



CITY OF SOUTHPORT

Board of Aldermen

Regular Meeting

April 9, 2026 | 6:00 PM
223 E Bay St, Southport, NC 28461
Southport Community Building
Please turn off or silence all cell phones

Agenda

- A. Call to Order**
- B. Invocation**
- C. Pledge of Allegiance**
- D. Public Comment [3 Minute Time Limit]**
- E. Ethics Statement**
 - 1. 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.
- F. Approval of Agenda**
- G. Approval of the Consent Agenda**
 - 1. Call for a Public Hearing: Southport Crossing PUD Master Development Plan Major Modification (Pgs.3-67)
- H. Special Recognition**
 - 1. Arbor Day Proclamation
 - 2. Friends of Franklin Proclamation
- I. Agenda**
 - 1. Minimum Housing Ordinances (Pgs.68-74)
Director Maureen Meehan and Code Enforcement Officer Derek Mabe
 - 1. 825 N Caswell Ave
 - 2. 829 N Caswell Ave
 - 3. 724 N Caswell Ave
 - 2. Alleyway Discussion (Pgs.75-121)
City Manager Noah Saldo
- J. Committee Reports**
- K. Manager's Report**
- L. Mayor's Comments**
- M. Staff Reports**

1. Community Relations (Pgs.122-124)
2. Finance (Pgs.125-143)
3. Fire / EMS (Pgs.144-145)
4. Permitting and Inspections (Pg.146)
5. Planning Services (Pgs.147-148)
6. Police (Pg.149)
7. Public Works (Pgs.150-151)

N. Board Comments

O. Closed Session NCGS 143-318.11

1. Motion to go into closed session pursuant to NCGS 143-318.11(a)(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



**BOARD OF ALDERMEN
CONSENT AGENDA ITEM**

DATE: 04/09/2026

DEPARTMENT: Planning Services

PRESENTED BY: Maureen Meehan, Planning Services Director

ITEM SPONSORED BY: Planning Services for the Applicant

ITEM/TOPIC: Call a Public Hearing for May 14, 2026, for ZMA-25-03 a Major Modification to the Southport Crossing Planned Unit Development (PUD) Master Development Plan.

JUSTIFICATION: Allison Engelbretson, applicant, is requesting approval of a modification to the master development plan of an existing Planned Unit Development (PUD) zoning district. The project is the residential portion of the existing development known as Southport Crossings, located west of NC 133 and north of NC 211. This modification request includes changing the type and number of dwelling units, altering the amount of open space, and adding on-site amenities for the community. The proposed changes are in the attached report. The Planning Board recommends approval of the amendments to the Board of Aldermen. The Board of Aldermen must hold a duly advertised public hearing before deciding on the proposed amendment.

IMPACT IF NOT APPROVED: This is a legislative decision defined by the NC General Statutes. The Board is not obligated to approve the amendment. A statement of consistency and reasonableness must be adopted in conjunction with a motion to approve or deny the proposal.

DEPARTMENT HEAD COMMENTS: The proposal has been reviewed by staff for consistency; it appears to be consistent with the 2050 Comprehensive Plan and all applicable ordinances. The Planning Board after due consideration recommends approval of the master development plan modification.

ATTACHMENTS: Staff Report, Application with all Supporting Documentation, Consistency Statements

REQUESTED ACTION: Call a public hearing for a major modification of the Southport Crossing PUD Master Development Plan.

PROPOSED MOTION: Motion to call a public hearing for May 14, 2026, for the consideration of a Major Modification to the Southport Crossing Planned Unit Development (PUD) Master Development Plan.

**STAFF REPORT FOR SOUTHPORT CROSSING
 PLANNED UNIT DEVELOPMENT
 MASTER DEVELOPMENT PLAN MAJOR MODIFICATION
 ZMA-25-03**

APPLICATION SUMMARY	
Presentation Date	May 14, 2026 Board of Aldermen
Applicant	Allison Engebretson, Edgehill REC, LLC
Property Owner	MDI Management, LLC
Zoning District	PUD

Allison Engebretson, applicant, on behalf of Edgehill, REC, LLC, is requesting approval of a modification to the master development plan for an existing Planned Unit Development (PUD) zoning district. This modification includes changing the type and number of dwelling units, changing the amount of open space, and the addition of onsite amenities for the community.

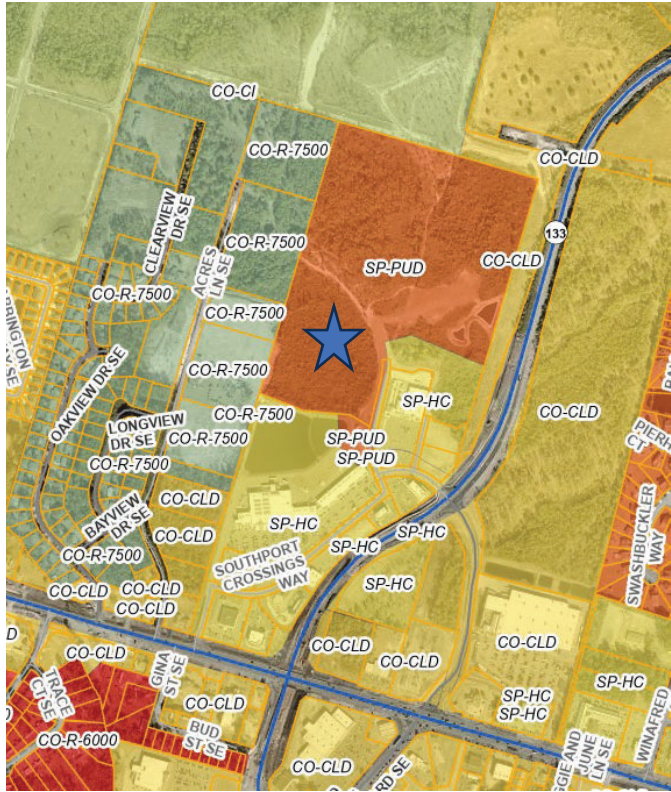
A planned unit development is defined as a development constructed on a tract of land at least 8 acres of net buildable area under single ownership or approved partnership in the city limits of Southport, planned and developed as in integral unit, and consisting of a combination of residential and nonresidential uses on land withing a PUD zoning district.

LOCATION AND SITE DETAILS

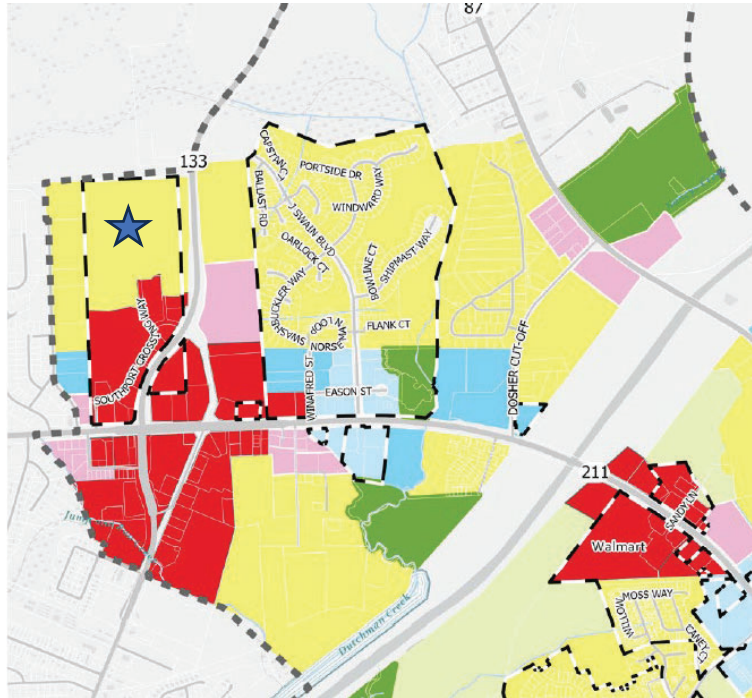


Subject property is situated west of NC 133 adjacent to the existing Southport Crossing commercial development, with access from NC 133 and NC 211. There is an existing 50' public right-of-way, Marino Run, to the west of Tractor Supply Company accessed by Southport Crossings Way that will be the main entrance to the residential portion of the project.

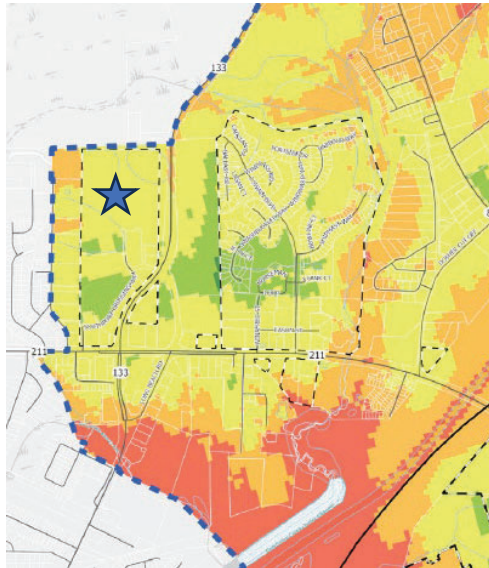
The subject property is 48.01 acres, according to the survey and Brunswick County tax records. There are 404 Wetlands, non-jurisdictional wetlands, and uplands throughout the property.



The property within the city jurisdictional limits is zoned Planned Unit Development (PUD) and adjacent to Highway Commercial (HC) parcels south as part of the existing commercial development of Southport Crossings. Adjacent properties within Brunswick County jurisdiction include CO-R-7500 - residential, CO-CI – commercial industrial, and CO-CLD – commercial low density.



The future land use map designation for the property is low to medium density residential. Most development in the low to medium density residential future land use designations is single family homes, with some multi-family allowances in planned developments. The density range for this designation is 3-4 units/acre.



The property is designated as medium to medium-high suitability on the Development Suitability Map. This map analyzes the suitability of development in relationship to existing conditions such as infrastructure (water, sewer, road systems, etc.) availability, adjacent development patterns, parcel size, and environmental factors (wetlands, floodplain, storm surge, habitat, etc.).



SUMMARY

Existing

- 32 Multi-Family, 28 Single-Family – 60 total units
- 1.13 dwelling units/acre
- 39.96 acres (75%) Open Space
 - 3.96 acres uplands
 - 36 acres wetlands
- No proposed community amenities

Proposed

- 130 Multi-Family – 130 total units
- 2.7 dwelling units/acre
- 30.82 acres (64%) Open Space
 - 8.3 acres upland
 - 22.52 acres wetlands
- Proposed clubhouse and pool

BACKGROUND

The 2008 Southport Crossing project originally was a development encompassing the existing commercial and proposed residential parcels as well as 2 large parcels across NC 133. The build-out plan included over 300,000 SF of non-residential land uses and 324 multi-family residential units. The project was amended in 2015 to remove the 2 parcels of land across NC133, which in turn reduced the amount of non-residential square footage to approximately 265,000 SF and the number of dwelling units to 46. A PUD master development plan was approved in 2016 after rezoning and annexation into the city limits. A master development site plan with all dimensional standards and applicable

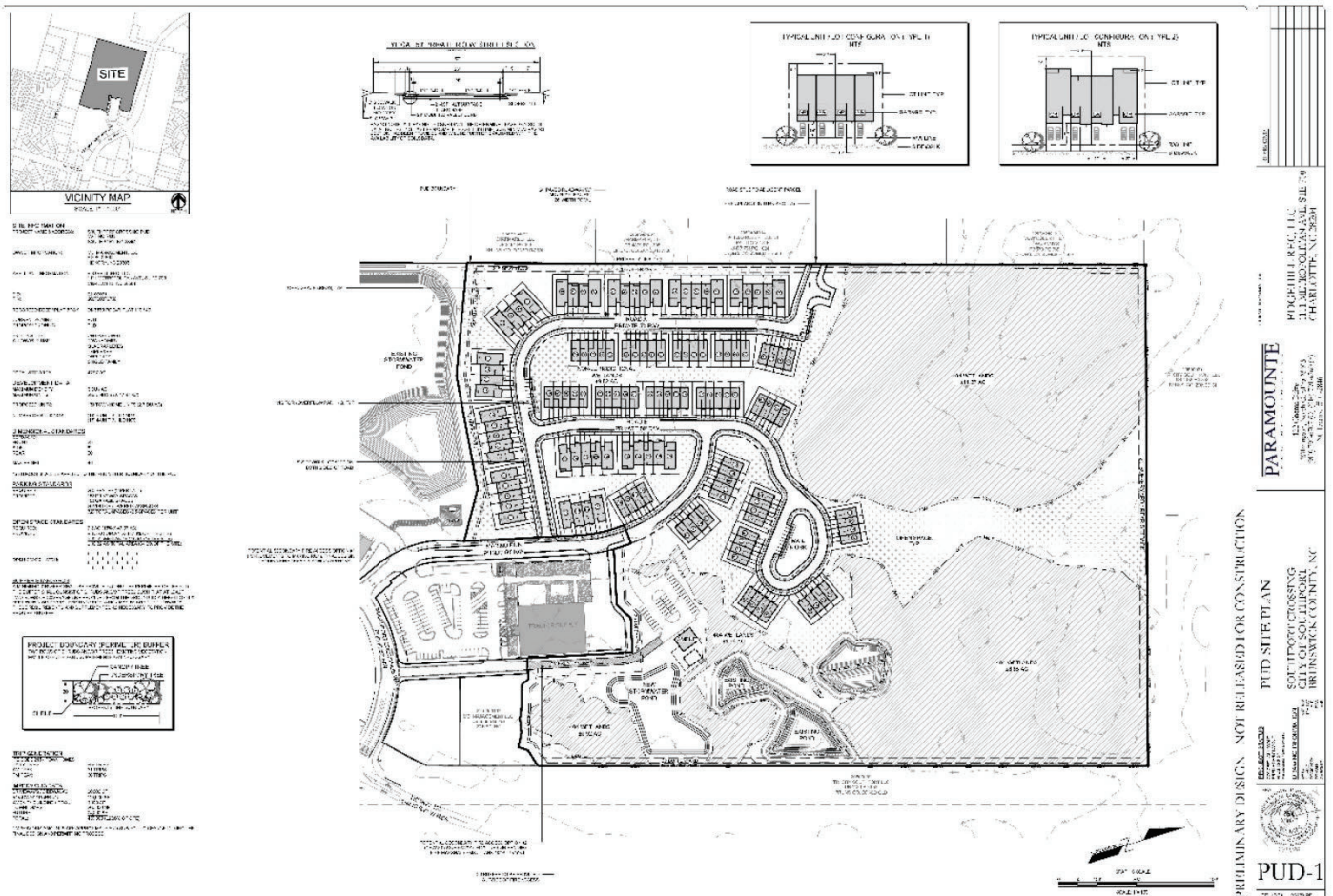
land use standards is required for a PUD rezoning and carries forward through the life of the project.

As the commercial portion of the project moved forward, a major modification to the master development plan was necessary. The master development plan was amended by the Board of Aldermen in 2019 to reconfigure a commercial lot and to adjust the proportions of residential unit types. The existing master development plan includes 32 residential attached units and 28 single-family lots, for a total of 60 dwelling units, equaling 1.13 du/acre. Further, the approved plan includes 39.96 acres of open space, 3.96 acres of upland, and 36 acres of wetlands, for approximately 75% open space. A PUD approved under the previous unified development ordinance requires 15% open space.

PROPOSED AMENDMENT

A Master development plan is a detailed overview of the project and does not include the level of detail required for a major subdivision preliminary plat submission. Appendix A of the UDO outlines the required elements of a Master Development Plan. The following assessment of the proposal follows the outline of Appendix A.

Please note, that the approval of the PUD was under the 2004 UDO, therefore some of the existing UDO provisions are not applicable to the development or proposed changes.



Land Use

The applicant is requesting a major modification to change the type of dwelling unit to multi-family units as attached townhomes and increase the number of units to 130, which increases the density of the proposal to 2.7 du/acre. This increase in dwelling units is in response to an Approved Jurisdictional Determination (AJD) by the Army Corps of Engineers which decreases the acreage of jurisdictional wetlands on the property. This creates more buildable land for housing and neighborhood amenities.

The new master development plan includes 30.82 acres of open space, 8.3 acres of upland and 22.52 acres of wetlands for approximately 64% open space. The open space requirement for this development is 15% per the previous UDO.

Impervious surface area is approximately 430,000 SF or 20.6% of the parcel of land. This includes the homes, driveways and sidewalks, roads and parking, and the amenity clubhouse with pool. This number is anticipated to change with approval and final design of the subdivision plat. A state stormwater permit will be necessary, and the stormwater system will be reviewed and signed off by the City Engineer.

Water and sewer are provided by Brunswick County Utilities. A request to join the technical review committee was unanswered. Sewer and water installation and approvals from Brunswick County will be required prior to any future development on-site.

