	Mid-term
	2.1.4	Develop a Waterfront Master Plan that documents needed infrastructure improvements, amenities, and connectivity enhancements near Waterfront Park to the Yacht Basin.	Parks & Recreation	Mid-term
	2.1.5	Pursue funding from the North Carolina CAMA Shoreline Access program to enhance shoreline access.	Parks & Recreation	Long-term
	2.1.6	Support the incorporation of shoreline access facilities in new residential and non-residential developments.	Parks & Recreation	Ongoing
	2.1.7	Update informational materials related to boating access points and paddling routes around Southport including information related to the new Cottage Creek kayak launch.	Parks & Recreation	Mid-term
	2.1.8	Seek out opportunities for additional future kayak launches.	Parks & Recreation	Long-term
Policy 2.2: Implement key recommendations from the Parks and Recreation Master Plan.				
	2.2.1	Prioritize the implementation of the following recommendations from the Parks and Recreation Master Plan. » Plan for the addition of benches and bicycle racks in parks. » Utilize pervious pavement and other forms of green stormwater infrastructure at parks. » Develop a site-specific master plan for Steven's Park. » Add educational kiosk (s) or signage in parks.	Parks & Recreation	Varies
Policy 2.3: Enhance recreational opportunities to serve the residents in and near Southport.				
	2.3.1	Consider the addition of bollards or a low wall between E Moore Street and the playground in front of the Community Building.	Parks & Recreation, Public Works	Mid-term
	2.3.2	Continue to invest in City Dock: Add slips, consider allowance of transient slips.	Parks & Recreation, Development Services	Mid-term
	2.3.3-2.3.4	Consider parking improvements at Alvin Caviness Park, Kingsley Park and other parks.	Parks & Recreation, Public Works	Mid-term
	2.3.5	Maintain historic trees and consider improvements to passive recreational opportunities in Franklin Square Park.	Parks & Recreation, Development Services, Public Works	Short-term
	2.3.6	Involve the Garden Club and Beautification Committee in planting activities including the addition of native plantings and/or pollinator gardens on public lands, and other beautification efforts.	Parks & Recreation, Community Relations	Short-term

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
Policy 2.4: Seek out opportunities to create a protected walking and biking path through the City's jurisdiction for the East Coast Greenway.				
	2.4.1	Study the potential for a multi-use path or wide sidewalk along Atlantic Avenue, Leonard Street, Lord Street and Caswell Avenue or a similar route to improve walking and biking conditions for residents and visitors.	Parks & Recreation, Public Works	Mid-term
Historic Preservation Goal: Preserve, protect, and continue to celebrate the city's historic resources and character.				
Policy 3.1: Support local preservation and recognition of the City's history and culture.				
	3.1.1	Continue to work towards establishing a local historic district and design standards for the district.	Development Services, Community Relations	Short-term
	3.1.2	Seek out and support opportunities for Local Landmark designation.	Development Services	Mid-term
	3.1.3	Continue to coordinate with the Historic Preservation Commission, Maritime Museum, and the Southport Historical Society in the recognition of historic sites, locations, and events.	Development Services	Short-term
	3.1.4	Raise awareness of the local African American/Black history through events, educational signage, and recognition.	Development Services, Community Relations	Short-term
	3.1.5	Seek out opportunities for establishing a historic or character overlay for historically African American/Black communities.	Development Services	Long-term
	3.1.6	Pursue Certified Local Government status to have the opportunity to apply for grant funding.	Development Services	Mid-term
	3.1.7	Utilize grant funding administered by the North Carolina Historic Preservation Office to update the National Register survey of the Southport Historic District.	Development Services, Community Relations	Long-term
Policy 3.2: Communicate Southport's story through art, community activities, education, and signage to reinforce community identity and sense of place.				
	3.2.1	Utilize signage, wayfinding, banners, and other municipal infrastructure to promote a unified appearance and identity for Southport.	Development Services, Public Works, Community Relations	Ongoing
	3.2.2	Develop and implement a wayfinding and signage plan to facilitate a comprehensive approach to wayfinding, banners, street signs, utility wraps, and educational signage.	Development Services, Public Works	Mid-term
	3.2.3	Coordinate with the North Carolina Historic Preservation Office to provide educational programs, such as informational meetings on historic rehabilitation tax credits for income-producing and non-income producing properties.	Development Services	Short-term

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
Policy 3.3: Support the preservation of historic structures, sites, and monuments for their economic benefits.				
	3.3.1	Adopt and utilize the Southport Local Historic District Design Standards so that development and redevelopment is consistent with the architectural context and community character.	Development Services	Short-term
	3.3.2	Continue to support heritage tourism.	Development Services, Community Relations	Ongoing
	3.3.3	Encourage renovation and active uses for historic buildings and sites.	Development Services	Ongoing
	3.3.4	Encourage physical improvements in the historic districts including the addition or improvement of sidewalks, lighting, road maintenance, tree planting and maintenance, and cemetery maintenance.	Development Service, Public Works	Mid-term
	3.3.5	Coordinate with partners to maintain historic cemeteries.	Public Works	Ongoing
Resiliency Goal: Increase Southport's resiliency to natural hazards.				
Policy 4.1:Minimize life, health, and public safety threats prior to extreme weather events.				
	4.1.1	Implement and participate in regular updates to the Southeastern North Carolina Hazard Mitigation Plan and the Brunswick County Emergency Plan.	Development Services, Public Works, Community Relations	Mid-term
	4.1.2	Seek out grant opportunities (i.e., North Carolina Resilient Coastal Communities Program) to assess local critical assets and their ability to withstand hazardous conditions.	Development Services, Public Works	Short-term
	4.1.3	Ensure critical facilities have operating generators or back-up power source to reduce service interruptions.	Public Works	Ongoing
	4.1.4	Support the continued enforcement of all controls and regulations to mitigate the risks to lives and minimize property damage caused by flooding, severe storms, and hurricanes.	Development Services	Ongoing
Policy 4.2: Reduce vulnerability by utilizing the Future Land Use Map and other resources to focus growth and development away from flood prone areas.				
	4.2.1	Keep zoning densities lower in vulnerable areas and use floodplain data, past flooding data, and best available sea level rise projections as guidance for future development design and approval.	Development Services	Ongoing
	4.2.2	Encourage low-lying areas and areas prone to flooding to be utilized for open space in new development.	Development Services	Ongoing

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
Policy 4.3: Continue to work to improve Southport's Community Rating System.				
	4.3.1	Support a Building Code Effectiveness Grading Schedule (BCEGS) survey to assess community building codes and their enforcement as an initial step to improving the Community Rating System.	Development Services	Short-term
	4.3.2	Provide flood information on the website including current flood maps, emergency management links, storm preparation, and storm aftermath.	Community Relations	Ongoing
	4.3.3	Participate in updates and/or incorporate recommendations from the Evacuation Study for Brunswick Nuclear Power Plant.	Development Services, Emergency Services	Ongoing
	4.3.4	Utilize the current FEMA Coordinator's Manual as guidance to improve Southport's current rating.	Development Services, Public Information	Ongoing
Policy 4.4: Utilize LID techniques to reduce runoff and improve stormwater management on City-owned land and encourage these techniques in new private development.				
	4.4.1	Utilize LID techniques to reduce runoff and improve stormwater management on City-owned land and encourage these techniques in new private development.	Public Works	Short to Mid-term
	4.4.2	Encourage the use of native plantings (and drought-resistant) species in local landscaping projects.	Public Works, Community Relations, Parks and Recreation	Short-term
Policy 4.5: Continue to improve the resiliency of historic properties.				
	4.5.1	Utilize the Southport Local Historic District Design Standards "Disaster Preparedness and Prevention Standards" to increase the resiliency of historic properties.	Development Services	Short-term (adoption), then Ongoing
	4.5.2	In the event of a major disaster, coordinate with the North Carolina Historic Preservation Office to determine the availability of funding or other resources to assist in the recovery process for historic properties.	Development Services	Ongoing
Policy 4.6 Continue to maintain and improve Southport's tree canopy.				
	4.6.1	Continue to encourage tree preservation in new development and enhance tree preservation in new large-scale residential development.	Development Services	Ongoing, Short-term
	4.6.2	Update ordinances to encourage retention of existing vegetation on development sites and consider a fee in lieu option for mitigation.	Development Services	Short-term
	4.6.3	Coordinate with the County to update tree protection requirements adjacent to Southport.	Development Services	Mid-term
	4.6.4-4.6.5	Maintain and improve the annual tree planting program to diversify Southport's tree canopy and study locations for additional street trees.	Development Services	Ongoing

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
Policy 4.7: Support the protection of Southport's wetlands.				
	4.7.1	Support the regulation of 404 wetlands by the US Army Corp of Engineers.	Development Services	Ongoing
	4.7.2	Monitor compliance with Section 404 of the Clean Water Act and develop and enforce ordinances to the degree permissible by state law to regulate development of marshes and wetlands.	Development Services	Ongoing
	4.7.3	Consider incentives to encourage development design that protects unregulated wetlands from development (i.e., an option for conservation subdivisions and/or modifications to the Planned Development option).	Development Services	Short-term
	4.7.4	Educate the public about the ecological and storm protection benefits of wetlands in and around Southport.	Development Services	Ongoing
	4.7.5	Seek out grand funding opportunities for the restoration of coastal wetlands.	Development Services	Short-term
	4.7.6	Provide protective measures to decrease shoreline erosion due to wave energy, storm surge, and sea level rise along the Cape Fear River, Price Creek, Dutchman Creek, and Cottage Creek.	Development Services	Ongoing
	4.7.7	Support the installation of properly engineered and permitted bulkheads in appropriate areas (i.e., along Bay Street).	Development Services	Ongoing
	4.7.8	Develop a Shoreline Management Plan to identify areas most appropriate for hardened or living shorelines.	Development Services, Public Works	Mid-term
	4.7.9	Consider alternative methods of shoreline stabilization where feasible.	Public Works	Mid-term
Policy 4.8: Reduce greenhouse gas emissions through renewable energy generation, energy efficiency, and mobility options.				
	4.8.1-4.8.2	Continue to support the Dark Sky Initiative by encouraging full cut off lights, warm color temperatures, and limiting artificial lights where possible and consider updates to fixture options.	Development Services	Short-term
	4.8.3	Consider the addition of an electric charging station on city-owned property.	Public Works	Short-term
	4.8.4	Consider incorporating alternate energy solutions when renovating or designing city-owned buildings.	Public Works	Long-term
Policy 4.9: Study priority areas for the under-grounding of electric lines for visual benefits and to improve resiliency by speeding up recovery after storms.				

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
	4.9.1	Continue allocating funding for the under-grounding of electric lines and seek out grant opportunities to assist with these efforts.	Public Works	Long-term
Yacht Basin Goal: Prioritize adaptation measures and improvements to allow residents and visitors to continue enjoying the Yacht Basin.				
Policy 5.1: Enhance pedestrian facilities and consider improvements to stormwater, drainage, and parking in the Yacht Basin.				
	5.1.1	Utilize the Downtown Parking Study's recommendations for improvements in the Yacht Basin.	Development Services	Short-term
Policy 5.2: Continue to pursue dredging of the Yacht Basin.				
	5.2.1	Pursue grants to assist with completion of the project.	Public Works	Short-term
Policy 5.3: Designate the area as an Urban Waterfront to allow businesses to rebuild in the event of a natural disaster.				
	5.3.1	**Adoption of this plan designates the Yacht Basin as an Urban Waterfront**	Development Services	**Short-term**
	5.3.2	Utilize the Urban Waterfront rules for expansion of existing development and new development in 15A NCAC 07H .0209.	Development Services	Ongoing
Policy 5.4: Maintain Open Space Zoning District within marsh areas. Consider adjustments based on newly available data.				
	5.4.1	Consider adjustments to the extent of the Open Space Zoning District based on newly available data.	Development Services	Ongoing, Mid-term
Water Quality Goal: Maintain, protect, and where possible enhance water quality in all coastal wetlands, rivers, streams, and estuaries.				
Policy 6.1: Coordinate with the North Carolina Department of Environmental Quality, Division of Coastal Management, and the Coastal Resources Commission to protect the coastal wetlands, estuarine waters, estuarine shorelines, and public trust waters in Southport.				
	6.1.1	Coordinate with the State of North Carolina to limit, to the extent possible, stormwater runoff into coastal waters from state government, local government, and private development projects.	Development Services	Ongoing
	6.1.2	Support the implementation of the Cape Fear River Basin Water Quality Management Plan and other regional planning initiatives focused on improving water quality.	Development Services	Ongoing
Policy 6.2: Enforce and expand stormwater management regulations.				
	6.2.1	Consider updating current stormwater regulations to include standards for residential development.	Public Works	Short-term

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
Policy 6.3: Reduce soil erosion, runoff, and sedimentation resulting from construction and new development to minimize the adverse effects on surface and subsurface water quality.				
	6.3.1	Ensure best practices are utilized during disturbance, construction and development design.	Public Works, Development Services	Ongoing
	6.3.2	Consider updates to the Soil Removal and Deposit Ordinance.	Public Works, Development Services	Short-term
Policy 6.4: Encourage the preservation of stream and wetland buffers in new development.				
	6.4.1-6.4.2	Utilize the development approval process and/or incentives to encourage new development to exceed required state stream buffer minimums and encourage buffers that meet recommendations from the NC Wildlife Green Growth Toolbox.	Development Services	Short-term
	6.4.3	Action 6.7.4: Consider establishing a policy that requires, where possible, that wetlands are dedicated as common open space and not included in minimum lot size calculations.	Development Services	Short-term
Policy 6.5: Establish built-upon area (impervious surface) limits for many zoning districts.				
	6.5.1	Conduct a study to evaluate trends in impervious surface coverage in different areas of the City.	Development Services	Short-term
	6.5.2	Update the Unified Development Ordinance to include built-upon area limits for certain zoning districts.	Development Services	Mid-term
Policy 6.6: Support the preservation of coastal wetlands, nursery areas, freshwater wetlands, and other sensitive natural areas.				
	6.6.1-6.6.3	Encourage development design that reduces impact on wetlands and encourge preservation of large wetlands areas.	Development Services	Ongoing
	6.6.4	Consider wetlands acquisition a priority in future expansions of Southport parks and recreation areas.	Development Services	Long-term
	6.6.5, 6.6.7	Coordinate with the state to implement the Salt Marsh Action Plan and document extent of salt / brackish marshes.	Development Services	Mid-term
	6.6.6	Seek to maintain overall hydrology, storm protection functions of marshes and future marsh migration areas through restoration and strategic land acquisition.	Development Services	Ongoing
	6.6.8	Prevent and manage invasive species from encroaching on marsh areas by focusing on early detection, prompt removal, and using inventories and maps to prioritize problem areas.	Development Services Public Works	Short-term, Ongoing

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
Policy 6.7: Require permitted water-related developments to comply with state and federal regulations.				
	6.7.1	Southport will allow the construction of both open water and upland marinas which comply with the UDO and all applicable state and federal regulations.	Development Services	Ongoing
	6.7.2	Discourage the location of floating homes within its jurisdiction.	Development Services	Ongoing
	6.7.3	Support the establishment of mooring fields within its planning jurisdiction, provided that no water degradation occurs as a result of waste disposal.	Development Services	Ongoing
Economic Development Goal: Embrace and leverage Southport's unique small commercial areas and historic downtown as an economic development opportunity.				
Policy 7.1: Recognize and support the tourism industry.				
	7.1.1	Coordinate with the Brunswick County Southeastern Economic Development Commission, Brunswick County Chamber of Commerce, Town of Oak Island Business Advisory Board and Economic Development, the City of Wilmington Economic Development Division, and other regional entities to promote economic development in Southport on a regional level.	Community Relations	Ongoing
	7.1.2	Continue to support the Community Relations department to inform residents and visitors.	Community Relations	Ongoing
	7.1.3, 7.2.9	Continue to promote and recognize local businesses.	Community Relations	Ongoing
	7.1.4-7.1.5	Continue to support and coordinate with the Fort Johnston- Southport Museum and Visitor Center and the ferries.	Community Relations	Ongoing
	7.1.6	Coordinate with Brunswick County to monitor visitation and spending trends.	Community Relations	Ongoing
	7.1.7	Support the film industry, ecotourism, and outdoor recreation in the greater Southport area.	Community Relations	Ongoing
Policy 7.2: Support existing small businesses and encourage new businesses.				
	7.2.1-7.2.4	Encourage the development of new businesses and context-sensitive mixed-use development, building reuse and renovation and active street frontages in commercial and mixed-use areas.	Development Services	Mid-term
	7.2.3	Study opportunities to improve access to public parking in the Downtown and Mid-Town area.	Development Services, Public Works	Mid-term
	7.2.5	Develop a wayfinding and signage plan to guide residents and visitors to public parking, businesses and other destinations.	Development Services, Public Works, Community Relations	Mid-term

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
	7.2.6	Encourage businesses to extend business hours into the evening during certain days or events.	Community Relations	Short-term
	7.2.7	Consider formalizing a social district to connect businesses in downtown, the Yacht Basin, and Mid-Town.	Development Services, Community Relations	Mid-term
	7.2.8	Continue to promote events that increase commerce for local businesses.	Community Relations	Ongoing
Policy 7.3: Continue to support a vibrant, historic Downtown.				
	7.3.1-7.3.2	Seek out funding opportunities to improve downtown amenities including, lighting, pedestrian enhancements, seating, and increasing tree canopy coverage.	Development Services, Public Works	Mid-term
	7.3.4	Formalize a Downtown Master Plan.		
	7.3.5	Support Downtown Southport Inc. and consider pursuing NC Main Street designation.	Development Services, Community Relations	Long-term
Policy 7.4: Pursue a balanced economy and retain and attract young people and families.				
	7.4.1	Encourage entrepreneurship, small businesses and professional services in the City.	Development Services	Ongoing
	7.4.2	Advocate for and support Southport Elementary School.	TBD	Ongoing
	7.4.3	Coordinate with Brunswick Community College and local employers to provide training that matches needs of local businesses and emerging industries.	TBD	Ongoing
	7.4.4	Evaluate programs and facilities that fulfill needs of young people and families	Development Services, Parks and Recreation	Mid-term
Policy 7.5: Develop an Economic Development Strategy that focuses on improving the tax base.				
	7.5.1	Seek out additional sources of revenue, including grants, food and beverage tax, etc.	Administration	Long-term
Transportation Goal: Ensure safe and reliable multi-modal transportation options including walking, biking, and other forms of transportation while limiting impacts from new development and prioritizing the needs of residents and visitors.				
Policy 8.1: Support walking and biking in the community.				
	8.1.1	Continue implementing the 2014 Comprehensive Pedestrian Transportation Plan. Consider an updates to the plan to refine priorities and recommendations.	Public Works	Long-term
	8.1.2	Update development standards to encourage walking, biking, and connectivity.	Development Services, Public Works	Mid-term
	8.1.3	Design and seek funding for priority pedestrian improvements.	Public Works	Long-term

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
	8.1.4	Study future improvements of the streetscape along Howe, Moore, and Bay Street.	Development Services, Public Works	Mid-term
	8.1.5	Create an ADA Transition Plan that identifies priority accessibility upgrades for town facilities and priority streets.	Development Services, Public Works	Short-term
Policy 8.2: Maintain City roads by regularly updating the pavement condition study and administering the repaving program.				
Policy 8.3: Improve walkability along North Howe Street.				
	8.3.1-8.3.2	Plan for improved pedestrian crossings, streetscape improvements and commercial design along the northern section of Howe Street.	Development Services, Public Works	Mid-term
	8.3.3	Discourage the widening of North Howe Street south of NC 87 (currently in Brunswick County Transportation Plan).	Brunswick County, NCDOT	Short-term
Policy 8.4: Improve the East Coast Greenway throughout Southport's city limits.				
	8.4.1	Conduct a feasibility study to evaluate options for recommended improvements to road sections or alternatives.	Development Services, Public Works, Parks and Recreation	Mid-term
Policy 8.5: Manage traffic and access along NC 211 and NC 87.				
	8.5.1	Encourage access management techniques including shared driveways and limiting driveway access points along NC 211 and NC 87.	Development Services, NCDOT	Short-term
	8.5.2	Prioritize connectivity in commercial and residential developments.	Development Services	Short-term
	8.5.3	Limit cul-de-sacs in new residential development.		
	8.5.4	Prioritize key intersection improvements needed to facilitate pedestrian activity and improve safety.	Public Works, NCDOT	Long-term
Policy 8.6: Manage and improve parking Downtown and in the Yacht Basin. (Recommendations from Parking Study by Walker Consulting				
	8.6.1	Consider limiting parking hours along portions Moore St and Howe St.	Public Works, Police	Short-term
	8.6.2	Consider the creation of an overlay or another mechanism to allow for parking as a primary use on R-10 lots in the Yacht Basin District.	Development Services	Short-term
	8.6.3	Fund plantings and pedestrian improvements in the right-of-way to screen parking areas and improve safety.	Public Works	Short-term
	8.6.4	Study long term solutions for Yacht Basin District which could include platform parking and boardwalks to businesses.	Development Services, Public Works	Long-term
	8.6.5	Consider removal of some informal parking around water tower and formalize on-street parking on W Brown St.	Police, Public Works	Short-term, Mid-term
	8.6.7	Continue and support expanded remote parking and shuttles for events and peak visitation times.	Development Services, Public Works, Community Relations	Long-term

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
	8.6.8	Pursue improvements to traffic flow and pedestrian and bicycle facilities in the Yacht Basin. Short-term improvements include: » Repainting formalized on-street parking spaces along Bay Street to improve parking efficiency » Changing the direction of drainage inlet grates to improve safety for bicyclists	Public Works	Mid-term
	8.6.6, 8.6.9	Utilize city-owned rights-of-way (ROW) for improvements such as sidewalks, parking, street trees and/or stormwater planters.	Public Works	Long-term
	8.6.10	Continue to gather input on priority parking improvements with input from citizens, landowners, and business owners.	Development Services, Public Works	Short-term
Infrastructure Goal: Ensure public infrastructure systems and services are appropriately scaled, located, and managed to accommodate sustainable growth while protecting natural assets.				
Policy 9.1 Support sustainable growth through the provision of adequate water and wastewater treatment capacity within the City of Southport.				
	9.1.1	Coordinate with Brunswick County Public Utilities to maintain and enhance the water and sewer system.	Public Works , Brunswick County	Ongoing
	9.1.2	Support future utility system monitoring and studies including the following: » Monitoring pump station run times. » Conducting draw down testing of major lift stations and hydraulic modeling to reassess the capacity of the Central Pump Station. » Developing a water system study to evaluate fire flows. » Monitor water quality and study potential enhancements.	Public Works	Ongoing, Mid-term
	9.1.3	Support the extension of water and sewer service to areas suitable for development.	Public Works	Ongoing
	9.1.4	Prioritize water and sewer improvements that support the Future Land Use Map and City goals including a vibrant downtown, context-sensitive redevelopment and residential development that is designed and located to protect natural resources.	Development Services, Public Works, Brunswick County	Ongoing
	9.1.5	Work with Brunswick County to encourage annexation and/or the establishment of an Urban Service Area near the City of Southport.	Development Services, Brunswick County	Ongoing
	9.1.6	Coordinate with Brunswick County Health Department to ensure the proper design, permitting, and monitoring of septic tank systems where sewer service is not available.	Development Services, Brunswick County	Ongoing

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
	9.1.7	Oppose the discharge of waste in any areas classified as coastal wetlands, freshwater wetlands (404), or natural heritage areas.	Development Services, DCM	Ongoing
	9.1.8	Oppose the use of package sewage treatment plants near its planning jurisdiction.	Administration	Ongoing
Policy 9.2: Maintain and enhance key public service areas.				
	9.2.1	Evaluate building maintenance, space, equipment, and personnel needs for key City services.	Administration	Short-term
	9.2.2	Coordinate with the Dosher Hospital on future expansions, priority infrastructure upgrades and access and parking issues.	Public Works	Ongoing
Policy 9.3: Ensure the capacity of emergency services as population and visitation increases.				
	9.3.1	Coordinate with the Police and Fire departments to understand trends and needs. » Monitor call, response and traffic trends. » Provide quarterly updates at the Board of Aldermen meetings.	Police and Fire	Ongoing
	9.3.2	Coordinate with Brunswick County to address capacity needs as growth occurs in the former ETJ. » Attend Brunswick County Board of Commissioner meetings and provide quarterly updates on trends.	TBD	Ongoing
	9.3.3	Regularly evaluate facility, equipment and personnel needs to maintain and improve emergency response capabilities. » Maintain a maintenance log for facilities and equipment. » Utilize structural engineers to access building integrity on a regular basis.	Police and Fire	Ongoing, Mid-term
	9.3.4	Incorporate major staff and capital needs into future budgets and the Capital Improvement Plan (CIP).	Police and Fire	Ongoing
	9.3.5	Continue and enhance community outreach activities.	Police and Fire	Ongoing
	9.3.6	Consider incentives to assist in recruitment and retention of police, fire, and emergency personnel.	Police, Fire, Board of Aldermen	Short-term
	9.3.7	Continue to provide emergency services for Brunswick Nuclear Power Plant and Military Ocean Terminal at Sunny Point.	Police, Fire	Ongoing
Policy 9.4: Enforce and improve stormwater regulations to assist with flood control, encourage groundwater recharge, and reduce pollutants.				
	9.4.1	Require best practices in stormwater management to maintain natural hydrology and reduce erosion, pollutants and stormwater runoff and encourage infiltration and groundwater recharge.	Development Services	Ongoing

Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
	9.4.2	Encourage the use of green stormwater infrastructure and low impact development (LID) techniques including bioretention swales, green roofs, pervious pavements and infiltration basins.	Development Services	Mid-term
	9.4.3	Require mitigation measures for any increase in impervious surface from development with limited exceptions for utilities, sidewalks or trails and individual single-family dwellings (not part of a larger development).	Development Services	Short-term
	9.4.4	Enforce regulations related to soil removal and deposit in order to safeguard existing property from negative impacts.	Development Services	Ongoing
	9.4.5	Conduct proactive maintenance of the existing stormwater collection and drainage system.	Public Works	Ongoing
	9.4.6	Continue to conduct condition assessments of inventoried stormwater assets.	Public Works	Short-term
	9.4.7	Pursue grant funding for priority stormwater system enhancements.	Public Works	Short-term
	9.4.8	Study opportunities for integrating stormwater retention, infiltration and treatment on public lands and in rights-of-ways.	Public Works	Mid-term
	9.4.9	Study long-term funding needs for stormwater maintenance and improvement projects.	Public Works	Long-term

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years



6 Existing Conditions and Hazards



Natural Features

Areas of Environmental Concern (AECs)

Under the Coastal Area Management Act,permits are required for projects proposed in Areas of Environmental Concern (AECs). AECs have four categories: the estuarine system, the ocean system, public water supplies, natural resources, and cultural resources.

The Estuarine System

Included within the estuarine and ocean system are the following AEC categories: estuarine waters, coastal wetlands, public trust areas, and estuarine and public trust shorelines. The objective of the NC Coastal Resources Commission is to conserve and manage these areas as an interrelated group of AECs, to safeguard and perpetuate their biological, social, economic, and aesthetic values and to ensure that development within these areas is compatible with their natural characteristics.

Estuarine Waters

Estuarine waters are defined in G.S. 113A- 113(b)(2) to include all the waters of the Atlantic Ocean within the boundary of North Carolina and all the waters of the bays, sounds, rivers and tributaries thereto seaward of the dividing line between coastal fishing waters and inland fishing waters. The boundaries between inland and coastal fishing waters are set forth in an agreement adopted by the Wildlife Resources Commission and the Department of Environment and Natural Resources and in the most current revision of the North Carolina Marine Fisheries Regulations for Coastal Waters, codified in 15A NCAC 3Q .0200.

Estaurine waters within or adjacent to the study area include the Cape Fear River, Intracoastal Waterway, Dutchman Creek, the lower part of Price's Creek, Cottage Creek, and the Atlantic Ocean. The mixing of seawater and freshwater produces high levels of nutrients that make them some of the most productive habitats in and near Southport. These waters also provide economic benefit for the City of Southport, supporting commercial and sports fisheries, river piloting, water tours, kayaking and boating in adjacent tributaries, bird watching, and more. Other tributaries in or adjacent to Southport's planning jurisdiction flow into the Cape Fear River. These include Price's Creek, and Cottage Creek.

Coastal Wetlands

Coastal wetlands (15A NCAC 07H .0205) are defined as any salt marsh or other marsh subject to regular or occasional flooding by tides, including wind tides, that reach the marshland areas through natural or artificial watercourses, provided this does not include hurricane or tropical storm tides. Regular or occasional flooding is established through field indicators, including the observation of tidal water on the site, changes in elevation, presence of periwinkle (*littoraria spp.*), presence of crab burrows, staining, or wrack lines. Coastal wetlands may contain one or more of the following marsh plant species:

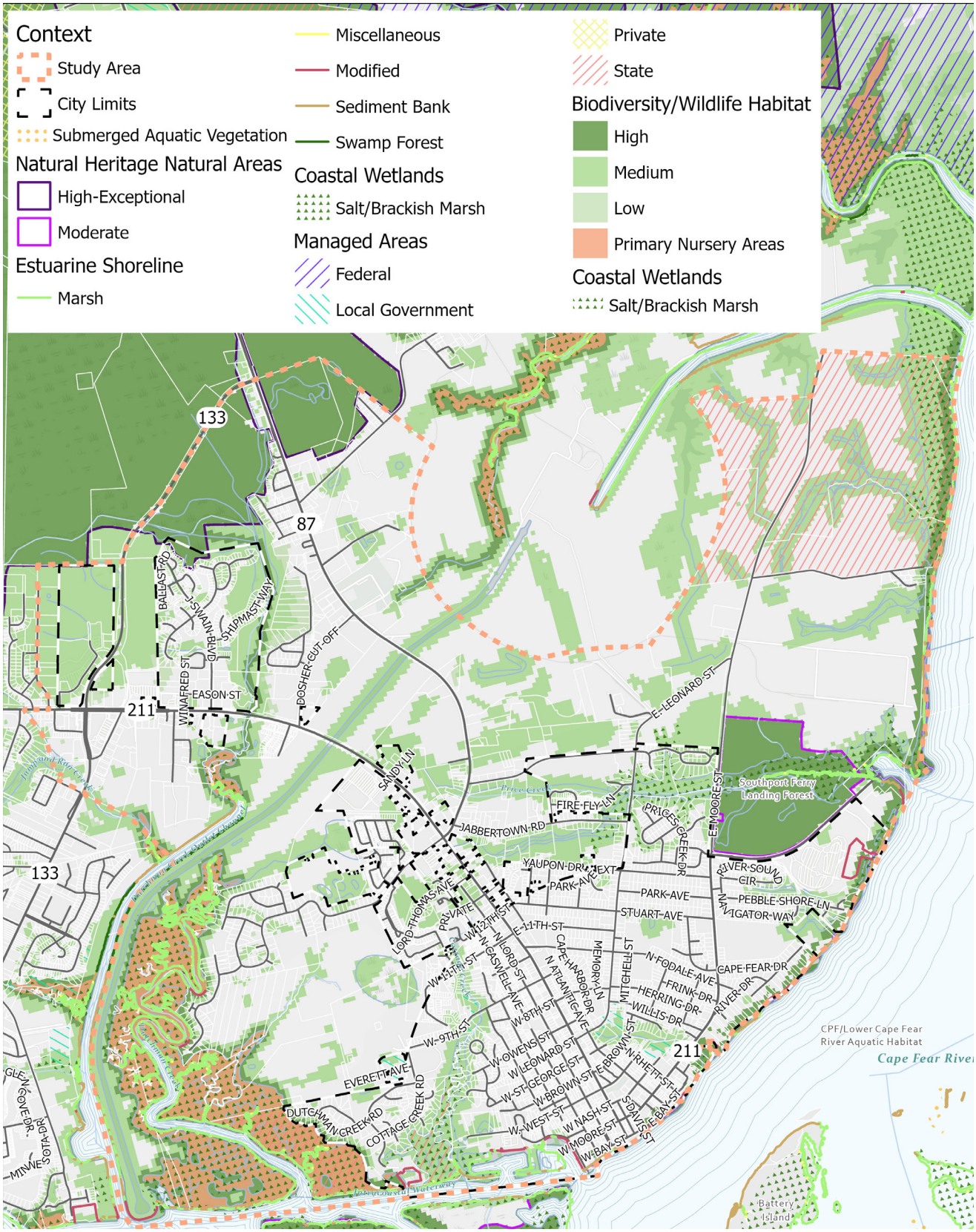
1. Cord Grass (*Spartina alterniflora*);
2. Black Needlerush (*Juncus roemerianus*);
3. Glasswort (*Salicornia spp.*);
4. Salt Grass (*Distichlis spicata*);
5. Sea Lavender (*Limonium spp.*);
6. Bulrush (*Scirpus spp.*);
7. Saw Grass (*Cladium jamaicense*);
8. Cat-tail (*Typha spp.*);
9. Salt Meadow Grass (*Spartina patens*);or
10. Salt Reed Grass (*Spartina cynosuroides*).

The coastal wetlands AEC includes any contiguous lands designated by the Secretary of DEQ pursuant to G.S. 113- 230(a).

Coastal wetlands are shown on two maps in this document, the Areas of Environmental Concern Map on page 119 and the Wetlands Map on page 127.



Areas of Environmental Concern



Source: NC Natural Heritage Program, NC Coastal Region Evaluation of Wetland Significance, NC Division of Marine Fisheries, NC Division of Coastal Management

Public Trust Areas

Public Trust Areas (15A NCAC 07H .0207) are all waters of the Atlantic Ocean and the lands thereunder from the mean high water mark to the seaward limit of state jurisdiction; all natural bodies of water subject to measurable lunar tides and lands thereunder to the normal high water or normal water level; all navigable natural bodies of water and lands thereunder to the normal high water or normal water level as the case may be, except privately-owned lakes to which the public has no right of access; all water in artificially created bodies of water containing public fishing resources or other public resources which are accessible to the public by navigation from bodies of water in which the public has rights of navigation; and all waters in artificially created bodies of water in which the public has acquired rights by prescription, custom, usage, dedication, or any other means. In determining whether the public has acquired rights in artificially created bodies of water, the following factors shall be considered:

1. the use of the body of water by the public;
2. the length of time the public has used the area;
3. the value of public resources in the body of water;
4. whether the public resources in the body of water are mobile to the extent that they can move into natural bodies of water;
5. whether the creation of the artificial body of water required permission from the state; and
6. the value of the body of water to the public for navigation from one public area to another public area.

These areas are significant because the public has rights in these areas, including navigation and recreation. The public trust areas also support valuable commercial and sports fisheries, have aesthetic value, and are important resources for economic development. The Public Trust Areas must be determined through in field analysis and definition.

Estuarine Shorelines

Estuarine shorelines are intimately tied to the estuary. These areas are susceptible to erosion due to high winds, storm surge, or wave action from storms or boat wakes. Estaurine shorelines are those non-ocean shorelines extending from the normal high water level or normal water level along the estuarine waters, estuaries, sounds, bays, fresh and brackish waters, and public trust areas as set forth in an agreement adopted by the Wildlife Resources Commission and the Department of Environmental Quality for a distance of 75 feet landward. The estuarine shoreline is a critical barrier between the estuary and the uplands. Other important components of the ecosystem should be considered when developing near the shoreline such as geology, morphology, hydrology, and land cover. The Division of Coastal Management has mapped erosion rates for coastal shorelines but erosion rates for estuarine shorelines have not been mapped. Permits for development along estuarine shorelines are governed by flat setbacks instead of varying erosion rates.

Estuarine shorelines in the city include the shoreline along the Cape Fear River, the lower part of Price's Creek, the Yacht Basin, the marinas, the lower part of Cottage Creek, the shoreline of the Intercoastal Waterway, Dutchman Creek and the outflow from the Brunswick Nuclear Plant. Estuarine shorelines in the city limits consist of approximately 28,678 linear feet of salt/brackish marshes, 10,145 linear feet of sediment bank, 443 linear feet of swamp forest, 9,897 linear feet of modified shorelines, and 189 linear feet considered miscellaneous. These totals are estimated using data



from the Division of Coastal Management (2012) that was digitized using the heads-up methodology. This is the most recent estaurine shoreline dataset. Some shorelines may have been altered since the dataset was created.

The City has received grant funding for shoreline stabilization projects from the North Carolina Department of Public Safety. The projects have included topographical, hydrological, and culture resource studies. Shoreline stabilization efforts include the installation of revetment, bulkheads, and natural shorelines protect the city from flooding. Along the Cape Fear River, there is opportunity to incorporate integrated regenerative design, stormwater management, habitat restoration, and public access.

The Ocean Hazard Area

The CRC has designated three ocean hazard AECs covering North Carolina's beaches and oceanfront lands: Ocean Erodible, Inlet Hazard, and Unvegetated Beach. Southport has none of these areas within its jurisdiction, and erosion rates for estuarine shorelines have not yet been mapped by the state yet due to the vast number of estuarine shorelines - North Carolina has over 4,600 miles of estuarine shorelines.

Public Water Supplies

The protection of public water supplies for drinking water, irrigation, and industry is one of CAMA's main goals. The CRC has designated two AEC categories, small surface water supply watershed and public water supply well fields, that protect designated coastal public water supplies from the negative impacts of development.

The small surface water supply watershed protects coastal drainage basins that contain a public water supply designated for public drinking water and classified as A-II by the NC Environmental Management Commission.

Public water supply well fields are areas of rapidly draining sands extending to a shallow groundwater table that supplies public drinking water. There are no public water supply well fields in the study area.

Natural and Cultural Resource Areas

Natural and cultural resource areas are the fourth and final group of the AECs and are defined as areas containing environmental, natural, or cultural resources of more than local significance in which uncontrolled or incompatible development could result in a major or irreversible damage to natural systems or cultural resources, scientific, educational, or associative values, or aesthetic qualities. (15A NCAC 07H .0501) These are discussed further later in this chapter.





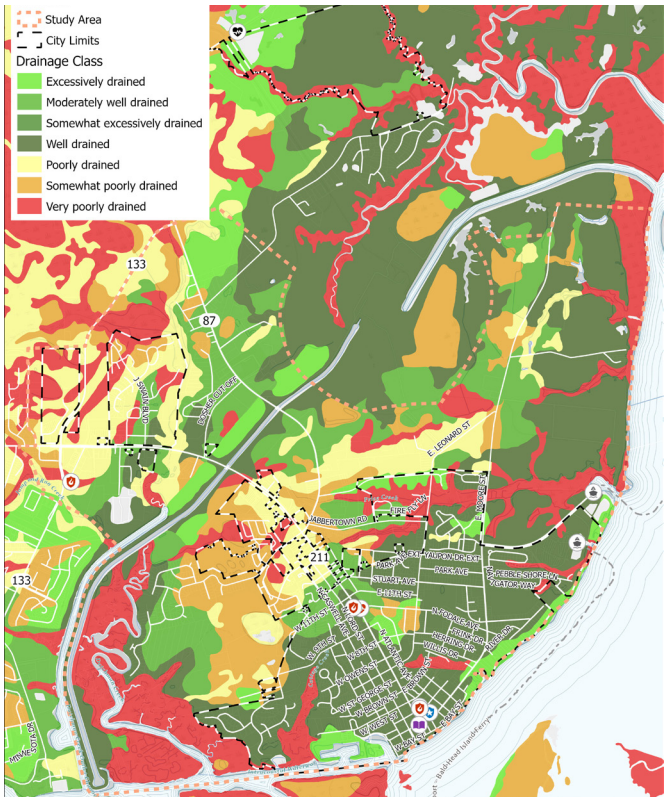
Soil Characteristics

The City of Southport is located in the lower Coastal Plains and ranges in elevation from four feet to thirty feet above sea level. With some areas outside the City limits higher in elevation including some spoil piles and parts of NC 133. The dominant soil condition in Southport include soils that are well drained, these areas consist of Norfolk loamy finesand, Aycock very fine sandy loam, Norfolk-Urban land complex, Blanton fine sand, Candor sand, Butters fine sand, Lakeland sand, Bragg sandy loam, Wagram loamy sand, and Wakulla sand. Most of these areas are developed but there is some remaining land in the City limits that are considered well drained soils

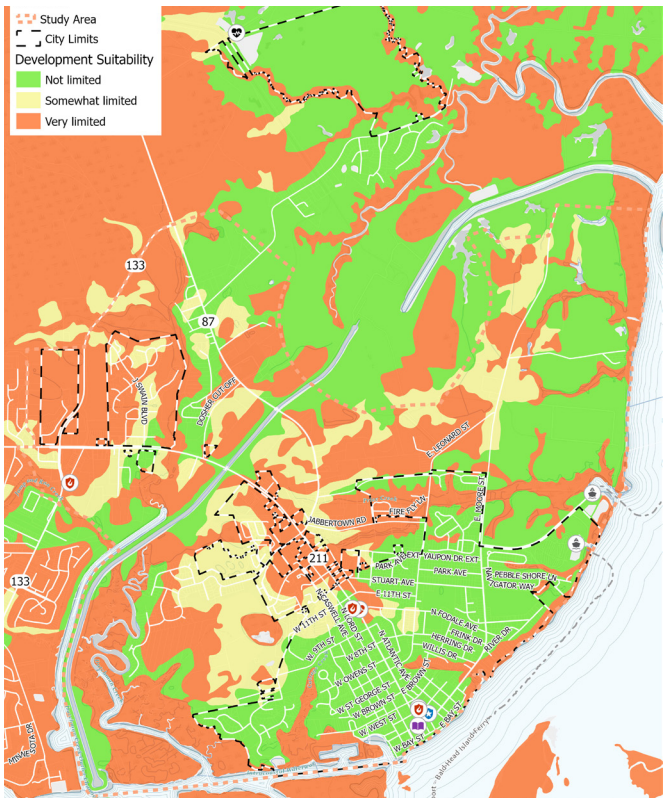
In areas considered 404 wetlands or non-coastal wetlands, the dominant condition is very poorly drained. These areas consist of Croatan muck, Pamlico muck, Johnston loam, Dorovan muck, Dorovan soils, Chowan silt loam, Murville muck, Murville fine sand, Portsmouth mucky sandy loam, Byars loam, Cape Fear loam, and Carteret loamy fine sand.



Soils Drainage Class

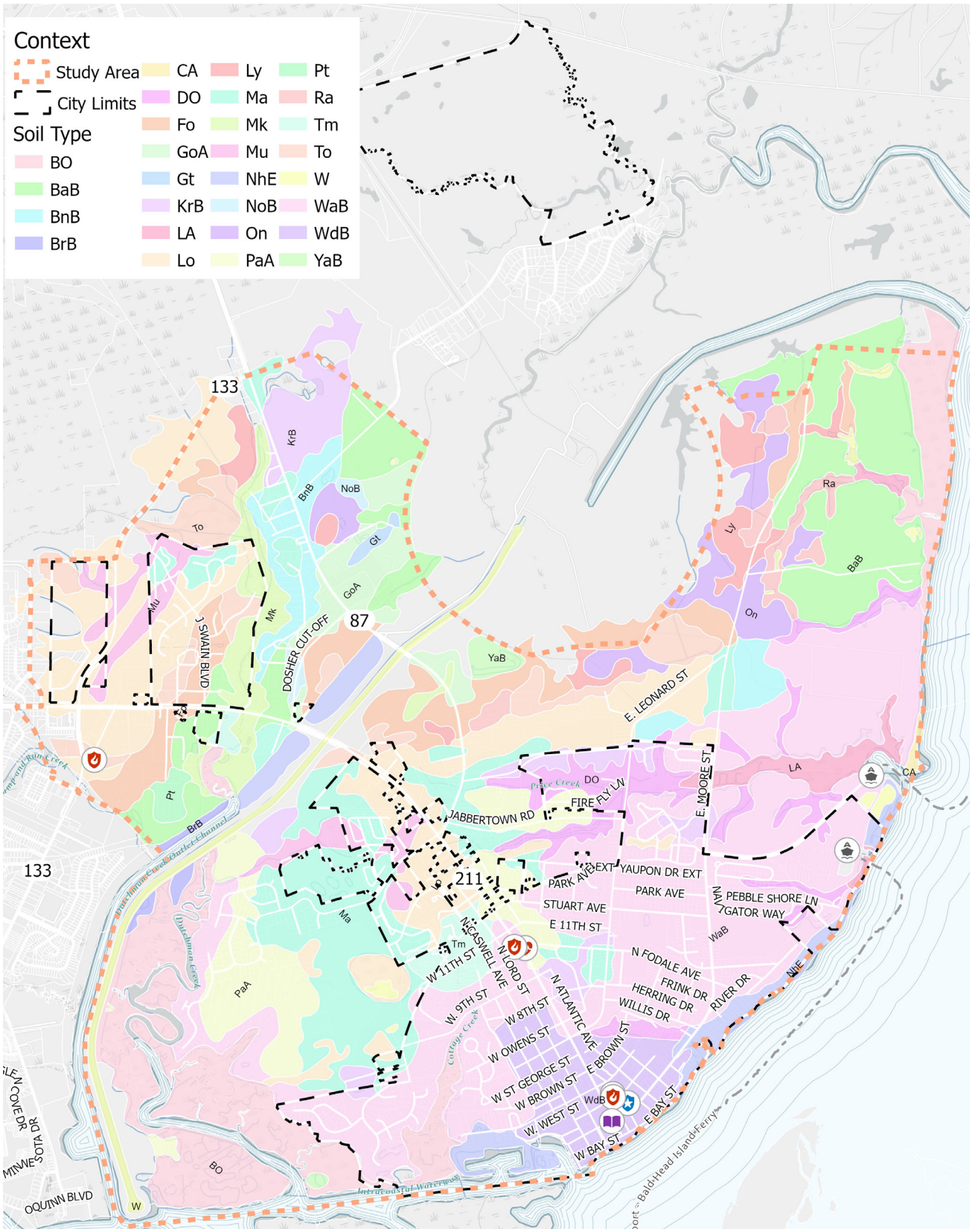


Development Suitability



Source: USDA Soil Survey Geographic Database

Soils Classification



Source: USDA Soil Survey Geographic Database

Map Symbol	Description	Acres	%	Flooding Frequency	Drainage Condition-Dominant Condition	Rating for Dwellings without Basements-Dominant Condition	Rating for Septic Tank Absorption Fields-Dominant Condition	Erosion Class
BaB	Baymeade fine sand, 1 to 6 percent slopes	1244.06	16.5%	None	Well drained	Not limited	Very limited	1
BnB	Blanton fine sand, 0 to 5 percent slopes	172.88	2.3%	None	Moderately well drained	Not limited	Somewhat limited	1
BO	Bohicket silty clay loam	680.64	9.0%	Very frequent	Very poorly drained	Very limited	Very limited	None-deposition
BrB	Bragg fine sandy loam, 2 to 6 percent slopes	19.69	0.3%	None	Well drained	Not limited	Very limited	1
CA	Carteret loamy fine sand	5.70	0.1%	Frequent	Very poorly drained	Very limited	Very limited	1
DO	Dorovan muck	200.94	2.7%	Frequent	Very poorly drained	Very limited	Very limited	None-deposition
Fo	Foreston loamy fine sand	294.89	3.9%	None	Moderately well drained	Somewhat limited	Very limited	1
GoA	Goldsboro fine sandy loam, 0 to 2 percent slopes	133.60	1.8%	None	Moderately well drained	Very limited	Very limited	1
Gt	Grifton fine sandy loam	10.21	0.1%	None	Poorly drained	Very limited	Very limited	None-deposition
KrB	Kureb fine sand, 1 to 8 percent slopes	469.29	6.2%	None	Excessively drained	Not limited	Very limited	1
Lo	Leon fine sand	664.86	8.8%	None	Poorly drained	Very limited	Very limited	1
LA	Longshoal muck	84.33	1.1%	Very frequent	Very poorly drained	Very limited	Very limited	None-deposition
Ly	Lynchburg fine sandy loam, 0 to 2 percent slopes, Atlantic Coast Flatwoods	112.77	1.5%	None	Somewhat poorly drained	Very limited	Very limited	1
Ma	Mandarin fine sand	538.59	7.1%	None	Somewhat poorly drained	Somewhat limited	Very limited	1
Mk	Muckalee loam	133.12	1.8%	Frequent	Poorly drained	Very limited	Very limited	None-deposition

Map Symbol	Description	Acres	%	Flooding Frequency	Drainage Condition-Dominant Condition	Rating for Dwellings without Basements-Dominant Condition	Rating for Septic Tank Absorption Fields-Dominant Condition	Erosion Class
Mu	Murville mucky fine sand	124.50	1.6%	Rare	Very poorly drained	Very limited	Very limited	None-deposition
NhE	Newhan fine sand, dredged, 2 to 30 percent slopes	151.99	2.0%	Rare	Excessively drained	Very limited	Very limited	1
NoB	Norfolk loamy fine sand, 2 to 6 percent slopes	16.79	0.2%	None	Well drained	Not limited	Somewhat limited	1
On	Onslow fine sandy loam	158.14	2.1%	None	Moderately well drained	Somewhat limited	Very limited	1
PaA	Pactolus fine sand, 0 to 2 percent slopes	271.64	3.6%	Rare	Moderately well drained	Very limited	Very limited	1
Pt	Pits	27.15	0.4%	None	Null	Very limited	Very limited	None-deposition
Ra	Rains fine sandy loam, 0 to 2 percent slopes, Atlantic Coast Flatwoods	68.90	0.9%	None	Poorly drained	Very limited	Very limited	1
Tm	Tomahawk loamy fine sand	68.74	0.9%	None	Moderately well drained	Somewhat limited	Very limited	1
To	Torhunta mucky fine sandy loam	194.71	2.6%	None	Very poorly drained	Very limited	Very limited	None-deposition
WdB	Wando-Urban land complex, 0 to 6 percent slopes	226.38	3.0%	None	Well drained	Not limited	Very limited	1
WaB	Wando fine sand, 0 to 6 percent slopes	1328.42	17.6%	None	Well drained	Not limited	Very limited	1
W	Water	124.54	1.6%	None	Null	Not rated	Not rated	Null
YaB	Yaupon silty clay loam, 0 to 3 percent slopes	24.37	0.3%	Very rare	Somewhat poorly drained	Very limited	Very limited	1

Environmentally Fragile Areas

Environmentally fragile areas that provide natural resource functions may be negatively impacted by development. These areas include wetlands, natural heritage areas, prime wildlife habitats, and maritime forests. Protecting the community's natural resources was one of the highest ranking priorities for this plan, according to public input. This becomes challenging when a large portion of these areas lie in Southport's former extraterritorial jurisdiction (ETJ) and county zoning in the former ETJ allows up to nearly 6 dwelling units per acre.

There are several methods for protecting environmentally fragile areas. These include but are not limited to land acquisition, encouraging conservation easements, requiring or incentivizing open space reservation, conservation subdivisions, tree preservation ordinance, and/or built-upon area or impervious surface limitations, enforcement or enhancement of stormwater management, buffering requirements, and green infrastructure requirements or incentives.

Top Priorities

1. Protection of the marshes, wetlands, shoreline, and environmentally sensitive natural areas

84%

2. Water Quality in creeks, rivers, and estuaries

84%

3. Preservation and protection of historic sites and buildings

79%

4. Support for local businesses

75%

5. Quality of utility services

75%

6. Stormwater management

71%

Source: Priority question responses from the Community Survey

Wetland Type	Acres in City Limits[1]	Acres in Study Area
Bottomland Hardwood	190	194
Cleared	9	17
Cutover	19	26
Depressional Swamp Forest	61	136
Estuarine Shrub/Scrub	12	12
Freshwater Marsh	2	6
Hardwood Flat	8	46
Managed Pineland	341	451
Pine Flat	47	58
Pocosin	80	80
Riverine Swamp Forest	31	31
Salt/Brackish Marsh	443	759

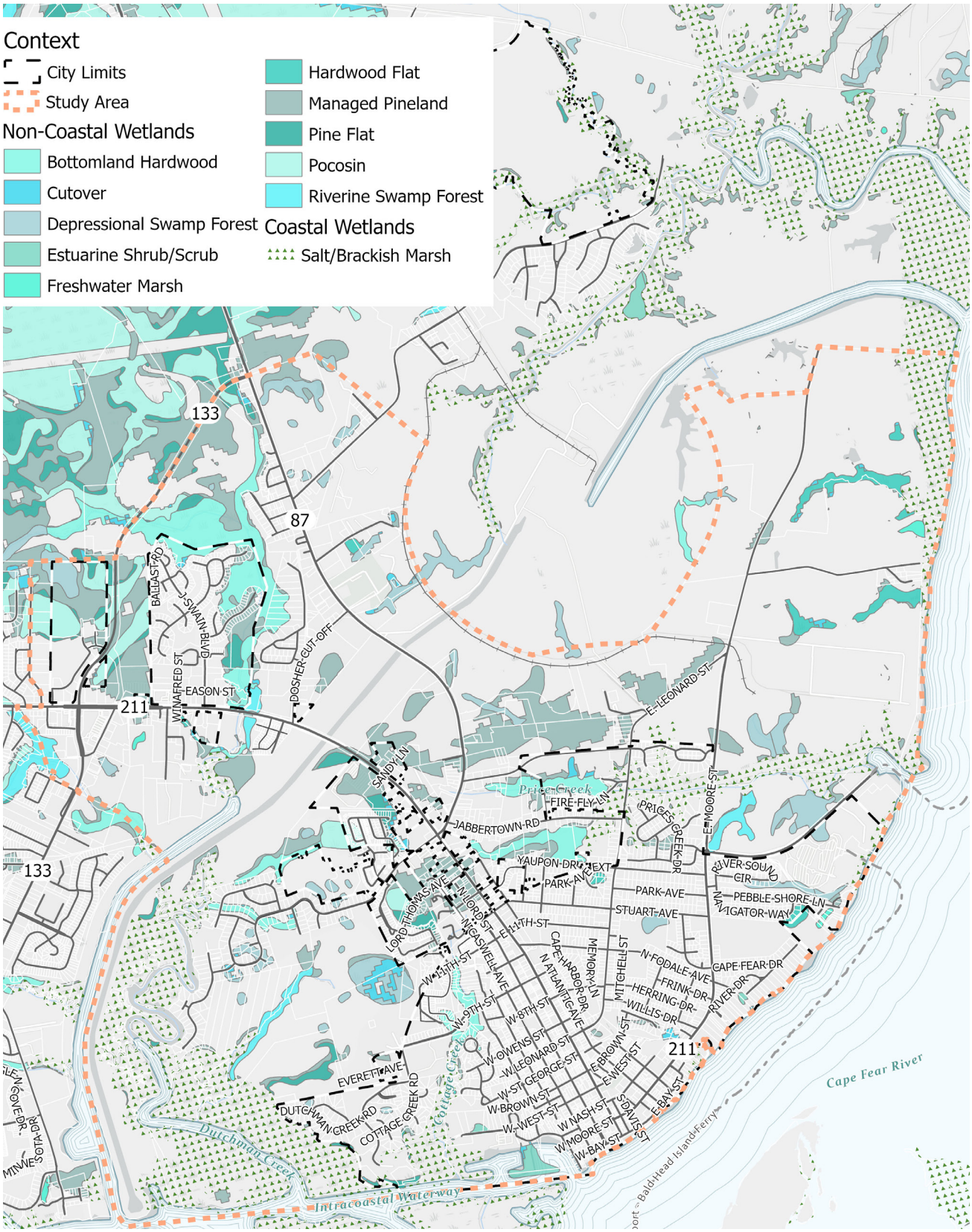
1 or within 50 feet of planning jurisdiction

Coastal Wetlands

The estuarine and ocean ecosystems are supported by nutrients and habitat provided by coastal wetlands. Not only do salt/brackish marshes provide nutrients from decaying plant material to support complex food chains, they also act as a protective barrier against flood damage and erosion control between the estuary and the uplands Coastal wetlands provide wildlife habitat, act as a filtration system to improve overall water quality, and add to the overall character of the coastal character.

While Section 404 of the Federal Clean Water Act regulates all wetlands with a continuous surface connection to water bodies that are considered waters of the United States, the state of North Carolina provides additional protection to coastal wetlands (salt/brackish marshes) through the Coastal Area Management Act (NCGS 113A-100- 113A-134.3) and the State Dredge and Fill Act (NCGS 113-229). The priorities of the Coastal Area Management Act include conservation of coastal wetlands to safeguard and perpetuate their biological, social, economic, and aesthetic values

Wetlands



Source: North Carolina Coastal Regional Evaluation of Wetland Significant (NCCREWS) , NC DCM

and secondly, the allowance of development activities that require water access. Any development within an AEC requires a CAMA permit, which is subject to review by the North Carolina Wildlife Commission, North Carolina Division of Marine Fisheries, U.S. Fish and Wildlife Service, and National Marine Fisheries Service.

In May 2024, the North Carolina Salt Marsh Action Plan (SMAP) was completed and prioritizes strategies to minimize loss of function, benefits, and acreage of salt marshes through 2050 and beyond. These strategies include advancing marsh conservation and restoration, incorporating cross-cutting approaches, and facilitating salt marsh migration. According to the SMAP, the Lower Cape Fear River watershed is projected to lose approximately 8% of its coastal wetlands by 2050. Threats to coastal wetlands include but are not limited to, high population growth and development in coastal zones accompanied by increased quantity and velocity of stormwater, hard armoring of shorelines, climate change and sea level rise, parallel grid-ditching to control mosquito populations, boating activity and boat wake (especially in shallow and narrow waters), marine debris, invasive species, and limitation of the marshes ability to migrate. Coordination is necessary at all levels to implement the SMAP and reduce marsh impacts, including coordination with the State Implementation team, regional, and local government.

Within the study area, there is approximately 568 acres of coastal wetlands. The wetland data used is from the North Carolina Division of Coastal Management and is not a substitute for on-site determination. The precise location of wetlands can only be determined through field investigation.

> **"I value the peaceful, quiet, nature, trees, and water access in Southport."**
>
> - Survey Respondent

Non-Coastal Wetlands

Non-coastal wetlands include all non-tidal, freshwater wetlands. State involvement in protection of non-coastal wetlands is limited to the enforcement of water quality standards and to the regulatory authority given under federal laws for state agency review of 404' permits granted by the U.S. Army Corps of Engineers. Under 401' of the Federal Water Pollution Control Act (33 USC 1341), a Water Quality Certification from the NC Division of Water Quality is required for a 404' permit to discharge fill materials into wetlands. However, with the recent changes to the definition of "waters of the United States" in *Sackett v. EPA* removes some wetlands from federal jurisdiction. These wetlands no longer under federal Clean Water Act jurisdiction are no longer subject to federal permit requirements, protections, or mitigation requirements of Section 404 of the Clean Water Act and no longer require Section 401 state water quality certifications. Protections were removed from wetlands that are separated from other waters with no direct connection. This includes many freshwater wetlands that are disconnected from the riparian zone in the Southport area. Some states are interpreting the "waters of the United States" consistent with the pre-2015 regulatory regime, while others are using the January 2023 rule, including North Carolina.

California has asserted protections and permitting requirements for wetlands that are no longer protected by the Clean Water Act. North Carolina's current regulations offer no such protection. In North



Wet Pine Flatwoods. Source: NC Department of Agriculture and Consumer Services

Carolina's Section 309 Assessment and Strategy for 2021-2025 mentions the opportunity for a special area management plan for coastal and freshwater wetlands to address use conflicts.

Estuarine Shoreline

Estuarine shorelines are those non-ocean shorelines that are especially vulnerable to erosion, flooding, or other adverse effects of wind and water. They are intimately connected to the estuary. In shoreline areas not contiguous to waters classified as outstanding resource waters by the Division of Coastal Management, all land 75 feet landward from the normal water level are considered to be estuarine shorelines. Development within the estuarine shorelines influences the quality of estuarine life and is subject to the damaging processes of shoreline erosion and flooding.

Within the study area, there is 112,339 linear feet of shorelines classified as marsh, 1,721 linear feet classified as miscellaneous, 20,380 linear feet classified as sediment bank, and 12,449 linear feet classified as modified. Shorelines along Bay Street have experienced significant erosion and the City has been implementing stabilization techniques to slow or prevent further erosion. These shorelines are dynamic features that experience continued erosion. Land is often due to erosion from storms, boat wakes, tidal currents, and sea level rise. Due to this, property owners would like to slow or prevent further erosion from occurring through shoreline stabilization techniques. These techniques range between hardened solutions (bulkheads, revetments, groins, jetties, etc.), living shorelines or other natural solutions (native vegetation, sills, oyster reefs, marsh creation, vegetated rip-rap, etc.), or land management practices.

According to the NC Division of Coastal Management, bulkheads are the predominant shoreline stabilization method in North Carolina. Often natural solutions are underutilized by property owners and marine contractors, these nature based solutions can provide similar levels of erosion protection under the right conditions, while minimizing impacts to coastal marshes, adjacent property owners, and often provide habitat for fish and shellfish such as oysters. Any shoreline stabilization technique requires a CAMA permit, but a Division of Coastal Management representative can offer stabilization options while a marine contractor or coastal engineer can provide design, assist with permits, and provide a cost analysis.



Hardened shoreline solution, rock revetment



Coastal wetlands include up to ten plant species, including smooth cordgrass (pictured)

Natural Heritage Natural Areas

The study area includes four designated Natural Heritage Natural Areas. These include:

- Lower Cape Fear River Aquatic Habitat
- Southport Ferry Landing Forest
- White Spring Ponds Complex
- Boiling Spring Lakes Wetland Complex

There are also a number of Natural Heritage Natural Areas nearby including:

- Battery Island
- Zekes Island Estuarine Sanctuary
- Fort Caswell Dunes and Marshes
- MOTSU Governors Creek Natural Area
- MOTSU Northwest Natural Area
- Orton Sandhills and Limesinks
- Bluff Island and East Beach

The Lower Cape Fear River Aquatic Habitat includes the open tidal waters of the Cape Fear River and its tributaries south from the confluence with the Brunswick River to the Cape Fear River mouth at Smith Island. This site provides critical habitat for three Federally Endangered or Threatened animals: manatee (Trichechus manatus), American alligator (Alligator mississippiensis), and shortnose sturgeon (Acipenser brevirostrum). The manatee and shortnose sturgeon are Federally and State Endangered, and the American alligator is Federally and State Threatened.

The Southport Ferry Landing Forest is located adjacent to Price Creek near the Southport – Fort Fisher Ferry Landing. The site contains a number of intact natural communities including the rare Coastal Fringe Evergreen Forest community and good quality Coastal Fringe Sandhill and Brackish Marsh natural communities. Due to rampant development in its range (from Brunswick to Carteret counties) and a naturally limited extent, the Coastal Fringe Evergreen Forest may be one of the most endangered natural community types in the state according to the Inventory of Natural Areas and Rare Species in Brunswick County (1995). The report notes that the Coastal Fringe Sandhill natural community occurs on the highest and driest areas of the site and have experienced prolonged fire suppression and the introduction of fire may be necessary for survival and restoration of the community. Long leaf pines dominate the open canopy of the Coastal Fringe Sandhill natural community and may support the red cockaded woodpeckers and Carolina gopher frogs due to their known occurrence at the Military Ocean Terminal Sunny Point site to the north. The red cockaded woodpecker is Federally and State Endangered and the Carolina gopher frog is state listed. Elsewhere on the site in the Brackish Marsh natural community along Price Creek and in many other marshes in the Southport area American alligators have been documented.

The White Springs Pond Complex is a Natural Heritage Natural Area located east of NC 133 north of Southport. Part of this natural area



American Alligator. Source: NC Division of Water Resources



Carolina gopher frog. Source: NC Division of Water Resources

is located within Southport's city limits. According to th NCWRC there is a high concentration of wildlife "Species of Greatest Conservation Need" or "priority species" as identified by the North Carolina Wildlife Action Plan that occur on the tract. These rare species are at-risk and rely on habitat on the Southport tract. Many priority species are in significant population decline in our state, including the Gopher Frog which has one of only seven known remaining populations in the state. Additionally the tract has important habitat for the Ornate Chorus Frog, Eastern Chicken Turtle and five other amphibian and reptile priority species.



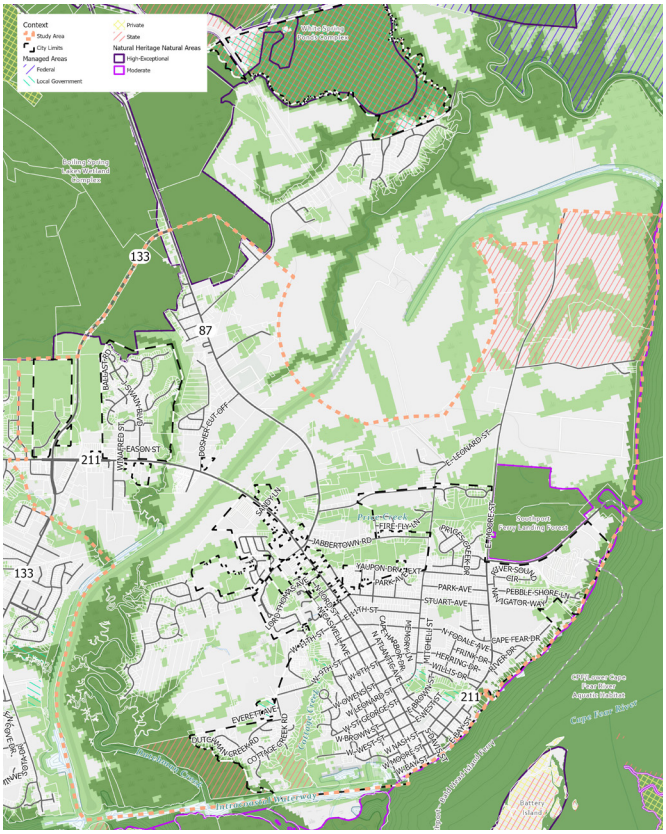
Red cockaded woodpecker. Source: NC Department of Agriculture and Consumer Services



Sandhill scrub. Source: NC Department of Agriculture and Consumer Services

Natural Heritage Natural Areas

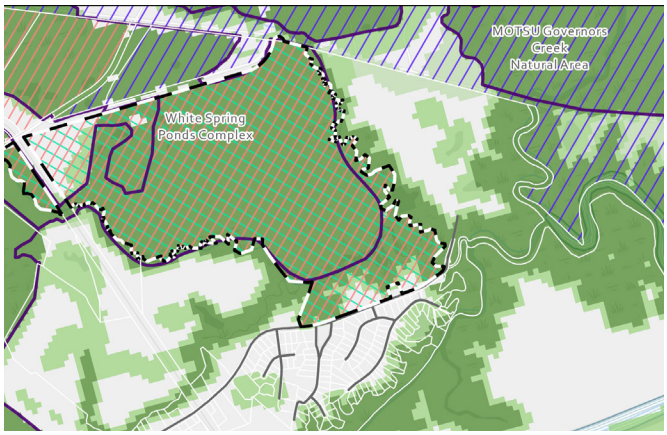
Overall Map



Source: NC Natural Heritage Program

Natural Heritage Natural Areas

White Spring Ponds Complex Map



The Boiling Springs Lakes Wetland Complex is a nationally significant macrosite that includes an impressive array of natural communities including the global distribution majority of two community variants of Wet Pine Flatwoods and Pine Savannah Flats. The site supports red cockaded woodpeckers, a Federal and State Endangered species and six federally designated rare plant species. The site also provides habitat for nine rare plant species designated by the N.C. Natural Heritage Program (NHP) and eighteen plant species on the watch list maintained by the NHP.

Existing Tree Canopy

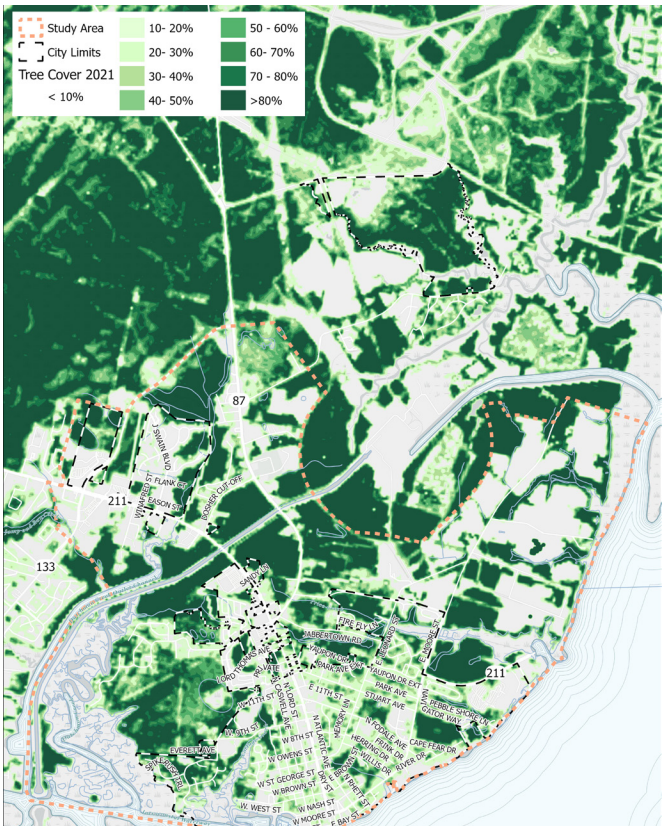
Southport's tree canopy is a defining feature of the City. Mature live oak trees encroach on the roadway as soon as visitors travel past the commercial area near the intersection of NC 211 and NC 87. Downtown buildings along Howe Street are dwarfed by 60 foot tall live oaks that provide a backdrop to scenes. These live oaks shade streets and cool pedestrians during the summer and provide vital ecosystem services including rainwater absorption. The trees themselves serve as habitat for plants and animals, provide food for mammals, birds and insects and support epiphytes (plants that grow on other plants). Significant tree cover exists in the historic neighborhoods surrounding downtown Southport with many blocks that have over 40% tree cover. Areas that lack tree cover are noticeable when walking along Howe Street between 12th Street and Owens Street. In addition, many newer neighborhoods (built since 2000) do not have as many trees as older parts of the City.

Tracts of contiguous mature forest occur outside of downtown including near Lowe-White Park and near Price Creek and Cottage Creek. Near Price Creek sits a 180 acre property that is mostly forested. This area, known as the Southport Ferry Landing Forest has been designated a Natural Heritage Natural Area due to its habitat value. Fingers of floodplain forest extend up Price Creek and flank Jabbertown Road. Large blocks of forest occur near the Brunswick Nuclear Plant and west of the City limits where Phase 2 of the Indigo development is planned. Many of these forests are on upland areas and do not have any protected status, as they are privately owned. Northwest of the study area is a very large forest associated with the Boiling Spring Lakes Wetland Complex, which is a 27,500 acre area designated as an exceptional Natural Heritage Natural Area.



Live oaks in Franklin Square Park

Tree Canopy Coverage



Source: USDA Forest Service Tree Canopy Cover 2021

Areas being impacted or lost as a result of incompatible development

Throughout the study area significant land use change has occurred in the past 75 years. Indeed the landscape described in Robert Ruark's Old Man and the Boy from the 1930s and 1940s was one of a isolated fishing village with a core of businesses, some residential areas close by surrounded by forests, agricultural lands and mostly undeveloped areas. Following 1950 residential growth expanded beyond the historic core northeast of present day Lowe-White Park as well as north and west of Howe Street. Commercial development along NC 211 and other major corridors also took place. This development resulted in the clearing of forests and the elimination of many natural communities. Ditching and draining of low-lying areas as well as fire suppression has also caused significant impacts.

Since the year 2000 residential growth has continued to expand. Development during this period includes the River Mist subdivision, Cades Trail, The Hammocks, Turtlewood and Harbor Oaks. Relatively recently (within the past 15 years) the City has placed an emphasis on tree preservation through new regulations and permit requirements and encouraged Planned Unit Developments that include a minimum open space reservation. These changes along with stormwater requirements have lessened impacts however recent state legislation that stripped Southport's ability to regulate development in an Extraterritorial Jurisdiction (ETJ) will likely lead to more impacts in the near future as Brunswick County allows much denser residential development and has fewer open space and tree preservation requirements than the City of Southport.

Recent natural areas impacted by development include:

- Carolina bays and associated wetlands have been impacted by development (Cades Trail – Lord Thomas Ave). Another Carolina bay and associated wetlands are located on the Indigo Phase 2 property and will likely be impacted in some capacity although the area is included in a proposed nature park on the most recent plans submitted to Brunswick County for consideration of approval.
- The Boiling Springs Lakes Wetland Complex is located on the northeast edge of the study area and its edges have been impacted by recent development including by the Rivermist Subdivision and development in the county's jurisdiction.
- Areas of forested floodplains and wetlands surrounding Prices Creek north of Jabbertown Road and a tributary south of Jabbertown Road are under threat from residential development. Uplands adjacent to the floodplain have been developed as part of the Turtlewood and Harbor Oaks developments. Recent changes to county zoning have exacerbated threats in this area as County zoning allows for nearly six units per acre compared to the previous zoning in the Southport ETJ that allowed only two units per acre.
- Water quality and aquatic species in the Cape Fear River Aquatic Habitat have likely been impacted and are threatened by shoreline development and impacts to tributaries including urban development.



Environmental Conditions

Water Quality

Southport is located in the Cape Fear River basin in subbasin 03-06-17. Southport is located in the following 12 digit subwatersheds, Town of Southport–Cape Fear River (030300050803), Walden Creek (03030050801), and Jump and Run Creek-Gully Creek (03030050802). Basinwide water quality planning is a watershed-based approach to restoring and protecting the quality of surface waters in North Carolina. The North Carolina Division of Water Quality is responsible for preparing plans for each of the 17 major river basins in North Carolina. Each river basin is subdivided into subbasins. The Cape Fear River Basinwide Water Quality Plan is currently being updated, the 2024/2025 will replace the 2005 Cape Fear Basin Plan. The first basinwide plan for the Cape Fear River basin was completed in 1995 and the second in 2000. The 2005 Cape Fear River Basin Plan is the most current version; it was modified in 2023. The goals of the plan are:

- Identify water quality problems and restore full use to Impaired waters.
- Identify and protect high value resource waters.
- Protect unimpaired waters yet allow for reasonable economic growth.

Pollutants fall into two general categories: point source and non-point sources. Point source pollution refers to pollution that enters surface waters through "any discernible, confined, and discrete conveyance, such as a pipe, ditch, channel, tunnel, conduit, discrete fissure, or container" (US EPA, 2019). Typically these are associated with wastewater and stormwater discharges from municipalities or industrial process or commercial wastewater discharges. These systems provide services or employment opportunities to residents. Non-point source pollution is defined as "any source of water pollution that does not meet the legal definition of "point source" in Section 502 (14) of the Clean Water Act" (US EPA, 2020). Typically, non-point pollution are associated with runoff from rooftops, roads, farm fields, and other surfaces. Non-point source pollution is the leading cause of water quality degradation in North Carolina and nationwide.