Traffic/Parking/Movement

The neighborhood will be accessed by existing public rights-of-way from Southport Crossings Way onto Marino Run. The proposed street system through the development will include 50' private rights-of-way. Fire Chief, Charles Drew reviewed the plan and the proposed 50' R/W with 26' wide roads are acceptable. Further, a fire apparatus turn around is identified and there are two options for secondary fire access as required by the Residential Code Fire for developments of 100 or more units. Both options have been reviewed and discussed with the City's Fire Marshal, Madison Drew. Either option is acceptable, although final approval will be made at the Major Subdivision Preliminary Plat phase of the project.

Sidewalks are proposed on both sides of the street for connection to the mail kiosk area and proposed on-site amenity center. Pedestrian facilities will be connected to any existing facilities adjacent to the commercial portion of Southport Crossing.

The proposed 130 townhomes are expected to generate 852 daily trips. Per the 2004 UDO, a traffic impact study is required for PUDs when the estimated traffic generated exceeds eight hundred (800) trips/day. There are exceptions when 1) a traffic impact study has previously been prepared for the development, and 2) there is no change in density that will increase travel, and 3) there is no change in access to the external street system, or 4) material is submitted to demonstrate that traffic created by the proposal when adding to existing traffic will not result in the need for transportation improvements.

Staff consulted with Ben Hughes, NCDOT Division 3 District Engineer at the time the application was submitted to discuss the scope of a traffic impact analysis/study. A meeting was held with the applicant, NCDOT representatives, and staff to discuss what analysis, if any was necessary. Mr. Hughes explained that the existing portion of the development includes improvements that were required for the original traffic analysis submitted in 2008 and the trip generation study prepared in 2015. Further, since the new trip generation calculations for the indicate that site traffic is significantly lower than the 2008 analysis and less than the 2015 trip generation study. Therefore, per the NCDOT Policy on Street and Driveway Access, a new study was not necessary.

It was agreed upon between staff and the applicant that a new traffic assessment be submitted, outlining the existing development and current trips and trips generated with the proposed increase in residential units. That assessment was sent to Mr. Hughes who in an email dated March 5, 2026, concurred with the findings and reiterated that no other traffic impact study or roadway improvements were required.

Environmental Standards

The property is not located within a special flood hazard area and does not include any Coastal Area Management Act (CAMA) Areas of Environmental Concern or coastal wetlands.

There are 404 wetlands as delineated on the first page of the master development plan. A jurisdictional determination letter from Katharine Elks, Regulatory Specialist with the Army Corps of Engineers, Wilmington District identifies the limits of the waters of the United States that are illustrated on the master development plan. Other than the jurisdictional wetlands, there are no other environmental features of significance on-site.

Landscaping & Tree Preservation

The existing UDO requirements for landscaping and tree preservation are vastly different than those in the 2004 UDO. The applicant has proposed a 20' vegetated perimeter buffer and there will be parking lot landscaping plan and tree protection plan submitted at the time of preliminary plat for the subdivision.

Review Process

Every amendment, supplement, change, modification, or repeal of the zoning map/ordinance shall be referred to the Planning Board for its recommendation and report to the Board of Aldermen.

A Planned Unit Development (PUD) is planned and developed as an integral unit in a single development operation or a defined series of development according to an approved master development plan. Per Section 2.9 C of the City of Southport Unified Development Ordinance, the Planning Board shall review the proposal and transmit a formal recommendation to the Board of Aldermen. The Board of Aldermen is the final decision maker on all Master Development Plans within the City of Southport.

The master plan outlines the framework for development within the PUD, including intended uses, dimensional standards for parking, landscaping, design guidelines, and buffers. The proposal must comply with the design guidelines provided in Section 4.15 of the Unified Development Ordinance.

When evaluating the application for a PUD zoning district, the Planning Board and the Board of Aldermen shall consider the following:

- a) The application's consistency to the general policies and objectives of the City's Comprehensive Plan, any other officially adopted plan that is applicable, and the Unified Development Ordinance.
- b) The potential impacts and/or benefits on the surrounding area and adjoining properties.

The Planning Board will provide a recommendation to the Board of Aldermen.

Prior to the Board of Aldermen's consideration of a change, a public hearing must occur on a set day and time. The hearing is notified to adjacent property owners by mail, published in a local newspaper of general circulation, and posted on the property for two (2) consecutive weeks, not less than 10 days and not more than 25 days before the hearing.

The Board of Aldermen may approve, conditionally approve, or deny the master development plan after the duly advertised public hearing. Following an affirmative decision by the Board of Aldermen all development shall follow the approved master development plan.

Land Use Plan Consistency

The Southport 2050 Comprehensive Plan is the plan that is used for policy decisions in the City. The Planning Board and Board of Aldermen shall consult the plan's policies when considering a zoning change or for this instance an amendment to the master development plan associated with a PUD.

The plan overall encourages development patterns that preserve walkable neighborhoods, increase resiliency to natural hazards, and encourage higher intensity development to areas on North Howe Street and NC 211.

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

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

The modified master development plan proposes medium density multi-family uses adjacent to commercial development.

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

The modified master development plan provides a neighborhood adjacent to a mix of nonresidential uses. The incorporation of sidewalks and amenities encourages walking to neighborhood activities, restaurants, and shopping.

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

The modified master development plan provides a housing option that is not prevalent in the city limits and will provide opportunities for different demographics.

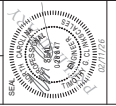
PLANNING BOARD RECOMMENDATION

The application was presented and reviewed at the March 19, 2026, Planning Board Meeting. The Planning Board, after discussion and deliberation, voted to recommend **APPROVAL** of the modification of the Southport Crossing Planned Unit Development Master Development Plan.

Attachments:

- 1) Proposed Master Development Plan
- 2) Application
- 3) Applicant's Summary of the proposed amendment and accompanying documents
- 4) Traffic Impact Assessment
- 5) Army Corps of Engineers Jurisdictional Determination Letter
- 6) Signed PB Consistency Statement

EX-1



PROJECT STATUS
 PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION
 DRAWING INFORMATION
 CHECKED BY: JHS
 DESIGNED BY: JHS
 DRAWN BY: JHS
 DATE: 09/11/2025
 REVISIONS FOR CONSTRUCTION

EXISTING CONDITIONS
 SOUTHPORT CROSSING
 CITY OF SOUTHPORT
 BRUNSWICK COUNTY, NC

PARAMOUNT ENGINEERS, INC.
 122 Central Drive
 Wilmington, North Carolina 28403
 (910) 791-6707 (F) (910) 791-6760 (B)
 NC License #: C-2546

CLIENT INFORMATION
 EDGEHILL REC, LLC
 111 METROPOLITAN AVE, STE 700
 CHARLOTTE, NC 28204

NO.	REVISIONS



VICINITY MAP
 SCALE: 1" = 100'

SITE INFORMATION
 PROJECT NAME: SOUTHPORT CROSSING PAD
 PROJECT ADDRESS: 111 METROPOLITAN AVE, STE 700, CHARLOTTE, NC 28204
OWNER INFORMATION
 OWNER: EDGEHILL REC, LLC
 ADDRESS: 111 METROPOLITAN AVE, STE 700, CHARLOTTE, NC 28204
APPLICANT INFORMATION
 APPLICANT: PARAMOUNT ENGINEERS, INC.
 ADDRESS: 122 CENTRAL DRIVE, WILMINGTON, NC 28403
PERMITS
 PERMIT NO.: DB-3889-PG-246-PLAT-110-40
RECORDED DEED / PLAT BOOK: P.L.D. 2024030802540
CURRENT ZONING: URS
PROPOSED ZONING: URS
PROPOSED USE: TRACTOR SUPPLY
TOTAL SITE AREA: 47.89 AC

WETLAND DATA
 A WETLAND INTERSECTIONAL DETERMINATION ISSUED BY THE U.S. ARMY CORPS OF ENGINEERS ON SEPTEMBER 30, 2023.



Planned Unit Development Permit

City of Southport, North Carolina

1029 N. Howe St, Southport NC 28461
www.southportnc.org

Planning & Inspections
Phone 910-457-7961 Fax 910-457-7957

For Staff Use Only

PUD Modification

PERMIT No. ZMA-25-03

FEE: \$ 1,000

Date Received: 11/14/25

Applicant's Name: Edgehill REC, LLC

Mailing Address: 1111 Metropolitan Ave, Suite 700

City: Charlotte

State: NC Zip Code: 28204

Phone: 910-791-6707 (rep)

Email: aengebretson@paramounte-eng.com (rep)

Property Owner's Name: MDI Management, LLC

Address of Owner: PO Box 800

City: Hickory

State: NC Zip Code: 28603

Phone: _____

Email: _____

Property Address: Marino Run

City: Southport

Parcel Size (acres): +/- 47.97 AC

Number of Dwellings: 120

Open Space Area: +/- 7.78 AC

Right-of-way Area: +/- 3.60 AC

Surveyor: Josh Taylor, Paramounte Engineering, Inc.

License #: L-5217

Mailing Address: 122 Cinema Drive

City: Wilmington

Page 2 of 2

State: NC Zip Code: 28403

Phone: _____

910-791-6707

Email: jtaylor@paramounte-eng.com

Per Section 2.9 of the UDO, the purpose of A Planned Unit Development (PUD), is planned and developed as an integral unit, in a single development operation or a definitely programmed series of development

operations and according to an approved master development plan. All PUDs require an amendment to the city's zoning map and master development plan approval, followed by the major subdivision approval process as specified in this ordinance.

The minimum amount of land (unified control to be planned and developed as a whole) required for a PUD district shall be eight (8) acres of net buildable area within the city corporate limits, on one or more contiguous parcels or 25 acres of net buildable area in the ETJ, on one (1) or more parcels (this may include parcels on both sides of a street).

Application and Planned Unit Development Review Procedure is found in Section 2.9.C

Minimum Dimensional Standards:

1. Lot area. Not less than 60 percent of the minimum lot area which would normally be required under the single-family standards of the prevailing zoning district.
2. Lot width. 40 feet.
3. Lot frontage. 40 feet, except on the radius of a cul-de-sac where such distance may be reduced to 20 feet.
4. Public or private street setback. No principal or accessory structure shall be closer than 10 feet to a public street right-of-way or private street easement.
5. Side yard setback. Not less than 8 feet. Dwellings which do not utilize zero lot line provisions shall maintain a minimum side setback of not less than six (6) feet.
6. Rear yard setback. Not less than 15 feet.
7. Building separations. No portion of any principal structure shall be located less than 10 feet from any accessory structure as measured to the closest point.
8. Periphery boundary setback. No principal or accessory structure shall be located less than 25 feet from the peripheral boundaries of the development.
9. Maximum height. 40 feet.
10. Detached accessory structure requirements.
 - a) Shall not be located within any front yard setback;
 - b) Shall not be located within five (5) feet of any other accessory structure;
 - c) Shall not cover more than twenty (20) percent of any side or rear yard; and
 - d) The side or rear yard requirement for detached accessory structures shall not be less than five (5) feet.
 - e) Shall not be greater than 30 feet in height.


Signature (Owner or Authorized Applicant)

11/12/25
Date

APPROVED BY:

UDO Administrator

12/1/25
Date

Southport Crossing – PUD Modification Narrative

The applicant, Edgehill REC LLC, is seeking a to modify the existing Southport Crossing PUD to allow for the development of 130 townhomes. Since the previous approval for PUD, a new Approved Jurisdictional Determination (AJD) was issued by U.S. Army Corps of Engineers which found less jurisdiction wetlands located on the site than previously determined. As such, additional land is now available for housing.

The proposed development will consist of 130 townhomes and associated amenity areas. Each townhome will be subdivided on individual lots and contain a 1 or 2 car garage. Visitor/overflow parking is provided throughout the development. Pedestrian access is provided throughout the development with sidewalks proposed on both sides of the road.

Overall, about 64% of the site will be open space including approximately 22.5 acres of wetlands and 8.3 acres of uplands. A pool and clubhouse amenity is also proposed outside of the areas credited for open space.



The existing PUD was approved under the previous UDO which still applies to the proposed modification. However, the applicant is proposing a plan that goes beyond those previous requirements to better align with the current development regulations. In doing so, the applicant is proposing to provide a 20' vegetated buffer along the perimeter of the overall development in accordance with today's standards. Under the previous UDO, no buffers would be required.

The site directly abuts the Southport Crossing commercial shopping center which includes a Lowes Food grocery store, Tractor Supply, and various retail stores and restaurants. The proposed townhomes will add to the mixture of uses in the area and allow the future residents to have easy access to commercial services without having to drive on a major roadway.

Southport's 2050 Comprehensive Plan classifies the site as Low to Medium Density Residential on the Future Land Use Map. This classification promotes attached residential within planned developments at a density of 3 to 4 units per acre. Overall, the proposed 2.7 units per acre is consistent with this recommendation.



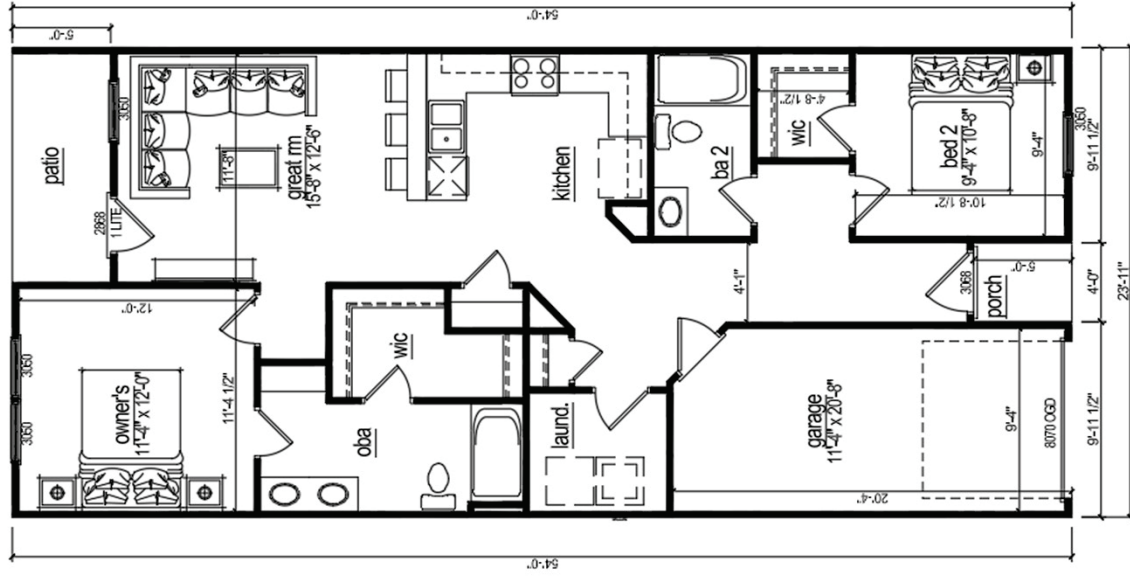
LOW TO MEDIUM DENSITY RESIDENTIAL

- ◆ 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

Single-Story Floorplan



Note: floorplans below are representative of the product type, but elevations will match that of surrounding neighborhoods and community to ensure Southport Crossing integrates into the existing inventory and coastal feel of the area



Two-Story Floorplan



Note: floorplans below are representative of the product type, but elevations will match that of surrounding neighborhoods and community to ensure Southport Crossing integrates into the existing inventory and coastal feel of the area



Representative Amenity Offerings EDGEHILL

Proposed 3,000 SF amenity building, including:

- Pool
- Fitness Center
- Resident Lounge
- Leasing Office
- Men's & Women's Bathrooms
- Mail & package facility



February 3, 2026

DRMP Job #: 251420

Maureen Meehan
Planning Services Director
City of Southport
E: mmeehan@cityofsouthport.com

**Reference: Southport Crossings Townhomes – Southport, NC
Traffic Impact Assessment**

Dear Ms. Meehan:

This letter provides a traffic impact assessment for the Southport Crossing development. The residential area of the development, located at the northern portion of the overall development around the existing Tractor Supply store, is requesting site plan approval to construct 130 townhomes. This residential area is part of the overall Southport Crossing development that was approved in prior years.

This study compares the trip generation of the overall Southport Crossing development with the trip generation from the previous Traffic Impact Analysis (TIA) prepared for the development. The original TIA for the Southport Crossings development (aka Keesee Property) was submitted in October 2008. The 2008 TIA was reviewed and approved by the NCDOT. A copy of the NCDOT review letter is attached.

In 2015, a trip generation study was completed for the overall development to evaluate the current land uses for the development and compare the trip generation to the original 2008 TIA. The updated land uses in Southport Crossing were shown to generate fewer trips than the original 2008 TIA; therefore, a TIA update was not required. In this trip generation study, the residential area in Southport Crossings was assumed to include 324 apartment units.

Overall Development Improvements

As part of the previous development approvals, the improvements that were associated with the original 2008 TIA were required to be constructed. These improvements were identified and compared as a part of the 2015 Trip Generation study. In the 2015 Trip Comparison study, the area that is currently the Southport Crossings development was separated from two other properties that were part of the original TIA. Those properties have not been developed, so improvements associated with those properties were not constructed.

In addition to the improvements at the site drives there were improvements that were recommended at the intersection of NC 211 and NC 133, including additional turn lanes along the eastbound approach of NC 211 and southbound approach of NC 133, and extending turn lane storages along NC 211. Improvements associated with the original TIA were for the at-grade intersection that was current at the time of the TIA and did not consider the improvements to be completed as part of the

NCDOT STIP project. The STIP project has constructed a grade-separated crossing at this location. NCDOT coordinated with the Southport Crossing development when plans were completed for the STIP project. The Southport Crossing development entered into an agreement with the NCDOT to contribute financially for improvements in the area that would be the responsibility of the development but constructed as part of the STIP project.

A copy of the previous NCDOT approval letter and a list of the previously required improvements can be found in the attachments.

Overall Development Trip Generation

The trip generation from the original 2008 TIA is attached. In the 2008 TIA, the daily trip generation was estimated to be over 20,000 daily trips. The 2008 TIA evaluated the weekday PM peak hour and the Saturday peak hour. In 2015, a trip generation study was completed with updated land uses for the overall development. In the 2015 study, the daily trip generation for the overall development was shown to be approximately 17,000 daily trips. The 2015 study updated the trip generation for the subject property and compared the trip generation to the original 2008 TIA by removing the Keesee and Swain properties since these two properties were not constructed. The full trip generation from the original TIA and 2015 study can be found in the attachments. The daily and peak hour trip generation for the overall development is summarized in Table 2.

Table 1 shows the current trip generation for the existing Southport Crossings as it is currently built and approved. A site plan referencing where the site currently is located and the current land uses can be found in the attachments. There are currently three vacant outparcels on the property, and these vacant outparcels were assumed to be development with a total of 15,000 s.f. of additional retail space (or 5,000 s.f. per outparcel). Average weekday daily, PM peak hour trips, and Saturday peak hour trips were calculated using methodology contained within the ITE Trip Generation Manual 12th Edition. The trip generation for the current site includes reductions for internal capture trips and pass-by trips. Internal capture trips were calculated using the NCHRP methodology. Pass-by trips were calculated using data from the ITE Trip Generation Manual.

Internal capture is the consideration for trips that would go between multiple land uses within the site, so trips never actually leave the overall site but can still be considered as a trip to that specific land uses. Pass-by trips are traffic already using the adjacent roadway, entering the site as an intermediate stop on their way to another destination. Pass-by rates for the Saturday peak hour trips were assumed to be the same as the weekday PM peak hour pass-by rates for the existing site.

Table 1: Site Trip Generation for Current Development

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday PM Peak Hour Trips (vph)		Saturday Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Medical-Dental Office Building (720)	3,128 s.f.	106	3	8	2	1
Tractor Supply* (810)	22,000 s.f.	310	15	16	34	36
Shopping Plaza (821)	56,516 s.f.	5,030	226	235	234	243
Automobile Parts Sale (843)	6,912 s.f.	378	16	18	32	31
Supermarket (850)	51,000 s.f.	4,708	224	224	254	253
High-Turnover Sit-Down Restaurant (932)	9,333 s.f.	968	52	34	53	51
Coffee/Donut Shop (937)	2,756 s.f.	1,656	54	53	100	105
Automated Car Wash (948)	2,684 s.f.	680	32	33	43	43
Total Trips		13,836	622	621	752	763
<i>Total Internal Capture**</i>			-69	-67	-100	-102
Total External Trips			553	554	652	661
<i>Pass-By Trips: Shopping Plaza (40% PM)</i>			-86	-86	-87	-87
<i>Pass-By Trips: Automobile Parts Store (43% PM)</i>			-7	-7	-12	-12
<i>Pass-By Trips: Supermarket (24% PM)</i>			-50	-50	-55	-55
<i>Pass-By Trips: High-Turnover (Sit-Down) Restaurant (43% PM)</i>			-12	-12	-15	-15
<i>Pass-By Trips: Coffee/Donut Shop (98% PM)</i>			-34	-34	-68	-68
Total Primary Trips			364	365	415	424

*Daily Traffic was not provided in the ITE 12th Edition so daily traffic was assumed to be 10% of the PM peak hour traffic.

**Utilizing methodology contained in the NCHRP Report 684.

***Saturday Pass-by rates were assumed to be similar to the PM rates.

The current development as it is today, including the trip generation potential for the three vacant outparcels, is expected to generate 13,836 daily trips. Table 2, on the following page, shows a trip comparison between the 2008 original TIA, the 2015 trip generation update, and the current site as it is today (plus the proposed residential units and 3 outparcels).

Table 2: Overall Development Trip Generation Comparison

Document	Daily	PM Peak Hour Primary Trips (vph)	Saturday Peak Hour Total Trips (vph)
2008 TIA Total Trips	20,362	1,260	2,642
2015 Trip Generation Comparison Total Trips	17,140	941	1,917
Current Development	13,836	729	1,511*
Difference (Existing Site – 2015 Trip Gen)	-3,304	-212	-406
% Change	-19%	-23%	-21%

*Saturday volumes were compared as total trips.

As shown in Table 2, the site as it currently sites today produces significantly less traffic from the assumptions in the original TIA report. When comparing the Saturday peak hour traffic, the original TIA and 2015 Trip generation comparison did not consider additional reductions from internal capture and pass-by trips.

With taking internal capture and pass-by traffic into consideration the Saturday peak hour total primary trips is 839 primary trips which results in a total reduction of 44% from the 2015 Trip Generation Comparison letter.

Residential Area Trip Generation

Table 3 shows trip generation for the residential portion from the original TIA report for the original Southport Crossings development. The original TIA trip generation included only weekday PM and Saturday peak hour trips, which are shown in Table 3. AM peak our trips were calculated using the ITE *Trip Generation Manual*, 12th Edition.

Table 3: Original TIA Site Trip Generation for Residential Area

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph) *		Weekday PM Peak Hour Trips (vph)		Saturday Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit	Enter	Exit
Apartments (220)	324 Units	2,087	30	96	127	69	76	76

*AM peak hour trips calculated using ITE Trip Generation Manual, 12th Edition

The current development plan includes 130 townhomes for the residential area which would replace the assumption of 324 apartment units. Table 4 below shows the trip generation for the currently proposed townhome use based on the ITE *Trip Generation Manual*, 12th Edition.

Table 4: Current Site Plan Trip Generation for Residential Area

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)		Saturday Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit	Enter	Exit
Townhomes (215)	130 Units	852	15	46	38	28	29	32

The trip generation for the currently proposed townhomes indicates that fewer trips would be expected from this use than from the previously assumed apartment use. A summary of the comparison between uses is shown in Table 5.

Table 5: Trip Generation Summary Comparison of Residential Area

Metric	Daily	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)	Saturday Peak Hour Trips (vph)
2008 TIA Total Trips	2,087	126	196	152
Current Plan Total Trips	852	61	66	61
Difference	-1,235	-65	-130	-91
% Change	-59%	-52%	-66%	-60%

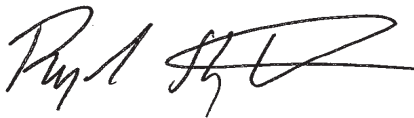
As shown in Table 5, the current proposed townhome land use will result in a significant decrease in trips from the assumptions in the original TIA report.

Conclusions

Transportation improvements required as part of the overall development as part of the original TIA (and higher trip generation) are completed. Trip generation for the current overall Southport Crossings development (plus proposed or future parcels) is lower than assumed in the original 2008 TIA report and 2015 trip generation study. In addition, the trip generation for the proposed residential portion of the development is lower than assumed in the previous studies. Since the trip generation is lower for the overall development and all required improvements are completed, no additional traffic study or roadway improvements should be required as part of the townhome development.

Please let us know if you have any questions or comments regarding this letter or if additional information is needed.

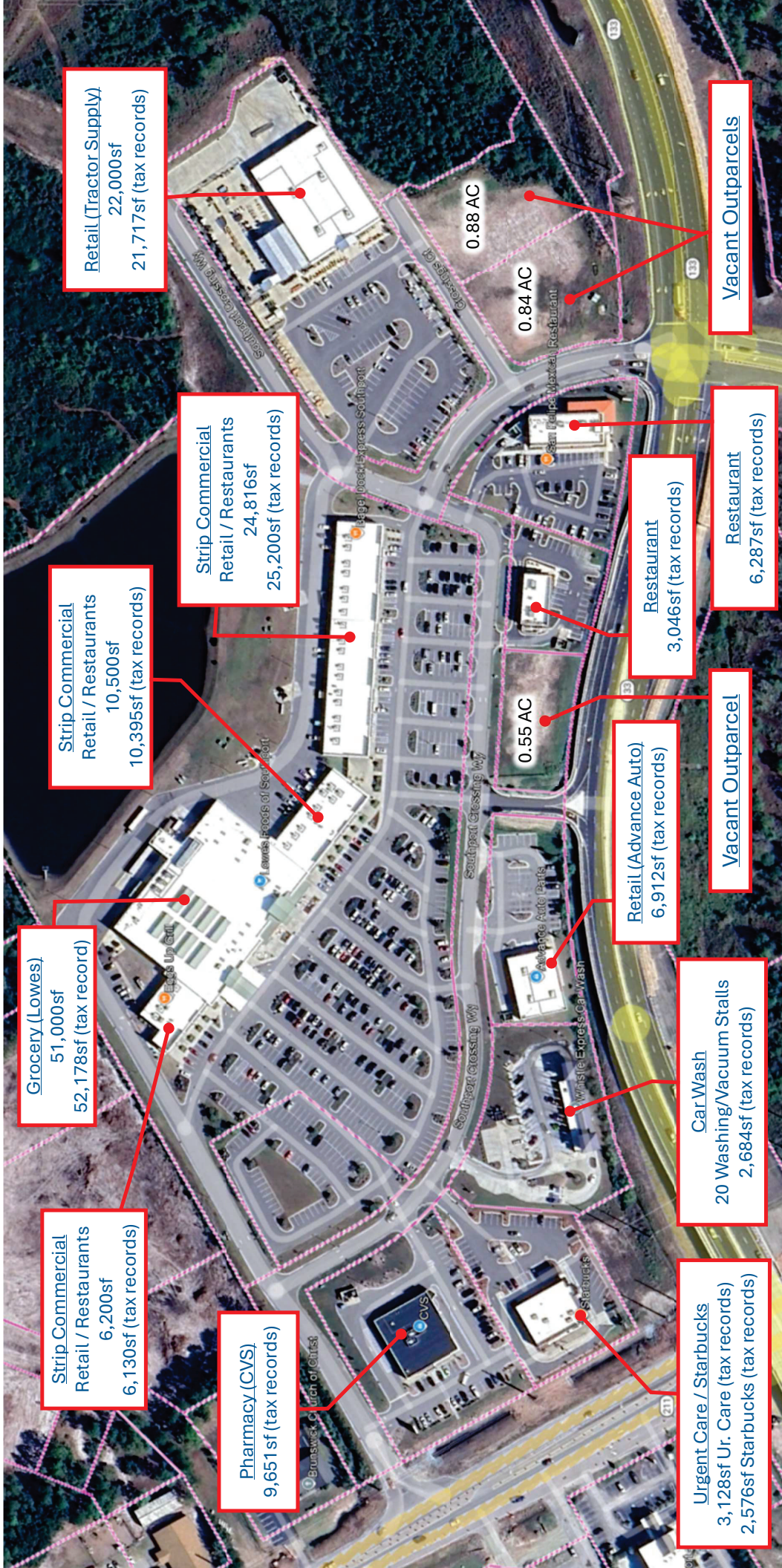
Sincerely,



Rynal Stephenson, PE.
Chief Traffic Analysis Engineer
DRMP, INC.
NC Corporate License # F-1524



Attachments: Current Site Plan
2008 TIA Information
2015 Trip Generation Study Information
NCDOT Review and Requirements



Grocery (Lowes)
51,000sf
52,178sf (tax record)

Strip Commercial
Retail / Restaurants
6,200sf
6,130sf (tax records)

Pharmacy (CVS)
9,651sf (tax records)

Strip Commercial
Retail / Restaurants
10,500sf
10,395sf (tax records)

Strip Commercial
Retail / Restaurants
24,816sf
25,200sf (tax records)

Retail (Tractor Supply)
22,000sf
21,717sf (tax records)

0.88 AC

0.84 AC

0.55 AC

Retail (Advance Auto)
6,912sf (tax records)

Restaurant
3,046sf (tax records)

Car Wash
20 Washing/Vacuum Stalls
2,684sf (tax records)

Urgent Care / Starbucks
3,128sf Ur. Care (tax records)
2,576sf Starbucks (tax records)

Vacant Outparcel

Restaurant
6,287sf (tax records)

Vacant Outparcels

TRAFFIC IMPACT ANALYSIS

FOR THE KEESEE PROPERTY COMMERCIAL DEVELOPMENT

LOCATED
IN
BRUNSWICK COUNTY, NORTH CAROLINA

Prepared For:
Mr. Brian Keesee
200 Country Club Drive, Suite D
Oak Island, North Carolina 28465

Prepared By:
Ramey Kemp & Associates, Inc.
5808 Faringdon Place, Suite 100
Raleigh, NC 27609

October 2008

RKA Project #08132



4. TRIP GENERATION

The average weekday daily, weekday PM peak hour, and Saturday peak hour trips for the proposed development were calculated utilizing methodology contained within the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 7th Edition. A detailed breakdown of the trip generation results can be found in Table 2.

TABLE 2
Trip Generation Summary

ITE LAND USE (Code)	SIZE	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
			Entering	Exiting	Entering	Exiting
Shopping Center (820)	74,850 s.f.	5,626	248	269	373	344
<i>Less Pass-By Trips</i>			-88	-88	-	-
Pharmacy/Drugstore (881)	15,100 s.f.	1,331	64	66	59	59
<i>Less Pass-By Trips</i>			-32	-32	-	-
Pharmacy/Drugstore (881)	13,300 s.f.	1,173	56	58	52	52
<i>Less Pass-By Trips</i>			-28	-28	-	-
Supermarket (850)	50,000 s.f.	4,739	275	264	296	285
<i>Less Pass-By Trips</i>			-97	-97	-	-
Home Imp. Superstore (862)	129,000 s.f.	3,848	216	177	369	327
<i>Less Pass-By Trips</i>			-94	-94	-	-
Drive-in Bank (912)	3 Lanes	1,234	77	77	104	96
<i>Less Pass-By Trips</i>			-36	-36	-	-
Fast-Food Restaurant (934)	3,455 s.f.	1,714	62	57	104	100
<i>Less Pass-By Trips</i>			-26	-26	-	-
Automated Car Wash (948)	1,620 s.f.	--	11	11	11	11
Bowling Alley (437)	20,900 s.f.	697	26	48	0	0
Total Site Trips		20,362	1,035	1,027	1,368	1,274
<i>Less Total Pass-By Trips</i>		--	-401	-401	--	--
Total Primary New Trips		20,362	634	626	1,368	1,274

March 11, 2016

Benjamin Hughes, P.E.
NCDOT District Office
300 Division Drive
Wilmington, NC 28401
(O) 910-251-2655
E: bthughes@ncdot.gov

Subject: **Trip Generation Letter**
Southport Crossings – Southport, North Carolina

Dear Mr. Hughes:

Southport Crossings is a retail development located in the northwest quadrant of the intersection of Long Beach Road (NC 133) and NC 211. Southport Crossings was previously part of a larger property owned by Mr. Keesee. The entire Keesee Property originally had a Traffic Impact Analysis (TIA) completed in 2008 to determine recommendations for roadway improvements. Since the original submittal in 2008, the site plan for the largest parcel of the overall Keesee Property has been updated with different land uses than previously studied. The updated site plan is attached along with a drawing illustrating the area of the overall Keesee property that will be developed as Southport Crossings (labeled large parcel).

The purpose of this letter is to provide a site trip generation comparison between the original area and the updated site for the largest parcel of the Keesee Property that is proposed as Southport Crossings. The comparison is being completed to request that an updated TIA report not be required for this site plan.