The National Pollutant Discharge Elimination System (NPDES) program at the Division of Water Resources is responsible for this issuance of wastewater discharge permits. The NPDES program is managed by three units: the wastewater permitting branch, the industrial permitting, municipal permitting, and compliance and expedited permitting. The NPDES program established limits for flow, conventional pollutants, toxicants, and non-conventional pollutants such as ammonia and nutrients. The Non-Discharge Branch of the Division of Water Resources is responsible for permitting and compliance of residual and wastewater effluent land application facilities and facilities for the beneficial use of reclaimed water for the purpose of conserving the state's potable water, surface water, and groundwater resources.

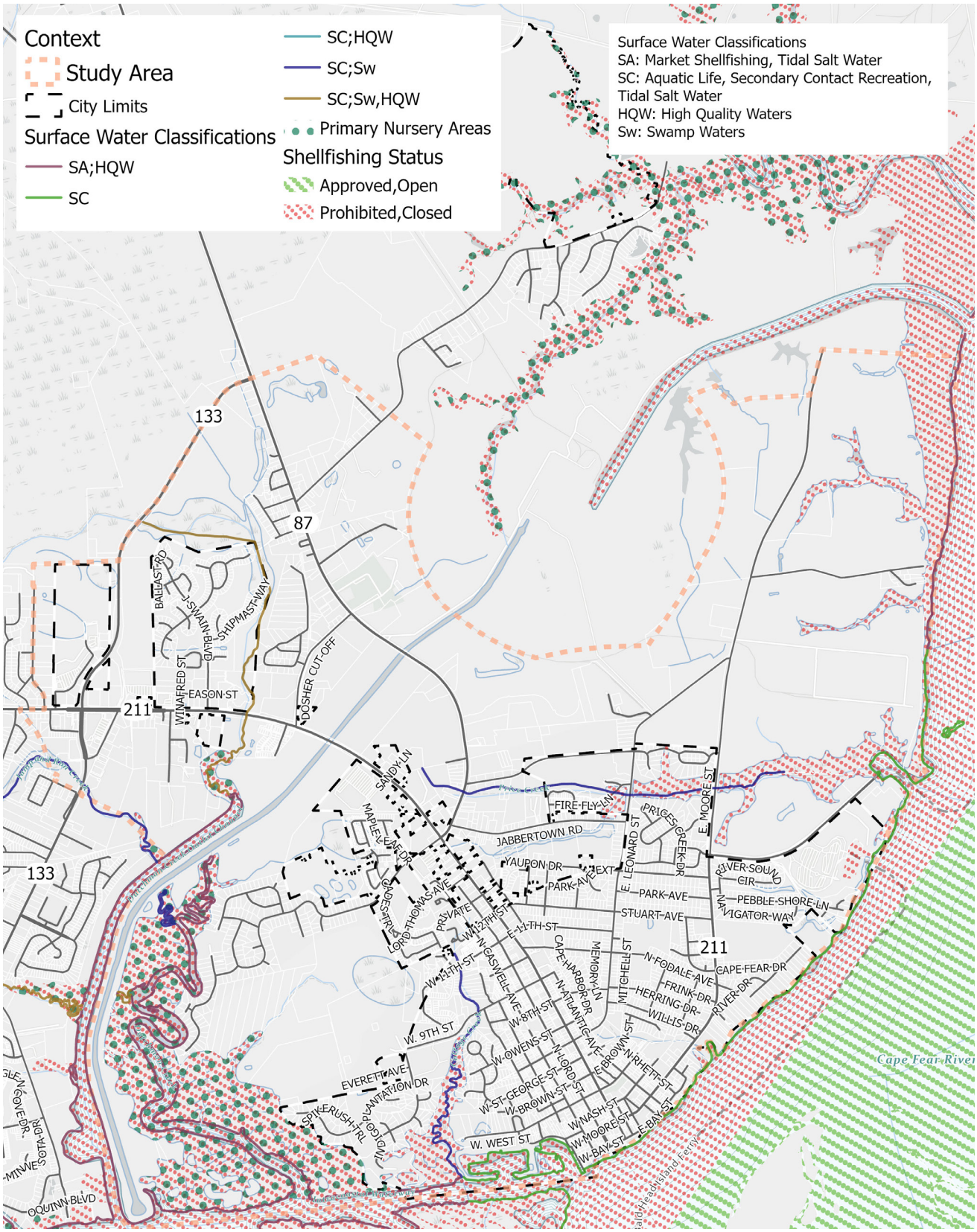
The Cape Fear River basin drains the middle portion of North Carolina and includes portions of 26 counties and 115 municipalities, including Southport. It is one of four river basins located completed within North Carolina. The Cape Fear River basin contains 24 subbasins with Southport being located in Subbasin 03-06-17.

Subbasin 03-06-17 includes slow -moving tannin stained tributary streams and the large Cape Fear River estuary and tidal creeks. There are 41 individual NPDES wastewater discharge permits in this subbasin with a permitted flow of 99.9 MGD (2005 Cape Fear River Basin Plan, NC DWQ). The largest include the International Paper (50 MGD), New Hanover County WWTP (3.5 MGD), Progress Energy (3.5 MGD), Northside WWTP (16 MGD), and Southside WWTP (12 MGD).

Within the study area (includes Southport's municipal limits, former ETJ, and outside edges of former ETJ), there are two major NPDES wastewater permits, including NC0027065 at Archer Daniels Midland Company and NC007064 for Duke Energy Progress. Both major permits are currently active. NPDES Permit 0007064 requires monthly aquatic life monitoring and annually reporting to assess the effectiveness of the diversion fence, flow minimization and fine mesh screens to curtail organism impingement and entrapment. Neither NPDES permit holders have received violations since the last plan.

There are seven registered swine operations with 40, 866 animals in this subbasin. These operations are located outside of the study area.

Water Quality, shellfishing,& Primary Nursery Areas



Source: NC Division of Marine Fisheries, NC Division of Water Resources

Water Quality Classifications

Surface water classifications are designations applied to surface water bodies, such as streams, rivers, and lakes, which define the best uses to be protected within these waters and carry with them an associated set of water quality standards to protect these uses. These classifications are one tool used to manage and protect all streams, rivers, lakes, and other surface waters in North Carolina. The Division of Water Resources classify all surface waters. Rules for each classification are defined in the NC Administrative Code which are regularly updated and revised. More information on water quality classifications can be found at https://www.deq.nc.gov/about/divisions/water-resources/water-planning/classification-standards/classifications. Only the water quality classifications that exist in the study area are described in the table on this page. At times, a supplemental classification is added to the primary classifications to provide additional protection to waters with special uses or values.

Water Quality Classifications

Water Quality Classifications	Primary Use/Additional Protection
Primary Water Classifications	
Class SA	Shellfishing
Class SC	Fishing, primary nursery areas, wildlife, secondary contact recreation (wading, boating)
Supplemental Water Classifications	
Swamp Waters (Sw)	Recognition these waters have natural characteristics due to topography, such as low velocity, dissolved oxygen, or pH, that are different from streams draining steeper topography
High Quality Waters (HQW)	Intended to protect waters rated as excellent based on biological and physical/chemical characteristics through monitoring or special studies.

Water Quality Status

The assessment of water quality in North Carolina is required under Sections 303(d) and 305 (b) of the Clean Water Act and is reported every two years. The 2024 303(d) List also known as the Integrated Report is conducted in three parts. The first part of the assessment is the collection of water quality data. The second part of the assessment compares each water quality sample to its appropriate water quality standard. If enough water quality samples exceed the respective water quality standards for that parameter then the water body could be considered impaired. The third part of the assessment is the assessment methodology. The assessment methodology describes how many exceedances of water quality standards a water body can have for a particular pollutant, the data window used for the assessment (usually 5 years), and what integrated reporting category will be assigned to each water body parameter combination. Impaired waters are grouped into two categories, Category 4, and Category 5 assessments. Category 5 assessments are assembled into a single document (the 303(d) list) and sent to the Environmental Protection Agency April 1 of every even-numbered year.

Impaired waters are those that only partially support their designated uses. There are various degrees of impairment; for example waters that are unsuitable for commercial shellfishing may be suitable for secondary contact recreation. All impaired waters from the 2024 303(d) List are listed in table on the following page. There were not any delistings in the study area. Many of the waters in the study area are considered impaired including the Southport Restricted Area, Cape Fear River, Price Creek, Cottage Creek, and Dutchman Creek.

There are a number of contributing factors to water quality issues from both non-point source and point source pollutants. More information about these pollutant sources is outlined in the following section, Shellfishing Trends. With Brunswick County's significant population growth, best practice management strategies should be implemented to reduce impacts on surface and ground water quality due to the increase of impervious surfaces. These include low impact development strategies, impervious surface limitations, coordination with Brunswick County on development approvals in the former ETJ, and more. Monitoring should be continued to assess impacts of strategies to improve local water quality.

Shellfishing Trends

The North Carolina Marine Fisheries assesses the bacteriological factors that affect water quality and then classify shellfish growing areas as either approved, conditionally approved, restricted, or prohibited. Approved areas are consistently open for shellfishing, while others may be permanently closed due to conflicting uses such as discharges from industrial uses or a wastewater treatment plant.

There are two shellfish growing areas that lie adjacent to Southport these include the B-1 and the B-4 shellfish growing areas. The B-1 growing area includes approximately 4,092 water acres within Beaverdam Creek, Dutchman Creek, the Elizabeth River, and a portion of the Intracoastal Waterway between the Cape Fear River and IWW Beacon "16" (July 2015 - October 2020, Sanitary Survey Report, area B-1).

Non-point source pollution for the B-1 Growing Area includes wastewater treatment plants (WWTP) including the Southeast Brunswick Sanitary District WWTP, Brunswick County WWTP,and the Town of Oak Island's Satellite Wastewater Reclamation Facility. Archer Daniels Midland has removed the domestic sewage component from their industrial wastewater discharge into the Cape Fear River and has redirected it into the Town of Southport's collection system, which is now managed by Brunswick County. The area also includes several marinas, some which sustained significant hurricane damage. On-site wastewater systems include Smithfield Woods, Wescott Farms, and Beaver Creek. Stormwater runoff from commercial and residential uses, streets, and parking lots travels untreated through curb and gutter and ditch systems from Southport into the surrounding waters. New subdivisions including The Preserve, Cottage Point, Cambridge Crossing, Rivermist, and Wescott Farms are all located on the mainland portion of the growing area along prohibited waters, with the exception of Wescott Farms are all connected to the municipal sewer system. Increased impervious surfaces have a tendency to concentrate potential sources of pollution to waterways, including pet waste, stormwater, and septic systems. Golf courses have an impact on water quality, including South Harbour Village Golf Course, Oak Island Golf Course, The Founders Club, The Members Club, The Players Club, and The Reserve Club. Five of these golf courses use reclaimed wastewater for irrigation purposes.

In 2013, a study was conducted at the Archer Daniels Midland facility. At this time the facility was permitted to operate a 3.5 million gallon per day(MGD) industrial wastewater treatment plant, as well as an 8,000 gallon per day domestic wastewater treatment plant, both of which combined to discharge to the river on falling tides. This discharge was permitted without any bacterial limits, and sampling of the discharge water indicated variable and occasionally high bacteria concentrations.

Results from this study indicated that the discharge could impact portions of the Cape Fear River, as well as portions of Growing Area B-1, and a series of recommendations were made on potential changes to the treatment process that would help to avoid any long-term impacts on the growing areas. Since those recommendations, Archer Daniels Midland has worked to redirect wastewater treatment processes as well as an attempt to reduce the bacteria levels in the effluent being discharged. Shortly afterwards, there was a significant drop in the effluent bacteria concentrations but a sampling taken during the July 2015- October 2020 Sanitary Survey indicated high fecal coliform and enterococcus counts at levels that have the potential to impact Growing Area B-1.

The entirety of Growing Area B-1 is classified as Prohibited. The samplings taken between July indicate little change in bacteriological water quality. All but one sampling indicated the area meets the standards for the Approved classification. However, the presence of certain uses, like marinas, automatically prohibit shellfishing due to contamination concerns.

The B-4 Growing Area consists of the Cape Fear River and its tributaries south of Snows Cut, covering approximately 15,527 water acres. The Duke Energy Nuclear Power Plant, the Sunny Point Military Ocean Terminal, and the Archer Daniels Midland manufacturing facility are also located within this watershed. Point source pollution in this growing area includes wastewater treatment plants, a manufacturing facility Archer Daniels Midland, and a previously small package wastewater treatment plant that was decommissioned in 2016.

Non-point source pollution for the B-4 Growing Area includes the following marinas, Deep Point Marina, a closed basin marina located at Carolina Beach State Park, East Bank Landing and Saponas Point located in prohibited waters north of the growing area along the Cape Fear River. Stormwater and from increased impervious surfaces is another contributing factor to fecal coliform levels in the B-4 area.

While most of the B-4 watershed is served by municipal wastewater systems, there are still small areas that continue to maintain on-site wastewater service. The North Carolina Ferry Terminal at Fort Fisher and the Fort Fisher State Park both maintain public restrooms that empty into on-site systems. Carolina Beach State Park has almost entirely eliminated use of on-site wastewater systems and has instead connected much of the park to Carolina Beach municipal wastewater system. Wildlife including shorebirds nesting and roosting at Battery Island and deer and other mammals are abundant in and around Sunny Point Military Ocean Terminal and the buffer zones surrounding the area. Their waste contributes to fecal coliform levels in the B-4 area.

Rainfall has had little effect on the bacteriological water quality within the open portions of the B-4 Growing Area. The July 2015-October 2020 Sanitary Survey indicates waters of the B-4 Growing Area were temporarily closed to shellfish harvest 8 times for a total of 174 days due to the impacts of hurricanes, tropical storms, and unusually heavy rain events.

The Cape Fear River Basin has a special designation that provides protection to adjacent shellfishing waters and has special management strategies that apply to Outstanding Resource Waters. (there are no ORW in or adjacent to the study area).

Primary Nursery Areas

Primary nursery areas are defined by the Division of Marine Fisheries Commission as those areas in the estuarine system where initial post-larval development takes place. These areas are usually located in the uppermost sections of a system where populations are uniformly very early juveniles. The Division of Marine Fisheries is responsible for preserving, protecting, and developing primary nursery ares for commercially important finfish and shellfish. There is approximately 2,096 water acres of primary nursery areas within and adjacent to the study area. Primary nursery areas in the study area are located in Dutchman Creek.

B-1 Growing Area Marinas

Marina Name	Total Slips	Pumpout?	Comments
Southport-Morningstar Marina	200 in water, 600 in dry storage	Yes	Some overnight stays
Indigo Plantation Marina	72	Yes	-
Admiral Harbor	46	No	Hurricane Damage
Southport Waterfront	62	No	Hurricane Damage

Source: July 2015- October 2020 Sanitary Survey Report, B-1 area

Impaired Water Bodies in or near Southport's Study Area

Index	Name	Description	Classification	Length (Linear Feet)	2024 Use Support Status
18-(87.5)	Cape Fear River (excluding area described in next column)	From a line across the river from Snows Point (through Snows Marsh) to Federal Point to Atlantic Ocean	SA;HQW	22,941.04	Impaired -Shellfishing (Fecal, SH, SA)
18-88-3	Price Creek	From source to Cape Fear River	SC;Sw	2,717.95	Not monitored
18-88-3.5	Southport Restricted Area	Beginning at a point on the west bank of the Cape Fear River 1000 yards upstream of Price Creek, thence in an easterly direction to the eastern border of the Lower Cape Fear River Channel, thence in a southwesterly direction along the eastern border	SC	8,397	Impaired for exceeding parameters for Arsenic, Copper, and Nickel
18.88-9	Intracoastal Waterway	From Channel Marker F1, R. 22 to mouth of Cottage Creek	SA; HQW	19,995.77	Impaired-Shellfishing (Fecal, SH, SA)
18.88-9(3.5)	Intracoastal Waterway	From mouth of Cottage Creek to Cape Fear River	SC	3,364	Impaired-Shellfishing (Fecal, SH, SA)
18.88-9-3(1)	Dutchman Creek (North side of Intracoastal Waterway)	From source to CP&L Discharge Canal	SC;Sw,HQW	3,114.37	Not monitored
18-88-9-3-(2.5)	Dutchman Creek	From CP&L Discharge Canal to Intracoastal Waterway	SA;HQW	11,411.37	Impaired-Shellfishing (Fecal, SH, SA)
18-88-9-3-2	Jump and Run Creek	From source to Dutchman Creek	SC;Sw	4,892.40	Not monitored
18-88-9-3-3	Dutchman Creek Outlet Channel	From Intracoastal waterway to Dutchman Creek	SA;HQW	7,778.16	Impaired-Shellfishing (Fecal, SH, SA)
18-88-9-3-3-1	Calf Gulley Creek	From source to Dutchman Creek Outlet Channel	SC;Sw,HQW	3,687.56	Not monitored
18-88-9-4	Cottage Creek	From source to Intracoastal Waterway	SC;Sw	2,382.36	Not monitored

Source: 2005 Cape Fear River Basinwide Water Quality Plan, 2025 Integrated Report, NC Division of Water Resources

Natural and Man-Made Hazards

Southport's location at the mouth of the Cape Fear River and two miles from the Atlantic Ocean is both a great asset and a liability due to inherent exposure to natural hazards including hurricanes, tropical storms, heavy rainfall, and flooding.

Climate

Southport's coastal location makes it susceptible to relatively high temperatures in the summer months with the average temperature in July being 82.2 and 80.8 in August. These temperatures are generally cooler than locations further inland due to sea breezes.

Rainfall

The average annual rainfall in Southport is approximately 56.96 inches. Most of Southport's rainfall occurs during the summer and autumn months with an average of nearly 7 inches in August and over 8 inches in September. Although during heavy rainfall events, the city has received 12 to 20 inches of rainfall in a short period of time (Tropical Cyclone 8, September 16, 2024).

Floodplains

The 100-year floodplain is land subject to a one percent or greater chance of flooding in any given year. Whereas, the 500-year floodplain is land subject to a one in five hundred (0.2%) chance of flooding in any given year. The National Flood Insurance Program (NFIP) uses flood hazard zone designations to indicate the magnitude of flood hazards. In Southport, there are five flood zone designations. High-risk flood zones include A, AE, and VE. Properties within a high-risk zone must purchase insurance and have a 1 in 4 chance of flooding over a 30-year mortgage period. Zones A and AE are high-risk due to proximity to creeks and the Cape Fear River. Zone VE is a high-risk coastal area susceptible to hazards from storm waves, these areas have a 26% chance of flooding over the life of a 30-year mortgage. In Southport, VE zones are located near the Intracoastal Waterway, Dutchman Creek, the Yacht Basin area, and along Bay Street. The 0.2% annual chance flood hazard area also known as the 500-year floodplain are considered moderate risk for flooding or have a 1 in 500 chance of flood in a given year. The X flood zone is at a lower risk for flooding but due to Southport's location flood insurance in these areas is recommended, however not required. In Southport, approximately 20% of homes are located in moderate-high risk zones.

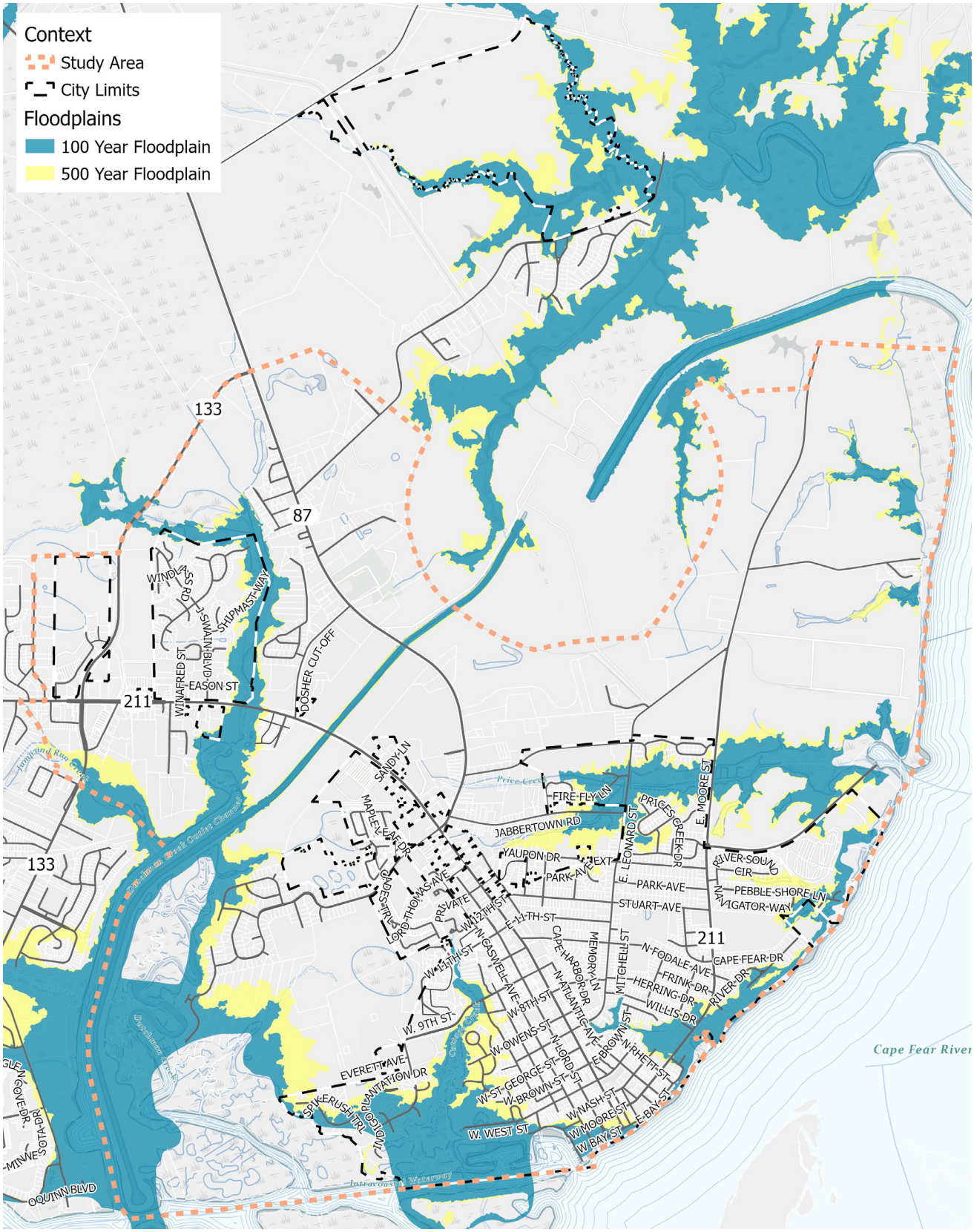
Temperature and Precipitation

Month	Max Temp (°F)	Min Temp (°F)	Avg Temp (°F)	Precip (IN)
January	60.0	35.5	47.8	3.70
February	62.5	37.6	50.1	3.32
March	68.2	42.7	55.5	4.03
April	75.8	50.9	63.3	3.08
May	82.5	60.0	71.2	3.44
June	88.5	69.0	78.7	4.02
July	91.6	72.8	82.2	5.55
August	90.4	71.2	80.8	6.77
September	86.5	66.0	76.3	8.16
October	78.9	54.4	66.6	5.41
November	69.9	44.3	57.1	3.42
December	62.9	38.0	50.5	3.74

Source:National Centers for Environmental Information, National Oceanic and Atmospheric Administration

In Southport, buildings located where base flood elevations (BFE) have been determined, the structure must be elevated 3 feet above the BFE. Where base flood elevations have not been established, the structure must be at least 3 feet above the highest adjacent grade. FEMA defines a repetitive loss property as any insurable building for which two or more claims of more than $1,000 were paid by the National Flood Insurance Program within any rolling 10-year period, since 1978. A repetitive loss property may or may not be currently insured by the NFIP. According to the 2021 Hazard Mitigation Plan, FEMA flood insurance policy records as of August 2015, indicate there are 564 policies in Southport with 123 total claims totaling $1,930,443 with only 1 repetitive loss residential property. It is important to note, that significant rainfall earlier this year, resulted in several homes not located in a special flood hazard area that experienced significant flooding from Tropical Cyclone 8.

Floodplains



Source: FEMA

Wind and Storm Surge

Due to its location, Southport is susceptible to winds, flooding, and storm surge from tropical storms, hurricanes, and nor'easters present risks to structures. The potential for hurricane flooding is estimated using the Saffir-Sampson scale. It classifies hurricanes into Category 1 through Category 5. The scale is used by the National Weather Service to assess potential dangers and communicate with public safety officials. Hurricanes are defined as tropical disturbances with sustained winds of 74 miles per hour (mph) or higher. Accompanied by hurricanes is heavy rainfall and storm surge. In the event of a Category 3 or higher hurricane, majority of the City limits is inundated. Hurricane Fran was the strongest hurricane to make landfall since Hazel (Cat 4, 1954) in NC in 1996 bringing 24.06 inches of rain to Southport and 137 mph winds.

The National Hurricane Center and the North Carolina Center for Geographic Information and Analysis have created a GIS dataset called Sea, Lake, and Overland Surges from Hurricanes (SLOSH) models. This model shows where inundation will occur based on hurricane strength, it does not account for heavy rainfall. There are several factors that may alter the outcome, including hurricane approach and whether or no it was preceded by heavy rainfall.

Due to its proximity to the Atlantic Ocean, Southport is susceptible to heavy rainfall from tropical systems. A low pressure system developed on the coast on September 13, 2024. On September 15, 2024 a tropical storm warning was issued for the North Carolina coastline for the expectation of a tropical storm. On September 16, 2024 the City received approximately 17 inches of rainfall within 12-hour period of time from Tropical Cyclone 8. This type of event is expected to occur once every 1,000 years. The storm caused significant damage washing out a portion of Highway 211 near Dosher Cutoff and E. Moore Street. Portions of N. Howe Street were impassable. The City's fire department and fire trucks sustained damage as well as other municipal buildings. Many homes in Cade's Cove were also impacted by the storm.

Sea Level Rise

The sea level off our coast has risen by 11 inches since 1950. Projections indicate that a 2-3 feet rise is likely in the area by 2080.



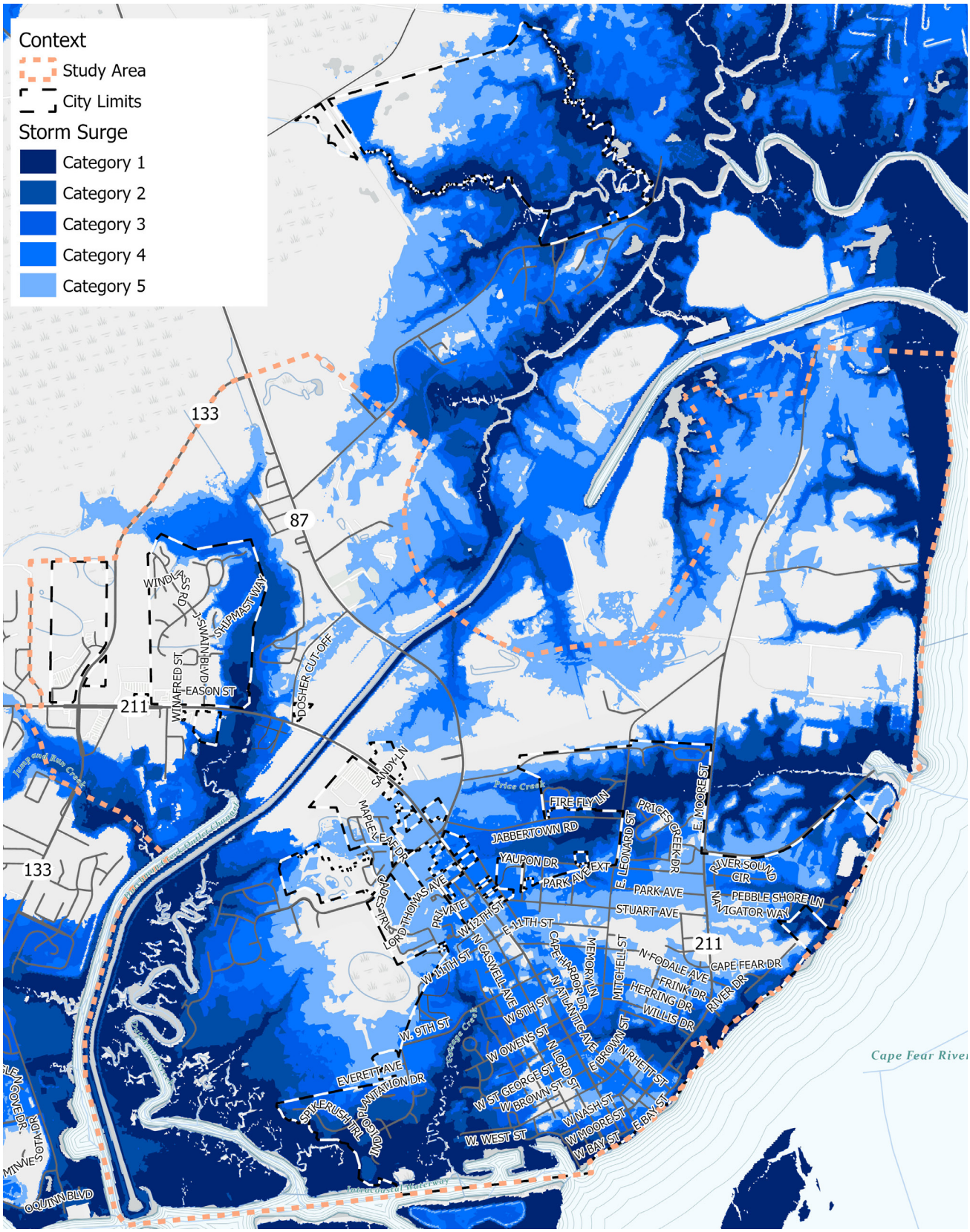
Damage after Hurricane Hazel

Characteristics of Hurricanes

Category	Maximum Sustained Wind Speed (MPH)	Minimum Surface Pressure (Millibars)	Damage Level	North Carolina Example (that first made landfall in NC)
1	74-95	Greater 980	Minimal	
2	96-110	979-965	Moderate	
3	111-129	964-945	Extensive	
4	130-156	944-920	Extreme	
5	157+	Less than 920	Catastrophic	

Source: National Hurricane Center

Storm Surge (SLOSH)



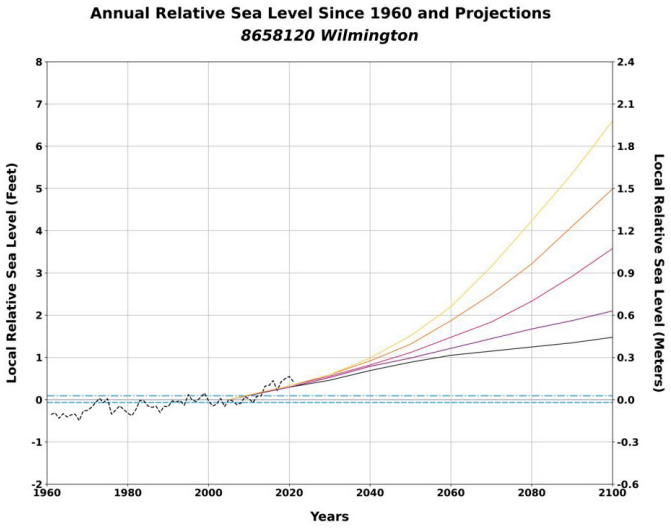
Source: National Hurricane Center, Hurricanes, Sea, Lake and Overland Surges from Hurricanes

The relatively high elevation of Southport protects most of the City from projected sea level rise. However areas along Price Creek, the Yacht Basin and the marinas will likely experience increased threats. Increased wave action and rising water levels may also impact areas of the waterfront.

Manmade Hazards

The Duke Progress Energy Brunswick Nuclear Plant is located just north of Southport. An accident at the Plant could impact the City's emergency response resources. The second potential hazard is the possibility of a oil or chemical spill in the Cape Fear River from a tanker traveling by Southport to or from the Port of Wilmington. In addition, explosives are shipped to Military Ocean Terminal at Sunny Point just north of the City.

The Environmental Protection Agency requires facilities to report certain substances located on site. See the table below for facilities located near Southport.



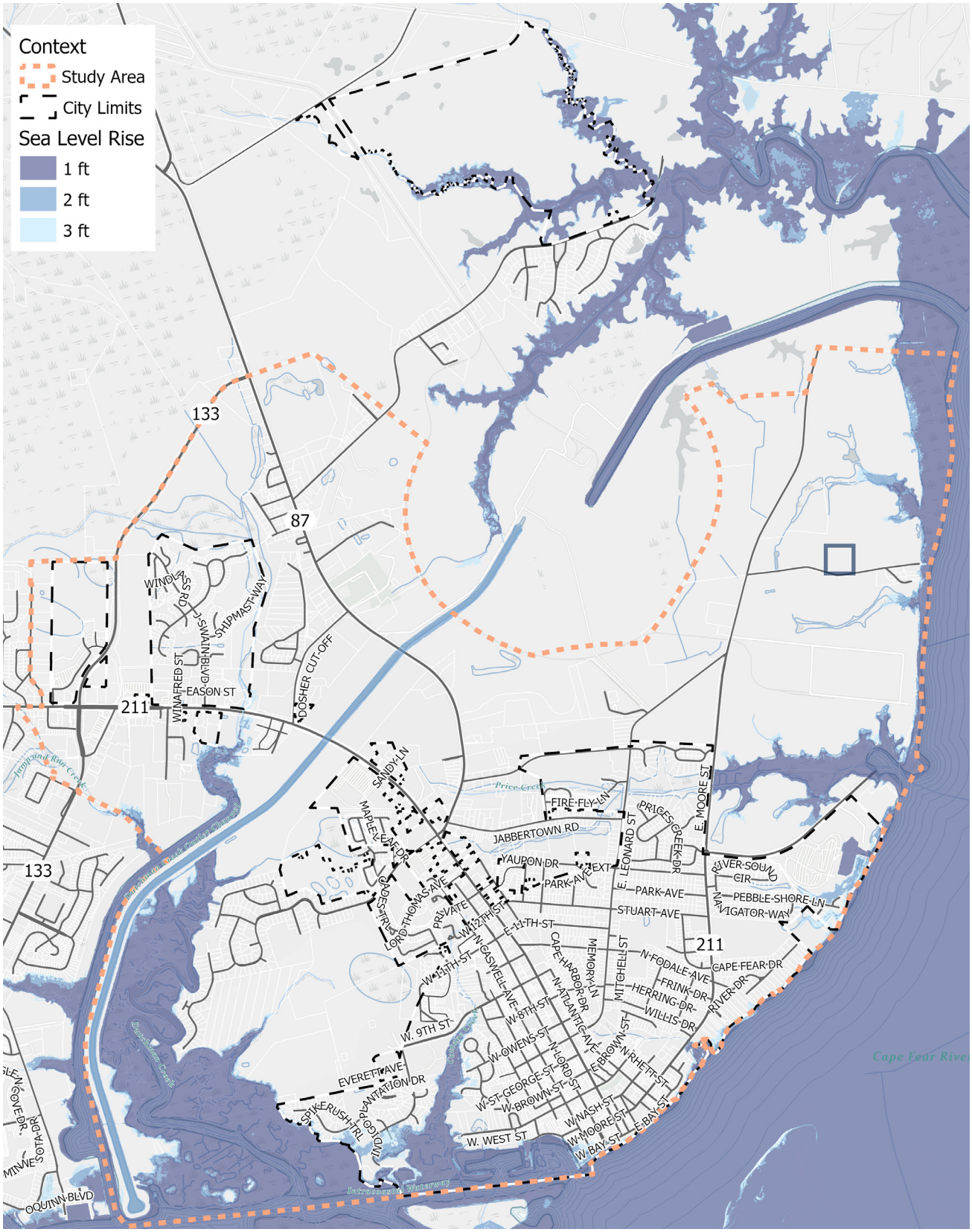
Source: National Oceanic and Atmospheric Administration

Tier II Reporters, 2023

Facility Name	Company Name	Type
Walmart #2722	Walmart, Inc.	Tier2
Builders FirstSource- Southport NC Yard	BFS Operations, LLC	Tier2
Lowe's of Southport, NC (Store #0682)	Lowe's Home Centers, LLC	Tier2
BEMC-Southport Substation (54/4)	Brunswick Electric Membership Corporation	Tier2
Bellsouth - E 11th St- 21874	BellSouth Telecommunications, LLC/DBA AT&T North Carolina	Tier2
Deep Point Marina	BaldHead Island Limited, LLC	Tier2
American Tower- 372959- WUIN Tower	GTP Acquisition Partners II, LLC	Tier2
Southport Adm 230KV Substation	Duke Energy	Tier2
Brunswick Nuclear Plant	Duke Energy	Tier2
BEMC- Sunny Point Substation	Brunswick Electric Membership Corporation	Tier2
Morningstar Marinas Southport	Morningstar Marinas	Tier2
ADM Southport Facility	Archer Daniels Midland Company	Tier2
S&W Southport Plant	S&W Ready Mix Concrete Company	Tier2
Hwy 211 Water Treatment Plant	Brunswick County Public Utilities	Tier2, emgplan

Source: United States Environmental Protection Agency

Sea Level Rise



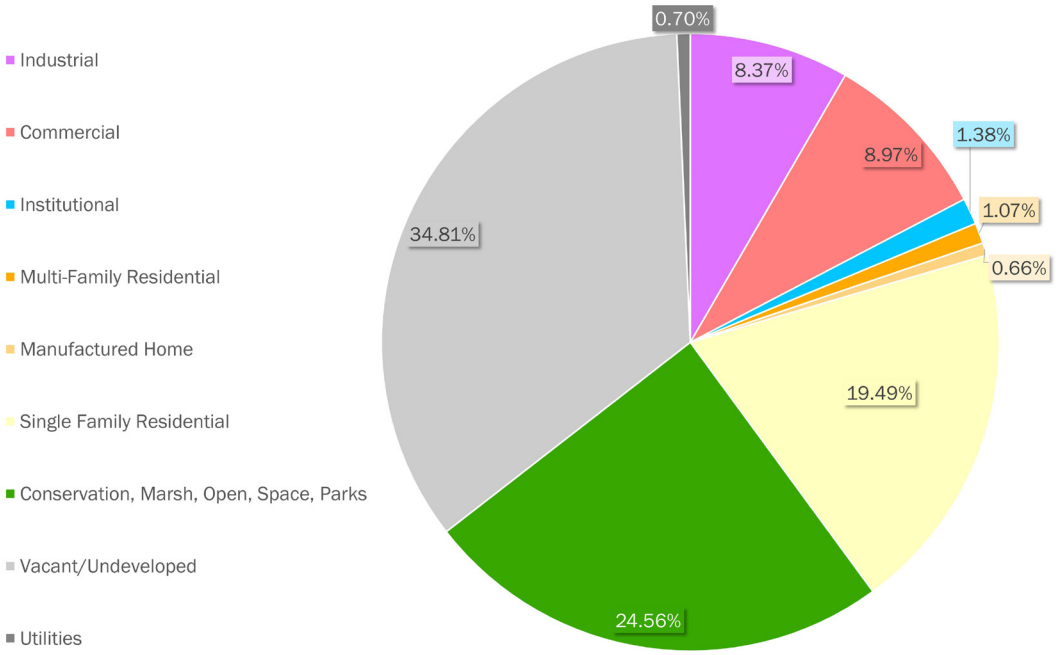
Source: NOAA

Existing Land Use & Development

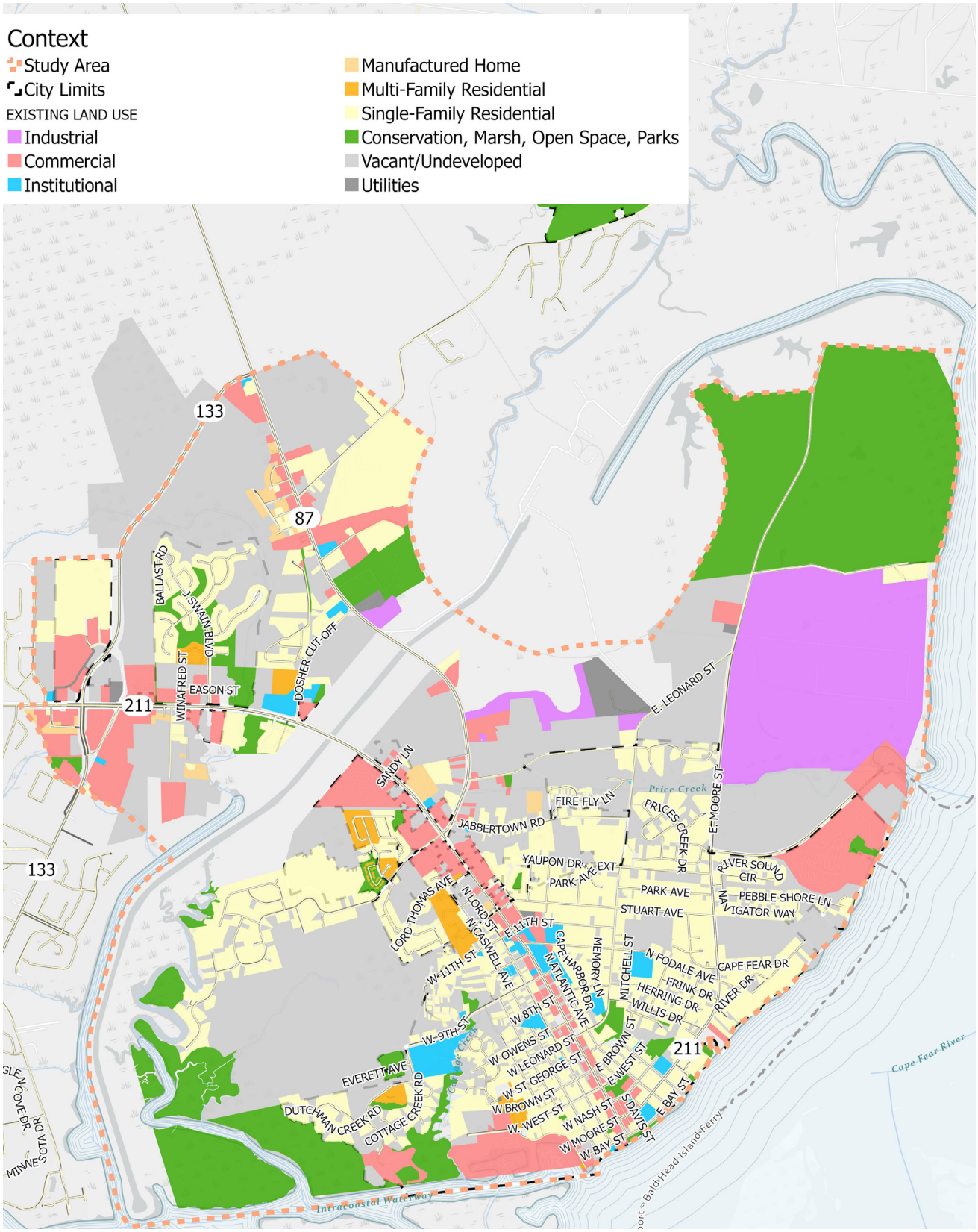
Existing land use is determined using a combination of parcel data and aerial imagery. As opposed to zoning, it represents a more current indication of land uses. It shows the quantities of individual uses and their spatial patterns. Southport, like many other cities, accommodates a variety of land uses. Studying the way Southport residents, businesses, industry, and public institutions use the physical space of the City gives an understanding of collective values and future opportunities.

Southport is surrounded by environmentally sensitive areas on both east and west sides its City limits. The study area encompasses approximately 9.26 square miles of land. In the study area, 59.37% is considered vacant or undeveloped or is land that includes salt brackish marshes, is in conservation, or is considered open space or being used as a park. Single-family homes occupy 19.49% of land in the study area, followed by 8.97% for commercial uses, and 8.37% for industrial uses. Residential districts in the study area are primarily comprised of single-family detached housing that is consistent with low to medium density development. Manufactured homes occupy .66% of land in the study area north of NC 211 and along Jabbertown Road. Multi-family attached residential housing is located north of NC 211 in the study area and in the City limits to the west of NC 211.

Much of the community's commercial uses are located along NC 211, NC 87/133. Larger commercial footprints are located north of NC 87 along NC 211 while smaller to medium commercial building footprints are located south of NC 87 and in Southport's historic downtown core. Institutional uses occupy about 1.38% of land in the study area and include Southport Elementary School, Brunswick Community College, Dosher Memorial Hospital, Southport Fire Department, City Hall, the Community Building, and other institutional uses. There are no industrial uses in City limits but 8.37% of land in the study area are occupied by industrial uses, including land owned by Duke Energy, the Brunswick County Transfer Station, and Archer Daniels Midland.



Existing Land Use



Source: Brunswick County Tax Parcel Data, 2024

Industrial

The industrial use category includes land owned by Duke Energy Brunswick Nuclear Plant, food processing uses, and waste recycling uses. This land use category consists of **8.37%** of land in the study area. It does not include Dutchman Creek Outlet Channel, the intake channel, or the land where the nuclear plant is located.

Commercial

The commercial category includes retail, restaurants, hotels, motels, grocery stores, RV parks, and other service uses. The downtown is included in this category and may have some mix of uses including offices. The commercial land use category makes up **8.97%** of land in the study area.

Institutional

The institutional category includes City Hall, the community building, schools, emergency services, churches, the hospital, and other medical office uses. The institutional land use category makes up **1.38%** of land in the study area.

Multi-Family Residential

The multi-family residential category includes townhomes and apartments. The multi-family residential land use category makes up **1.07%** of land in the study area.

Manufactured Home

The manufactured home category includes manufactured homes. The multi-family residential land use category makes up **0.66%** of land in the study area.

Single-Family Residential

The single-family residential category includes single-family detached homes, bed and breakfast inns, and short-term rentals. The single-family residential land use category makes up **19.49%** of land in the study area.

Conservation, Marsh, Open Space, and Parks

The conservation, marsh, open space, and parks category includes cemeteries, parks, open space, salt water marshes, and conservation land. The conservation, marsh, open space, and parks land use category makes up **24.56%** of land in the study area. It is the second largest category in the study area.

Vacant/Undeveloped

The vacant/undeveloped category includes noncoastal wetlands, vacant, and/or undeveloped land. The vacant/undeveloped land use category makes up **34.81%** of land in the study area, making it the largest land use category in the study area.

Utilities

The utilities category includes water towers, electric substations, and other utility related uses. The utilities land use category makes up **0.70%** of land in the study area.

Existing Land Use

Land Use Type	Acres	%
Industrial	496.5	8.37%
Commercial	531.9	8.97%
Institutional	81.8	1.38%
Multi-Family Residential	63.6	1.07%
Manufactured Homes	39.3	.66%
Single-Family Residential	1156.3	19.49%
Conservation, Marsh, Open Space, Parks	1456.9	24.56%
Vacant/Undeveloped	2065.3	34.81%
Utilities	41.3	.70%
TOTAL	5932.9	100%









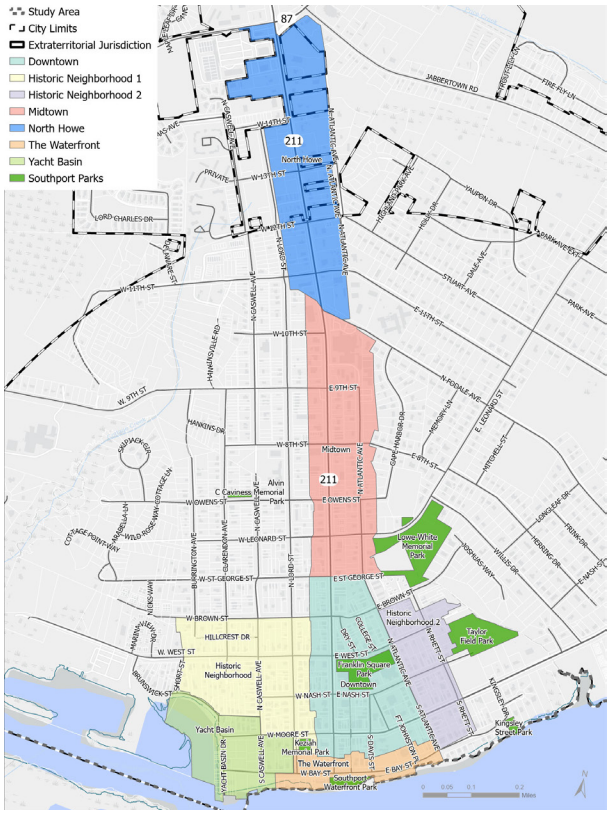
Character Districts

Following the creation of the Existing Land Use map, site visits were made to canvas the City, take photographs and understand development form and character. The map below shows Character Districts developed during the process. These districts show areas that share similar land uses, building design, site design and scale. They were used, along with public input and additional analysis, to make land use recommendations for different parts of the City.

Development Suitability Analysis

A development suitability analysis was conducted using Geographic Information Systems (GIS) software. The analysis took into account environmental and economic facts that make land attractive for development (i.e., residential, nonresidential, commercial, etc.).

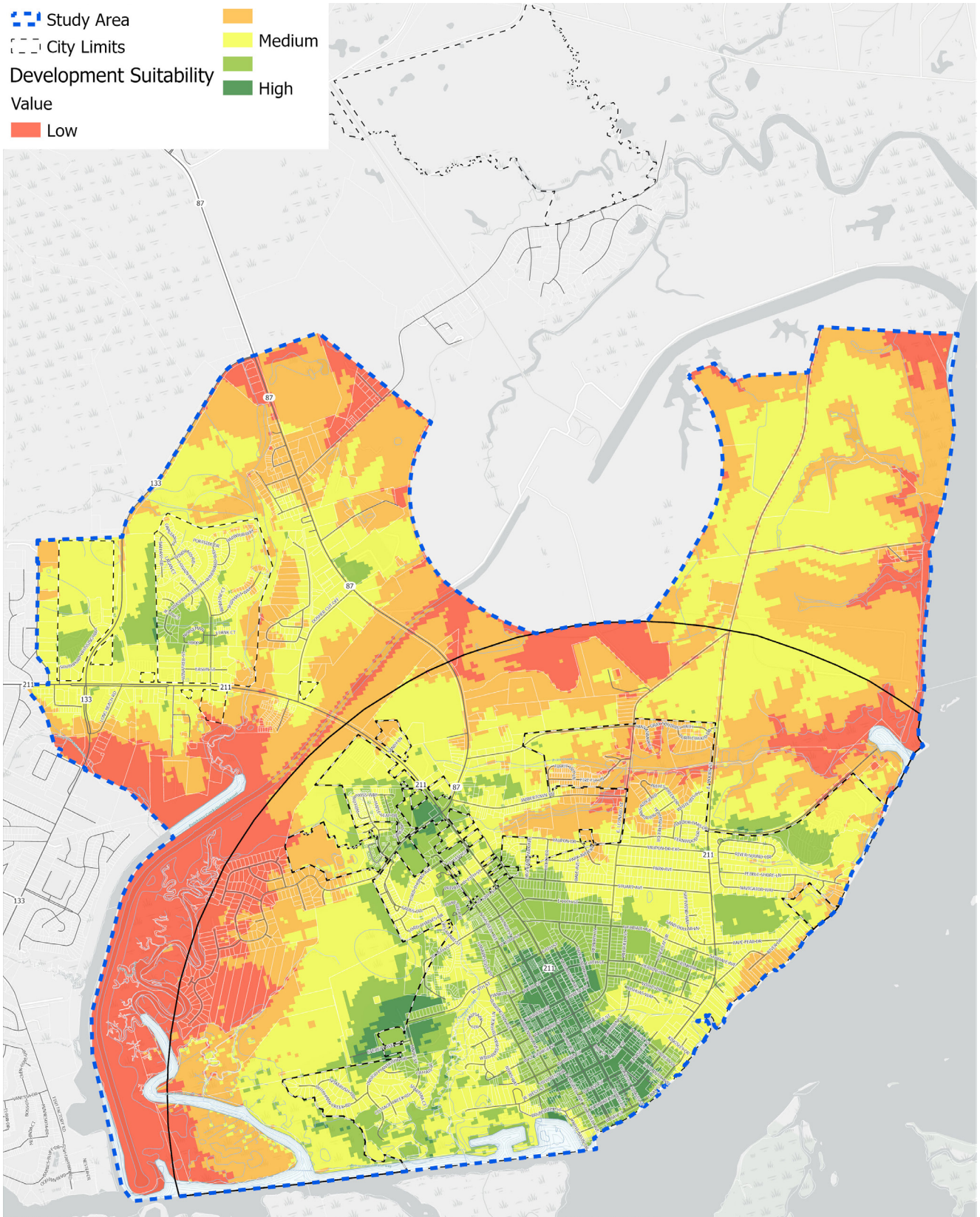
Character Districts



Given Southport's relatively small size, this type of analysis is most appropriate because any smaller grain of analysis would likely overstate any findings. The city's transportation network consists of NC 211 serving as the community's spine with major intersections along it. Along NC 211, the community character ranges from small scale to medium scale into the heart of Southport- the Downtown and waterfront. Major intersections along NC 211 include NC 87, 11th Street, Fodale Avenue, 9th Street, 8th Street, Owens Street, Leonard Street, St. George Street, Brown Street, West Street, Nash Street, Moore Street, and Bay Street. These areas generally possess the physical and economic characteristics that make them suitable for development. This is not surprising, since these areas have the established and existing infrastructure in place to support development. The areas around environmentally sensitive areas (creeks, wetlands, floodplains, etc.) are generally shown as less suitable for development. The inputs used to create this suitability analysis are as follows:

- Near water and sewer infrastructure
- Near existing concentrations of commercial and residential development
- Near major intersections
- Near parks and schools
- Parcel size
- Environmentally constrained lands (streams, wetlands, floodplains, storm surge)

Development Suitability



Parks, Open Space, and Trails

Parks and Open Space

For a community of its size, Southport has a variety of recreational areas including parks, trails, water accesses, scenic views, wildlife viewing areas, piers, docks, boardwalks, and indoor recreation spaces. Southport's passive and active recreational areas offer a high level of service to its residents and improve their overall quality of life.

The City of Southport maintains and operates a number of parks and public spaces including:

- Alvin C. Caviness Memorial Park
- Atlantic Avenue Pocket-Park
- Bay Street Overlook / Deck
- Fort Johnston-Southport Museum and Visitors Center Garrison
- Garrison Lawn, Tennis Courts and Playground
- Franklin Square Park
- Jaycee Building / Senior Building Complex
- Keziah Memorial Park
- Kingsley Street Park
- Lowe-White Memorial Park
- Historic Salt Marsh Boardwalk and Waterway Overlook
- Southport City Dock (at the Old Yacht Basin)
- City of Southport Gym
- Waterfront Park
- Taylor Field Park

County Parks and Other Open Spaces

- Smithville District Park
- Old Smithville Burying Ground
- Smith and Northwood cemeteries
- Old Morse Cemetery
- John N. Smith Cemetery

CAMA Public Access Areas

- S. Kingsley St.
- S. Atlantic Ave.
- S. Davis St.
- S. Lord St.
- Cottage Creek kayak launch

Planned Park Improvements

The 2023-2028 Parks, Recreation and Open Space Master Plan serves as a guide for parks, recreation, open space programs, services, and events in Southport from 2023-2028. The Plan also contains recommendations specific to the Southport Parks and Recreation department regarding operating procedure, personnel, class offerings, and more. Major recommendations in this plan included improvements to pedestrian and bicycle facilities, a new multi-purpose recreation center and administrative offices, improved public restroom facilities downtown, upgrades to existing parks, land acquisition for future facilities and the development of Stevens Park, a nine-acre site owned by the City located near the elementary school.

Public Access

Southport has an unparalleled system of public space on or near the waterfront. Waterfront Park is the largest and most prominent but additional public spaces include the Garrison House lawn, Kingsley Park, City Pier, City Dock, Historic Salt Marsh Boardwalk, Atlantic Avenue CAMA access, and the Cottage Creek kayak launch that was constructed near Morning Star Marina.

Sidewalks and Trails

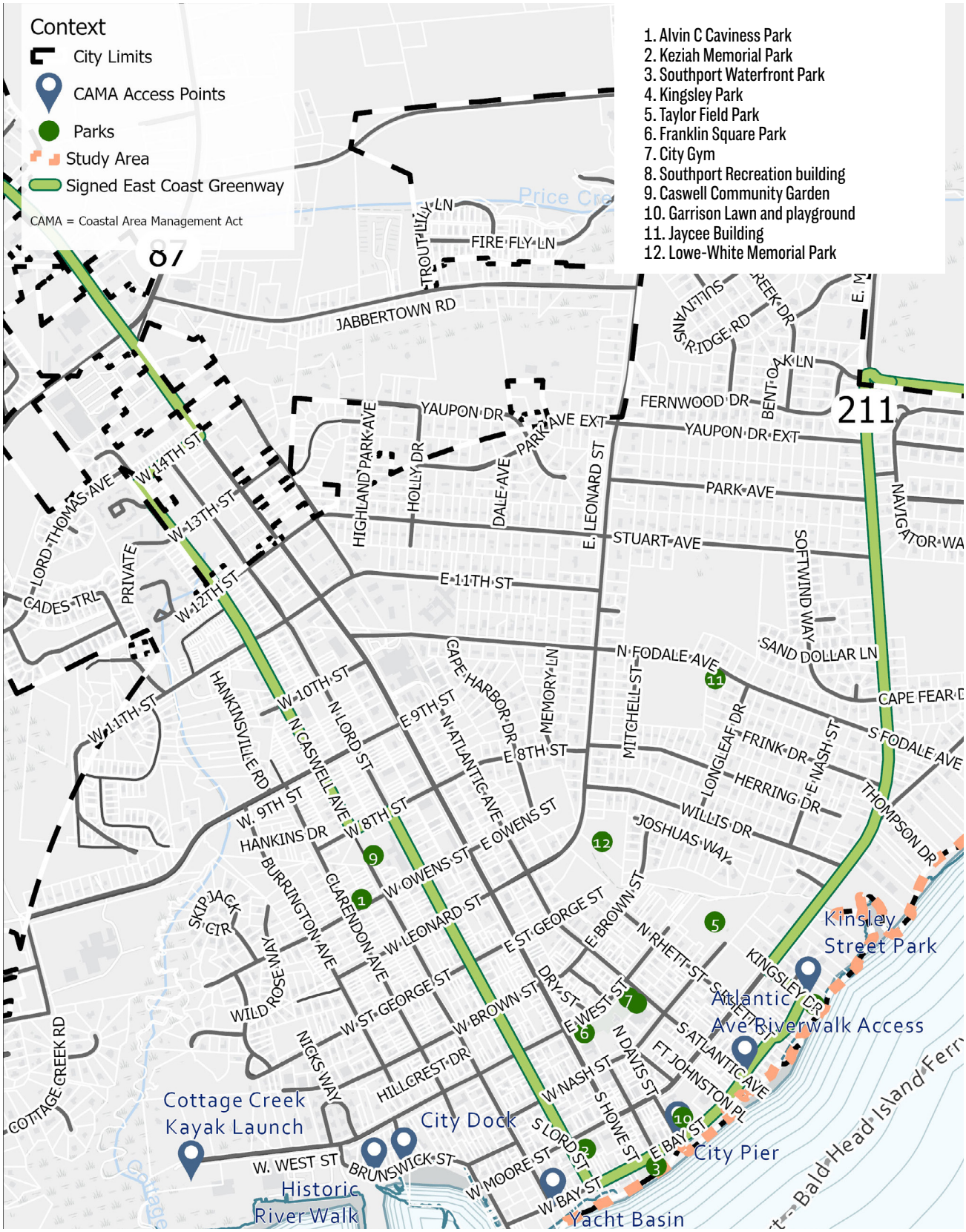
Many roads in the core of the City have sidewalks. New residential subdivisions, multi-family developments and many types of nonresidential developments are required to have sidewalks on at least one side of the street. Major subdivisions with 20 lots or more require sidewalks on both sides of the street or a greenway on one side of the street.

A project to extend the sidewalk along Howe Street is underway. It will add a sidewalk northward from its current terminus south of 8th Street to Dosher Memorial Hospital.

Lowe-White Memorial Park has a trail and boardwalk that links Leonard Street to Rhett Street. Other parks, including Franklin Square and Waterfront Park have internal walkways that connect to roadways and other destinations.

The East Coast Greenway (ECG), a walking and biking route stretching 3,000 miles from Maine to Florida, passes through Southport. Much of the length of the route traverses sidewalks, although segments between Downtown and the Ferry and Downtown and St. James are on road segments with no designated facilities for pedestrians or bicyclists.

Parks and Open Space



Cultural Resources

The City of Southport is a historic coastal village with a rich maritime history. Originally, established as Smithville, the village relied heavily on river piloting and fishing as its primary occupations.

National Register of Historic Places District

The City of Southport is comprised of one National Register district, the Southport Historic District, three individually listed properties on the National Register, Fort Johnston, John N. Smith Cemetery, and the Old Brunswick County Courthouse, and a 2010 study listed district. In 1980, the Southport National Register District (Southport Historic District) was surveyed by Carl Lounsbury. The boundary includes the original 1792 layout, the Brunswick Street harbor area, and extends 1 mile into the Cape Fear River to include Battery Island and maritime resources. The Southport Historic District includes 308 historic resources including 210 contributing and 17 noncontributing resources (NCHPO).

The City of Southport has unique origins. Fort Johnston was constructed in the 1740s. The construction of Fort Johnston in the 1740s set things in motion for the creation of a town, and two to three river pilot homes until the 1780s. It was then when Wilmington merchant Joshua Potts came to the area to restore his health with sea air. When he returned in the 1790s, he brought a friend and they erected summer cottages. Tourism has been a long time component of the City, beginning early in its existence. After successfully gaining approval for the newly platted town, the area became known as Smithville, named for local politician and future governor Benjamin Smith.

The Southport Historic District is Brunswick County's largest National Register Historic District. Historically, it was the County's largest community and still serves as a major commercial hub. It includes a collection of historic homes, the central business district, the Yacht Basin, and important institutional buildings. The Southport Historic District's period of significance ends at 1930. An architectural survey is needed to document additional resources and is an opportunity to include resources that date between 1930 to 1975.

This survey could potentially decrease the western portion of the district and a portion to the east along the waterfront where there have been significant changes. A comprehensive survey of the 2010 survey is needed to possibly expand the Southport Historic District. This survey should include a comprehensive assessment of the African American neighborhood, associated churches, and the African American business district centered on the 400 block of North Howe Street and continue north up to West Owens Street. This is where the historical block pattern ends.



Wells House, 1952 Modernist example. This house is the best example of modern architecture in Southport and is currently considered a noncontributing structure.

Original 100 Lots

The Town of Smithville was officially created around Fort Johnston on the west side of the Cape Fear River. The original plan was drawn in 1792 by Benjamin Smith and Joshua Potts, consisted of 100 lots. The "Original 100 Lots" were laid out in half acre lots with streets running parallel with the river and cross streets running perpendicular, forming a number of odd triangular parcels. The original boundaries were the west side Caswell Avenue (Boundary Street) to east side of Kingsley Street extending north up to Brown Street. Some of the original parcels have been further subdivided but the original grid remains visible today.

Local Historic District

The City of Southport is currently working in coordination with the State Historic Preservation Office on establishing a local historic district. A local historic district provides the most protection in North Carolina. Any major renovations, new construction, or demolitions are reviewed by Southport's Historic Preservation Commission (HPC). This process is a quasi-judicial process where the members of the HPC use Southport's Design Standards that are applicable in the local district to issue or deny a Certificate of Appropriateness. Any minor works, such as maintenance, cleaning, painting, or landscaping in the rear are reviewed by staff.

The Historic Preservation Commission is currently working on establishing a local district boundary. The boundary will include most of the National Register boundary (above in blue) and a portion of the study listed boundary (above in purple). As part of this process, a local designation report, design standards, and boundary must be reviewed and approved by the State Historic Preservation Office.

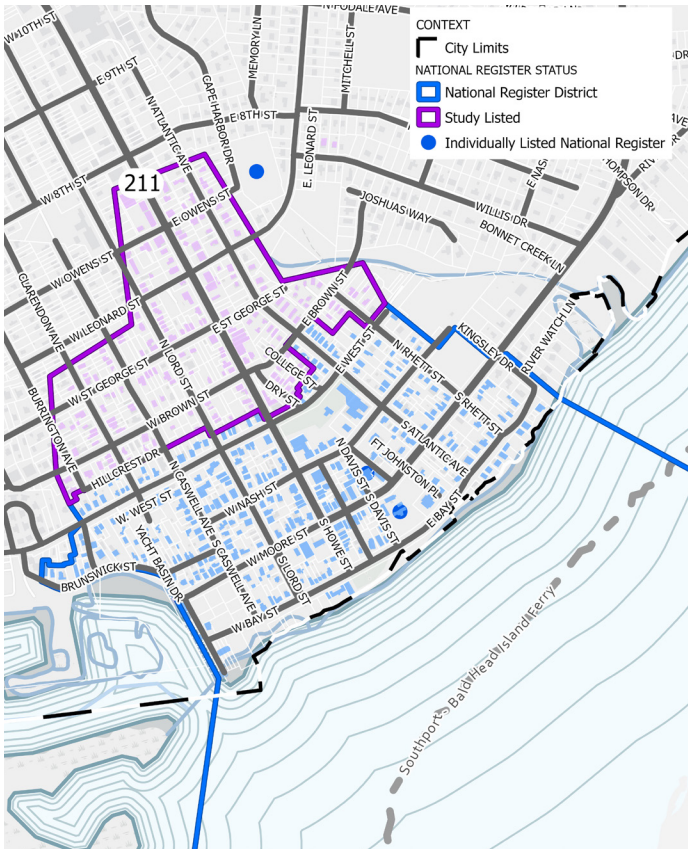
Benefits of a Local District

- Public notification of projects that may alter the character of a neighborhood
- Opportunity to apply for matching grants for surveying, planning, predevelopment, and/or development related activities (applicable if Certified Local Government)
- Continued educational opportunities for staff and HPC members
- Stabilization of property values by protecting the elements that define the area's character including buildings, structures, objects, and sites



Chapel of the Cross, St. Philip's Episcopal Church

Cultural Resources



Source: North Carolina Historic Preservation Office, Stewart

Community Facilities

Community Facilities

The City of Southport and partner organizations maintain a number of buildings, grounds and equipment in order to provide public services to meet the needs of residents, businesses and visitors.

Public Water Supply

The City of Southport drinking water system consists of approximately 44 miles of water distribution mains, fire hydrants, valves, services lines, and customer meters. The water distribution system is operated under state permit PWS ID NC-4-10-010. The water supply is from the Brunswick County 211 Water Treatment Plant.

The 211 Water Treatment Plant is a 6 million gallon per day groundwater source treatment facility. The raw water comes from 14 water supply wells drilled to approximately 175 feet into the Castle Hayne Aquifer. The treatment utilizes a lime softening process to remove excess calcium and iron from the source water. Brunswick County operates and maintains the water supply and distribution system. To protect groundwater quality of the Castle Hayne Aquifer, Brunswick County adopted a Wellhead Protection Area Overlay District May 15, 2023. The Wellhead Protection Area Overlay is located along NC Highway 211 to the northwest of Southport's municipal limits and includes all 14 wells. The water system was transferred to Brunswick County in June 2024.

The City completed an asset management plan (AMP) in 2021 that provided a summary of the water supply and water distribution system that serves the City. The City of Southport water system consists of 2- to 12-inch water distribution mains in the City service area.

The water system was originally constructed in 1915 with major extensions occurring in the 1970s through the current day. Parts of the system have original pipe with pipe materials of cast iron. The AMP provides a summary of water line materials and diameters and an overall condition assessment of pipe in the distribution system.

The water system distribution system is routinely tested for water quality and fire flow. The water quality test reports are available from Brunswick County at CCR-2023 (brunswickcountync.gov). Brunswick County Public Utilities continuously works to meet and/or exceed all



Brunswick County Wellhead Protection Overlay

state and federal water quality standards. Water is tested regularly from the source to the tap to ensure quality.

The City's fire department fire flow testing results are graphically represented in Fire Flow Testing Results map on the next page. The figure illustrates the fire hydrant test gallons per minute at 20 psi pressure.

The capacity of the water system supports the existing development. Future development will need to evaluate the water system pressure and fire flow for water extensions.

Currently, there are no water supply watersheds in Brunswick County.

Public Wastewater Facilities/ Solid Waste

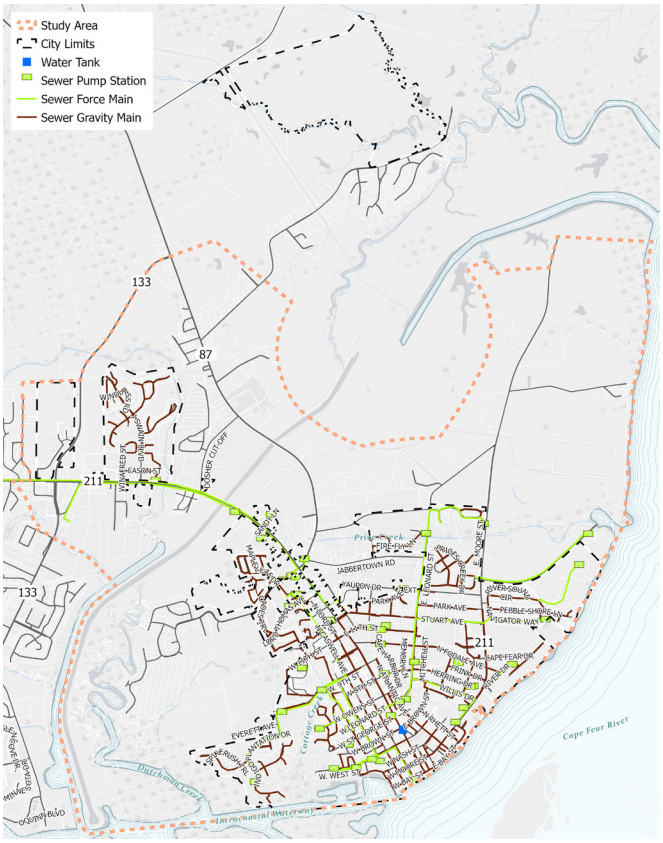
The City of Southport (City) wastewater collection system consists of approximately 49 miles of gravity and sewer and force mains, valves, air release valves, manholes, service taps, service laterals, and cleanout for service currently serves approximately 2,900 sewer customers. The system is operated under state collection system permit WQCS00137. Originally, the wastewater collection system was constructed to collect wastewater from the historic area with treatment at a city wastewater treatment facility (WWTF) on W. West Street. Surrounding development added wastewater collection and lift stations with force mains to send flow to the City's WWTF.

In the early 2000s, the City had compliance issues with the City WWTF. The City constructed the Central Pump Station in 2006 to collect wastewater from the City sewer basins and to send 0.2 million gallons per day (MGD) of wastewater to the Southeast Brunswick Sanitary District treatment system to reduce flow to the City WWTF.

In 2009, the City entered an agreement with Brunswick County for use of Brunswick County capacity in the West Brunswick Regional Wastewater System for treatment and disposal. The City completed modifications to the collection system to route wastewater to the regional force main transmission system with treatment at the West Brunswick Water Reclamation Facility. Approximately 19,995 linear feet of 16-inch force main was constructed to the Brunswick County force main system. The Sandy Lane Pump Station and Force Main Extension project was completed in 2011.

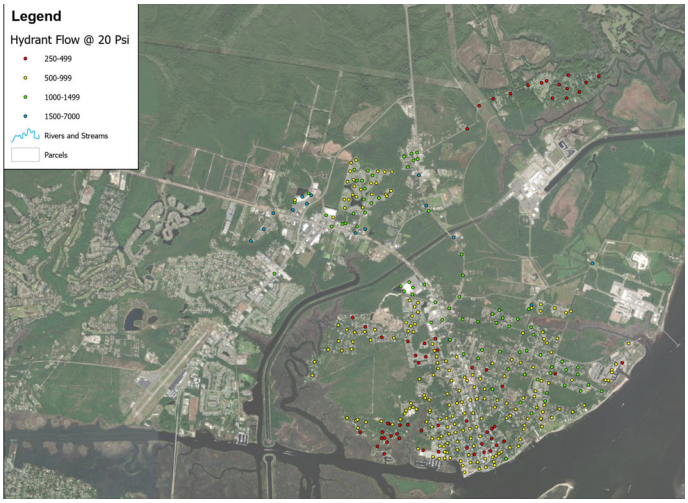
The City completed a wastewater collection system asset management plan (AMP) in May 2019. The AMP developed an inventory and condition assessment of the wastewater system assets based on system age and material type. The AMP report identified vitrified clay lines and brick manholes in the collection system that are greater than 40 years old and stated that "inflow and infiltration is evident through the frequent replacement of pumps at numerous locations." The inventory accounted for 35 miles of gravity sewers, 14 miles of sewer force mains, 34 lift stations, and 891 manholes.

Water and Wastewater Distribution



Source: City of Southport, Brunswick County

Fire Flow Testing Results



Source: City of Southport, Brunswick County, WK Dickson

The City has occurrences of increase in pump run times and sanitary sewer overflows (SSOs) related to severe weather events from 2018 to 2021. When precipitation and water from other natural sources enters the wastewater collection system, whether through defects in the collection system or through illicit connections of stormwater infrastructure, wastewater generation increases.

Flow monitoring in strategic manholes was conducted as part of an inflow and infiltration (I/I) study in 2023 to determine normal flow and wet weather flows. The flow monitoring revealed minor increases in flow at several major lift stations during two 2-inch rainfall events. However, tidal flooding and high flow were correlated with significant spikes in the flow monitoring at Bay Street Lift Station and Central Pump Station.

The Bay Street Pump Station currently collects wastewater from the original sewer subbasin and sends flow to the Central Pump Station. The Central Pump Station also currently receives flow from eight other sewer subbasins. The Central Pump Station then repumps wastewater to the Sandy Lane Pump Station that sends flow to the West Brunswick Water Reclamation Facility.