The updated site plan for Southport Crossings will consist of the following land uses:

- 46 single-family homes
- 50,000 sq. ft. of supermarket
- 63,910 sq. ft. of retail
- 3,000 sq. ft. of a drive-in bank
- 6,000 sq. ft. of fast-food restaurant
- 14,000 sq. ft. of pharmacy
- A gas station with 10 fueling positions

Updated Site Trip Generation

The trip generation calculations provided in this letter were determined using equations and methodology outlined in the *ITE Trip Generation Manual*, 9th Edition. Table 1 summarizes the trip generation potential for the updated site plan for Southport Crossings. It is expected that the site will generate a total of 12,567 site trips during a typical weekday. Of those daily trips, 1,917 site trips (981 entering and 936 exiting) are expected to occur during the Saturday peak hour and 941 site trips (475 entering and 466 exiting) are expected to occur during the weekday PM peak hour.

**Table 1
Trip Generation – Updated Site Plan**

Land Use (ITE Code)	Size	Weekday 24 Hour Volumes	Saturday Peak Hour Trips		Weekday PM Peak Hour Trips	
			Enter	Exit	Enter	Exit
Single-Family Homes (210)	46 dwellings	440	23	20	29	17
Shopping Center (820)	63,910 sq. ft.	5,100	340	314	213	231
Supermarket (850)	50,000 sq. ft.	5,100	272	261	242	232
Pharmacy / Drugstore (881)	14,000 sq. ft.	1,350	56	59	69	70
Drive-In Bank (912)	3,000 sq. ft.	450	40	39	36	37
Fast-Food Restaurant (934)	6,000 sq. ft.	3,000	181	173	102	94
Gasoline / Service Station (944)	10 fueling positions	1,700	69*	70*	69	70
Total Site Trips		17,140	981	936	760	751
Pass-By Trips [Shopping Center: 17% Daily, 34% PM]		867	--	--	75	75
Pass-By Trips [Supermarket: 18% Daily, 36% PM]		918	--	--	85	85
Pass-By Trips [Pharmacy: 24% Daily, 49% PM]		324	--	--	34	34
Pass-By Trips [Drive-In Bank: 32% Daily, 35% PM]		144	--	--	13	13
Pass-By Trips [Fast-Food Restaurant: 49% Daily, 50% PM]		1,470	--	--	49	49
Pass-By Trips [Gasoline/Service Station: 50% Daily, 42% PM]		850	--	--	29	29
Total Primary Site Trips		12,567	981	936	475	466

* Saturday peak hour trips were calculated using the Weekday PM peak hour trip calculations because there was no data for a Saturday peak hour in the ITE Manual.

Trip Generation Comparison

With the submittal of the original Traffic Impact Study, in 2008, a trip generation was completed for the large parcel site plan that was current at the time. The large parcel for the 2008 study consisted of the following land uses:

- 45,250 sq. ft. of retail
- 15,100 sq. ft. of pharmacy
- 50,000 sq. ft. of supermarket
- 129,000 sq. ft. of home improvement superstore
- A drive-in bank with 3 lanes
- 3,455 sq. ft. of fast-food restaurant
- 1,620 sq. ft. of automated car wash
- 20,900 sq. ft. of a bowling alley

The original trip generation calculations can be found attached to this letter. A site plan referencing where the large parcel is located and a table further breaking down the trip generation comparison are also attached. The purpose of this letter is to showcase that the updated site generates fewer trips than what were originally calculated for the large parcel of the Keesee Property. Table 2, below, provides a summary of the comparison between two primary trip generations.

**Table 2
Primary Trip Generation Comparison**

Scenario	Weekday 24 Hour Volumes	Saturday Peak Hour Trips		Weekday PM Peak Hour Trips	
		Enter	Exit	Enter	Exit
Original TIA Calculations	16,964	1,168	1,086	543	525
Updated Site Plan Calculations	12,567	981	936	475	466
Site Trip Difference	-4,397	-187	-150	-68	-59

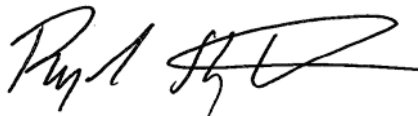
As illustrated above, if the proposed site is developed, there would be an anticipated decrease in traffic in comparison to what was originally calculated. In a typical 24-hour weekday, there will be a decrease of 4,397 expected site trips. Of those trips, it is anticipated there will be a decrease of 337 (187 entering and 150 exiting) during the Saturday peak hour and a decrease of 127 (68 entering and 59 exiting) during the PM peak hour.

Conclusion

Considering the findings from this trip generation letter, it is determined that the updated site plan for Southport Crossings (the large parcel of the Keesee Property) will generate fewer trips than what was originally calculated with the original TIA submittal in 2008. Due to the decrease in anticipated site traffic, no additional roadway improvements are recommended beyond previous requirements.

If you should have any questions, please feel free to contact me at (919) 872-5115.

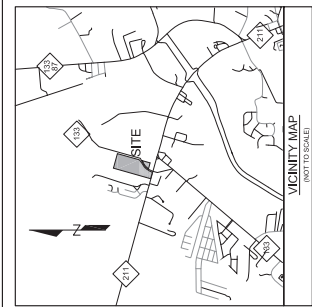
Sincerely,



Rynal Stephenson, P.E.
Regional Manager

RAMEY KEMP & ASSOCIATES, INC.
NC Corporate License # C-0910

Attachments: Southport Crossings Updated Site Plan
Original TIA Trip Generation
Keese Property Overall Site Location
Trip Generation Comparison



SITE DATA
 PROJECT NAME: HWY 211 & NC 133 COMMERCIAL DEVELOPMENT
 PROJECT ADDRESS: 280712874140
 OWNER: DEBRA WOODRUFF
 SOURCE: DEBRA WOODRUFF P/LC 246
 OVERALL SITE AREA: 3,624,179 SF (83.18 ACRES)
 ZONING: HIC (HIGHWAY COMMERCIAL)
 PROPOSED USE: RETAIL

DIMENSION REQUIREMENTS

REQUIRED	PROVIDED
FRONT SETBACK	5'
SIDE SETBACK	25'
REAR SETBACK	40'
MAXIMUM HEIGHT	40'

BUILDING INFORMATION

PROPOSED HISTORY GROCERY STORE	50,000 SF (INCL. CANOPIES)
PROPOSED RETAIL A	20,000 SF
PROPOSED RETAIL B	10,000 SF
PROPOSED RETAIL C	10,000 SF
PROPOSED RETAIL D	3,075 SF
TOTAL BUILDINGS	114,075 SF

IMPERVIOUS CALCULATIONS

PROPOSED PAVEMENT	114,075 SF
PROPOSED SIDEWALK	417,043 SF
PROPOSED DRIVEWAY	23,300 SF
PROPOSED TOTAL	554,418 SF
FUTURE IMPERVIOUS	206,275 SF (75% OF OUTPARCELS)
TOTAL (PROPOSED + FUTURE)	760,693 SF

PARKING INFORMATION

1 SPACE PER 300 SF REQUIRED

GROCERY STORE:	50,000 SF = 170 SPACES REQUIRED
RETAIL:	65,070 SF = 217 SPACES REQUIRED
TOTAL:	383 TOTAL SPACES REQUIRED
PROVIDED:	601 SPACES (1 SPACE PER 101 SF)
HANDICAPPED REQUIRED:	13 SPACES
HANDICAPPED PROVIDED:	28 SPACES

FLOOD NOTE:
 THIS TRACT LIES WITHIN DESIGNATED FLOOD ZONE X, ACCORDING TO FEMA FIRM COMMUNITY PANEL NUMBER 1905002C02. THIS TRACT IS NOT WITHIN A 200-FOOT BUFFER ZONE "X" INCLUDES AREAS DETERMINED TO BE OUTSIDE THE 0.2% (90-YEAR) ANNUAL CHANCE FLOODPLAIN.



PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

Original TIA Trip Generation

LARGE PARCEL – TRIP GENERATION FROM ORIGINAL TIA

ITE LAND USE (Code)	SIZE	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
			Entering	Exiting	Entering	Exiting
Shopping Center (820)	45,250 s.f.	3,401	150	163	225	208
<i>Less Pass- By Trips</i>			-53	-53	-	-
Pharmacy/Drugstore (881)	15,100 s.f.	1,331	64	66	59	59
<i>Less Pass- By Trips</i>			-32	-32	-	-
Supermarket (850)	50,000 s.f.	4,739	275	264	296	285
<i>Less Pass- By Trips</i>			-97	-97	-	-
Home Imp. Superstore (862)	129,000 s.f.	3,848	216	177	369	327
<i>Less Pass- By Trips</i>			-94	-94	-	-
Drive-in Bank (912)	3 Lanes	1,234	77	77	104	96
<i>Less Pass- By Trips</i>			-36	-36	-	-
Fast-Food Restaurant (934)	3,455 s.f.	1,714	62	57	104	100
<i>Less Pass- By Trips</i>			-26	-26	-	-
Automated Car Wash (948)	1,620 s.f.	--	11	11	11	11
Bowling Alley (437)	20,900 s.f.	697	26	48	0	0
Total Site Trips		16,964	881	863	1,168	1,086
<i>Less Total Pass-By Trips</i>		--	-338	-338	--	--
Total Primary New Trips		16,964	543	525	1,168	1,086

KEESEEE PROPERTY – TRIP GENERATION FROM ORIGINAL TIA

ITE LAND USE (Code)	SIZE	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
			Entering	Exiting	Entering	Exiting
Shopping Center (820)	29,600 s.f.	2,225	98	106	148	136
<i>Less Pass- By Trips</i>			-35	-35	-	-
Total Primary New Trips		2,225	63	71	148	136

SWAIN PROPERTY – TRIP GENERATION FROM ORIGINAL TIA

ITE LAND USE (Code)	SIZE	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
			Entering	Exiting	Entering	Exiting
Pharmacy/Drugstore (881)	13,300 s.f.	1,173	56	58	52	52
<i>Less Pass- By Trips</i>			-28	-28	-	-
Total Primary New Trips		1,173	28	28	52	52

NOTE: SITE PLAN USE MODIFICATION
BY RKA ON OCTOBER 15, 2008

DATE	8/26/08
BY	
CHK'D	
APP'D	
DESIGNED BY	JRN
PROJECT NO.	06103



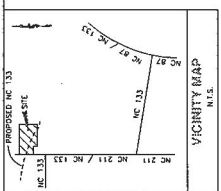
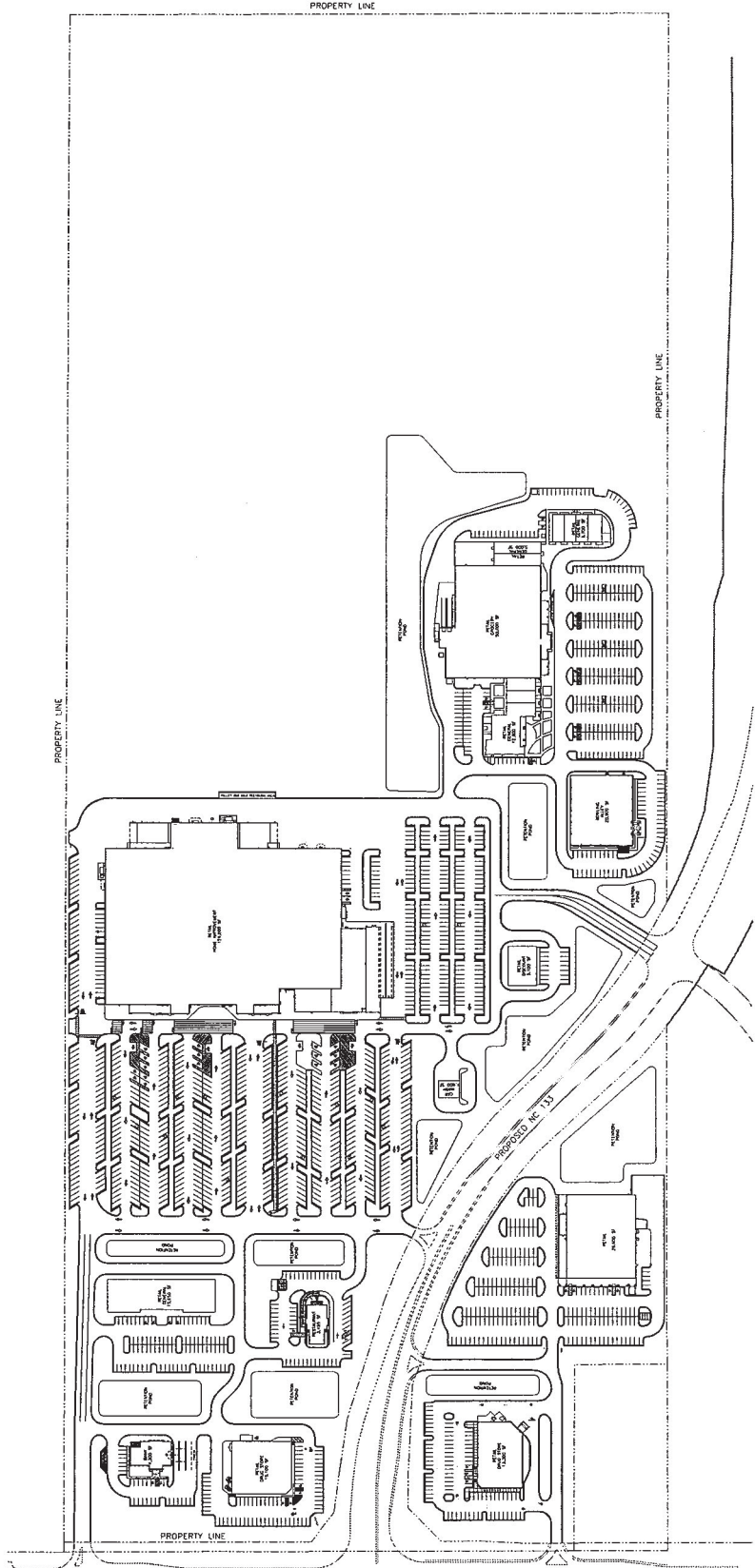
NORRIS, KUSKE & TUNSTALL
 CONSULTING ENGINEERS, INC.
 302 MARKET STREET
 WILMINGTON, NC 28401
 PHONE (910) 343-9533
 FAX (910) 343-9504
 office@nktd.com

OWNERS:
 M. BRAUN KESSEE
 200 COUNTRY CLUB DRIVE, UNIT D
 OAH ISLAND, NC 28453

PRELIMINARY MASTER PLAN
 KESSEE PROPERTY
 SOUTHPORT
 BRUNSWICK COUNTY, N. C.

SYMBOL	DATE	DESCRIPTION	BY

© 2008 NORRIS, KUSKE & TUNSTALL
 REVISIONS



4. TRIP GENERATION

The average weekday daily, weekday PM peak hour, and Saturday peak hour trips for the proposed development were calculated utilizing methodology contained within the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 7th Edition. A detailed breakdown of the trip generation results can be found in Table 2.

TABLE 2
Trip Generation Summary

ITE LAND USE (Code)	SIZE	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
			Entering	Exiting	Entering	Exiting
Shopping Center (820)	74,850 s.f.	5,626	248	269	373	344
<i>Less Pass- By Trips</i>			-88	-88	-	-
Pharmacy/Drugstore (881)	15,100 s.f.	1,331	64	66	59	59
<i>Less Pass- By Trips</i>			-32	-32	-	-
Pharmacy/Drugstore (881)	13,300 s.f.	1,173	56	58	52	52
<i>Less Pass- By Trips</i>			-28	-28	-	-
Supermarket (850)	50,000 s.f.	4,739	275	264	296	285
<i>Less Pass- By Trips</i>			-97	-97	-	-
Home Imp. Superstore (862)	129,000 s.f.	3,848	216	177	369	327
<i>Less Pass- By Trips</i>			-94	-94	-	-
Drive-in Bank (912)	3 Lanes	1,234	77	77	104	96
<i>Less Pass- By Trips</i>			-36	-36	-	-
Fast-Food Restaurant (934)	3,455 s.f.	1,714	62	57	104	100
<i>Less Pass- By Trips</i>			-26	-26	-	-
Automated Car Wash (948)	1,620 s.f.	--	11	11	11	11
Bowling Alley (437)	20,900 s.f.	697	26	48	0	0
Total Site Trips		20,362	1,035	1,027	1,368	1,274
<i>Less Total Pass-By Trips</i>		--	-401	-401	--	--
Total Primary New Trips		20,362	634	626	1,368	1,274

LEGEND:

- IRON PIPE FOUND
- IRON ROD FOUND
- NG DOT MONUMENT
- NG DOT MARK

NOTES:

1. AREA CALCULATED BY COORDINATES.
2. SURVEY COMPLETED WITHOUT BENEFIT OF AN ADJUDICATED CASE. ANY DISCREPANCIES MAY OR MAY NOT AFFECT THE SUBJECT PARCEL.
3. THIS TRACT DOES NOT LIE WITHIN A DESIGNATED FLOOD ZONE ACCORDING TO FEMA FIRM COMMUNITY-PANEL NUMBER 370208700A, BEARING AN EFFECTIVE DATE OF JUNE 7, 2006.