To reduce the amount of I/I in the system, there are multiple ongoing projects to improve the utility infrastructure to include the Pump Station Rehabilitation project for three pump stations that is currently in design (funded by SRP-W-ARP-0105), Sewer Replacement of 16,356 linear feet of gravity sewer and 106 manholes in the downtown Southport area that is also currently in design, a Sewer Infiltration and Inflow Assessment, and an Evaluation and Rehabilitation of Wastewater System project.

The proposed sewer rehabilitation work includes approximately 3,160 linear feet of 8-inch and 10-inch cured-in-place pipe lining, rehabilitation of 28 manholes, removal and replacement of 10 manholes with polymer concrete manholes, replacement of 40 sewer services, and repair of 20 sewer cleanouts. In addition, five manholes along Bay Street were identified for floodproofing improvements to prevent I/I during flooding events. The proposed 8,015 linear feet of 8-inch force main from Park Avenue Pump Station along Leonard Street and Rob Gandy Boulevard will connect to an existing force main on NC 211. The Park Avenue Pump Station will be rehabilitated. The subject force main will provide routing of existing flows from the eastern side of the City to reduce the amount of flow pumped to the Central Pump Station and then repumping it downstream. Central Pump Station is currently repumping flow from multiple City pump stations and is at risk of SSOs during peak events. The existing force main system will be retained from Park Avenue to Central Pump Station for emergency use. The line sizing and connection location have been evaluated by hydraulic modeling.

The City of Southport maintains flow tracking in general accordance with the State of North Carolina Department of Environmental Quality Division of Water Resources Flow Tracking for Sewer Extension Applications. Based on review of the City of Southport pump station permitted flow tracking dated August 2, 2024, the wastewater collection system pump stations have available capacity except Turtlewood (Prices). Pump stations that serve the subbasins West/West, Turtlewood (Prices), Park Avenue Extension, Central, and Cottage Point, have obligated flow from developments that are not yet tributary.

The wastewater collection system was transferred to Brunswick County in June 2024.

Current wastewater rehabilitation projects to be completed by 2026 (Sewer Line and Lift Station Replacement and the Find It Fix It Rehabilitation) will improve the system resiliency and reduce inflow and infiltration in the system.

For future development, the capacity of the sewer system will need to be evaluated. The capacity in the existing system is tracked by the current flow at pump stations and the obligated planned development. Since the majority of the flow is collected and repumped by the Central Pump station, the current available capacity of this pump station limits the development within the sewer collection system area. To accommodate wastewater from infill and redevelopment, the wastewater infrastructure will need to be evaluated for the availability of wastewater service, size of sewer collection mains, and capacity of existing pump stations.

Water and Sewer Projections

Projections for water and sewer demand were prepared base on population projections that factored in the anticipated build-out of pending developments in the study area, then a two percent annual growth rate. A per capita water and sewer usage rate was developed for 2022 then applied to projected increases in permanent population. Seasonal population and non-residential water usage is

factored in during the calculation and is assumed to remain constant in terms of percentage of total usage through the 2050 horizon year.

Water Usage	Peak (MGD)	Average (MGD)
2022	0.6172	0.4341
2025	0.66	0.47
2030	0.75	0.62
2035	0.85	0.78
2040	0.96	0.86
2045	1.09	0.95
2050	1.23	1.05
*2022 usage based on Local Water Supply Plan, 2025 projections based on population projections		

Sewer Usage	Peak (MGD)	Average (MGD)
2022	0.6172	0.4572
2025	0.66	0.49
2030	0.75	0.66
2035	0.85	0.82
2040	0.96	0.90
2045	1.09	1.00
2050	1.23	1.10
**2022 usage based on Local Water Supply Plan, 2025 projections based on population projections		

Stormwater

The City of Southport is currently in the process of developing a stormwater mapping and system evaluation (to be completed in 2024). This project will provide a citywide inventory of the existing stormwater system, a stormwater condition assessment, stormwater modeling evaluation, and capital improvement plan focused on flood mitigation strategies.

The city-maintained stormwater drainage system includes approximately 30,000 linear feet of open and closed stormwater systems. The watersheds generally drain southwest to Cottage Creek, south to Bonnet's Creek, south to the Cape Fear River, or southeast to Price Creek. The watersheds cover approximately 2.5 square miles (780 acres). Several areas in the watershed are subject to frequent flooding, threatening public safety, homes and business, and transportation corridors.

Historically, the predominant areas of stormwater flooding have been along Yacht Basin Drive, W. Moore Street, W. Bay Street, and the 600 block of Fodale Avenue.

- N. Caswell Avenue System
- N. Atlantic Avenue System
- Bonnet's Creek System
- W. 8th Street System
- W. 9th Street System
- W. 11th Street System
- Cades Trail System
- N. Fodale Avenue System
- Park Avenue System
- Stuart Avenue System
- River South Circle System

Electrical Service

The City of Southport owns its own electrical distribution system. Brunswick Electric Membership Corporation is under contract with the city for operation and maintenance of the distribution system. Service is provided to all areas within the planning jurisdiction. Southport is a member of the North Carolina Eastern Municipal Power Agency (NCEMPA) and recieves its power from ElectriCities, which buys the bulk of electricity from Duke Energy.

Police Protection

The Southport Police Department has 16 full-time officers, 5 part-time officers, and 4 civilian staff. The Police Department is currently leasing a building on the 1600 block of North Howe Street. An assessment was completed earlier this year, through this analysis is was determined the police department needs at least a 12,000 square foot building to fulfill the department needs for the next

10-20 years. There has not been a site selected for the new building.

The Police Department has several programs to focus on community issues such as child welfare, we care, house check, safe driving in school zones and neighborhoods, and drug use. The Police Department also offers a permanent checking station for car seats to ensure child restraints are installed and used correctly.

Housing affordability issues in Southport have resulted in employee retention issues. This has been challenging requiring staff to live in the area they serve but is necessary. Currently, the only incentives include a STEP program to increase pay annually and night shift differential. Additional incentives should be considered along with adjustments to the unified development ordinance allowing the construction of affordable housing in appropriate locations.

Fire and Rescue Services

Southport's Fire Department is a full-service department providing services in a fire and emergency medical services division. It includes four stations, including its main headquarters on North Howe Street, and three satellite stations on Nash Street, Long Beach Road, and Caswell Beach Road. The Fire Department covers the corporate limits and a large rural area outside of Southport, including the Brunswick Nuclear Plant and the Military Ocean Terminal at Sunny Point. The Fire Department staffs six full-time EMS, eighteen firefighters, and has over fifty volunteers combined for the fire and EMS division.

The Fire Department has served the City of Southport since 1893 and have served the Military Ocean Terminal at Sunny Point since 1954. The area the department serves includes approximately 20,000 people, one of the largest marinas in the state, the Brunswick Nuclear Plant, and the Military Ocean Terminal. Staff and volunteers are highly trained in fire prevention and suppression, technical rescue, water rescue, hazardous materials mitigation, radiological training, and more. Southport's Fire Department received an ISO Class 3 rating, which is a reflection of its trained staff and volunteers.

The Fire Department not only safeguards the community but is a very active part of the community. Its staff and volunteers are an active part of the Martin Luther King Celebration Committee and participate in the Farmer's Market, Spring Festival, the North Carolina Fourth of July Festival, and Winterfest Craft Day. They also participate in Fire Prevention Week or Career Day by volunteering at local schools or daycare centers.

The main funding to maintain staffing and station needs comes from a fire district tax. On an annual basis, there are approximately 1,000 fire calls and 3,000 EMS calls. As growth continues to occur in and around Southport, the demands on the Fire Department will increase and staffing needs will need to be evaluated. Housing affordability is also an issue for fire department members and will need to be addressed.

Schools

Southport is served by the Brunswick County School System. In Southport's municipal limits there are two schools. The first is the Southport Elementary School located on West 9th Street. The second is Brunswick Community College (BCC) located on North Lord Street.

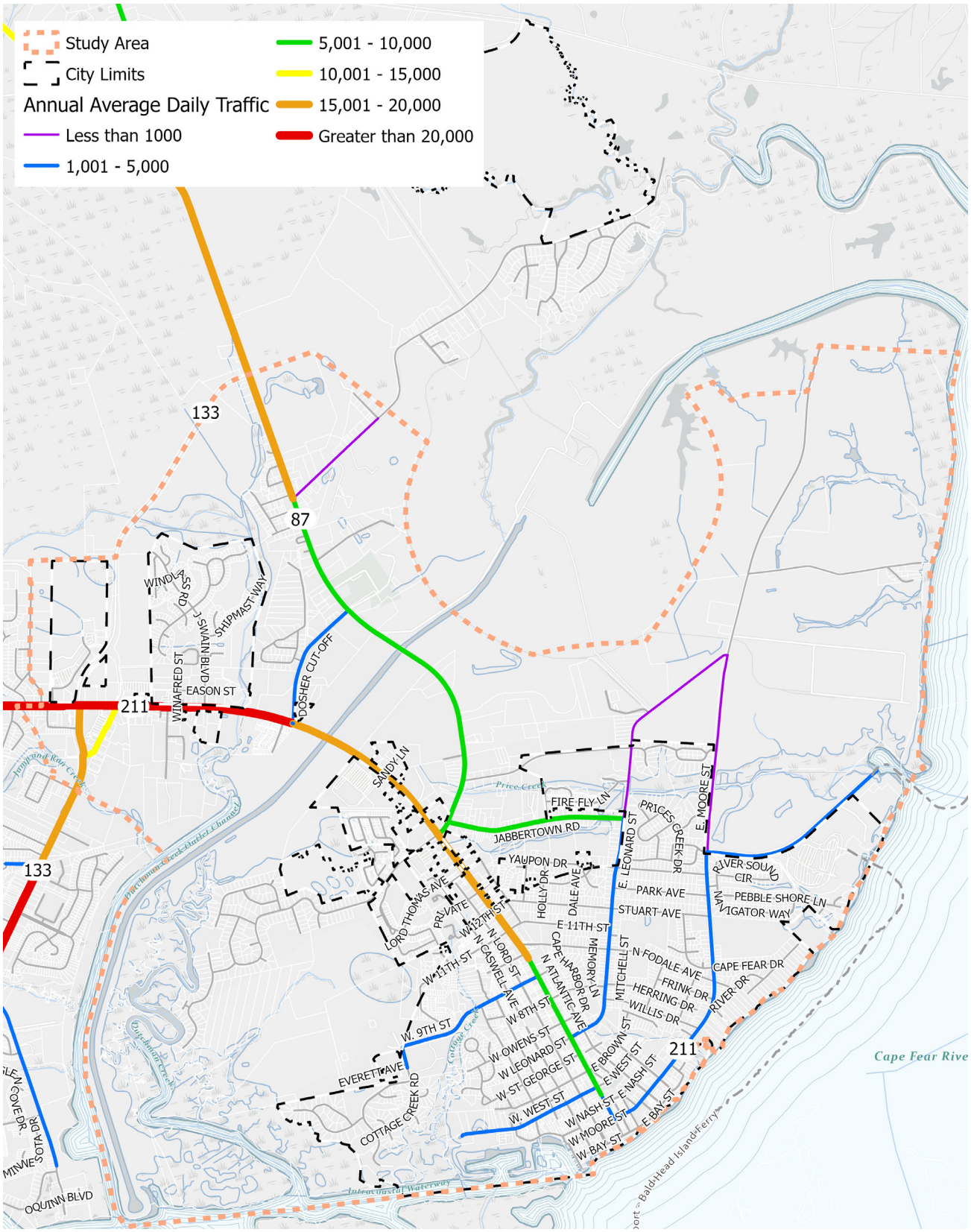
Southport Elementary School was constructed in the 1950s and currently has around 400 students from grades K-5. It serves the greater area of Southport and has a capacity of over 500. A demographic report that was recently completed indicated it will be at capacity by 2030 but enrollment rates over the past years have decreased. It has also been challenging to hire teachers due to the lack of affordable housing options and teacher salaries.

Additionally, traffic is an issue on 9th Street during drop-off and pick-up times. The school's parking lot was recently paved and the addition of three stacking lanes have been adding that have removed approximately 15 cars from 9th Street. Additional grant funding has been applied to assist with traffic issues on 9th Street.

Both the Middle and High Schools are located in Boiling Spring Lakes. South Brunswick Middle School serves grades 6-8 and South Brunswick High School serves grades 9-12. Higher education is offered at Brunswick Community College.

Brunswick Community College offers high school student programs so students can earn college credits while in high school, as well as higher education training in business and accounting, computer science, education, health sciences, beauty and wellness, engineering and manufacturing, public safety, horticulture and turfgrass, and

Average Annual Daily Traffic (AADT)



Source: North Carolina Deptartment of Transportation

exercise science.

Transportation

Roadway Network

Southport is served by two main roads (NC 211 and NC 87). NC 211 is currently being widened by the NC Department of Transportation (NCDOT) to the intersection with NC 87. Many key roadway sustained damage from a recent tropical cyclone including NC 211 and Moore Street. Limited roads for entry and exit are a concern for hurricane evacuation and emergency response.

The AADT map on the previous page highlights the most frequently traveled roadways in Southport and the surrounding area. NC Highway 211 sees on average over 20,000 vehicles per day just outside of Southport's former ETJ, and between 15,000 and 20,000 once inside of the ETJ and City Limits. Both NC Highway 87 and Howe Street see a range of 5,000 to 10,000 vehicles per day on average. Other connector roads within City Limits see up to 5,000 vehicles per day on average. Traffic can fluctuate significantly throughout the year. At the summer tourism peak North Howe Street accommodates over 18,000 cars per day according to Police Department counts.

A major roadway project is underway currently. TIP #R-5021 is currently widening N.C. 211 from SR 1500 (Midway Road) to NC 8 from two to four lanes.

Pedestrian Infrastructure

Walkability was an important theme from public input, including pedestrian safety Downtown and in other areas. While some parts of the City are seen as very walkable, there are significant barriers and obstacles to a fully connected pedestrian system. Many streets in older parts of town have sidewalks, however improvements are needed to facilitate safe walking and biking to key destinations including Downtown and parks. Recently enhanced crosswalks were installed along Howe Street in downtown Southport. A state project is currently underway (TIP #EB-5982) which will construct a sidewalk along N.C. 211 (North Howe Street) from East Owen Street to Dosher Hospital. A multi-use path is being added as part of the widening project between NC 87 and Walmart.

Parking

Parking was also identified as a major concern. A parking study was conducted by Walker Consulting during the development of the Comprehensive Plan. This study analyzed parking usage over the spring and summer and resulted in a number of recommendations to manage and improve parking in key areas.

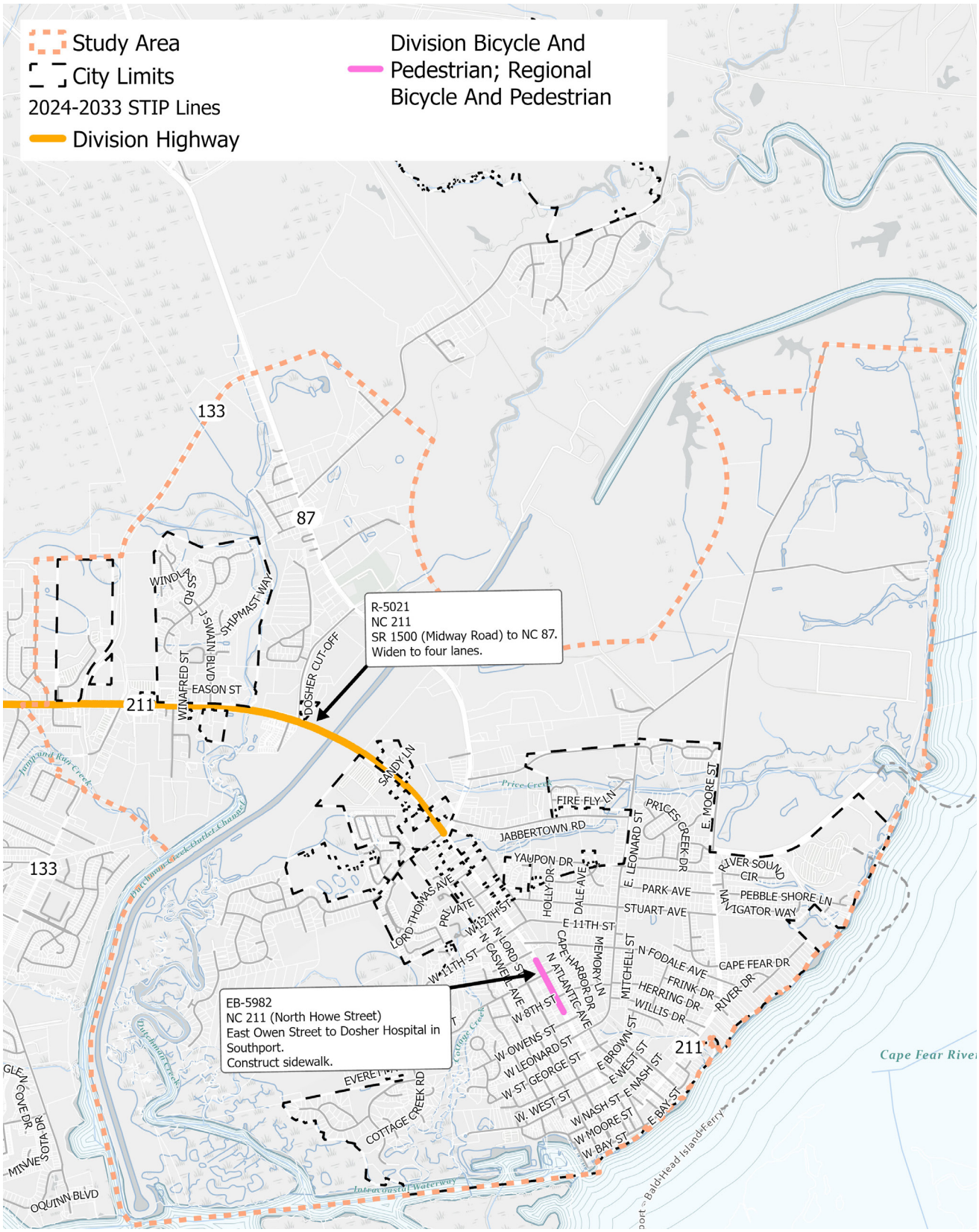
Many roadways in Downtown Southport have exceptionally large rights-of-way that date back to the original layout of the City. Wide rights-of-way were created to allow for ocean breezes to pass through neighborhoods. These rights-of-way present opportunities for on-street parking, pedestrian facilities, stormwater detention and







State Transportation Improvement Plan (STIP)



Source: North Carolina Department of Transportation



A Appendix Survey Results and CAMA Matrix



Survey Results

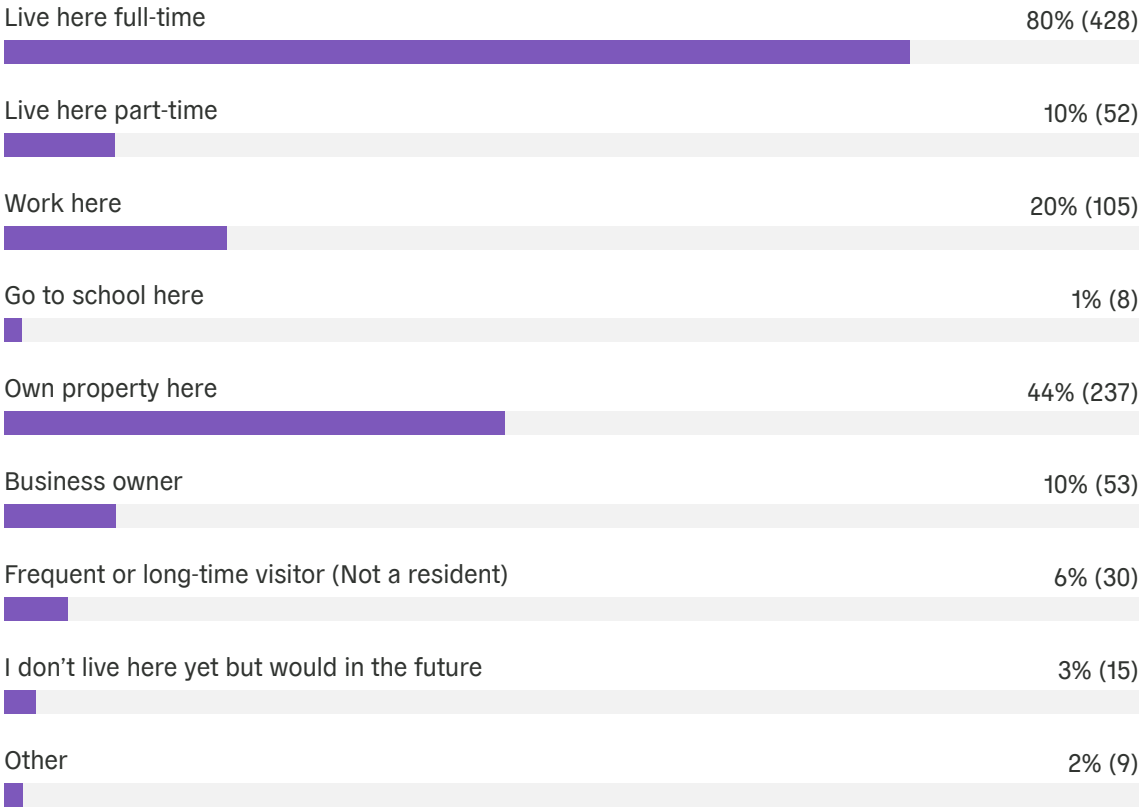
Polco

Southport Comprehensive Plan and Downtown Parking Study Survey

Survey Results
FINAL

07/02/2024

How do you relate to Southport? Select all that apply.



If you selected "other" for Question 1, please explain below:

Volunteer here too

Volunteer at numerous agencies

Live in BSL but attend church, shop, eat in Southport

I live in Caswell Beach and go to Southport often, for dining and shopping.

Brunswick county resident

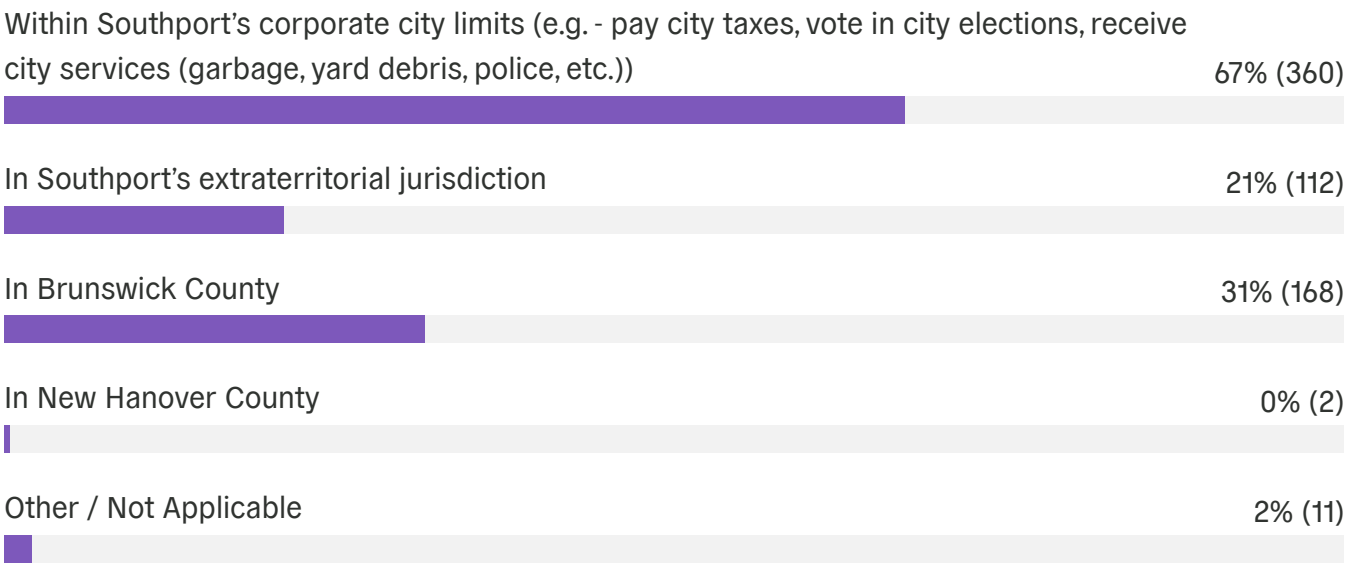
Volunteer in lieu of working

Moving into house being built in Southport. 12 July 24

Volunteer at the Visitor Center every Friday

Live in adjacent area

Where do you live, work, or own property? Select all that apply.



If you selected "other" for Question 3, please explain below:

Remote work / telework.

Vacation here for 40 years

We visit Southport about every two to three months. We are also participants in the Open. Sure do miss it being at the marina there.

See Q1

Actively in purchasing process

Pender

Austin, TX

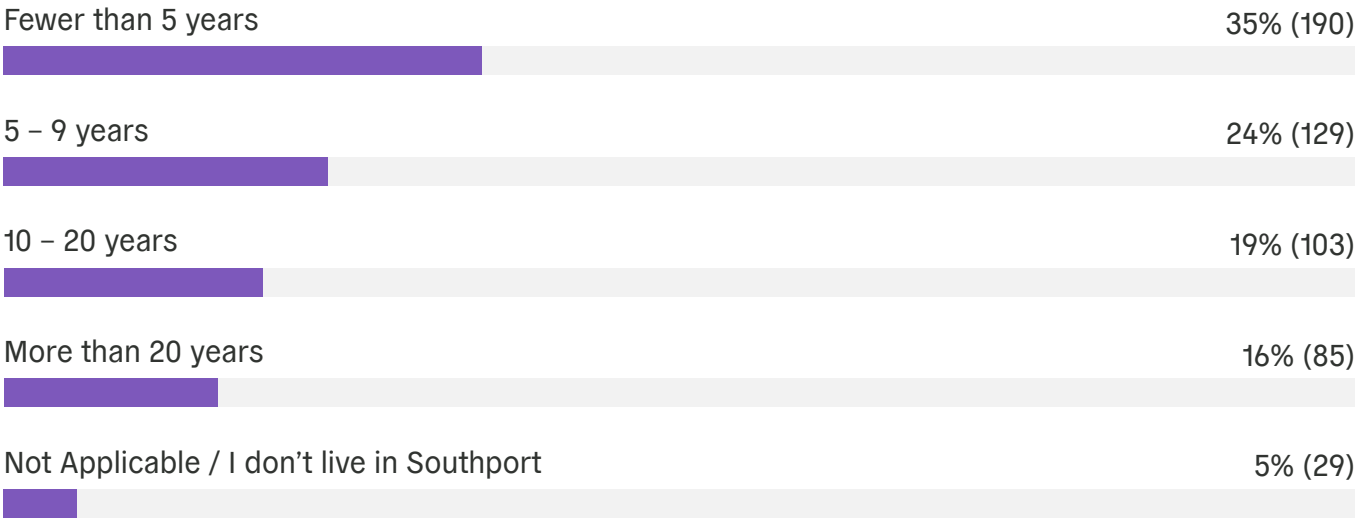
I live in St. james

I don't live there yet but will within the next year.

Massachusetts

Vacation in Southport for almost 30 years

How many years have you lived or worked in Southport? Select one.



Select a priority level for the following items:

Question	High	Medium	Low	No Opinion/Neutral
Design guidelines for commercial, nonresidential, and multi-family residential development to improve appearance.	59%	30%	10%	2%
Safe multi-modal transportation (e.g., bicycle lanes, pedestrian walkways)	59%	32%	9%	0%
Water quality in creeks, river, and estuaries	84%	13%	2%	1%
Stormwater management	71%	24%	3%	3%
Quality of utility services	75%	20%	3%	2%
Impacts from sea level rise and climate change	54%	25%	17%	4%
Public art and culture	37%	45%	15%	3%
Mitigation of natural hazards	57%	32%	5%	7%
Protection of the marshes, wetlands, shoreline, and environmentally sensitive natural areas	84%	13%	2%	1%
Preservation and protection of the historic sites and buildings	79%	18%	3%	0%
Marine access (e.g., docks, boat ramps, mooring fields)	27%	42%	24%	8%

Marine access (e.g., docks, boat ramps, mooring fields)	27%	42%	24%	8%
Pedestrian access to the water (e.g., non-motorized boating and fishing)	43%	39%	14%	4%
Character along commercial NC Highway 211, 87, and 133 corridors	49%	35%	13%	4%
Protection of established neighborhoods and underserved communities	64%	26%	7%	4%
Housing affordability for residents and workforce	43%	39%	13%	5%
Tourism economy	27%	49%	22%	2%
Support for local businesses	75%	21%	3%	0%

Expand all / **Collapse all**

High | Medium | Low | No Opinion/Neutral

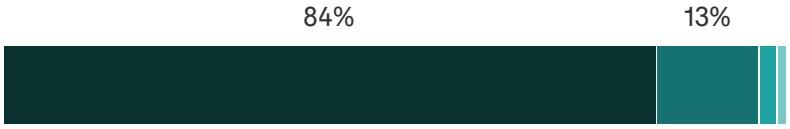
Design guidelines for commercial, nonresidential, and multi-family residential development to improve appearance.



Safe multi-modal transportation (e.g., bicycle lanes, pedestrian walkways)



Water quality in creeks, river, and estuaries



Stormwater management



Quality of utility services



Impacts from sea level rise and climate change



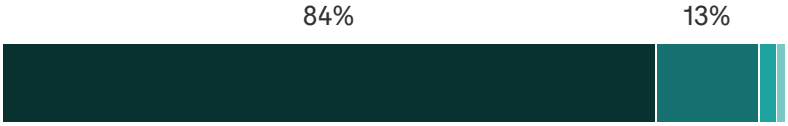
Public art and culture



Mitigation of natural hazards



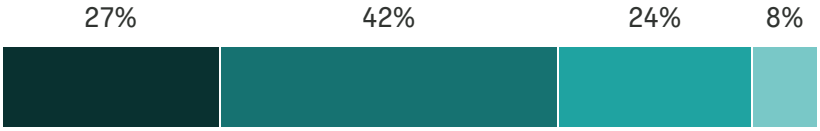
Protection of the marshes, wetlands, shoreline, and environmentally sensitive natural areas



Preservation and protection of the historic sites and buildings



Marine access (e.g., docks, boat ramps, mooring fields)



Pedestrian access to the water (e.g., non-motorized boating and fishing)



Character along commercial NC Highway 211, 87, and 133 corridors



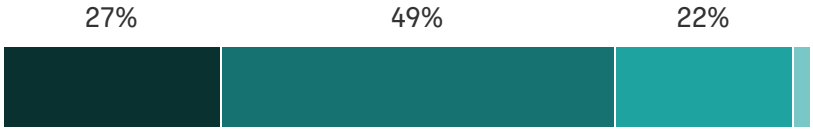
Protection of established neighborhoods and underserved communities



Housing affordability for residents and workforce



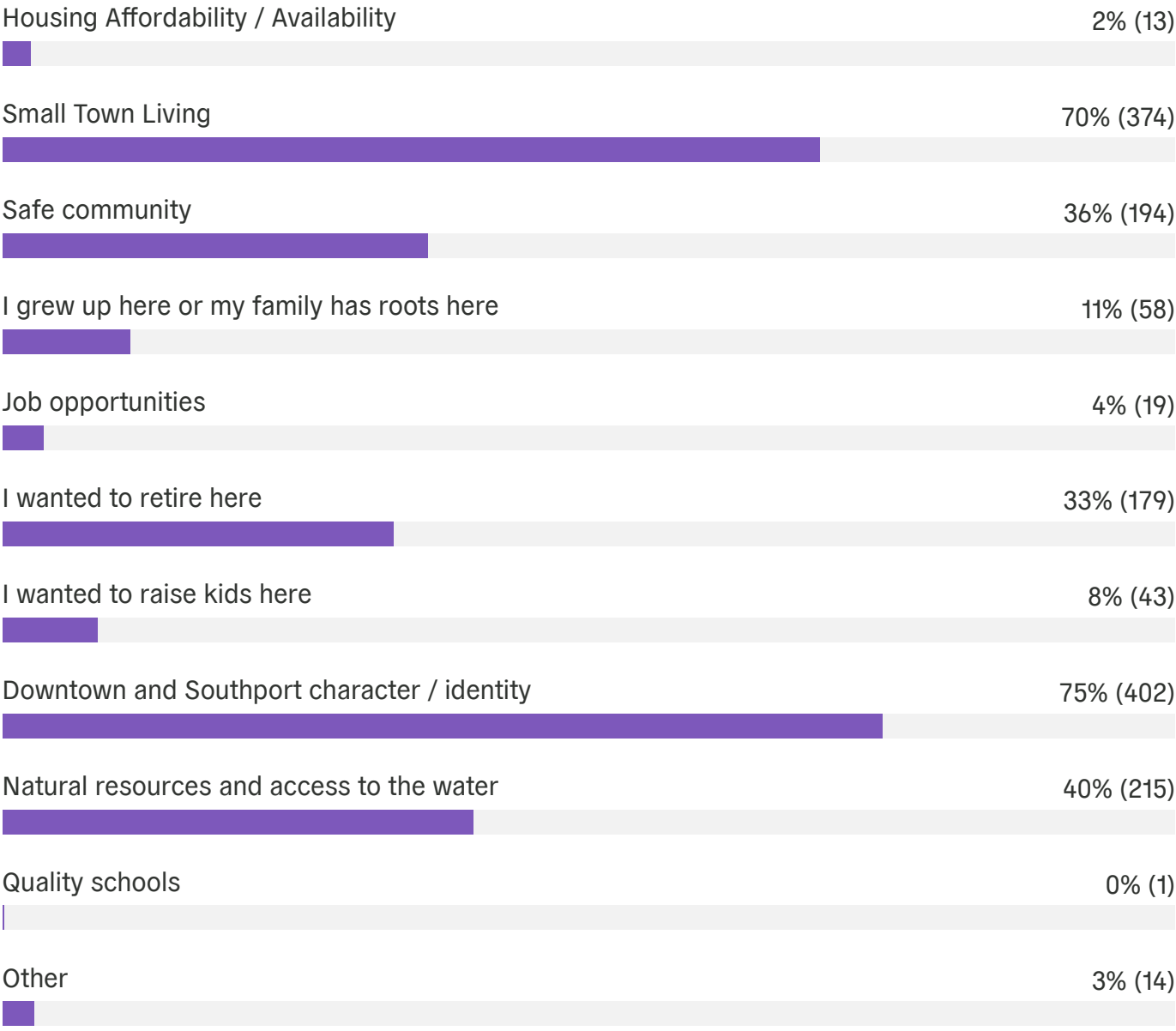
Tourism economy



Support for local businesses



What are your top three reasons for living in Southport? (Select up to three or at least one.)



If you selected "other" for Question 7, please explain below:

Not just small town but a small town with energy. The tourism creates the energy that helps make it so nice

Married a SPT native

Partner moved for work

We're just day trekkers.

History

We live in Caswell. We go to church in and love visiting Southport:)

karma

I wanted to retire here and enjoy the weather in a non-tourist town without the hectic nature of traffic while having convenient, basic services. I also wanted a nostalgic feel without the restrictions of a modern Home Owner's Association and where I could enjoy my walks around the City to see the existing homes, gardens, hardscapes and bathe in the "feel" of a traditional American small town. It could be better summed up as a nice small town. Don't change it.

Beautiful town on the verge of some wonderful and much needed commercial growth

Temperate weather

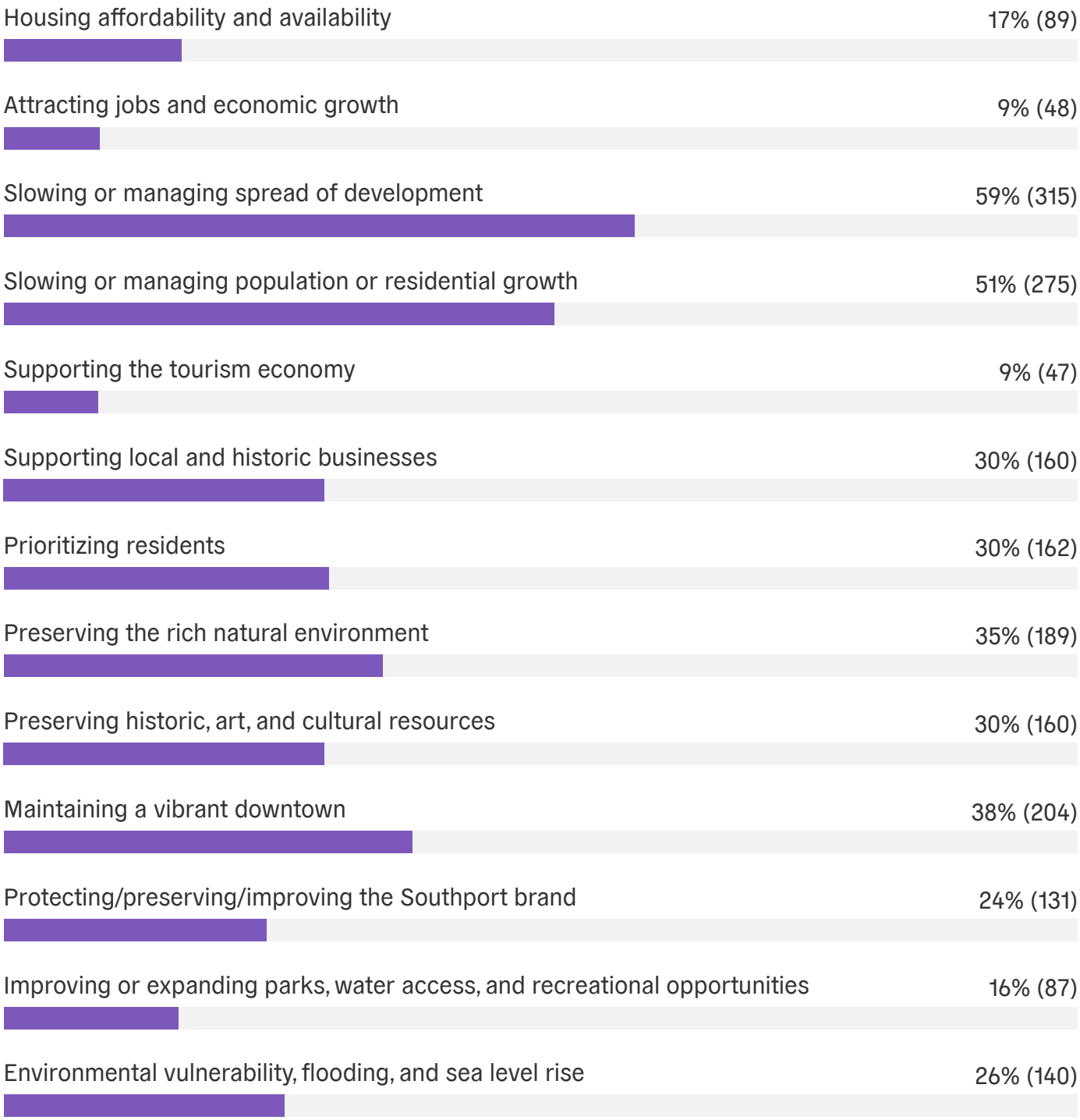
Natural beauty of the area and friendly people

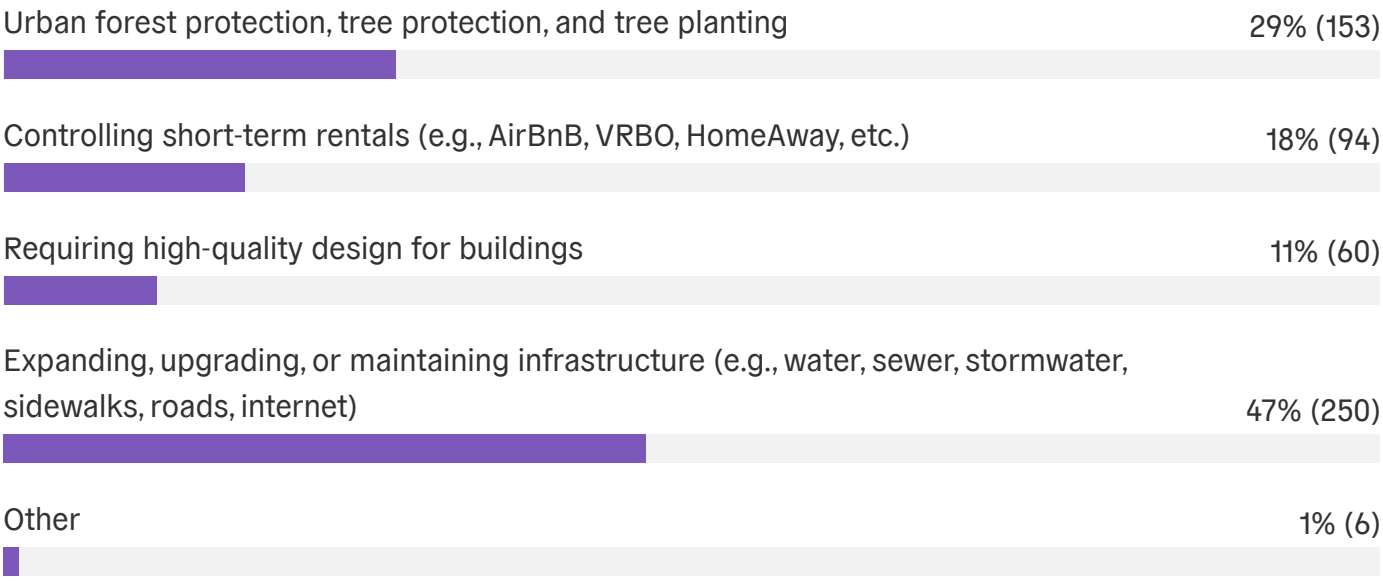
Don't live in Southport. Frequent visitor.

My family retired here and I choose to live nearby to be able to help and support them when needed.

The ability to walk along bay st.

What are your top five concerns for the future of Southport? (Select up to five or at least one.)





If you selected "other" for Question 9, please explain below:

Protecting,restoring, &maintaining the historic features that have made Southport "Southport ".

Rapid growth is an issue

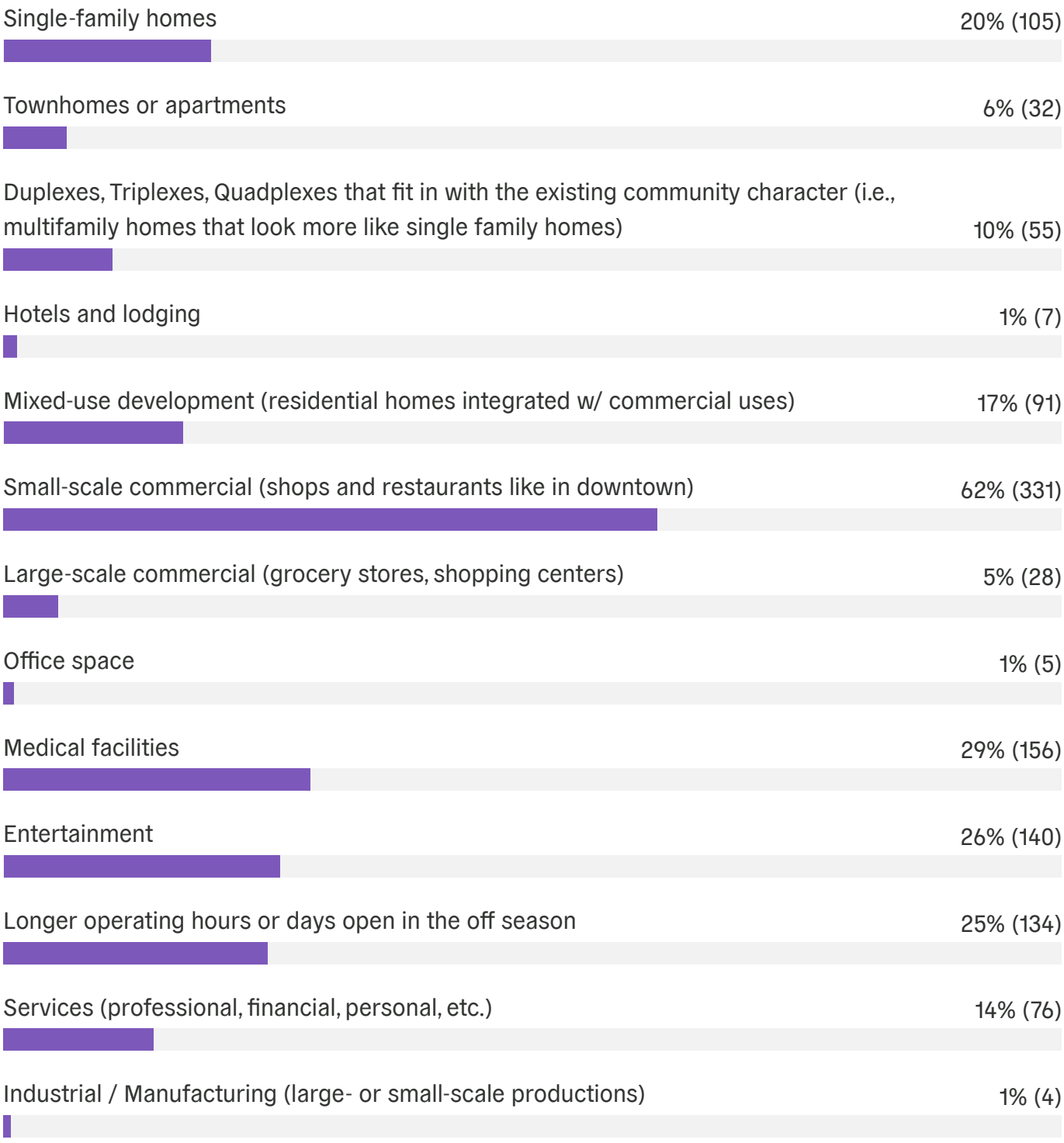
Returning integrity as a requirement for leadership.

housing diversity

Protecting SPT's historic features (Garrison, Courthouse, Franklin Square Park, improve appearance of Yacht Basin area)

Handicap parking along Bay St

What kind of development would you like to see more of in Southport? (Select three options.)



Recreation and tourism	24% (130)
Other	7% (40)

If you selected "other" for Question 11, please explain below:

NO more development

Affordable homes for medical employees

Until infrastructure can catch up with what is already here & longstanding problems (dredging the yacht basin, securing the shoreline, improving the appearance & safety of the yacht basin area, parking issues,& many other issues that need to be taken care of) further development should not happen.

none

Development that enhances tourism, can ultimately enhance the locals experience as well. Develop more Small commercial for shops, restaurants, etc and allow residential homes for short term rentals for lodging. New visitors every week are more likely to go out to eat at our local restaurants nightly or buy stuff at the shops weekly than residents. Without theses visitors, the shops and restaurants don't stay open. Most residents don't go out to eat every night, go on a ghost tour, sunset cruise or buy new trinkets at the boutique shops everyday, but tourist do. This is a strong argument to allow more short term rentals. Tourism brings a great energy to the town. If new businesses can open an thrive with tourists, the locals get to enjoy these new businesses as well. They may "get a little too crowded" during peak season but are awesome in the shoulder and off season for residents. If we are not encouraging and giving visitors more to do in the peak season, businesses can't keep their doors open and us residents don't get to enjoy new businesses that enhance our wonderful town. It would be great to have more places for our teenage and adult children to go when they come visit. Although our most vocal residents may be older, we need to keep the town attractive to families and kids as well. Unless you live on one of the original 100 Smithville lots, your home was new at some point and once part of expanded southport development. We don't need to stop developmemt, we need to encourage it. We just need to be smart about it. It is hard to believe there are now more restaurants open and more to do in Oak Island after 8pm than Southport.

Grocery store in downtown

no more development

Small-town Southport's uniqueness will be completely and utterly ruined if you keep going in the direction of unfettered growth. Where are you going to "put" any of these things? It is well on the way to becoming a traffic and people-choked blot on the landscape already. Do you not see that you are not-so-gradually turning it into a featureless, treeless, mass of humanity and vehicles with sheer greed as the propellant? Do you want to turn Southport into another formerly-quiet Beaufort, so completely strangled by tourism that it cannot even be easily visited anymore and many just drive (crawl) through and U-turn without having spent a dime at their businesses/restaurants? You encourage full-timers here to support our local businesses, yet it's too unpleasant to try to navigate among all the cars and tourists. Many give up and stay home to await the end of the "touron season". The serenity of "sweet little Southport" of even 5-10 years ago has disappeared.

SOUTHPORT NEEDS BICYCLE & GOLF CART PATH THAT GOES FROM WALMART ALL THE WAY TO THE WATER FRONT

Ecotourism to highlight diverse wildlife in the area

No more development

More restaurants on the water

Limit further business expansion

I would like to see less development and more thought to adding green space , parks.. preserving the trees and stop trying to make more parking!!!!

Greenspace/Eco-tourism

No more development in Sourhport....the footprint of the towns can’t handle it!!!

None, we have developed enough. Better signage in donwtown directing to ferries and bathroom facilities is the only “development” adjustment needed.

Preserving green space and natural habitat, marsh

I would like to see SPT “develop “ a sense of preserving, protecting, restoring, & maintaining more of what SPT originally was.

Would prefer all development be slowed down and carefully controlled. Bill boards and large advertising signs should be abolished. Power stations should not be visible from main roads, and abandoned homes should be torn down. Pubic transportation to beach and to Wilmington should exist. Bike lanes down Moore street to the harbor oaks and the landing subdivisions as well as along Howe street from the downtown area to Walmart should be built. Pump stations should be camaflaged and there should be no odors coming from them. The pump station on Burlington ave is disgusting.

Short term rentals (airbnb)

University

University

None

none

Keep the town the same. At the most add a limited number of small-scale shops like Haven or Cafe Koa. Stop trying to be "bigger" or more inclusive of every new thing. NO duplexes or multi-family townhouses. It goes against the Southport feel.

Require downtown business to landscape & decorate the exterior of their business to make them visually appealing.

Southport doesn't need any further development. Southport is a cul-de-sac not a pass-through town. Traffic is horrible as well as the congestion of people.. you can't drive through town without fear of hitting someone whether they are driving or walking. Southport does't need to advertise for more toiirists. The property owners can't enjoy their town for the tourists...which there is no season anymore..it is year around. Unless you are going to put up a gate and charge for admission... because you act like Southport is a "Disney World", then stop promoting weekly festivals and markets. Let the citizens breathe and enjoy where they pay to live!!!!!!

Maintaining traffic flow. Eventually the the finished 211, flows into 1 lane into Southport downtown.

affordable housing for potential workforce to allow businesses to be fully staffed

Development of Greenways.

I don't want to see anymore development. I would like to keep and improve existing infrastructures. I don't want to change Southport small town feeling. I want to prevent and slow down commercialization of our beautiful Southport.

Bike path and more roads that allow golf cart have builders pay into the coast of new roads, schools, fire man etc.

SPT doesn't need any further development ! Can't maintain what we have now. The only possible new development, as SPT's population is mainly retired, would be a 3- stage retirement community nearby.

No new development. Keep the small town hallmark feel.

None it's over crowded residents can't even get out onto 211

Less building more nature

With aging population town needs more doctors

Slow, smart development so as not to strain resources and infrastructure.

NO MORE DEVELOPMENT YOU MONEY HUNGRY THIEVES.

Residential growth in Southport can take multiple forms. Most neighborhoods surrounding downtown are considered traditional neighborhood development. Many of Southport's newer subdivisions are considered conventional subdivisions. Different neighborhood design types can have more or less density and open space preservation within the development. Indicate your support for the neighborhood design types below. (See image above for subdivision descriptions.)

Question	Support	Neutral	Do Not Support
Conventional subdivision (bigger lots, higher unit cost, less preserved open space)	17%	28%	54%
Conservation subdivision (smaller lots, mixed unit cost, more preserved open space)	57%	22%	21%

Expand all / Collapse all



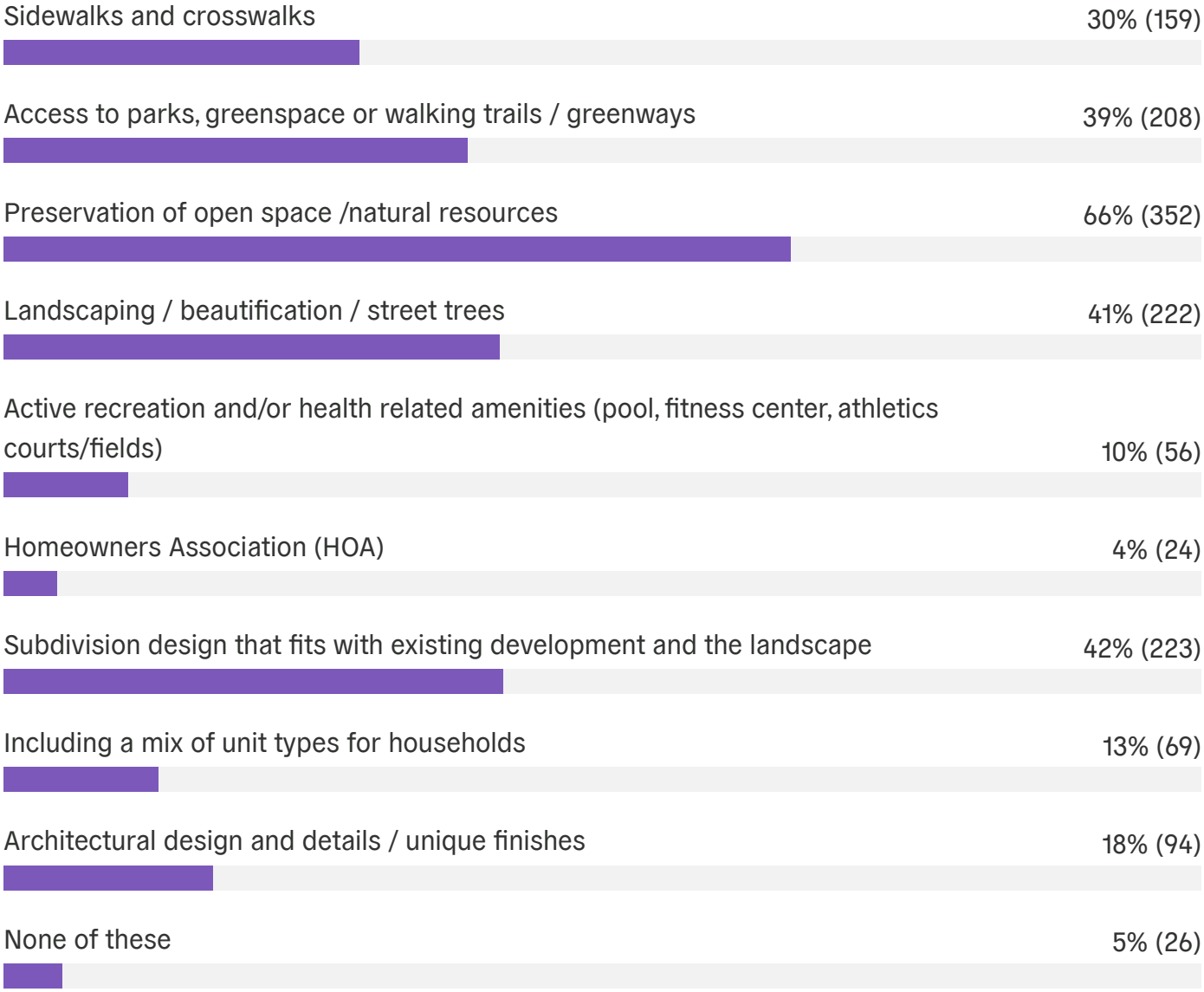
Conventional subdivision (bigger lots, higher unit cost, less preserved open space)



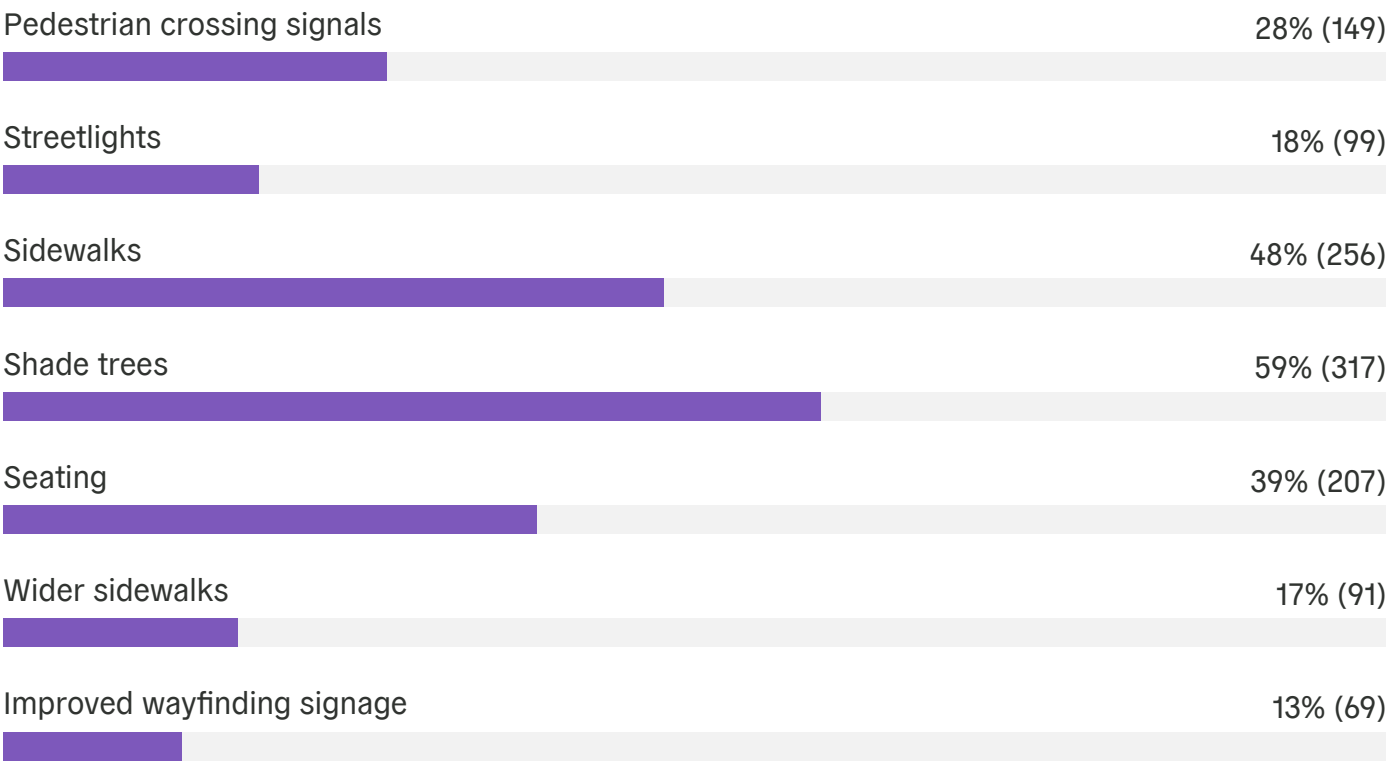
Conservation subdivision (smaller lots, mixed unit cost, more preserved open space)



For new neighborhoods, what qualities do you think are most important? (Choose up to three or at least one)



Which pedestrian elements are needed in and around downtown? (Choose up to three or at least one)



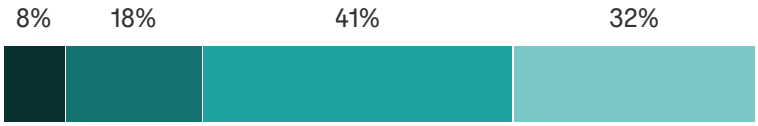
Where would you prioritize new sidewalks or making sidewalk improvements?

Question	No Priority	Low Priority	Moderate Priority	High Priority
Bay Street	8%	18%	41%	32%
Howe Street	5%	16%	33%	46%
Leonard Street	13%	29%	40%	19%
Other	43%	17%	21%	19%

Expand all / **Collapse all**



Bay Street



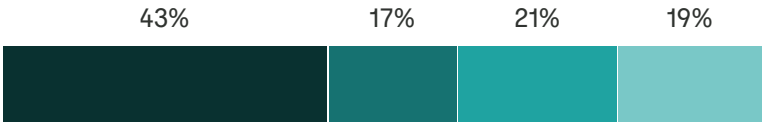
Howe Street



Leonard Street



Other



If you selected "other" for Question 16, please explain below:

Other side streets downtown area

N/A

Stop the growth

Non-busier streets may not warrant the expense of sidewalks.

Non-busier streets may not warrant the expense of sidewalks.

NA

its not a priority

Side streets

Throughout the core downtown area we need fewer cars and more walking, biking, Carts. Downtown should be more like BHI and only special motored vehicles allowed. Need to encourage more shared rides like shuttles, Uber, Lyft to keep cars out of southport.

Bike paths on howe st

I had to select something

Moore Street

I did not select “other”

Atlantic Ave

NA

No explanation

Yacht basin

I don’t think new sidewalks are needed

Cannot think of any

Didn’t mean to select other

I have no idea what you mean by "other"

West side of North Lord St

i don't know

Crosswalks in more places downtown

N/a

Not applicable

N/A

I don’t know what you want

Where possible

?

None

n/a

A sidewalk is needed on N Fodale Ave. Both pedestrian traffic and vehicular traffic have increased significantly in the last few years. We have more pedestrians walking in the street, and they note that some vehicles move over but many do not, causing some "face-offs" in the street. As an example of the increase in vehicle traffic, today between 3:00 and 3:40 pm, 49 vehicles drove down Fodale Ave between E Leonard and Howe Street. Fodale was considered for a sidewalk some years ago. I believe it should be up for consideration again.

All of Downtown

N/a

Consider a walking area along East Moore St. Lots of traffic. Lots of people walking.

.

Moore

Moore St

The main walking streets with shops should be priority. "Other" would be low priority.

Question didn’t make sense

Don’t really recall a specific issue

No reason

First of all, We should not change the sidewalks in the residential historic areas. These already have great character. We should add more crosswalks on Howe and maybe even a traffic light or two just for the crosswalks. We should add sidewalks all the way up and down Howe. All the way to the new traffic circle. We should also add sidewalks for the first block or two in each direction on the cross streets of Howe. Some of the existing sidewalks get really narrow on Howe.

Did not select other

Sidewalks seems fine - the roads need to be fixed. Most people walk in the roads on all of the sidestreets and they are filled with potholes.

N/A

Cannot uncheck box

NA

Seems like we are spending too much on sidewalks

None- survey made me select

There are other areas in the town but since the question is nebulous, the answer cannot be direct.

No necessary

Na

Many downtown streets have no sidewalks or ones that need repair. Trim trees and shrubs for obstruction free walking.

Leonard Street needs a sidewalk or at least a bike path or both up to Howe St. People drive fast and there is no shoulder for walkers or bikers.

Lord and Caswell

West, Nash, and Moore

I did not choose “other”

N/A

Moore Street

NA

Yacht basin

No p

Yacht basin pedestrian walkway....maybe a boardwalk style
9th street....school to Howe St
X
Not selected
Pedestrian improvements near the commercial area of intersection of routes 133 and 211.
Rhett St. - Sidewalks on Rhett St is discontinued between Nash and West.
East Moore Street
Areas on Long Beach Rd to Oak Island have great potential for business and tourism attractions. Right now it's looks crappy.
Sidewalk should extend all the way up Howe street to at least Stuart avenue
Add sidewalks to streets without them before expanding on streets with them already.
N/A
Why was Leonard singled out? I understand Howe and Bay
More public bathrooms
Lord St
Lord St
Sidewalks to and from neighborhoods that are about a mile from town to Howe Street.
Depends on where additional parking is created.
Aaaaaa
None
Moore street from downtown to ferry circle
Stewart Ave
We need sidewalks/ bike lanes/ golf cart lanes on Howe from waterfront to light at Famous- Southport should be a walkable town
Moore Street
No new sidewalks needed in historic district
W Brunswick St & Yacht basin
N/A

Moore street -

In the corner of the yacht basin at frying pain, people walk in the road blocking driving

Forced to answer question

SPTs sidewalks are just fine. The only possible exception would be around the Yacht Basin for ped. safety.

Moore st

All streets should have sidewalks on the entirety of both sides.

Extend sidewalks all the way to Walmart at a minimum. Some people don't have a vehicle. Too dangerous to get groceries. I see many people walking and riding their bikes everyday along that route. There are no places to get groceries in town. People should have safe access to food. We need to worry about our citizens and be a REAL small town instead of creating a facade and cater to only tourists and St. James residents.

A mistake in choosing this

Moore St

didn't mean to select it

Yacht Basin area

BSL

Sidewalks need to be extended from 9th Street to the Walmart Shopping center or beyond. Pedestrians and bicyclists have no safe paths to follow today. Too great of an emphasis is placed on accomodating motorists. This is stale, unimaginative thinking. If there were sidewalks and/or bicycle lanes, it could reduce the amount of cars coming into the town requiring parking.

All sidewalks are in a current state of disrespair and have been the cause of pedestrian injuries

our side street sidewalks are in disrepair

All other streets

All streets should have sidewalks on at least 1 side of the street, along with bike lanes. More walking and biking = less pollution, fewer medical issues for residents...

Xxx

E. Moore St - from downtown to the circle

Sidewalk access to walmart

The survey required a selection. So, assuming there may be some requirement, without the survey being clear on what "other" streets meant, I chose Low.

moore street

Traffic calming devices and sideways are required on all city streets particularly "cut through" for ferry traffic has to happen to prevent someone getting killed. Speed limits are posted and ignored. The city is responsible and has a long history of promising much and delivering nothing.

Fix shoulder unsafe pinch points like Smithvile Burial Grounds, Walmart west entrance and Rob Gandy right shoulder entrance and Doshier Cutoff Bridge

Moore Street - from ferry(s) to downtown area. All the way.

I think that sidewalks are adequate in all areas except for Bay St. and specifically the Yacht Basin, which is in desperate need of upgrades to physically separate Pedestrian traffic from vehicle traffic.

Bike lanes

The street corners that have those awful looking “pedestrian friendly corners are a Poorly designed HAZARD and an eyesore

Not a big issue with me

Extension of Moore St sidewalks

I believe there should be sidewalks along ninth street toward Indigo. I think sidewalks should also extend to the City offices along Caswell above 9th and from Famous Subs into town along Howe Street past the Trailer Park across from All in Bloom. This makes town more accommodating for walkers. Nine (blocks) is not that far for visitors.

Yacht Basin Dr and Brunswick St need walkways to improve pedestrian safety and not impeded vehicle traffic.

Money could be sent in a better way to help the community.

Confusing question. What do you mean by other?

Fodale Avenue for the many walkers and runners

Null

All of the roads in the historic area should have sidewalks. Keep people safe & off the roads.

Moore st

N/A

Lord street

West Moore St from N. Howe to Yacht Basin Dr

Repair/replace existing broken sidewalks on other streets

Improve existing sidewalks for repairs.

Find ways to have cars stop at crosswalks like having police sit sometimes at the crosswalks instead of hiding at the old rescue building.

I feel all of the sidewalks are in very poor condition

a walkway is needed on Moore St. to the roundabout walking is dangerous on Moore

Ñ

1. E Moore St. from in town to circle - both sides, 2. Bay St from Kingsley to Yacht Basin - both sides. 3. Howe St. from 14th St all the way to Bay St. - both sides.

E. Moore Street

Lord and Atlantic

Most of the sidewalks are uneven around town and I have heard of several people tripping and falling on raised lips of the sidewalk. It seems to me that this is a liability for the town should anyone get hurt.

No answer, survey forced me to answer question.

I don't know where you are talking about so i have no opinion

Moore street could use more sidewalks

People walk in the streets, why add more sidewalks

Fodale near Dosher hospital.

Didn’t mean to answer and couldn’t back outs

Yacht Basin and Brunswick Street "Riverwalk"

Only Downtown has sidewalks

North Atlantic

Stuart ave because of excess ferry traffic

We need bike paths in this town desperately!

Sidewalks on Moore st needed. Unsafe to walk

East Moore st

The road to the ferry

Keep the charm of the downtown

W. West St., Wider shoulders on Leonard for walking and cycling

Would love to see sidewalks all the way up Howe St to 87.

Long Beach Rd

other

No priority

.

none

Better bike lanes needed

Moore Street needs either sidewalks or multi-use paths for cyclists and pedestrians.

Sidewalks on N Fodale Ave due to amount of vehicular traffic

Howe St to Walmart a sidewalk is needed

Atlantic Ave. from Bay to Dosher Hospital,

Moore St

No Comment

Need more bike and walking paths

Yacht drive and surrounding area.

Moore Street

I didn't select other but this survey makes you choose other to complete it.

Walkways near yacht basin for safety.

Need a path for bicycles and golf carts only.

Handicapped parking along Bay St so people can access all piers.

There are plenty of sidewalk space in all areas.

What do you value most about Southport?

The historic small coastal downtown feel and waterfront park

Quaint downtown with beautiful natural setting and water views

SMALL town

The quaintness of downtown and the waterfront!

The quaintness of downtown and the waterfront!

The once small town feel

The Southportness

Our Downtown reflects the image of small town USA. I want to keep that image even though the surrounding area is booming streets

Peaceful, quiet, nature, trees, water access

The history of the water/town. Not how much the real estate is or how much the boats are but the rich history here in a southern town. Not places to consume consume consume.

The quaint friendly small town feeling

Small town atmosphere and closeness of neighbors and residents.

No fast food. Boutique shops. No franchise restaurants...locally owned and locally sourced dining.

The small town quiet feeling that I valued is quickly fading.

Sense of history and community

small town quaintness

I value the small town atmosphere. I was attracted to Southport from yhe first time I visited. I grew up in a village in New York and was looking for some place in the south that would give me that quaint, friendly feeling of a village. I found it in Southport.

Small town feel and history of town

It's historic quaintness, low crime rate, it's "southernness"(friendliness)

Shops, sidewalks, docks

Small quaint safe atmosphere

The vibe--energy-but controlled, the history and it's retelling by capable groups and people, cool little side alleys.

Small Town living with access to commercial amenities outside of HWY 211/87

I like the history of southport and the low buildings and the skyline that we have. I do not want roof top bars or hotels in downtown. I don't want people building of top of older buildings

That small town feel.

We look out for each other.

Small town, historical fill.

Small town feel.

Small town feel

The people

Home

Small town-no multi family apartment living-do not become Leland, Wilmington or Myrtle beach!!

The coastal character and evergreen forest cover.

Here is why my husband and I moved to Southport: We looked a small town, on the water, with lots of history, and with a focus of how we could give back. And that is what we found here.

The character and charm.

Charm

Small town atmosphere with riverfront views. Fort Johnston is a treasure.

Slow pace

Easy access to the downtown area and the waterfront

The small town feel

It's mostly safe. There is minimal crime and one can walk around without fear.

Small town feel; no big box stores Or restaurants; more boutique shops & restaurants; more small boutique, shops, and restaurants; clamp down on short term rentals - ruins neighborhood; keep historic area streets as they are as they are so charming & great to walk. All the massive building that is projected for downtown & residential areas is ruining why I moved here.

The peaceful historical walkable downtown. This is why I bought an existing home here

Small city atmosphere friendly people all around

Small town feel with the energy of a thriving visitors destination. Honestly, it would not have the same feel or appeal if it wasn't a tourist town.. We love seeing all the visitors and weddings on the water front. We also love running into our neighbors at American Fish!

The small town, friendly character of Southport

Community of friendly neighbors.

I value the quaint throwback feel of Southport. Safety is also a top priority for my family.

Beautiful small sea town

Community water let's keep it charming

Small town feel, proximity to the water

The natural environment/waterfront

The small town atmosphere and walk ability of the area.

Close to ocean, nice people, plenty of good restaurants, lots to do.

Charm

The small seaport feel. Safe living. Friendly people. Love the "Don't change Southport, let Southport change you" concept.

The walk- ability to the shops, waterfront park, downtown area.

Beautiful small town by the coast

The charm and character of a small, historic town.

The way Southport IS

Scenery

Uniqueness

Small friendly town with gray natural resources including access to the water.

Small town feeling

The quaintness

Older small town appeal

Safe beautiful community

Historical small town feel.

Walkability, the people I know, great restaurants

The small town vibe, it still feels unique and special - not commercial.

The remaining trees

Small town feel

historical quaint homes and neighborhoods

Small town environment/safe community

Historic charm

Quality of life!

It's historic small town charm

Its small town character and eclectic beauty

Charming small town with a beautiful waterfront

Small town and historical significance

The ability to park, walk, and shop at local businesses.

Small town

I miss the Southport of the late eighties/early nineties. The small town feel and uniqueness of shops - not box stores was a big draw to the small town that is now not so small.

Small town charm.

Local charm and history

Low crime rate

Historic Charm of downtown

Character

Salubrious breezes

The way it was!!!

Small coastal town feel.

Small town feel

Small town feeling of community

Community and history

It's quaint small town feel and beautiful scenery. Dog friendly.

History and old buildings
Small town charm
Small town life
The support for small business and the arts
Small town living but southport could take note from Downtown Statesville NC and it would be absolutely amazing. Start gearing events toward younger families and not 82 year olds
Preserving history and protecting it .
Love the small town aspects (quaint, southern) along with the beautiful live oaks and waterfront.
I value the family environment however i have a disabled child and would love to see more accessibility in shops, sidewalks, parks, and more.
Small hometown feel and many trees
Access to the waterfront.
Coastal living. Easy access to parks, water, history, small businesses
Slower pace of life
The people and downtown
The salubrious breezes, the history & the small town feeling
Small town - Southports history
Small safe town
The historic character.
Beautiful waterfront
Waterfront restaurants
Winter, when the population is smaller.
Cater to permanent residents, not tourists
Its "remote" location in the region. I wish I could also say its pervading green-spaces, serenity and the yesteryear feel of quiet neighborhoods and safe, peaceful walks, but those qualities are severely and I fear irrevocably threatened.
I used to value the peace and quiet and slow pace
Small town feel

Our sense of community.

THE PARKS 7 LOOK FAORWARD TO THE ALL-INCLUSIVE PLAYGROUND

Quaint home town feel. But this is quickly evaporating due to the exploding number of newly constructed housing developments.

The Cape Fear River

Quiet

Small coastal village.

Small town ambience

Natural beauty and historical significance

Walkable to an extent .. low crome

Tradition, history, and nature. Prevent the building of new structures within downtown and promote a safer pedestrian environment.

Beautiful seaside town

The historical aspect, the water access, small business growth and opportunity.

Views and access to water

Small town with coastal culture

Small town coastal life!

Small town charm.

Southern charm

Small town feel with many options for shopping and engaging outside. Love the big trees and laid back lifestyle.

Small town, focus on people

Welcoming lively community with parks, art, live music - Yacht Basin is beautiful but needs dredged

Small town atmosphere

The small, safe charm of the town.