LINE	LENGTH	BEARING
1	18.78	S17°27'17"W

CURVE LENGTH	CHORD	DISTANCE
211.27	552.1135	291.08
211.27	552.1135	291.08
199.05	514.101	250.42
199.05	514.101	250.42



GENERALITY OF ACCURACY AND MAPPING
 I, THOMAS QUINSCALES, CERTIFY THAT THIS WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT. I HAVE REVIEWED THE REFERENCES NOTED ON THIS DRAWING THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS APPROXIMATE. I HAVE REVIEWED THE INFORMATION NOTED THAT THE RATIO OF PRECISION IS 1:10,000 AND THE STANDARD DEVIATION OF THE MEAN IS 0.0001. I HAVE REVIEWED THE LAND SURVEYING IN NORTH CAROLINA (21) N.C.G.S. 42-18.1 THROUGH 42-18.17, A.D.

THOMAS QUINSCALES, PLS LICENSE NO. L-4953

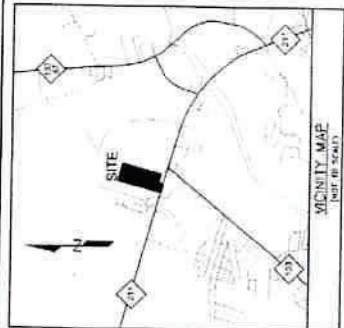
I, THOMAS QUINSCALES, CERTIFY THAT THIS SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET.

THOMAS QUINSCALES, PLS LICENSE NO. L-4953

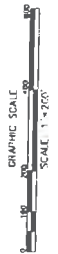
CERTIFICATE OF BRUNSWICK COUNTY BENCHM OFFICER

I, _____, REVIEW OFFICER OF BRUNSWICK COUNTY, CERTIFY THAT THE MAP OR PLAN TO WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

REVIEW OFFICER _____ DATE _____



VICINITY MAP
 (NOT TO SCALE)



Current ownership

DATE	REVISIONS

WAKEFIELD ASSOCIATES, INC.
 188 WIND CHIME COURT, SUITE 201
 RALEIGH, NC 27615

PARAMOUNT
 10000 W. HARRIS STREET
 SUITE 100
 FAYETTEVILLE, NC 28404

PROPERTY SURVEY
 PART OF TRACT 1
 MAP BOOK 19, PAGE 506
 NC HIGHWAY 211
 SMITHVILLE TOWNSHIP
 BRUNSWICK COUNTY, NC

PRELIMINARY
 DRAWING
 DO NOT USE FOR
 CONSTRUCTION,
 RECORDATION,
 CONVEYANCES,
 OR SALES.

1 OF 1
 SCALE: 1"=200'

PRIMARY TRIP GENERATION COMPARISON SUMMARY

Development	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
		Entering	Exiting	Entering	Exiting
Original TIA					
Large Parcel	16,964	543	525	1,168	1,086
Keese Property	2,225	63	71	148	136
Swain Property	1,173	28	28	52	52
Original TIA Total	20,362	634	624	1,368	1,274
Updated Plan					
Large Parcel	12,567	475	466	981	936
Keese Property	2,225	63	71	148	136
Swain Property	1,173	28	28	52	52
Updated Plan Total	15,965	566	565	1,181	1,124
TRIPS DIFFERENCE	-4,397	-68	-59	-187	-150

November 24, 2015

Rynal G. Stephenson, PE
Regional Manager
Ramey Kemp & Associates, Inc.
5808 Faringdon Place, Suite 100
Raleigh, NC 27609

Subject: Approval of the update for Southport Retail Project

To: Rynal Stephenson, PE

The Southport Retail Project is part of the TIA for Keesee Property Commercial Development (dated October 2008). Congestion Management provided their review comments to the TIA in a letter dated December 19, 2008. The larger parcel of the original TIA, located in the NW quadrant of NC 211 and the realigned NC 133, is the subject of this update. The property is now owned by MDI Management. The two smaller parcels located in the NE quadrant of the study intersection, are the Keesee and Swain properties. Their land uses are not included in the Southport Retail Project.

The NCDOT Division 3, District 3, Congestion Management, and Roadway Design staffs have reviewed the Southport Retail Project. Based on the collective review, the updated plan is accepted and approved based on the recommendations as outlined in Congestion Management's review of the original TIA, dated December 19, 2008. A copy of the letter with recommendations is included with the transmittal of this response.

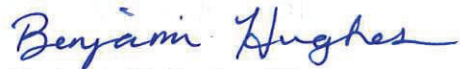
Please note that Site Drive #1 on NC 211 will be restricted to right-in/right-out only. The internal protected storage lengths remain as recommended for all site drives. For Site Drive #5 at NC 133, the three egress lanes should include a minimum of 250 feet storage for the exclusive left-turn lane and exclusive right-turn lane. The improvements at NC 211 and Site Drive #2, and at NC 133 and Site Drive #3, do not serve the Southport Retail Project and are not considered part of this approval.

The applicant will be required to obtain an NCDOT driveway permit for access to the state road network. All applicable NCDOT driveway access technical standards and policies will apply.

If changes are made to the proposed site driveways, land use and/or intensity, the study parameters will need to be modified and a revised Traffic Impact Analysis will be required for review.



Sincerely,



Benjamin T. Hughes, PE
District Engineer
Division 3, District 3

BTH/kl

EC: James H. Dunlop, PE, Congestion Management Regional Engineer
Katie E. Hite, PE, PTOE, Division Traffic Engineer
Gary R. Lovering, PE, Project Engineer – Eastern Region, Roadway Design Unit
Steven D. Kendall, PE, Transportation Engineering Supervisor, Roadway Design Unit



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

December 19, 2008

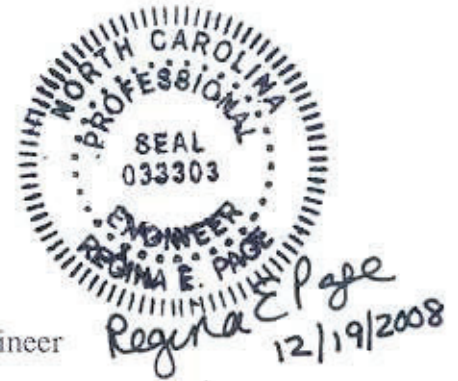
In reply, refer to
File No. SC-2008-050

MEMORANDUM

TO: Dan R. Cumbo, P.E., Division Traffic Engineer
Division 3

FROM: Regina E. Page, P.E., Eastern Region Project Design Engineer
Congestion Management Section

SUBJECT: Proposed Keesee Property Commercial Development on NC 133 (TIP R-3324)
and NC 211 in Brunswick County



Per your request, the Congestion Management Section of the Transportation Mobility and Safety Division has completed a review of the subject site. The comments and recommendations contained in this review are based on data for background conditions presented in the sealed TIA and are subject to the approval of the local District Engineer's Office and appropriate local authorities.

Date of Complete Information for Project Received by This Office	11/25/2008	Date of Second Preliminary Review Letter	11/25/2008
Date of Preliminary Master Plan Prepared by Norris, Kuske & Tunstall Consulting Engineers, Inc.	04/21/2008	Date of Sealed TIA Prepared by Ramey Kemp and Associates, Inc.	10/17/2008

Proposed Development

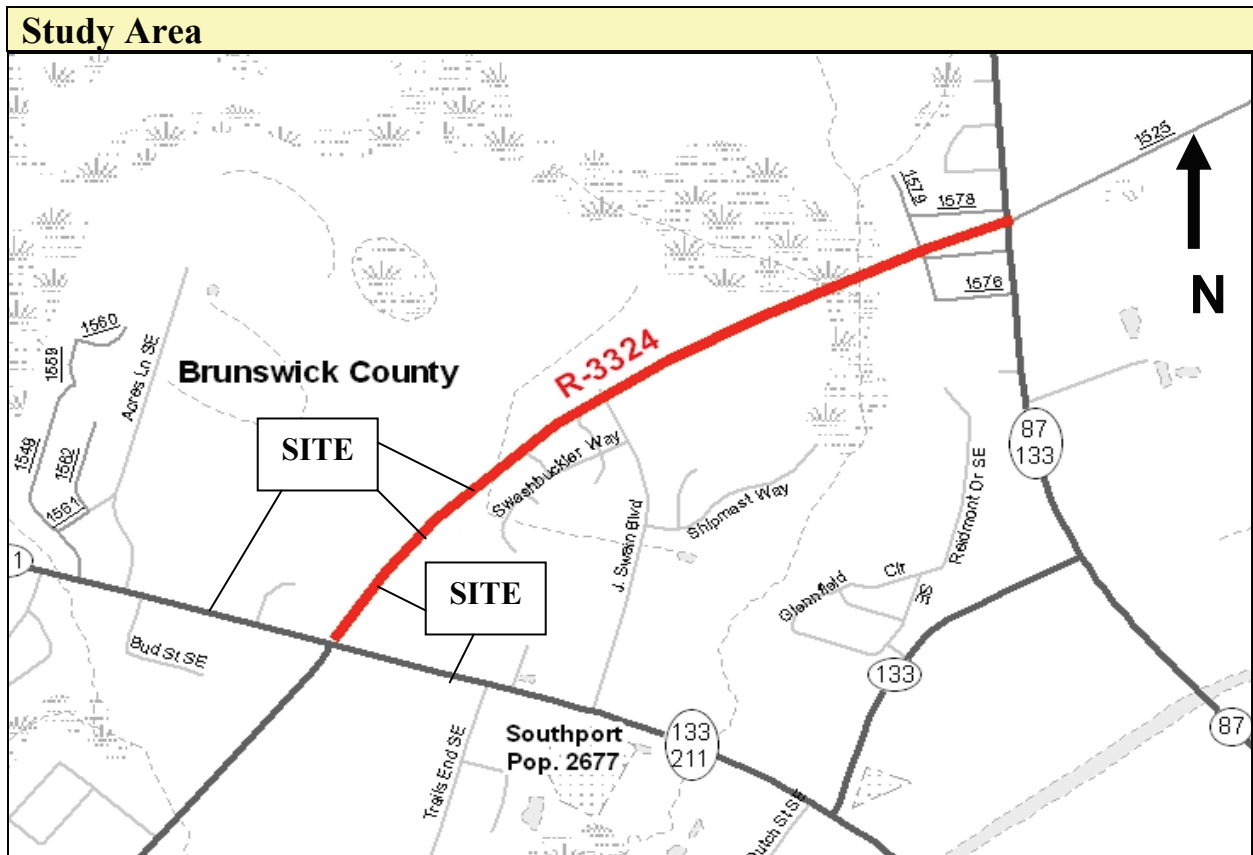
According to the TIA, the proposed Keesee Property Commercial Development is to be located on NC 133 north of NC 211. The TIA states the development is to be constructed by 2015 and is to consist of the following:

Land Use	Size
Shopping Center	74,850 square feet
Pharmacy/Drug Store	28,400 square feet
Supermarket	50,000 square feet
Home Improvement Superstore	129,000 square feet
Drive-in Bank	3 drive-through lanes

Fast-Food Restaurant	3,455 square feet
Automated Car Wash	1,620 square feet
Bowling Alley	20,900 square feet

Trip Generation – Unadjusted Volumes During a Typical Weekday / Saturday Based on appropriate methodology outlined in the <i>ITE Trip Generation Manual, 7th Edition</i>			
	IN	OUT	TOTAL
PM Peak Hour	1,035	1,027	2,062
Saturday Peak Hour	1,368	1,274	2,642
Daily Weekday Trips			20,362

Requested Access Points		
Driveway	Public Roadway	Access Type
1	NC 211	Left-over
2	NC 211	Right-in / Right-out
3	NC 133	Right-in / Right-out
4	NC 133	Right-in / Right-out
5	NC 133	Full Movement



TIP Projects in Study Area			
Project	Description	Let Date	Completion
R-3324	New Route, NC 211 to NC 87 at SR 1525 (Bethel Road). Two lane connector on new location.	07/21/2009	2011

Recommendations – Based on Full Build Out in TIP Design Year (2030)

NC 211 and NC 133 (TIP R-3324) Intersection (Signalized)

Due to the anticipated impacts that the additional traffic volumes associated with this development may have on the adjacent traffic facilities and with various other geometric improvements that may occur, this intersection may require signal modifications to accommodate this additional traffic volume.

Based upon our review, multiple movements are anticipated to operate at a poor level of service in the peak hour in the design year (2030). The following recommendations should accommodate the site-generated traffic, but do not include all improvements necessary to allow the intersection to attain acceptable levels of service with acceptable queuing.

Eastbound NC 211

- We recommend providing dual left-turn lanes with 400 feet (minimum) of full storage and appropriate transitional taper. To accommodate the dual left-turn lanes, dual receiving lanes will be required on NC 133 northbound departure. The additional receiving lane should terminate as an exclusive left-turn lane at the NC 133 and Site Driveway #5 intersection.
- We concur with the TIA recommendation that the TIP provide dual right-turn lanes with 300 feet (minimum) of full storage and appropriate deceleration taper.

Southbound NC 133

- We recommend providing an exclusive left-turn lane with 350 feet (minimum) of full storage and appropriate transitional taper.

NC 211 and Site Drive #1 (Right-in/Right-out)

Eastbound NC 211

- The TIA recommends a leftover with 200 feet of full storage at this intersection. Based on the analysis, a leftover is expected to operate at an acceptable level of service in the 2030 design year.
- Based on the analysis, if the leftover is denied, the intersection of NC 211 and NC 133 is expected to experience minor increases in delay and queuing.
- Due to the major thoroughfare classification of NC 211, we recommend this access be restricted to right-in / right-out access only at this intersection.

Westbound NC 211

- We concur with the TIA recommendation to provide an exclusive right-turn lane with 150 feet (minimum) of full storage and appropriate deceleration taper.

- We recommend that the dual receiving lanes resulting from the dual northbound left-turn lanes at the intersection of NC 133 and NC 211 extend 600' minimum past this intersection before merging traffic into a single lane.

Southbound Site Drive #1

- We concur with the TIA recommendation to provide a two lane cross-section consisting of one ingress lanes and one egress lane. The egress lane should provide for an exclusive right-turn lane only.
- The egress lane should provide a minimum of 150 feet of internal protected storage before parking and crossing maneuvers should be allowed. A concrete island should be provided to encourage exiting right-turn movements only.

NC 211 and Site Drive #2 (Right-in/Right-out)

We concur with the TIA recommendation that this driveway be restricted to right-in/right-out movements only. The following recommendations are based on this intersection operating as a right-in/right-out.

Westbound NC 211

- We concur with the TIA recommendation to provide an exclusive right-turn lane with 150 feet (minimum) of full storage and appropriate deceleration taper.

Southbound Site Drive #2

- We concur with the TIA recommendation to provide a two lane cross-section consisting of one ingress lanes and one egress lane. The egress lane should provide for an exclusive right-turn lane only.
- The egress lane should provide a minimum of 300 feet of internal protected storage before parking and crossing maneuvers should be allowed. A concrete island should be provided to encourage exiting right-turn movements only.

NC 133 and Site Drive #3 (Right-in/Right-out)

We concur with the TIA recommendation that this driveway be restricted to right-in/right-out movements only. The following recommendations are based on this intersection operating as a right-in/right-out.

Westbound Site Drive #3

- We concur with the TIA recommendation to provide a two lane cross-section consisting of one ingress lanes and one egress lane. The egress lane should provide for an exclusive right-turn lane only.
- The egress lane should provide a minimum of 100 feet of internal protected storage before parking and crossing maneuvers should be allowed. A concrete island should be provided to encourage exiting right-turn movements only.

Northbound NC 133

- We concur with the TIA recommendation to provide an exclusive right-turn lane with 150 feet (minimum) of full storage and appropriate deceleration taper.

NC 133 and Site Drive #4 (Right-in/Right-out)

We concur with the TIA recommendation that this driveway be restricted to right-in/right-out movements only. The following recommendations are based on this intersection operating as a right-in/right-out.

Eastbound Site Drive #4

- We concur with the TIA recommendation to provide a two lane cross-section consisting of one ingress lanes and one egress lane. The egress lane should provide for an exclusive right-turn lane only.
- The egress lane should provide a minimum of 200 feet of internal protected storage before parking and crossing maneuvers should be allowed. A concrete island should be provided to encourage exiting right-turn movements only.

Southbound NC 133

- We concur with the TIA recommendation to provide an exclusive right-turn lane with 150 feet (minimum) of full storage and appropriate deceleration taper.

NC 133 and Site Drive #5 / TriCity Property Driveway (Signalized)

Due to the anticipated impacts that the additional site-generated traffic may have on this intersection, we recommend, with approval from the Regional Traffic Engineer and the Division Traffic Engineer, that this intersection be signalized. The following recommendations are based on a traffic signal in place.

Based upon our review, multiple movements are anticipated to operate at a poor level of service in the peak hour in the design year (2030). The following recommendations should accommodate the site-generated traffic, but do not include all improvements necessary to allow the intersection to attain acceptable levels of service with acceptable queuing.

Eastbound Site Driveway # 5

- We concur with the TIA recommendation to provide a five lane cross-section consisting of two ingress lanes and three egress lanes. The egress lanes should consist of an exclusive left-turn lane, an exclusive through lane, and an exclusive right-turn lane. We recommend providing 300 feet (minimum) of internal protected storage before crossing maneuvers and parking should be allowed.

Northbound NC 133

- We concur with the TIA recommendation to provide dual exclusive left-turn lanes with 400 feet (minimum) of full storage and appropriate transitional taper.

Southbound NC 133

- We concur with the TIA recommendation to provide an exclusive right-turn lane with 150 feet (minimum) of full storage and appropriate deceleration taper.

General Reference and Recommendations

Policy on Street and Driveway Access to North Carolina Highways, July 2003

<http://www.ncdot.org/doh/preconstruct/altern/value/manuals/pos.pdf>

North Carolina Median Crossover Guidelines

<http://www.ncdot.org/doh/preconstruct/traffic/congestion/CM/docs/MCGuidelines.pdf>

NCDOT TIA Analysis Guidelines

<http://www.ncdot.org/doh/preconstruct/traffic/congestion/CM/docs/TIA.pdf>

NCDOT Trip Generation Rate/Equation Recommendations

<http://www.ncdot.org/doh/preconstruct/traffic/congestion/CM/docs/rate.xls>

NCDOT Congestion Management Driveway Permit Review General Comments

<http://www.ncdot.org/doh/preconstruct/traffic/congestion/CM/docs/GenComments.pdf>

Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact me or BenJetta L. Johnson, P.E. at (919) 773-2800.

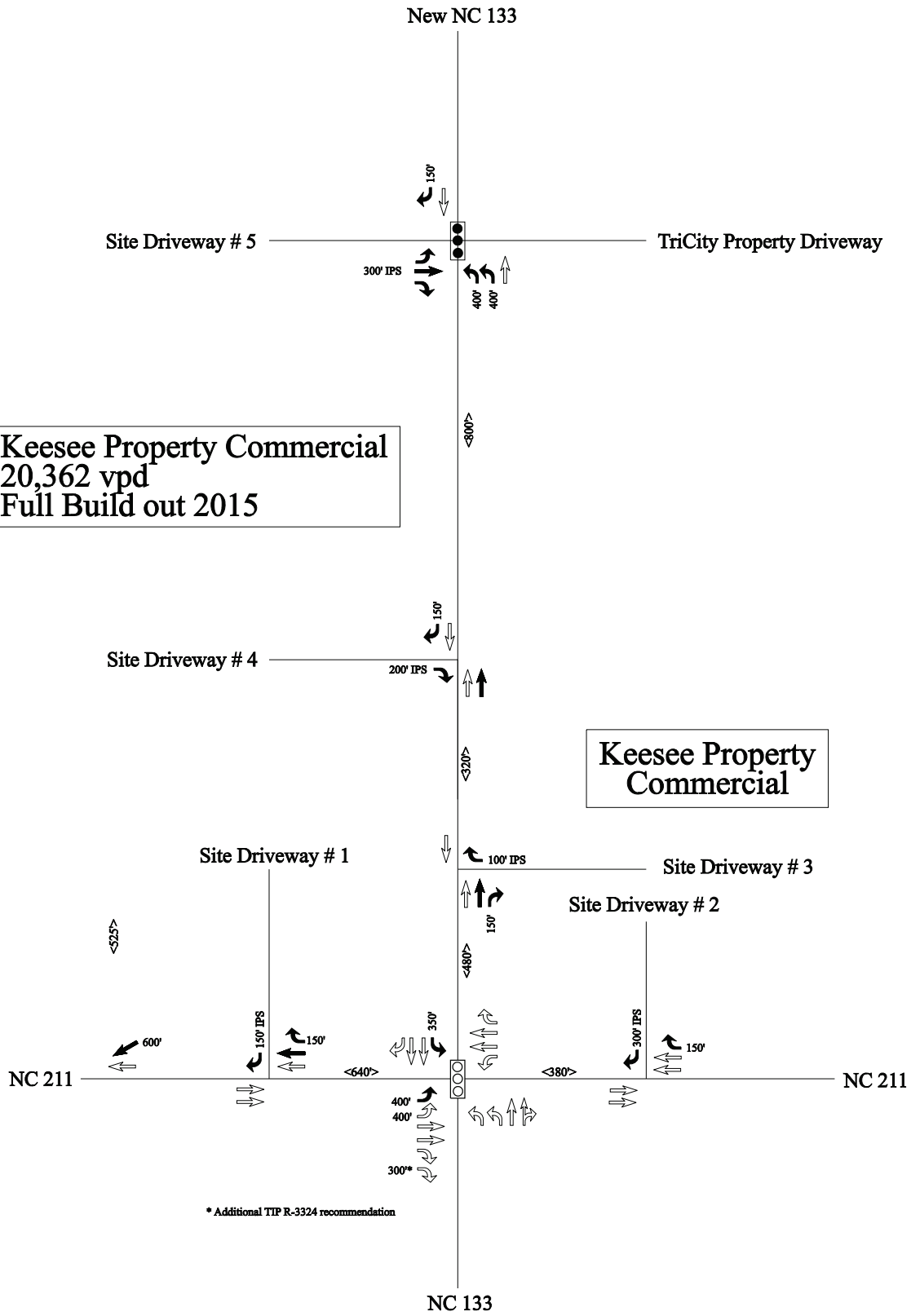
REP

Attachment

cc: H. A. Pope, P.E.
A. Law
J. K. Lacy, P.E., C.P.M.
T. M. Hopkins, P.E. (Attention: A. D. Wyatt, P.E. and P. H. Daughtry, P.E.)
M. P. Butler, P.E.
G. A. Fuller, P.E. (Attention: P. L. Alexander, P.E.)
J. S. Goodnight, P.E.
J. S. Bourne, P.E.
J. H. Dunlop, P.E.
B. L. Johnson, P.E.
D. Y. Ishak

Keesee Property Commercial
 20,362 vpd
 Full Build out 2015

Keesee Property Commercial



Keesee Property Commercial Development (SC-2008-050)
Recommended Laneage and Storage (TIP Design Year 2030)
Legend

- | | | | |
|--|--|--|----------------------------|
| | Existing / TIP R-3324 Proposed Lane | | Internal Protected Storage |
| | Recommended Laneage | | TIP R-3324 Proposed Signal |
| | Approximate Distance Between Intersections | | Proposed Signal |
| | Storage Lengths | | |

* Drawing Not To Scale *



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, WILMINGTON DISTRICT
WILMINGTON REGULATORY OFFICE
69 DARLINGTON AVENUE
WILMINGTON NORTH CAROLINA 28403

September 30, 2025

Regulatory Program/Division

Sent Via Email: nhakim@edgehillrec.com & rowe@wakefieldassociates.net

Nick Hakim
Edgehill Real Estate Capital
1111 Metropolitan Avenue #700
Charlotte, NC 28204

And

John Orgain
MDI Management LLC
120 4th Street SW
Hickory, NC 28602

Dear Mr. Hakim & Mr. Orgain:

This letter is in response to your request to the Wilmington District, Wilmington Field Office for an approved jurisdictional determination. The project/review area is located on the west side of Long Beach Road SE near the Southport Commons shopping area at the intersection with Southport Supply Road SE (Hwy 211), at Latitude 33.956930 and Longitude -78.048030; in Southport, Brunswick County, North Carolina. The review area for this determination is limited to an approximately 48.01 acre area (comprised of 1 parcel (parcel number: 208700876750), which is illustrated on the enclosed site maps. This request has been assigned the file number SAW-2022-01540 or SAW-2024-01303 (Southport Crossing / Long Beach Road / Southport NC / Brunswick County). These file numbers represent two separate jurisdictional determination requests for the same property. Both requestors are included in this verification letter. Either file number can be referenced in correspondence concerning this project.

Based on our review of the information you furnished, a site inspection conducted on September 25, 2025, and other information available to our office, we have determined the above-referenced area contains 22.524 acres of waters of the United States under U.S. Army Corps of Engineers (Corps) regulatory jurisdiction. These waters are identified in the enclosed site maps, Figure 7: Wetlands and Waters Delineation Map dated September 29, 2025, and include wetlands. This determination was made in accordance with the Corps regulatory authority pursuant to Section 404 of the Clean Water Act, and based upon criteria contained in the 1987 Corps of Engineers Wetland Delineation Manual and the Atlantic and Gulf Coastal Plain regional supplement. This determination is valid for a period of **five years** from the date of the letter, unless new

information warrants revision of the determination before the expiration date or a District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.

This letter contains an approved jurisdictional determination for your subject site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and request for appeal (RFA) form. If you request to appeal this determination you must submit a completed RFA form to the Division Appeals Officer at the address listed on the RFA form. In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received by the Corps by November 29, 2025. **It is not necessary to submit an RFA form to the Division Office if you do not object to the determination in this correspondence.**

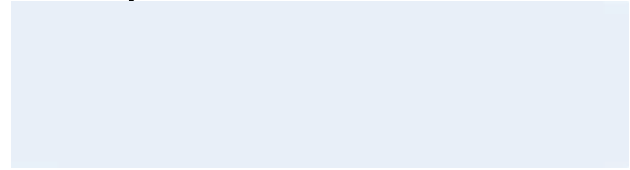
Section 404 of the Clean Water Act requires a Department of the Army (DA) permit be obtained prior to the discharge of dredged or fill material into waters of the United States, including wetlands. Section 10 of the Rivers and Harbors Act of 1899 requires a DA permit be obtained for any work in, on, over or under navigable waters of the United States.

This determination has been conducted to identify the limits of Corps' Clean Water Act jurisdiction for the review area identified in this request. The determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA Program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

You are cautioned that work performed below the mean high water line or ordinary high water line in waters of the United States; and/or, the discharge of dredged or fill material into any areas identified on the enclosed information as within Federal jurisdiction, without a Department of the Army permit could subject you to enforcement action. Receipt of a permit from a state or local municipality does not obviate the requirement for obtaining a Department of the Army permit.

If you have any questions concerning this correspondence, please contact Katharine Elks, project manager of the Wilmington Field Office at 910-251-4567, by mail at the above address, or by email at katharine.b.elks@usace.army.mil. Please take a moment to complete our customer satisfaction survey located at <https://regulatory.ops.usace.army.mil/customer-service-survey/>.

Sincerely,

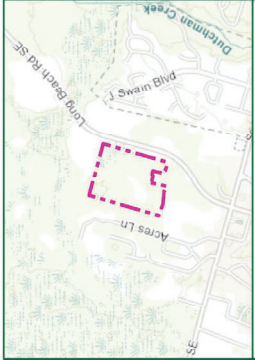


Katharine Elks
Regulatory Specialist, Wilmington Field
Office

Enclosures

cc: John Perry, Timmons Group (via john.perry@timmons.com)

Noah Dean, Southern Environmental Group, inc. (via ndeans@segi.us)



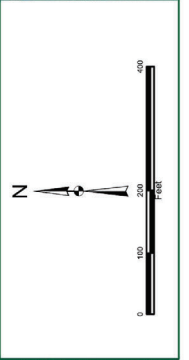
Delineation table on page 2.

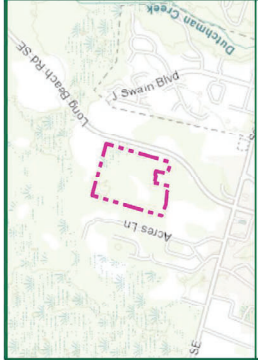
- Legend**
- Project Study Limits - 48.01 acres
 - Ditch Identifier
 - Wetland Identifier
 - Field Data Station
 - Non-Jurisdictional Potential Non-Wetland Waters - Ditch
 - Non-Jurisdictional Palustrine Scrub-Shrub (PSS) Wetland
 - Potential Palustrine Emergent (PEM) Wetland
 - Potential Palustrine Forested (PFO) Wetland
 - Potential Palustrine Scrub-Shrub (PSS) Wetland
 - Non-Jurisdictional Non-Wetland Waters
 - Pond

1. Values of the U.S. within the project study limits have been located using submeter, Realtek GPS antennas by Timmons Group.

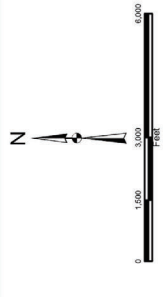
2. Values of the U.S. have not been confirmed by the U.S. Army Corps of Engineers until stamped.

3. Project limits are approximate.





1. Wetlands of the U.S. within the project study limits have been located using submeter, dual-epoch GPS antennas by Timmons Group, Inc.
2. Wetlands of the U.S. have not been confirmed by the U.S. Army Corps of Engineers until stamped.
3. Project limits are approximate.



* T=Tidal; NT=Non-tidal; V=Vegetated; NV=Non-Vegetated; PFO=Palustrine Forested Wetland; PSS=Palustrine Forested Wetland; PSS=Palustrine Scrub-Shrub Wetland; PEM=Palustrine Emergent Wetland; POW= Palustrine Open Water; R3= Upper Perennial Streams; R4=Intermittent Streams; R6 = Ephemeral Streams

Resource Identification	Confirmation				Resource Description Notes*	State Jurisdictional (401) & Federally Jurisdictional (404)
	PFO (acres)	PSS (acres)	PEM (acres)	POW (acres)		
A		11.369			NT/V	401 & 404
B		8.849			NT/V	401 & 404
C		9.816			NT/V	Non-Jurisdictional
D		1.384	0.027		NT/V	401 & 404
E				0.323	NT/NV	Non-Jurisdictional
F				0.169	NT/NV	Non-Jurisdictional
G	0.922				NT/V	401 & 404
Total	0.92	31.42	0.03	0.49		
Total Potentially Jurisdictional Wetland Area =				22.55 ac		
Total Potentially Jurisdictional Stream Length =				0 lf		
Total Non-Jurisdictional Wetland Area =				9.82 ac		

TIMMONS GROUP

YOUR VISION ACHIEVED THROUGH OURS

Corporate Office
7533 Chatham Park Ave, Suite 500, Richmond, VA 23225
TEL 804.206.6500 FAX 804.560.1448 www.timmons.com

THIS DRAWING PREPARED AT THE
CORPORATE OFFICE

SOUTHPORT CROSSING
BRUNSWICK COUNTY, NORTH CAROLINA

FIGURE 7: WETLANDS AND WATERS DELINEATION MAP

DATE: 09/29/2025
DRAWN BY: L. YOWELL
DESIGNED BY: L. YOWELL
CHECKED BY: J. PERRY
SCALE: 1" = 3,000'

JOB NUMBER: 7533445
SHEET NO.: 2 OF 2

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U.S. Army Corps of Engineers (USACE)
NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS
AND REQUEST FOR APPEAL

For use of this form, see Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act of 1899, and Section 103 of the Marine Protection, Research, and Sanctuaries Act; the proponent agency is CECW-COR.

Form Approved –
OMB No. 0710-0003
Expires 2027-10-31

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority The authorities for requesting this information are Sections 9, 10, 13, and 14, Rivers and Harbors Act of March 3, 1899; Section 404, Clean Water Act; and Section 103 Marine Protection Research and Sanctuaries Act of 1972.

Principal Purpose This information serves as notification to affected parties regarding the USACE administrative appeal options and process, as well as to facilitate requests for appeal of USACE decisions with which they disagree.

Routine Uses Routine uses will include: (a) To serve as notification to affected parties of the Corps administrative appeal options and process and to facilitate requests for appeal of Corps decisions with which they disagree. (b) Records may be referred to the Department of Justice for possible criminal prosecution. (c) Records may be referred to other Federal, State, and local agencies for evaluation and enforcement purposes.

Disclosure Disclosure of this information is voluntary on your part. However, failure of individual to provide requested information could result in inability to determine all pertinent information regarding a Department of the Army permit matter.

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-0003, is estimated to average 1 hour per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PURPOSE: This form is used to facilitate the initiation of the administrative appeals process. The appeals process allows an affected party to pursue an administrative appeal of certain Corps of Engineers decisions with which they disagree.