Small town environment

Small town feel

Small town character and waterfront beauty.

Maintaining the small time charm and ensuring the usable and accessible riverfront is protected

Character and small town feel

Small town nautical historic charm

Small town, friendly environment

The small town local feel

Small town feel. Quaint, easy to walk.people always happy. Voted happiest seaside town for good reason!

The small town on the waterfront feel. The sense of small community.

The variety of small businesses

The small town feel and local business

Unique historic feel with waterfront and small town charm

Waterfront

Lots to do.

I love the coastal small town living. Even though it's small Southport offers people lots of choices in restaurants, shops and entertainment.

Quant, charming, Historic Sea Coast Town

Small town feel

Non touristy...(although that's being ruined day by day) small town feel ... quaint and safe ... the oak trees!!

It's history, beauty and quaintness.

Our great residents and small business owners.

Small town living

Friendly and slow pace

Small town feel

It's quaintness

Quaint historical character, Mayberry by the sea

Small town

Small town, friendly neighborhood vibe, safety and trees.

Walkability and ease (usually) of parking.

Small town chatm

I value what is left of the natural environment and history.

Small town character.

ability to walk from my home to the downtown shops and resturants

It's small town charm.

Friendly people, small town feel, slower pace.

Small town feel

Franklin Square Park and keeping vendors and markets out of it. The NC 4th of July Festival needs to be rethought and smaller. The town can't handle all of the people and it has become a state fair instead of a festival.

Small town charm, friendliness, natural beauty

history and nature

Small town charm on the water

It's small town fishing village atmosphere

The historic charm and sense of small town community

Small town feel

Community, entertainment

Its character and walk ability, would like to see LSV expansion

Small town feel

small walkable town

Small town feel

Small town atmosphere, shops and restaurants, beauty of the water

Small, quaint town with one-of-a-kind waterfront view

Small historic town

Small town community for raising our children

I value the charm, the people and the community of Southport. To me Southport's leadership has gotten power hungry and losing its small town for the people touch.

The character and charm of downtown.

The small town feel

people

Quaint neighborhoods, seaside village, waterfront and historic areas.

The small town, close knit community feel.

The waterfront. Followed closely by a casual small town lifestyle.

Born and raised here, high value in knowing everyone in the neighborhood. Limiting the pace at which growth and development is occurring without proper planning as the town has long been known to do.

It's low density, small town charm with access to the water.

Not losing the small town feel

The ability to walk to shops and restaurants. The view!

Safety

Its a small town

Small town charm

Small town vibe

LOW DENSITY housing

The culture

Hometown feel

Small town appeal. Downtown waterfront

Small town. Quiet.

Small family town with some tourism. Green spaces and farmers market, museums

The small town charm, the slower pace, small locally owned businesses and the feel of Downtown. All of these would be threatened by over development and overly populated additions to the area.

Its quaint character

Small town feel with TREES!

The small town vibe!!

Less growth
The small town feel and walkable community
Unique, historic, back porch feel. I love the trees and do not want any destroyed for more neighborhoods!
The maritime history (would love a memorial to that on the waterfront!) & quaintness (which is eroding due to too much construction & increasing population).
Small town atmosphere, Live Oak trees, open space and keeping city right away open for parking.
The small town charm and the people
Small town charm
Restaurants and waterfront
Everything about life is easier than where I came from.
Small, beautifully tree lined town; no tall buildings, historic vibe; safe.
Small town feel, natural marshes and waterfront
Small town feel
Small town atmosphere/living
The small town feel on the water.
Local shops and restaurants
The feel of quaintness of the town and access to the water for paddling to BHI
History and vibe
It's comfortability
Small town with strong character and sense of community.
Keeping it small and peaceful
Sense of community and vibrant downtown
Quaintness
Small town, friendly atmosphere with access to green space and water
Small town atmosphere, access to water, trees and natural beauty
Small town feel

Small town lifestyle

Small family oriented

Small town, conservative feel.

I used to value the neighborhood but recently a developer was allowed to build a building so close to my bedroom window that I have no privacy and I'm now living behind a wall. This was a result of getting a waiver permit even after I sent a letter of non support and my reasoning. Which I later was told my letter was not read by the board so not entered in the record. There is more to the story but the city failed me by letting a developer submit multiple plans and get exceptions without considering impact on my property. I want these practices and lack of consideration for existing properties to be changed.

I value the small town characteristics, which are rapidly disappearing with the out-of-control growth and influx of national retail businesses.

Small community friendly people and art and festival events.

Sense of community

Community

small town with attractive waterfront

Small, residential community, natural beauty and access to quality healthcare and services

Small town feel

The historic nature and how the residents have allowed Southport to be Southport

Small town life with incredible natural beauty

Small coastal town vibe

Small town atmosphere

Small town feel with local shops restaurants. Few chains

Location to coast.

Cape Fear River, proximity to Caswell Beach, NC

Keeping the height restrictions and therefore controlling possible change towards city feel.

The Entire Character/ History/ and the great people

Small town, friendly feel with local businesses

The small town coastal and historic feel

The small town community. It's so great to live here!! We do not need to try to cater to tourists and what they might want. We don't need more shopping centers and more stores and development. We have plenty. If people need something they can go to Leland or Wilmington. We live here for the small community. The full time residents r the only ones that should have a say in things!!

Small town, All-American feel. Not many remain. Don't try to 'make it better'. Let it be what it is.

The small town vibe on the water with shops and restaurants

Its charm

It's seaside small town appeal

Small, hometown feel and young families having the ability to live here

The hometown feel!! We chose Southport as our forever because it had the hometown feel, a great and safe community, and fun nearby activities.

Small town charm and history

maintaining the integrity of our small town

This is where I grew up. It is home.

The vibe when we got here. Small town by the sea.

Knowing everyone and being known by everyone.

Small town living with access to the water

The small town feel, variety of natural fauna and the maritime activities and anything attracting visitors to the river front.

Small town feel. Walkability.

Quaint, small town character, genteel Southern charm and friendly atmosphere.

The economy generated from visitors

Lovely neighborhoods shaded by oak trees. Walkability. Peace and quiet.

small town atmosphere and proximity to water

Community

Character of the downtown businesses and the waterfront

Its historic character and the ambiance created by conservative and thoughtful preservation.

The people! Don't choose policy over people. The residents make this town so special and beautiful!

It's small historic town

Historic architecture and small town feel

Small town living

Since of community - the involvement of the residents

MOVED HERE FROM AN AREA STUDYING THE WALKABLE URBAN MODEL FOR GROWTH. SOUTHPORT HAS THE WALKABLE URBAN MODEL WITHOUT LIGHT RAIL, ETC. EXCEPT FOR A GROCERY STORE WITHIN THE CITY LIMITS, MOST OF MY DAILY NEEDS ARE MET WITHOUT GETTING INTO A CAR. MAKING MORE AREAS ACCESSIBLE BY BICYCLE BY ESTABLISHING DEDICATED BIKE LANES WOULD BE A PLUS.

Location, art vibe, small town living

Safety, conservation, affordability

Small town, historic, friendly, beach and maritime vibe

Small historic town free of crowds. I am extremely concerned that overbulding in this area will destroy the city of Southport with overcrowded conditions and overcrowded bars and resaurants and no place to park

Small town feel

Small town feel. It's going away Politicians want $$$ we want old town charm

Small town atmosphere

Friendly people, volunteering, relaxing life

Small town charm and quaint feel.

It's character and closeness to the beautiful waterfront

it is where I live and work

Quaint small city with inviting characteristics

The eclectic nature and small town feel of Southport without the HOA intrusion on personal freedoms (although some Board and Planning Development individuals seem determined to ruin

The small city feel. Protecting our waterfront

The unique character and feel of a small Oceanside town. The lack of corporate chain retail adds to the charm and patronizing locally owned is preferred. The "Don't change Southport. Let Southport change you" signs are the absolute best example of the feeling we have and why we were immediately drawn here. Identifying those qualities and preserving them is the #1 most important thing to do.

Small town living

The waterfront and the quaintness

Walkability

Small town charm

Small, but vibrant town feel.

It's small town feel which is quickly eroding

Charming small town feel

Small town atmosphere

The small town neighborhood atmosphere near the water.

Access to the Waterfront and local businesses that make it seem quaint

small town

It is a condensed community with excellent small business and locally owned restaurants. I value my access to the water for paddle boarding and the ability to ride my bicycle throughout town.

Small town with great shopping and dinning and access to water

Community feel, historic architecture, water beauty.

Small town living not over regulated

Waterfront character

Walkable Downtown

The way it was not the "theme park" it has been allowed to turn into....this city is out of control!

character of the city and safety

Water views, wildlife, historic preservation, and safety.

The people and culture

Walk ability, but that is getting less safe.
I once valued the small town charm, however in the past three years the charm is quickly diminishing. It's being over-populated, I the town can't keep up with the over population and housing is quickly taking over.
Small town living
Small costal town with many local small business and restaurants for residents and tourists to enjoy
Beauty of River and properties
Small town character and limited development
Natural beauty and charm
Historic homes charm (got this way without any city directives), oak trees, river views. I also enjoy high quality restaurants that are an anomaly for such a small town.
Small historic town charm, great neighbors, good restaurants.
Unique town w history
Small town
Small town feel. I love how quaint the town is and I don’t want it to become a Carolina beach
Home
Small town atmosphere
Small town atmosphere; unique shops & restaurants
Small town feel, appreciation of town center and water view, community events like concerts on the green, local cultural events.
Climate, small town atmosphere
Small town charm and friendly residents.
small town coastal charm
small town charm
Small town atmosphere with healthy small businesses core
Quiet neighborhoods and slower pace.
It's sense of history.
Its charm, nice neighborhoods, no chain stores in city.

Restaurants

Small town feel and free parking.

Access to boating and fishing

Small town feel, people are friendly, local vendors & business people.

Great music, art and small town vibe

Small town feel. Large town ammenities.

Small town and historic history

Small town feel with local boutiques and restaurants.

Character, including capped development

Preserving history and small town atmosphere

Downtown and the people

Uniques Small Home Town USA

Southern coastal small town vibe, stores and restaurants

Small town feel with local businesses

Small town feel

Keeping the small town feel and the historic houses. No fast food or chains in the downtown.

Food and kindness

walkable, quaint, safe

it's small town feel and charm. Southport is a very unique town because of its history and location. So far, Southport has done a good job of maintaining its charm, but there seem to be influencers that want to make money from developing Southport. No to that! SP doesn't need to be all things to all people. We don't want it to become another Oak Island or Leland. I believe in the saying "let Southport change you, don't change Southport." There are very few spots left on the East Coast one can call "quaint". Don't destroy the quaint feeling of Southport by over developing and changing it character. There is a lot of room outside of Southport developers can ruin and make ugly. Send them outside the Southport city limits with their big developments. I don't want to see that in Southport city limits!

Small town feel

Lots of local businesses gives it the unique charm.

Lots of local businesses gives it the unique charm.
The small town feel
Charming Family Friendly Coastal Town with a vibrant arts and restaurant scene.
Quiet. Fewer weekly rentals than other coastal communities. Small.
Small town coastal, historical, cultural feel. Local businesses.
Trees and neighborhoods
Friendly, small town, “All American” feeling
This is a loaded question. Southport has a beautiful waterfront and does many things well. Traffic in and out of downtown is a disaster. And while preserving the character, it certainly needs to attract new businesses and commercial enterprises and some of the eyesores that are vacant or need to be condemned on Howe St., the City needs to deal with it - buy them and sell them - just improve the overall look of the corridor coming into downtown. This is a common statement I hear as a resident, whether expressed to you in this survey or not.
Small town
Small town living & the ability to walk everywhere.
WAter. Size.
Being able to walk to places of interest to me: library, shops, post office, dining, grocery or conveinience store
Small town feel
Historic neighborhoods and friendly neighborhoods.
Small town vibe, water views, history, charm, local restaurants and shops, hospital.
the historical houses and buildings
Historic preservation
Historic neighborhoods.
The small town environment
It’s a relaxing town
The people
Sense of community and coastal living

The people
Identity, sense of community, and size
Small quaint town with local businesses
Small town living
Small town friendly
Friendships
Small town feel
The citizens. Mostly friendly and amazing.
Unique shopping, waterfront views
The people. The walkability downtown.
Historic, small town character
That is a small town and a lovely community by the water
Small community town, not a beach town.
Small town charm and values. Access to the water
Friendly people
Small town feel.
Small town charm
Friendly relaxed atmosphere
Small charming friendly town
small town feel
Downtown
Small town
Natural beauty
Safe, small town, local/small businesses
Small town, beautiful waterfront and historic district
I value that Southport is a small town. I moved here specifically because of that.
Low violent crime

Small town feel and friendly people. Natural beauty. Please preserve the trees, marshlands and animal habitats!

We loved the small town feel of Southport and affordable cost of living when we moved here 12 years ago. All of that has changed drastically.

Small town, friendly feel.

The small town characteristics. The historical, cultural and uniqueness of the town.

small town feel and access to water

River walk

Small town sitting.

The quaint non commercial small town feel

Free parking

Free parking and being able to sit in the blue chairs at Fort Garrison watching the river.

The small town feel, slower pace living

I used to value the small town feel. It's too crowded and the city govt only cares about gentrification. Generations for poor citizens are being taxed out.

Small town vibe

Location and small town vibe

Small town feel

Small home town environment

Close to beach and small town but needs quaint modernization

Small town and natural environment

Not commercialized but growth thru tourism

History and small coastal town vibe

It's small town and friendly atmosphere.

Small town feel & beauty of riverfront

Small town feeling.

Small town, good people, safe, historic and places of business.

Being in a coastal town is a little bit of heaven for me

The natural beauty and charm. Small town feel.
Charm, size, Small businesses. Restaurants, walkable, friendly, safe
The trees access to water and the Small town community and business owners.
The small town quaintness (which is now endangered due to overdevelopment)
Small town.
Small, unique, safe town
Small town friendliness
Historic charm and safe living
Small downtown charm
Small town vibe/weather
I love the rich history of Southport and access to the water. I love the small town feel that seems to be slipping away.
Walkability; close community; integrated charm
Small town charm and natural feel. Big beautiful trees
Small town close knit community. Really wish it would stay small and limit growth of large commercial space and more housing developments
Small town living
Small coastal feel
Walkable, access to amenities, I.e, restaurants, shops, cultural opportunities
Old historic town
Small town walkable feel safe. Something to do sometimes. Water front restaurant. Shopping. I can use my golf cart.
Peaceful waterfront
the historic vibe, the quaint city, the trees - the tall pines, planned development that keeps Southport as Southport

Small town charm
Quaint small town feel, historical homes, natural beauty and all local business in downtown
It's where I grew up, and it has many small businesses that I care about. It also has historic value that is important to the development of the United States as we know it and it would be a shame if we covered that up with ugly new houses and no new jobs.
Easy lifestyle with slower pace
It is where I grew up and where my family lives.
Small town feel
Small, friendly town with natural beauty and historic homes
Welcoming community
Quality of life
Small town atmosphere
Walkability, Historic Homes, Restaurants, Entertainment
the waterfront
pace
Ease of walking, to restaurants, retail, the water
Small town historical charm.
Friendly, small town atmosphere
Small town ambiance with historical character present in the general downtown commercial area. Still a generally friendly population.
Safe small town charm and friendly people
Being able to walk around a beautiful downtown.
small maritime town feel
It's character, shops, activities and location at the water
Small town living with adequate amenities and entertainment ootions
Small town feel
It’s my home town. Having said that, I am distraught at what I’m seeing take place now - TOO much traffic, TOO many people, & the quaintness disappearing.

Small Historic place

Appreciation of the volunteer spirit that so many bring to Southport - pride so many of us have in our town

Small town living

Small town feel

Downtown area

Quaint and small nautical city with a lot of history and locally-owned stores, restaurants and drinking establishments. A fun place to visit and spend time, especially with out-of-town visitors (we live in St. James).

Being born and raised here

Generally a quiet, safe place to live and access to downtown and the River front. Love the water, city pier, watching the ships and water access.

Don't change Southport let Southport change you

Small town living

Small town feel

Small Town Character

It’s small town charm that is the hidden gem

Small town hallmark feel. Safe to walk around without worry.

The feel and ease yo move around

It's small town character, which is rapidly disappearing.

Small Southern town charm

Small residential town, non-commercialized feel.

location

There is enough of a variety of things to do here. Anything from small restaurants and bars to the outdoors.

Small town feel

The character and charm that is slowly going away with over-growth.

Small town atmosphere

It's small town character, which is rapidly disappearing.

Small Southern town charm

Small residential town, non-commercialized feel.

location

There is enough of a variety of things to do here. Anything from small restaurants and bars to the outdoors.

Small town feel

The character and charm that is slowly going away with over-growth.

Small town atmosphere

What is the most important issue the City will face in the next 5, 10, or 20 years?

poorly done overgrowth

Keeping the tax rate down. Infrastructure

Too many people

Infrastructure keeping up with growth.

Infrastructure keeping up with growth.

To much growth.

to many people, mismanagement

Streets for the traffic. Services like Doctors police nurses firemen and all the equipment that goes with it. No one will be able to afford living here. I saw it happen in Long Beach Island NJ. And Sag Habor NY

Not overly catering to tourists.

Over crowding and failure of infrastructure

Traffic control and affordable housing for workers.

Growth

Over development. I get it. I wanted to move here for all Southport has to offer but without proper planning development will turn this lovely area into another overgrown, overpriced, congested town that used to be quaint and inviting.

Over development and becoming just another waterside town over run by tourists.

Growth and Infrastructure

manage growth

Road system not adequate for the number of vacationers that come to this area from May thru December. Parking is also an issue too.

Traffic and parking

Overpopulation, lack of ingress/egress(ability to evacuate in emergencies), infrastructure not keeping up with population

Population

How to manage overdevelopment of Southport while managing the influx of visitors from overdevelopment in all of Brunswick County.

Population growth

Infrastructure Improvements

Keeping development at bay and developers with thier blood thirsty longing

Growth and infrastructure

affordable housing

Too much expansion, too fast. Infrastructure cannot support at the rate we are going.

Excessive development. Rising sea level and climate change.

Protecting property owners

Overdevelopment of residential uses

Insurance

Direction of growth-maintaining integrity of the community or selling out to growth

Over-intrusive development/traffic .... Proliferation of harsh LED lighting ignored by city administration.

Juggling quaint town with growth

Infrastructure upgrades

Affordable housing

Infrastructure for the growth we really can't stop.

Over development with services being developed at the same pace or quicker. It is very hard for new arrivals to find doctors / dentists now

Growth, yes it’s going to happen, but let’s make sure the new development matches the old so it all blends and the city keeps its charm.

Zero infrastructure. Decision makers who are unqualified to make decisions

Growth.

Building/Population explosion that is out of control projected buildings downtown will ruin downtown charm which is so sad & residential areas.

Preserving the historical charm of this quaint little fishing village

Not being the small quiet Little town.

Tourism and growth bring tax dollars. If we don't have the tax dollars, it is much harder to meet the demands of a small town on the water front.

Rampant growth and accompanying traffic

Development of dense housing that doesn't have the same architecture or landscape of the existing town. It has already happened with the Haven development downtown and all the housing down 11th.

Overgrowth that could undermine the small town feel that so many residents and visitors value.

Population growth and access via 211

Drinking water -growth -over building -long term town plan is needed. Sunset Beach did a good job - commercial has a look, the developments- common areas landscaped beautifully

Overdevelopment, traffic, high utility bills

Tax base to support growth. There are not enough commercial businesses to lessen the residential burden and residential taxes will not be able to provide needed services

The town will definitely face issues with infrastructure unless those areas are included in the long term plans. Also, having to pay taxes in both Brunswick and in the town, limits the people who can afford to live here. No simple answer, but it is a concern.

Overbuilding

Raising costs
Maintaining/building infrastructure ahead of population growth. Fixing water quality.
Traffic is becoming a problem. There needs to be a parking lot somewhere off Howe Street for visitors to downtown . Please do not put in ugly parking meters anywhere!!!
Rapid growth and development
Development and affordability
Managing growth
Too many homes.
aging population - workforce
Traffic associated with continued growth.
Money, spending money you don’t have
Growth
Controlled growth
Growth
Having an honest, transparent, board representing the citizens desires. Capitalizing on tourism through paid parking.
Development.
Limiting big box store take over or major expansion
To many road ways leading toward a already crowded Southport
No infrastructure to accommodate the growth.
too much growth. stop building sub divisions!!!!!
Overcrowding
Traffic, new developments
Growth
Over population
overdevelopment in Brunswick county
Parking
too much building of poor quality high density housing

The lack of well-considered thought AND honestly good intentions AND an EARNEST love of HISTORIC Southport. (Walk the talk, people.) Also, catastrophic storm flooding, extreme storm damage, loss of natural landscape, ecosystem/wildlife due to destruction of wetlands and indiscriminate mass clearcutting of trees, careless ignorance, lack of foresight, brashness and sheer greed.

Overpopulation. Collapse of infrastructure. Even more inflated costs.

Traffic, parking

Growth outside the City, along the HWY 211 and 133 corridors.

THE SAME ISSUES IT FACES NOW. THE BOA CAN'T EVEN MAKE A DECISION FOR OR AGAINST THEY JUST PUT OFF EVERY DECISION NEEDED TO BE MADE!!!!!

Rapid growth

change through overpopulation and traffic

Politicans

Improve the structural continuity and esthetics river shoreline. Public parking structure might help.

Growth

Managing growth to preserve the character of the community

Over expansion/lack of medical professionals and similar

Population growth and modernization.

Rapid population growth

Over development, loss of environmental habitat, loss of trees

Control growth and rising costs

Leadership

Managing development in a way that expands the town without losing its charm. Dealing with traffic

Increasing frequency of tropical storms/hurricanes.

Population surge

Allowing for growth without restricting people who currently live in town too much.

Getting a decent city manager in here who works well with others.

Development outside of downtown, congestion coming into town, and parking

Unsustainable growth

Managing the over development. Balancing need for income with greed of developers. Tax tourism items/uses more could help with income.

TRAFFIC

Population growth and infrastructure

Overpopulation turning the area into Myrtle beach

Growth

Too much development, taking away the charm. Limited green space and too much traffic already.

Over growth of business with no one to work. Over elderly population

Growth and infrastructure. Historic downtown needs to remain quaint and quiet. No 3 story bars

Affordable housing & bringing in younger families

Making changes that would affect tourism.

Stressors from overdevelopment

matching the need for shopping and eating resources with appropriate locations

Sea level rise and over population

Over development and loss of character that drew people here in the first place

Balancing Growth and Change

Over population, rising housing costs and getting workers to work here due e higher housing costs,

Effects of climate change

OVERDEVELOPMENT

Overcrowding. Unaffordable

Traffic flow, maintaining the charm

To much growth with realizing that infrastructure, schools , medical , safety need to be considered

unchecked growth

Urban forestry preservation

Over crowding

Traffic due to over growth

It will lose the quaint village feel with all the building of new neighborhoods /townhomes
Over development
Traffic
Infrastructure decline
Traffic , not enough people who use town pay taxes
Over crowded
Generational transition as the population is widely regarded as very old. What happens to the businesses and properties as they pass away? Need to encourage younger blood to come into town by encouraging those opportunities.
Too many people who don’t understand the value of keeping a small town small!!
Controlling growth for infrastructure and crime.
Too many yankees & illegals
Overgrowth
Sea levels rising
Controlling the growth and managing infrastructure
Size
Over development and expansion
Managing Growth
Rapid population growth
Growth
Preserving 250 years of history
Mix of affordability for residents and environmental and climate issues - hurricanes as only part of the issue.
Population
Development
Affordable housing, aging population, lack of workers for local businesses
Infastructure

How to keep development from changing the town ethos.

Infrastructure to maintain tourism industry

Pedestrian safety, due to lack of sidewalks. Crosswalks, a lack of traffic signals, & speeding issues.

Over population/ loss of everything that defines Southport as a quaint small town.

Growing too big too fast

Infrastructure

Infrastructure to support city growth

Expansion

Paid parking, against it

Storm impact.

Taxes, they are very high, yet the historic downturn is not showing of a vibrant well manicured city.

Good management at City Hall

Development!!!! Tacky fast food and horrible signage.. Southport is being ruined by developers and real estate agents that sit on the board and vote themselves rich.

Development, parking, traffic

Dealing with incoming visitors on Howe street and downtown, as developers build more and more homes along 211, 87 and other tracts. We are in a gridlock situation already on Howe not sure that the 211 widening will reduce our traffic jams on Howe.

Subpar building requirements.

Over development

Slowing development!

Over crowding and clear cutting

Growth! Crowding, traffic, need historical preservation, need stricter building codes for both comm and resd. In order to preserve character. Stricter on commercial signage, and choice of business allowed downtown. Need a vision statement to adhere to.

Over development

Overdevelopment and unbalanced budgets.

Accommodating growth (traffic, parking, etc)
Overcrowding and infrastructure
Continued influx of new residents to the area and lack of space and infrastructure to support them.
Affordable housing.
budget issues. getting the alderman to make decisions
Over development
Managing growth, maintaining small town charm
Controlling growth
Traffic and tourism. Southport doesn't need a tourism department or festivals every month to attract people. This town is out of control!
Parking, too many people, traffic
historical and nature preservation
Residential development and infrastructure challenges
Overdevelopment
Population growth and maintaining the charm when faced with the rise of new development that doesn't fit the existing architectural landscape.
Transportation infrastructure
Over development, missing infrastructure
Environmental, storm surge, etc
Population growth, potential crime
traffic
Uncontrolled growth and lack of intrastructure
Traffic and overpopulation
Funding to maintain and improve infrastructure.
Traffic/population
Development
High fines for the citizens and over development

Responsible growth

Overdevelopment

growth, taxes, loosing its charm

Traffic. NEED TO SLOW DOWN TRAFFIC! Enforce and give out tickets, control visitors. Love tourists but the tourists cannot control, damage, disregard, or make it unsafe for others. The two biggest issues to me is traffic control(slow down!) and compelling house remodels to either finish the job in a reasonable timeframe or tear down the structure (eye sores!). Pick up your lot property and maintain the Beauty of Southport and Oak Island.

Rising cost of services

Managing growth. Containing it if possible and making it palatable as a minimum.

Growth, and building/development, higher buildings shouldn't be permitted and and ordinance on neon signage needs to be implemented, so we dont look more like oak island and myrtle beach... tacky.

Unrestrained growth!

Over development

Growth

Growth

Climate change/natural changes like flooding damage

Overdevelopment

Affordable housing

Rampant overdevelopment. Developers desiring high density.

Growth

Managing city budget and controlling costs.

Population growth

Development and the push for more resources that will drive pressure to raise taxes and increase tax base through growth.

Over growth

Overpopulation and excessive growth.

Growth and traffic

Controlling the housing growth. We need more healthcare options.
Overgrowth.
Population explosion
Southport needs to stop overdevelopment and eliminating forestry Development only causes bigger headaches with infrastructure and traffic.
Land/tree/waterway preservation
Keeping up with infrastructure & avoiding over building/population.
Providing enough Parking needed for the volume of visitors and traffic issues with Hwy 211 becoming 4 lane and dumping traffic into Southport's two line roads.
Lacking infrastructure for growth and not making financial preparations for the repair and replacement of infrastructure as it ages. There also needs to be more emphasis placed on keeping this a family friendly location with amenities that serve children and families, not just the retirement age residents.
Population explosion and AFFORDABLE HOUSING FOR SERVICE WORKERS!
Overdevelopment all around
Affordable housing
Too many homes being built, too many people, too many vehicles, all with one way in and one way out of the area.
Population growth, maintaining its small town charm, utilities
Growth
Residential development
Congestion, loss of open acreage for wildlife and flooding.
Overcrowding of people and cars
Waterfront stabilization
Infrastructure
Overpopulation/development
Rapid development.
Over development

Managing traffic and development

Overdevelopment and overcrowding on roads. Especially 211

How to plan for and then manage growth, including creating the needed infrastructure

Traffic and congestion, public utilities, storm water and flood control.

over development

Overwhelming Tourist Population

High water

Rich newcomers ruining the small town vibe.

Having a city plan that encourages minority participation that protects property owners from builders that manipulate regulations that reduce other property owners value. Southport development has no plan.

Out of control growth.

Growth can damage small town feel

Mitigating development and clear cutting of trees in downtown and surrounding area to make way for neighborhoods.

Sustainability

control of housing spread

Focusing on serving the folks that actually pay taxes; streets, stormwater drainage, sidewalks, etc instead of tearing up neighborhoods that have been maintained and beautified by owners at their own expense. The unchecked development along 211 is creating dangerous evacuation issues as well.

Growth

Overcrowding, erosion, and lack of parking and resources to accommodate everyone

Overdevelopment and influx of residents at a rate it cannot handle

Infrastructure given projected growth

Over crowding, traffic, taxes.

Climate change

Affordable housing

Affordable housing

growth and parking

The money this town takes in due to tourism that is dispersed throughout the entire county divided by population that cannot be used to maintain our small tourism town. Why can't this be addressed to solve some of our ongoing huge issues?

Over development for housing

Too many people won't remain small town (don't be like other towns near by that used to have the same qualities but valued growth and money and have ruined the feel of the area

Over development. The house building needs to be stopped as much as possible!!!

Trying to bring in more people and become something it isn't.

Too much growth/traffic

Traffic

Transportation in and out of southport. Access

Lack of workforce

Retaining the hometown feel. But it is extremely important.

Traffic and Storms

new residents trying to change Southport.

Population boom and inadequate infrastructure

Effects of global warming. Population growth.

Funding, funding, funding.

Population growth

Overspending with tax hikes and overstaffing. Failing to be judicial with small town resources. Buckling to PUDs.

Stable infrastructure

Controlling & managing Growth & Development.

Need more recreation

Traffice due to over development. Too many t-shirt and souvenir shops downtown instead of actual businesses that serve the needs of the local townspeople.

too much development for infrastructure (primarily roads) to support; water quality
Controlled growth
Control of growth and infrastructure
Deterioration of historical buildings and the loss of traditional values in favor of money making schemes. I.e. paid parking.
Over development
Sea level rise
Not overbuilding
Infrastructure and overcrowding
Aging infrastructure
HOW WILL SOUTHPORT MANAGE ITS INFRASTRUCTURE. WITH THE LOSS OF ETJ AND THE INABILITY TO EXPAND (ANNEX) THE CITY IS FROZEN IN TIME. THE INDIGO DEVELOPMENT MAY BE GRANDFATHERED IN FOR SOUTHPORT TO CONTROL - HARD TO TELL FROM MEDIA REPORTS. IN THE NEXT FIVE YEARS: FINISH CONVERSION TO UNDERGROUND UTILITIES CITY WIDE. BRING IN COMPETING ALTERNATIVES TO SPECTRUM (ATT, FOCUS) WITH HIGH SPEED BROADBAND. ENCOURAGE UPGRADE FOR BETTER CELL SERVICE FROM THE MAJOR PROVIDERS. RESOLVE THE ISSUES SURROUNDING THE PUBLIC RIGHT OF WAY USES, THEN ENFORCE THEM. THERE ARE 90' RIGHT OF WAYS THAT SERVE TWO MASTERS - THE OWNERS WHO IN SOME INSTANCES HAVE NO OTHER PARKING AVAILABLE, AND THE PUBLIC NEED (RIGHT) FOR USING THAT SPACE. TEN YEARS: GET FUNDING FROM THE STATE AND CREATE WIDER LANES AND BIKE LANES ON EAST LEONARD ST., MUCH THE SAME AS EAST MOORE ST. WIDEN FODALE AND STUART TO THE SAME WIDTH AS 11TH ST. SIDEWALKS THAT CAN ALSO FUNCTION AS BIKE PATHS ALL THE WAY TO OUT HOWE ST. TO AT LEAST WAL-MART.
Parking
Managing growth and development, traffic patterns and flow
Over growth, development, over crowding
Without a doubt, over crowded conditions
Overpopulation
Overpopulation

Population growth

Infrastructure upgrades, parking, historical preservation, control development sensibly and find ways to generate more income from tourism.

Development and the challenge to maintain the small town feel.

Infrastructure maintenance and improvements.

I guess we will see

Managing the traffic cinflow after the 211 project is complete

1. In 5-10 years, it will be an aging population (average age is above 65). The healthy older folks will need to be able to walk to small stores and cafes (with small packages). Better streetlights and sidewalks are necessary. 2. 10 - 20 years, Southport will be seeing new families as they inherit homes or the sons and daughters sell them for inheritance. SP will in 20 years be competing with Holden Beach and Calabash which are beaches for families. To be different, SP should remain small town, walking, picnicking, and creating an old time feel for a day. There will be the threat of overdevelopment from St. James and the subdivisions along 211 who clamor for more businesses in downtown SP. If SP overdevelops, then it will lose its character and uniqueness and because it has no tourist beach, it could become a dying town.

Where to begin? Infrastructure. Waterfront, lack of parking

Understanding what made Southport special and maintaining that at all costs. Southport is why people are here.

Too much Housing growth

Make necessary improvements for current and future Flooding as well as pedestrian safety along Yacht basin and Bay St.. Find a way to help drivers understand that yacht Basin and Brunswick st is one way! As it has become a terrible safety concern and creates frustration with those visiting southport. Return Short st back to its original direction. it has been a needless frustration for anybody traveling along yacht basin. It is a hazard for all of us! it is nothing more than a private street for only a few residents. We need trash cans and regular liter clean up. The liter around Fishy Fishy is ridiculous! The entrance into Southport is a joke! Our sweet little town deserves something much more charming and welcoming than what's there. Golf cart drivers need to be subject to all moving vehicles. They drive like the laws do not apply to them. Deal with this. Lastly, we need a small, charming food market within the city limits.

Losing it's charm and the vibrant, small town quality

Handling growth and infrastructure. I have lived in two other "charming communities". Both were ruined by unbridled growth/sprawl and unaffordable housing for working people.

Waiting for the long time residents who want zero improvements and that think they run Southport to die.

Overdeveloped

Boating access to local businesses

Getting to big & crowded

Ability for the services (water, sewer,roads, medical and schools) to support growth

Traffic. Littering (including messes left by road work)

Commercialization

Congestion. Lots of people moving to the county and the town is not set up for parking, and traffic coming in/out of town. I wish there was an alternative way to get in/out of town besides N Howe to 211

Excessive development

Parking, controlling expansion

Managed growth

Overdevelopment, commercial retail chains pricing small stores out of business

Flooding

1. Managing parking and access. 2. Preserving the historic architecture and overall small town “ feel”

Over development, infrastructure and grocery stores unable to support the growth.

Too much development especially of "cookie cutter" houses.

Sea water rise, housing cost

expansion without services, e.g. medical

Managing and controlling development. Set high standards to save the history and charm. That means preserving the historic buildings, parks, businesses, trees, scenery, waterfront, and neighborhoods. Have strict building codes to preserve the look and feel of Southport. No high rises, no McMansions. Preserve Southport - don’t change it.

Keeping up with infrastructure along with growth of population and development
Maintaining the growth within reason. Keeping trees, do not destroy the character of Southport.
Traffic/parking
Keeping Southport safe, addressing homeless issues.
Too much expansion.
Unmanaged urban sprawl not consistent with the charm of a small coastal town. Lack of preservation of natural habitat.
Adding more sidewalks increases in shops and restaurants
Affordable housing
TRAFFIC
Lack of enough medical care.
Lack of parking. The city should have out of town parking with a trolly service to designated stops downtown.
Uncontrolled growth, piece meal decision without using a vision mapped through the master plan for decision making and traffic(lack of parking but lack of public transportation.
no answer
Stop clear cutting and developing
Infrastructure and beach erosion
Growth that the current infrastructure will not support
Overdevelopment. Let's first better maintain and improve what we already have before considering new projects.
Over expansion and problems with infrastructure
Overdevelopment which will lead to loss of charm
People moving from other cities and towns and wanting to change Southport to the way it was were they came from
Cars from new neighborhoods within 25 miles from Southport
Infrastructure-no accountability from developers
cost of living - high taxes

Poor condition of City facilities

Traffic and parking. I like to ride my bike but no bike lanes make it unsafe

Overdevelopment out of character development of the downtown historic district, waterfront

Over development/congestion

Preservation of our character and appearance.

Traffic & Development, Infrastructure

Too damn many people!!!!

traffic

Infrastructure of safe water, replacement of pipes for sewage disposal and reasonable property taxes.

Flooding and utility usage/service

Turning into a over populated Jersey

Over-population and rising sea levels

Traffic

Preserving history and ambience of Southport

traffic in and out of Southport

Sea level rise and dense development

Infrastructure updates

Indigo 2 development and the fact that we have polls like this that give us two options where neither option is palatable. Just stick with the current zoning.

Controlling growth, development, tourism, traffic.

Traffic congestion

Underground power lines and water issues with drainage. Need to be addressed.

Growth. I'm sick to my stomach at the growth I have seen since moving here

Positive cash flow

Stopping all the development

Uncontrolled growth; requiring new neighborhoods to preserve the environment including adding trees or not cutting existing trees down. Making sure city services keep up with growth

over population and 'short term renters'

Infrastructure

Rising tides especially in the Yacht Basin. The Town needs to start thinking ahead and making plans for the high tides. It's only going to get worse.

effects of climate change and traffic in downtown

overgrowth of town without needed infrastructure to maintain

?

water level rise, infrastructure maintenance, keeping people living downtown

Unhinged development

Over development and taxes to high for maintaining small town over run with tourists.

Over-development, infrastructure that cannot keep up with demand, growth in Brunswick county that will burden the tax paying citizens of Southport, and overcrowd our amenities, roads, infrastructure.

keeping developers at bay. if they are to build, make them contribute to traffic problems and/ or infrastructure

Population ! Stop building & make into parks!

Controlling growth.

Economic impact on tourism

Traffic flow & parking

Over growth

Traffic and over development out 211 and 87

Infrastructure

New developments and traffic issues

Over population

Expansion

Traffic overpopulated crime

Finances but don't want needs totally paid for by only property tax increases

Growth of population

Loss of natural resources/habitats

Managing growth and infrastructure

The aging population without sufficient resources. Not enough EXCELLENT doctors.

traffic

Maintaining the character

Uncontrolled growth of developments without proper planning. Development plans approved 5 years ago moving forward without any oversight on changing priorities and landscape

Maintaining affordability as the population explodes

Retaining small town charm with pressure to add more housing stripping away trees etc

Too much expansion

Getting in and out of town efficiently and maintaining Southport's character

Population growth

Growth traffic

degrading infrastructure,

Growth management

Containing growth

Dealing with over development

Overcrowding, over population, lack of infrastructure (small roadways into/out of town)

Growth without character

How to manage development

Greed and selfishness

Exponential and/or careless growth that will destroy the reasons why people want to come here. And continuing that growth without addressing the needs infrastructure. It's challenging though because residents feel burdened already by increased taxes, insurance rates, etc. Finally, please don't charge for parking in downtown Southport. The Oak Island fee is already limiting my beach time. Who can afford $20 a day just to park at the beach?

Unrestricted growth and costs associated with climate change (home insurance premiums)

Over development, over crowded roads

The city of Southport will face many challenges in regards to being able to preserve our city from becoming to commercialized and loosing it's uniqueness and charm .

growth while keeping small town charm of Southport
Old buildings not being kept will be empty eyesores and damage from storms.
Traffic control
Growth. Traffic. Congestion. Ugly billboards to many bars and fast food.
Overgrowth
Cost
Would like to have sidewalks on Howe and Leonard so we would be able to safely walk into town.
Hurricane destruction due to the deforestation of the natural habitat that would normally help protect. Over population, without proper medical or emergency provisions.
Over development
Jobs
Learn how to live in budget. To much money wasted on consultants
Infrastructure
Not enough quality services
Population growth unaffordability
Residents not wanting change and/or trying to fight tourism instead of embracing and controlling it for proper growth.
Too many homes and people
Uncontrolled growth
Over development
Growth
Uncontrolled Overdevelopment! Drinking water problems are serious
Providing transportation, recreation and safe ways to get around town for the rapid influx of people
Overgrowth and overdevelopment
Population growth, infrastructure will not support growth, professional services, i.e. limited, doctors, etc.,
Uncontrolled or unplanned growth

Becoming overpopulated and over commercialized.

Ppl changing the basic fixture of Southport n making it bigger. Keep it the same. Update infrastructure the most important issue with this town! Stop trying to make it bigger and changing it!

The over/mis-managed development of Southport

Traffic — it's here now

Affordable housing

Overdevelopment

Over crowding

The amount of people moving here with not enough medical and dental facilities. The infrastructure is not set up for the growth now and it's only going to get worse with traffic and accidents

Aging population and infrastructure not keeping pace with building demands.

To many new residents. Overcrowding and greater need for resources

Overcrowding

Over growth with lack of medical services

Infrastructure

5 years- affordable housing and need for higher density ; 15-20 years... climate change and preservation of environmental resources

Too many people from up North trying to change things

To many New homes being built. Not enough medical physicians or hospitals. Crowed streets, no parking. Schools over crowded. Lower quality of life, higher crime. Trash everywhere. Leading to people leaving.

Over development

No trees, uncontrolled housing development, uncontrolled growth, increased crime with increased population

Influx of traffic and tourism

1) Tax revenue and infrastructure 2) allowing development that fits in to architectural look of Southport

Overcrowding, pricing locals out of the area, losing the "small town feel"

Too much growth too quickly

Developers
Growth
Controlling growth
Overdevelopment
Development
Overgrowth of entire 211 corridor
Like most coastal towns, Climate Change flooding and growth
loss of younger population - dying city w no diversity
retiree money leaving
Infrastructure improvements,
Outdated infrastructure and damage from overpopulation and tourism.
Uncontrolled growth
Development, in City, in adjacent areas, and the Rt 211, corridor. Also must control development along Rt 87 and 133, especially if Rt 211 is developed or restricted (unintended consequences)
Handling growth while maintaining small town charm
having enough young people to work the service industries
Climate change
Population growth and keeping the infrastructure up to date.
Affordable housing; historic preservation
Losing the small town feel by the development and growth along HWY 211 and surrounding areas.
Too many to list! I think it's crucial the City find ways to grow financially without raising taxes on a mostly retired, fixed income population. Paid parking would help.
Golf carts
Maintaining a small town pride and spirit
Overgrowth, crowding less small town feel
Maintaining small town feel
To many golf carts

Overdevelopment and sprawl.

Over population

Sea level rise, increased police needs due to population increase, paving streets with potholes and problems, maintenance of city property, and continued pollution of creeks and waters

Growth

Over expansion

Over development with major traffic issues

Expansion and Infrastructure

Over growth without unified and smart planning

Changing the feel and density of Southport.

Bike and walk ways in town and connecting towns.

Uncontrolled, rapid growth leading to a loss of identity. Large commercial retail establishments are turning Southport into Myrtle Beach.

Growth and the positive and negative impacts that comes with it

Modernization (architecturally) and higher operating costs

developing new roads to accommodate the increased volume of traffic.

Availability of affordable housing and availability of water

Affordability

Controlling growth, infrastructure that already an issue

Overgrowth and lack of infrastructure

Improved development, attracting businesses to stay open longer & parking

Infrastructure with all the growth.

Overcrowding/over populated takes away small charm

vandalism, crime

211

Parking, street maintenance, utilities

The constant expansion and building. With no thought about the impact on the town, people or nature, or storm impacts.

If you selected "other" for Question 20, please explain below:

Volunteer & to enjoy the waterfront

Library

I enjoy walking along the waterfront. Occasionally go to restaurants. All shopping is catered to tourists so I don't shop in Southport except at Potters for seafood

Library, post office, coffee shop

I enjoy walking for exercise and the waterfront along with the streets surrounding downtown make for some nice walks.

I volunteer on many committees and spend lot of time downtown

Walking & enjoying the waterfront

We walk daily downtown. We have no sidewalks in BSL

Walking/exercise

In addition, it is just a charming downtown with beautiful views of the water. It's great to walk around, people watch and take in all of gods beauty.

Walking just for the pleasure of being on foot--and to reminisce about how it used to feel to walk downtown. On a weekday anyway. I stay away on weekends so I can pretend I still live in a small town.

Walking along the water

Walk down to library and post office, walk by the water

Waterfront

Walking 4-5 days each week, volunteering

Marina

Seaside

Just to relax along the waterfront and attend an activities . This area is under used

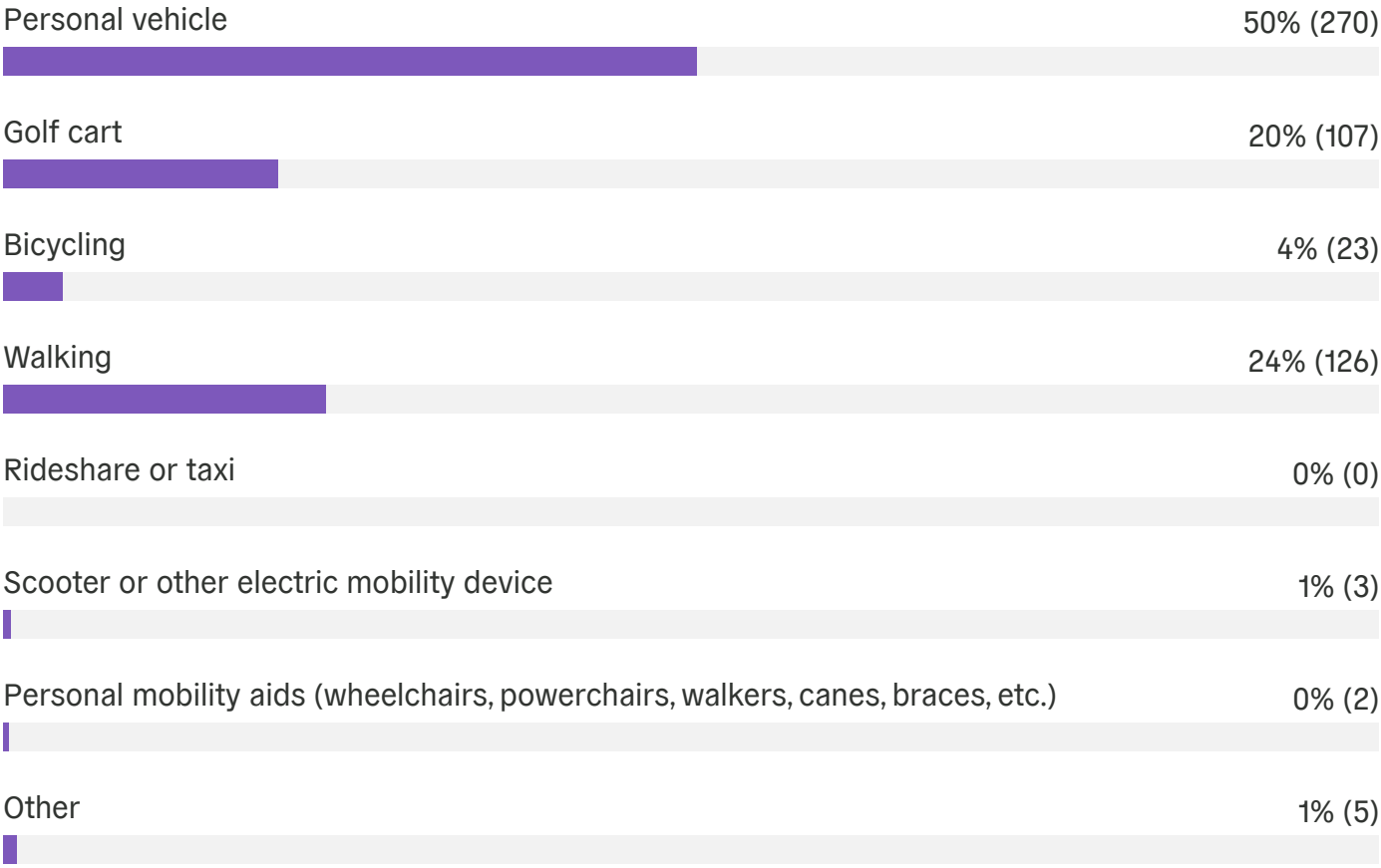
Library

Just to enjoy the scenery

Library, walking for exercise

Church
Attend church
Church and our children attend A Nesting Place preschool downtown
I like to take visitors to Southport.
Walking dog daily and bike riding
I live within a few blocks of downtown. I go downtown mostly just walking & taking my dog to the waterfront & FSP.
Childcare / Elementary school
Walking around southport
Daily walks along the river
Monthly board meetings at Indian Trail Meeting Hall.
Taking walks a.ong the water and through town
Work
Volunteer
I walk or bicycle downtown with family and friends that visit. We eat out and enjoy the pier and view.
Walking exercise, Dog walking, enjoying the town esp when there are no tourists
It is one of the few ways to entertain visitors
Cultural events

What is your primary mode of transportation when traveling to or around downtown?



If you selected "other" for Question 23, please explain below:

personal car

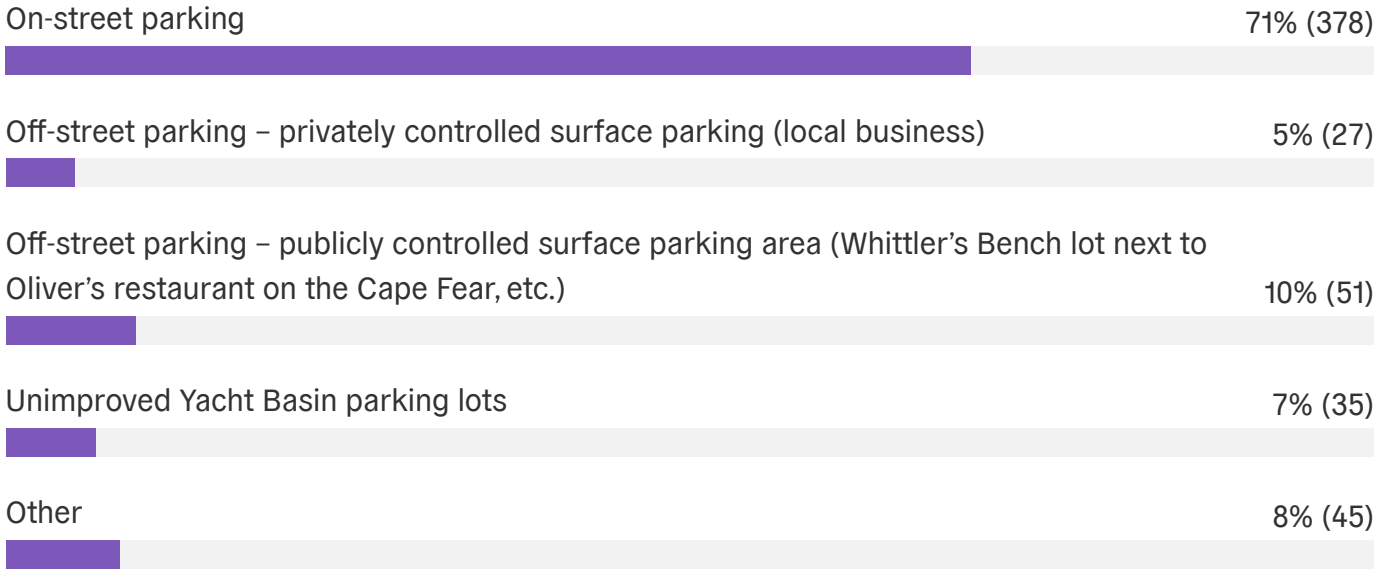
We drive to town then walk 2-4 miles 4-5 times each eeek. I also volunteer once a week and we come several times for meals or entertainment.

Walking or golf cart

Car to get to downtown

Golf cart, personal vehicle and bicycle

Where do you typically park when you come to Downtown Southport? (Select one.)



If you selected "other" for Question 25, please explain below:

I walk or ride my bike. Leave my car home.

In front of restroom, nash

in front of my house

I park at my house and walk

My house on W Nash street

Whatever is available

Live in downtown so n/a

Home

Usually on a bike.

Home

We live in Downtown Southport and walk

Side streets

We normally park behind the rec center or on the street by Trinity church or on St George

I walk

Bike racks

On my driveway.

My driveway

My house or a family member's house.

My family owns Lois Jane's. I park there. If not there, I park on Moore Street parking. You may have to circle around twice but there is always parking.

Live downtown and park in my driveway. Walk or bicycle to all places around downtown.

My house

I park in my own driveway.

Golf cart parking spaces which are great

My driveway

I live on W. West St. So, I park in my driveway.

usually walking so no need to park

My house

Live 2 blocks away. Walking

Right of way

Home as I live on W. Moore st

At a family member's house or wherever I can find a place to park.0

I don't park

I do not park. I walk.

I walk.

at my house

I walk!

I live downtown

driveway. live within walking distance to all downtown

Anywhere I can find

Our house is downtown

Park at our home

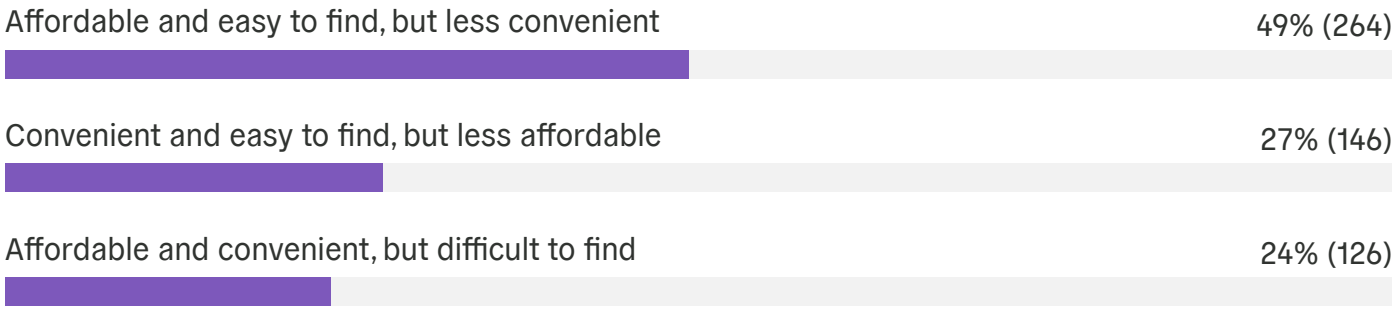
Wherever I can find a place lg. enough for my golf cart

Lock the bikes up

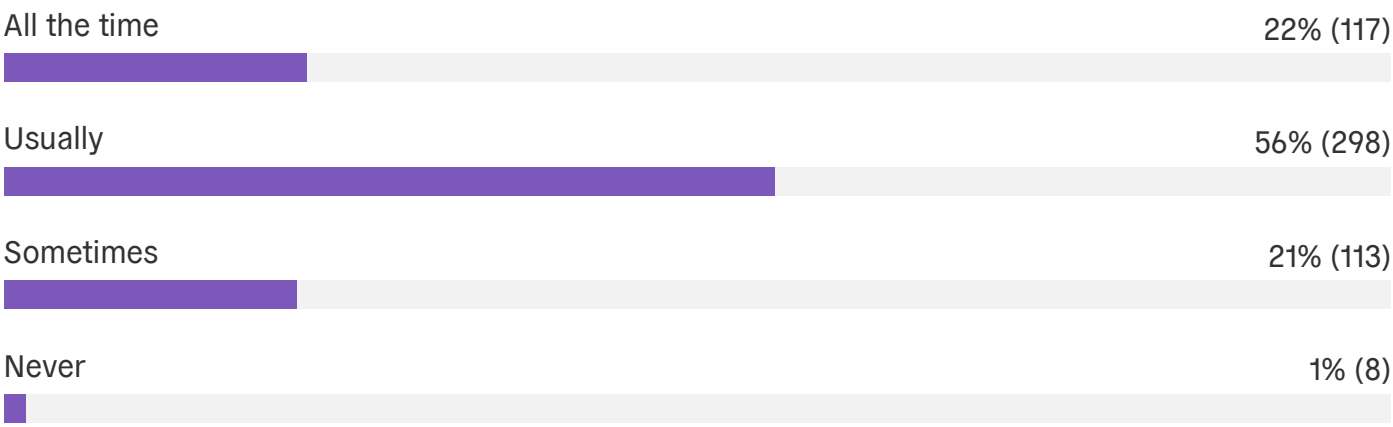
My own driveway.

Park in right-of-ways

If you could only choose one option for parking needs, which one would you choose? (Select one.)



I can find parking where I prefer to park:

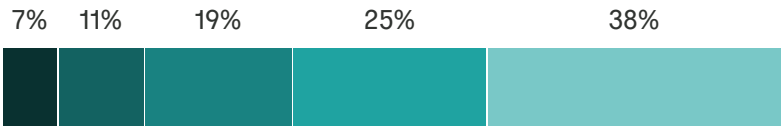


Please rank the following based on what is most important to you when parking in the downtown area.

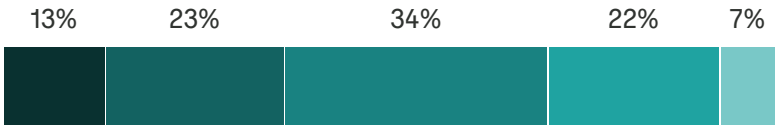
Question	5 - Most Important	4 - Very Important	3 - Important	2 - Somewhat Important	1 - Least Important
ADA accessibility from parking to my destination	7%	11%	19%	25%	38%
Proximity to destination	13%	23%	34%	22%	7%
Certainty parking will be available	21%	25%	29%	18%	7%
On-street parking	15%	24%	34%	18%	9%
Off-street parking	5%	14%	30%	29%	21%
Security / safety of myself and/or my vehicle	27%	28%	24%	10%	11%
Paved (improved) versus unpaved (unimproved) parking areas	7%	10%	16%	29%	38%



ADA accessibility from parking to my destination



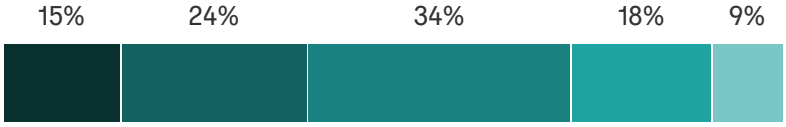
Proximity to destination



Certainty parking will be available



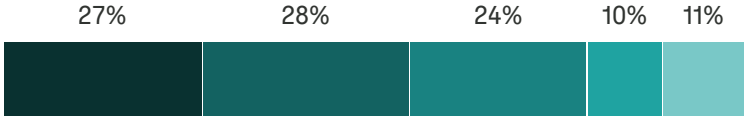
On-street parking



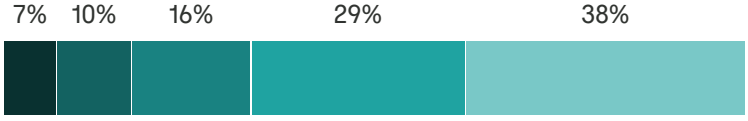
Off-street parking



Security / safety of myself and/or my vehicle



Paved (improved) versus unpaved (unimproved) parking areas



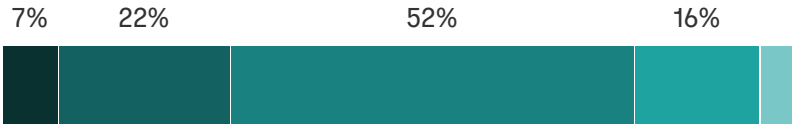
Please rank the quality of parking and pedestrian wayfinding signs in the downtown area.

Question	Excellent	Above Average	Average	Below Average	Poor
Parking	7%	22%	52%	16%	4%
Pedestrian Wayfinding	8%	22%	56%	10%	4%

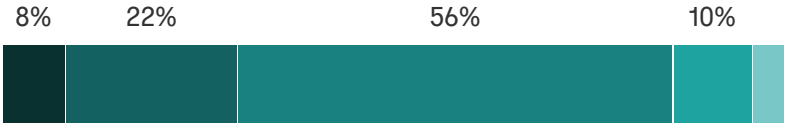
Expand all / **Collapse all**



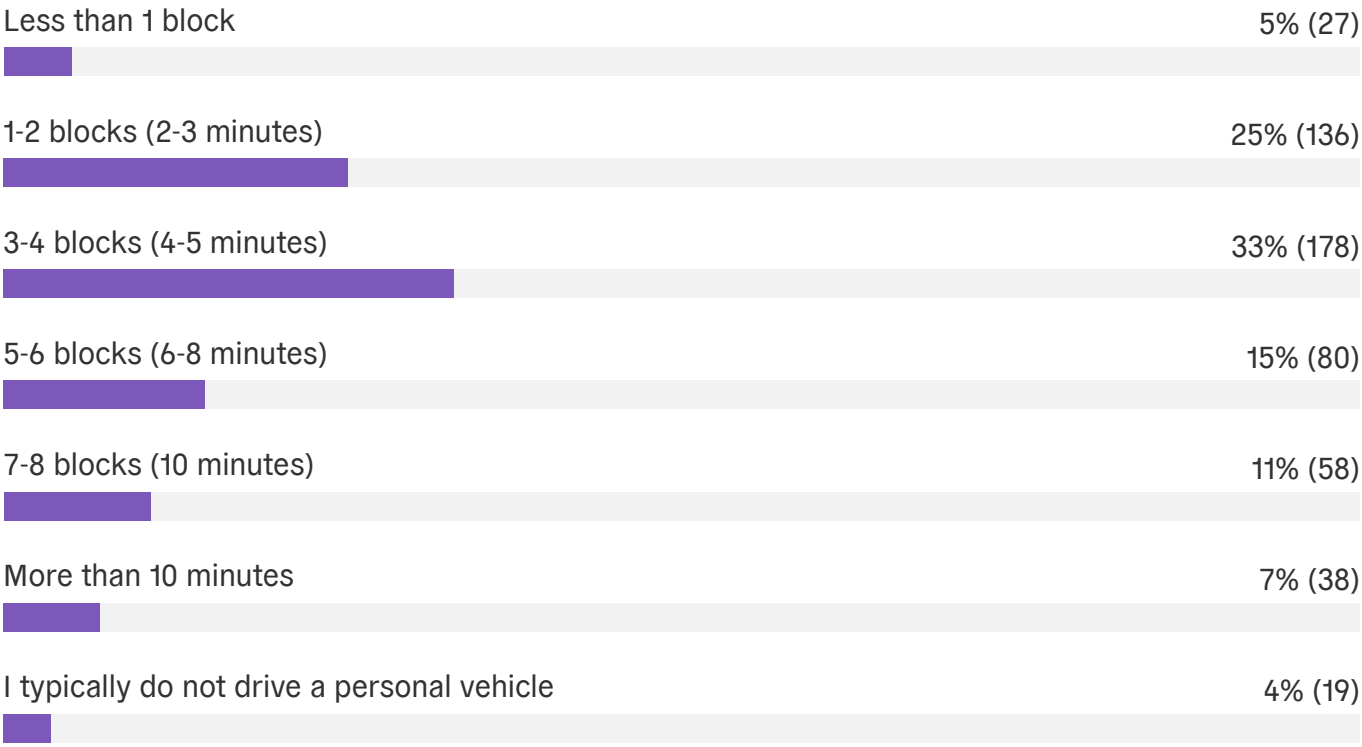
Parking



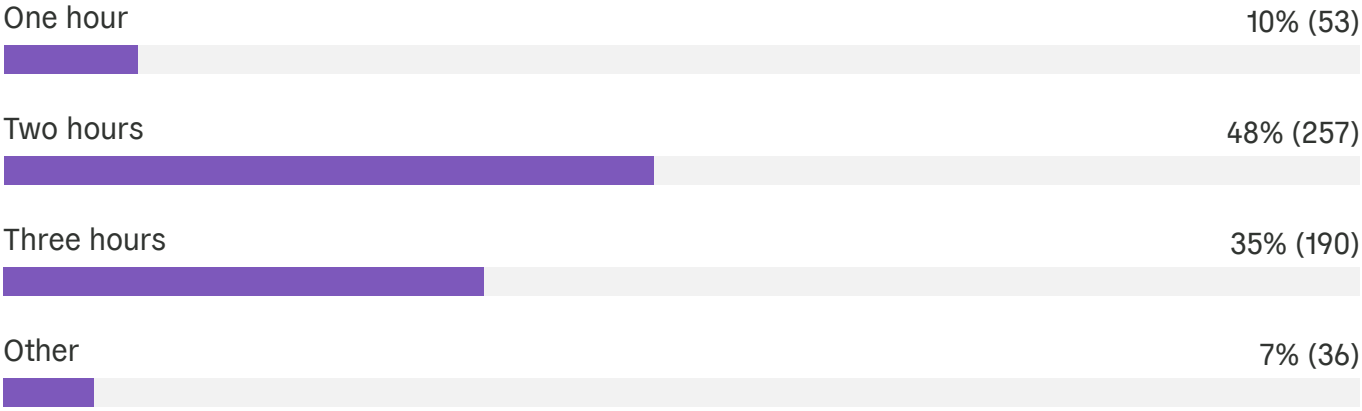
Pedestrian Wayfinding



For non-work activities, how far are you willing to walk from your vehicle to your destination? Time estimates are based on average walking speed and ability. (Select one.)



When considering the need for parking on-street, how much time would be an acceptable duration to typically meet your needs downtown? (Select one.)



If you selected "other" for Question 32, please explain below:

3-5 hours

there shouldnt be a time limit

I don't want any parking in downtown

As I live within a 10 minute walk from downtown, if I am driving (car or golf cart) it's usually just for a quick errand-no need for a longer parking space.

All depends picking something up - a minute eating dinner a couple hours- working 6-8 hours

IF YOU FACTOR IN THE WALK, THE WAIT TIME FOR RESTURANT & ETC THE DURATION SHOULD BE NO LESS THAN 4 HOURS

5 or more hours

Daily

There should be no time limits on parking

I work in downtown (but live outside of city limits) and therefore I need to have access to all day parking.

I do very little shopping/ business downtown, & usually I'm walking- no need to park

It depends why I am in town. It could be 30 minutes or 3 hours.

More than 3 hours

Sometimes we come for the day -don't make it pay to park it will ruin Southport's charm

all day

usually walking so NA

none

What the **** would I do looking for a parking spot for more than a few minutes

We like to shop and eat a meal (the meal usually includes a wait) - so 4 hours

No restrictions on time. Downtown is walkable from Oliver's to 9th Street and the yacht basin all the way down to Kingsley Park

No limits please

8 hour shifts

Make a parking lot

I don't want parking meters infrastructure anywhere

I have to work at my shop all day and unload merchandise from my vehicle

5 hours option and an all day pass

10hr work shift

Unlimited amount of time for parking. NO PAYING TO PARK IN OUR CITY!!

Both my wife and I are in our 80's. She is handicapped and cannot walk more than 100 feet without consequences. I can do about 5oo feet but slowly.

Just depends on what I'm downtown for - shopping, eating, browsing, walking my dog, etc.

All day.

shopping 1 hour, meetings up to 3+ hours

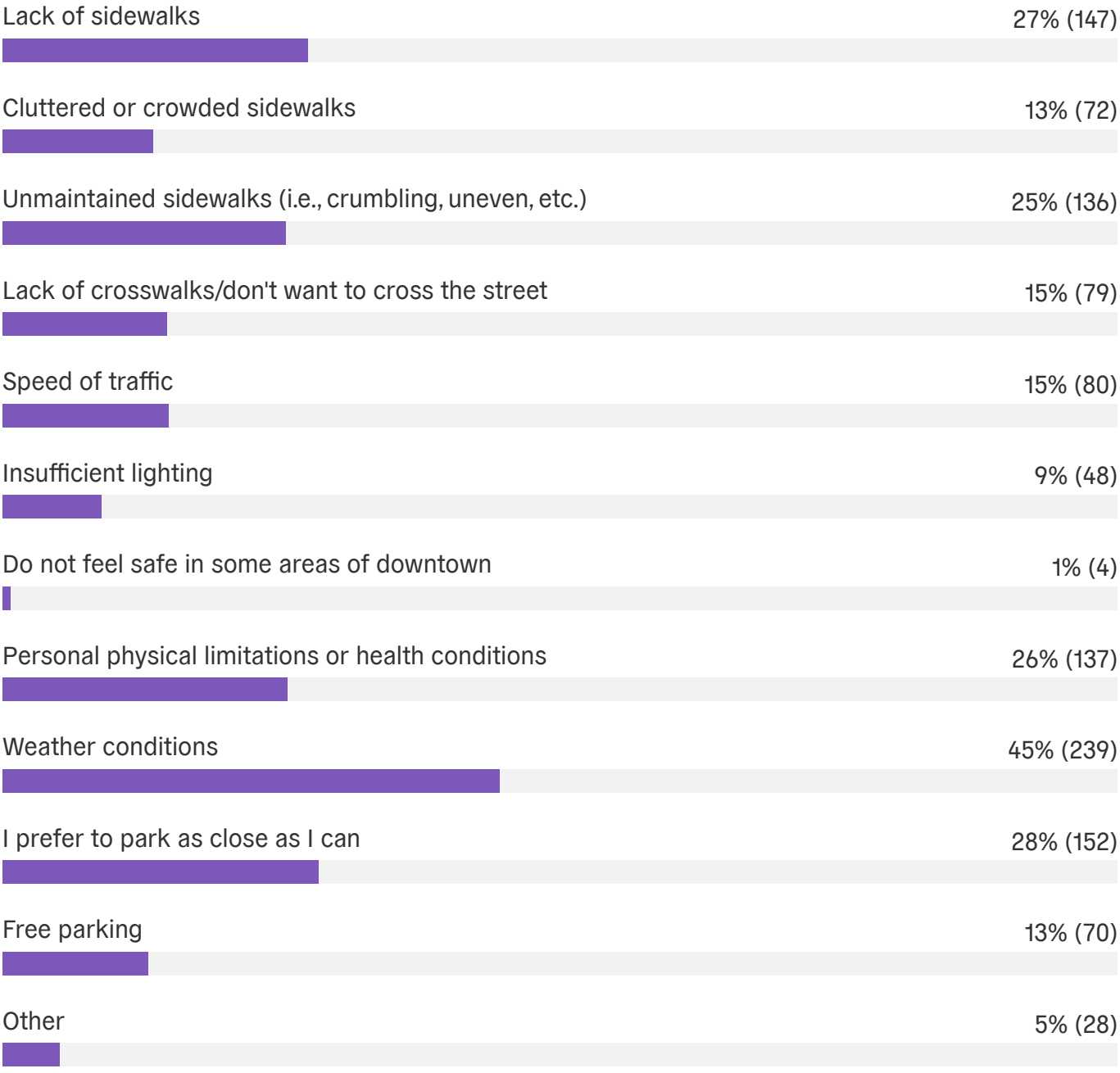
All day free parking

It varies between 1 hour and four-five hours, depending on why I am downtown.

No limit, no meters

4 hours. There is always at least 1.5 hour wait for the few restaurants. If parking isn't close by you need to factor that into the time as well as waiting and eating.

What barriers or reasons discourage you from walking farther? (Select all that apply)



If you selected "other" for Question 34, please explain below:

nothing prevents me from walking

I don’t know what you want

As a local downtown resident I generally walk or ride my bike. When I do drive downtown it is only when I am picking stuff up or the weather is bad and therefore I don't want to be far from the location.

Time constraints, such as starting time for an event or time available to run an errand to a shop.

The waterfront area by the restaurants (Fishy Fishy, Provision Co and etc) is really bad with very sloppy parking areas and the one way way marking is poor with out of towners going the wrong way often. This area REALLY NEEDS WORK ASAP.

Time availability

None, I would walk farther if I have to park farther away from destination. The question does not have a N/A answer.

It’s hot sometimes

I do not have a problem with walking downtown or parking. holidays are the exception but that is typical anywhere that you go. I hope paid parking is not implemented. We moved to this area because it is easy to walk downtown.

Sometimes I don’t feel like walking

It's nice to park relatively close

Traveling with small children

Parking should not be a priority, period.

Weather & time & who I am with

Not that much to do Downtown

I would not feel like my car was safe - that far from me and I could not carry shopping bags very far - especially if I bought something heavy or cumbersome

I live 1.5 miles from the waterfront. Due to travel time I don' walk but I do use my bicycle instead of my car when the weather is fair.

Time. Mostly taking kids to the library and lessons on a schedule. Walking farther cuts into being on time.

I have no problem walking anywhere in Southport.

Nothing
Walking with small children
Event type/ wardrobe
I have no problem walking further as long as I get to park for free
When you have a quick errand to do you don't want to spend a lot of time looking for a parking spot and then walking a long distance to your destination. If you are going to Moore Street you don't want to park at Leonard !
I visit early mornings in season or any time off-season with no parking issues (except for special events which negates everything).
I have no problem with downtown parking
heat
I typically walk downtown, or park in a lot provided for where I'm going or don't mind walking from where I find a space.

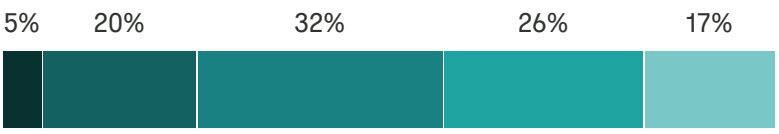
Public right of way space is limited in Downtown Southport. Please rank the following right of way uses based on what you believe is the most important infrastructure to provide in this limited space.

Question	Most Important	Very Important	Important	Somewhat Important	Least Important
Curb cuts and ramps	5%	20%	32%	26%	17%
Sidewalks	32%	37%	23%	7%	2%
Green space & landscaping	25%	36%	23%	12%	4%
Vehicle parking stalls	10%	23%	31%	20%	16%
Passenger pick up and drop off zones	2%	12%	28%	32%	27%
Package and commercial delivery zones	2%	12%	34%	31%	21%
Bicycle lanes and bicycle storage	11%	18%	29%	22%	20%
Golfcart and motorcycle parking stalls	9%	16%	21%	23%	31%
Other	6%	4%	15%	11%	65%

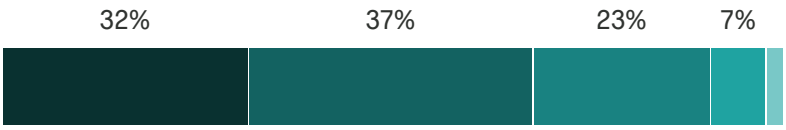
Expand all / **Collapse all**



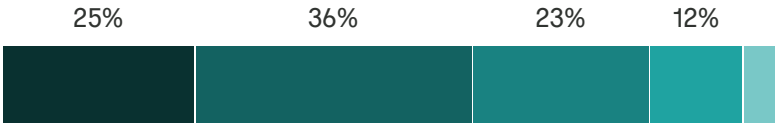
Curb cuts and ramps



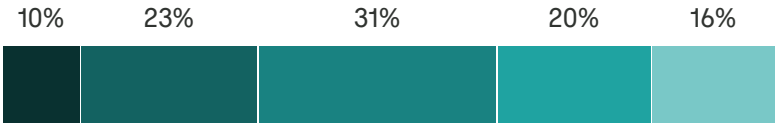
Sidewalks



Green space & landscaping



Vehicle parking stalls



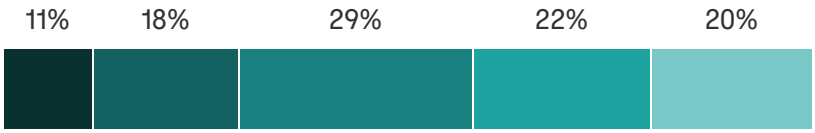
Passenger pick up and drop off zones



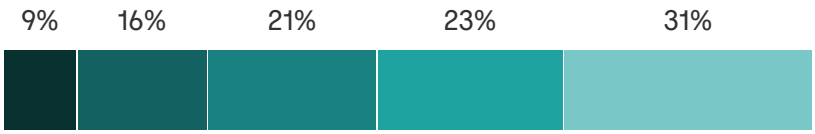
Package and commercial delivery zones



Bicycle lanes and bicycle storage



Golfcart and motorcycle parking stalls



Other



If you selected "other" for Question 36, please explain below:

Other would be bicycle and scooter parking and possibly rentable scooter and bicycle stations at parking areas that are further from downtown

No explanation

No repercussion to people who don’t obey parking rules

Survey forced me to make a sekection

Survey forced me to make a sekection

Not applicable

its not that big of deal

Side streets

Because it forced me to

Trolley, ride share

Had to give an answer.

Public Seating areas

I did not select other

Parking at parks

NA

No reason

More right of ways available for public to use. Land is the city and should be available for parking

Off site parking w/ transportation

Couldn't remove

Didn’t mean to select other

I have no idea what "other" is.

Wider Sidewalks

i don't know

Keep free parking!

n/a

Not applicable

Unable to deselect Q36 other response.

I don’t know

Bike racks

?

None

n/a

x

NA

N/a

Consider on way streets and closed off walking streets

.

Safe cross walks at every corner on Howe St and be enforced

N/a

there is no answer

Question does not make sense

Some parking areas need to be stripped out

It needs to be pedestrian friendly and tastefully done

Did not select other

It is important that the right of way use rules are uniformly applied.

N/A

Cannot uncheck box

It’s a small walkable town you either find parking or not Would not want valuable green space paved or pay to park. People that need to be have been dropped and assisted into businesses.

NA

Survey made me select

Seems most areas were covered

Sidewalks not necessary everywhere

Na

The questionnaire made me pick something. I don't have an "other"

Leonard St desperately needs sidewalks. There's no shoulder and it's quite narrow for biking or walking. Howe Street needs sidewalks up to the Walmart Shopping Center. And would wonderful to continue the sidewalks up to Food lion and the new Hobby Lobby and big Lots shopping center.

None

Survey forced me to select a response to each option, including Other.

Do not change existing green space in neighborhoods

N/A

i don't have an other

NA

Selected by accident

Trollies

Preservation and adding additional parks

accidentally selected

C

More light controlled crosswalks and sidewalks

Lower speed limit or pedestrianise zones

Least important

Sidewalks here are nonexistent in many places, and dangerous in others.

Bicycle racks

Couldn’t leave it blank

N/A

N/a

More handicap parking

Just trying to submit survey

Error in the survey and had to put something.

———-

None

Golf cart and bike space

None

The Right of Way is too large. Off street parking makes the town "cool".

Idk why it asked this

Clearly marked parking and no parking areas

Nothing

We should be a self sustaining town. We have sun, wind and water sources available

No opinion

Null

Pedestrianize the yacht Basin.

Bike parking racks

Having a public transportation means that is cute and easy - like a trolly or golf carts to take people back and forth from the marinas (ferries) or farther away parking. A public dock would really help with parking because folks that could drive their boats would - it’s much faster to travel downtown by boat in many cases than by car

Would not let me unselect it
wont finish survey without picking it
Way finding signage
If you want locals to ride bikes and golf carts so out of town visitors can use parking provide lanes and a place to park
Since the residents maintain their rights_of-way because the city crew certainly doesn't, leave them alone. I'd the residents did t maintain their rights-if-way the town would look awful!
N/A
Just need to fix our nice cross walks to educate people
Sidewalks
No other suggestion.
It made me answer that
I don't have any suggestion for other but survey makes me fill this in
Handicapped parking spaces where people can seethe water
Bike parking and use right of way for bike paths.
What does other mean?
L
N/A
More cross walks
Easy parking for us old people
na
The sidewalks can be maintained as is.
Safety
Bike lock up areas
Free parking
Didn't mean to select other. Could not remove choice.

N/A

None

I don't totally understand your intent here

Figure out how to develop parking on the way into town and support with sidewalks or private businesses ferrying passengers that don’t wish to walk.

other

Since I can't think of a specific answer, it can't be that important to me.

I don’t know

none

people need to be informed where optional parking is available if no marked on street parking is available

No Comment

Bike racks

Southport should prioritize bicycle safety and use.

I didn’t choose “other” but survey considers it incomplete if not marked

We should have an automated robotic public parking deck designed to fit in with the historic architecture and an electric trolley from the ferry and yacht basin

shuttle bus

Handicap parking and sidewalks

?

How would you recommend improving peak season parking conditions in Downtown Southport?

shuttles/trolleys from further parking areas to restaurants

Pave and engineer best parking at the fields by Fishy Fishy, Provisions and restaurants by the water

Residents & worker parking as a priority, Remote parking with shuttle service for visitors

Maybe a shuttle service

Maybe a shuttle service

Well paid parking is not the solution. That's not going to add anymore parking space's just because you put a meter in front of what we have now. The town is just going to have to bite the bullet and buy a lot some place and make parking out of that. I mean the town seems to have the money to keep moving the police station from building to building

deal with as usual

Just not enough space

Reduce the number of cars coming into Southport

Trolleys

Having designated parking areas and or lots 1 block behind Howe St. Also near Bay St. Especially when weddings or events are taking place at the Community center.

Parking areas close but outside of downtown with free transit into the downtown areas via trolley or small busses.

There used to be a free trolley that went up and down Howe street. Not only did it help with parking in the center of town it encouraged people to park once and still get to all of the businesses further from the Howe/Moore street intersection.

I don't see where we have a shortage of parking. If tourists want to come to town they should be prepared to park where space is available and walk to their final destination in town. We speak about holding development down, yet we seem to be concerned about adding parking. ?????

Block off streets for pedestrian traffic only then have field parking maybe with shuttle like Dosher does.

PARKING RAMP

Parking garages could definitely help but then it quite possibly could distract from the quaintness of village life. Also too many golf carts. Maybe have a separate parking area set aside for golf carts.

Better use of right of ways. Maybe shuttle service

Southport NEEDS offsite parking with tram/trolly service to two locations-downtown & yacht basin. Also paid parking for nonresidents downtown

I don't see a problem at the moment , I guess to control growth

Need more parking. Make a few golf cart and motorcycle sized parking stalls to maximize use of parking spaces. Such a waste to see a regular sized space taken up by a single golf cart. Paid parking for summer months as long as installation & implementation isn't a hefty budget item.

Reasonable hours per space (1 hour, 2 hours, etc.) and enforced through ticketing.

Close certain roads downtown and allow for parking on those roads i.e. the road is blocked to thru traffic but many vehicles can park

no idea

Nothing- locals know how to deal with it

that's above my paygrade

I am not sure. I just know Dourdan see you soon. It is crazy and we definitely need more parking.

Variety of locations with clear signage.

Buy some space near fishy fish for parking

Paid parking

Shuttles

I don't think it should change

n/a

Use the tennis courts by the Community Center for parking (why do we have a community center with no parking anyway)? Or make parking available next to the community college. Is Taylor Park unavailable for parking. It would be a great spot.

Paid parking

Paid parking for non-residents and non-City staff

Use street Right-of-Way everywhere. Next step is a parking garage. Visit St. Augustine, they got it right.

It’s seems fine to me

Paid parking

unknown!

Utilize open spaces like at corner of Moore & Caswell for parking.

Off site and a trolly

Business should be made to have certain parking area for their staff, instead of parking in front of other business .

encourage parking a block or two off howe. It could also be good to eventually build a "free" parking deck that is very attractive and tastefully done. Good examples of this are Blowing Rock, NC and Franklin, TN.

Having a shuttle service to bring people from surrounding area to downtown Southport

Visitors can have a special parking lot with a shuttle service to downtown.

I’m not sure.

Signs

It is what it is

Open the parking lot down by Yacht Basin free to visitors

Provide parking outside of downtown for those willing to walk or charge for shuttle service

Limit parking time

Parking on outskirts with public transport shuttles to downtown

Na

Allowing reserved spaces for residents especially in front of their residence. Only needed for large events like July 4

We need a parking lot or two...perhaps charge a fee per hour .

Shuttle system

I do not have any suggestions.

I wouldn’t change anything

Tear down old city hall and build a 3story parking garage. Literally solves all problems. Charge 10 a vehicle.

shuttle

The use of continuous of a trolly(s) to ferry people (tourists) from parking lots to downtown drop off points.

Parking on city owned easement

During peak season, I expect it to be busy and need to look for a spot.

Maybe impose time limits via low cost parking fees

Prioritize residents...free parking for residents. All others should pay to park. St James, BSL, Oak Island, County residents are not residents...true Southport residents. Question 27 does not differentiate between true citizens of Southport and all the visitors we get. I don't think there was a good answer for residents.

Paid parking for visitors. Minimal fee for residents.

No ideas!

We typical ride our bicycles and have a hard time finding good spots to lock our bikes. Would love to see additional racks around the city! More places to park/lock bicycles may free up vehicle parking too.

Illimate golf carts

Trolley service from parking lots outside of downtown Southport.

stop building sub divisions!!!! There are too many people here for this small community!!!!

More crosswalks on Moore st (closer to cemetery)

N/a

More golf cart parking/ shuttles to yacht basin

Make it clearer where parking is allowed

I think the parking lots and shuttle buses used during 4th of July work pretty well.

The town should buy available property and convert it into parking lots.

Charge a toll for no Southport residents as they enter the city

Do we have any empty land left on our little edge of the world? Evacuate all the locals and let the tourists "have at it" and park in our driveways? Turn the big park into a 6-story paid parking garage and pave over the cemeteries? Imagine the city coffers overflowing with $$. Ever listen to the song "Big Yellow Taxi"? If so, listen again and refresh the memory. It's happenin' as I write. Quaint Southport is evaporating and will be gone before you know it. Then where shall we go?

Two hour parking maximum for non-residential vehicles

Parking lot

No suggestions

I DONT THINK THERE IS AN ISSUE WITH PARKING. I ALWAYS FIND A PARKING SPOT & IF NOT I FIND ONE & THEN WALK. I THINK WHAT NEEDS TO BE ADDRESSED IS SIDEWALKS SO PEDESTRIANS AREN'T WALKING IN THE STREETS. GOLF CART & BICYCLE PATHS.

Not sure but I would really object if paid parking was implemented as it has been done at OKI.

Parking lots with tram service and paid parking for nonresidents

Paid parking

Paved parking lot and/or structure near yacht basin shoreline restaurants.

Not sure as there isn’t a lot of parking space

Designated parking garage to get cars away from parking on residential streets and parking wherever they can find

Free trolley?

Leave it alone.

Public surface lots

Shuttle in from outside downtown

Not sure

Resident permits

More parking maybe further away so locals could park there instead of fighting for those close spots.

Timed parking spots for restaurants

Idk

Clear signs and maybe time limits?

Better signage, correct right-of-way issues that SOME homeowners have been allowed to ignore repeatedly, have a police force that actually enforces rules/laws.

encourage entertainment development a little north of waterfront so everyone isn't trying to park by provisions

Shuttle

Seee 39

Enforcement of local laws
NA
Provide regular public shuttle service around town with parking out of town limits (deep point marina, parking behind Walgreens etc)
extended parking hours
Limit golf cart on busy streets, great for neighborhoods but not for downtown. Parking lots or labeled spots on some of the secondary streets, behind the church or near Dosher?
3 hour parking
Consider remote parking lot with trolley service
Light up crosswalks
Trolly would pick up and drop off for small fee.
Two level Parking deck across from fire department and the main entrance to Dosher. Formal parking at Longshoreman building (city purchase it, raze it and create more spaces?) Trolley running from the Big Lot's Shopping Plaza every 30 minutes through a route in town with strategic stops. City purchase land on Rob Gandy Blvd. and run trolley from that location as well.
metered parking in premium locations ONLY during peak season
Trolley to other parking lots maybe. The trolley to oak island is a great thing to save on parking fees in oak island
Discourage businesses and their employees from parking downtown, taking up visitor parking
Parking Deck or Paid Parking for Nonresidents
Have specific, marked areas for golf carts. They take up a lot of space.
I haven't really found it to be a problem, but I'm willing to walk a bit.
Install sidewalks further up Howe and parallel streets so it's easier for residents who are 1+ miles away from the water to walk instead of drive
Send the tourists home
Not an issue
Parking further away with a trolly to downtown.
remote parking lot with shuttle service
Another unimproved lot

Leasing green spaces near the community college area. During the 4th of July possibly adding more buses from Southport Elementary. The main problem with the 4th is lack of direction patterns. Howe, Leonard, Lord, Moore, etc should be set up as one way like many colleges and event centers do.

Transport from outside of city

I have no suggestions at this time

Parking time limits or paid parking with tax paying citizens receiving free parking permits.

Shuttles

Parking garage near Moore, W. Bay , and S. Caswell

Limit time allowed to park

Put in more parking

Converting empty rundown lots into off street parking

Don't know

Paid or free Parking passes for annual residents during peak season. If paid the money can go towards improvements.

Stop blocking streets for special events

More side street parking

Any additional parking should be created away from the heart of downtown with good signage and sidewalks leading people back downtown.

More places to park

Create a parking lot.

Local passes

Add more golf cart parking

Funnel traffic parking away from downtown to encourage walking and also maybe golf cart carriages

I'll refer back to check out what DSDC did in downtown Statesville NC to handle parking issues.

Have ALL businesses contribute for improved parking . No need for all taxpayers to pay for it when it benefits businesses the most !!!

Shuttles from a nearby lot for major events. Limits on parking time (3 hour max?). Use easement on some side streets to create additional street parking.

Extend more side by side parking

Don't spend a penny on it

Time limits and enforcement by the police

Wayfinding signage to lots further from downtown with bike paths

Offer shuttles to parking that is not in downtown. Downtown does not need more parking lots.

Parking garage needed. 2 hour parking limit on main streets.

Add Gravel parking in easements on side streets.

Have designated locals parking spots- locals can have stickers on their car that show they are residents of Southport. Have some sort of off site parking with a shuttle- have a shuttle that runs continuously up and down how St / yacht basin and people can hop on and off

Do Not make people pay!!

Paid parking for tourists, free parking for tax payers.

Build a huge. Parking deck in yacht basin lots - incorporate housing on top and businesses at street level

Municipal lots

NA

Have paid parking for non residential.

Nice paved parking by Taylor's Field, Fishy Fishy(dirt lot) and by the community center

More free parking

It doesn't need improvement. Peak Season is temporary.

See answer to question 39

There should be a two hour time limit that in effect until 7 pm daily.

Trolly to a visible space on Howe Street near Go Gas

Not sure

Wish I had an answer!!

Residents and tourists

Parking lot outside of town and offer trolly

Parking in city right of way off Howe and Moore street

Create paid parking lots at the outskirts of downtown Southport with clear directions where to find it and how to walk downtown. In addition create drop off zones to accommodate less mobile people.

Shuttle bus to/from parking lots

Low level parking garage.

I would recommend areas of paid parking for tourists during peak season. It would also be wonderful if gold cart /motorcycle parking can be limited to smaller, more compact golf cart only spaces. Additionally, it would be wonderful to have access to some sort of drop off zone for passengers. This is especially helpful for us public cultural institutions that are in the downtown area.

Paid parking would manage peak times.

encourage certain business to allow evening and off hour parking . ie banks, churches with signs

I don’t see a parking issue downtown.

I guess I thought there is enough, maybe I'm wrong

Having a lot for parking - By community college in town and the old union building. Then provide shittles

Offer shuttle services.

Improve parking area in the yacht basin area by making designated parking spaces. Maybe paved?

have a lot outside of downtown and a shuttle to downtown

More available parking on side streets

Shuttle during busiest business hours

No suggestions.

Add more golf cart parking

Offer shuttle bus from outside of town lot

Commercial deliveries in the back off Main Street, do not put in parking meters but put time limitations, if spending day have those spots little further away in a parking lot. For tourism, owners, workers, etc.

Time parking

we need paid parking!

Improve signage so visitors know where parking is allowed/available

Don't know. Maybe a parking garage.

Off site parking with trolly system

Designate specific area on Howe St golf cart only for special events. This will allow much more parking.

More public parking

I am not sure.

N/a

Not sure

xxxxxxxxxxxxxxxxxxx

No opinion

Peak season, like Oak Island, may require paid parking. Citizens with property in the SPT / Oak Island and people that work down town be allowed to purchase town parking pass.

No suggestion.

Better directions for options of parking or marked parking, there is plenty of parking but tourists dont know their way around to bathrooms, restaurants etc so they believe parking is hard to find based on limited knowledge.

Peak season parking in Southport is a nightmare, but I don't know how it can be improved.

We do not need more parking, when all the parking spots are full the town is full.

Including more street parking.

Not sure

Trolley ride from designated parking lots around /outside of town

Don’t know

Encourage walking and use of bicycles

Don't allow residents who live downtown to block the right of ways in front of their homes preventing parking.

2 story garage in the field by the yacht basin

Patience

Right of way parking in front of private homes should be made available in downtown district

I don’t know.

Keep it as it is. Maybe better parking signs

Prioritize parking for Southport residents with a sticker. Southport tax payers should get some consideration. Impose parking fees for nonresidents.

Parking meters in season only

Open up some of the ROW areas that residents have closed off with rocks, curbs, and shrubbery.

Paid parking

Limit parking times

Update the small lot and cut back the foliage and possibly pave the lot no one uses on Atlantic St , improves signs to direct to that parking lot and sides streets like Nash by the post office and yacht basin . Repaint the lines to smaller width spots , some of the spots are huge on Howe St especially in front of the Amuzu and Port City coffee . You could pick up a spots from Nash to Bay St by repainting . Reclaim right of way that has been landscaped illegally and doesn't allow for parking . If the city owns any of the Yacht Basin parking area ,it needs improved with signs and directions to it . A packed gravel base would be okay. I would rather see a golf cart shuttle system before any paid parking or parking police.

I don't know. I love it the way it is, but it does get crazy in the summer now.

Off site paid parking with shuttle service to downtown & YB

Have off site pay to pay parking available and provide shuttles to Downtown.

More signage to direct visitors to less obvious parking areas (ie. Near Taylor Field, along the sides of the Smithville Cemetery, etc. - specs that are within 2-3 blocks of downtown, but not frequently utilized by visitors)

Do parking survey to determine efficiency of current available space to make improvements

Charge to park

Open the lot in the yacht basin to all parkers removing any restrictions. Prevent residents from blocking right of way spaces with cones or other temporary barriers. Install parking signs on right of way spaces.

Personally, I never had a huge issue with parking in town. I do have problems with traffic flow in and out of town though. I am definitely not an advocate of paid parking. I do not think it will add any value to Southport, and will actually detract from its charm.

Build a parking area outside of town and offer a trolly service.

Times spaces

Time limits

Maybe have offsite parking with free transportation to central area

Not sure what to say

Clear our right of way areas and let them be designated parking

Fix the right of way problem

Nothing

Consider a small parking deck. Easy way to raise city revenues and provide consolidated parking in a centralized location.

No comment

Shuttles should be used from outside the downtown area, ie parking at Indigo vacant lots or ferr vacant lots. Non residents should have to pay. They create messes and leave trash that the city has to clean up.

Develop more parking in the Marina area.

Create parking areas away from central downtown and operate reliable trolley or other transport service

Paid parking for non southport residents

parking outside of town with a shuttle bus

More walking to a business parking areas. No need to be so close to business.

Marked parking in the gravel area near the fishy fishy area. People park all over and often take up an area where 2 cars could park instead of one! Parking lots outside of town with Trolly system from lot to town

Police presence

Not sure

Provide parking lots on the outer edges of town and provide shuttle services to/from the lots to downtown. If paid parking is implemented, then fulltime residents should be exempted from paying.

No thoughts on this

Increased parking

A lot or garage

put time limits on parking spaces, don't need to charge, just let people know they can get a ticket if not moved

Charge for parking like other communities. Source of revenue. Please stop concentrating on parking for non-residents and start serving the residents

paid parking

Overflow areas with maybe some larger golf carts to shuttle people around

Two story deck location for those visiting to park.

More fees, perhaps shuttles of some sort

Free parking

Expand

Signage indicating time limits

Increase parking at SPT BCC campus, provide paved parking at yacht basin "field" which could be paid parking

parking lots with trolley support

Paid parking for visitors/ not residents

Gravel or something at the Yacht Basin so it’s not a muddy mess between rain or high tides.

It’s fine as is

I don’t think there is much to improve. There is limited space so the parking is sufficient for what we have space for. I have never had a problem parking in town.

Additional lots further out, for those looking to walk.

I don’t know

I personally wouldn’t increase parking. I feel we are maxed out on the number of cars trying to get in and out of this tiny town. Especially residents trying to get back and forth to work, emergency vehicles trying to get through etc

Community trolley. Timed route intervals to pick up and drop at designated parking areas

There is no recommendation. During tourist seasons locals know not to fight with downtown. We enjoy it off season. It's the ebb and flow of a tourist community. I prefer a community of tourism vs catering to retirees

Direct tourists to specific parking areas. I am adamantly opposed to charging for parking as that takes the 'hometown' feel away but I am a proponent of directing tourism to designated parking areas.

Shuttle to a parking lot outside of downtown

shuttle from somewhere else

Parking as it is, is fine.

Off site parking.

Shuttle busses.

Parking is not a problem for us

Eminent domain taking of Fishy Fishy Provision parking and build a expandable (height wise) deck

Leave as is. Same issue in every small town. Folks just have to park down streets and walk further. Assure handicap parking is available.

Purchase the empty lot at Moore/Caswell/Bay, pave it and create a paid parking lot.

Add a city owned parking area (free) near City hall and provide a trolley (paid service) to the downtown area on a continuous loop.

Parking lot farther away. Shuttle Trolley.

shuttles

The trolley is a great idea

Parking lot out of downtown with shuttle service

I have no specific recommendations.

Public transportation. Get a trolley with a parking lot further out of town. I live on the busiest corner of Southport without a designated parking spot for my house. Parking is never an issue except for 4th of July. We always can find parking only a block away.

Parking deck, then a shuttle to the downtown area

Paid parking

Public parking lot with shuttle services

Parking further away and either shuttle of walk. Don’t screw up the charm of Southport for a few days a year

CREATE PARKING AREAS SUCH AS BCC OFF LORD ST, THE UNION PROPERTY AND OTHER OPEN SPACE, WITH TRAM SHUTTLES. CONSIDER PARTNERING WITH THE OWNERS OF THE O;D FOOD LION AND LOWES PROPERTIES FOR PARKING, AGAIN WITH TRAMS/SHUTTLES TO DOWNTOWN.

Parking garage and shuttles

Parking isn't the issue, traffic and speeding are. No right of way for crossing Howe, no crosswalks. Also, traffic is funneled too much on Howe, need alternate routes

Timed charged parking. Resident discounted yearly passes

I believe that we will eventually have to have a large parking lot away from city center with means to transport people from this lot to city center. Shuttle vehicles, bike lanes, bike rentals

Valet or more off street parking

Stop building

Remote parking with continuous shuttle

Building a 3 story parking garage

I don’t know.

More use of trolleys. This is a fabulous option.

none

See above, get pedestrian traffic under control in Yacht Basin

First, some of the choices in this survey only allow low priority or neutral. There are some questions that should have negative answers. Without negative answers, politicians, Development Planners, and City Officials may interpret the answer as go forth s-l-o-w-ly, rather than a hands off answer. Please keep that in mind. I would say leave parking as it is. The most recent Aldermen vote was to take away hardscapes because of parking, now they want a vision to get more parking which suggests that visitors are more important than local residents. I would recommend parking over by the cemetery and encourage walking past stores and cafes for small businesses. This is a small town. Keep it a small town. Outsiders shouldn't have it easy to just show up and use all of our services.

No idea. no room for a garage or anyplace for parking.

I would support a parking pass system that could fund the identification and development of parking areas

Resident only parking spaces

Trolleys at various pick up and drop off sights.

Regularly scheduled mini buses running on batteries.

Time limits

Build on the guy with the new trolley idea.

A parking location ie, hospital area , away from town with free shuttle service to downtown.

More access

Have a large parking area outside of downtown with a shuttle service

Charge for parking and use funds to create procure additional parking space

Charge

It's already good

The free lots by Fishy Fishy and Provisions are spacious, but so much area is wasted due to massive puddles and holes people can't park in.

Designated resident parking

Yacht basin parking

Don't know

Police directing traffic

Signs pointing to parking lot areas

Time limits

I don't go downtown during peak season. Too crowded for me.

Limit free parking to 2 hours

It is what it is

not sure

I understand that a trolley service is beginning. That's a great idea! People can park in remote lots and trolley into town. That should be encouraged for summer visitors and tourists.

Resident passes?
2 hour limit in paid parking areas.
New parking lot
Maybe shuttles during events
Two hour limit.
Increase boat docking access. Resident parking pricilwges
Build parking garage
A parking deck or two on the fringe of downtown
Use the government's authority and buy properties that are located in areas where Parking is needed.
Keep the tourists out
Out of town parking lots & scheduled trolly bus transporting into town at designated stops.
Outside city limit parking and downtown shuttles, trollers etc with set schedules and drop offs
no answer
Have a few more signs to show people where else they can park
Public docks - or alternate transportation methods
No recommendations at this time
Provide remote parking lots with trolley system to shuttle people in and out of downtown.
Unknown as tourists take up most of the space along those who work at the restaurants
Not sure
Ensure there is appropriate signage for right of way parking and directions to local shops, parks, and waterfront
Don't change anything. Limited parking discourages more traffic
Maybe designated parking areas somewhere else
not much to do - how many more people can yo squeeze in before its miserable
Paid parking with well marked spots. Signage to encourage use of designated side street parking areas.

Have a large area to park with a golf cart taking to to stops. Yacht basin should be blocked off for all cars walking and sitting outside only

Open city parking lots further from city center allowing people and tourists to walk or offer shuttle. The shear number of cars allowed to park in the historic district and lots in yacht basin take from the character and charm of Americas prettiest seaside village. More parking in the historic district is not the answer.

Leave it as is we're fine, best thing about Southport no paid parking!

Off street parking

Have a big parking lot a few blocks from downtown with signage starting at the ferry terminal to direct as much tourist traffic to one big lot. Leave more on-street/downtown parking for locals going about their business.

There is no longer a “peak season”...it is peak season all year long.. Put up a gate and charge for every car that is not a tax payer or work downtown to pay a fee for coming into town. Since this town is now an amusement park, do what all amusement parks do.

limit parking times

Less golf carts with 1 person taking up parking spaces. Return parking spaces that are blocked in front of former City Hall.

County residents vs visitor spaces

There is not a problem people need to walk a little

I live in downtown Southport and I honestly never have issues finding the parking I need. What I would recommend is law enforcement pay more attention to detail about cars parking the wrong direction on Bay Street, I've never been in a town where cars park the wrong direction without penalty. As well as cars parking within the roadway throughout the town. It seems cars and golf carts just do as they please even if it means parking within the roadway. In addition, I feel law enforcement should pay more attention to protecting the pedestrians walking within the crosswalks. Our crosswalks are not being monitored enough to stop the constant running of them by cars and golf carts.

Replace community center tennis courts with parking. Enforce city right of way/easements by residential homes to use for parking.

Make all parking in yacht basin open to everyone and not give lots to individual restaurants

No improvement necessary

No improvement necessary

Shuttle from off site

Tram of trolley from further lots

Make the visitors pay to park, but don't charge the tax paying residents any additional fees. Listen to the residents and stop prioritizing the tourist economy over the locals way of life.

Utilize parking lots outside of downtown and run shuttles into town.

Main parking area w a shuttle to the down town and return to parking. Elimanate the traffic issue and help maintain the population.

Create a shuttle/bus service

Get there earlier to get a spot

Parking deck

I think they are doing a good job already with parking downtown because I don't want any more parking lots

Create a parking lot away from main downtown streets and provide small trams to pick people up and drop off on main streets for a small price. Hop on Hop off!

Shuttle service?

Identify & signage for right of way parking

Shuttle service running to a parking area away from the middle of town with plenty of shuttles busses. Improve the parking at the Yacht Basin - open those roped off areas for access at all times.

slow development

Limit parking times in high usage areas.

Be sure all right of way parking was available and marked as such

Allow, encourage people to park in right of way in close-in residential areas.

Run trolleys

Off site parking and transportation in. Currently done for 4th of July.

PAID PARKING for visitors. Parking passes for tax paying / voting residents. Also, a new trolley is picking up passengers in Southport and transporting them to Oak Island. This has the potential to usurp parking spaces for hours on end. The city should work with the trolley operator to designate trolley parking to specific locations only (e.g., the parking lot behind famous Sub, which seems plentiful).

N/a

I don’t think any improvement is needed, especially at citizens cost.

Have more availability

Downtown trolley service from parking areas to anywhere in town

Use city right of ways

Shuttles from ferry landings, additional trolly for park and ride from long Beach road, time limits

Enforce right of way

Charging tourists

Don't have an answer

Off street parking

Don’t know

We need paid parking

Timed parking

Idk, trolley from Walmart to downtown

Pay parking lot

On the weekends provide parking at the elementary school (or BCC?) and run a shuttle every half hour. Stops could be at 9th and Howe; Leonard/Brown Street and Howe; Nash Street and Howe; and the Yacht Basin.

satellite lots with shuttle service from the lot to downtown

I think the current situation is fine

Implement time restricting in most populated areas especially around restaurants

Finding more spaces is the only solution. Limitations on visitors isn’t desirable and going to pay parking is nothing but a money grab ..... that won’t make more spots. If anything, more spaces will be available because fewer people are coming downtown, which is exactly the opposite of what everyone wants

Timed reasonable paid parking

Remote parking with a shuttle or utilize Marina parking with a shuttle.

Take more advantage of the space in the yacht basin and use similar strategies like a trolly that’s used during July 4 to encourage parking further out.

Reserve resident parking spaces
Not sure
I dont see where there is space for improvement downtown
Take back downtown right of ways for public parking
Shuttles maybe
Alternative transportation.. free trolley on Howe St
Police traffic control around summer holidays, signage for parking areas
Paid parking
The new privately owned trolley and businesses like these are great. Perhaps shuttles downtown from surface parking lots (such as Robert Ruark & 211) would alleviate parking issues.
Mow down ugly abandoned and make parking lots
Please don’t charge for parking!
Seems to be working well as it is.
Limit parking time
I recommend to limit further development.
parking outside of downtown with trolley service
It should not be any different. Parking conditions and access should be available year round.
More trolly access from remote parking areas
No. I do not support parking decks, or ugly parking lots.
Free parking lots
Parking lot with a shuttle to downtown. Maybe Famous Subs or Walmart area.
Don’t let the restaurants control all the area near their location.
Allow residents to have free parking and charge everyone else.
Use the yacht basin field. No parking garage!!!
Don't know
The city can purchase land and build a parking garage. Tyeb have a shuttle service go thru town
No suggestions

Pave the parking lots by the restaurants as they look terrible. And have other parking facilities

Shuttle could be an option from certain areas which would limit need for parking and sidewalk and bike lanes

Utilize parking lots. Paid parking and no long term parking

Need more parking areas

Not sure as we have limited space to work with.

More public parking lots. A trolley or cute bus that went around often to parking areas

Parking meters

Charge for parking. I'll ride my bike

Don't allow people to rope off the grass or rock area in front of their yard.

Designated space that people can be shuttled from

Manage and better regulate golf carts.

More public transportation options

There's just too many people. Not much you can do now.

I wouldn't. God gave us so much room. You have the Yacht Basin as open for parking. Or you could offer at the old longshoreman property. Ppl can walk or encourage trolley service from those areas to downtown for those who can't or don't want to walk.

Provide free parking near the dog park, few people actually use the dog park , so it won't create a problem for access to the park.

Good luck with that !!

I have no idea, but am totally against paid parking for downtown

Paid parking for non-residents

Make free parking lots in common areas

Having assigned parking for restaurants and retail stores

More signs indicating TRAFFIC and WAIT TIMES before getting to congested downtown area Indicate PARKING AVAILABILITY in lots. Have PARKING AMBASSADORS to wrangle traffic jams and improve flow while reducing tensions for people unfamiliar with traffic, parking on streets, and parallel parking. Southport in the summer is so hot... no wonder no one want to walk far or be outside. More shade and water stations and cooling areas will convince people to park further away from their end destination—if off-location is what people think will solve the problem.

Don’t know

Close a dollar general or car wash, turn it into a parking garage w shuttle to downtown

Leave well enough alone

Time limits

Shuttle services from outside city limits

The restaurants have so many employees. They should park off street so that the other business owners can at least have one space.

More Parking on streets . Park at the community college or elementary school maybe have shuttle. I see a huge empty parking lot when I ride my bike all the way down pass the marina nothing is there when ever I ride my bike.

Patience

I find peak season festive, not huge problem - it's a small town with tourists - we get it - they get it

Provide edge of town parking and a shuttle downtown.

Encourage business owners/employees to leave spaces closest to their business open for visitors and to park a little farther away.

I've only ever noticed issues during the 4th of July and I do not know how to mitigate that

Shuttle from larger parking areas, less golf carts

Please don’t charge anyone to park in Southport. The town is all but lost and that would be the end of the town.

Signage directing traffic to lots that are not as close but easy to access

Shuttle from remote lot away from downtown

Keep parking free

Parking structure

Pay parking

Maybe a shuttle service from remote parking lot.

park and ride

buy more land

It is what it is. I wouldn’t change a thing.

Stop advertising for so many people to move here or vacation here.

More golf cart parking locations.

Ban non-resident autos from downtown. Establish very low/free parking beyond town, that is, beyond Walmart and/or beyond Duke property. Run very low cost/free scheduled buses/trolleys/etc on published routes to pick up/drop riders from parking to various and numerous stops within City proper. Contract to a qualified urban transportation planner to set up this system. Example I can relate to exists at Harper's Ferry.

Shuttle service from out of town

Outside of town free parking with a shuttle service

more parking options

Seasonal time limits on spaces with monitoring

Find space for public parking lot or lots bordering downtown area. Either property already owned by Southport or by purchasing/leasing vacant lot.

hard to answer

SPT needs an off site paid parking facility w/ shuttle service to areas downtown

Eliminate golf carts

Make tennis courts in front of Community Center a parking pad.

Charge for parking, maybe trolleys for large events

.

No golf carts.

Live nearby so can choose when to visit Southport, so parking rarely a problem (don't visit at peak times).

Not sure

Have a parking lot outside of downtown Southport and offer a shuttle service for a minimal fee. Maybe use the Elementary School parking lot or develop one at Steven's Park. Or notify/direct visitors they can park in public right of way along streets.

No response

I do not want paid parking

More off street parking

All Day Parkers have designated areas

Nothing. It’s not that bad.

Maybe have a parking large parking area and use a shuttle or trolley with stops to several area locations downtown. Make it available to jump on and off as needed.

As is

Allow more parking on side streets

Provide more clearly designated parking areas

There is no one perfect solution. Best practices for directions, signage, time limitations, event management. Ultimately and unfortunately, premium close in parking comes at a cost to the town and ultimately the user.

More handicap parking spaces. better use of business parking areas when businesses are closed .

There is a serious lack of ride sharing. I often speak with tourists who cannot find a safe ride home after an evening of drinking. I wish more could be done to ensure the people who are attempting to return home safely have a method of doing so that doesn't endanger other people.

Don’t feel there is an issue

See Question 39

charging

An automated robotic parking deck

Have designated parking areas with shuttles to take people back and forth.

Pave the lot by frying pan and make paid parking during season for tourist, BC residents free or reduced parking fee

it's fine.

Poor

Charge for out of town guests

More shuttle services. So you can park and ride.

Good question

Residents get priority

Paid parking. Marking the city’s right of way so that visitors may park in front of homes downtown.

Limit parking time

Fine the way they are

Communicate that right of ways are for everyone to park, not owned or controlled by the residence next to that right of way.

If there's no where to park go back home, southports full.

What action should the City of Southport take to manage parking demand related to future growth and development challenges?

Just make sure all developments have plans and encourage more use of golfcarts and walkways for locals and maybe shuttle type service during season for visitor parking

Find off street parking where can develop parking lots or parking garages. Keep downtown untouched

stop the growth - parking & traffic are bad enough now

Survey is a good start.

Survey is a good start.

If you stop developing maybe we wouldn't have take action. But as always townships build before they plan them they want citizens to bow down and change their way of life because the town wanted more tax revenue. Basically the town put the cart before horse again and now they want a bailout

none, we are a small town and we need to stay that way

Million dollar question

Boomers love their cars but every generation after cares less. Stop catering to the past and look to the future. Downtown should be pedestrian only, more European feel.

Suck up losing money

Perhaps buying up some lots and making small parking areas in and around downtown.

Parking areas for tourists and non-residents particularly during peak season with free transit into downtown areas as stated in question 38. Perhaps even a parking deck in an area similar to the strip shopping center where the old Lowes Supermarket was located.

Resume free trolley service...at least from Memorial Day to Labor Day. Resist any temptation to install parking meters or other paid parking ideas.

Give resident free parking passes and let tourists pay to park. Solves the budget problem.

Create a system that makes pedestruan friendly spaces

multi level parking structure with handicap parking and safe well lit side walks to get to shops and restaurants.

Definitely need to have a plan that will provide more parking while still fitting in with a village setting.

Shuttle during peak seasons

See answer to question 38

Control growth

Obtain land, create parking lots, use shuttle system. Limit downtown parking to 2-3 hours.

Get experts in and come up with a plan, then follow that plan. Unless it turns out to be a really unworkable plan.

Possibly build a large surface lot or parking deck and provide a free shuttle ride to downtown area

stop taking away spaces

Parking garage somewhere on N Howe with a shuttle

talk to multiple planning experts

At the rate we are going this issue will never be resolved. Future growth and development hast to slow down. There is no infrastructure to Support the growth at the right it's a curry

Improve sidewalks and clear parking signage.

Consider the property owners next to downtown- they need parking near their homes. In major holidays they have no parking either

Don't add more parking due to limited activities or restaurants to go to . More people with nowhere to go

NO PAID PARKING, PLEASE. That will kill the small town vibe everyone loves here. We need to find a space for parking because right not I only have seen us eliminate parking (note: Southport procured a grant for pedestrian walkway on Moore Street across Dry Street. It took out several parking spaces in front of the Episcopal church and the former city hall (which will become a viable location again). We need to be careful what we do because some things have consequences we did not consider..

Paid parking

Paid parking

Consider a parking garage within walking distance to down town.

..

Limited time parking on Moore and Howe Streets

Paid parking

Are there empty lots around town that can be used for lots ?

Don't ruin the residential streets in Historic area - find open areas outside of historic area for parking. Put up BIG directional signs for parking.

Parking demand and traffic will be less if you don't have so many people in a small area. Concentrated housing

Certain areas paid parking

Seriously consider a nice parking deck. Keep it free if possible so people will use it. If you charge for parking, people may avoid it. If the parking deck is free, people will drive straight to it.

Implement a shuttle service. Establish parking lots at which visitors from outside downtown Southport can park and then ride a shuttle.

Town resident only parking spots would be helpful.

I'm not sure.

Require they have obligations to beatify the area they develop, ie design, trees and sidewalks.

Again not to take precious green space to pave- in 20 years we have found parking and Not to charge. This is a small town No big paid lots in empty spaces. Maybe that hop on hop off trolley will help folks.

Create more free parking areas, close to downtown

Please no parking garages in the downtown area. A hop on and off trolley to off site parking/garage could be a solution

In addition to limiting parking times, Provide town residents parking passes to alleviate them being shut out from parking in their own town.

Same as above

Na

Priority for residents over visitors

Provide access to a parking lot ...could be a paid parking lot for the day or several hours.

Establish a shuttle system

I do not have any suggestions.

None

Tear down old city hall and build a 3story parking garage. Literally solves all problems. Charge 10 a vehicle.

ask if there is truly a parking problem

Same as my answer to question 38. Maybe paid parking, but as a last resort.

Enforce the easements and codes, for all

Leave Southport the way it is.

Only allow future development to happen if appropriate parking exists

Paid parking for all visitors. Free parking for true residents only. I think the thousands of people who live around us think downtown Southport is their downtown....they are visitors just luck the vacationing beach goers.

Initiate paid parking . Promote cheaper remote parking. Initiate shuttle service.

More planned approach to development

Same as answer to question 38

Don’t allow golf carts

Trolley service from parking lots outside of downtown Southport.

stop building more homes!!!!!

Maintain parking but please not paid parking

STOP NEW DEVELOPMENT

Shuttles to beach/ to yacht basin

Maybe create a few parking lots that blend with the existing space. Not so visible as to be unattractive but signage to make them easy to locate off some side road.

multi- story parking and shuttle buses somewhere up Howe St. or the Yacht Basin???

Create more parking

see #38

Ask Beaufort. I'm sure they must've already had thoughts--though apparently none of them worked.

Two hour, paid parking meters within downtown. Howe St. can be three hours. Davis St. 20 minutes. FREE parking for tax-paying residents living within the City limits. Parking permit stickers for said residents. A small, one-time fee (less that $100) per vehicle sticker. Designated parking areas for business/restaurant employees, and designated parking for golf carts. And for the love of god please pay more attention to the residents' needs as opposed to the outsiders/tourists!

Parking lot

No suggestions

ALLOW LESS GROWTH

That's easy ... do a better job of limiting growth.

Prioritize parking lots and paid parking for nonresidents

Paid parking, residents get decal

Paved parking lots

Not sure but parking is a problem and some lots are only for certain restaurants. If city owned the lots they would be open to more people

Invest in parking structure

Free

Do not build a parking garage. Leave it alone. First come first serve. People figure it out.

Add more lots and street parking

Shuttle service

Not sure

Get good advice

Get good advice

Same as above

Feels like during the summer, the main streets are at capacity. Adding more parking will just lead to more traffic. Growth needs to be focused on area where it be least harmful to the existing residents, away from downtown.

Free shuttle to downtown

Make parking areas clear.

Think ahead about paid parking. Put in parking lot with shuttle to handle parking limitations.

see above

Shuttle

Trolley access parking areas. For instance an area like in front of Wingate hotel.

Write more tickets

NA

Implement public shuttle services

require new buildings to have parking lots

Exactly what you are doing. Surveys and finding professional help. We can't be the first small town to need to figure this out. Less development. Less people in too small of an area.

3 hour parking

Should consider more remote parking with trolly service

More parking

Utilize parking in places in places when they are closed or not being used. Church, bank , schools,

PLEASE DONT make locals pay. We utilize and support all local businesses all year around. Hit the tourists and day trippers. If I have a Southport address, I shouldn't have to pay. See answer to question 38.

be mindful of development's plan regarding parking allocations within design

Limit access to side streets during high event turnout. Those side roads become very over cluttered. Better to have a shuttle or trolley to an outside larger parking lot.

Make drivers aware parking on side streets is permitted and stop residents from blocking, discouraging cars to park in front of their residences.

Parking Deck or Paid Parking for Nonresidents
Perhaps charge small parking fee for tourists. Have a NO fee sticker for residents to distinguish residents from non residents but do not charge locals for parking in their own town,
I don't know.
Parking is fine for the size of the town now. Don't overdevelop and you won't have an issue.
Stop development. Save southport.
Have never had an issue
Maybe a parking garage ??
see answer above
Walkability around town
Charging for parking will not make more spaces. A deck might be a good addition. Many cities have paid covered decks and people are willing to pay for those just to be in the shade. Unfortunately you will alienate those that live close to Southport and shop, dime, etc if paid parking is mandated. But if you're mostly interested in tourist I guess that is the way to go.
No answer
Limit the growth
Seek out additional parking areas
Timed parking
Look at the examples of other similar coastal towns.
Limit how long ypu can park
Don't take away any existing parking!
Better non -auto options to get downtown comfortably
Don't know
If possible, plan further out instead of the immediate need when the traffic study results come in. Build a parking deck outside of town and visitors can walk to town (must have a sidewalk to town from parking) or provide a City of Southport mini bus to downtown for a fee.
None
More side street parking

Prioritize parking in most crowded areas for alternate transportation choices (bike, golf cart, motorcycle) and handicapped access, pushing personal vehicles to outer parking locations

More designated parking areas

Parking lot.

None. Parking is sufficient for limited resources

Public transportation

Invest in land for parking make driving scarce for downtown only using public transportation modes like golf carts or rickshaws

Kick out some of the old businesses that don't make more than 6 sales a year and add parking.

Have ALL businesses contribute to parking improvement. They benefit the most.

Additional lots needed downtown. Not sure otherwise.

.

None

I big, paid parking lot somewhere downtown would be great. No idea where it could be put but something needs to be done.

Parking lots away from downtown with bike paths

Improve public transportation options from beaches to cut down on individual parking needs and street traffic.

Parking garage

Add Gravel parking in easements on side streets that are put in & maintained by the city

Limit the growth- it's gotten out of hand- city officials who continue to allow more and more housing are destroying our beautiful town

Slow down the growth!

Paid parking

Encourage on street parking every street sout of Leonard

Remote parking with ahuttle

Do not charge for parking

The city owns property that they are not using. If possible develop parking lots and charge to park

Find locations within 5 blocks of downtown to have an organized paved and pretty parking lot

No clue
Future growth needs to be curtailed. Development needs to level off. Why ruin a place for money? City of Spt needs conservationists and natives on the board. Not people who make decisions to enrich themselves Save the town!!!
Use shuttle/trolly type transport from outlying parking locations to transport visitors into downtown areas. Add additional parking spaces for golf carts. This encourages the use of environmental friendly transport as well as gives Southport residents/taxpayers improved opportunities at finding available parking spaces.
Ideas, paid parking, off sight parking with a shuttle, time limits, enforcement of parking restrictions by the Police.
Small town charm is good, why entice more cars, keep it as is
Not sure
Possible shuttle service, reliable!!
Not sure
Improve sidewalks and cleanup avail parking. Monitor speed on Fodale n HOWE. Put mobile sign outside when town is full, backed up, to detour entering town during peak tourist season
Stop allowing homeowners to prevent parking through landscape choices
Create and prioritize sidewalks, bicycle / golf cart lanes to facilitate easy and safe commuting for locals. Enforce parking of vehicle off street.
Parking meters that are easy to use (smartphone payments). Encourage workers to park farther and shuttle them to/from.
Parking garage
If the population continues to grow at the current rate, at some point a city parking garage may need to be built.
Institute paid parking with City residents having a pass to park, not charging them.
street or two east and west of Howe
None
Slow the growth so we can keep up
Use yacht basin or by the Wingate hotel

Don’t build a parking deck!!!! It would only encourage more tourists!!!

Discourage future growth in downtown area

sell day and season passes to locals at discounted rates, increase visitor rates to pay for improvements

Take back easements/right of ways for parking

See above. Also limit overdevelopment

No input.

Transportation infrastructure for cars and golf carts

See above

Parking lots for business owners, workers, longer term visits for tourists. Short term free parking with time limitations. I would hate to see parking meters every where. It’s important to support tourism and capture those dollars to support preserving such a beautiful place. Tourism tax on purchases for Southport?

Resident stickers

paid parking

Look at needs of development and try to require appropriate parking spaces

Same as above

Off site parking with trolly system

Not sure/encourage golf cart driving/adding golf cart parking

Timed parking

I am not sure.

N/a

Residents would have parking permit stickers for their cars

xxxxxxxxxxxxxxxxxxxxxxxx

Parking garage

Possibly starting a trolly or bus service with remote parking lot.

Not able to comment.

Give better directions and marked parking areas, smithville cemetery, down moore st, on nash st, etc

Restrain growth! I know y'all love the increased tax base, but no one wins if going into Southport is a miserable experience.

None, if the parking is full the town does not need any more people in town.

Add meters

Not sure

Expand public transportation around town

Don’t know

Clear encroachment on city right of ways

Property owners downtown who currently block right of ways should not be permitted to do so. This will open up parking spaces owned by the city of Southport.

Add spaces, possibly make bay street one way

Require parking be planned for new geowth

Shuttle service during peak times

Charge for non-resident parking.

We already have construction being done. Maybe traffic light to manage flow

The addition of tasteful and esthetically appealing parking structures. Offsite parking areas with a shuttle into Downtown.

Limit growth within downtown area

Reclaim the off street parking in the ROW from residents who have taken it over for their personal use.

Paid parking

Don’t know

Slow growth and development it is the cause of the problems parking, traffic, sewer and water , electricity .

See above

Paid downtown parking (residents excluded) & off site /shuttle

Have off site pay to pay parking available and provide shuttles to Downtown and to shopping Centers.

Creating more bicycle routes and clearer walking paths to the popular downtown locations.

See question 38

Will take more info

Improve the right of way to make parking more obvious and restrict any and all resident improvements that would prevent parking.

There is a lot of side street parking, but it can be confusing as to where you can park. Perhaps that can be managed better.

See above.

Timed spaces

Time limits

Parking time limits

Not sure what to say

Better traffic flow...make lord and Caswell one way streets

Low cost paid parking

We wouldn't need more parking if we stop developing

Stop the HB that will effectively remove Southport's ability to manage the ETJ district.

Improving out streets with curbs and parking spaces

Initiate a study and prioritize the needs of the downtown residents. If you make it difficult to live downtown, no one will want to live here full time..

Develop more parking in the Marina area.

See above answer, in other words develop transportation service to transport people from parking area

Work harder to prevent future growth and development. Sidewalks down East Moore to ferrys and up Howe street to Walmart. Paid parking for non southport residents who don't pay city taxes.

maintain free parking

Do not install paid parking.

Parking garage,, trolley buses from parking lots into town, also designated areas for golf carts so as not to take up car parking spaces. Hopefully NOT considering paid parking, I would not pay to park

and visit establishments in my own town especially at the already high prices of gas, eating out etc. as a BSL resident, we are still a Southport address and it is considered our downtown as well.

Please do NOT add parking meters

Not sure

New develpments/buildings should be required to provide a parking plan/solution as a condition of approval. It shouldn't be the city's / taxpayers' responsibility to fund problems created by private, for-profit developers.

No thoughts

Increase free parking

Buy a lot and build da garage

same as #38

Always make the people who live here the priority. Instead of tearing up landscaping and other beautifications that people have been allowed to do at their own expense for 50 plus years, hire an expert to advise on existing public parking and possible public transportation solutions

paid parking

Possible golf cart shuttles to move people around

Begin with looking to other fast growing towns and communities for ideas on how they have improved their traffic influx.

Spaces and fees

Development of comprehensive plan

KO

Provide adequate parking space as part of growth

Increase parking availability and make it paid parking; citizens of SPT could be offered RFID "parking passes" (like UNCW, etc..) that are paid annually or semi-annually...

securing unimproved parcels for suture parking

Paid parking

For specific events, use the elementary school parking lot with shuttles. There's also potential parking at the Longshoremen's building which mostly sits empty.

No parking meters keep parking free

No parking meters keep parking free

There is not really any extra space for more parking so the extra growth and development that I hope gets stopped as much as possible will just have to deal with it. I would agree with paid parking for people that do not live in city limits. Anyone who lives in the city and pays the in city taxes should get a pass but anyone outside the limits could pay, locals maybe with a discount. Tourists should defiantly have to pay. Otherwise there is not much to do about parking, it is what it is. Leave it be.

Don’t need future growth. I can find that in any other city, don’t need it here.

I don’t know

The city of Southport should put that responsibility on the developers not tax payers

Consider a trolley system. W off site large parking area and pick up and drop off around town and back to designated parking area

Slow down growth and over development(subdivisions) KEEP PARKING FREE

Not much, the current parking arrangement is part of the "hometown" feel we love in Southport. I would only suggest directing special event parking locations. I am adamantly opposed to charging for parking.

Shuttle to a parking lot outside of downtown

open up more areas to park

I’m really not sure. There is just too many people period

Make downtown a pedestrian zone.

Enlist private enterprise for solutions

Charge a toll to tourists

Parallel parking down Bay street between Pilot office and marsh.

Prepare side streets for more off-street parking. DO NOT put meters up. GET FOOD TAX APPROVED.

Purchase the empty lot as above.

Add a city owned parking area

Establish parking areas outside of town and provide a shuttle trolley with designated stops and pick up areas. Parking ticket grants you free access to trolley

more lots, less individual spaces - add greenery to lots

Off site lots

Take steps to aquire location for public parking lot

I have no thought-out suggestion.

Do NOT take away green spaces for parking. Require new business developments to meet a higher parking space requirement.

Parking deck

Resident permit program

Should've thought about that long before now. The growth is happening and Southport can't grow any bigger. Definitely not a parking garage

Consider parking further from downtown

SEE #38 RESPONSE. PARTNER WITH PRIVATE PROPERTY OWNERS IN TOWN OR OUTSIDE CITY LIMITS FOR SPACE.

Parking garage and shuttles

Eliminate on street parking and have more off street/side street parking. People know where to park, but the overwhelming congestion creates the distraction for drivers

See 38

create a remote parking lot as described above

add more parking spots

Stop building

Maintain all on street parking

Build a 3 story parking garage where the tennis courts are in front of the Communities building

I don’t know.

Continue to research options, discuss them and seek feedback from residents.

none

Perhaps consider remote parking area with a shuttle service to downtown

If you have to, build a parking garage somewhere outside of City Hall or near Dosher Hospital Helicopter port, charge for parking and provide signs for direction. Another location would be the Bald Head Ferry parking lot. Consider a Trolley or encourage Uber near the parking garage.

Idk as there isn’t any solace to put a parking garage.

I would support a parking pass system that could help develop new parking areas and perhaps a multiple level garage etc. Without easy access to quality parking the small local business community would suffer. The easier it is for people to patronize them the more likely they are to do so.

Parking tickets

Parking structure with trolly pick up and drop off much like Dosher hospital does.

Provide city wide alternate transportation and block car usage within town limits

Time limits

Stop making it a bigger deal than it is. There’s plenty of parking.

Keep free parking as it part of the charm of Southport, offer shuttle’s services so the, don’t have to drive downtown.

Develop parking garage

Have a free shuttle service from Parking that is 1 mile plus from downtown

Be careful on how fast you grow. Infrastructure needs to support growth.

Charge

Keep growth to a minimum

Build a parking garage or two. If they need to be over a 5-10 minute walk from downtown then have shuttles.

Limit future growth

Don’t know

Limit parking time

Public paved lot
Designate parking areas and sign them
Identify parking lots which offer shuttle service
Maybe parking lots a few blocks from downtown.
Try to find area for larger parking lots
Don’t allow it, peak demand
I have no idea
I like the idea of parking lots outside of the city with a trolley that people could get on and off as needed.
Create a city parking lit
Underground parking options
Build paved parking lots
Consider trolleys or shuttles
Reduce future growth.
Seasonal paid parking go for non residents
Parking garage
Hire expert consultants after gathering data from stakeholder surveys
See 38 above
Stop promoting Southport. Tourists are infesting this area. The locals can’t even get out to eat or find a place to park anymore.
Make the yacht basin pedestrian only with commercial delivery times for the businesses.
Make phase in approaches consistent with the master plan and start addressing the issue thru prioritization and implementation.
no answer
Absolutely do not charge for parking.
Alternate transportation methods (boating, trolly, public bikes or scooters)
Limit growth as much as possible. Publish establish parking areas and on-street parking maps showing parking on all surrounding streets of downtown. Like I mentioned before, downtown is very walkable.

Slow growth as much as possible. See priorities to improvement existing infrastructure first.

Again unknown

Not sure

You good judgment when planning, do not put in parking meters, work with residence to achieve a successful parking availability

Buy the property across from Fishy FIshy and Frying Pan and make it city paid parking

Have no idea at this point

don't go overboard - there is a maximum density that Southport can handle and its not a large city.

Work with private land owners to provide more downtown parking. Enter into a paid parking program with enforcement provided by contractors.

Encourage biking to locals with more bike lanes. Offer main parking area with golf cart taking to main locations. Something like Wilmington waterfront has just walking no cars

Of site parking lots - 2 hour parking downtown to elementary people parking all day and not allowing bald head workers and other tourists to park all day and sometimes for multiple days at a time downtown without any ticketing

I would leave downtown alone best thing about Southport is no paid parking.

Limit growth

Please don't do paid parking. Or at least offer free parking stickers for Brunswick Co residents. I don't live in Southport but nearby and have to be there 1-3 days a week and it will be unaffordable to pay for parking just to go to the library etc...

Quit marketing Southport!!!

provide additional parking spaces in existing right of ways

Buy land for paid parking lot and shuttle visitors from said lot to town.

Prioritize county residents, do not over commercialize our beautiful town

Help people to walk more instead of only going to eat

I currently do not have a problem finding parking. However I do not mind walking a block to go to the places I want to visit. I think many people feel they need to park directly in front of the facility. Take a nice stroll, enjoy the town! *Also this survey seems to be missing numbers of questions such as the questions go from number 1 to number 3, with number 2 missing. Continued throughout this survey

I like it the way it is.... I really don't have much difficulty except 4th of July week and then we just walk more

Cannot and should not expand downtown parking

Stem development first, increase sidewalks and bike paths to areas outside downtown, provide out of town parking if possible with shuttle service or walkways

Use available land further out with tram/trolley

Parking meters on all city streets (not with coins - use mobile apps). Local residents exempt.

Paid parking on downtown streets using mobile app, with resident exclusions. Utilize shuttles from out of town lots.

Offer transit service. Trolly type to and from areas within the district Shopping and surrounding area

They need a shuttle or bus or even trolley that can run people back and forth from parking to downtown

Add more spots

Parking deck

I would rather not see any more development

Parking lots away from downtown; trams for a small amount of money—hop on/hop off

Don't sacrifice the small town feel for tourists. It is the reason they come in the first place. They enjoy the architecture, walking around our town center and a few places to grab refreshments. Myrtle Beach can attract those wanting something different.

Parking lot

A parking lot away from the downtown area with plenty of shuttles running. Paid parking if necessary. Residents should be able to have low cost or free passes for parking. Open up some of the parking in the ROW areas where residents have blocked parking with decorative items and shrubs.

it's too late

Provide parking nearby when planning new businesses.

See above

indicate that parking is available in right of way and encourage people to walk on improved sidewalks.

Parking at Walmart and a shuttle

Encouragement of other modes of transportation, biking and walking.

PAID PARKING. I believe OKI brought in approximately $1M in their first year. Our infrastructure, fire department, and police department would benefit from revenue collected by parking meters; and perhaps, squelch the need to raise taxes for SPT residents.

shuttles or buses

N/a

Not needed, everyone can't be in SP.

More availability as well as encouraging biking

Trolley service and off site parking

Public transport

Park and ride, from parking lots out of the business district

Parking garage

Have parking spaces outside downtown and offer shuttle service at reasonable price to tourists.

Limited the growthlimtot growth and see

Not sure

Don't know

We need paid parking

Good luck

Idk

Parking garage

Insist developers pay into a shuttle bus service.

satellite lots with shuttle service from the lot to downtown

Just to plan for the increased traffic

Define public parking areas

See question 38

Parking garage

Same as peak season answer.

Shuttle based parking

Carefully study outlying areas for expanded parking spaces

Not sure

it would depent on what the City of Southport has in mind for future growth and/or development

Take back downtown right of ways for public parking

We manage well now

Not sure

In busy season, find large parking outside of town and provide shuttle services into downtown

Paid parking

Paid parking is NOT the solution. Seek out current parking lots / areas that are not well indicated and create more signage to those.

Free parking, less new homes

Please don't charge for parking!

More public transport (trolley) from remote parking area

Trolley system

Limit future growth and development.

build parking outside of downtown with trolley service

Improve what is already available and add more to vacant spaces.

Do not take away established areas of downtown to create more parking. Create remote parking areas and provide shuttle service from the remote areas. The city can't be expected to provide parking on Main Street for every visitor. Limited space limited parking.

Curtail the future growth ... keep Southport like it is!!!

Business will suffer with paid parking

Remote park and ride

Don't know

Paid parking.

No parking garage!!

Don't know

See above answer
No suggestions
Provide nice lots
Add small parking lots around town to keep the small town feeling
Pave lots, charge and garages within 4 blocks of downtown
Limited time parking
Not sure. We have limited space in the city.
I appreciate downtown and keeping it nice, but the rest of Southport looks really trashy (ie at Long Beach & Southport- Supply). It needs updated and beautified. The gateway to downtown is ugly
Take back city right of aways from private residents who plant flowers etc and make it available for parking. Install parking meters and time restrictions in downtown area and use trolleys.
Charge visitors and residences for parking. Lower annual fee for residence.
I think y'all have already goofed up. The key to growth is planning for it, not tryna catch up!
Set limitations for development
Impose time limits in high volume area, limit golf carts.
More public transportation options
Stop the developing. An area can only handle so much before it gets overpopulated and miserable.
City of Southport needs to realize most residents don't want changes.
Manage the development to begin with.
No idea but definitely NOT paid parking
No idea
Find more parking, golf carts parking, just a few spaces, currently they take up a full size parking spot.
Stop building housing
I don't like the idea of paid parking but with the extreme amount of visitors and residents It might have to be considered

I've lived in dense urban/tourist environments with heavy traffic usage. Off-site parking works if people have things to view/engage with along the way. Trolleys (free!) work moving people through dense neighborhoods. Traffic managers — actively directing traffic — works. Cape Cod towns swell by the tens of thousands every year and it's done by having multi-modal options, traffic management (humans and clear signs/messaging), and an active and positive PR campaign to reinforce the slow down and enjoy Southport messaging.

Don't know

Quit building housing developments to ease the demand on downtown

Quit developing or we will all be under water and won't need parking!

?

Better designated parking areas.

Limit restaurant employees parking in the few on street parking spots in front of the shops that have only one employee.

Allow parking on all the streets or have people shuttle in from other parking lots. Open up the roped off area in the yacht basin.

Control overdevelopment

Control future growth, calm down

Provide edge of town parking and a shuttle downtown.

Perhaps develop parking farther out on cheaper land and develop relationships with the new Oak Island/Southport Trolley to make it a regular stop for a small fee. In other words, parking free and visitors could choose to walk or ride trolley. No ongoing cost to the city but potential income for private trolley businesses. City could even sell annual passes or other for the trolley in lieu of paid parking.

Stop developing or offer ridesharing like public transport (buses/trollies)

Develop shuttle for busy times like 4th of July & summer tourists

Please don't charge anyone to park in Southport. The town is all but lost and that would be the end of the town.

Create more parking in ROW

Limit sizeand density of residential development in city limits and adjacent areas through a collaborative and comprehensive master plan with OKI and BSL, and limit large hotels and commercial retail spaces

Provide a free shuttle that runs frequently for tourists. Provide locals with parking passes and do not charge them.

Parking structure

Pay parking

Carefully consider parking in future development models.

NOT A GARAGE

buy more land

Limit the growth in our area

None! It's a small town. First come gets a parking spot, otherwise come back on a different day.

Consider a trolley service, of sorts, from the larger outside communities to downtown.

See Question 38

Shuttle service

No cars allowed on the streets near the water, so offer shuttle from CVS area where the The Wingate Hotel is currently

increase prices

Include necessary parking design in future development plans

Develop public parking lots

hard to answer

See answer #38

Again eliminating golf carts

Curb growth.

Stop the over development of Southport

.

No golf carts

Would not strongly oppose paid on-street and public parking as long as targeted toward weekends and the summer season, when parking demand is highest.

Not sure

Make more handicap access parking spaces, and make parking spaces noticeable on public right of way for parking. People, me included, generally look for marked spaces to park and generally don't park as much on unmarked public right of ways where people can park. (except on holidays and for events when there are more people in town)

No response

I do not want paid parking

Develop more off street parking

Comprehensive Plan Purchase available property

As Southport grows more FREE parking should be added

Please no paid parking. It will ruin the Southport feel and laid back feel. I've heard so much negative feedback since OKI installed paid parking.

Require parking as part of development

Reduce the need for private automobiles by increasing bicycle lanes, sidewalks, and public transport (trolly cars).

Newly built buildings should have required minimum parking space for expected volume the type of business creates.

Allocate bike lanes to encourage safe bike riding. With improved reliability and availability of pedal assist e-bikes people get where they want to go easily and less time. Bikes take up a lot less parking space and our climate supports being outdoors.

parking garages in close proximity to frequently used areas.

Howe street will continue to become more and more congested. Management of traffic and parking in this area will likely have the most significant impact.

Require parking with development

First, Control new construction. Second, Use the elementary school parking lot during summer like you do now over the 4th of July or another lot out of the way and provide a form of transportation to Moore St like the new trolly someone came up with. Cuts down on cars in the downtown area and people can walk to visit all of the small businesses. A parking building would make our sweet, quaint town ugly. Paid parking signs are also unsightly. Both of these options would ruin the character of Southport.

Limit growth

Same as 38 and 37

Provide more public transportation to reduce the number of cars in the downtown area.

See above answer

Include bike/scooters/shuttles from one zone to another.

Help the resident's we need temp traffic lights on 211 till the construction is done.

Charge for out of town guests

For every new building the owner has to build a parking lot/space for their customers.

Slow down development and growth

Visitors park outside of town

Paid parking.

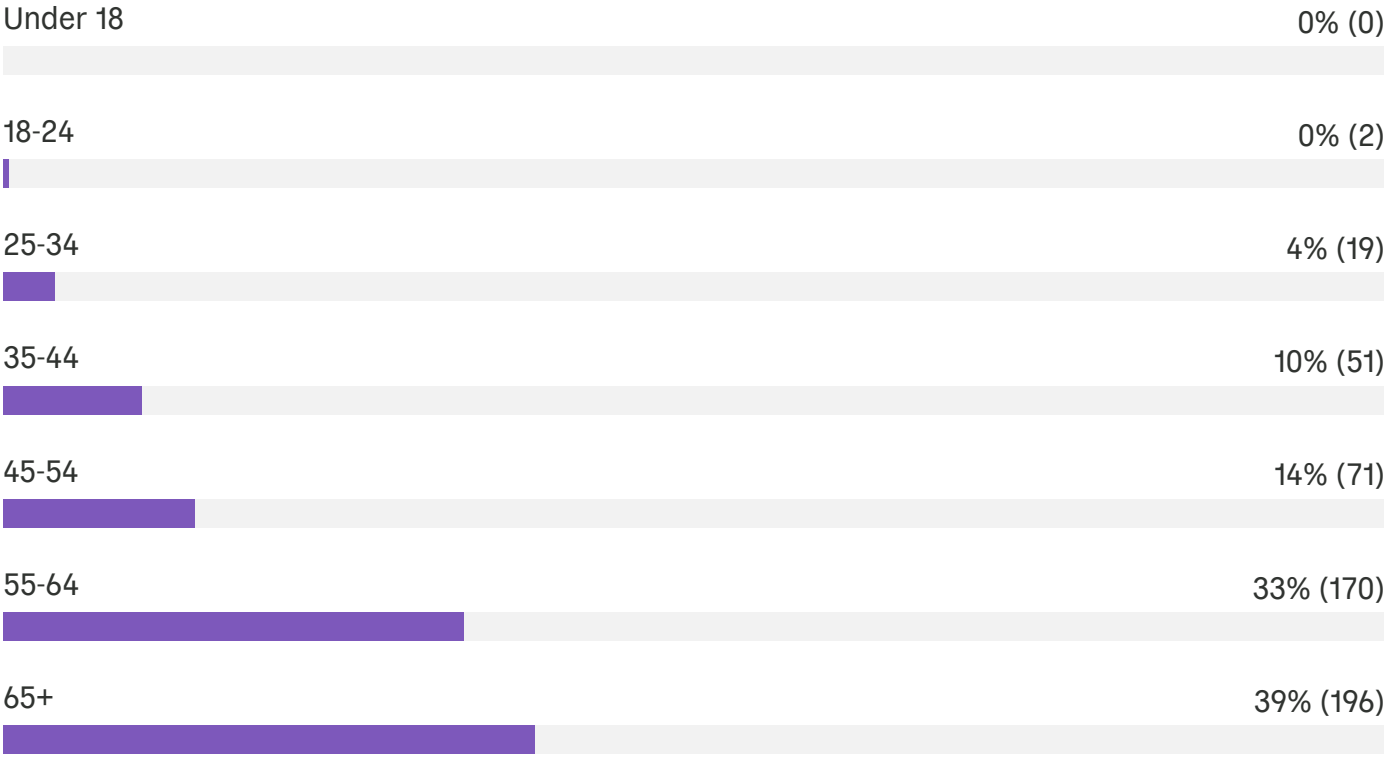
Discourage business owners from parking on the street

None

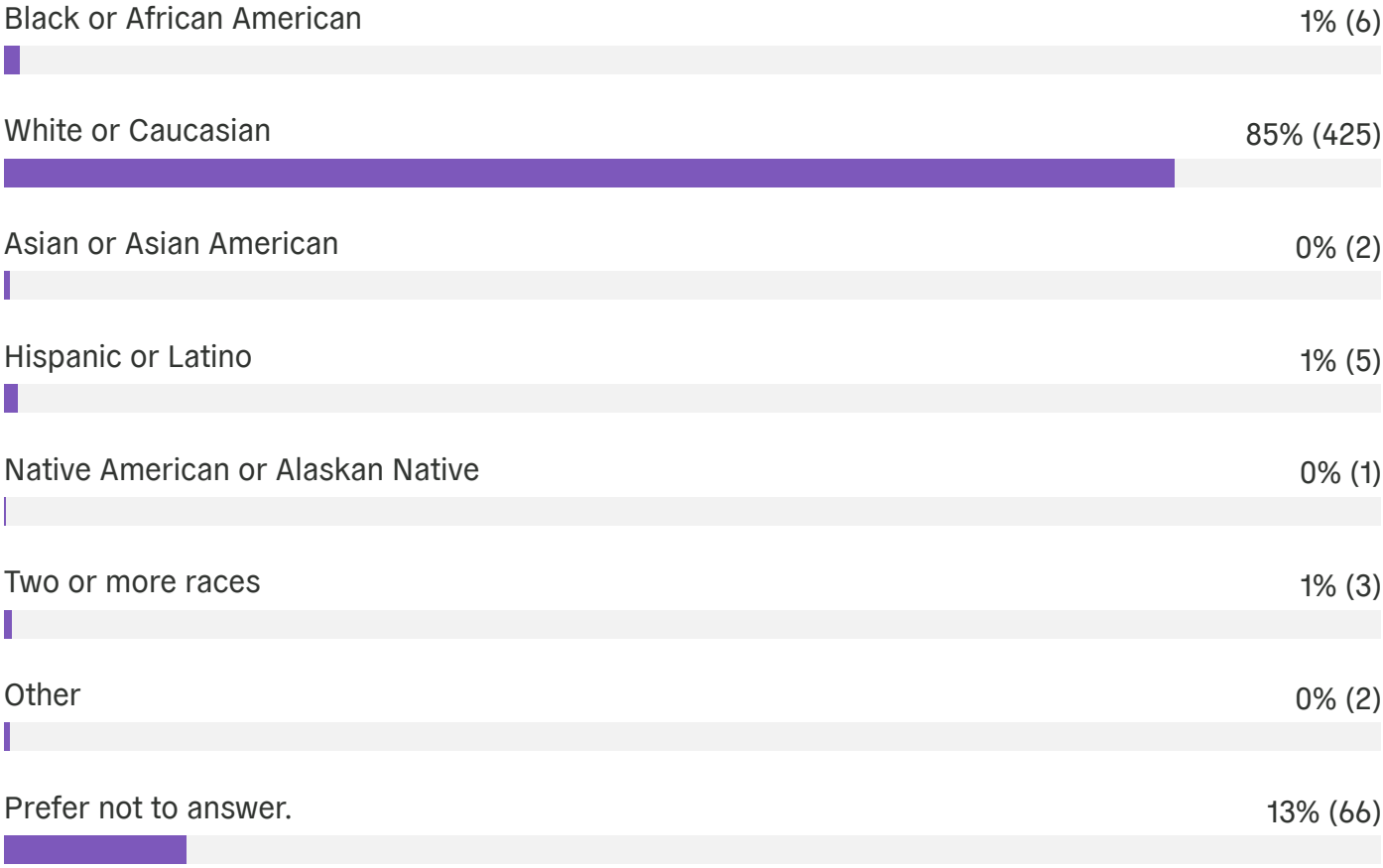
I believe we have sufficient parking and at busy times it can be a challenge to find parking - but one might have to walk further. We have limited space downtown, that is a fact. I do not want to see pay for parking. During peak times we should look into shuttles and such for the downtown area.

Tighten development restrictions. No more subdivisions.