Upon release, this form will also be available on the Corps website <https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/>

Applicant: Nick Hakim		File Number: SAW-2022-01540	Date: 9/30/2025
Documents Attached (<i>select all that apply</i>):			Form Reference Section:
<input type="checkbox"/>	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)		A
<input type="checkbox"/>	PROFFERED PERMIT (Standard Permit or Letter of permission)		B
<input type="checkbox"/>	PERMIT DENIAL WITHOUT PREJUDICE		C
<input type="checkbox"/>	PERMIT DENIAL WITH PREJUDICE		D
<input checked="" type="checkbox"/>	APPROVED JURISDICTIONAL DETERMINATION		E
<input type="checkbox"/>	PRELIMINARY JURISDICTIONAL DETERMINATION		F

SECTION I

The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/appeals/> or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C. PERMIT DENIAL WITHOUT PREJUDICE: Not appealable

You received a permit denial without prejudice because a required Federal, state, and/or local authorization and/or certification has been denied for activities which also require a Department of the Army permit before final action has been taken on the Army permit application. The permit denial without prejudice is not appealable. There is no prejudice to the right of the applicant to reinstate processing of the Army permit application if subsequent approval is received from the appropriate Federal, state, and/or local agency on a previously denied authorization and/or certification.

D: PERMIT DENIAL WITH PREJUDICE: You may appeal the permit denial

You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information for reconsideration

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.
- **RECONSIDERATION:** You may request that the district engineer reconsider the approved JD by submitting new information or data to the district engineer within 60 days of the date of this notice. The district will determine whether the information submitted qualifies as new information or data that justifies reconsideration of the approved JD. A reconsideration request does not initiate the appeal process. You may submit a request for appeal to the division engineer to preserve your appeal rights while the district is determining whether the submitted information qualifies for a reconsideration.

F: PRELIMINARY JURISDICTIONAL DETERMINATION: Not appealable

You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also, you may provide new information for further consideration by the Corps to reevaluate the JD.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision you may contact:	If you have questions regarding the appeal process, or to submit your request for appeal, you may contact:
Name: Katharine Elks	Name: Krista Sabin, Regulatory Appeals Review Officer
Street Address, City, State: 69 Darlington Avenue Wilmington, NC 28403	Street Address, City, State: 60 Forsyth Street SW Room 9M 15 Atlanta, Georgia 30303-8801
Phone: 910-251-4567	Phone: 904-314-9631
Email: katharine.b.elks@usace.army.mil	Email: CESAD-Regulatory@usace.army.mil

SECTION II – REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. Use additional pages as necessary. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation and will have the opportunity to participate in all site investigations.

Email address of appellant and/or agent

Telephone number

Signature of appellant or agent

Date



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, WILMINGTON DISTRICT
69 DARLING AVENUE
WILMINGTON, NORTH CAROLINA 28403

SAW-RG-L

29 September 2025

MEMORANDUM FOR RECORD

SUBJECT: US Army Corps of Engineers (Corps) Approved Jurisdictional Determination in accordance with the "Revised Definition of 'Waters of the United States'"; (88 FR 3004 (January 18, 2023) as amended by the "Revised Definition of 'Waters of the United States'; Conforming" (8 September 2023) ,¹ [SAW-2022-01540 & SAW-2024-01303] [(MFR 1 of 1)]²

BACKGROUND. An Approved Jurisdictional Determination (AJD) is a Corps document stating the presence or absence of waters of the United States on a parcel or a written statement and map identifying the limits of waters of the United States on a parcel. AJDs are clearly designated appealable actions and will include a basis of JD with the document.³ AJDs are case-specific and are typically made in response to a request. AJDs are valid for a period of five years unless new information warrants revision of the determination before the expiration date or a District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.⁴

On January 18, 2023, the Environmental Protection Agency (EPA) and the Department of the Army ("the agencies") published the "Revised Definition of 'Waters of the United States,'" 88 FR 3004 (January 18, 2023) ("2023 Rule"). On September 8, 2023, the agencies published the "Revised Definition of 'Waters of the United States'; Conforming", which amended the 2023 Rule to conform to the 2023 Supreme Court decision in *Sackett v. EPA*, 598 U.S., 143 S. Ct. 1322 (2023) ("*Sackett*").

This Memorandum for Record (MFR) constitutes the basis of jurisdiction for a Corps AJD as defined in 33 CFR §331.2. For the purposes of this AJD, we have relied on Section 10 of the Rivers and Harbors Act of 1899 (RHA),⁵ the 2023 Rule as amended,

¹ While the Revised Definition of "Waters of the United States"; Conforming had no effect on some categories of waters covered under the CWA, and no effect on any waters covered under RHA, all categories are included in this Memorandum for Record for efficiency.

² When documenting aquatic resources within the review area that are jurisdictional under the Clean Water Act (CWA), use an additional MFR and group the aquatic resources on each MFR based on the TNW, the territorial seas, or interstate water that they are connected to. Be sure to provide an identifier to indicate when there are multiple MFRs associated with a single AJD request (i.e., number them 1, 2, 3, etc.).

³ 33 CFR 331.2.

⁴ Regulatory Guidance Letter 05-02.

⁵ USACE has authority under both Section 9 and Section 10 of the Rivers and Harbors Act of 1899 but for convenience, in this MFR, jurisdiction under RHA will be referred to as Section 10.

[SAW-RG-L]

SUBJECT: 2023 Rule, as amended, Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023), [SAW-2022-01540 & SAW-2024-01303]

as well as other applicable guidance, relevant case law, and longstanding practice in evaluating jurisdiction.

1. SUMMARY OF CONCLUSIONS.

- a. Provide a list of each individual feature within the review area and the jurisdictional status of each one (i.e., identify whether each feature is/is not a water of the United States and/or a navigable water of the United States).

i.

Name of Aquatic Resource	JD or Non-JD	Section 404/Section 10
A PSS	JD	Section 404
B PSS	JD	Section 404
C PSS	Non-JD	NA
D PSS	JD	Section 404
H PUB	Non-JD	NA
E POW	Non-JD	NA
F POW	Non-JD	NA
G PFO	JD	Section 404
D PEM	JD	Section 404

2. REFERENCES.

- a. "Revised Definition of 'Waters of the United States,'" 88 FR 3004 (January 18, 2023) ("2023 Rule")
- b. "Revised Definition of 'Waters of the United States'; Conforming" 88 FR 61964 (September 8, 2023))
- c. *Sackett v. EPA*, 598 U.S. 651, 143 S. Ct. 1322 (2023)

3. REVIEW AREA.

A. Project Are Size (in acres): 48.01

B. Center Coordinates of the Project Site (in decimal degrees)

Latitude: 33.9574595 Longitude: -78.0476051

C. Nearest City or Town: Southport

D. County: Brunswick

E. State: North Carolina

F. Other associated Jurisdictional Determinations (including outcomes):

Action ID	Type	Outcome
SAW-2008-01687	AJD	All waters were considered as jurisdictional under the AJD

[SAW-RG-L]

SUBJECT: 2023 Rule, as amended, Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023), [SAW-2022-01540 & SAW-2024-01303]

G. Any additional, relevant site-specific information: Duplicate JD request from the property owner under Action ID 2024-01303. This JD request is from a potential buyer (2022-01540). Site visit to verify boundaries on 9/25/25, much drier than normal.

4. NEAREST TRADITIONAL NAVIGABLE WATER (TNW), THE TERRITORIAL SEAS, OR INTERSTATE WATER TO WHICH THE AQUATIC RESOURCE IS CONNECTED.

A. Name of nearest downstream TNW, Territorial Sea or interstate water: Dutchman Creek, which is a TNW.

B. Determination based on: This determination was made based on a review of desktop data resources listed in Section 9 of this memorandum and a field visit conducted on 9/25/25, and a review of the SAW Section 10 list.

5. FLOWPATH FROM THE SUBJECT AQUATIC RESOURCES TO A TNW, THE TERRITORIAL SEAS, OR INTERSTATE WATER.

Wetland A, B, D, and G are connected to RPWs that are contiguous with Dutchman Creek. The wetlands meet the hydrophytic vegetation, wetland hydrology, and hydric soil criteria of the 1987 Corps of Engineers Wetland Delineation Manual and the Eastern Mountains and Piedmont Regional Supplement and are contiguous with the unnamed tributary.

Historic Flowpath:

Wetland C is a Carolina Bay feature that extends out of the project area. It is surrounded on the southeast sides by an upland rim and development (stormwater pond). The west side of the Carolina Bay is cut off by Acres Lane SE. It appears that this area may have drained via ditch near the northwest corner toward Dutchman Creek, but this connection appears to have been cut off by the road and residential development. Wetland C meets the hydrophytic vegetation, wetland hydrology, and hydric soil criteria of the 1987 Corps of Engineers Wetland Delineation Manual and the Eastern Mountains and Piedmont Regional Supplement.

Ponds E & F were dug as a stormwater feature. During the 9.25.25 site visit these ponds had outlet control boxed installed. Neither pond is contiguous with downstream wetland or RPW.

RPW H is not abutting or contiguous with a TNW or an RPW. Based on the previous JD (2008-01687) this ditch extended south into wetlands labeled G and the wetlands in the roadside ROW. During the site visit there was an Ordinary High Water Mark (OHWM) observed as indicated by the following physical characteristics:

[SAW-RG-L]

SUBJECT: 2023 Rule, as amended, Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023), [SAW-2022-01540 & SAW-2024-01303]

natural line impressed on the bank, absence of vegetation, scour, and bed and banks.

6. SECTION 10 JURISDICTIONAL WATERS⁶: Describe aquatic resources or other features within the review area determined to be jurisdictional in accordance with Section 10 of the Rivers and Harbors Act of 1899. Include the size of each aquatic resource or other feature within the review area and how it was determined to be jurisdictional in accordance with Section 10.⁷ N/A
7. SECTION 404 JURISDICTIONAL WATERS: Describe the aquatic resources within the review area that were found to meet the definition of waters of the United States in accordance with the 2023 Rule as amended, consistent with the Supreme Court's decision in *Sackett*. List each aquatic resource separately, by name, consistent with the naming convention used in section 1, above. Include a rationale for each aquatic resource, supporting that the aquatic resource meets the relevant category of "waters of the United States" in the 2023 Rule as amended. The rationale should also include a written description of, or reference to a map in the administrative record that shows, the lateral limits of jurisdiction for each aquatic resource, including how that limit was determined, and incorporate relevant references used. Include the size of each aquatic resource in acres or linear feet and attach and reference related figures as needed.
 - a. Traditional Navigable Waters (TNWs) (a)(1)(i): N/A
 - b. The Territorial Seas (a)(1)(ii): N/A
 - c. Interstate Waters (a)(1)(iii): N/A
 - d. Impoundments (a)(2): N/A
 - e. Tributaries (a)(3): N/A
 - f. Adjacent Wetlands (a)(4):

⁶ 33 CFR 329.9(a) A waterbody which was navigable in its natural or improved state, or which was susceptible of reasonable improvement (as discussed in § 329.8(b) of this part) retains its character as "navigable in law" even though it is not presently used for commerce, or is presently incapable of such use because of changed conditions or the presence of obstructions.

⁷ This MFR is not to be used to make a report of findings to support a determination that the water is a navigable water of the United States. The district must follow the procedures outlined in 33 CFR part 329.14 to make a determination that water is a navigable water of the United States subject to Section 10 of the RHA.

[SAW-RG-L]

SUBJECT: 2023 Rule, as amended, Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023), [SAW-2022-01540 & SAW-2024-01303]

Name of Aquatic Resource	Size (in acres)	Contiguous with or abutting? If so, list water	Describe continuous surface connection
A	11.369	Yes, RPW to Dutchman Creek	The wetland boundary is connecting and contiguous with an RPW of Dutchman Creek.
B	8.849	Yes, RPW to Dutchman Creek	
D	1.384	Yes, RPW to Dutchman Creek	
G	0.922	Yes, RPW to Dutchman Creek	

g. Additional Waters (a)(5): N/A

8. NON-JURISDICTIONAL AQUATIC RESOURCES AND FEATURES

- a. Describe aquatic resources and other features within the review area identified in the 2023 Rule as amended as not “waters of the United States” even where they otherwise meet the terms of paragraphs (a)(2) through (5). Include the type of excluded aquatic resource or feature, the size of the aquatic resource or feature within the review area and describe how it was determined to meet one of the exclusions listed in 33 CFR 328.3(b).⁸ N/A
- b. Describe aquatic resources and features within the review area that were determined to be non-jurisdictional because they do not meet one or more categories of waters of the United States under the 2023 Rule as amended (e.g., tributaries that are non-relatively permanent waters; non-tidal wetlands that do not have a continuous surface connection to a jurisdictional water).

Aquatic Resource Name	Resource Type	Reason the AR is not jurisdictional
C	Wetland (9.816 ac)	C was not abutting or contiguous with a TNW or an RPW.
E	Pond (0.323 ac)	E was not abutting or contiguous with a TNW or an RPW.
F	Pond (0.169 ac)	F was not abutting or contiguous with a TNW or an RPW.

9. DATA SOURCES. List sources of data/information used in making determination. Include titles and dates of sources used and ensure that information referenced is available in the administrative record.
 - a. 1. Date of Office (desktop review): 9/29/25
2. Date(s) of Field Review (if applicable): 9/25/25
 - b. Data sources used to support this determination (included in the administrative record).

⁸ 88 FR 3004 (January 18, 2023)

[SAW-RG-L]

SUBJECT: 2023 Rule, as amended, Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023), [SAW-2022-01540 & SAW-2024-01303]

- Aquatic Resources delineation submitted by, or on behalf of, the requestor:
Figure 7: Wetlands and Waters Delineation Map; dated 9/26/2025
- Aquatic Resources delineation prepared by the USACE: N/A
- Wetland field data sheets prepared by the Corps: N/A
- OHWM data sheets prepared by the USACE: N/A
- Previous JDs (AJD or PJD) addressing the same (or portions of the same)
review area: SAW-2008-01687
- Photographs: Timmons, 6/26/2025
- Aerial Imagery: NC OneMap
- LIDAR: QL2, 2014
- USDA NRCS Soil Survey: Figure 5: NRCS Soil Survey Map
- USFWS NWI maps: N/A
- USGS topographic maps: USGS Quadrangle Southport NC
- USGS NHD data/maps: Title and Dates
- Section 10 resources used: Title and Dates
- NCDWR stream identification forms
- North Carolina Stream Assessment Method (NCSAM) forms
- North Carolina Wetland Assessment Method (NCWAM) forms
- Antecedent Precipitation Tool Analysis: 6/26/2025 & 7/17/2025
- Other sources of Information: List

10. OTHER SUPPORTING INFORMATION. This AJD, MFR, and map is verified for 2 separate requests for the same property, one request by the owner and one request by the developer. SAW-2022-01540 and SAW-2024-01303

11. NOTE: The structure and format of this MFR were developed in coordination with the EPA and Department of the Army. The MFR's structure and format may be subject to future modification or may be rescinded as needed to implement additional guidance from the agencies; however, the approved jurisdictional determination described herein is a final agency action.

AUTHORITY FOR APPOINTMENT OF PERSON
TO ACT ON MY BEHALF

The undersigned owner, MDI Management, LLC, does hereby appoint Edgehill REC, LLC & Paramounte Engineering, Inc. to act on my behalf for the purpose of petitioning the City of Southport for: a) an amendment to the text regulations; b) a change to the zoning map; c) approval of a special use permit; d) approval of a planned unit development site plan; and/or, e) street closing, as applicable to the property described in the attached petition.

The owner does hereby covenant and agree with the City of Southport that said person has the authority to do the following acts for and on behalf of the owner:

- (1) To submit a proper petition and the required supplemental materials:
- (2) To appear at public meetings to give testimony and make commitments on behalf of the owner; and
- (3) In the case of a special use permit, to accept conditions or recommendations made for the issuance of the special use permit on the owner's property.
- (4) To act on the owner's behalf without limitations with regard to any and all things directly or indirectly connected with or arising out of any petition.

This appointment agreement shall continue in effect until final disposition of the petition submitted in conjunction with this appointment.

Date: 11-14-2025

Appointee's Name, Address & Telephone:

Signature of Owner:

Edgehill REC, LLC
1111 Metropolitan Ave, Suite 700
Charlotte, NC 28204
704-206-8300

Paramounte Engineering, Inc.
122 Cinema Drive
Wilmington, NC 28403
910-791-6707



**City of Southport Planning Board
Statement of Plan Consistency and Zoning Recommendation
(As per NC General Statute 160D-604)**

When conducting a review of proposed zoning text or map amendments pursuant to this section, the planning board shall advise and comment on whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The planning board shall provide a written recommendation to the governing board that addresses plan consistency and other matters as deemed appropriate by the planning board, but a comment by the planning board that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board.