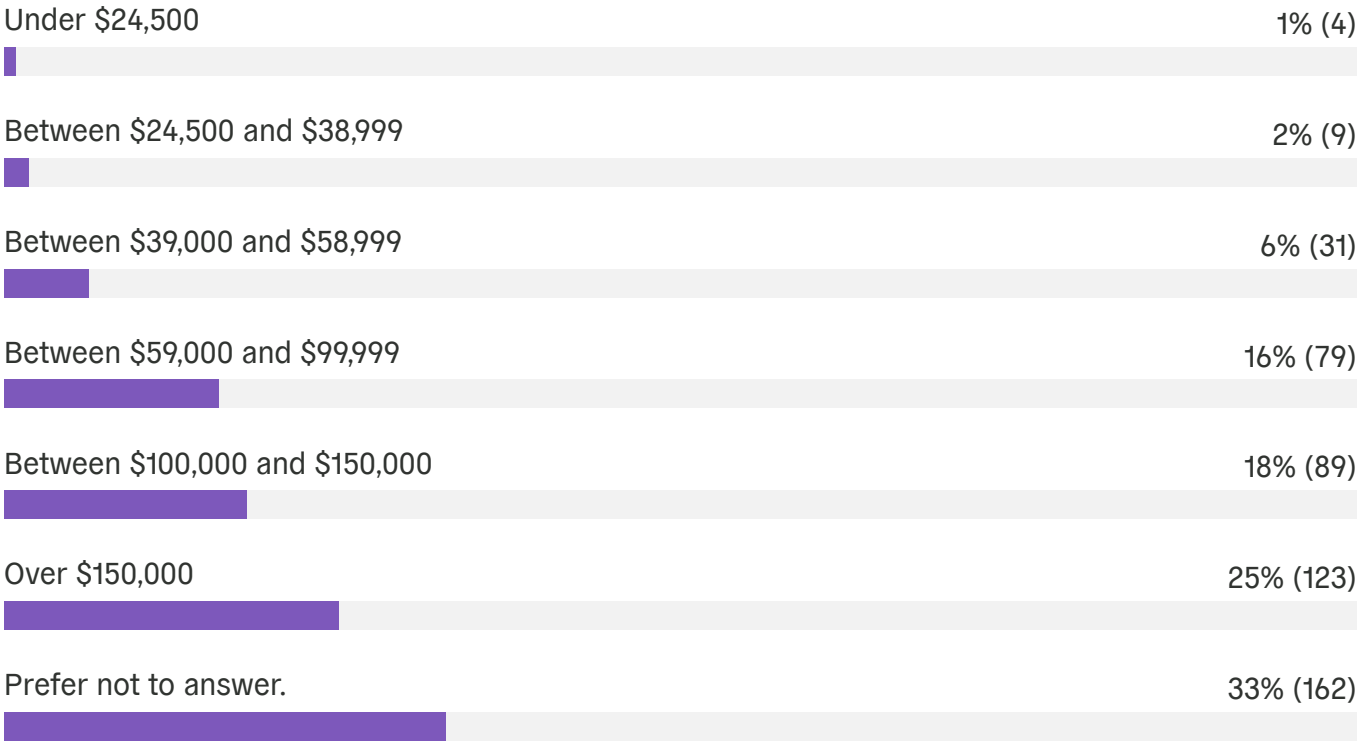
How old are you?



What is your race and/or ethnicity? (Select all that apply.)



What is your household income?



CAMA Matrix

Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	
	Page Reference(s)
Organization of the Plan	
• Matrix that shows the location of the required elements as set forth in this Rule	Page 321
Community Concerns and Aspirations	
• Description of the dominant growth-related conditions that influence land use, development, water quality and other environmental concerns in the planning area	Page(s) 30-31
Description of the land use and development topics most important to the future of the planning area, including:	
• Public Access	Page(s) 152-153
• Land Use Compatibility	Page 30
• Infrastructure Carrying Capacity	Page(s) 156-158
• Natural Hazard Areas	Page 30
• Water Quality	Page 30
Community Vision	
• Description of the general physical appearance and form that represents the local government's plan for the future. It shall include objectives to be achieved by the plan and identify changes that may be needed to achieve the planning vision.	Page(s) 32-33
Existing and Emerging Conditions	
Population, Housing and Economy	
Discussion of the following data and trends:	
• Permanent population growth trends using data from the two most decennial Censuses	Page 36
• Current permanent and seasonal population estimates	Page(s) 38-39
• Key population characteristics including age and income	Page(s) 37, 42
• Thirty-year projections of permanent and seasonal population in five-year increments	Page(s) 38-39
• Estimate of current housing stock, including permanent and seasonal units, tenure, and types of units (single-family, multifamily, and manufactured)	Page(s) 40-41
• Description of employment by major sectors and community economic activity	Page(s) 42-44
Natural Systems	
Description of natural features in the planning jurisdiction to include:	
• Areas of Environmental Concern (AECs) as set forth in Subchapter 15A NCAC 07H	Page(s) 118-121
• Soil characteristics, including limitations for septic tanks, erodibility, and other factors related to development	Page(s) 122-125

Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	
	Page Reference(s)
• Environmental Management Commission (EMC) water quality classifications and related use support designations	Page(s) 136- 139
• Division of Marine Fisheries (DMF) shellfish growing areas and water quality conditions	Page(s) 135, 137
• Flood and other natural hazard areas	Page(s) 140- 143
• Storm surge areas	Page(s) 142-143
• Non-coastal wetlands, including forested wetlands, shrub-scrub wetlands and freshwater marshes	Page(s) 127- 128
• Water supply watersheds or wellhead protection	Page 156
• Primary nursery areas	Page(s) 135, 138
• Environmentally fragile areas, such as wetlands, natural heritage areas, areas containing endangered species, prime wildlife habitats, or maritime forests	Page(s) 126-133
• Additional natural features or conditions identified by the local government	
Environmental Conditions	
Discussion of environmental conditions within the planning jurisdiction to include an assessment of the following conditions and features:	
• Status and changes of surface water quality; including:	Page(s) 137- 139
- Impaired streams from the most recent Division of Water Resources (DWR) Basin Planning Branch Reports	Page 139
- Clean Water Act 303 (d) List	Page(s) 136, 139
- Other comparable data	
• Current situation and trends on permanent and temporary closures of shellfishing waters as determined by the Report of Sanitary Survey by the Shellfish Sanitation and Recreational Water Quality Section of the DMF	Page(s) 137-138
• Areas experiencing chronic wastewater treatment malfunctions	Page(s) 157-158
• Areas with water quality or public health problems related to non-point source pollution	Page 137
• Areas subject to recurrent flooding, storm surges and high winds	Page(s) 140-143
• Areas experiencing significant shoreline erosion as evidenced by the presence of threatened structures or public facilities	Page 129
• Environmentally fragile areas (as defined in Part (c)(2)(A)(ix) of this Rule) or areas where resources functions are impacted as a result of development	Page(s) 129-131
• Natural resource areas that are being impacted or lost as a result of incompatible development. These may include, but are not limited to the following: coastal wetlands, protected open space, and agricultural land.	Page 133

Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	
	Page Reference(s)
Existing Land Use and Development	
MAP of existing land use patterns	Page 147
• Description of the existing land use patterns	Page(s) 146, 148
• Estimates of the land area allocated to each land use category	Page(s) 146, 149
• Characteristics of each land use category	Page(s) 147, 150
MAP of historic, cultural, and scenic areas designated by a state or federal agency or by the local government	Page 155
• Descriptions of the historic, cultural and scenic areas	Page(s) 154-155
Community Facilities	
Evaluation of existing and planned capacity, location and adequacy of community facilities to include:	
MAP of existing and planned public and private water supply service areas	Page 157
• Description of existing public and private water supply systems to include:	
- Existing condition	Page 156
- Existing capacity	Page 156
- Documented overflows, bypasses or other problems that may degrade water quality or constitute a threat to public health as documented by the DWR	Page156
- Future water supply needs based on population projections	Page 159
MAP of existing and planned public and private wastewater service areas	Page 157
• Description of existing public and private wastewater systems to include:	
- Existing condition	Page(s) 157-158
- Existing capacity	Page(s) 157-158
- Documented overflows, bypasses or other problems that may degrade water quality or constitute a threat to public health as documented by the DWR	Page(s) 157-158
- Future wastewater system needs based on population projections	Page 159
MAP of existing and planned multimodal transportation systems and port and airport facilities	Page(s) 161, 163
• Description of any highway segments deemed by the NC Department of Transportation (NCDOT) as having unacceptable service as documented in the most recent NCDOT Transportation and/or Thoroughfare Plan	Page 162
• Description of highway facilities on the current thoroughfare plan or current transportation improvement plan	Page 162
• Description of the impact of existing transportation facilities on land use patterns	Page 30

Matrix for Land Use Plan Elements – 15A NCAC 7B .0702		
	Page Reference(s)	
• Description of the existing public stormwater management system	Page 159	
• Identification of existing drainage problems and water quality issues related to point-source discharges of stormwater runoff	Page 159	
Future Land Use	**Policy Citation(s)**	**Page Reference (s)**
Policies		
• Policies that exceed the use standards and permitting requirements found in Subchapter 7H, State Guidelines for Areas of Environmental Concern	None	None
Policies that address the Coastal Resources Commission's (CRC's) management topics:		
Public Access Management Goal: ***Maximize public access to the beaches and the public trust waters of the coastal region.***		
The planning objectives for public access are local government plan policies that:		
• Address access needs and opportunities	2.1	Page 72
• Identify strategies to develop public access	2.1.4, 2.1.5, 2.1.6, 2.1.8	Page 72
• Address provisions for all segments of the community, including persons with disabilities	2.1.2	Page 72
• For oceanfront communities, establish access policies for beach areas targeted for nourishment	N/A	N/A
Land Use Compatibility Management Goal: ***Ensure that development and use of resources or preservation of land balance protection of natural resources and fragile areas with economic development, and avoids risks to public health, safety, and welfare.***		
The planning objectives for land use compatibility are local government plan policies that:		
• Characterize future land use and development patterns	1.1, 1.2, 1.3 , 1.5, 1.6, 1.7	Page(s) 66-69
• Establish mitigation criteria and concepts to minimize conflicts	1.1, 1.2, 1.3, 1.4, 1.7, 1.8	Page(s) 66-70
Infrastructure Carrying Capacity Management Goal: ***Ensure that public infrastructure systems are sized, located, and managed so the quality and productivity of AECs and other fragile areas are protected or restored.***		
The planning objectives for infrastructure carrying capacity are local government plan policies that:		
• Establish service criteria	9.1, 9.3	Page 88

Matrix for Land Use Plan Elements – 15A NCAC 7B .0702		
	Page Reference(s)	
• Ensure improvements minimize impacts to AECs and other fragile areas	1.5, 4.4, 4.7, 6.5, 6.6, 6.7, 9.5	Page(s) 68, 77, 78, 81, 90
	Policy Citation(s	**Page Reference (s)**
Natural Hazard Areas Management Goal: ***Conserve and maintain barrier dunes, beaches, floodplains, and other coastal features for their natural storm protection functions and their natural resources giving recognition to public health, safety, and welfare issues.***		
The planning objectives for natural hazard areas are local government plan policies that:		
• Establish mitigation and adaptation concepts and criteria for development and redevelopment, including public facilities	4.1, 4.2, 4.3, 4.5, 5.2, 5.3, 5.4	Page(s) 76, 77, 79
• Minimize threats to life, property and natural resources resulting from erosion, high winds, storm surge, flooding, or other natural hazards	4.1, 4.7, 5.1, 5.2, 5.3, 5.4, 9.3	Page(s) 76, 78-79, 88-89
Water Quality Management Goal: ***Maintain, protect and where possible enhance water quality in all coastal wetlands, rivers, streams, and estuaries.***		
The planning objectives for water quality are local government plan policies that:		
• Establish strategies and practices to prevent or control nonpoint source pollution	4.4, 6.1, 6.2, 6.4, 6.5, 6.6, 6.7	Page(s) 77, 80-81
• Establish strategies and practices to maintain or improve water quality	6.1, 6.2, 6.4, 6.6, 6.7	Page(s)80-81
MAP of future land uses that depicts the policies for growth and development and the desired future patterns of land use and development with consideration given to natural system constraints and infrastructure	Page(s) 60-61	
• Descriptions of land uses and development associated with the future land use map designations	Page(s) 62-65	
Tools for Managing Development		
• Description of the role of plan policies, including the future land use map, in local decisions regarding land use and development	Page(s) 59, 94-99	
• Description of the community's development management program, including local ordinances, codes, and other plans and policies	Page(s) 48-55	

Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	
	Page Reference(s)
Action Plan and Implementation Schedule	
• Description of actions that will be taken by the local government to implement policies that meet the CRC's management topic goals and objectives, specifying fiscal year(s) in which each action is anticipated to start and finish	Page(s) 58, 94- 115
• Identification of specific steps the local government plans to take to implement the policies, including adoption and amendment of local ordinances, other plans, and special projects	Page(s) 94-115



PLAN SOUTHPORT

September 17, 2025 | Adopted Date | Certified Date

BOARD OF ALDERMEN
AGENDA ITEM SUMMARY

DATE: 10/9/2025 **DEPARTMENT: Development Services**

PRESENTED BY: Maureen Meehan, Planning Services Director

ITEM SPONSORED BY: Development Services Staff

ITEM/TOPIC: ZTA-24-05 – Special Events at Bed and Breakfasts Text Amendment Public Hearing

COST: N/A **BUDGET LINE ITEM: N/A**

JUSTIFICATION: A duly advertised public hearing was held on May 8, 2025, for a proposed text amendment to the UDO establishing a new special event accessory use. The Board of Aldermen tabled the discussion until the August 14, 2025, meeting where a new proposed text amendment was introduced that addresses events specific and only for bed and breakfast establishments. After consultation with the City Attorney, it was determined that the new language is a substantive revision; therefore, a new recommendation from the Planning Board and public hearing is required. The Planning Board at the August 21, 2025, meeting recommended approval of the attached text amendment.

IMPACT IF NOT APPROVED: This text amendment is a legislative decision as defined by North Carolina General Statutes. The Board of Aldermen is under no obligation to approve the Zoning Text Amendment. In accordance with North Carolina General Statutes, in a motion to approve or deny a Zoning Text Amendment, the Board shall adopt a corresponding consistency statement explaining the chosen decision's consistency with the adopted Land Use Plan of the City.

DEPARTMENT HEAD COMMENTS: The attached proposed Zoning Text Amendment updates the UDO to allow Bed and Breakfasts to host events proportional to the number of rooms at the inn.

ATTACHMENTS: Staff Report, Consistency Statements

REQUESTED ACTION: Hold Public Hearing and Adopt/Deny Proposed Text Amendment.

PROPOSED MOTION:

A Motion to hold public hearing.

A Motion to Adopt the proposed text amendment to Section 3.8.C Bed and Breakfast and Section 8.3 of the UDO and attached consistency statement.

A Motion to Deny the proposed text amendment and attached consistency statement.

MEMORANDUM

To: Richard Alt, Mayor and Members of the Board of Aldermen
From: Maureen Meehan, Planning Services Director
Re: ZTA-24-05 Special Events – Bed and Breakfast Text Amendment Public Hearing
Date: October 9, 2025

Background

At the July 30, 2024, Board of Adjustment meeting, a Special Use Permit application for the establishment of a Bed & Breakfast (B&B) was approved, subject to the condition that it could not host large events, such as weddings. As part of the special use permit application, the applicant included the required business management plan that among other standard operating procedures proposed to host special occasions, such as weddings with up to 150 guests. It was this proposal that highlighted the lack of land use standards for Bed and Breakfasts.

An appointed Planning Board review committee proposed, and the full Planning Board recommended approval of a text amendment to the Unified Development Ordinance (UDO) to create a new accessory land use. The accessory land use, Specialized Events, would be defined as a commercial use, where the event is secondary to the venue's primary land use. The new accessory use included specific land use standards that existing establishments must meet to host special events.

A staff presentation and public hearing were held on May 8, 2025, to consider the text amendment that would add a new accessory land use and accompanying standards. The Board of Aldermen voiced concern and hesitation about adding a new accessory land use and tabled the discussion. In July of 2025, Alderman Mosteller requested that the text amendment be added to the agenda for the August 14, 2025, regular meeting for discussion.

Process

The approval of a zoning text amendment requires a recommendation from the Planning Board and a duly advertised public hearing before Board adoption. The Board of Aldermen may adjust the recommended text amendment if it is not a substantive change.

There was a motion to revise the text amendment to remove the proposed special event accessory use and modify the text to be specific to bed and breakfast establishments, as they are nonresidential uses most often located in or adjacent to residential zoning districts. Following consultation with the City Attorney, the proposed language constitutes a substantive revision; therefore, a new recommendation from the Planning Board and public hearing is required.

Proposed Text Amendment

The Board of Aldermen referred the text amendment back to the Planning Board with the following specific language for consideration of incorporation into Section 3.8.C. Bed and Breakfast, and

Section 8.3 Definitions of Basic Terms, of the UDO. New language is underlined, and no language is being removed from either section of the UDO.

Section 3.8 NONRESIDENTIAL USE STANDARDS

C. BED AND BREAKFAST

Where permitted, the following shall apply:

1. Sanitation. Compliance with rules governing the sanitation of bed and breakfast homes, section 2200 of the North Carolina Administrative Code, Title 10, Department of Human Resources.
2. Management Plan. The application for a bed and breakfast home should include a management plan.
3. An on-site manager shall be required to have permanent residence at any permitted bed and breakfast establishment
4. Special events such as weddings, dinners, and other small gatherings for the benefit of overnight guests are allowed. Special event capacity shall not exceed the number of overnight guests registered at the bed and breakfast.

8.3 DEFINITIONS OF BASIC TERMS

Special Events: Activities held in venues wherein the event is secondary to the venue's primary land use. Special events include but are not limited to weddings, receptions, and dinners.

Planning Board Recommendation

The Planning Board, at its August 21, 2025, regular meeting, recommended **approval** of the proposed text for Section 3.8.C., Bed and Breakfast, and Section 8.3, Definitions of Basic Terms, of the UDO. The proposal is consistent with the 2014 CAMA Core Land Use Plan, particularly in terms of desired development outcomes and the routine updating of the Unified Development Ordinance.

City of Southport Board of Aldermen
Resolution and Statement of Plan Consistency
(As per NC General Statute 160D-605)

When conducting a review of proposed zoning text or map amendments pursuant to this section, the Board of Aldermen shall approve a statement describing whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable.

AMENDMENT**:** **ZTA-24-05 Special Events at Bed and Breakfasts**

STATEMENT OF PLAN CONSISTENCY:

The City of Southport Board of Aldermen, after consideration of the Planning board recommendation and all relevant portions of the adopted and CRC-certified land use plan, hereby **ADOPT** the proposed text amendments to the Unified Development Ordinance. The amendments are consistent with the City's 2014 CAMA Core Land Use Plan, adopted initially on Nov. 13, 2014, and subsequently amended by the Southport Board of Aldermen in 2020. More specifically, the proposed amendment is consistent with desired development outcomes and the routine updating of the Unified Development Ordinance.

NOW THEREFORE, be it resolved by the City of Southport Board of Aldermen, that the foregoing statement, having been submitted to a vote by a motion and seconded, received the following vote and was duly adopted this the ____ day of October 2025.

Ayes: _____
Noes: _____
Absent or Excused: _____

_____
Richard Alt, Mayor

Attest:

_____
Tori Deviney, City Clerk

City of Southport Board of Aldermen
Resolution and Statement of Plan Consistency and Reasonableness
(As per NC General Statute 160D-605)

When conducting a review of proposed zoning text or map amendments pursuant to this section, the Board of Aldermen shall approve a statement describing whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable.

AMENDMENT**:** **ZTA-24-05 Special Events at Bed and Breakfasts**

STATEMENT OF PLAN CONSISTENCY:

The City of Southport Board of Aldermen, after consideration of the Planning Board recommendation and all relevant portions of the adopted and CRC-certified land use plan, hereby **DENY** the proposed zoning text amendment. The amendment appears consistent with the City's 2014 CAMA Core Land Use Plan, adopted initially on Nov. 13, 2014, and subsequently amended by the Southport Board of Aldermen in 2020 although there is not support for the text amendment.

NOW THEREFORE, be it resolved by the City of Southport Board of Aldermen, that the foregoing statement, having been submitted to a vote by a motion and seconded, received the following vote and was duly adopted this the ___ day of October 2025.

Ayes: _____
Noes: _____
Absent or Excused: _____

_____
Richard Alt, Mayor

Attest:

_____
Tori Deviney, City Clerk

BOARD OF ALDERMEN
AGENDA ITEM SUMMARY

DATE: 10/09/2025 **DEPARTMENT: Development Services**

PRESENTED BY: Wendell Biddle, City Planner; Mo Meehan, Director of Planning Services

ITEM SPONSORED BY: Planning Staff

ITEM/TOPIC: ZTA-25-04 - UDO Article 3&8 Zoning Text Amendments

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JUSTIFICATION: With the relinquishment of the extraterritorial jurisdiction to Brunswick County, the City of Southport's Unified Development Ordinance (UDO) is in need of amending to more accurately represent the remaining zoning districts and available land uses within the corporate limits of Southport. Along with the necessary textual updates, Staff has incorporated multiple text amendments in Article 3 at the direction of the Planning Board and Board of Aldermen.

Planning Staff respectfully submits the attached amendment to Articles 3 and 8 of the UDO. The proposed language has been reviewed and recommended for approval by the Planning Board at its regularly scheduled meeting held on August 21, 2025.

IMPACT IF NOT APPROVED: This request is a legislative decision as defined by the North Carolina General Statutes. Apart from the two land uses, Adult Entertainment & Single Lot Manufactured Housing, required by General Statute 160D, the Board of Aldermen is under no obligation to approve the Zoning Text Amendment as presented. In accordance with North Carolina General Statutes, a motion to approve or deny a Zoning Text Amendment, the Board shall adopt a corresponding consistency statement explaining the chosen decision's consistency with the adopted Land Use Plan of the City.

DEPARTMENT HEAD COMMENTS: The proposed text amendments incorporate changes requested by the Board of Aldermen, Planning Board, and those required by 160D since the relinquishment of the ETJ.

ATTACHMENTS: Staff Report, Draft Ordinance Language, Consistency Statements

REQUESTED ACTION: Hold Public Hearing and Adopt/Deny zoning proposed text amendments to Article 3: Zoning, and Article 8: Definitions and Measurements of the UDO.

PROPOSED MOTION:
A motion to open a public hearing.

A motion to adopt the zoning text amendment to Article 3 Zoning & Article 8 Definitions and Measurements of the UDO and the attached consistency statement.

A motion to deny the zoning text amendment to Article 3 Zoning & Article 8 Definitions and Measurements of the UDO and the attached consistency statement.

MEMORANDUM

To: Mayor Rich Alt and Members of the Board of Aldermen

From: Wendell Biddle, City Planner

Re: UDO Maintenance Update Articles 3 and 8 – Zoning Text and Map Amendment

Date: October 9, 2025

BACKGROUND

This request to amend the Unified Development Ordinance (UDO) not only serves to correct the deficiencies in the text that came from the relinquished ETJ, but also to incorporates some of the long-standing amendments discussed by Staff and both the Planning Board and the Board of Aldermen. In addition to those changes required by statute, the following topics are included in the amendment: updating inconsistencies throughout the ordinance related to height, pool & accessory structure setbacks, clarifying the standards for mobile vendors, and adding standards for flag poles and drive-through establishments. The proposed amendment includes updates to the following sections of the UDO: 3.2 Base Zoning Districts, Table 3.1 Table of Permitted Uses, 3.6.A. Accessory Use Standards, 3.8 Nonresidential Use Standards, Table 3.2, Table 3.8, 3.19.E, 3.19.F, and Article 8 Definitions and Measurements.

When the city of Southport relinquished its extraterritorial jurisdiction (ETJ), it lost three zoning districts: the Manufactured Housing (MH) district, the Light Industrial (LI) district, and the Heavy Industrial (HI) district. Tied to those three districts were a total of 12 land uses that no longer have a zoning district in which to operate. They include Manufactured Homes, Single-Lot; Manufactured Home, Park; Adult Establishment; Garbage Collection, (Private); Gas Companies (LP-Bottled & Bulk Storage); Manufacturing, (General); Manufacturing, (Intensive); Motion Picture Production & Distribution; Salvage Operations; Shooting Range, (Outdoor); Solar Farm; and Tattoo & Piercing Establishment. Of the 12 uses no longer available, two are mandated to be incorporated into available zoning districts as established by statutory requirements. They are:

- Adult Establishment
- Manufactured Home (single lot)

LOST LAND USES WITH RELINQUISHED ETJ

- **MANUFACTURED HOME ON SINGLE LOT-** Permitted with specific use standards in the Manufactured Housing district.

  Defined in Article 8 of the UDO as: *A structure, transportable in one (1) or more sections, which is built on a permanent chassis to be used with or without a permanent foundation when promulgated by the U.S. Department of Housing and Urban Development. The term*

manufactured home does not include a recreational vehicle or travel trailer and satisfies each of the following criteria:

A. The home has a length not exceeding four (4) times its width;

B. The pitch of the home's roof has a minimum vertical rise of one (1) foot for each five (5) feet of horizontal run, and the roof is finished with a type of shingle that is commonly used in standard residential construction;

C. The exterior siding consists of wood, hardboard, or aluminum (vinyl covered or painted, but in no case exceeding the reflectivity of gloss white paint) comparable in composition, appearance, and durability to the exterior siding commonly used in standard residential construction;

D. A continuous, permanent masonry foundation, unpierced except for required ventilation and access, is installed under the home; and

E. The tongue, axles, transporting lights, and removable towing apparatus are removed after placement on the lot and before occupancy.

The specific use standards established in UDO section 3.7.D are:

Where permitted, the following shall apply:

1. Skirting and Curtain Wall Requirements for Manufactured Homes.

a) All single-wide manufactured homes shall have skirting placed around the base prior to the issuance of a Certificate of Occupancy.

b) Double-wide manufactured homes shall have a curtain wall constructed around the base within 90 days from the date the home is placed on a lot.

c) For both single- and double-wide manufactured homes, one (1) row of ventilation ports, 8-inch by 16-inch, shall be provided every ten feet, and one (1) access opening with a door that is between 18 inches and 42 inches in height and between 24 inches and 60 inches in width.

2. Electrical Service Requirements for Manufactured Homes. All manufactured homes shall have electrical service within 90 days from the date the home is placed on a lot.

- **MANUFACTURED HOUSING PARK-** Permitted with specific use standards in the Manufactured Housing district.

  Defined as: *A parcel (or contiguous parcels) of land consisting of two (2) or more manufactured home lots for rent or sale.*

  The specific use standards established in UDO section 3.7.E are:

  1. *No person shall begin construction of a manufactured home park or make any addition to a manufactured home park that either alters the number of sites for manufactured homes within the park or affects the facilities required therein until he first secures a permit authorizing such construction or addition.*

2. *If the owner of a manufactured home community (which consists of at least five (5) manufactured homes) intends to convert the land to another use, the landowner must give each owner of each manufactured home notice of the intended conversion at least 180 days before the home owner is required to vacate and move, regardless of the term of tenancy.*
3. *In no case shall the size of a manufactured home space be less than 8,500 square feet.*
4. *All manufactured home parks shall be located on an undivided tract of land not less than three (3) acres in size.*
5. *Parking space sufficient to accommodate at least two (2) automobiles shall be located on each manufactured home space.*
6. *The manufactured home park shall be located on ground that is not susceptible to flooding. The park shall be graded so as to prevent any water from ponding or accumulating on the premises. All ditch banks shall be sloped and seeded.*
7. *There shall be at least 20 feet clearance between manufactured homes including manufactured homes parked end to end. No manufactured home shall be located closer than 20 feet of any exterior boundary line of the park, no closer than 15 feet to the edge of any interior street right-of-way, or closer than 10 feet to any manufactured home space (lot) boundary line.*
8. *Existing manufactured home parks which provide manufactured home spaces having a width or area less than that described above may continue to operate with spaces of existing width and area, but in no event shall any such nonconforming manufactured home park be allowed to expand unless such extension meets the requirements of this ordinance.*
9. *Each manufactured home space shall be graded and grassed to prevent erosion and provide adequate storm drainage (including retention pond facilities, when applicable) away from the manufactured home.*
10. *Interior Drives. All manufactured home spaces shall abut upon an interior drive of no less than 36 feet in right-of-way, which shall have unobstructed access to a public street or highway, it being the intent of this section that manufactured home spaces shall not have unobstructed access to public streets or highways except through said interior drive. All interior drives shall be graded to their full right-of-way and shall have a road of at least 20 feet in width. Minimum improvements shall be a compacted base of four (4) inches of #7 ABC stone. Roads shall be maintained with passable surface. Graded and stabilized road shoulders and ditches shall be provided.*
11. *Cul-de-sacs. Any interior drive designed to be closed shall have a turnaround at the closed end with a minimum right-of-way diameter of 100 feet. The entire right-of-way of such turnaround shall be graded and usable for the turning of motor vehicles.*
12. *Intersections. Drives shall intersect as nearly as possible at right angles, and no drive shall intersect at less than 75 degrees.*
13. *Spaces Numbered. Each manufactured home space shall be identified by a permanent number which shall not be changed. The appropriate number of*

each manufactured home space must be permanent and visibly displayed. Each number shall be placed on a concrete, wood, metal, or any permanent post and conspicuously located on the lot.

14. *Signs for Identification of Parks. Permanent identification sign(s) shall be required for every manufactured home park. The size of the signs shall be as follows: Not more than two (2) signs with a total maximum area of 48 square feet and a total minimum area of 12 square feet. Signs must be located on the park property within 50 feet of the entrance and at least 10 feet off the front property line. Signs must be located a minimum of five (5) feet from any side property lines. Only indirect non-flashing lighting may be used for illumination, and the sign must be constructed in such a manner as to prevent a direct view of the light source from any public road right-of-way.*
15. *Sanitary Facilities, Water Supply, Sewerage, Electricity, Lighting, and Refuse Collection Facilities. Each manufactured home space shall be equipped with plumbing and electrical connections and shall be provided with electrical current in sufficient amount to safely meet the maximum anticipated requirements of a manufactured home.*
16. *Water, Sewerage, and Electricity. Each manufactured home space shall be provided with and shall be connected to a public sanitary sewerage and water supply systems. Wells and septic tanks shall be prohibited.*
17. *Lighting. Distribution lines shall be installed underground. Underground lines shall be placed at least 18 inches below the ground surface where possible and at least one (1) foot radial distance from water, sewer, gas, or communications lines.*
18. *Exterior lighting shall be provided for all streets, walkways, buildings, and other facilities subject to nighttime use. The average illumination level in manufactured home parks shall be at least three tenths (0.3) footcandle, and a minimum level of one tenth (0.1) footcandle shall be maintained on all streets. Potentially hazardous locations such as street intersections and walkways shall be individually illuminated with a minimum level of six tenths (0.6) footcandle.*
19. *Refuse Collection Facilities. The park owner is responsible for seeing to refuse collection.*
20. *Manufactured Home Stands and Anchors.*
    a. *The area of the manufactured home stand shall be improved to provide an adequate foundation for the placement and anchoring of the manufactured home, thereby securing the structure against uplift, sliding, rotation, and/or overturning.*
    b. *Each manufactured home owner shall provide anchorage in accordance with the State of North Carolina Regulations for Manufactured Homes.*
    c. *Any manufactured home placed in a manufactured home park after adoption of this ordinance shall have skirting.*
21. *Service, Administration, and Other Buildings.*

a. *Within a manufactured home park, one (1) manufactured home may be used as an administrative office. Other administrative and service buildings housing sanitation and laundry facilities or any other such facilities shall comply with all applicable ordinances, codes, and statutes regarding buildings, electrical installations, plumbing, and sanitation systems.*
b. *All service buildings, commercial structures, and the grounds of the park shall be maintained in a clean condition and kept free from any condition that will menace the health of any occupant or the public or constitute a nuisance.*

22. *Structural Additions. All structural additions to manufactured homes other than those which are built into the unit and designed to fold out or extend from it shall be erected only after a building permit shall have been obtained. The building permit shall specify whether such structural additions may remain permanently, must be removed when the manufactured home is removed, or must be removed within a specified length of time after the manufactured home is removed.*
23. *Storage. Storage of a manufactured home or recreational vehicle is prohibited.*
24. *Management. In each manufactured home park, the permittee or duly authorized attendant or caretaker shall be in charge at all times to keep the manufactured home park, its facilities and equipment in a clean, orderly, safe, and sanitary condition.*
25. *Manufactured Home Park. It shall be the duty of the operator of a manufactured home park to keep an accurate register containing a record of all registered occupants. The operator shall keep the register available at all times for inspection by law enforcement officials, public health officials, and other officials whose duties necessitate acquisition of the information contained in the register.*
26. *Sales in Manufactured Home Parks.*
    a. *It shall be unlawful to sell on a commercial basis manufactured homes or trailers within manufactured home parks.*
    b. *It shall be unlawful to sell a manufactured home space(s) within the manufactured home parks.*

- **ADULT ESTABLISHMENT**

Permitted in the former Heavy Industrial zoning district, Adult Establishments required the issuance of a Special Use Permit with specific use standards as guidelines for approval.

Defined as: *Retail or service establishments as defined per NCGS 14-202.10 and/or those which are characterized by an emphasis on sexual activity and/or specified anatomical areas, including, but not limited to:*

A. *Any bookstore, video store or other establishment in which a substantial portion of its stock in trade is devoted to printed matter or visual representation of specified sexual activities or specified anatomical areas;*
B. *Any movie theater offering movies or other displays or any establishments offering coin-operated devices, which emphasize specified sexual activities or specified anatomical areas;*
C. *Any cabaret, club, tavern, theater or other establishment which offers entertainment emphasizing specified sexual activities or specified anatomical areas; or*
D. *Any establishment offering massage or similar manipulation of the human body, unless such manipulation is administered by a medical practitioner, chiropractor, acupuncturist, physical therapist, or similar professional licensed by the state.*
E. *The term "adult entertainment" does not include massages or similar manipulation offered at an athletic club, health club, school, gymnasium, spa, or similar establishments.*

The specific use standards required for SUP approval are outlined in UDO Section 3.8.A:

Where permitted, the following shall apply:

1. The sexually oriented business may not be located or operated 1,000 feet of:

a) A church, synagogue, or regular place of worship;
b) A public or private elementary or secondary school;
c) A public library;
d) A boundary of any residential district;
e) A publicly owned park, beach, beach access, or other recreation area or facility;
f) A licensed day care center;
g) An entertainment business that is oriented primarily towards children;
h) Another sexually oriented business.

2. For the purpose of this section, measurement shall be made in a straight line, without regard to intervening structures or objects, from the nearest portion of the building or structure used as part of the premises where a sexually oriented business is to be conducted, to the nearest property line of the premises of any use listed in (1) above.

3. No more than one (1) adult or sexually oriented business establishment or massage business shall be located in the same building or structure or on the same lot. No person shall permit any building, premises, structure, or other facility that contains any adult establishment to contain any other kind of adult establishment. No person shall permit any building, premises, structure, or other facility in which sexually oriented devices are sold, distributed, exhibited, or contained to contain any adult establishment.

4. No person shall permit any viewing booth in an adult mini motion picture theater to be occupied by more than one (1) person at any time.

5. It shall be unlawful for an owner or operator of a sexually oriented business to allow the merchandise or activities of the establishment to be visible from a point outside the establishment.

6. It shall be unlawful for the owner or operator of a sexually oriented business to allow the exterior portion of the sexually oriented business to have flashing lights, or any words, lettering, photographs, silhouettes, drawings, or pictorial representations of any manner except to the extent permitted by the provisions of this article.

7. It shall be unlawful for the owner or operator of a sexually oriented business to allow exterior portions of the establishment to be painted any color other than a single monochromatic color. This provision shall not apply to a sexually oriented business if the following conditions are met:

a) The establishment is a part of a commercial multi-unit center; and

b) The exterior portions of each individual unit in the commercial multi-unit center, including the exterior portions of the business, are painted the same color as one another or are painted in such a way so as to be a component of the overall architectural style or pattern of the commercial multi-unit center.

c) Nothing in this section shall be construed to require the painting of an otherwise unpainted exterior portion of a sexually oriented business.

d) A violation of any provision of this section shall constitute a violation of this ordinance.

8. No sexually oriented business, except for an adult motel, may remain open at any time between the hours of 1:00 AM and 8:00 AM on weekdays and Saturdays, and 1:00 AM and 12:00 PM on Sundays.

- **GARBAGE COLLECTION, PRIVATE (NO LANDFILLS) –** Permitted by right in the Heavy Industrial zoning district without any specific use standards; non-defined.

- **GAS COMPANIES (LP-BOTTLED & BULK STORAGE) -** Permitted by right in both the HI and LI zoning districts without any specific use standards; non-defined.

- **MANUFACTURING, GENERAL -** Permitted by right in the HI district and with the issuance of an SUP in the LI zoning district. Both districts are without specific use standards.

Defined as: *Manufacturing, bulk storage, and/or handling of finished or unfinished products primarily from extracted, raw, recycled, or secondary materials. Typical uses include boiler shops, textile mills; textile product mills; apparel manufacturing; leather and allied product manufacturing; wood product manufacturing; nonmetallic mineral product manufacturing; transportation equipment manufacturing; and food packing, canning, and manufacturing. Industrial service firms engaged in the repair or servicing of industrial or commercial machinery, equipment, products, or by-products.*

- **MANUFACTURING, INTENSIVE -** Permitted by way of SUP issuance in the HI district with specific use standards.

Defined as: *Manufacturing and processing of products and chemicals including but not limited to: gypsum or plaster-of- Paris, stone, clay, glass, cement, concrete, fertilizer, insecticides,*

disinfectants, petroleum products, coal, and synthetic resins. This group also includes primary metal manufacturing, fabricated metal product manufacturing, smelting, paper manufacturing, oil refining, fuel bulk storage facilities, and electricity generating facilities, as well as any manufacturing or processing facility which has a high potential for significant negative external impacts on surrounding properties, water resources, air quality and/or public health.

The specific use standards required for SUP approval are outlined in UDO Section 3.8.V:

Where permitted, the following shall apply:

1. *The approved conditional use must demonstrate compliance with all state and federal environmental regulations including assurances of non adverse impact(s) on air or water quality. An environmental impact assessment may be required as a part of the conditional use permit and must be prepared and sealed by a North Carolina Licensed and Registered Engineer.*
2. *The use will not overly impact the ability of a public agency to collect and/or treat any wastewater generated by the use or the ability of the public agency to treat and distribute any potable water needed by the use.*
3. *The use will not overly impact (impact beyond capacity) the system of streets serving the use, or improvements will be made to the streets in consort with the development of the use, the result of which will be adequate handling of the additional traffic generated.*
4. *The use will not overly impact (impact beyond capacity) the system of streets serving the use, or improvements will be made to the streets in consort with the development of the use, the result of which will be adequate handling of the additional traffic generated.*

MOTION PICTURE PRODUCTION & DISTRIBUTION - Permitted by right in both the HI and LI zoning districts without any specific use standards; non-defined.

SALVAGE OPERATIONS – Permitted by the issuance of an SUP with specific use standards in the HI district.

Defined as: *Any non-residential property used for the storage, collection, and/or recycling of any type of equipment, and including but not limited to vehicles, appliances and related machinery.*

The specific use standards required for SUP approval are outlined in UDO Section 3.8.FF:

Where permitted, the following shall apply:

1. *Any portion of the proposed use/site must be located at least 500 feet from any residentially zoned property.*
2. *The salvage operation and junkyard shall be entirely surrounded by a screened security fence or by a nonscreened security fence/vegetation screen. In the event that a salvage operation or junkyard shall be surrounded by a nonscreened security fence, the vegetation screen shall be planted on at least one side and contiguous to the security fence. The vegetation shall be of a type that will reach a minimum height of six (6) feet*

within five (5) years and shall be planted at intervals evenly spaced and in close proximity to each other so that a continuous, unbroken hedgerow will exist along the length of the security fence surrounding the salvage operation or junkyard. Each owner, operator, or maintainer of a salvage operation or junkyard to which this ordinance applies and who chooses to surround said salvage operation or junkyard with a security fence and vegetation screen shall utilize good husbandry techniques with respect to said vegetation, including, but not limited to, proper pruning, proper fertilizer and mulching so that the vegetation will reach maturity as soon as possible and will have maximum density and foliage. Dead or diseased vegetation shall be replaced at the next appropriate planting time.

3. *The security fence shall be maintained in good order and shall not be allowed to deteriorate. All gates shall be closed and securely locked at all times, except during business.*

- **SHOOTING RANGE, OUTDOOR -** Permitted by the issuance of an SUP with specific use standards in the HI district; non-defined.

The specific use standards required for SUP approval are outlined in UDO Section 3.8.HH:

Where permitted, the following shall apply:

1. *This section is intended to regulate the establishment and operation of shooting range facilities. Such recreational and training complexes, due to their potential noise impacts and safety concerns, merit careful review to minimize adverse effects on adjoining properties. Further, the regulations of this section have been made with reasonable consideration among other things, as to the character of the City and its areas and their peculiar suitability for these businesses and recreational facilities.*
2. *It is the intent of this section to accomplish the following:*
    a. *Shot containment. Each shooting range facility shall be designed to contain the bullets, shot or arrows on the range facility within the safety fan zone.*
    b. *Noise mitigation. Each shooting range facility shall be designed to minimize offsite noise impacts generated by the activities conducted on the range facility.*
3. *All new shooting facilities shall be designed, constructed and operated in strict compliance with National Rifle Association (herein referred to as the N.R.A.) standards, specifically "The Range Manual, A Guide to Planning and Construction," Section 1: Chapters 1 through 7, Section 2: Chapters 1 through 18, Section 3: Chapters 1 through 12; Section 4 and verified by the NRA Range Technical Team, National Shooting Sports Foundation (NSSF), the U.S. Occupational Safety and Health Administration (OSHA:), and the National Institute of Occupational Safety and Health (NOISH). In addition, construction standards shall comply with all appurtenant North Carolina Building Codes and verified by a professional engineer.*
4. *Setbacks. All outdoor shooting stations on a range facility shall be located a minimum of 150 feet from any property line.*

5. *Warning signs. Warning signs meeting N.R.A. guidelines for shooting ranges shall be posted at 100-foot intervals along the entire perimeter of the outdoor shooting range facility.*
6. *Distance from occupied dwelling. All outdoor shooting range stations shall be located at least 1,000 feet from any occupied dwelling, excluding those dwellings occupied by the range owner and staff of the range. A shooting range lawfully operating as a conforming use shall not be rendered nonconforming by the subsequent location of a residence within 1,000 feet of the shooting station.*
7. *The permittee shall be required to carry a minimum of $500,000 of liability insurance. Such insurance shall name the city as an additional insured party and shall save and hold the city, its elected and appointed officials and employees acting within the scope of their duties harmless from and against all claims, demands and causes of action of any kind or character, including the cost of defense thereof, arising in favor of a person or group's members or employees or third parties on account of any property damage arising out of use of the range, or in any way arising out of the acts or omissions of the permittee, his/her group, club or its agents or representatives. The City shall be notified of any policy changes or lapses in coverage.*
8. *The site plan shall also include a complete layout of each range, including shooting stations or firing lines, target areas, shotfall zones or safety fans, backstops, berms and baffles, when necessary and projected noise contours;*
9. *Permit display. Permits shall be kept and displayed in a readily visible location on the shooting range facility and at all times be available for public inspection.*
10. *Changes or expansions. If any shooting range facility is intended to be substantially changed or expanded to include types of ranges, operations or activities not covered by an approved permit or otherwise cause nonconformance with this section, a new permit for the entire facility shall be secured.*
11. *Abandonment and discontinuance. When an existing shooting range is discontinued without the intent to reinstate the range use, the property owner shall notify the city of such intent by providing written notice to the UDO Administrator.*

- **SOLAR FARM -** Permitted by the issuance of an SUP with specific use standards in the HI district.

Defined as: *The components and subsystems required to convert solar energy into electric or thermal energy suitable for use. The area of the system includes all the land inside the perimeter of the system, which extends to any fencing. The term applies, but is not limited to, solar photovoltaic (PV) systems, solar thermal systems, and solar hot water systems.*

The specific use standards required for SUP approval are outlined in UDO Section 3.8.JJ:

Where permitted, the following shall apply:

1. *Solar farms shall be located a minimum of 100 feet from all property lines (inclusive of equipment and fencing).*
2. *Solar farms shall have fencing installed a minimum of six (6) feet in height and secured to reduce/eliminate trespassing.*

3. *Height. The maximum height of any solar panel and associated equipment (not including power lines) shall not exceed 25 feet.*
4. *Buffers. Evergreen buffers having a minimum of three (3) feet in height at the time of project construction and reaching a minimum of eight (8) feet in height within five (5) years.*
5. *Landscaping including vegetative buffers, security fences and gates shall be maintained for the duration of the solar farm operation, up to and including decommissioning (dismantled/removed).*
6. *Vegetative buffers shall be installed (exception granted if an existing natural buffer meeting the requirements of this ordinance exists) surrounding the solar farm site to screen adjacent properties - with the exception of the entrance-road frontage of the lot or parcel where a buffer is not required.*
7. *Solar panels/arrays shall be constructed so as to minimize glare or reflection onto adjacent properties and roadways.*
8. *Decommissioning. The UDO Administrator shall be advised, in writing within thirty (30) days, by the solar farm operator or property owners (whichever entity/party holds the zoning and building permits holder) in the event the project is sold or otherwise transferred to another entity/party and/or the current operator/owner abandons the project.*
9. *At the time of applying for permits the applicant (solar farm developer or property owner) shall include a decommissioning plan with the anticipated life expectancy of the solar farm and the anticipated cost in current dollars, as well as the method (s) of insuring that funds will be available for decommissioning and restoration of the project site to its original, natural condition prior to the solar farm development.*
10. *If the site is damaged, the solar farm operator shall have 12 months to bring the project back to its operational capacity and within compliance with the UDO. If for any reason the solar farm is not generating electricity after six (6) months, the operator shall have six (6) months to complete decommissioning of the solar farm in compliance with this section.*
11. *In the event of bankruptcy or similar financial default of the solar farm, the property owner of the project site shall bear the decommissioning costs.*
12. *Other Applicable Codes/Inspections. All solar farms shall be in compliance the requirements of the most current State Building and Electrical Codes, the State of North Carolina and the City of Southport.*
13. *All active solar farms shall be inspected by the UDO Administrator or his designee on an annual basis to ensure compliance with applicable State Building and electrical Codes.*
14. *Each solar farm shall be required to have the facility inspected annually for three (3) years by the UDO Administrator or his/her designee following the issuance of a Certificate of Occupancy to verify continued compliance with the UDO as applicable.*
15. *Additional inspections shall be conducted as necessary in the event of complaints and shall not replace the noted inspections outlined in this section.*

- **TATTOO PIERCING ESTABLISHMENT -** Permitted by the issuance of an SUP without specific use standards in the HI district.

Defined as: *An establishment whose principal business activity is the inserting of permanent markings or coloration, or the producing of scars, upon or under human skin or the creation of an opening in the body of a person so as to create a permanent hole for the purpose of inserting jewelry or other decoration.*

STATUTORY CONSIDERATIONS

Two land uses lost when the ETJ was relinquished, have statutory requirements that require local jurisdictions to incorporate them into their local zoning districts. They are Adult Establishment & Manufactured Homes on a Single Lot.

North Carolina Statute 160D-902 – Adult businesses.

a) *The General Assembly finds and determines that sexually oriented businesses can and do cause adverse secondary impacts on neighboring properties. Numerous studies relevant to North Carolina have found increases in crime rates and decreases in neighboring property values as a result of the location of sexually oriented businesses in inappropriate locations or from the operation of such businesses in an inappropriate manner. Reasonable local government regulation of sexually oriented businesses in order to prevent or ameliorate adverse secondary impacts is consistent with the federal constitutional protection afforded to nonobscene but sexually explicit speech.*
b) *In addition to State laws on obscenity, indecent exposure, and adult establishments, local government regulation of the location and operation of sexually oriented businesses is necessary to prevent undue adverse secondary impacts that would otherwise result from these businesses.*
c) *A local government may regulate sexually oriented businesses through zoning regulations, licensing requirements, or other appropriate local ordinances. The local government may require a fee for the initial license and any annual renewal. Such local regulations may include, but are not limited to, the following:*
    (1) *Restrictions on location of sexually oriented businesses, such as limitations to specified zoning districts and minimum separation from sensitive land uses and other sexually oriented businesses.*
    (2) *Regulations on operation of sexually oriented businesses, such as limits on hours of operation, open booth requirements, limitations on exterior advertising and noise, age of patrons and employees, required separation of patrons and performers, clothing restrictions for masseuses and clothing restrictions for servers of alcoholic beverages.*
    (3) *Clothing restrictions for entertainers.*
    (4) *Registration and disclosure requirements for owners and employees with a criminal record other than minor traffic offenses and restrictions on ownership by or employment of a person with a criminal record that includes offenses reasonably related to the legal operation of sexually oriented businesses.*

d) In order to preserve the status quo while appropriate studies are conducted and the scope of potential regulations is deliberated, local governments may enact moratoria of reasonable duration on either the opening of any new businesses authorized to be regulated under this section or the expansion of any such existing business. Businesses existing at the time of the effective date of regulations adopted under this section may be required to come into compliance with newly adopted regulations within an appropriate and reasonable period of time.

e) Local governments may enter into cooperative agreements regarding coordinated regulation of sexually oriented businesses, including provision of adequate alternative sites for the location of constitutionally protected speech within an interrelated geographic area.

f) For the purposes of this section, "sexually oriented business" means any business or enterprise that has as one of its principal business purposes or as a significant portion of its business an emphasis on matter and conduct depicting, describing, or related to anatomical areas and sexual activities specified in G.S. 14-202.10. Local governments may adopt detailed definitions of these and similar businesses in order to precisely define the scope of any local regulations.

MANUFACTURED HOME ON SINGLE LOT

North Carolina Statute 160D-910 – Manufactured homes.

(a) The General Assembly finds that manufactured housing offers affordable housing opportunities for low-and moderate-income residents of this State who could not otherwise afford to own their own home. The General Assembly further finds that some local governments have adopted zoning regulations that severely restrict the placement of manufactured homes. It is the intent of the General Assembly in enacting this section that local governments reexamine their land-use practices to assure compliance with applicable statutes and case law and consider allocating more residential land area for manufactured homes based upon local housing needs.

(b) For purposes of this section, the term "manufactured home" is defined in G.S. 143-145(7).

(c) A local government may not adopt or enforce zoning regulations or other provisions that have the effect of excluding manufactured homes from the entire zoning jurisdiction or that exclude manufactured homes based on the age of the home.

(d) A local government may adopt and enforce appearance and dimensional criteria for manufactured homes. Such criteria shall be designed to protect property values, to preserve the character and integrity of the community or individual neighborhoods within the community, and to promote the health, safety, and welfare of area residents. The criteria shall be adopted by ordinance.

(e) In accordance with the local government's comprehensive plan and based on local housing needs, a local government may designate a manufactured home overlay district within a residential district. Such overlay district may not consist of an individual lot or scattered lots but shall consist of a defined area within which additional requirements or standards are placed upon manufactured homes.

(f) Nothing in this section shall be construed to preempt or supersede valid restrictive covenants running with the land. The terms "mobile home" and "trailer" in any valid

restrictive covenants running with the land shall include the term "manufactured home" as defined in this section.

(g) A local government may require by ordinance that manufactured homes be installed in accordance with the Set-Up and Installation Standards adopted by the State Fire Marshal; provided, however, a local government shall not require a masonry curtain wall or masonry skirting for manufactured homes located on land leased to the homeowner.

North Carolina Statute 143-145(7) Definitions.

Manufactured home.- *A structure, transportable in one or more sections, which in the traveling mode is eight body feet or more in width, or 40 body feet or more in length, or, when erected on site, is 320 or more square feet; and which is built on a permanent chassis and designed to be used as a dwelling, with or without permanent foundation when connected to the required utilities, including the plumbing, heating, air conditioning and electrical systems contained therein. "Manufactured home" includes any structure that meets all of the requirements of this subsection except the size requirements and with respect to which the manufacturer voluntarily files a certification required by the Secretary of HUD and complies with the standards established under the Act.*

For manufactured homes built before June 15, 1976, "manufactured home" means a portable manufactured housing unit designed for transportation on its own chassis and placement on a temporary or semipermanent foundation having a measurement of over 32 feet in length and over eight feet in width. "Manufactured home" also means a double-wide manufactured home, which is two or more portable manufactured housing units designed for transportation on their own chassis that connect on site for placement on a temporary or semi-permanent foundation having a measurement of over 32 feet in length and over eight feet in width.

UDO REVIEW

At the February 17, 2025, Board of Aldermen Meeting Planning Staff were directed to work with the Planning Board to update the UDO, including any input from citizens. The amendments would consist of proposed amendments from the Board and any low hanging fruit that can be accomplished.

A three-member Planning Board committee was formed at the February 20, 2025, Planning Board Meeting to work with staff to draft UDO updates. The committee consists of Chairman Ashley, Mr. Locklin, and Mr. Bove. The members reviewed the list of amendments the Board of Aldermen presented and discussed with staff in June of 2024, updates to the zoning districts and table of uses that must be added to meet state statues or are no longer relevant since the loss of the ETJ, topics that the Planning Board compiled, and other areas of the ordinance staff find that need to be updated.

Please note that topics discussed at previous Board meetings, such as the tree ordinance, design standards, and parking requirements, will be addressed. Staff continue to review UDO update considerations with the Planning Board, although staff are awaiting pending legislative updates and adoption of the Comprehensive Plan prior to initiating any substantial updates.

PROPOSED AMENDMENT

Below are the proposed text amendments to Article 3 of the UDO. Red indicates new language, yellow highlight is a note, and a ~~strikethrough~~ indicates that the text is to be removed.

Section 3.2 Base Zoning Districts

A. ESTABLISHMENT OF BASE ZONING DISTRICTS

For the purpose of this ordinance, the City of Southport ~~and its extraterritorial jurisdiction~~ is divided into the following classes of base zoning districts:

1. R-10: Residential District. Single and two-family residential district with a 10,000 square foot minimum lot area.
2. R-20: Residential Agricultural District. Single and two-family residences with a 20,000 square foot minimum lot area.
3. MF: Multi-Family District. A district designed to accommodate a variety of attached single-family dwellings up to a density of 11 units per acre.
4. ~~MH: Manufactured Housing. A district established to offer affordable housing alternatives and to ensure the orderly development of such establishments.~~
5. CZ: Conditional Zoning District. A special district where uses and densities are established through public input for a development that has a high level of certainty of being constructed and the most commonly expected application will contain a specified use or uses, permitted by right or conditional use, on small- and large-scale projects.
6. PUD: Planned Unit Development District. A special district where multiple residential and commercial uses may be proposed and density and lot dimensions may be different from that of the base residential zoning districts in trade-off for significant dedication of open space, alternative housing types, and affordable development.
7. O/I: Office/Institutional District. A district designed for office/institutional uses at low to moderate densities and multi-family housing. This district should be used as a transitional zone between areas of conflicting land uses.
8. CBD: Central Business District. Restricted district in which commercial uses are densely developed in accordance with the City's historical commerce center.
9. BD: Business District. A commercial related district with lot and setback requirements suitable for placement abutting residential areas.
10. HC: Highway Commercial District. A district established for the retailing of durable goods, provision of commercial services to industrial areas, and the provision of services to transients.

~~11. LI: Light Industrial District. A district established to accommodate commercial warehousing and light industrial uses.~~

~~12. HI: Heavy Industrial District. A district designed for commercial, warehousing, and industrial uses.~~

13. OS: Open Space District. Areas of special public interest that should be placed in a zone protected from any development other than improvements or uses undertaken by the City of Southport.

3.6 Accessory Use Standards

A. ACCESSORY STRUCTURES OR USE, GENERAL-In legal non-conforming R-10 lots, Accessory Structures that are greater than a single-story may adopt the modified side setback; however, said structure will be required to conform to the minimum ten (10) foot rear setback.

Where permitted, the following shall apply:

1. There shall not be more than two (2) accessory structures or uses per lot, excluding swimming pools, docks, piers, and waterside structures. ~~, in the R-10, R-20, MF, MH, PUD, O-I, CBD, BD, and HC districts.~~
2. The total area of accessory structures, excluding swimming pools, shall not exceed 50% of the rear yard area of the lot and shall meet all rear and side yard setbacks of the district.
    a. Accessory Structures in Nonresidential Zoning Districts.
        i. Structures with a footprint of 530 square feet or less may have a setback of five (5) feet to a side or rear property line.
        ii. Structures with a footprint greater than 530 square feet are to meet that zoning district's established side and/or rear property setbacks.
    b. Accessory structures in Residential Zoning Districts.
        i. Structures that are single-story with a footprint of 530 square feet or less may have setbacks of five (5) feet to a side or rear property line.
        ii. Structures that are multi-story, regardless of square footage, will require a minimum rear setback of ten (10) feet and are to meet that lot's prescribed side setbacks.
    c. No accessory structure shall be constructed beyond the front building line of the primary structure, except as allowed for riverfront lots as described below.
3. Riverfront lots: Detached garages are permitted in the street front yard on lots with frontage on the Cape Fear River in the R-10 district, provided they are no closer than 75 feet from the street ~~right-of-way~~ line.
4. No accessory structure, whether residential or nonresidential, shall be greater than 30 feet in height.

B. ACCESSORY DWELLING, COMMERCIAL

Where permitted, the following shall apply:

1. The Accessory Dwelling Unit may be occupied solely by the person engaged in the principal use or a full-time employee, and their family members residing with them.

2. The site shall provide an area of open space not occupied by any buildings, parking or structures equal to the floor area of the residential unit.
3. The amount of floor area for the residential unit shall not exceed 1,500 square feet.
4. The residential unit shall be located totally above the ground floor or totally to the rear of the principal use so as not to interrupt the commercial frontage.
5. In addition to the required off-street parking for the principal use, two (2) off-street parking spaces shall be provided for the ~~residential unit~~ accessory dwelling.

C. ACCESORY DWELLING, RESIDENTIAL

Where permitted, the following shall apply:

1. ~~An accessory dwelling may be within, attached, or separate from the principal residential structure.~~ An accessory dwelling may be part of, attached to, or detached from the principal residential structure.
2. The principal use of the lot shall be a detached single-family dwelling, built to the standards of the North Carolina State Building Code.
3. No more than one (1) accessory dwelling shall be permitted on a single deeded lot in conjunction with the principal residential structure.
4. The accessory dwelling shall be owned by the same person as the principal residential structure.
5. The accessory dwelling shall not be served by a driveway separate from that serving the principal residential structure.
6. There shall be ~~a separate~~ one (1) parking space for the accessory dwelling, subject to the off-street parking requirements of Section 3.14.
7. The accessory dwelling shall not exceed 800 square feet.
8. Detached garages with a second-floor accessory residential dwelling may not exceed a ground level building footprint area of 530 square feet and shall be constructed behind the front building line, except as allowed for riverfront lots, provided they are located no closer than ten (10) feet from the rear lot line and meet the required minimum side yard setback~~. (five (5) feet to any adjoining lot line.)~~

D. CEMETERIES AND MAUSOLEUMS

E. DOCKS, PIERS, BULKHEADS, AND LIVING SHORELINES

F. HOME DAYCARE, ADULT AND CHILD

G. HOMESTAY

Where permitted, the following shall apply:

1. No displays of goods, products, services, or other advertising shall be visible outside the dwelling.
2. The homestay operation shall be managed and carried on by a person who:
    a. Is a ~~full-time~~ permanent resident of the property; and
    b. Is present during the homestay term for the entire time lodgers are staying at the property~~. To be a "full-time resident," the person must reside on the property on a permanent basis, and it must be the person's primary home.~~

~~For the purposes of this section, a person can only have one primary, full-time residence~~. To be "present during the homestay term," the ~~full-time~~ permanent resident shall be at the property overnight and not away on vacation, visiting friends or family, traveling out of town for business or personal reasons, etc., during the homestay term. However, the full-time resident may be temporarily absent from the property for purposes related to normal residential activities such as shopping, working, attending class, etc. A minimum of two documents establishing proof of residency shall be supplied. ~~From an approved list of documents.~~

H. HOME OCCUPATION

I. MOBILE VENDOR - Formerly 3.8.Y FOOD TRUCK MOBILE VENDOR Changed from 'Primary Use to Accessory Use

Where permitted, the following shall apply:

1. Zoning Permit. ~~A zoning permit is required for each site and must be signed by the property owner, including the city, and completed and submitted along with a minor site plan (the site plan may be sketched). The zoning permit shall be renewed annually upon issuance. If a property owner has a property large enough to accommodate more than one mobile vendor, only one zoning permit is required to be submitted showing the location of all mobile vendors. The minor site plan must show the limits of the property, the location(s) of the proposed mobile vendors, and label adjoining uses on neighboring properties. The applicant must also submit a NC Department of Agriculture Permit and a copy of the vehicle or trailer registration.~~ Zoning Permit. A zoning permit shall be required for all mobile vendors and is valid for one year from the date of issuance.
2. The attachments required for a Mobile Vendor's permit include:
   a. The operator's valid driver's license & vehicle registration.
   b. A North Carolina Department of Agriculture Permit, when necessary.
   c. A site plan detailing the limits of the property, the location of the proposed mobile vendor, and what the neighboring properties are.
   d. A signed letter of consent between the property owner/ business operator and the mobile vendor operator.
3. City sponsored events. A mobile vendor participating in a city sponsored event and will not operate otherwise in the city does not need to provide a site plan or letter of consent.
4. Place of Operation. Mobile vendors may operate on an individual property for a maximum of 120 days per 12-month period. Mobile vendors and all related equipment shall be removed from the site following the permitted hours of operation.
5. Mobile vendors may not park in handicapped accessible parking spaces, nor can they park in access or drive aisles. The approved location for parking the trucks, as shown on the zoning permit, must be physically marked. The food truck parking space can be marked with paint, tape, cones, or other easily identifiable material.

6. Prohibitions. All equipment associated with a mobile vendor must be located within three (3) feet of the vendor. The operator is responsible for disposing of all trash associated with the operation. City trash receptacles may not be used to dispose trash or waste. All areas within five (5) feet of the mobile vendor must be kept clean. Grease and liquid waste may not be disposed in tree pits, storm drains, the sanitary sewer system or public streets. Mobile vendors are all subject to the City-wide noise ordinance.
7. Maximum Number of Mobile Vendor Locations Per Property.
   a. Maximum of two (2) vendors on lots of one-half acres or less.
   b. Maximum of three (3) vendors on lots between one-half acre and 1 acre.
   c. Maximum of four (4) vendors on lots greater than 1 acre.
8. Food Truck Location. Food trucks must be located at least 50 feet from the front door of any restaurant and outdoor dining area and at least 50 feet from any permitted mobile food vending cart location. These minimum distance requirements are all measured in a straight line from the closest point of the proposed food truck location to the closest point from the buffered point, or in the case of a restaurant measured from the closest point of the restaurants main entrance~~. If a zoning permit is issued and a restaurant subsequently opens within 50 feet (measured from the restaurant's main entrance) of the approved food truck location, the food truck may continue to operate until the permit expires.~~
9. Temporary outdoor seating associated with a food truck is only permitted on lots at least two (2) acres in size or greater.

J. MODULAR UNIT

K. OUTDOOR DISPLAY

L. OUTDOOR STORAGE

M. OUTDOOR VENDING MACHINE

N. PORTABLE STORAGE CONTAINERS

O. RECREATIONAL VEHICLES OR TRAVEL TRAILERS

P. SELF-SERVICE ICE VENDING MACHINES

Q. SOLAR ENERGY SYSTEMS

R. SWIMMING POOLS

Where permitted, the following shall apply:

1. Swimming pool setbacks will be measured from the side or rear yard property line to the coping or decking of the pool, whichever is closest to the property line, and shall not be less than five (5) feet in distance.
2. The pool is to be enclosed by protective fencing as established by the NC Residential Building Code.

~~Where permitted, swimming pools shall be setback five (5) feet from the existing property line and enclosed by protective fencing meeting the requirements of the NC Residential Building Code.~~

S. TEMPORARY SALES OFFICE
T. TEMPORARY HEALTHCARE STRUCTURES

3.7 Residential Use Standards

~~E. MANUFACTURED HOUSING PARK~~

Lost with the relinquishment of ETJ/ Refer to pg. 2 for standards. Staff does not recommend reincorporating.

E. MIXED USES

Where permitted, the following shall apply:

1. First floor shall be permitted business uses only.
2. The floor area devoted to the dwelling(s) in the CBD or BD shall not exceed the floor area devoted to the permitted business use(s).
3. The floor area devoted to the dwelling(s) in the PUD or O-I shall not exceed twice the floor area devoted to the permitted business uses(s).
4. The minimum floor area for each dwelling shall be 500 square feet and the maximum floor area shall be 1, 000 square feet.
5. No mixed-use building shall exceed the maximum height limit established in 3.9 Dimensional Requirements, Table 3.2.
6. ~~No mixed-use building shall exceed 40 feet (i.e. one (1) floor commercial plus two (2) floors residential) in height.~~
7. Each dwelling shall have a direct means of access to the exterior of the building so that no access to the dwelling is provided through the use located on the lower floor(s) of the commercial building.
8. Parking for such dwelling(s) shall be in addition to that required for the permitted lower floor use(s).
9. Proposed curb cuts and driveways for required off-street parking lots that eliminate existing on-street parking spaces shall replace the number of on-street parking spaces eliminated by said curb cut(s) and driveway(s) within the parking lot being created, in addition to the number of parking spaces otherwise required by this ordinance.

F. MODULAR HOMES

3.8 Nonresidential Use Standards

A. ADULT ESTABLISHMENT

Lost with the relinquishment of ETJ. Existing standards are not to be amended except in zoning district. Refer to pg. 5 for standards. Legal statute requires zoning for use.

R. HOTEL, MOTEL, OR INN

Where permitted, the following shall apply:

1. The lot size shall be a minimum of one (1) acre.
2. ~~The primary means of ingress and egress shall be via a major thoroughfare as designated on the Brunswick County Comprehensive Transportation Plan (CTP).~~
3. ~~The property shall have a minimum of 200 feet of frontage on a major thoroughfare.~~
4. Any building on the site must be a minimum of 200 feet from any residential district.
5. In the HC district, the building height may exceed 40 feet if approved by the Board of Adjustment and if the building satisfies the following:
    a. The City of Southport Fire Chief finds that the City can provide adequate/safe fire protection.
    b. Buildings which exceed 40 feet in height and are located on parcels adjacent to residentially zoned property must have an additional one-half (1/2) foot of both rear and side yard setback for each one (1) foot of building height over 40 feet.

~~V. MANUFACTURING, INTENSIVE~~

Lost with the relinquishment of ETJ. Staff does not recommend reincorporation.

V. MARINA, COMMERCIAL

W. MICROBREWERY AND MICRODISTILLERY

X. NIGHT CLUBS, NOT CONTAINED IN RESTAURANTS, MOTELS OR SIMILAR BUSINESSES

Y. NURSING AND PERSONAL CARE FACILITY

Z. PACKAGE DELIVERY SERVICES, COMMERCIAL

AA. RADIO & TELEVISION STATIONS, STUDIOS, AND OFFICES

No communication towers are permitted. Satellite dishes must be screened from ground level view. In O&I or CBD zoning districts, no exterior station appurtenances used for transmitting or receiving signals are allowed.

BB. RECREATIONAL VEHICLE PARKS (INCLUDING TRAVEL TRAILERS)

CC. RESEARCH & DEVELOPMENT

~~DD. SALVAGE OPERATIONS~~

Lost with the relinquishment of ETJ. Staff does not recommend reincorporation.

DD. RESTAURANT, CARRYOUT, STANDARD, FAST FOOD

Drive-Through service is permitted in the PUD, BD, and HC zoning districts. The following shall apply:

1. Drive-through speakers shall be located in the side or rear yards.
2. Drive-through services shall be set back a minimum of ten (10) feet from the front building line of all street-facing facades.
3. Exterior speakers shall be designed to minimize sound to adjacent properties, including placement of speakers and windows/ doors and the use of vegetation.
4. Drive-through services shall not be located within two hundred fifty (250) feet of any residential zoning district.

EE. SHOPPING CENTER

FF. SHOOTING RANGE, INDOOR ~~AND OUTDOOR~~

(Outdoor Shooting range was lost with the relinquishment of ETJ. Staff does not recommend reincorporation.)

1. This section is intended to regulate the establishment and operation of shooting range facilities. Such recreational and training complexes, due to their potential noise impacts and safety concerns, merit careful review to minimize adverse effects on adjoining properties. Further, the regulations of this section have been made with reasonable consideration among other things, as to the character of the City and its areas and their peculiar suitability for these businesses and recreational facilities.
2. It is the intent of this section to accomplish the following:
   a. Shot containment. Each shooting range facility shall be designed to contain the bullets, shot or arrows on the range facility within the safety fan zone.
   b. Noise mitigation. Each shooting range facility shall be designed to minimize offsite noise impacts generated by the activities conducted on the range facility.
3. All new shooting facilities shall be designed, constructed and operated in strict compliance with National Rifle Association (herein referred to as the N.R.A.) standards, specifically "The Range Manual, A Guide to Planning and Construction," Section 1: Chapters 1 through 7, Section 2: Chapters 1 through 18, Section 3: Chapters 1 through 12; Section 4 and verified by the NRA Range Technical Team, National Shooting Sports Foundation (NSSF), the U.S. Occupational Safety and Health Administration (OSHA:), and the National Institute of Occupational Safety and Health (NOISH). In addition, construction standards shall comply with all appurtenant North Carolina Building Codes and verified by a professional engineer.
4. ~~Setbacks. All outdoor shooting stations on a range facility shall be located a minimum of 150 feet from any property line.~~
5. ~~Warning signs. Warning signs meeting N.R.A. guidelines for shooting ranges shall be posted at 100-foot intervals along the entire perimeter of the outdoor shooting range facility.~~
6. ~~Distance from occupied dwelling. All outdoor shooting range stations shall be located at least 1,000 feet from any occupied dwelling, excluding those dwellings occupied by the range owner and staff of the range. A shooting range lawfully operating as a conforming use shall not be rendered nonconforming by the subsequent location of a residence within 1,000 feet of the shooting station.~~
7. The permittee shall be required to carry a minimum of $500,000 of liability insurance. Such insurance shall name the city as an additional insured party and shall save and hold the city, its elected and appointed officials and employees acting within the scope of their duties harmless from and against all claims, demands and causes of action of any kind or character, including the cost of

defense thereof, arising in favor of a person or group's members or employees or third parties on account of any property damage arising out of use of the range, or in any way arising out of the acts or omissions of the permittee, his/her group, club or its agents or representatives. The City shall be notified of any policy changes or lapses in coverage.

8. The site plan shall also include a complete layout of each range, including shooting stations or firing lines, target areas, shotfall zones or safety fans, backstops, berms and baffles, when necessary and projected noise contours;
9. Permit display. Permits shall be kept and displayed in a readily visible location on the shooting range facility and at all times be available for public inspection.
10. Changes or expansions. If any shooting range facility is intended to be substantially changed or expanded to include types of ranges, operations or activities not covered by an approved permit or otherwise cause nonconformance with this section, a new permit for the entire facility shall be secured.
11. Abandonment and discontinuance. When an existing shooting range is discontinued without the intent to reinstate the range use, the property owner shall notify the city of such intent by providing written notice to the UDO Administrator.

GG. SHORT-TERM VACATION RENTALS

HH. SOLAR FARM

II. STORAGE, SELF-SERVICE

JJ. TATTOO AND BODY PIERCING ESTABLISHMENT Tattoo & Body Piercing Establishments were lost with the relinquishment of the ETJ. Staff recommends reincorporation with the below amendment.

Permitted in the BD and HC zoning districts, Tattoo and Body Piercing Establishments require the issuance of a Special Use Permit.

KK. TAXICAB STANDS

LL. TELEPHONE COMMUNICATION FACILITY, UNATTENDED

MM. TRANSITIONAL HOUSING

NN. WAREHOUSING, GENERAL

3.9 Dimensional Requirements

Table 3.2: Dimensional Requirements by Zoning District

Zoning District	Minimum Lot Size (square feet)	Minimum Lot Width (feet)	Minimum Front Setback (feet)	Minimum Rear Setback (feet)	Minimum Side Setback [1] (feet)	Maximum Height Limit (feet)
R-10	10,000	75	25	20	8	40
R-20	20,000	100	40	25	12	40
MF	13,750	100	25	20	8	40
~~MH~~	~~5,000~~	~~50~~	~~25~~	~~20~~	~~4~~	~~40~~
PUD	Section 4.15	Section 4.15	Section 4.15	Section 4.15	Section 4.15	40
O/I	12,000	70	25	15	10	40
CBD	0	0	0	0	0	30(2)
BD	0	0	0	10	0	30(2)
HC	10,000	75	25	20	8	40
~~LI~~	~~10,000~~	~~75~~	~~25~~	~~20~~	~~8~~	~~50~~
~~HI~~	~~43,560~~	~~100~~	~~25~~	~~25~~	~~15~~	~~100~~
OS	None	None	None	None	None	None

1. Where any side yard is provided, though not required, the same shall be not less than four (4) feet.

2. In "Special Flood Hazard Areas" within CBD and BD, where regulatory flood protection elevations are required, the maximum heigh limit shall be forty (40) feet.

3.17 Landscaping and Buffers

Table 3.8 Bufferyard Width

	Adjacent Property Zoning and Required Buffer Width (feet)					
Applicant Zoning District	#1: OS	#2: R-10, R-20	#3: MF, ~~MH~~, O&I	#4: BD, CBD	#5: HC	#6: HI, LI
#1: OS	**0'**	**0'**	**0'**	**0'**	**0'**	**0'**
#2: R-10, R-20	**0'**	**0'**	**0'**	**0'**	**0'**	**0'**
#3: MF, ~~MH~~, O&I	20'	20'	**0'**	20'	20'	20'
#4: BD	10'	20'	10'	**0'**	**0'**	**0'**
#5: CBD	**0'**	**20'**	**10'**	**0'**	**0'**	**0'**
#6: HC	40'	40'	20'	0'	**0'**	20'
~~#7: HI, LI~~	~~40'~~	~~40'~~	~~40'~~	~~20'~~	~~20'~~	**0'**

3.19 Signs.

J. GROUND-MOUNTED FLAGPOLES

Where permitted, flagpoles shall be subject to the following conditions:

1. Flagpoles may be allowed within both residential and commercial zoning districts, subject to the issuance of a sign permit.
2. At no time shall flagpoles exceed twenty (20) feet in height.

3. Flagpoles shall be setback from all primary structures and property lines at one and a half (1.5) times the length of the pole. A twenty (20) foot flagpole will be required to be no closer than thirty (30) feet from any primary structure.
4. Residential zoning districts:
    a. At no time may commercial flags be flown in residential zoning districts.
    b. Wall-mounted flagpoles that are 6' or less in length do not require permitting.

Table 3.10 Freestanding Ground Sign Size		
Zoning District	Maximum Height	Maximum Square Footage per Face
CBD	0	0
HC	25 ft.	125 sq. ft.
BD/OI/PUD	8 ft.	60 sq. ft.
~~LI/HI~~	~~25 ft.~~	~~187.5 sq. ft.~~

Article 8: Definitions and Measurements

Changes to the definition section of the UDO include removal of the land uses listed above that have been eliminated from the table of uses as well as the additions below:

Flag- *Sign of flexible materials such as cloth, paper, or plastic and typically displayed on a flagpole, or structure. Windsocks are interpreted to represent permitted flagging. Flags consist of:*

Patriotic and/ or decorative flags – Flags and insignia of governmental subdivisions, agencies, or bodies when displayed for patriotic purposes and/ or flags with designs that are not promoting commercial businesses.

Commercial flags – Flags intended for commercial promotion and/ or advertisement.

Flagpole - *Ground-mounted appurtenances in which a flag is affixed and displayed. Height is determined from grade to the highest point of the pole.*

PLANNING BOARD RECOMMENDATION

The City of Southport Planning Board recommends **APPROVAL** of the proposed zoning text amendments to the Board of Aldermen and finds that it is consistent with the City's 2014 CAMA Core Land Use Plan originally adopted November 13, 2014, and subsequently amended by the Southport Board of Aldermen. More specifically, Policy 7.22: *The City shall continually maintain all official planning documents.*

City of Southport Board of Aldermen
Resolution and Statement of Plan Consistency
(As per NC General Statute 160D-605)

When conducting a review of proposed zoning text or map amendments pursuant to this section, the Board of Aldermen shall approve a statement describing whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable.

AMENDMENT: ZTA-25-04 Article 3: Zoning and Article 8: Definitions and Measurements

STATEMENT OF PLAN CONSISTENCY:

The City of Southport Board of Aldermen, after consideration of the Planning Board recommendation and all relevant portions of the adopted and CRC-certified land use plan, hereby **ADOPT** the proposed text amendments to the Unified Development Ordinance. The amendments are consistent with the City's 2014 CAMA Core Land Use Plan, adopted initially on Nov. 13, 2014, and subsequently amended by the Southport Board of Aldermen in 2020. More specifically, the proposed amendment is consistent with Policy 7.22: *The City shall continually maintain all official planning documents.*

NOW THEREFORE, be it resolved by the City of Southport Board of Alderman, that the foregoing statement, having been submitted to a vote by a motion and seconded, received the following vote and was duly adopted this the ___ day of October, 2025.

Ayes: _____
Noes: _____
Absent or Excused: _____

_____
Richard Alt, Mayor | Date

Attest:

_____
Tori Deviney, City Clerk | Date

City of Southport Board of Aldermen
Resolution and Statement of Plan Consistency
(As per NC General Statute 160D-605)

When conducting a review of proposed zoning text or map amendments pursuant to this section, the Board of Aldermen shall approve a statement describing whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable.

AMENDMENT: ZTA-25-04 Article 3: Zoning and Article 8: Definitions and Measurements

STATEMENT OF PLAN CONSISTENCY:

The City of Southport Board of Aldermen, after consideration of the Planning Board recommendation and all relevant portions of the adopted and CRC-certified land use plan, hereby **DENY** the proposed text amendments to the Unified Development Ordinance. The amendments appear consistent with the City's 2014 CAMA Core Land Use Plan, adopted initially on Nov. 13, 2014, and subsequently amended by the Southport Board of Aldermen in 2020, although it is not in the interest of the city to approve the changes at this time.

NOW THEREFORE, be it resolved by the City of Southport Board of Alderman, that the foregoing statement, having been submitted to a vote by a motion and seconded, received the following vote and was duly adopted this the ___ day of October, 2025.

Ayes: _____
Noes: _____
Absent or Excused: _____

_____
Richard Alt, Mayor | Date

Attest:

_____
Tori Deviney, City Clerk | Date

BOARD OF ALDERMEN
AGENDA ITEM SUMMARY

DATE: 10/9/2025 **DEPARTMENT: Public Services**

PRESENTED BY: Tom Zilinek, City Engineer

ITEM SPONSORED BY: Public Services Department

ITEM/TOPIC: Award Contract for Architectural Services for the Old City Hall Police Conversion

COST: $866,111.00

JUSTIFICATION: The Board of Alderman previously approved the use of Old City Hall as a Police Station. The City issued a Request for Qualifications for Architectural Services for the Southport Old City Hall Police Conversion on April 29, 2025. Qualifications from 6 firms were received on May 20, 2025. On July 22, 2025, the Board of Alderman had building walkthroughs and interviewed two of the firms.

IMPACT IF NOT APPROVED: The Old City Hall will not be converted to the Police Department and a permanent home for the Police Department will need to be found.

DEPARTMENT HEAD COMMENTS: The Board of Alderman interviewed and had building walkthroughs with two firms, HDR and Moseley Architects on July 22, 2025. After the interviews and walkthroughs, the Board discussed both firms and determined HDR was the most qualified for the project. They authorized staff to negotiate with HDR for the Architectural Design Services for Old City Hall Police Conversion. The attached proposal and draft contract are the result of the negotiations.

CITY MANAGER COMMENTS: With the approval of the HDR contract and the related budget amendment, we are taking a major step forward in converting the old City Hall/Courthouse into the new Southport Police Department and Board Chambers. This action ensures that the design phase can move ahead, positioning us to begin construction once that phase is complete.

We had hoped to receive funding for the construction phase through the state budget. However, ongoing differences within the General Assembly with the overall budget has delayed any potential funding for the City. Staff has begun exploring financing options outside of the state budget to ensure that, once design is complete, we are ready to proceed with construction.

While we remain optimistic that state funds will eventually be received, staff is proactively preparing alternative funding strategies so the project can continue without delay.

ATTACHMENTS: Proposal from HDR, AIA Contract from HDR for Architectural Services for the Old City Hall Police Conversion and budget amendment.

PROPOSED MOTION: Motion to approve contract with HDR and the budget amendment for architectural services for the Old City Hall Police Conversion

September 26, 2025

Tom Zilinek
Southport City Engineer
City of Southport
1029 N. Howe Street
Southport, NC 28461
tzilinek@cityofsouthport.com

Subject: **Proposal and Statement of Work**
City of Southport
Old City Hall Police Conversion

Dear Tom,

HDR Architecture, Inc. (HDR) is pleased to submit this professional services proposal to the City of Southport (Client) to provide Old City Hall Police Conversion Professional Services. This statement of work responds to the email dated July 22, 2025 from Tom Zilinek to Bob Bittel that initiated a request for a formal proposal with statement of work, a draft AIA Standard Form Agreement, and an initial opinion of probable cost for the project.

HDR will utilize this proposal to inform active contract negotiation efforts with the Client for this project. HDR will enlist known trusted sub-consultants Andrew Consulting Engineers (ACE), Engineered Designs (EDi), Walker Consulting (Walker), S&ME, and Palacio Collaborative (Palacio) to successfully deliver the scope of services. Other specialized sub-consultants may also be engaged on a limited basis as is needed and after written approval by the Client.

This proposal is organized into the following five sections:

I. Scope of Services
II. Project Schedule
III. Clarifications & Assumptions
IV. Basic Compensation
V. Terms and Conditions

I. Scope of Services

HDR proposes to provide Old City Hall Police Conversion Professional Services to the Client as described in the following paragraphs. This work will be performed by HDR and sub-consultant staff with previous experience in performing this scope of service for similar types of projects.

Before or at commencement of Scope of Services within two weeks of the Client's Notice to Proceed, HDR will require the following items from the Client:

- Assistance in scheduling the Schematic Design Kick-Off Meeting and Initial Site Visit.
    - The Kick-Off Meeting agenda and required list of attendees will be confirmed in advance with the Client.
    - The Site Visit and follow-up activities associated with the project's delivery will require the Client to provide access to concealed locations, such as crawlspaces, and attics.
- Assistance in scheduling a tour of the neighboring church (Chapel of the Cross) as an example of a recently renovated City of Southport project.
- Existing documentation related to the existing building for review (drawings, site photos, historical documents, previous hazmat reports, planning studies, concept renderings, etc.).

The Scope of Work for Basic Services will include:

1) <u>Schematic Design Phase (10 weeks: 8-week production + 2-week review period)</u>
    a. Review of existing documents provided by Client.
    b. Meetings
        i. Kick-Off Meeting (in-person)
            1. This meeting will be held to discuss program requirements, expectations, necessary approvals, and project schedule.
        ii. Recurring Client/Architect Meetings (virtual)
            1. Recurring biweekly virtual meetings, to include stakeholders at the discretion of the Client, such as Police Department, for review of project progress.
            2. With a Schematic Design Phase of 8 weeks in length, there will be a total of two (2) Client/Architect Meetings.
        iii. Coordination with Authorities Having Jurisdiction (AHJs) as required to achieve approvals and permitting.
        iv. Final Schematic Design Phase Meeting (virtual)
            1. Present Schematic Design Assessments and Deliverables to Client.
    c. Site Visits
        i. Initial Site Visit (2-3 days)
            1. The Initial Site Visit will be paired with the Kick-Off Meeting.
            2. The Design Team will observe and document existing conditions of the project site to inform project deliverables and create a Revit model to produce project drawings.
    d. Assessments
        i. Geotechnical Investigation and Recommendations primarily focused on the inclusion of an elevator within the footprint of the existing building. Any coring, drilling, and/or sampling will be conducted at an estimated three (3) areas on the site.
        ii. Professional photographs of the building in its current condition.
        iii. Historic Assessment Report
            1. The Historic Assessment Report is an analysis of the building to designate historic and non-historic elements and materials, and to

provide prioritized recommendations for treatment that are consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

iv. ADA/Accessibility Assessment
    1. The ADA/Accessibility Assessment will include an analysis of the existing interior and exterior conditions of the building for compliance with applicable ADA and building code. Recommendations for interior conditions will be implemented into the design deliverables. Recommendations for exterior conditions will only be captured in the ADA/Accessibility Assessment and not included within the design deliverables.
        a. Interior analysis will include stairs, restrooms, floor transitions and thresholds.
        b. Exterior analysis will include front porch and front door, existing walkways from front porch to street/sidewalk, rear exterior stairs, rear existing walkway from rear door to parking lot, and parking spaces.

e. Schematic Design Phase Deliverables
    i. Drawings will include, but may not be limited to the following:
        1. Structural Grid Layout
        2. Life Safety Drawings
        3. Overall Demolition Plans
        4. Overall Floor Plans
        5. Overall Building Section(s)
        6. Overall Exterior Elevations
        7. Typical Exterior Wall Section(s)
    ii. Specification Table of Contents
    iii. Initial ROM pricing
    iv. Basis of Design Narrative
        1. Executive Summary
        2. Summary of Site History and Context
        3. Code Summary
        4. Program of Requirements (square footages and adjacencies)
        5. Architectural and Engineering Narratives
        6. Appendix
            a. Historic Assessment Report and Recommendations
            b. ADA/Accessibility Assessment

f. Client Review Period (2 weeks)
    i. Following the Schematic Design Deliverable, the Client will provide comments and feedback. A Comment Review Form will be provided for the Client to log all comments.
    ii. During the Client Review Period, production on documents will be paused to allow the Client time for decision-making prior to initiating Design Development.

g. Grant Research and Application
    i. The process of identifying possible grants and associated requirements will be initiated during the Schematic Design phase.
    ii. Assist in identifying and processing up to two (2) grant applications that are applicable to the project scope.
    iii. Grant applications will be completed per individual grant requirements and schedules.

2) Design Development Phase (10 weeks: 8-week production + 2-week review period)
    a. Meetings
        i. Kick-Off Meeting (in-person/hybrid)
            1. Review Client comments from Schematic Design Phase and establish path forward into the Design Development Phase.
            2. The meeting will be set as hybrid to allow for in-person and virtual attendees to attend.
        ii. Recurring Client/Architect Meetings (virtual)
            1. Recurring biweekly virtual meetings, to include stakeholders at the discretion of the Client, such as Police Department, for review of project progress.
            2. With a Design Development Phase of 8 weeks in length, there will be a total of two (2) Client/Architect Meetings.
        iii. Coordination with Authorities Having Jurisdiction (AHJs) as required to achieve approvals and permitting.
        iv. Final Design Development Phase Meeting (virtual)
            1. Present final Design Development Deliverables to Client.
    b. Site Visits
        i. The Kick-Off Meeting will be paired with a Site Visit.
    c. Design Development Phase Deliverables
        i. Drawings
            1. Advancement of drawings defined in Schematic Design following the traditional industry established approach to Design Development delivery.
            2. Initial development of details related to building assemblies and systems.
        ii. Specifications in draft format
        iii. Preliminary Cost Estimate
        iv. Renderings
            1. A maximum of six (6) renderings will be produced to visualize the design. Renderings will not be photorealistic.
    d. Client Review Period (2 weeks)
        i. Following the Design Development Deliverable, the Client will provide comments and feedback. A Comment Review Form will be provided for the Client to log all comments.

3) Construction Document Phase (12 weeks: 10-week production + 2-week review period)
    a. Meetings
        i. Kick-Off Meeting (in-person/hybrid)
            1. Review Client comments from Design Development Phase and establish path forward into the Construction Document Phase.
            2. The meeting will be set as hybrid to allow for in-person and virtual attendees to attend.
        ii. Recurring Client/Architect Meetings (virtual)
            1. Recurring biweekly virtual meetings, to include stakeholders at the discretion of the Client, such as Police Department, for review of project progress.
            2. With a Construction Document Phase of 10 weeks in length, there will be a total of three (3) Client/Architect Meetings.
        iii. Mid-Phase Page-Turn Meeting (in-person/hybrid)

1. A Mid-Phase Page-Turn Meeting will occur to allow for Client comments to be incorporated prior to the issuance of Construction Documents.
2. The meeting will be set as hybrid to allow for in-person and virtual attendees to attend.

iv. Coordination with Authorities Having Jurisdiction (AHJs) as required to achieve approvals and permitting.

v. Final Construction Document Phase Meeting (virtual)

1. Present final Construction Document Deliverables to Client.

b. Site Visits

i. The Kick-Off Meeting and Mid-Phase Page-Turn Meeting will be paired with a Site Visit.

c. Construction Document Phase Deliverables

i. Drawings

1. Advancement of drawings defined in Design Development following the traditional industry established approach to Construction Document delivery.
2. Final development of details related to building assemblies, systems, and finishes.

ii. Specifications

iii. Mid-Phase Cost Estimate

iv. Final Cost Estimate

v. Renderings

1. A maximum of six (6) final renderings will be produced to visualize the design. Renderings will not be photorealistic.

d. Client Review Period (2 weeks)

i. Following the final Construction Document Deliverable, the Client will provide comments and feedback. A Comment Review Form will be provided for the Client to log all comments.

4) Permitting

a. Submit documents for permit and address any permit comments as required. Permit drawings will be submitted ahead of bidding activities to ensure flexibility with the overall project schedule and provide more confidence with the project budget. HDR Scope of Work and Fee are based upon permit drawings being submitted prior to bidding activities.

b. The Design Team understands that the building permit will be acquired through the City of Southport Development Services Department. Any local City of Southport board approvals that are required to be obtained in order to achieve permit will be conducted in a timely manner with permit application requirements.

5) Bidding Phase

a. Preparation of Contract Documents to be used for a single bid package supporting a Design-Bid-Build delivery.

b. No attendance at any meetings is anticipated during the Bidding Phase per the HDR Scope of Work and Fee.

c. Answer bid RFIs and issue addenda related directly to the design and engineering elements captured in the Contract Documents.

d. Assist the Client with cost control activities supporting HDR Scope of Work and Fee items included in the Contract Documents.

i. Review and recommendation regarding alternates related to finishes only.

ii. Equivalency approvals/substitution requests.

iii. Apply successfully awarded grant funding in alignment with grant requirements.
iv. Any activities associated with rebidding will be considered additional services.

e. No early packages are anticipated and/or included in HDR Scope of Work and Fee.
f. Assist the Client with preparation of a single, stipulated sum contract for construction.

6) Construction Administration Phase
   a. Attend Pre-Construction Conference, to be led by the Contractor.
      i. Attendance will be virtual or in-person.
   b. Attend OAC Meetings during construction (virtual) which are anticipated to occur biweekly.
   c. Review Contractor Submittals and Shop Drawings.
   d. Respond to Contractor RFIs.
   e. Construction site visits to view construction progress, which may be aligned with OAC Meetings as schedule allows. Punches are itemized separately.
      i. Architect is limited to sixteen (16) visits.
      ii. Structural Engineer is limited to four (4) visits.
      iii. MEP/T Engineer is limited to six (6) visits.
      iv. Vertical Transportation is limited to two (2) visits.
   f. Review and administer Contract Change orders.
   g. One (1) Punch at Substantial Completion.
   h. One (1) Punch at Final Completion.
   i. Review Contractor Pay Applications.

7) Project Closeout
   a. Develop Record Documents based upon Contractor's As-Builts.
   b. Review of Contractor-provided Operations and Maintenance (O&M) manual.
   c. Warranty Activities
      i. To occur after execution of the Certificate of Completion.
      ii. Upon request of the Client, and prior to the expiration of one (1) year from the date of Substantial Completion, HDR will meet one (1) time with the Client to review building operations and performance for the purpose of identifying potential warranty issues and to verify the adequacy of the building's performance.

Any documents, reports, narratives, schedules and/or estimates constituting a deliverable will be provided by HDR electronically in Portable Document Format (PDF). Drawing deliverables will be provided by HDR electronically in the form of PDFs and AutoCAD files following established industry best practices.

II. Project Schedule

The Project Schedule has not been finalized with the Client, but the HDR Scope of Work and Fee is based upon the following sequence and durations. Scope of Services are expected to fully commence upon full execution of an agreement and notice to proceed with the final Construction Document deliverable submitted to the Client within an estimated 8-month timeframe. Upon successful negotiation and agreement between the Client and Contractor, Scope of Work related to Construction Administration is estimated to occur within a 13-month timeframe from Contractor's notice to proceed to Final Closeout.

The schedule for Contract Document delivery assumes no significant changes to structural systems or life safety systems. The schedule for Contract Document delivery assumes a two-week Client Review Period following each deliverable. The schedule for Contract Document delivery assumes the documents will be under permit review in advance of the estimated building code change on July 1, 2026 from 2018 North Carolina Existing Building Code to the 2024 North Carolina Existing Building Code.

III. Clarifications & Assumptions

This section addresses clarifications and assumptions with respect to the Scope of Work and deliverables required.

a. HDR will serve as the prime consultant providing project management services, site observation of existing conditions and associated assessments, leadership of all meetings/presentations, review with necessary AHJs, review of existing documents, architecture, interior design, life safety, building code and accessibility review, low voltage & electronic security, acoustical design, grant research and application support, photography of existing conditions, and coordination and QA/QC (quality assurance/quality control) among the sub-consultant's work.
b. ACE will serve as a sub-consultant providing structural engineering services.
c. EDi will serve as a sub-consultant providing mechanical, electrical, and plumbing engineering services, along with fire alarm and telecommunication design services.
d. Palacio will serve as a sub-consultant providing cost management and analysis services.
e. Walker will serve as a sub-consultant providing vertical transportation planning, design, and consulting services.
f. S&ME will serve as a sub-consultant providing Special Inspections (SI) and Construction Materials Testing (CMTA) services.
    a. Limited geotechnical testing and recommendations will be included as defined in Section I, Scope of Services.
g. The scope of the work includes coordination with the Client's Commissioning Agents for the project, both for the exterior envelope and the building systems.
h. The Scope of Work excludes Furniture, Fixtures, & Equipment (FF&E).
i. The Scope of Work excludes signage and wayfinding.
j. The Scope of Work excludes exterior improvements to the site or landscape. Screening required for equipment as a result of exterior equipment updates is included in the scope and will be reviewed by the necessary AHJs.
k. The Scope of Work does not include a site survey.
l. The Scope of Work excludes an arborist or tree study to review the existing trees within the property line.
m. The Scope of Work excludes studies, surveys, or abatement design for hazardous materials such as, but not limited to, asbestos or lead paint.
n. The Scope of Work excludes providing assistance and support services for updating the National Register of Historic Places (NRHP) record documentation for the building.
o. The Scope of Work excludes selective demolition services and investigations.
p. The Scope of Work excludes extensive repairs and replacement considerations that may be required for the exterior stucco finish and the existing masonry beneath the exterior stucco finish. Based on the project description and information shared by the Client to date, the HDR Scope of Work and Fee is assumed to consider this existing façade assembly to be in good or fair condition, requiring only minor repairs, replacements of limited amounts of material, and/or focused reinforcing details.

q. The Scope of Work excludes extensive repairs and remediation considerations that will be required for any existing settlement issues, such as but not limited to underpinning. Based on the project description and information shared by the Client to date, the HDR Scope of Work and Fee is assumed to consider any settlement conditions to be minor, requiring no extensive remediation activities.
r. The Scope of Work excludes programming, design, detailing, and consideration of holding cells or the detaining of individuals within the building.
s. The Scope of Work excludes any new exterior additions or expansions to the footprint of the existing building.
t. The Scope of Work excludes a fire sprinkler system. Based on the project description and information shared by the Client to date, this system is not required.
u. The Scope of Work excludes a fire pump. Based on the project description and information shared by the Client to date, this equipment is not required.
v. The Scope of Work excludes conversion and design of this project to serve as an "Essential Facility," "Critical Facility," and/or "Emergency Operations Center" as defined by building codes. Based on the project description and information shared by the Client to date, these considerations are not required.
w. It is understood that the project will need to be completed in accordance with SHPO standards and meet the Secretary of the Interior's Standards for the Treatment of Historic Properties. Based on the project description and information shared by the Client to date, the HDR Scope of Work and Fee is assumed to align with the defined treatment category of "Rehabilitation." Based on the project description and information shared by the Client to date, the HDR Scope of Work and Fee excludes considerations for any other treatment category.
x. It is understood that the City of Southport is not a Certified Local Government (CLG), which may impact opportunities for competitive grants. Grant applications are not guaranteed to result in successful selections for the grant funding.
y. It is understood that the Contract Documents will be completed in accordance with the 2018 North Carolina Existing Building Code. The HDR Scope of Work and Fee is aligned with a schedule that allows this to be achieved prior to the estimated building code change date of July 1, 2026. Any delays to the schedule may necessitate redesign to meet the updated requirements of the building code, which would require additional services if the delays are not attributed to the design team.

IV. Basic Compensation

HDR's fee proposal is based on the Scope of Services, Project Schedule, and the Clarifications & Assumptions as defined in Sections I through III above.

a. Professional Services Fee
    a. Total Basic Services, Lump-Sum Fee: eight hundred forty-seven thousand six-hundred and seventy-five dollars ($847,675.00)
        i. Schematic Design Phase: $169,535.00
        ii. Design Development Phase: $186,488.50
        iii. Construction Documents Phase: $237,349.00
        iv. Permitting & Bidding: $42,383.75
        v. Construction Administration & Project Closeout: $211,918.75
            1. Includes an estimated not-to-exceed total of $49,450 for SI and CMT services.

b. Reimbursable expenses shall be in addition to Total Basic Services and include customary travel costs such as airfare, auto expenses, hotel stays, and meals as well as printing and shipping costs

of deliverable packages should they be necessary. Reimbursable costs will be billed at cost and are estimated not to exceed a total of eighteen thousand four-hundred and thirty-six dollars ($18,436.00).

c. Additional Services
    a. Provided as Time (hourly rates) and Materials (reimbursable expenses at cost) when requested in writing by Client. Time will utilize the below hourly rate schedule, based upon 2025 calendar year rates, for the following key Design Team members:
        i. Richard Alsop: $400.00
        ii. Larry Hlavacek: $375.00
        iii. Robert Bittel: $255.00
        iv. Betsy Petrusic: $200.00
        v. Stephen Nuttall: $185.00
        vi. Masoumeh Hosseinzadeh: $130.00
        vii. Emily Hill Brown: $120.00
        viii. Jake Hardin: $110.00
        ix. Maddie Sisco: $100.00
        x. Jeanne Barnes: $225.00
        xi. Palacio – Kaye Smith: $180.00
        xii. ACE – Principal Engineer: $300.00
        xiii. ACE – Senior Registered Engineer: $275.00
        xiv. ACE – Registered Engineer: $230.00
        xv. ACE – Project Engineer: $185.00
        xvi. ACE – Senior Designer: $175.00
        xvii. ACE – Engineering Assistant: $155.00
        xviii. ACE – Technician: $135.00
        xix. EDi – Principal: $215.00
        xx. EDi – Project Manager: $205.00
        xxi. EDi – Project Engineer: $195.00
        xxii. EDi – Sr. Technical Designer: $180.00
        xxiii. EDi – Technical Designer: $165.00
        xxiv. Walker – Principal/Director: $325.00
        xxv. Walker – Senior Vertical Transportation Consultant: $300.00
        xxvi. Walker – Vertical Transportation Consultant: $275.00
        xxvii. Walker – Designer: $210.00

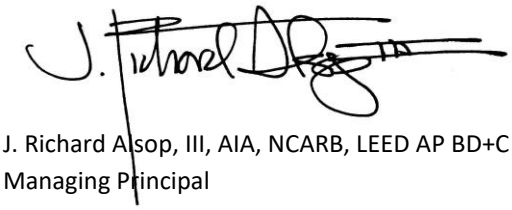
V. Terms and Conditions

a. This proposal is based on the terms and conditions included in the proposed draft Standard Form Agreement between Client and HDR, which is currently under development and hasn't been finalized at this time.
b. This proposal is valid for thirty (30) business days from the date indicated on the submittal, September 26, 2025.
c. Invoicing for Scope of Services will be submitted monthly based on percent complete to date, along with reimbursable expenses.
d. The Design Team will begin executing the scope of services in this proposal upon receipt of the Client's Notice to Proceed.
e. Invoicing for Additional Services will be submitted as Time (hourly rates) and Materials (reimbursable expenses at cost) within a timely fashion from the date they are identified.

We are enthusiastic about the opportunity to collaborate with the City of Southport to provide Professional Services for the Old City Hall Police Conversion project. Thank you for your confidence in us by requesting this proposal. We look forward to discussing the project with you at your earliest convenience.

If you have any questions, please call or email Richard Alsop at (704) 973-6876 / richard.alsop@hdrinc.com, or contact Robert Bittel at (704) 338-6805 / robert.bittel@hdrinc.com.

Respectfully Submitted,
HDR Architecture, Inc.



J. Richard Alsop, III, AIA, NCARB, LEED AP BD+C
Managing Principal

Cc: Robert Bittel, RA, NCARB, LEED AP, WELL AP, Civic Principal (HDR)

DRAFT

AIA® Document B101® – 2017

Standard Form of Agreement Between Owner and Architect

AGREEMENT made as of the «Twenty-Sixth» day of September«» in the year «2025»
(In words, indicate day, month and year.)

BETWEEN the Architect's client identified as the Owner:
(Name, legal status, address and other information)

City of Southport
1029 North Howe Street
Southport, North Carolina 28416
Telephone Number: 910-457-7949«»«»
«»
«»
«»

and the Architect:
(Name, legal status, address and other information)

HDR Architecture, Inc.
440 S Church Street, Suite 1200
Charlotte, North Carolina 28202
Telephone Number: 704-338-6700«»«»
«»
«»
«»

for the following Project:
(Name, location and detailed description)

Architectural and Engineering Desing Services
City of Southport Old City Hall Police Conversion
Southport, North Carolina«»
«»
«»

The Owner and Architect agree as follows.

ADDITIONS AND DELETIONS: The author of this document has added information needed for its completion. The author may also have revised the text of the original AIA standard form. An *Additions and Deletions Report* that notes added information as well as revisions to the standard form text is available from the author and should be reviewed.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

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13 SCOPE OF THE AGREEMENT

ARTICLE 1 INITIAL INFORMATION

§ 1.1 This Agreement is based on the Initial Information set forth in this Section 1.1.
(For each item in this section, insert the information or a statement such as "not applicable" or "unknown at time of execution.")

§ 1.1.1 The Owner's program for the Project:
(Insert the Owner's program, identify documentation that establishes the Owner's program, or state the manner in which the program will be developed.)

In accordance with HDR's Proposal and Statement of Work letter dated September 26, 2025.«↔»

§ 1.1.2 The Project's physical characteristics:
(Identify or describe pertinent information about the Project's physical characteristics, such as size; location; dimensions; geotechnical reports; site boundaries; topographic surveys; traffic and utility studies; availability of public and private utilities and services; legal description of the site, etc.)

The project is located at the historic Brunswick County Courthouse at 201 East Nash Street in Southport, NC.«↔»

§ 1.1.3 The Owner's budget for the Cost of the Work, as defined in Section 6.1:
(Provide total and, if known, a line item breakdown.)

Unknown at time of execution.«↔»

§ 1.1.4 The Owner's anticipated design and construction milestone dates:

.1 Design phase milestone dates, if any:

Schematic Design Phase: 10 weeks (estimated).

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User Notes: (1984311138)

Design Development Phase: 10 weeks (estimated).
Construction Document Phase: 12 weeks (estimated).
«»

.2 Construction commencement date:

Unknown at time of execution.«»

.3 Substantial Completion date or dates:

Unknown at time of execution.«»

.4 Other milestone dates:

Unknown at time of execution«»

§ 1.1.5 The Owner intends the following procurement and delivery method for the Project:
(Identify method such as competitive bid or negotiated contract, as well as any requirements for accelerated or fast-track design and construction, multiple bid packages, or phased construction.)

Design-Bid-Build procurement and delivery. A stipulated sum construction contract with a single Contractor pursuant to competitive bidding.«»

§ 1.1.6 The Owner's anticipated Sustainable Objective for the Project:
(Identify and describe the Owner's Sustainable Objective for the Project, if any.)

Not applicable.«»

§ 1.1.6.1 If the Owner identifies a Sustainable Objective, the Owner and Architect shall complete and incorporate AIA Document E204™–2017, Sustainable Projects Exhibit, into this Agreement to define the terms, conditions and services related to the Owner's Sustainable Objective. If E204–2017 is incorporated into this agreement, the Owner and Architect shall incorporate the completed E204–2017 into the agreements with the consultants and contractors performing services or Work in any way associated with the Sustainable Objective.

§ 1.1.7 The Owner identifies the following representative in accordance with Section 5.3:
(List name, address, and other contact information.)

Tom Zilinek
City Engineer
City of Southport
1029 North Howe Street
Southport, North Carolina 28416
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«»
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«»

§ 1.1.8 The persons or entities, in addition to the Owner's representative, who are required to review the Architect's submittals to the Owner are as follows:
(List name, address, and other contact information.)

Not applicable.«»

§ 1.1.9 The Owner shall retain the following consultants and contractors:

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(List name, legal status, address, and other contact information.)

.1 Geotechnical Engineer:

Not applicable.«»«»
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.2 Civil Engineer:

Not applicable.«»«»
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.3 Other, if any:
(List any other consultants and contractors retained by the Owner.)

Unknown at time of execution.«»

§ 1.1.10 The Architect identifies the following representative in accordance with Section 2.3:
(List name, address, and other contact information.)

J. Richard Alsop, III, AIA, NCARB, LEED AP BD+C
Managing Principal«»
HDR Architecture, Inc.
440 S Church Street, Suite 1200
Charlotte, North Carolina 28202
Telephone Number: 704-973-6876
«»
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«»
«»

§ 1.1.11 The Architect shall retain the consultants identified in Sections 1.1.11.1 and 1.1.11.2:
(List name, legal status, address, and other contact information.)

§ 1.1.11.1 Consultants retained under Basic Services:

.1 Structural Engineer:

Neal W. Andrew, PE
President
Andrew Consulting Engineers, PC
3811 Peachtree Avenue, Suite 300
Wilmington, North Carolina 28403
Telephone Number: 910-202-5555«»«»
«»
«»
«»
«»

.2 Mechanical Engineer:

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Brad Wynne, PE, RCDD
Principal
Engineered Designs, PLLC
1151 SE Cary Parkway, Suite 200
Cary, North Carolina 27518
Telephone Number: 919-851-8481
«»«»
«»
«»
«»
«»

.3 Electrical Engineer:

Brad Wynne, PE, RCDD
Principal
Engineered Designs, PLLC
1151 SE Cary Parkway, Suite 200
Cary, North Carolina 27518
Telephone Number: 919-851-8481
«»«»
«»
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«»

.4 Plumbing Engineer:

Brad Wynne, PE, RCDD
Principal
Engineered Designs, PLLC
1151 SE Cary Parkway, Suite 200
Cary, North Carolina 27518
Telephone Number: 919-851-8481

.5 Telecommunications Design:

Brad Wynne, PE, RCDD
Principal
Engineered Designs, PLLC
1151 SE Cary Parkway, Suite 200
Cary, North Carolina 27518
Telephone Number: 919-851-8481

.6 Fire Alarm Design:

Brad Wynne, PE, RCDD
Principal
Engineered Designs, PLLC
1151 SE Cary Parkway, Suite 200
Cary, North Carolina 27518
Telephone Number: 919-851-8481

.7 Elevator Design:

Garrett Brown
Director of Vertical Transportation – South Region

DRAFT

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Walker Consultants, Inc
650 Trade Centre Way, Suite 325
Portage, Michigan 49002
Telephone Number: 470-603-0808

.8 Cost Estimator:

Michael Palacio, CPE
President, Chief Cost Estimator
Palacio Collaborative
400 Galleria Pkwy SE, Suite 1500
Atlanta, Georgia 30339
Telephone Number: 404-609-9006

.9 SI, CMT, and Geotech Services:

Tom Raymond, PE, PMP, RSM
Vice President, Area Manager
S&ME, Inc
9751 Southern Pine Blvd
Charlotte, North Carolina 28273
Telephone Number: 919-954-6229

§ 1.1.11.2 Consultants retained under Supplemental Services:

Not applicable.«»

§ 1.1.12 Other Initial Information on which the Agreement is based:

Not applicable.«»

§ 1.2 The Owner and Architect may rely on the Initial Information. Both parties, however, recognize that the Initial Information may materially change and, in that event, the Owner and the Architect shall appropriately adjust the Architect's services, schedule for the Architect's services, and the Architect's compensation. The Owner shall adjust the Owner's budget for the Cost of the Work and the Owner's anticipated design and construction milestones, as necessary, to accommodate material changes in the Initial Information.

§ 1.3 The parties shall agree upon written protocols governing the transmission and use of, and reliance on, Instruments of Service or any other information or documentation in digital form.

§ 1.3.1 Any use of, or reliance on, all or a portion of a building information model without agreement to written protocols governing the use of, and reliance on, the information contained in the model shall be at the using or relying party's sole risk and without liability to the other party and its contractors or consultants, the authors of, or contributors to, the building information model, and each of their agents and employees.

ARTICLE 2 ARCHITECT'S RESPONSIBILITIES

§ 2.1 The Architect shall provide professional services as set forth in this Agreement. The Architect represents that it is properly licensed in the jurisdiction where the Project is located to provide the services required by this Agreement, or shall cause such services to be performed by appropriately licensed design professionals.

§ 2.2 The Architect shall perform its services consistent with the professional skill and care ordinarily provided by architects practicing in the same or similar locality under the same or similar circumstances. The Architect shall perform its services as expeditiously as is consistent with such professional skill and care and the orderly progress of the Project.

§ 2.3 The Architect shall identify a representative authorized to act on behalf of the Architect with respect to the Project.

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§ 2.4 Except with the Owner's knowledge and consent, the Architect shall not engage in any activity, or accept any employment, interest or contribution that would reasonably appear to compromise the Architect's professional judgment with respect to this Project.

§ 2.5 The Architect shall maintain the following insurance until termination of this Agreement. If any of the requirements set forth below are in addition to the types and limits the Architect normally maintains, the Owner shall pay the Architect as set forth in Section 11.9.

§ 2.5.1 Commercial General Liability with policy limits of not less than «»one million dollars ($1,000,000«») for each occurrence and one million dollars «» ($1,000,000«») in the aggregate for bodily injury and property damage.

§ 2.5.2 Automobile Liability covering vehicles owned, and non-owned vehicles used, by the Architect with policy limits of not less than one million dollars «» ($-1,000,000«») per accident for bodily injury, death of any person, and property damage arising out of the ownership, maintenance and use of those motor vehicles, along with any other statutorily required automobile coverage.

§ 2.5.3 The Architect may achieve the required limits and coverage for Commercial General Liability and Automobile Liability through a combination of primary and excess or umbrella liability insurance, provided such primary and excess or umbrella liability insurance policies result in the same or greater coverage as the coverages required under Sections 2.5.1 and 2.5.2, and in no event shall any excess or umbrella liability insurance provide narrower coverage than the primary policy. The excess policy shall not require the exhaustion of the underlying limits only through the actual payment by the underlying insurers.

§ 2.5.4 Workers' Compensation at statutory limits.

§ 2.5.5 Employers' Liability with policy limits not less than one million dollars «» ($1,000,000«») each accident, one million dollars «» ($1,000,000«») each employee, and one million dollars«» ($1,000,000«») policy limit.

§ 2.5.6 Professional Liability covering negligent acts, errors and omissions in the performance of professional services with policy limits of not less than one million dollars «» ($1,000,000«») per claim and one million dollars «» ($1,000,000«») in the aggregate.

§ 2.5.7 Additional Insured Obligations. To the fullest extent permitted by law, the Architect shall cause the primary and excess or umbrella policies for Commercial General Liability and Automobile Liability to include the Owner as an additional insured for claims caused in whole or in part by the Architect's negligent acts or omissions. The additional insured coverage shall be primary and non-contributory to any of the Owner's insurance policies and shall apply to both ongoing and completed operations.

§ 2.5.8 The Architect shall provide certificates of insurance to the Owner that evidence compliance with the requirements in this Section 2.5.

ARTICLE 3 SCOPE OF ARCHITECT'S BASIC SERVICES

§ 3.1 The Architect's Basic Services consist of those described in this Article 3 and include usual and customary structural, mechanical, and electrical engineering services. Services not set forth in this Article 3 are Supplemental or Additional Services.

§ 3.1.1 The Architect shall manage the Architect's services, research applicable design criteria, attend Project meetings, communicate with members of the Project team, and report progress to the Owner.

§ 3.1.2 The Architect shall coordinate its services with those services provided by the Owner and the Owner's consultants. The Architect shall be entitled to rely on, and shall not be responsible for, the accuracy, completeness, and timeliness of, services and information furnished by the Owner and the Owner's consultants. The Architect shall provide prompt written notice to the Owner if the Architect becomes aware of any error, omission, or inconsistency in such services or information.

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§ 3.1.3 As soon as practicable after the date of this Agreement, the Architect shall submit for the Owner's approval a schedule for the performance of the Architect's services. The schedule initially shall include anticipated dates for the commencement of construction and for Substantial Completion of the Work as set forth in the Initial Information. The schedule shall include allowances for periods of time required for the Owner's review, for the performance of the Owner's consultants, and for approval of submissions by authorities having jurisdiction over the Project. Once approved by the Owner, time limits established by the schedule shall not, except for reasonable cause, be exceeded by the Architect or Owner. With the Owner's approval, the Architect shall adjust the schedule, if necessary, as the Project proceeds until the commencement of construction.

§ 3.1.4 The Architect shall not be responsible for an Owner's directive or substitution, or for the Owner's acceptance of non-conforming Work, made or given without the Architect's written approval.

§ 3.1.5 The Architect shall contact governmental authorities required to approve the Construction Documents and entities providing utility services to the Project. The Architect shall respond to applicable design requirements imposed by those authorities and entities.

§ 3.1.6 The Architect shall assist the Owner in connection with the Owner's responsibility for filing documents required for the approval of governmental authorities having jurisdiction over the Project.

§ 3.2 Schematic Design Phase Services

§ 3.2.1 The Architect shall review the program and other information furnished by the Owner, and shall review laws, codes, and regulations applicable to the Architect's services.

§ 3.2.2 The Architect shall prepare a preliminary evaluation of the Owner's program, schedule, budget for the Cost of the Work, Project site, the proposed procurement and delivery method, and other Initial Information, each in terms of the other, to ascertain the requirements of the Project. The Architect shall notify the Owner of (1) any inconsistencies discovered in the information, and (2) other information or consulting services that may be reasonably needed for the Project.

§ 3.2.3 The Architect shall present its preliminary evaluation to the Owner and shall discuss with the Owner alternative approaches to design and construction of the Project. The Architect shall reach an understanding with the Owner regarding the requirements of the Project.

§ 3.2.4 Based on the Project requirements agreed upon with the Owner, the Architect shall prepare and present, for the Owner's approval, a preliminary design illustrating the scale and relationship of the Project components.

§ 3.2.5 Based on the Owner's approval of the preliminary design, the Architect shall prepare Schematic Design Documents for the Owner's approval. The Schematic Design Documents shall consist of drawings and other documents including a site plan, if appropriate, and preliminary building plans, sections and elevations; and may include some combination of study models, perspective sketches, or digital representations. Preliminary selections of major building systems and construction materials shall be noted on the drawings or described in writing.

§ 3.2.5.1 The Architect shall consider sustainable design alternatives, such as material choices and building orientation, together with other considerations based on program and aesthetics, in developing a design that is consistent with the Owner's program, schedule and budget for the Cost of the Work. The Owner may obtain more advanced sustainable design services as a Supplemental Service under Section 4.1.1.

§ 3.2.5.2 The Architect shall consider the value of alternative materials, building systems and equipment, together with other considerations based on program and aesthetics, in developing a design for the Project that is consistent with the Owner's program, schedule, and budget for the Cost of the Work.

§ 3.2.6 The Architect shall submit to the Owner an estimate of the Cost of the Work prepared in accordance with Section 6.3.

§ 3.2.7 The Architect shall submit the Schematic Design Documents to the Owner, and request the Owner's approval.

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§ 3.3 Design Development Phase Services

§ 3.3.1 Based on the Owner's approval of the Schematic Design Documents, and on the Owner's authorization of any adjustments in the Project requirements and the budget for the Cost of the Work, the Architect shall prepare Design Development Documents for the Owner's approval. The Design Development Documents shall illustrate and describe the development of the approved Schematic Design Documents and shall consist of drawings and other documents including plans, sections, elevations, typical construction details, and diagrammatic layouts of building systems to fix and describe the size and character of the Project as to architectural, structural, mechanical and electrical systems, and other appropriate elements. The Design Development Documents shall also include outline specifications that identify major materials and systems and establish, in general, their quality levels.

§ 3.3.2 The Architect shall update the estimate of the Cost of the Work prepared in accordance with Section 6.3.

§ 3.3.3 The Architect shall submit the Design Development Documents to the Owner, advise the Owner of any adjustments to the estimate of the Cost of the Work, and request the Owner's approval.

§ 3.4 Construction Documents Phase Services

§ 3.4.1 Based on the Owner's approval of the Design Development Documents, and on the Owner's authorization of any adjustments in the Project requirements and the budget for the Cost of the Work, the Architect shall prepare Construction Documents for the Owner's approval. The Construction Documents shall illustrate and describe the further development of the approved Design Development Documents and shall consist of Drawings and Specifications setting forth in detail the quality levels and performance criteria of materials and systems and other requirements for the construction of the Work. The Owner and Architect acknowledge that, in order to perform the Work, the Contractor will provide additional information, including Shop Drawings, Product Data, Samples and other similar submittals, which the Architect shall review in accordance with Section 3.6.4.

§ 3.4.2 The Architect shall incorporate the design requirements of governmental authorities having jurisdiction over the Project into the Construction Documents.

§ 3.4.3 During the development of the Construction Documents, the Architect shall assist the Owner in the development and preparation of (1) procurement information that describes the time, place, and conditions of bidding, including bidding or proposal forms; (2) the form of agreement between the Owner and Contractor; and (3) the Conditions of the Contract for Construction (General, Supplementary and other Conditions). The Architect shall also compile a project manual that includes the Conditions of the Contract for Construction and Specifications, and may include bidding requirements and sample forms.

§ 3.4.4 The Architect shall update the estimate for the Cost of the Work prepared in accordance with Section 6.3.

§ 3.4.5 The Architect shall submit the Construction Documents to the Owner, advise the Owner of any adjustments to the estimate of the Cost of the Work, take any action required under Section 6.5, and request the Owner's approval.

§ 3.5 Procurement Phase Services

§ 3.5.1 General

The Architect shall assist the Owner in establishing a list of prospective contractors. Following the Owner's approval of the Construction Documents, the Architect shall assist the Owner in (1) obtaining either competitive bids or negotiated proposals; (2) confirming responsiveness of bids or proposals; (3) determining the successful bid or proposal, if any; and, (4) awarding and preparing contracts for construction.

§ 3.5.2 Competitive Bidding

§ 3.5.2.1 Bidding Documents shall consist of bidding requirements and proposed Contract Documents.

§ 3.5.2.2 The Architect shall assist the Owner in bidding the Project by:

- **.1** facilitating the distribution of Bidding Documents to prospective bidders;
- **.2** organizing and conducting a pre-bid conference for prospective bidders;
- **.3** preparing responses to questions from prospective bidders and providing clarifications and interpretations of the Bidding Documents to the prospective bidders in the form of addenda; and,

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.4 organizing and conducting the opening of the bids, and subsequently documenting and distributing the bidding results, as directed by the Owner.

§ 3.5.2.3 If the Bidding Documents permit substitutions, upon the Owner's written authorization, the Architect shall, as an Additional Service, consider requests for substitutions and prepare and distribute addenda identifying approved substitutions to all prospective bidders.

§ 3.5.3 Negotiated Proposals

§ 3.5.3.1 Proposal Documents shall consist of proposal requirements and proposed Contract Documents.

§ 3.5.3.2 The Architect shall assist the Owner in obtaining proposals by:

.1 facilitating the distribution of Proposal Documents for distribution to prospective contractors and requesting their return upon completion of the negotiation process;

.2 organizing and participating in selection interviews with prospective contractors;

.3 preparing responses to questions from prospective contractors and providing clarifications and interpretations of the Proposal Documents to the prospective contractors in the form of addenda; and,

.4 participating in negotiations with prospective contractors, and subsequently preparing a summary report of the negotiation results, as directed by the Owner.

§ 3.5.3.3 If the Proposal Documents permit substitutions, upon the Owner's written authorization, the Architect shall, as an Additional Service, consider requests for substitutions and prepare and distribute addenda identifying approved substitutions to all prospective contractors.

§ 3.6 Construction Phase Services

§ 3.6.1 General

§ 3.6.1.1 The Architect shall provide administration of the Contract between the Owner and the Contractor as set forth below and in AIA Document A201™–2017, General Conditions of the Contract for Construction. If the Owner and Contractor modify AIA Document A201–2017, those modifications shall not affect the Architect's services under this Agreement unless the Owner and the Architect amend this Agreement.

§ 3.6.1.2 The Architect shall advise and consult with the Owner during the Construction Phase Services. The Architect shall have authority to act on behalf of the Owner only to the extent provided in this Agreement. The Architect shall not have control over, charge of, or responsibility for the construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the Work, nor shall the Architect be responsible for the Contractor's failure to perform the Work in accordance with the requirements of the Contract Documents. The Architect shall be responsible for the Architect's negligent acts or omissions, but shall not have control over or charge of, and shall not be responsible for, acts or omissions of the Contractor or of any other persons or entities performing portions of the Work.

§ 3.6.1.3 Subject to Section 4.2 and except as provided in Section 3.6.6.5, the Architect's responsibility to provide Construction Phase Services commences with the award of the Contract for Construction and terminates on the date the Architect issues the final Certificate for Payment.

§ 3.6.2 Evaluations of the Work

§ 3.6.2.1 The Architect shall visit the site at intervals appropriate to the stage of construction, or as otherwise required in Section 4.2.3, to become generally familiar with the progress and quality of the portion of the Work completed, and to determine, in general, if the Work observed is being performed in a manner indicating that the Work, when fully completed, will be in accordance with the Contract Documents. However, the Architect shall not be required to make exhaustive or continuous on-site inspections to check the quality or quantity of the Work. On the basis of the site visits, the Architect shall keep the Owner reasonably informed about the progress and quality of the portion of the Work completed, and promptly report to the Owner (1) known deviations from the Contract Documents, (2) known deviations from the most recent construction schedule submitted by the Contractor, and (3) defects and deficiencies observed in the Work.

§ 3.6.2.2 The Architect has the authority to reject Work that does not conform to the Contract Documents. Whenever the Architect considers it necessary or advisable, the Architect shall have the authority to require inspection or testing of the Work in accordance with the provisions of the Contract Documents, whether or not the Work is

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fabricated, installed or completed. However, neither this authority of the Architect nor a decision made in good faith either to exercise or not to exercise such authority shall give rise to a duty or responsibility of the Architect to the Contractor, Subcontractors, suppliers, their agents or employees, or other persons or entities performing portions of the Work.

§ 3.6.2.3 The Architect shall interpret and decide matters concerning performance under, and requirements of, the Contract Documents on written request of either the Owner or Contractor. The Architect's response to such requests shall be made in writing within any time limits agreed upon or otherwise with reasonable promptness.

§ 3.6.2.4 Interpretations and decisions of the Architect shall be consistent with the intent of, and reasonably inferable from, the Contract Documents and shall be in writing or in the form of drawings. When making such interpretations and decisions, the Architect shall endeavor to secure faithful performance by both Owner and Contractor, shall not show partiality to either, and shall not be liable for results of interpretations or decisions rendered in good faith. The Architect's decisions on matters relating to aesthetic effect shall be final if consistent with the intent expressed in the Contract Documents.

§ 3.6.2.5 Unless the Owner and Contractor designate another person to serve as an Initial Decision Maker, as that term is defined in AIA Document A201–2017, the Architect shall render initial decisions on Claims between the Owner and Contractor as provided in the Contract Documents.

§ 3.6.3 Certificates for Payment to Contractor

§ 3.6.3.1 The Architect shall review and certify the amounts due the Contractor and shall issue certificates in such amounts. The Architect's certification for payment shall constitute a representation to the Owner, based on the Architect's evaluation of the Work as provided in Section 3.6.2 and on the data comprising the Contractor's Application for Payment, that, to the best of the Architect's knowledge, information and belief, the Work has progressed to the point indicated, the quality of the Work is in accordance with the Contract Documents, and that the Contractor is entitled to payment in the amount certified. The foregoing representations are subject to (1) an evaluation of the Work for conformance with the Contract Documents upon Substantial Completion, (2) results of subsequent tests and inspections, (3) correction of minor deviations from the Contract Documents prior to completion, and (4) specific qualifications expressed by the Architect.

§ 3.6.3.2 The issuance of a Certificate for Payment shall not be a representation that the Architect has (1) made exhaustive or continuous on-site inspections to check the quality or quantity of the Work, (2) reviewed construction means, methods, techniques, sequences or procedures, (3) reviewed copies of requisitions received from Subcontractors and suppliers and other data requested by the Owner to substantiate the Contractor's right to payment, or (4) ascertained how or for what purpose the Contractor has used money previously paid on account of the Contract Sum.

§ 3.6.3.3 The Architect shall maintain a record of the Applications and Certificates for Payment.

§ 3.6.4 Submittals

§ 3.6.4.1 The Architect shall review the Contractor's submittal schedule and shall not unreasonably delay or withhold approval of the schedule. The Architect's action in reviewing submittals shall be taken in accordance with the approved submittal schedule or, in the absence of an approved submittal schedule, with reasonable promptness while allowing sufficient time, in the Architect's professional judgment, to permit adequate review.

§ 3.6.4.2 The Architect shall review and approve, or take other appropriate action upon, the Contractor's submittals such as Shop Drawings, Product Data and Samples, but only for the limited purpose of checking for conformance with information given and the design concept expressed in the Contract Documents. Review of such submittals is not for the purpose of determining the accuracy and completeness of other information such as dimensions, quantities, and installation or performance of equipment or systems, which are the Contractor's responsibility. The Architect's review shall not constitute approval of safety precautions or construction means, methods, techniques, sequences or procedures. The Architect's approval of a specific item shall not indicate approval of an assembly of which the item is a component.

§ 3.6.4.3 If the Contract Documents specifically require the Contractor to provide professional design services or certifications by a design professional related to systems, materials, or equipment, the Architect shall specify the

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appropriate performance and design criteria that such services must satisfy. The Architect shall review and take appropriate action on Shop Drawings and other submittals related to the Work designed or certified by the Contractor's design professional, provided the submittals bear such professional's seal and signature when submitted to the Architect. The Architect's review shall be for the limited purpose of checking for conformance with information given and the design concept expressed in the Contract Documents. The Architect shall be entitled to rely upon, and shall not be responsible for, the adequacy and accuracy of the services, certifications, and approvals performed or provided by such design professionals.

§ 3.6.4.4 Subject to Section 4.2, the Architect shall review and respond to requests for information about the Contract Documents. The Architect shall set forth, in the Contract Documents, the requirements for requests for information. Requests for information shall include, at a minimum, a detailed written statement that indicates the specific Drawings or Specifications in need of clarification and the nature of the clarification requested. The Architect's response to such requests shall be made in writing within any time limits agreed upon, or otherwise with reasonable promptness. If appropriate, the Architect shall prepare and issue supplemental Drawings and Specifications in response to the requests for information.

§ 3.6.4.5 The Architect shall maintain a record of submittals and copies of submittals supplied by the Contractor in accordance with the requirements of the Contract Documents.

§ 3.6.5 Changes in the Work

§ 3.6.5.1 The Architect may order minor changes in the Work that are consistent with the intent of the Contract Documents and do not involve an adjustment in the Contract Sum or an extension of the Contract Time. Subject to Section 4.2, the Architect shall prepare Change Orders and Construction Change Directives for the Owner's approval and execution in accordance with the Contract Documents.

§ 3.6.5.2 The Architect shall maintain records relative to changes in the Work.

§ 3.6.6 Project Completion

§ 3.6.6.1 The Architect shall:

- **.1** conduct inspections to determine the date or dates of Substantial Completion and the date of final completion;
- **.2** issue Certificates of Substantial Completion;
- **.3** forward to the Owner, for the Owner's review and records, written warranties and related documents required by the Contract Documents and received from the Contractor; and,
- **.4** issue a final Certificate for Payment based upon a final inspection indicating that, to the best of the Architect's knowledge, information, and belief, the Work complies with the requirements of the Contract Documents.

§ 3.6.6.2 The Architect's inspections shall be conducted with the Owner to check conformance of the Work with the requirements of the Contract Documents and to verify the accuracy and completeness of the list submitted by the Contractor of Work to be completed or corrected.

§ 3.6.6.3 When Substantial Completion has been achieved, the Architect shall inform the Owner about the balance of the Contract Sum remaining to be paid the Contractor, including the amount to be retained from the Contract Sum, if any, for final completion or correction of the Work.

§ 3.6.6.4 The Architect shall forward to the Owner the following information received from the Contractor: (1) consent of surety or sureties, if any, to reduction in or partial release of retainage or the making of final payment; (2) affidavits, receipts, releases and waivers of liens, or bonds indemnifying the Owner against liens; and (3) any other documentation required of the Contractor under the Contract Documents.

§ 3.6.6.5 Upon request of the Owner, and prior to the expiration of one year from the date of Substantial Completion, the Architect shall, without additional compensation, conduct a meeting with the Owner to review the facility operations and performance.

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ARTICLE 4 SUPPLEMENTAL AND ADDITIONAL SERVICES

§ 4.1 Supplemental Services

§ 4.1.1 The services listed below are not included in Basic Services but may be required for the Project. The Architect shall provide the listed Supplemental Services only if specifically designated in the table below as the Architect's responsibility, and the Owner shall compensate the Architect as provided in Section 11.2. Unless otherwise specifically addressed in this Agreement, if neither the Owner nor the Architect is designated, the parties agree that the listed Supplemental Service is not being provided for the Project.

(Designate the Architect's Supplemental Services and the Owner's Supplemental Services required for the Project by indicating whether the Architect or Owner shall be responsible for providing the identified Supplemental Service. Insert a description of the Supplemental Services in Section 4.1.2 below or attach the description of services as an exhibit to this Agreement.)

Supplemental Services	Responsibility *(Architect, Owner, or not provided)*
§ 4.1.1.1 Programming	Architect
§ 4.1.1.2 Multiple preliminary designs	Architect
§ 4.1.1.3 Measured drawings	Architect
§ 4.1.1.4 Existing facilities surveys	Architect
§ 4.1.1.5 Site evaluation and planning	Not Provided
§ 4.1.1.6 Building Information Model management responsibilities	Architect
§ 4.1.1.7 Development of Building Information Models for post construction use	Not Provided
§ 4.1.1.8 Civil engineering	Not Provided
§ 4.1.1.9 Landscape design	Not Provided
§ 4.1.1.10 Architectural interior design	Architect
§ 4.1.1.11 Value analysis	Not Provided
§ 4.1.1.12 Detailed cost estimating beyond that required in Section 6.3	Not Provided
§ 4.1.1.13 On-site project representation	Owner
§ 4.1.1.14 Conformed documents for construction	Architect
§ 4.1.1.15 As-designed record drawings	Architect
§ 4.1.1.16 As-constructed record drawings	Architect
§ 4.1.1.17 Post-occupancy evaluation	Not Provided
§ 4.1.1.18 Facility support services	Owner
§ 4.1.1.19 Tenant-related services	Owner
§ 4.1.1.20 Architect's coordination of the Owner's consultants	Architect
§ 4.1.1.21 Telecommunications/data design	Architect
§ 4.1.1.22 Security evaluation and planning	Architect
§ 4.1.1.23 Commissioning	Owner
§ 4.1.1.24 Sustainable Project Services pursuant to Section 4.1.3	Not Provided
§ 4.1.1.25 Fast-track design services	Not Provided
§ 4.1.1.26 Multiple bid packages	Not Provided
§ 4.1.1.27 Historic preservation	Architect
§ 4.1.1.28 Furniture, furnishings, and equipment design	Not Provided
§ 4.1.1.29 Other services provided by specialty Consultants	Not Provided
§ 4.1.1.30 Other Supplemental Services	Not Provided

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Supplemental Services	Responsibility *(Architect, Owner, or not provided)*

§ 4.1.2 Description of Supplemental Services

§ 4.1.2.1 A description of each Supplemental Service identified in Section 4.1.1 as the Architect's responsibility is provided below.

(Describe in detail the Architect's Supplemental Services identified in Section 4.1.1 or, if set forth in an exhibit, identify the exhibit. The AIA publishes a number of Standard Form of Architect's Services documents that can be included as an exhibit to describe the Architect's Supplemental Services.)

In accordance with HDR's Proposal and Statement of Work letter dated September 26, 2025.«»

§ 4.1.2.2 A description of each Supplemental Service identified in Section 4.1.1 as the Owner's responsibility is provided below.

(Describe in detail the Owner's Supplemental Services identified in Section 4.1.1 or, if set forth in an exhibit, identify the exhibit.)

In accordance with HDR's Proposal and Statement of Work letter dated September 26, 2025.«»

§ 4.1.3 If the Owner identified a Sustainable Objective in Article 1, the Architect shall provide, as a Supplemental Service, the Sustainability Services required in AIA Document E204™–2017, Sustainable Projects Exhibit, attached to this Agreement. The Owner shall compensate the Architect as provided in Section 11.2.

§ 4.2 Architect's Additional Services

The Architect may provide Additional Services after execution of this Agreement without invalidating the Agreement. Except for services required due to the fault of the Architect, any Additional Services provided in accordance with this Section 4.2 shall entitle the Architect to compensation pursuant to Section 11.3 and an appropriate adjustment in the Architect's schedule.

§ 4.2.1 Upon recognizing the need to perform the following Additional Services, the Architect shall notify the Owner with reasonable promptness and explain the facts and circumstances giving rise to the need. The Architect shall not proceed to provide the following Additional Services until the Architect receives the Owner's written authorization:

.1 Services necessitated by a change in the Initial Information, previous instructions or approvals given by the Owner, or a material change in the Project including size, quality, complexity, the Owner's schedule or budget for Cost of the Work, or procurement or delivery method;

.2 Services necessitated by the enactment or revision of codes, laws, or regulations, including changing or editing previously prepared Instruments of Service;

.3 Changing or editing previously prepared Instruments of Service necessitated by official interpretations of applicable codes, laws or regulations that are either (a) contrary to specific interpretations by the applicable authorities having jurisdiction made prior to the issuance of the building permit, or (b) contrary to requirements of the Instruments of Service when those Instruments of Service were prepared in accordance with the applicable standard of care;

.4 Services necessitated by decisions of the Owner not rendered in a timely manner or any other failure of performance on the part of the Owner or the Owner's consultants or contractors;

.5 Preparing digital models or other design documentation for transmission to the Owner's consultants and contractors, or to other Owner-authorized recipients;

.6 Preparation of design and documentation for alternate bid or proposal requests proposed by the Owner;

.7 Preparation for, and attendance at, a public presentation, meeting or hearing;

.8 Preparation for, and attendance at, a dispute resolution proceeding or legal proceeding, except where the Architect is party thereto;

.9 Evaluation of the qualifications of entities providing bids or proposals;

.10 Consultation concerning replacement of Work resulting from fire or other cause during construction; or,

.11 Assistance to the Initial Decision Maker, if other than the Architect.

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§ 4.2.2 To avoid delay in the Construction Phase, the Architect shall provide the following Additional Services, notify the Owner with reasonable promptness, and explain the facts and circumstances giving rise to the need. If, upon receipt of the Architect's notice, the Owner determines that all or parts of the services are not required, the Owner shall give prompt written notice to the Architect of the Owner's determination. The Owner shall compensate the Architect for the services provided prior to the Architect's receipt of the Owner's notice.

.1 Reviewing a Contractor's submittal out of sequence from the submittal schedule approved by the Architect;

.2 Responding to the Contractor's requests for information that are not prepared in accordance with the Contract Documents or where such information is available to the Contractor from a careful study and comparison of the Contract Documents, field conditions, other Owner-provided information, Contractor-prepared coordination drawings, or prior Project correspondence or documentation;

.3 Preparing Change Orders and Construction Change Directives that require evaluation of Contractor's proposals and supporting data, or the preparation or revision of Instruments of Service;

.4 Evaluating an extensive number of Claims as the Initial Decision Maker; or,

.5 Evaluating substitutions proposed by the Owner or Contractor and making subsequent revisions to Instruments of Service resulting therefrom.

§ 4.2.3 The Architect shall provide Construction Phase Services exceeding the limits set forth below as Additional Services. When the limits below are reached, the Architect shall notify the Owner:

.1 Two«↔» (2«↔») reviews of each Shop Drawing, Product Data item, sample and similar submittals of the Contractor

.2 Sixteen «↔» (16«↔») visits to the site by the Architect during construction

.3 One«↔» (1«↔») inspections for any portion of the Work to determine whether such portion of the Work is substantially complete in accordance with the requirements of the Contract Documents

.4 One«↔» (1«↔») inspections for any portion of the Work to determine final completion.

§ 4.2.4 Except for services required under Section 3.6.6.5 and those services that do not exceed the limits set forth in Section 4.2.3, Construction Phase Services provided more than 60 days after (1) the date of Substantial Completion of the Work or (2) the initial date of Substantial Completion identified in the agreement between the Owner and Contractor, whichever is earlier, shall be compensated as Additional Services to the extent the Architect incurs additional cost in providing those Construction Phase Services.

§ 4.2.5 If the services covered by this Agreement have not been completed within Twenty-four«↔» (24«↔») months of the date of this Agreement, through no fault of the Architect, extension of the Architect's services beyond that time shall be compensated as Additional Services.

ARTICLE 5 OWNER'S RESPONSIBILITIES

§ 5.1 Unless otherwise provided for under this Agreement, the Owner shall provide information in a timely manner regarding requirements for and limitations on the Project, including a written program, which shall set forth the Owner's objectives; schedule; constraints and criteria, including space requirements and relationships; flexibility; expandability; special equipment; systems; and site requirements.

§ 5.2 The Owner shall establish the Owner's budget for the Project, including (1) the budget for the Cost of the Work as defined in Section 6.1; (2) the Owner's other costs; and, (3) reasonable contingencies related to all of these costs. The Owner shall update the Owner's budget for the Project as necessary throughout the duration of the Project until final completion. If the Owner significantly increases or decreases the Owner's budget for the Cost of the Work, the Owner shall notify the Architect. The Owner and the Architect shall thereafter agree to a corresponding change in the Project's scope and quality.

§ 5.3 The Owner shall identify a representative authorized to act on the Owner's behalf with respect to the Project. The Owner shall render decisions and approve the Architect's submittals in a timely manner in order to avoid unreasonable delay in the orderly and sequential progress of the Architect's services.

§ 5.4 The Owner shall furnish surveys to describe physical characteristics, legal limitations and utility locations for the site of the Project, and a written legal description of the site. The surveys and legal information shall include, as applicable, grades and lines of streets, alleys, pavements and adjoining property and structures; designated wetlands;

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adjacent drainage; rights-of-way, restrictions, easements, encroachments, zoning, deed restrictions, boundaries and contours of the site; locations, dimensions, and other necessary data with respect to existing buildings, other improvements and trees; and information concerning available utility services and lines, both public and private, above and below grade, including inverts and depths. All the information on the survey shall be referenced to a Project benchmark.

§ 5.5 The Owner shall furnish services of geotechnical engineers, which may include test borings, test pits, determinations of soil bearing values, percolation tests, evaluations of hazardous materials, seismic evaluation, ground corrosion tests and resistivity tests, including necessary operations for anticipating subsoil conditions, with written reports and appropriate recommendations.

§ 5.6 The Owner shall provide the Supplemental Services designated as the Owner's responsibility in Section 4.1.1.

§ 5.7 If the Owner identified a Sustainable Objective in Article 1, the Owner shall fulfill its responsibilities as required in AIA Document E204™–2017, Sustainable Projects Exhibit, attached to this Agreement.

§ 5.8 The Owner shall coordinate the services of its own consultants with those services provided by the Architect. Upon the Architect's request, the Owner shall furnish copies of the scope of services in the contracts between the Owner and the Owner's consultants. The Owner shall furnish the services of consultants other than those designated as the responsibility of the Architect in this Agreement, or authorize the Architect to furnish them as an Additional Service, when the Architect requests such services and demonstrates that they are reasonably required by the scope of the Project. The Owner shall require that its consultants and contractors maintain insurance, including professional liability insurance, as appropriate to the services or work provided.

§ 5.9 The Owner shall furnish tests, inspections and reports required by law or the Contract Documents, such as structural, mechanical, and chemical tests, tests for air and water pollution, and tests for hazardous materials.

§ 5.10 The Owner shall furnish all legal, insurance and accounting services, including auditing services, that may be reasonably necessary at any time for the Project to meet the Owner's needs and interests.

§ 5.11 The Owner shall provide prompt written notice to the Architect if the Owner becomes aware of any fault or defect in the Project, including errors, omissions or inconsistencies in the Architect's Instruments of Service.

§ 5.12 The Owner shall include the Architect in all communications with the Contractor that relate to or affect the Architect's services or professional responsibilities. The Owner shall promptly notify the Architect of the substance of any direct communications between the Owner and the Contractor otherwise relating to the Project. Communications by and with the Architect's consultants shall be through the Architect.

§ 5.13 Before executing the Contract for Construction, the Owner shall coordinate the Architect's duties and responsibilities set forth in the Contract for Construction with the Architect's services set forth in this Agreement. The Owner shall provide the Architect a copy of the executed agreement between the Owner and Contractor, including the General Conditions of the Contract for Construction.

§ 5.14 The Owner shall provide the Architect access to the Project site prior to commencement of the Work and shall obligate the Contractor to provide the Architect access to the Work wherever it is in preparation or progress.

§ 5.15 Within 15 days after receipt of a written request from the Architect, the Owner shall furnish the requested information as necessary and relevant for the Architect to evaluate, give notice of, or enforce lien rights.

ARTICLE 6 COST OF THE WORK

§ 6.1 For purposes of this Agreement, the Cost of the Work shall be the total cost to the Owner to construct all elements of the Project designed or specified by the Architect and shall include contractors' general conditions costs, overhead and profit. The Cost of the Work also includes the reasonable value of labor, materials, and equipment, donated to, or otherwise furnished by, the Owner. The Cost of the Work does not include the compensation of the Architect; the costs of the land, rights-of-way, financing, or contingencies for changes in the Work; or other costs that are the responsibility of the Owner.

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§ 6.2 The Owner's budget for the Cost of the Work is provided in Initial Information, and shall be adjusted throughout the Project as required under Sections 5.2, 6.4 and 6.5. Evaluations of the Owner's budget for the Cost of the Work, and the preliminary estimate of the Cost of the Work and updated estimates of the Cost of the Work, prepared by the Architect, represent the Architect's judgment as a design professional. It is recognized, however, that neither the Architect nor the Owner has control over the cost of labor, materials, or equipment; the Contractor's methods of determining bid prices; or competitive bidding, market, or negotiating conditions. Accordingly, the Architect cannot and does not warrant or represent that bids or negotiated prices will not vary from the Owner's budget for the Cost of the Work, or from any estimate of the Cost of the Work, or evaluation, prepared or agreed to by the Architect.

§ 6.3 In preparing estimates of the Cost of Work, the Architect shall be permitted to include contingencies for design, bidding, and price escalation; to determine what materials, equipment, component systems, and types of construction are to be included in the Contract Documents; to recommend reasonable adjustments in the program and scope of the Project; and to include design alternates as may be necessary to adjust the estimated Cost of the Work to meet the Owner's budget. The Architect's estimate of the Cost of the Work shall be based on current area, volume or similar conceptual estimating techniques. If the Owner requires a detailed estimate of the Cost of the Work, the Architect shall provide such an estimate, if identified as the Architect's responsibility in Section 4.1.1, as a Supplemental Service.

§ 6.4 If, through no fault of the Architect, the Procurement Phase has not commenced within 90 days after the Architect submits the Construction Documents to the Owner, the Owner's budget for the Cost of the Work shall be adjusted to reflect changes in the general level of prices in the applicable construction market.

§ 6.5 If at any time the Architect's estimate of the Cost of the Work exceeds the Owner's budget for the Cost of the Work, the Architect shall make appropriate recommendations to the Owner to adjust the Project's size, quality, or budget for the Cost of the Work, and the Owner shall cooperate with the Architect in making such adjustments.

§ 6.6 If the Owner's budget for the Cost of the Work at the conclusion of the Construction Documents Phase Services is exceeded by the lowest bona fide bid or negotiated proposal, the Owner shall

.1 give written approval of an increase in the budget for the Cost of the Work;
.2 authorize rebidding or renegotiating of the Project within a reasonable time;
.3 terminate in accordance with Section 9.5;
.4 in consultation with the Architect, revise the Project program, scope, or quality as required to reduce the Cost of the Work; or,
.5 implement any other mutually acceptable alternative.

§ 6.7 If the Owner chooses to proceed under Section 6.6.4, the Architect shall modify the Construction Documents as necessary to comply with the Owner's budget for the Cost of the Work at the conclusion of the Construction Documents Phase Services, or the budget as adjusted under Section 6.6.1. If the Owner requires the Architect to modify the Construction Documents because the lowest bona fide bid or negotiated proposal exceeds the Owner's budget for the Cost of the Work due to market conditions the Architect could not reasonably anticipate, the Owner shall compensate the Architect for the modifications as an Additional Service pursuant to Section 11.3; otherwise the Architect's services for modifying the Construction Documents shall be without additional compensation. In any event, the Architect's modification of the Construction Documents shall be the limit of the Architect's responsibility under this Article 6.

ARTICLE 7 COPYRIGHTS AND LICENSES

§ 7.1 The Architect and the Owner warrant that in transmitting Instruments of Service, or any other information, the transmitting party is the copyright owner of such information or has permission from the copyright owner to transmit such information for its use on the Project.

§ 7.2 The Architect and the Architect's consultants shall be deemed the authors and owners of their respective Instruments of Service, including the Drawings and Specifications, and shall retain all common law, statutory and other reserved rights, including copyrights. Submission or distribution of Instruments of Service to meet official regulatory requirements or for similar purposes in connection with the Project is not to be construed as publication in derogation of the reserved rights of the Architect and the Architect's consultants.

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§ 7.3 The Architect grants to the Owner a nonexclusive license to use the Architect's Instruments of Service solely and exclusively for purposes of constructing, using, maintaining, altering and adding to the Project, provided that the Owner substantially performs its obligations under this Agreement, including prompt payment of all sums due pursuant to Article 9 and Article 11. The Architect shall obtain similar nonexclusive licenses from the Architect's consultants consistent with this Agreement. The license granted under this section permits the Owner to authorize the Contractor, Subcontractors, Sub-subcontractors, and suppliers, as well as the Owner's consultants and separate contractors, to reproduce applicable portions of the Instruments of Service, subject to any protocols established pursuant to Section 1.3, solely and exclusively for use in performing services or construction for the Project. If the Architect rightfully terminates this Agreement for cause as provided in Section 9.4, the license granted in this Section 7.3 shall terminate.

§ 7.3.1 In the event the Owner uses the Instruments of Service without retaining the authors of the Instruments of Service, the Owner releases the Architect and Architect's consultant(s) from all claims and causes of action arising from such uses. The Owner, to the extent permitted by law, further agrees to indemnify and hold harmless the Architect and its consultants from all costs and expenses, including the cost of defense, related to claims and causes of action asserted by any third person or entity to the extent such costs and expenses arise from the Owner's use of the Instruments of Service under this Section 7.3.1. The terms of this Section 7.3.1 shall not apply if the Owner rightfully terminates this Agreement for cause under Section 9.4.

§ 7.4 Except for the licenses granted in this Article 7, no other license or right shall be deemed granted or implied under this Agreement. The Owner shall not assign, delegate, sublicense, pledge or otherwise transfer any license granted herein to another party without the prior written agreement of the Architect. Any unauthorized use of the Instruments of Service shall be at the Owner's sole risk and without liability to the Architect and the Architect's consultants.

§ 7.5 Except as otherwise stated in Section 7.3, the provisions of this Article 7 shall survive the termination of this Agreement.

ARTICLE 8 CLAIMS AND DISPUTES

§ 8.1 General

§ 8.1.1 The Owner and Architect shall commence all claims and causes of action against the other and arising out of or related to this Agreement, whether in contract, tort, or otherwise, in accordance with the requirements of the binding dispute resolution method selected in this Agreement and within the period specified by applicable law, but in any case not more than 10 years after the date of Substantial Completion of the Work. The Owner and Architect waive all claims and causes of action not commenced in accordance with this Section 8.1.1.

§ 8.1.2 To the extent damages are covered by property insurance, the Owner and Architect waive all rights against each other and against the contractors, consultants, agents, and employees of the other for damages, except such rights as they may have to the proceeds of such insurance as set forth in AIA Document A201–2017, General Conditions of the Contract for Construction. The Owner or the Architect, as appropriate, shall require of the contractors, consultants, agents, and employees of any of them, similar waivers in favor of the other parties enumerated herein.

§ 8.1.3 The Architect and Owner waive consequential damages for claims, disputes, or other matters in question, arising out of or relating to this Agreement. This mutual waiver is applicable, without limitation, to all consequential damages due to either party's termination of this Agreement, except as specifically provided in Section 9.7.

§ 8.2 Mediation

§ 8.2.1 Any claim, dispute or other matter in question arising out of or related to this Agreement shall be subject to mediation as a condition precedent to binding dispute resolution. If such matter relates to or is the subject of a lien arising out of the Architect's services, the Architect may proceed in accordance with applicable law to comply with the lien notice or filing deadlines prior to resolution of the matter by mediation or by binding dispute resolution.

§ 8.2.2 The Owner and Architect shall endeavor to resolve claims, disputes and other matters in question between them by mediation, which, unless the parties mutually agree otherwise, shall be administered by the American Arbitration Association in accordance with its Construction Industry Mediation Procedures in effect on the date of this Agreement. A request for mediation shall be made in writing, delivered to the other party to this Agreement, and

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filed with the person or entity administering the mediation. The request may be made concurrently with the filing of a complaint or other appropriate demand for binding dispute resolution but, in such event, mediation shall proceed in advance of binding dispute resolution proceedings, which shall be stayed pending mediation for a period of 60 days from the date of filing, unless stayed for a longer period by agreement of the parties or court order. If an arbitration proceeding is stayed pursuant to this section, the parties may nonetheless proceed to the selection of the arbitrator(s) and agree upon a schedule for later proceedings.

§ 8.2.3 The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in the place where the Project is located, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

§ 8.2.4 If the parties do not resolve a dispute through mediation pursuant to this Section 8.2, the method of binding dispute resolution shall be the following:
(Check the appropriate box.)

[« »] Arbitration pursuant to Section 8.3 of this Agreement

[«X»] Litigation in a court of competent jurisdiction

[« »] Other: *(Specify)*

« »

If the Owner and Architect do not select a method of binding dispute resolution, or do not subsequently agree in writing to a binding dispute resolution method other than litigation, the dispute will be resolved in a court of competent jurisdiction.

§ 8.3 Arbitration

§ 8.3.1 If the parties have selected arbitration as the method for binding dispute resolution in this Agreement, any claim, dispute or other matter in question arising out of or related to this Agreement subject to, but not resolved by, mediation shall be subject to arbitration, which, unless the parties mutually agree otherwise, shall be administered by the American Arbitration Association in accordance with its Construction Industry Arbitration Rules in effect on the date of this Agreement. A demand for arbitration shall be made in writing, delivered to the other party to this Agreement, and filed with the person or entity administering the arbitration.

§ 8.3.1.1 A demand for arbitration shall be made no earlier than concurrently with the filing of a request for mediation, but in no event shall it be made after the date when the institution of legal or equitable proceedings based on the claim, dispute or other matter in question would be barred by the applicable statute of limitations. For statute of limitations purposes, receipt of a written demand for arbitration by the person or entity administering the arbitration shall constitute the institution of legal or equitable proceedings based on the claim, dispute or other matter in question.

§ 8.3.2 The foregoing agreement to arbitrate, and other agreements to arbitrate with an additional person or entity duly consented to by parties to this Agreement, shall be specifically enforceable in accordance with applicable law in any court having jurisdiction thereof.

§ 8.3.3 The award rendered by the arbitrator(s) shall be final, and judgment may be entered upon it in accordance with applicable law in any court having jurisdiction thereof.

§ 8.3.4 Consolidation or Joinder

§ 8.3.4.1 Either party, at its sole discretion, may consolidate an arbitration conducted under this Agreement with any other arbitration to which it is a party provided that (1) the arbitration agreement governing the other arbitration permits consolidation; (2) the arbitrations to be consolidated substantially involve common questions of law or fact; and (3) the arbitrations employ materially similar procedural rules and methods for selecting arbitrator(s).

§ 8.3.4.2 Either party, at its sole discretion, may include by joinder persons or entities substantially involved in a common question of law or fact whose presence is required if complete relief is to be accorded in arbitration,

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provided that the party sought to be joined consents in writing to such joinder. Consent to arbitration involving an additional person or entity shall not constitute consent to arbitration of any claim, dispute or other matter in question not described in the written consent.

§ 8.3.4.3 The Owner and Architect grant to any person or entity made a party to an arbitration conducted under this Section 8.3, whether by joinder or consolidation, the same rights of joinder and consolidation as the Owner and Architect under this Agreement.

§ 8.4 The provisions of this Article 8 shall survive the termination of this Agreement.

ARTICLE 9 TERMINATION OR SUSPENSION

§ 9.1 If the Owner fails to make payments to the Architect in accordance with this Agreement, such failure shall be considered substantial nonperformance and cause for termination or, at the Architect's option, cause for suspension of performance of services under this Agreement. If the Architect elects to suspend services, the Architect shall give seven days' written notice to the Owner before suspending services. In the event of a suspension of services, the Architect shall have no liability to the Owner for delay or damage caused the Owner because of such suspension of services. Before resuming services, the Owner shall pay the Architect all sums due prior to suspension and any expenses incurred in the interruption and resumption of the Architect's services. The Architect's fees for the remaining services and the time schedules shall be equitably adjusted.

§ 9.2 If the Owner suspends the Project, the Architect shall be compensated for services performed prior to notice of such suspension. When the Project is resumed, the Architect shall be compensated for expenses incurred in the interruption and resumption of the Architect's services. The Architect's fees for the remaining services and the time schedules shall be equitably adjusted.

§ 9.3 If the Owner suspends the Project for more than 90 cumulative days for reasons other than the fault of the Architect, the Architect may terminate this Agreement by giving not less than seven days' written notice.

§ 9.4 Either party may terminate this Agreement upon not less than seven days' written notice should the other party fail substantially to perform in accordance with the terms of this Agreement through no fault of the party initiating the termination.

§ 9.5 The Owner may terminate this Agreement upon not less than seven days' written notice to the Architect for the Owner's convenience and without cause.

§ 9.6 If the Owner terminates this Agreement for its convenience pursuant to Section 9.5, or the Architect terminates this Agreement pursuant to Section 9.3, the Owner shall compensate the Architect for services performed prior to termination, Reimbursable Expenses incurred, and costs attributable to termination, including the costs attributable to the Architect's termination of consultant agreements.

§ 9.7 In addition to any amounts paid under Section 9.6, if the Owner terminates this Agreement for its convenience pursuant to Section 9.5, or the Architect terminates this Agreement pursuant to Section 9.3, the Owner shall pay to the Architect the following fees:
(Set forth below the amount of any termination or licensing fee, or the method for determining any termination or licensing fee.)

.1 Termination Fee:

«»N/A

.2 Licensing Fee if the Owner intends to continue using the Architect's Instruments of Service:

«»N/A

§ 9.8 Except as otherwise expressly provided herein, this Agreement shall terminate one year from the date of Substantial Completion.

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§ 9.9 The Owner's rights to use the Architect's Instruments of Service in the event of a termination of this Agreement are set forth in Article 7 and Section 9.7.

ARTICLE 10 MISCELLANEOUS PROVISIONS

§ 10.1 This Agreement shall be governed by the law of the place where the Project is located, excluding that jurisdiction's choice of law rules. If the parties have selected arbitration as the method of binding dispute resolution, the Federal Arbitration Act shall govern Section 8.3.

§ 10.2 Terms in this Agreement shall have the same meaning as those in AIA Document A201–2017, General Conditions of the Contract for Construction.

§ 10.3 The Owner and Architect, respectively, bind themselves, their agents, successors, assigns, and legal representatives to this Agreement. Neither the Owner nor the Architect shall assign this Agreement without the written consent of the other, except that the Owner may assign this Agreement to a lender providing financing for the Project if the lender agrees to assume the Owner's rights and obligations under this Agreement, including any payments due to the Architect by the Owner prior to the assignment.

§ 10.4 If the Owner requests the Architect to execute certificates, the proposed language of such certificates shall be submitted to the Architect for review at least 14 days prior to the requested dates of execution. If the Owner requests the Architect to execute consents reasonably required to facilitate assignment to a lender, the Architect shall execute all such consents that are consistent with this Agreement, provided the proposed consent is submitted to the Architect for review at least 14 days prior to execution. The Architect shall not be required to execute certificates or consents that would require knowledge, services, or responsibilities beyond the scope of this Agreement.

§ 10.5 Nothing contained in this Agreement shall create a contractual relationship with, or a cause of action in favor of, a third party against either the Owner or Architect.

§ 10.6 Unless otherwise required in this Agreement, the Architect shall have no responsibility for the discovery, presence, handling, removal or disposal of, or exposure of persons to, hazardous materials or toxic substances in any form at the Project site.

§ 10.7 The Architect shall have the right to include photographic or artistic representations of the design of the Project among the Architect's promotional and professional materials. The Architect shall be given reasonable access to the completed Project to make such representations. However, the Architect's materials shall not include the Owner's confidential or proprietary information if the Owner has previously advised the Architect in writing of the specific information considered by the Owner to be confidential or proprietary. The Owner shall provide professional credit for the Architect in the Owner's promotional materials for the Project. This Section 10.7 shall survive the termination of this Agreement unless the Owner terminates this Agreement for cause pursuant to Section 9.4.

§ 10.8 If the Architect or Owner receives information specifically designated as "confidential" or "business proprietary," the receiving party shall keep such information strictly confidential and shall not disclose it to any other person except as set forth in Section 10.8.1. This Section 10.8 shall survive the termination of this Agreement.

§ 10.8.1 The receiving party may disclose "confidential" or "business proprietary" information after 7 days' notice to the other party, when required by law, arbitrator's order, or court order, including a subpoena or other form of compulsory legal process issued by a court or governmental entity, or to the extent such information is reasonably necessary for the receiving party to defend itself in any dispute. The receiving party may also disclose such information to its employees, consultants, or contractors in order to perform services or work solely and exclusively for the Project, provided those employees, consultants and contractors are subject to the restrictions on the disclosure and use of such information as set forth in this Section 10.8.

§ 10.9 The invalidity of any provision of the Agreement shall not invalidate the Agreement or its remaining provisions. If it is determined that any provision of the Agreement violates any law, or is otherwise invalid or unenforceable, then that provision shall be revised to the extent necessary to make that provision legal and enforceable. In such case the Agreement shall be construed, to the fullest extent permitted by law, to give effect to the parties' intentions and purposes in executing the Agreement.

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ARTICLE 11 COMPENSATION

§ 11.1 For the Architect's Basic Services described under Article 3, the Owner shall compensate the Architect as follows:

.1 Stipulated Sum
(Insert amount)

In accordance with HDR's Proposal and Statement of Work letter dated September 26, 2025.«»

.2 Percentage Basis
(Insert percentage value)

Not applicable.«» (« ») % of the Owner's budget for the Cost of the Work, as calculated in accordance with Section 11.6.

.3 Other
(Describe the method of compensation)

Not applicable.«»

§ 11.2 For the Architect's Supplemental Services designated in Section 4.1.1 and for any Sustainability Services required pursuant to Section 4.1.3, the Owner shall compensate the Architect as follows:
(Insert amount of, or basis for, compensation. If necessary, list specific services to which particular methods of compensation apply.)

Not applicable.«»

§ 11.3 For Additional Services that may arise during the course of the Project, including those under Section 4.2, the Owner shall compensate the Architect as follows:
(Insert amount of, or basis for, compensation.)

In accordance with HDR's Proposal and Statement of Work letter dated September 26, 2025.«»

§ 11.4 Compensation for Supplemental and Additional Services of the Architect's consultants when not included in Section 11.2 or 11.3, shall be the amount invoiced to the Architect plus «»0 percent (0«»%), or as follows:
(Insert amount of, or basis for computing, Architect's consultants' compensation for Supplemental or Additional Services.)

In accordance with HDR's Proposal and Statement of Work letter dated September 26, 2025.«»

§ 11.5 When compensation for Basic Services is based on a stipulated sum or a percentage basis, the proportion of compensation for each phase of services shall be as follows:

In accordance with HDR's Proposal and Statement of Work letter dated September 26, 2025.

Schematic Design Phase	« »	percent (	« »	%)
Design Development Phase	« »	percent (	« »	%)
Construction Documents Phase	« »	percent (	« »	%)
Procurement Phase	« »	percent (	« »	%)
Construction Phase	« »	percent (	« »	%)
Total Basic Compensation	one hundred	percent (	100	%)

§ 11.6 When compensation identified in Section 11.1 is on a percentage basis, progress payments for each phase of Basic Services shall be calculated by multiplying the percentages identified in this Article by the Owner's most

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recent budget for the Cost of the Work. Compensation paid in previous progress payments shall not be adjusted based on subsequent updates to the Owner's budget for the Cost of the Work.

§ 11.6.1 When compensation is on a percentage basis and any portions of the Project are deleted or otherwise not constructed, compensation for those portions of the Project shall be payable to the extent services are performed on those portions. The Architect shall be entitled to compensation in accordance with this Agreement for all services performed whether or not the Construction Phase is commenced.

§ 11.7 The hourly billing rates for services of the Architect and the Architect's consultants are set forth below. The rates shall be adjusted in accordance with the Architect's and Architect's consultants' normal review practices.
(If applicable, attach an exhibit of hourly billing rates or insert them below.)

In accordance with HDR's Proposal and Statement of Work letter dated September 26, 2025.«»

Employee or Category	Rate ($0.00)

§ 11.8 Compensation for Reimbursable Expenses
§ 11.8.1 Reimbursable Expenses are in addition to compensation for Basic, Supplemental, and Additional Services and include expenses incurred by the Architect and the Architect's consultants directly related to the Project, as follows:

.1 Transportation and authorized out-of-town travel and subsistence;
.2 Long distance services, dedicated data and communication services, teleconferences, Project web sites, and extranets;
.3 Permitting and other fees required by authorities having jurisdiction over the Project;
.4 Printing, reproductions, plots, and standard form documents;
.5 Postage, handling, and delivery;
.6 Expense of overtime work requiring higher than regular rates, if authorized in advance by the Owner;
.7 Renderings, physical models, mock-ups, professional photography, and presentation materials requested by the Owner or required for the Project;
.8 If required by the Owner, and with the Owner's prior written approval, the Architect's consultants' expenses of professional liability insurance dedicated exclusively to this Project, or the expense of additional insurance coverage or limits in excess of that normally maintained by the Architect's consultants;
.9 All taxes levied on professional services and on reimbursable expenses;
.10 Site office expenses;
.11 Registration fees and any other fees charged by the Certifying Authority or by other entities as necessary to achieve the Sustainable Objective; and,
.12 Other similar Project-related expenditures.

§ 11.8.2 For Reimbursable Expenses the compensation shall be the expenses incurred by the Architect and the Architect's consultants plus «»0 percent («»0 %) of the expenses incurred.

§ 11.9 Architect's Insurance. If the types and limits of coverage required in Section 2.5 are in addition to the types and limits the Architect normally maintains, the Owner shall pay the Architect for the additional costs incurred by the Architect for the additional coverages as set forth below:
(Insert the additional coverages the Architect is required to obtain in order to satisfy the requirements set forth in Section 2.5, and for which the Owner shall reimburse the Architect.)

Unknown at time of execution.«»

§ 11.10 Payments to the Architect
§ 11.10.1 Initial Payments
§ 11.10.1.1 An initial payment of «»0 ($ «»0) shall be made upon execution of this Agreement and is the minimum payment under this Agreement. It shall be credited to the Owner's account in the final invoice.

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§ 11.10.1.2 If a Sustainability Certification is part of the Sustainable Objective, an initial payment to the Architect of «»0 ($ «»0) shall be made upon execution of this Agreement for registration fees and other fees payable to the Certifying Authority and necessary to achieve the Sustainability Certification. The Architect's payments to the Certifying Authority shall be credited to the Owner's account at the time the expense is incurred.

§ 11.10.2 Progress Payments

§ 11.10.2.1 Unless otherwise agreed, payments for services shall be made monthly in proportion to services performed. Payments are due and payable upon presentation of the Architect's invoice. Amounts unpaid «»thirty-one (31 «») days after the invoice date shall bear interest at the rate entered below, or in the absence thereof at the legal rate prevailing from time to time at the principal place of business of the Architect.
(Insert rate of monthly or annual interest agreed upon.)

«»6 % « »

§ 11.10.2.2 The Owner shall not withhold amounts from the Architect's compensation to impose a penalty or liquidated damages on the Architect, or to offset sums requested by or paid to contractors for the cost of changes in the Work, unless the Architect agrees or has been found liable for the amounts in a binding dispute resolution proceeding.

§ 11.10.2.3 Records of Reimbursable Expenses, expenses pertaining to Supplemental and Additional Services, and services performed on the basis of hourly rates shall be available to the Owner at mutually convenient times.

ARTICLE 12 SPECIAL TERMS AND CONDITIONS

Special terms and conditions that modify this Agreement are as follows:
(Include other terms and conditions applicable to this Agreement.)

Unknown at time of execution.«»

ARTICLE 13 SCOPE OF THE AGREEMENT

§ 13.1 This Agreement represents the entire and integrated agreement between the Owner and the Architect and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by written instrument signed by both the Owner and Architect.

§ 13.2 This Agreement is comprised of the following documents identified below:

.1 AIA Document B101™–2017, Standard Form Agreement Between Owner and Architect

.2 Building Information Modeling Exhibit, if completed:

Unknown at time of execution.«»

.3 Exhibits:
(Check the appropriate box for any exhibits incorporated into this Agreement.)

[« »] AIA Document E204™–2017, Sustainable Projects Exhibit, dated as indicated below:
(Insert the date of the E204-2017 incorporated into this agreement.)

« »

[« »] Other Exhibits incorporated into this Agreement:
(Clearly identify any other exhibits incorporated into this Agreement, including any exhibits and scopes of services identified as exhibits in Section 4.1.2.)

« »

.4 Other documents:
(List other documents, if any, forming part of the Agreement.)

HDR's Proposal and Statement of Work letter dated September 26, 2025.«»

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This Agreement entered into as of the day and year first written above.

OWNER *(Signature)*	**ARCHITECT** *(Signature)*
Tom Zilinek City Engineer City of Southport «»«»	J. Richard Alsop, III, AIA, NCARB, LEED AP BD+C Managing Principal HDR Architecture, Inc. « »« »
(Printed name and title)	*(Printed name, title, and license number, if required)*

DRAFT

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City of Southport, North Carolina
2026 Installment Financing
Debt Service Summary

15-Year Term	
Sources of Funds	
Par Amount	8,125,000
Total Sources of Funds	**8,125,000**
Uses of Funds	
Project Fund	8,000,000
Cost of Issuance	125,000
Total Uses of Funds	**8,125,000**
True Interest Cost	**4.25%**
All-In TIC	**4.49%**

Fiscal Year	Principal	Interest	Total
2027	542,000	334,761	876,761
2028	542,000	322,278	864,278
2029	542,000	299,243	841,243
2030	542,000	276,208	818,208
2031	542,000	253,173	795,173
2032	542,000	230,138	772,138
2033	542,000	207,103	749,103
2034	542,000	184,068	726,068
2035	542,000	161,033	703,033
2036	542,000	137,998	679,998
2037	541,000	114,963	655,963
2038	541,000	91,970	632,970
2039	541,000	68,978	609,978
2040	541,000	45,985	586,985
2041	541,000	22,993	563,993
2042	-	-	-
2043	-	-	-
2044	-	-	-
2045	-	-	-
2046	-	-	-
Total	**8,125,000**	**2,750,886**	**10,875,886**

20-Year Term	
Sources of Funds	
Par Amount	8,125,000
Total Sources of Funds	**8,125,000**
Uses of Funds	
Project Fund	8,000,000
Cost of Issuance	125,000
Total Uses of Funds	**8,125,000**
True Interest Cost	**4.75%**
All-In TIC	**4.95%**

Fiscal Year	Principal	Interest	Total
2027	406,000	374,145	780,145
2028	407,000	366,653	773,653
2029	407,000	347,320	754,320
2030	407,000	327,988	734,988
2031	407,000	308,655	715,655
2032	407,000	289,323	696,323
2033	407,000	269,990	676,990
2034	407,000	250,658	657,658
2035	407,000	231,325	638,325
2036	407,000	211,993	618,993
2037	407,000	192,660	599,660
2038	406,000	173,328	579,328
2039	406,000	154,043	560,043
2040	406,000	134,758	540,758
2041	406,000	115,473	521,473
2042	405,000	96,188	501,188
2043	405,000	76,950	481,950
2044	405,000	57,713	462,713
2045	405,000	38,475	443,475
2046	405,000	19,238	424,238
Total	**8,125,000**	**4,036,870**	**12,161,870**

Assumptions:
- Closing date of 5/12/26
- First interest payment date of 11/1/26
- First principal payment date of 5/1/27
- $8,000,000 project fund
- Estimated cost of issuance of $125,000
- Level principal structure
- Estimated interest rate of 4.25% (15-Year term) and 4.75% (20-Year term)

Budget Amendment
Fiscal Year 2025-2026
Budget Amendment 2

WHEREAS on March 3rd, 2025, the Board of Aldermen ("Board") voted to designate the Old City Hall Building for use by the police department and to serve as the Board chambers and asked the Planning Board for recommendation; and

WHEREAS on April 10th, 2025, the Board made the final vote to move forward with plans to use Old City Hall for Police use and Board Chambers determined RFQ's would be due no later than May 20th, 2025; and

WHEREAS on July 22nd, 2025, The Board voted to select HDR Architects as the preferred firm to carry out the design phase and other services related to the project; and

WHEREAS HDR has submitted their final contract and proposal for their services; and

WHEREAS these funds were not originally budgeted in Fiscal Year 2025-2026 and the Board desires to transfer funds from the General Fund to initiate the renovation project:

NOW THEREFORE BE IT ORDAINED, by the Board of Aldermen of the City of Southport, North Carolina that the annual budget ordinance for fiscal year 2025-2026 shall be amended as follows:

Revenue Appropriated Fund Balance 10-00-3991-0000	Increase $900,000
Expenditure Transfer to Capital Fund 10-99-3970-9600	Increase $900,000
Revenue Transfer in General Fund 23-23-3970-0000	Increase $900,000
Expenditures Capital Outlay-Old City Hall 23-23-7300-9800	Increase $900,000

Adopted by the Southport Board of Aldermen in regular session, October 9th, 2025

_____
Rich Alt
Mayor, City of Southport

_____
Tori Deviney
City Clerk

BOARD OF ALDERMEN

AGENDA ITEM SUMMARY

DATE: 10/9/2025

PRESENTED BY: Streetlight Committee

ITEM/TOPIC: Streetlight Policy

JUSTIFICATION: The Boards Streetlight Committee will present updates to the City's streetlight policy.

SOUTHPORT STREET LIGHT POLICY (~~4-14-2022~~10/0~~9~~2/2025)

Purpose
To provide standards for outdoor lighting and to establish policy regarding street light installation and maintenance. It will be the policy of Southport to reduce negative impacts on wildlife, human eye sensitivity and the natural beauty of the night sky while providing light to enhance safety and City appearance.

Coverage
This policy shall apply to all outdoor areas within the municipal limits of the City of Southport. In conjunction with the phased implementation of the underground project, new fixtures/poles consistent with the Street Light Policy will replace existing street lights. Until new fixtures/poles are installed as part of the phased implementation of the underground project, obsolete fixtures that fail will be replaced by temporary fixtures selected by the Public Works Department.

Lighting Plan
A plan that details lights for parking, landscaping, exterior building lighting, streets and signs is required for any proposed highway commercial, business district, industrial, Planned Unit Development (PUD), or Major Site Plan project that requires review by the Southport Planning Board. Wherever possible, solar and dimming technology will be utilized to provide desired light conditions.

Definitions
Central Business District luminaire: Acorn style LED fixture on decorative black pole.

Luminaire: A complete electric light unit. Luminaire for the purpose of this policy will be luminaires pre-approved by the City of Southport and available through the City of Southport electrical installation and repair provider. All fixtures shall meet International Dark Sky Association standards and will have a color temperature of 2700 Kelvin (K) or less. (Appendix 4 identifies approved luminaires for use in Southport~~, and the E.T.J.~~)

Light Source: (Lamp) The light emitted by Light Emitting Diodes (LEDs) and fiber optics is required. The maximum color temperature permitted is 2700 Kelvin (K). Existing light sources of incandescent, metal halide, or high-pressure sodium will be replaced with 2700K LED whenever a light source needs repair, replaced or as part of a maintenance plan.

Southport Historic District: Refer to the Southport Historic District map retained in the Planning Department.

Southport Special luminaire: Single bell-shaped fixture with LED as approved by the City of Southport.

Street Light Map: Color coded map attached to policy (Appendix 5). Colors identify criteria to be followed for luminaire installation.

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Artificial Light General Use

A. Street Lighting fixtures may not exceed 40 feet in height (as measured from the ground to the top of the pole). The City of Southport may permit fixtures above this height when necessary to provide illumination for situations other than streets such as but not exclusive to: stadiums, water tanks, towers or recreation fields.

B. Lighting within any property that illuminates or interferes with the reasonable use or enjoyment of any other property is prohibited.

C. Blinking or flashing lights shall be prohibited unless the lights are required as a safety feature and approved by the City of Southport.

Lighting of City Maintained Streets

It is the goal of this policy to provide safe, effective lighting on City of Southport maintained streets consistent with the community's historic character and residential neighborhoods. Lighting and maintenance of street lights will be the responsibility of the City when the lights are directly connected to the City of Southport electrical grid. If the street lights on city maintained roads are the property of BEMC and are connected to the BEMC electrical grid, the cost of lighting and maintaining the street lights will be a shared responsibility between the City and HOA/POA. In all situations, the City's maximum responsibility/contribution to the cost for operation and maintenance will be an amount that is equal to or less than the City's monthly power and maintenance cost for a standard street light under this policy connected to the City of Southport electrical grid.

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A. At any specified location, lighting shall be installed so that the level of illumination measured in foot-candles (fc), falls within the appropriate range. Foot-candle measurement is determined by measuring the lighted area on pavement, at any given point.

B. Street lights shall be installed within the road right of way or as close to lateral property lines as possible. Shorter or longer spacing intervals are permitted to accommodate the vertical or horizontal street alignment or natural features such as trees.

C. New street light luminaires and poles may replace existing fixtures, when necessary, to accomplish illumination measured in foot candles in accordance with the lighting chart in this document. Appropriate luminaire and pole types will differ depending on the location where the street light is to be installed. New and replacement poles made out of wood, concrete or composite are permitted. . If minimum safe light conditions do not exist at a particular location, additional street lights may be installed.

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D. Residents along a street may request additional street lighting beyond what is already installed, provided the requested additional street lighting is approved by the City. Requests shall be made by completing the Southport Street Lighting Request Form (See Appendix 3). The City shall determine

the area of influence on a case-by-case basis. If approved, the City will process the request and may cover all costs associated with street light installation if funds are available as determined by the City.

E. Residents may request the relocation of a street light. Requests shall be made by completing the Southport Street Lighting Request Form. The City shall consider such a request if the relocation does not reduce the illumination below minimum foot candles. Relocation costs and all facilities abandonment costs must be paid in full to the City, in advance, by the resident(s) requesting the relocation if the request is approved but funds are not approved by the City.

F. When new streets have been completed according to City standards and accepted by the City for maintenance, a request for adoption of the installed street lights can be made by the developer or HOA/POA.

G. In cases of annexation, where the street(s) meets City standards and have been accepted by the City, the streetlights can be considered for adoption by the city. When applicable, the HOA/POA shall make a request for the City to evaluate existing street lights for adoption. If the street lights conform to City standards, the city may adopt the street lights.

Lighting of North Carolina Department of Transportation (NCDOT) Maintained Streets

NCDOT allows the installation of utilities, including lighting along NCDOT maintained roadways through the encroachment process. Several roads in the City of Southport are maintained by NCDOT. If the City plans to change the existing street lighting design on NCDOT maintained roads, the new lighting design must be submitted to and approved by NCDOT, through the encroachment agreement process prior to installation.

Street Lighting Map

A. HOA /POA in a Planned Unit Development or Subdivision (map color purple): Street lights will be identified on plans submitted by the developer to Development Services for new construction or by Homeowners/Property Owners Organization if lights are being replaced.

1) The City of Southport will not pay for any costs associated with the lighting of private streets, parking lots, alleys or driveways.
2) Luminaires and poles used in Planned Unit Developments and Major Site Plans must be approved by the City of Southport.
3) Street lights will be placed at all street intersections.
4) See chart for light levels for streets.

B. Waterfront and Downtown Area Streets (map color blue): Streets highlighted with blue on map that are located in the Waterfront Area, the Yacht Basin, E. Moore St., and including Howe St. up to Robert Ruark Drive ~~14th Street~~.

1) Lighting in this area will be the Southport Special luminaire mounted on concrete poles.
2) See chart for light levels for streets and intersections.
3) Street lights will be placed at all street and crosswalk intersections.

C. Central Business District (map color red): Streets highlighted with red on the map shall conform to the following standards:

1) Utilize a combination of acorn fixtures on decorative poles and standard armed fixtures on wooden poles at intersections.
2) See chart for light levels for streets.
3) When underground electricity is installed in this area, the standard armed fixtures/poles at intersections shall be replaced by Southport Special luminaires on concrete poles.

D. Street Lights on Residential Area Streets (map color green): Streets highlighted with green on map in residential areas beyond the Waterfront/Downtown area and are not part of an HOA/POA; lighting on these streets shall conform to the following standards:

1) Street lights will be Southport Special luminaires ~~approved fixtures~~ mounted on concrete poles. ~~wooden poles~~.
2) See chart for light levels.
3) Street lights will be placed at all street and crosswalk intersections.
~~3)~~
4) When underground electricity is installed in this area, the standard armed fixtures/poles shall be replaced by Southport Special luminaires on concrete poles.

E. Street Lights on Main Roadway Corridors (map color yellow): Main roadway corridor street lights shall conform to the following standards:

1) Street lights will be approved fixtures mounted on wooden poles.
2) See chart for light levels.
3) Street lights will be placed at all street and crosswalk intersections.

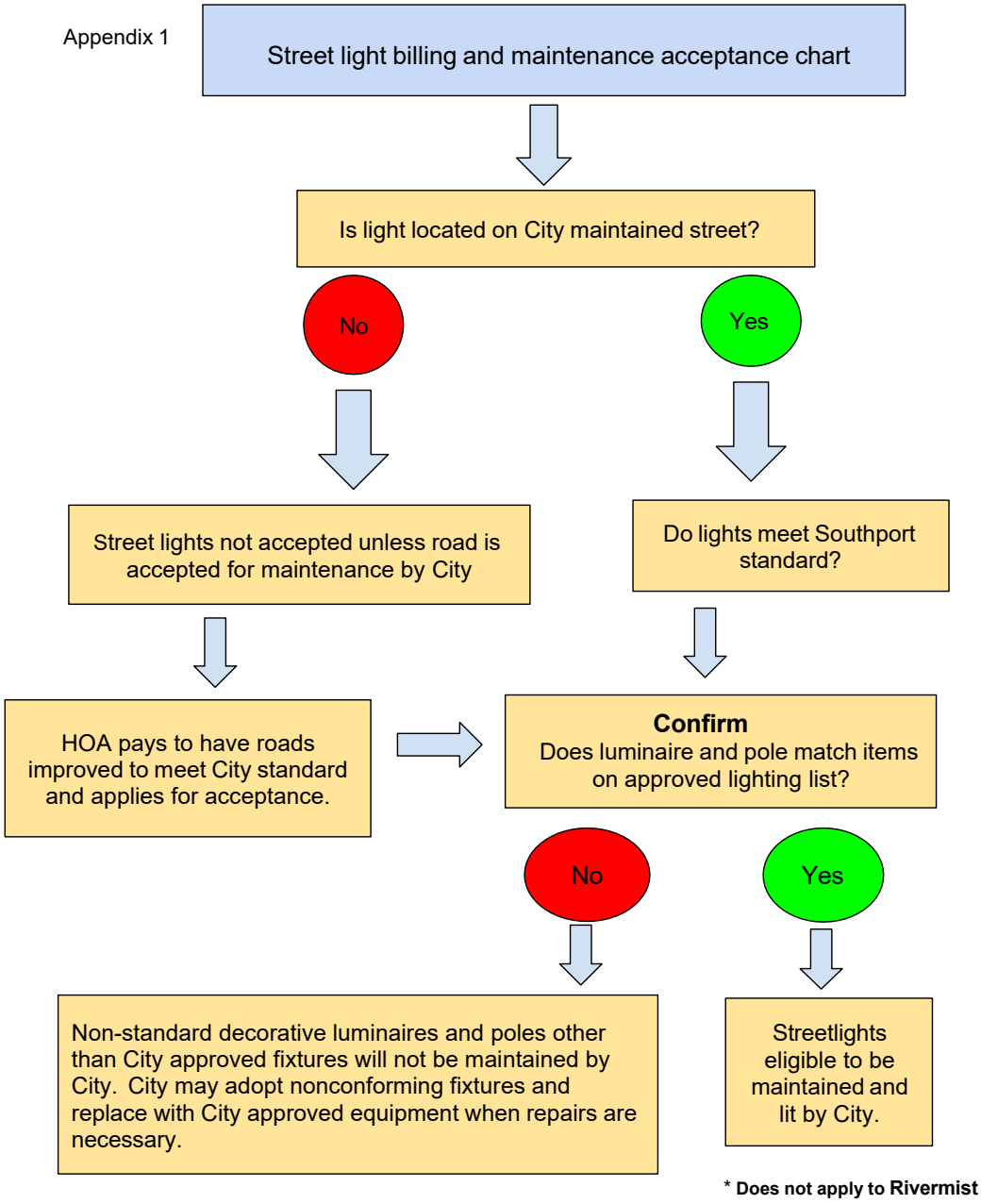
Nonconforming Lights

Luminaires (fixtures) existing as of April 14, 2022 in HOA/POA neighborhoods may remain and shall be considered nonconforming structures. However, nonconforming lights **will not** be maintained by the City even if such lights are on City maintained streets. Modifications, replacement, or expansions, shall conform to the standards of this policy. If HOA/POA neighborhoods desire to retain nonconforming lights and poles, those shall be maintained, repaired and/or replaced with the like kind, at the expense of the HOA/POA.

Appendix 1: Street light acceptance flow chart Appendix 2: Light levels chart
Appendix 3: Southport Street Lighting Request Form Appendix 4: Pictures of approved luminaires and poles Appendix 5: Map

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Appendix 1



* **Does not apply to Rivermist**

5

Appendix 2

Light Level Chart

Foot Candle Measurements

Location of Lighting	Average	Minimum	Maximum
Waterfront, Commercial Downtown Areas and Central Business District Streets	1.2	0.6	1.5
HOA/POA and City Residential Streets	0.7	0.4	1.2
Main Roadway Corridors	.8	0.2	1.4

Appendix 3

Southport Street Lighting Request Form

Name: _____ Date: _____

Address: _____

Telephone: _____ E-mail:_____

Neighborhood/Subdivision Name: _____

Street Light Request Petition with signatures must be attached.

Type of Request (check one): See page two (2) for required signatures

- _____Street Light Relocation
- _____New Street Light Installation

Identify below the street light in question if you are requesting a relocation.
If you are requesting a new light at a location without street lighting, identify the street and closest address.

Light Pole Number	Name of Street and closest address
_____	_____
_____	_____
_____	_____

Please mail or drop off the completed request:
Southport City Hall, 1029 N Howe Street, Southport, NC 28461
Attention: Electrical Supervisor/Load Management
For questions call 910-457-7938

Street Light Request Petition on City Maintained Streets

- For a light relocation or addition in a residential area, the signatures of the adjacent property owners on both sides of your property (the site of proposed change) and the three adjacent property owners across the street from your address are required. Additionally, lots in unique areas at intersections or corners shall include the signatures of properties within a 200 feet radius of the proposed change.

Location of proposed street light addition or relocation:

_____

_____

We the undersigned support the addition _____or relocation _____of a street light at the location listed above. (Check one)

Signatures:

_____ Address: _____

_____ Address: _____

_____ Address: _____

_____ Address: _____

_____ Address: _____

_____ Address: _____

_____ Address: _____

_____ Address: _____

_____ Address: _____

Completed petition must accompany request.

Approved Luminaires and Poles

Appendix 4



HOLOPHANE AWDE3
Acrylic Washington Postlite
P20

TYPE 35 Acorn Style
Black Pole
Color Temperature 2700K



~~American Revolution LED~~
~~Series 247L~~
~~P40~~

~~Colonial Style with~~
~~Translucent lens~~
~~Black Pole~~
~~Color Temperature 2700K~~



American Revolution Full
Cutoff LED Series 247CL
P40

Colonial Style without lens
Black Pole
Color Temperature 2700K

9





Southport Special
GlasWerks Flat LED 2 Bern
GBLF2
Color Temperature 2700K
Cement Pole





Standard City Street Lights
Autobahn Series ATB0
Type 30
Type 33

Color Temperature 2700K
Wood Pole

10

BOARD OF ALDERMEN
AGENDA ITEM SUMMARY

DATE: 10/9/2025

ITEM SPONSORED BY: Aldermen Carroll

ITEM/TOPIC: Public Comment Policy

JUSTIFICATION: The City has not previously had a formal public comment policy, which has at times resulted in comments exceeding reasonable time limits and lacking proper decorum. The Board and City staff value public input on a wide range of views, ideas, and concerns related to City business and proposed actions.

State law requires local governments to provide an opportunity for public comment at least once per month during a regular meeting. At the same time, state law and the courts recognize that local governments may establish reasonable rules to govern public comment periods.

This proposed policy both upholds the legal requirements of state law and court precedent and affirms the public's right to share their views on City matters. It also ensures that civility, order, and decorum are maintained during all public comment periods, while also respecting everyone's time and the need for the Board to carry out the business before them.

ATTACHMENTS: Proposed Policy

PROPOSED MOTION: Approve the public comment policy as presented

Resolution #25-1009.02

A RESOLUTION OF THE SOUTHPORT BOARD OF ALDERMEN ADOPTING A PUBLIC COMMENT POLICY

WHEREAS, the Board of Aldermen of the City of Southport regularly conducts public comment periods and public hearings where members of the public wish to speak on matters that come before the Board; and

WHEREAS, the Board of Aldermen values the public's comments and wish to provide a process by which comments can be heard and considered with clarity, fairness, and respect; and

WHEREAS, North Carolina General Statutes § 160A-81 and § 160A-81.1 authorize local governing boards to adopt reasonable rules governing the conduct of public comment periods and public hearings, including rules to maintain order and decorum; and

WHEREAS, the Board of Aldermen desires to adopt a unified Public Comment Policy that ensures civility, consistency, and efficiency in all public comment opportunities.

NOW, THEREFORE, BE IT RESOLVED that the Board of Aldermen of the City of Southport hereby adopts the following Public Comment Policy, effective immediately that shall also be incorporated into the Board of Aldermen's Rules of Procedure:

Public Comment Policy

Purpose

The purpose of this Policy is to provide for public comment in a fair, consistent, and informative manner, ensuring that all participants are heard while maintaining order and respect during meetings of the Board of Aldermen. This Policy incorporates the requirements of state law and reflects best practices from other municipalities in North Carolina.

Procedures

1. Public Comment Periods will be scheduled at every regular meeting of the Board of Aldermen.

2. Persons wishing to speak must sign up in advance, providing their full name, address, and topic of comment. No substitutions of speakers are permitted once the meeting begins.

3. Each speaker will be allocated xxxxxx (0) minutes. A spokesperson designated for a group of 3 or more individuals may be allotted up to xxxxxx (0) minutes. The Mayor or presiding officer may adjust these times depending on the number of speakers and the agenda.

4. Speakers may only address the Board once during the public comment period. Comments related to matters scheduled for a formal public hearing shall not be heard during the general public comment period.

5. Speakers must come to the podium, state their name and address, and direct all comments to the Board as a whole.

6. Public comments shall not be related to, promote or disparage any political candidate, campaigns or election matters.

7. Public comments shall be relevant to city business, municipal services, or matters within the jurisdiction of the Board of Aldermen.

8. Speakers should make every effort not to be overly repetitive with the same argument as prior speakers in order to allow other perspectives to be heard and respect everyone's time.

9. Speakers are encouraged to provide written comments to the City Clerk for inclusion in the meeting minutes or if the speaker's comments exceed the allotted time.

10. Members of the public that are not present may send in written comments to the City Clerk who shall read the comments. All written comments shall comply with this policy including the time limit and decorum.

Rules of Decorum

1. Speakers and audience members shall be civil and courteous. Insults, profanity, vulgar language or gestures, personal attacks, threats, or other disruptive behavior will not be tolerated.

2. Comments, questions, or demonstrations from the audience are not permitted. Speakers shall not address or respond to audience members.

3. Speakers should not expect immediate responses from the Board. The Mayor or presiding officer may ask staff to follow up as appropriate.

Public Hearings

1. For zoning or other legislative hearings, the same public comment policy shall apply.

Enforcement

Failure to comply with this Policy may result in the speaker being declared out of order and removed from the meeting. The Mayor or presiding officer has full authority to enforce these rules to ensure orderly proceedings.

Adopted this 9th day of October, 2025, by the Board of Aldermen of the City of Southport, North Carolina.

_____

Rich Alt

Mayor

ATTEST:

_____

Tori Deviney

City Clerk

City of Southport ABC Board Minutes

Date: August 16th 2025, Minutes taken by: Harold Todd Dunn

Location: Southport ABC Store

Quorum determined: Meeting called to order by Chairman Davis at: 12:30pm

No Conflict of interest

In Attendance: Board Chairman- William Davis, Board Members – Angela Wadsworth, Adam Steadman, Jim Poppe GM – Harold Todd Dunn , Assistant Manager – Nadine Del Pezzo ABC Liaison -Frank Lai

Absent: Zach Zuelke

Open Comment and Discussion – None

Approval of 7/9/25 Minutes: Minutes amended, approved by Angela and Jim

1. **Old Business**

   A. Discussed Audit
   B. Discussed Conference

2. **New Business**

   A. Discussed and agreed to have Capitol Management come talk at next meeting about possibly using them for investment and saving

3. **Business Reports**

   Presented Monthly Sales Report

4. **Employee Issues.**

   Discussed Employee Issues

Adjourned: Motion was made and seconded to adjourn the meeting

Next Regular meeting: Sept 9th 2025 at 2:00pm at Southport ABC Store

APPROVED BY AND DATE

SEPTEMBER 2025 SALES DATA COMPARISON AND SAVINGS

SALES TYPE	2024 Sales	2025 Sales	DIFFERENCE	% CHANGE
RETAIL	$ 268,803.55	$ 336,582.80	$ 67,779.25	25.22
MXB SALES	$ 105,402.55	$ 156,493.15	$ 51,090.60	48.47
TOTAL	$ 374,206.10	$ 493,075.95	$ 118,869.85	31.77
Customers	6370	8012	1642	25.78
		$ -		
Bottles Sold	18,583	25,118	6,535	35.17
PAYROLL EXPENSES	$ -	$ -	$0	#DIV/0!
		$ -		
Credit Cards	$ -	$ 305,588.44		
		$ -		
TOTAL SALES INC. TAX	$ -	$ 360,150.87		
	2019 Sales	2025 Sales	Difference	
Retail 2019	$ 219,264.40	$ 336,582.80	117,318.40	53.51
MXB 2019	$ 68,345.90	$ 156,493.15	88,147.25	128.97
	$ 287,610.30	$ 493,075.95	205,465.65	71.44
SALES TYPE	2020 SALES	2025 Sales	DIFFERENCE	% CHANGE
RETAIL	$ 323,384.15	$ 336,582.80	$ 13,198.65	4.08
MXB SALES	$ 72,305.67	$ 156,493.15	$ 84,187.48	116.43
TOTAL	$ 395,689.82	$ 493,075.95	$ 97,386.13	24.61
SALES TYPE	2021 Sales	2025 Sales	DIFFERENCE	% CHANGE
RETAIL	$ 312,048.30	$ 336,582.80	$ 24,534.50	7.86
MXB SALES	$ 136,727.64	$ 156,493.15	$ 19,765.51	14.46
TOTAL	$ 448,775.94	$ 493,075.95	$ 44,300.01	9.87
SALES TYPE	2022 Sales	2025 Sales	DIFFERENCE	% CHANGE
RETAIL	$ 342,984.45	$ 336,582.80	$ (6,401.65)	-1.87
MXB SALES	$ 135,742.52	$ 156,493.15	$ 20,750.63	15.29
TOTAL	$ 478,726.97	$ 493,075.95	$ 14,348.98	3.00
SALES TYPE	2023 Sales	2025 Sales	DIFFERENCE	% CHANGE
RETAIL	$ 401,519.35	$ 336,582.80	$ (64,936.55)	-16.17
MXB SALES	$ 159,422.30	$ 156,493.15	$ (2,929.15)	-1.84
TOTAL	$ 560,941.65	$ 493,075.95	$ (67,865.70)	-12.10

Development Services Highlights – October 2025

Planning Board: Regular meetings of the Planning Board are every 3rd Thursday at 6 p.m. at the Community Building.

The September regular meeting of the Planning Board was canceled. A special Planning Board meeting was held on Wednesday, September 3, to review draft Rules of Procedure. There will be a special meeting on Tuesday, October 7, 2025, at 9:00 a.m. at the Indian Trail Meeting Hall to continue reviewing the Rules of Procedure.

The next regular meeting is Thursday, October 16, 2025. No new major development applications or applicant-initiated text/map amendments have been submitted.

Board of Adjustment: Regular meetings of the Board of Adjustment are every 4th Tuesday at 4:30 p.m. at the Indian Trail Meeting Hall.

The regular meeting for September was on Tuesday, September 23, 2025. A special use permit modification for the change of the footprint of a previously approved accessory dwelling unit was approved. There were no other cases on the agenda.

The next meeting is on Tuesday, October 28, 2025. It is anticipated that there will be an appeal of a staff determination and a special use permit for an accessory dwelling unit.

Historic Preservation Commission: Regular meetings of the Historic Preservation Commission are every 1st Wednesday at the Indian Trail Meeting Hall**.**

The regular meeting of the HPC was held on September 3 and the agenda included confirmation and approval of their final recommendation of changes to the Local Historic Design Standards for consideration at a Board of Alderman special meeting/workshop. The joint Board of Aldermen and Historic Preservation Commission meeting scheduled for September 29, 2025, was canceled with no new date set at the time of this submittal.

Forestry Committee: Regular meetings of the Forestry Committee are every 2nd Tuesday at 5 p.m. at the Indian Trail Meeting Hall**.**

The Forestry Committee met on September 9, 2025. The committee elected the chair and vice-chair, discussed the 2025 Tree City USA submittal, 2026 tree planting sites, surveying the John N Smith Cemetery along with other old business. New walking tour brochures are being distributed to locations throughout the city.

The Committee's discussion with the NC Audubon Society on the Tree Preservation Ordinance was posted to the Forestry Committee webpage on the City's website. https://www.youtube.com/watch?v=c8b75cly3zg

Code Enforcement:
Staff are sharing the following information with residents for guidance on placing political signs.

As we enter the election season, it's important that we all play our part in supporting the candidates we choose while respecting and adhering to our city's ordinances. Residents have the freedom to place multiple political signs on their property, provided they follow the standards outlined below.

- Signs can NOT be placed within the city's rights-of-way.
- Temporary signs can be no larger than 9 square feet.
- Residents may place one larger sign, not to exceed 32 square feet.
- Signs may be placed on property 90 days before a primary or general election for any federal, state, or local office.
- Signs must be removed within 10 days following the election.
- Signs can be placed within the NCDOT rights-of-way with the following standards:
    - NCDOT Roads include N. Howe Street, E. Moore Street, E. Leonard Street, W. 9th Street, W. West Street, and Ferry Road.
    - Permission must be granted by any property owner of a residence, business, or religious institution adjacent to the rights-of-way where a sign will be placed.
    - No sign can be larger than 6 square feet or higher than 3.5 feet.
    - Signs may be placed beginning on the 30th day before early voting and must be removed by the 10th day after election day.
    - No sign can be closer than 3 feet from the edge of the pavement of the road.
    - It's important to remember that no sign should obstruct traffic or compromise pedestrian visibility, ensuring everyone's safety.
    - No sign can replace or obscure another sign.

The six (6) remaining properties with ROW encroachments that have not come into compliance were issued with a 2nd Notice of Violation, which requires action/abatement before the final order is sent with fines and actions that can be taken by the city to remedy the violation. The UDO administrator has the discretion to provide additional notices prior to the final order.

Planning and Code Enforcement staff field calls and meet with citizens on site to review ROW questions for compliance. ROW permits are being issued for existing allowable encroachments and new encroachments that meet development standards. Further, Staff are following the alleyway policy that was established by the BOA in 2024. A citizen that requests to open an alley adjacent to their property must apply for a ROW permit and tree removal permit, if trees need to be removed.

Code enforcement officers continue to proactively correct violations prior to sending formal notices of violation. To assist, literature and other courtesy notifications outlining code references for issues observed on properties throughout the city are distributed to citizens. These notifications are not

violations. If issues are not remedied after initial contact, a case is opened, and a formal notice of violation is issued to the property owner.

Other Notes:
The Multimodal Acceleration Plan is moving forward with completion of an online public survey, which will be posted on the plan's webpage in mid to late October. https://cityofsouthport.com/development-services/#multimodal-project-acceleration-plan There will be a virtual public input meeting which is tentatively scheduled for late October 23, 2025, at 6pm. Staff will forward a formal invitation with a link to RSVP and join the meeting. The plan is funded by a multimodal grant from NCDOT and will create a comprehensive and connected multimodal network with project-ready opportunities.

Staff continue to assist citizens with questions regarding signs, zoning, ROW permits, minor subdivisions, minor and major site plans, CAMA Minor Permits, tree permits, special flood hazard areas, text and map amendments, and any other items that come to the Department.

Protecting Quality of Life

Alliance Code Enforcement LLC

Monthly Report for September
City of Southport

Updated
September 30, 2025

ADDRESS	VIOLATION	STATUS
416 E Bay St	ZV	OPEN
724 N Lord St	MH/JP	OPEN
712 N Lord St	JV	OPEN
806 Clarendon Ave	MH/JV/JP	OPEN
803 Clarendon Ave	JV	OPEN
813 Clarendon Ave	MH	OPEN
801 N Caswell Ave	MH	HOLD
306 W 9th St	MH/OL	OPEN
926 Hankinsville Rd	MH/JP/OL	OPEN
913 Hankinsville Rd	MH	OPEN
1105 N Caswell Ave	JV	OPEN
301 W 11th St	MH	HOLD
712 Clarendon Ave	JV	OPEN
409 N Lord St	MH	OPEN
410 N Lord St	MH	OPEN
410 E Bay St	ZV	OPEN
305 Yaupon Dr Ext	JP/OL	OPEN
503 Clarendon Ave	JP	OPEN
401 N Fodale Ave	OL	OPEN
605 Clarendon Ave	MH/JP	OPEN
129 Park Ave	JV	OPEN
713 Cottage Ln	JP	ABATED
315 W 8th St	JV/JP	OPEN
825 N Caswell Ave	OL/JP/MH	OPEN
829 N Caswell Ave	MH/OL	OPEN
228 W 9th St	JP	OPEN
913 N Caswell Ave	JV	OPEN
511 W 11th St	JP	OPEN
609 W 11th St	ZV	OPEN
514 W 11th St	JV/JP	OPEN
PID 237DF01412 W 9TH ST	OL	OPEN
1012 N Caswell Ave	JP	OPEN

Protecting Quality of Life

Alliance Code Enforcement LLC

Monthly Report for September
City of Southport

Updated
September 30, 2025

210 N Fodale Ave	JP	**OPEN**
210 E Brown St	JV	**OPEN**
807 N Howe St	JV	**OPEN**
1211 N Caswell Ave Apt 3C	MH	**OPEN**
1211 N Caswell Ave Apt 2A	MH	**OPEN**
1211 N Caswell Ave Apt 2D	MH	**OPEN**
1211 N Caswell Ave Apt 5A	MH	**OPEN**
1211 N Caswell Ave Apt 6C	MH	**OPEN**
1211 N Caswell Ave Apt 6D	MH/JP	**OPEN**
PID 237EC036 Clarendon Ave	OL/JV	**OPEN**
718 Clarendon Ave	OL/JP	**OPEN**
520 N Caswell Ave	OL	**OPEN**
205 W Leonard St	OL	**OPEN**
115 E Owen St	OL	**OPEN**
PID 237EA013 N Caswell Ave	OL/JP	**OPEN**
616 N Caswell Ave	OL/JP	**OPEN**
620 N Caswell Ave	OL	**OPEN**
PID 237EC026 N Caswell Ave	OL	**OPEN**
206 Frink Dr	OL	**OPEN**
PID 238AD025 Mitchell St	OL	**OPEN**
507 N Caswell Ave	JV	**OPEN**
215 W 11th St	JP	**OPEN**
803 Clarendon Ave	MH/JP	**OPEN**
415 W Owens St	JP	**OPEN**
PID 237DF01408 Hankinsville Rd	OL	**OPEN**
1013 N Caswell Rd	JP	**ABATED**
609 N Caswell Ave	OL	**OPEN**
PID 237EC01802 N Caswell Ave	OL	**ABATED**
PID 237EC01801 N Caswell Ave	OL	**ABATED**
419 N Lord St	OL	**OPEN**
201 Willis Dr	OL	**ABATED**
105 Cape Fear	JP/JV	**ABATED**
906 E Moore St	JP	**ABATED**

Protecting Quality of Life

Alliance Code Enforcement LLC

Monthly Report for September
City of Southport

Updated
September 30, 2025

1226 N Howe St	JV	**UNFOUNDED**
413 Stuart Ave	MH/JP	**ABATED**
PID 222PA00101E Leonard St	OL	**OPEN**
116 E Owen St	MH	**OPEN**
821 N Lord St	JV	**OPEN**
PID 237EC016 N Caswell Ave	JP/OL	**OPEN**
PID 237EC015 Clarendon Ave	OL	**ABATED**
110 Frink Dr	JP	**ABATED**
316 Stuart Ave	OL	**OPEN**
706 Burrington Ave	JP	**ABATED**
PID 237ED045 W Leonard St	OL	**ABATED**
111 W Leonard St	OL/JV	**OPEN**
702 N Atlantic Ave	JP	**ABATED**
804 Cape Harbor Dr	JP	**ABATED**
PID 238AD021 Herring Dr	OL	**OPEN**
PID 238HE02301 Herring Dr	JP	**ABATED**
214 Herring Dr	OL	**ABATED**
PID 238HB00101 Herring Dr	OL	**OPEN**
306 N Fodale Ave	OL	**OPEN**
PID 238AC01102 N Fodale Ave	OL	**ABATED**
315 Clarendon Ave	OL/JP/MH	**OPEN**

Protecting Quality of Life

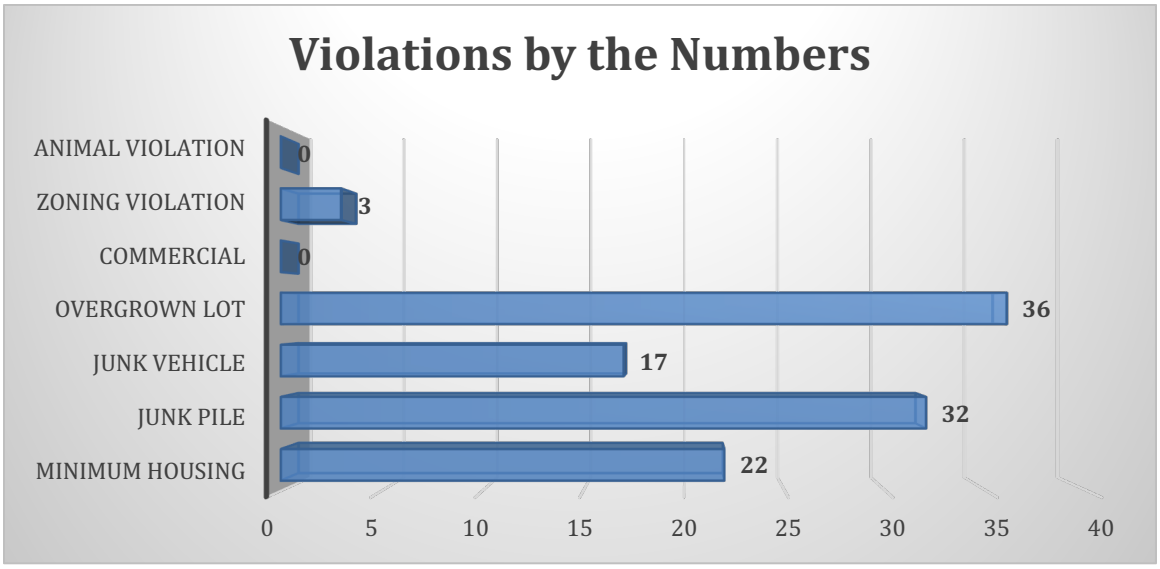
Alliance Code Enforcement LLC | Monthly Report for September City of Southport | Updated September 30, 2025

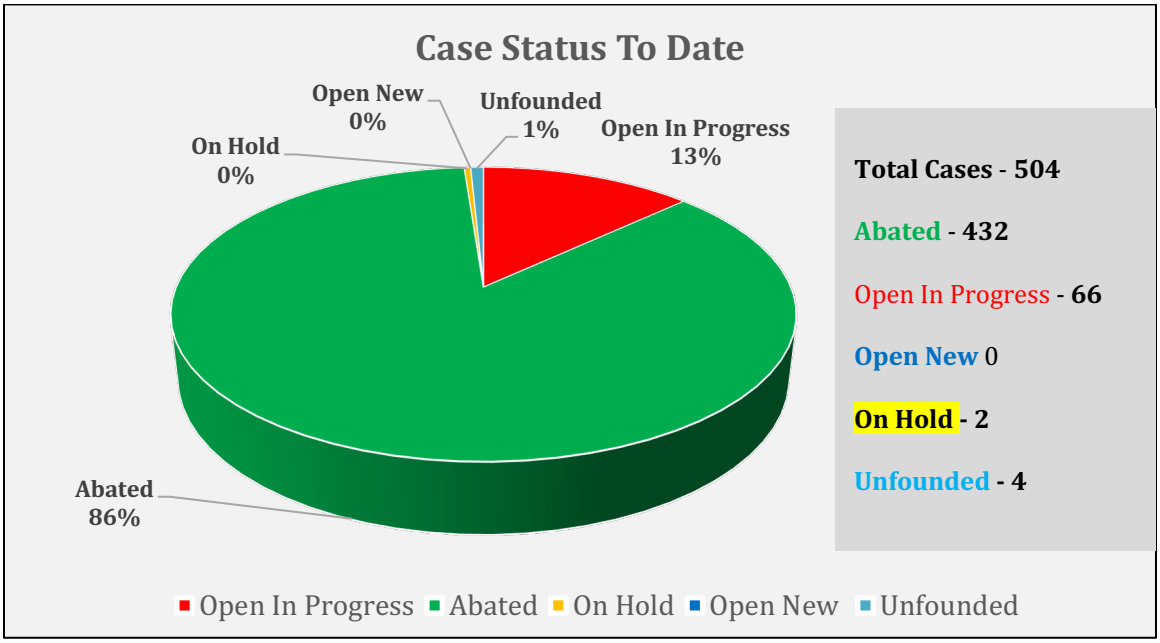
MONTHLY HIGHLIGHTS

- During the month of September, we focused on previously opened cases. After contacting property owners, we successfully ABATED and CLOSED 17 cases. We have opened and addressed a total of 504 Cases to date.
- **1013 N Caswell Ave**. – Case was opened in reference to Nuisance/ Open Storage of a pile of kayaks/boats. After contacting the property owner, the boats were removed. This case is now closed and abated.
- **706 Burrington Ave.** – Case was opened for a Nuisance/Junk Pile including but not limited to multiple items including brush/scrape wood/building supplies/tarps/trash/etc. After contacting the property owner, the Junk pile was removed from the property. Case is Abated and Closed.
- **713 Cottage Ln. –** Case was opened for a Nuisance/ Junk Pile including but not limited to multiple items including Trailer in the front yard full of junk/trash/debris/building materials. After contacting the property owner, the Junk pile was removed from the property. Case is Abated and Closed.
- **214 Herring Dr. –** Property was placed in violation for Overgrown Lot due to excess grass/weeds exceeding the maximum height allowed by city ordinances. After contacting the property owner, the overgrowth was cut. This Case is Abated and Closed.
- **713 E Leonard Rd.** – Property was placed in violation for Overgrown Lot due to excess grass/weeds exceeding the maximum height allowed by city ordinances. After contacting the property owner, the overgrowth was cut. This Case is Abated and Closed.

Protecting Quality of Life

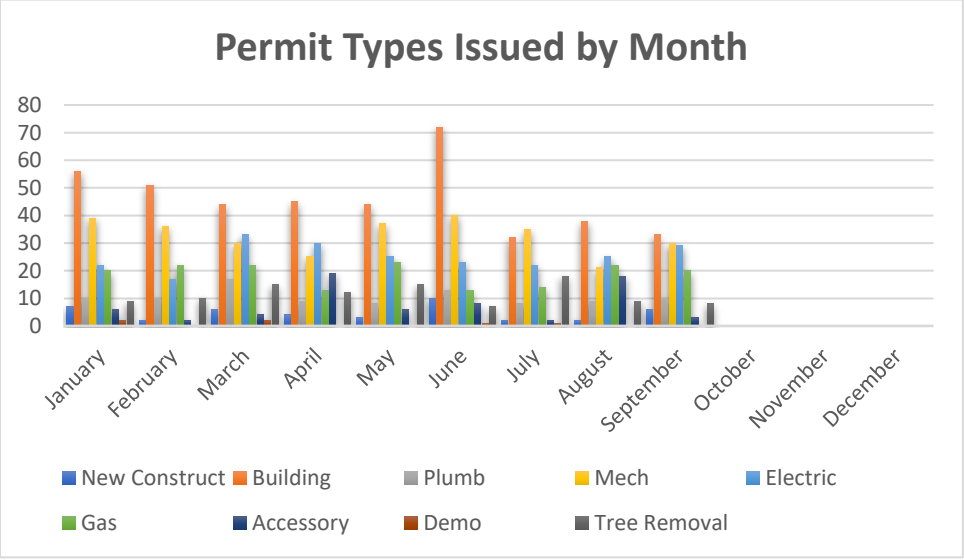
Alliance Code Enforcement LLC	Monthly Report for September City of Southport	Updated September 30, 2025

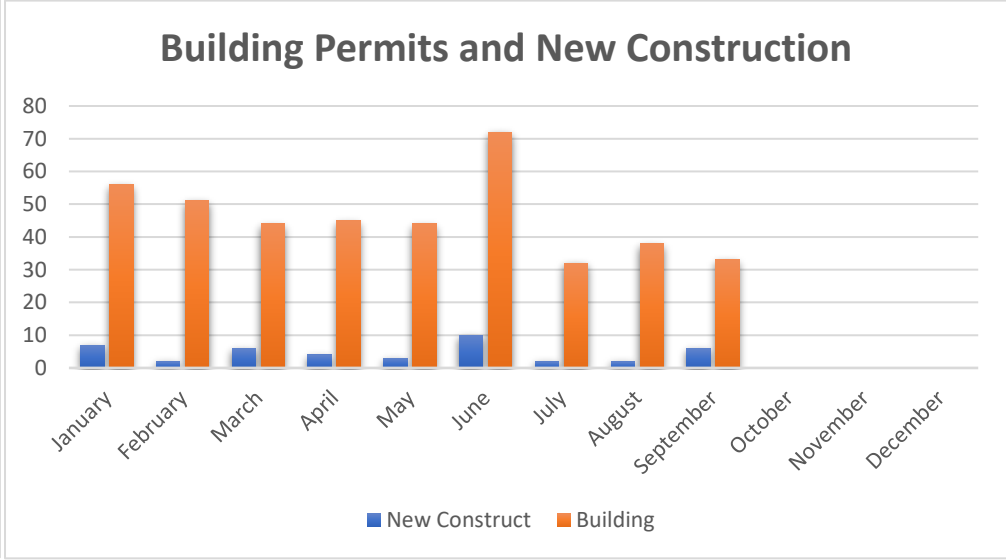




Permits and Inspections
2025

Month	New Construct	Building	Plumb	Mech	Electric	Gas	Accessory	Demo	Tree Removal	Inspections	Permits Issued
January	7	56	10	39	22	20	6	2	9	393	178
February	2	51	10	36	17	22	2	0	10	389	186
March	6	44	17	30	33	22	4	2	15	465	182
April	4	45	9	25	30	13	19	0	12	514	186
May	3	44	8	37	25	23	6	0	15	434	176
June	10	72	13	40	23	13	8	1	7	445	211
July	2	32	8	35	22	14	2	1	18	468	157
August	2	38	9	21	25	22	18	0	9	344	175
September	6	33	10	30	29	20	3	0	8	381	163
October											
November											
December											





Department of Community Relations
Monthly Report - September

Updates:

September was a month focused on forward planning. Following the conclusion of the Summer Market in August, we held our wrap-up meeting on September 2 and conducted a vendor survey. Feedback was very positive and provided clear direction for 2026. As a result, in partnership with the Parks and Recreation Department, we are committed to continuing the Summer Market from Memorial Day through Labor Day at Waterfront Park. In addition, we will launch a Fall Market beginning in late September 2026, running for eight weeks, with three themed days planned to test visitor engagement.

The NC 4th of July Festival committee reconvened in September following its August hiatus, voting in the new 2026 Board of Directors and approving the festival contract for submission to the City. That contract should be received in the upcoming month for review.

Looking ahead, the department is now focused on planning Winterfest, which will be our next major initiative. We are excited to welcome Caitlin Kormanek who is joining us as an intern to help plan and execute this year's Winterfest Tea.

Submitted by Allayna Dail Taylor, Director of Community Relations

Fort Johnston Visitors Center and Museum

Number of Visitors: 2,115

- We have received the Cat's Meow Village Piece featuring Fort Johnston and continue to work on additional merchandise for the gift shop.
- We have trained two new volunteers for the front desk but currently finding it difficult to staff our Saturday afternoon volunteer shift.

Southport Community Building

Number of Events: 13

- Received 6 outdoor benches built and gifted by the Beautification Committee
- Created brochures geared towards prospective wedding clients

Special Events

Wooden Boat Show

- The fundraiser at the Franklin Square Art Gallery was a success.
- The Boy Scouts are doing the food vending again this year.
- A meeting between the Chair of WBS Logistics and BEMC and Public Works Department has been set up to discuss utility needs during the event.
- Initial registrations of wooden boats to be showcased are low.

Winterfest

- Winterfest Tea planning is underway! We have selected a committee group who is hardworking and jumping straight in. Tea tickets will go on sale in the Visitor's Center in October.
- Winterfest Flotilla

- The stage and chairs for the Flotilla judges, as well as escorts for the judges from the Maritime Museum to Waterfront Park, were requested from the Fire Department.
- A Meet & Greet is being planned for November 4 or 5 at Haven
- The Committee is considering how to keep attendees around after the initial pass of the Flotilla, with ideas including providing hot cocoa and cookies.

- Southport Historical Society Tour of Homes
  - The Historical Society is partnering with Downtown Southport Inc. for this year's event.
  - All tour stops have been identified and the walking map was created for the booklet.
  - Work on the 2025 Home Tour booklet has begun.

4th of July

- 2025 Festival Wrap-Up
  - Survey: 330 people were invited, 45 responded. High satisfaction, strong atmosphere, vendors plan to return.
  - Finance report: Positive net income despite higher expenses.
- Leadership Updates
  - New Board voted in and approved
- 501(c)(3) nonprofit designation filed and in process.
- City of Southport Agreement approved and sent to the City for review
- Festival 2026 Ideas/Goals
  - Expand reach to outside cities; stronger advertising.
  - Event additions being considered

Beautification Committee

- The Beautification committee saw their first workday following their summer break on September 6th and had a whopping 31 volunteers come to support the projects worked on that day.
- At their monthly meeting on the 15th the board came up with a list of several projects to consider as the year progresses. The first of which will be holiday decoration focused and will include replacing bulbs on the wreath and tree at Whittlers Bench.
- The next workday is October 4th.

Cemetery Committee

- Met on September 24, 2025
- The committee seeks to understand what actions can legally be taken to address safety hazards within the Old Smithville Burying Ground. In response to a request for clarification about an October 13, 1988, Board of Alderman meeting, it was confirmed that the Board did not vote to assume control of cemeteries within city limits. The Committee was notified that the City is working with the legal department to determine the City's current authority regarding maintenance, with final guidance expected soon.
- Modifications to the Cemetery Ordinance were discussed.

Southport Historical Society

- Working on creating new exhibit in Fort Johnston-Southport Museum & Visitors' Center about old Southport High School.

- The Board of Directors is looking for new Officers as current Board officers rotate out of their roles.

America 250

- We are accepting artist applications for *Crafting the American Story: Art, Identity, and History*, the America 250 Art exhibition in 2026 co-sponsored by the City of Southport, Fort Johnston-Southport Museum & Visitors' Center, and the Brunswick Arts Council.

Filming

- A Netflix Show filmed in the area on September 26th, and while it was not within City Limits and therefore not permitted by us, they did reach out to make the connection and we are excited to see filming pick up as the cooler months approach.
- Netflix series The Waterfront, filmed in Southport and Wilmington, had a successful first season (Top 10 for five weeks) but was not renewed for a second season.
- Overall film production in North Carolina, including our region, has slowed in 2025 compared to 2024, reflecting a national downturn and competition from international markets offering stronger incentives.
- The N.C. Senate has proposed increasing film grant caps (up to $25 million) and adding new micro-budget film support, which could help attract more projects statewide, including Southport.

Attended this Month

- SPT-OKI Chamber Tourism Meeting, 9/2/25
- Up Your Arts Monthly Board Meeting, 9/9/25
- NC 4th of July Executive Meeting, 9/9/25
- Winterfest Flotilla Meeting, 9/10/25
- Southport Historical Society Board Meeting, 9/10/25
- Winterfest Home Tour Meeting, 9/12/25
- Beautification Committee Meeting, 9/15/25
- Upcoming Event Meeting, 915/25
- NC 4th of July Board Meeting, 9/16/25
- Business Roundtable Meeting, 9/18/25
- Wooden Boat Show Meeting, 9/19/25
- Brunswick County A250 Committee Meeting, 9/22/25
- Winterfest Tea Meeting, 9/23/25
- SPT-OKI Chamber Tourism Meeting, 9/23/25

Southport Parks and Recreation Department
September 2025 Monthly Report

Summer Camp	Monday – Friday 7:00am – 5:30pm
Basketball	Open gym hours Thursday – Monday 5:00pm – 9:00pm

Senior Activities

Senior Preventative Exercise	No impact stretching held at the Senior Building every MWF at 9AM
Senior Crafts	Craft classes are held every Monday at 10AM at the Senior Building
Saturday Morning	Seniors meet every Saturday morning for coffee and light breakfast at the building for fellowship.
Senior Luncheon	Potluck lunch is held on the 2nd Wednesday of every month.

Fitness Classes

Martial Arts	Held at the Jaycee Building Tuesdays at 4:30pm
Core & Body Sculpting	Held at the Jaycee Building Tuesday at 8:30am and Wednesdays at 5:30PM
Aerobics in Franklin Square Park	M-F at 9AM

Buildings and Facilities Utilized and Rented out by Parks and Recreation

Franklin Square Park	Caviness Park	Historic Riverwalk
City Pier	Ft. Johnston Tennis Courts	Lowe/White Park
Kinglsey Park	City Gym	Garrison Lawn
Central Office	Jaycee Building	Keziah Park
Waterfront Park	Ft. Johnston Playground	Senior Building
Riverwalk Gazebo	City Dock	Bay Street Overlook
Atlantic Street Park	Taylor Field Park	Kayak Launch

- Annual Labor Day crab derby was held on Monday September 1st at the Southport City Dock. We had 81 children participants.
- Amanda and Brandy attended a workshop in Chapel Hill on September 10th for outdoor and adventure Recreation Programming.
- I interviewed 4 candidates for the part-time park maintenance position. A candidate was offered and accepted the job. Pending background and drug screen, he will start September 30th.
- Attended a webinar on the new law enacting that all workers/coaches that interact with children must now by law pass a background check
- Attended the Lions Club meeting on September 18th as their guest speaker and talking about Southport Parks and Recreation.
- Saturday September6 was the first Southport National outdoor Play event. Lowe/White Park was featured. We had BCTA giving free tennis lessons and outdoor games available. Each month on the first Saturday we will feature an outdoor recreation park or amenity to encourage families to spend the day outside.
- The ballast stone wall was completed at FSP as per our approved plan. Repairs are being made to the stage. In October, the stage and the well will be pressure washed and stained to match.

Please see below for all of the Peace Month activities held throughout the month of September.

Southport Celebrates Peace Day - September Activities

Free and open to the public - weather permitting.
***Participants are asked to bring donations of non perishable food items or pet food be donated to the local Food Pantry and Animal Rescues.**

Breath Work with Shannon Dievendorf
Tuesday, September 2 and Tuesday, September 23 - 11:00 AM-11:45 AM
Franklin Square Park - 130 E West St. Southport, NC

Chakra Tai Chi with Rondelle Aganda Fischmann
Thursday, September 4 - 5:30-6:15 PM
Garrison Lawn - 200 E Bay St. Southport, NC

Mindful Walking with Mike Coplen
Saturday, September 6 and Saturday, September 20 - 7:30-8:30 AM
Taylor Field Park - 409 E Nash St. Southport, NC

Grounding to Restore, Replenish & Relieve Stress with Mary Ann Plummer
Monday, September 8 - 5:30-6:15 PM- Keziah Park - 119 W Moore St. Southport, NC

Love and Kindness Meditation with Lisa Anderson
Wedenday, September 10 - 8:30 AM-Kingsley Park - 418 East Bay St. Southport, NC

Restoring Peaceful Harmony Naturally with Chris Gordon
Wednesday, September 10 and Wednesday, September 24 - 5:30-6:30 PM
Garrison Lawn - under the big Live Oak tree - 200 E Bay St. Southport, NC

Peace, Unity and Oneness Meditation with Diana Burton Johnson
Friday, September 12 - 8:30 AM -Franklin Square Park - 130 E West St. Southport, NC

Peace Paddle on Cottage Creek with Emma Thomas
Wednesday, September 24 - 9:00-10:30 AM
City of Southport Kayak Launch - West West St. Southport, NC
*** Pre registration required. Call 910-454-0607 for more information and registration.**

Family Nature Journaling Workshop with Nick Harper
Saturday, September 27 - 8:30 - 9:15 AM -Lowe-White Memorial Park - 226 E Leonard St.
Materials needed: Bring a paper journal, pencil, pen, colored pencils and or crayons.
*** Pre registration is required. Call the Southport Parks & Recreation at 910-457-7945 for more information & registration.**

***Activities provided by Southport Celebrates Peace Day in collaboration with Southport Parks and Recreation Department.**
***Check Southport Celebrates Peace Day Facebook for any updates or scheduling changes.**