**AMENDMENT: ZMA-25-03 – Southport Crossing PUD Master Development
Plan Major Modification**

STATEMENT OF CONSISTENCY AND RECOMMENDATION:

The City of Southport Planning Board hereby finds that the proposed amendment is consistent with the City’s 2050 Comprehensive Plan adopted on October 9, 2025, and Certified by the Coastal Resources Commission on January 7, 2026. Specifically, the proposal is consistent with Policy 1.1. Encourage a development pattern that honors Southport’s Character and respects the natural environments. The project will provide multi-family residential as a transition between a commercial area and lower density residential areas. The Planning Board recommends that the Board of Aldermen **APPROVE** the modification of the Southport Crossing PUD Master Development Plan.

The statement and motion was seconded and passed March 19, 2026.

Ayes: 7

Noes: 0

Absent or Excused: 0

Scott Baillargeon 3/19/2026

Scott Baillargeon, Deputy City Clerk | Date

Lawrence N. Ashley 3/19/26

Lawrence N. Ashley, Chairman | 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: ZMA-25-03 Major Modification to the Southport Crossing Planned Unit Development (PUD) Master Development Plan

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 map amendment to the Planned Unit Development Master Development Plan. The amendment is consistent with the City’s 2050 Comprehensive Plan, adopted on October 9, 2025. Specifically, the proposal is consistent with Policy 1.1. Encourage a development pattern that honors Southport’s Character and respects the natural environments. The project will provide multi-family residential as a transition between a commercial area and lower density residential areas. Further, this map amendment is reasonable due to the physical conditions of the properties, the benefits to the landowners and community by keeping the proposal residential, while providing a type of housing option not prevalent within the city, and is in the public interest due to providing multi-family housing options.

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 May 2026.

Ayes: _____
Noes: _____
Absent or Excused: _____

Joseph P. Hatem, Mayor

Attest:

Tori Deviney, City Clerk



**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: ZMA-25-03 Major Modification to the Southport Crossing Planned Unit Development (PUD) Master Development Plan

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 map amendment to the Planned Unit Development Master Development Plan. The while the amendment is consistent with the City’s 2050 Comprehensive Plan, adopted on October 9, 2025. Further, it is found that map amendment is not reasonable due to the physical conditions and impacts to surrounding areas.

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 May 2026.

Ayes: _____
Noes: _____
Absent or Excused: _____

Joseph P. Hatem, Mayor

Attest:

Tori Deviney, City Clerk



BOARD OF ALDERMEN
AGENDA ITEMS

DATE: 04/09/2026

DEPARTMENT: Planning Services

PRESENTED BY: Maureen Meehan, Planning Services Director,

Derek Mabe, Code Enforcement Officer

ITEM SPONSORED BY:

ITEM/TOPIC: Minimum Housing Ordinance Approval – Repair and Demolition Cases

JUSTIFICATION: The City has conducted a minimum housing investigation involving three properties. Of these, two properties have been identified as requiring substantial repairs to meet minimum housing standards, while one property has been deemed beyond repair and is recommended for demolition.

The City has initiated the next steps in the process by soliciting bids for the necessary work. At this time, bids have been received and are under review. Progress on all three properties is pending formal approval of the associated ordinances by the governing board, after which the City will be able to proceed with enforcement actions, including repair or demolition as applicable.

IMPACT IF NOT APPROVED: If not approved, enforcement actions under the minimum housing provisions cannot move forward. As a result, the identified deficiencies will remain uncorrected, which may continue to pose concerns related to public health, safety, and general welfare. The City may also experience delays in achieving compliance and incur additional administrative time and costs associated with ongoing monitoring or future enforcement efforts.

DEPARTMENT HEAD COMMENTS: Staff recommends approval in order to proceed with enforcement actions, including repairs and demolition, as necessary to protect public health, safety, and welfare

ATTACHMENTS: Staff Report, Ordinances

REQUESTED ACTION: Approve the minimum housing ordinances authorizing the repair of two properties and the demolition of one property.

PROPOSED MOTION: Motion to approve the minimum housing ordinances requiring the owners of two properties to complete necessary repairs within 30 days and authorizing the demolition of one property.

Return to:
City of Southport, NC
Southport City Hall
1029 N. Howe Street
Southport, NC 28461

Owner(s): John A. Eagles
Case Number: 202412006
PIN: 209611558978

AN ORDINANCE ORDERING THE CITY OF SOUTHPORT CODE ENFORCEMENT OFFICER TO PROCEED TO EFFECTUATE THE PURPOSE OF THE SOUTHPORT HOUSING CODE AND G.S. § 160D-1203

WHEREAS, on December 12, 2024, the City of Southport Code Enforcement Officer conducted a thorough inspection of the residential structure located on the property identified in the Brunswick County Tax Record PID 237EA00901 having a street address of 825 N Caswell Ave. Southport, NC 28461. Said property is owned by John A. Eagles by that deed recorded in the Brunswick County Registry at Deed Book/Page 00358/0707; And

WHEREAS the City of Southport Code Enforcement Officer found that the residential unit was unfit for human habitation; and the Officer found violations of the City's Minimum Housing Code of Ordinances Chapter 4-117. On January 9, 2025, the first Notice of Violation was sent advising the property owner of the violations including a deteriorated/dilapidated residential structure and actions needed to bring the property into compliance. Subsequent inspections continued and efforts were made to contact the property owner.

WHEREAS, on May 22, 2025 the City of Southport Code Enforcement Officer served upon the Owner and parties of interest in such residential structure a Complaint stating the Ordinance Violations and containing a notice of a hearing to be held before the Officer; and

WHEREAS a duly noticed Hearing was held on June 5, 2025, before the Code Enforcement Officer at the City of Southport City Hall; and

WHEREAS the City of Southport Code Enforcement Officer found that the residential structure was unfit for human habitation; and

WHEREAS the Code Enforcement Officer issued an Order on July 17, 2025. In the Order, the Officer determined that the residential structure was deteriorated/dilapidated and ordered the

following steps be taken:

- Repair the residential structure within 30 days.
- Remove or demolish the residential structure within 30 days.

WHEREAS, the Owner has failed to timely comply with the Order.

NOW, THEREFORE, BE IT ORDAINED by the Board of Aldermen of the City of Southport, North Carolina that:

By virtue of the authority granted by Southport Code of Ordinances Minimum Housing § 4-117 and by G.S. § 160D-1203, the City of Southport Enforcement Officer is hereby ordered to cause the residential structure to be repaired, vacated, and closed, or removed or demolished, as provided in the original Order of the Officer.

The City of Southport Code Enforcement Officer shall place a placard on such dwelling with the following words: “This building is unfit for human habitation, the use or occupation of this building for human habitation is prohibited and unlawful”;

This ordinance shall be recorded in the Brunswick County Registry; and

As provided by Southport Code of Ordinances § 4-117 and by G.S. § 160D-1203, the cost of any vacation, closing and/or demolition of the residential structure caused to be made by the Officer shall be a lien against the real property upon which such cost was incurred and upon any other real property of the Owner located within the City limits, except for the Owner’s primary residence.

Civil Penalties. The City of Southport Code Enforcement Officer is directed to levy civil penalties against the Owner in accordance with Southport Code of Ordinances § 10.99 and G.S. § 160D-1203 and G.S. §14-4.

The foregoing ordinance, having been submitted to a vote, received the following vote, and was duly adopted this _____ day of _____, 2026.

Ayes: _____ Noes: _____

Absent or Excused: _____

Dated: _____

Mayor Attest

City Clerk

Return to:
City of Southport, NC
Southport City Hall
1029 N. Howe Street
Southport, NC 28461

Owner(s): William Edison Ingram, C/O Kenneth Ingram
Case Number: 202412008
PIN: 209611568054

AN ORDINANCE ORDERING THE CITY OF SOUTHPORT, NC CODE ENFORCEMENT OFFICER TO PROCEED TO EFFECTUATE THE PURPOSE OF THE SOUTHPORT HOUSING CODE AND G.S. § 160D-1203

WHEREAS, on December 12, 2024, the City of Southport Code Enforcement Officer conducted a thorough inspection of the residential structure located on the property identified in the Brunswick County Tax Record PID 237EA010 having a street address of 829 N Caswell Ave. Southport, NC 28461-3457. Said property is owned by William Edison Ingram C/O Kenneth Ingram by that deed recorded in the Brunswick County Registry at Deed Book/Page 01299/0436; And

WHEREAS the City of Southport Code Enforcement Officer found violations of the City's Minimum Housing Code of Ordinances Chapter 4-117. On January 12, 2025 the first Notice of Violation was sent advising the property owner of the violations including a deteriorated/dilapidated residential structure and a severely overgrown lot and open storage items and actions needed to bring the property into compliance. Subsequent inspections continued and efforts were made to contact the property owner.

WHEREAS, on May 22, 2025 the City of Southport Code Enforcement Officer served upon the Owner and parties of interest in such residential structure a Complaint stating the Ordinance Violations and containing a notice of a hearing to be held before the Officer; and

WHEREAS a duly noticed hearing was held on June 5, 2025, before the Code Enforcement Officer at the City of Southport City Hall; and

WHEREAS the Code Enforcement Officer issued an Order on July 17, 2025. In the Order, the Officer determined that the residential structure was deteriorated/dilapidated and ordered the following steps be taken:

- X Repair the residential structure within 30 days.
- X Remove or demolish the residential structure within 30 days.

WHEREAS, the Owner has failed to timely comply with the Order.

NOW, THEREFORE, BE IT ORDAINED by the Board of Aldermen of the City of Southport, North Carolina that:

By virtue of the authority granted by Southport Code of Ordinances Minimum Housing § 4-117 and by G.S. § 160D-1203, the City of Southport Enforcement Officer is hereby ordered to cause the residential structure to be repaired, vacated, and closed, or removed or demolished, as provided in the original Order of the Officer.

This ordinance shall be recorded in the Brunswick County Registry; and

As provided by Southport Code of Ordinances § 4-117 and by G.S. § 160D-1203, the cost of any vacation, closing and/or demolition of the residential structure caused to be made by the Officer shall be a lien against the real property upon which such cost was incurred and upon any other real property of the Owner located within the City limits, except for the Owner's primary residence.

Civil Penalties. The City of Southport Code Enforcement Officer is directed to levy civil penalties against the Owner in accordance with Southport Code of Ordinances § 10.99 and G.S. § 160D-1203 and G.S. §14-4.

The foregoing ordinance, having been submitted to a vote, received the following vote, and was duly adopted this _____ day of _____, 2026.

Ayes: _____ Noes: _____

Absent or Excused: _____

Dated: _____

Mayor Attest

City Clerk

Return to:
City of Southport, NC
Southport City Hall
1029 N. Howe Street
Southport, NC 28461

Owner(s): Haywood Equity Group, LTD Partnership
Case Number: 202311022
PIN: 209611655596

AN ORDINANCE ORDERING THE CITY OF SOUTHPORT CODE ENFORCEMENT OFFICER TO PROCEED TO EFFECTUATE THE PURPOSE OF THE SOUTHPORT HOUSING CODE AND G.S. § 160D-1203

WHEREAS, on November 14, 2023, the City of Southport Code Enforcement Officer conducted a thorough inspection of the residential structure located on the property identified in the Brunswick County Tax Record PID 237ED033 having a street address of 724 N Lord St, Southport, NC 28461. Said property is owned by Haywood Equity Group LTD Partnership by that deed recorded in the Brunswick County Registry at Deed Book/Page 03578/1235; And

WHEREAS the City of Southport Code Enforcement Officer found violations of the City's Minimum Housing Code of Ordinances Chapter 4-117, et seq. On January 18, 2024 the first Notice of Violation was sent advising the property owner of the violations including a deteriorated/dilapidated residential structure and actions needed to bring the property into compliance. Subsequent inspections continued and efforts were made to contact the property owner.

WHEREAS, on May 22, 2025 the City of Southport Code Enforcement Officer served upon the Owner and parties of interest in such residential structure a Complaint stating the Ordinance Violations and containing a notice of a hearing to be held before the Officer; and

WHEREAS a duly noticed hearing was held on June 5, 2025 before the Code Enforcement Officer at the City of Southport City Hall; and

WHEREAS the Code Enforcement Officer issued an Order on July 17, 2025. In the Order, the Officer determined that the residential structure was deteriorated/dilapidated and ordered the following steps be taken:

- X Repair the residential structure within 30 days.
- X Remove or demolish the residential structure within 30 days.

WHEREAS, the Owner has failed to timely comply with the Order.

NOW, THEREFORE, BE IT ORDAINED by the Board of Aldermen of the City of Southport, North Carolina that:

By virtue of the authority granted by Southport Code of Ordinances Minimum Housing § 4-117, and by G.S. § 160D-1203, the City of Southport Enforcement Officer is hereby ordered to cause the residential structure to be repaired, vacated, and closed, or removed or demolished, as provided in the original Order of the Officer.

This ordinance shall be recorded in the Brunswick County Registry; and

As provided by Southport Code of Ordinances § 4-117 and by G.S. § 160D-1203, the cost of any vacation, closing and/or demolition of the residential structure caused to be made by the Officer shall be a lien against the real property upon which such cost was incurred and upon any other real property of the Owner located within the City limits, except for the Owner’s primary residence.

Civil Penalties. The City of Southport Code Enforcement Officer is directed to levy civil penalties against the Owner in accordance with Southport Code of Ordinances § 10.99 and G.S. § 160D-1203 and G.S. §14-4.

The foregoing ordinance, having been submitted to a vote, received the following vote, and was duly adopted this _____ day of _____, 2026.

Ayes: __ Noes: __ -

Absent or Excused: _____

Dated: _____

Mayor Attest

City Clerk



BOARD OF ALDERMEN AGENDA ITEM SUMMARY

DATE: 4/9/2026

PRESENTED BY: City Manager Saldo

ITEM/TOPIC: City Alleyways

JUSTIFICATION: Several meetings ago, Alderman Davis requested that staff review City records related to City alleyways. In response, staff has compiled previous presentations provided to the Board, along with maps identifying the locations of existing City alleys. These materials will assist the Board in discussing City alleyways and the policies surrounding them, as well as evaluating any changes in policy or practice the Board may wish to consider.



BOARD OF ALDERMEN
AGENDA ITEM SUMMARY

DATE: June 13, 2024

DEPARTMENT: Administration/Development Services

PRESENTED BY: Dorrie Dutton, Assistant City Manager

ITEM SPONSORED BY: Development Services

ITEM/TOPIC: Alleyways

COST: Not Applicable

BUDGET LINE ITEM: Not Applicable

JUSTIFICATION: Now that the Board has adopted an amendment for the City’s rights-of-way, we can take another look at alleyways. As you know, there have been several requests from property owners to use alleyways for access to their properties or to use the area to enhance the appearance of their backyards. Some alleys were cleared previously and are used as driveways for golf carts. Additionally, there are (4) alleys that have been formally abandoned by deed. When that happens, the property is often divided among the adjacent property owners. Some alleyways were cleared and have been used for years. Staff does not issue any permits for space within the alleyways.

Several of the City’s alleys are completely overgrown, impassible, and in violation of our own Code of Ordinances. There have been some complaints about the overgrowth. Because of the overgrowth, some areas will require an outside company to clear the vegetation. Here are the options that have been discussed:

1. Should the City contract with an outside company to clear the alleyways? **We will likely have to get a survey completed first to know how much needs to be cleared. We estimate about \$10,000 an acre.**
2. Should the City abandon the alleyways and divide them amongst the adjacent property owners? **The Board has previously stated that the City should retain the alleyways.**
3. If the alleys are cleared, what will they be used for? **There are some great ideas from other areas, but our alleys are approximately 10 feet wide and not contiguous, which means there is not a lot of space for trails or parks.**

As shown in a presentation, New Bern has a few alleys in their central downtown that are beautiful seating areas for the public. Some places allow adjacent restaurants to provide outdoor seating. Minneapolis has a long history of alleys, and many of their alleys are named. Currently, Minneapolis has an official Alley Renovation Program, which renovates the pavement of 5-10 alleys a year. The residential alleys are between 12-14 feet, and commercial alleys are 16 feet or wider. The alleys are used for property access, freight loading, and waste collection. They are not intended for through traffic, and people tend to walk or bike through the alleys.

Most of Southport’s alleyways are north of the Central Business District, but the use of the alleys is more limited because they are narrower, and at best, they span 3 ½ blocks.

IMPACT IF NOT APPROVED: The alleyways in Southport will remain the same, overgrown and mostly unused.

DEPARTMENT HEAD COMMENTS: Now that the Right-of-Way ordinance has been adopted, the Board should give direction to staff about the alleyways. With the uncertainty of future budgets, it seems unfeasible for the City to pay for surveys of all the alleys and clearing them. Staff is recommending that the

Board allow property owners to clear and maintain the adjacent alleyways for access to their properties, but no hardscapes or buildings can be installed. Tree removal permits would still be required through the City, and the City would retain ownership of the alleys and the ability to access any of the alleys as needed. Once the Board decides, staff will draft language and bring it back for consideration and adoption.

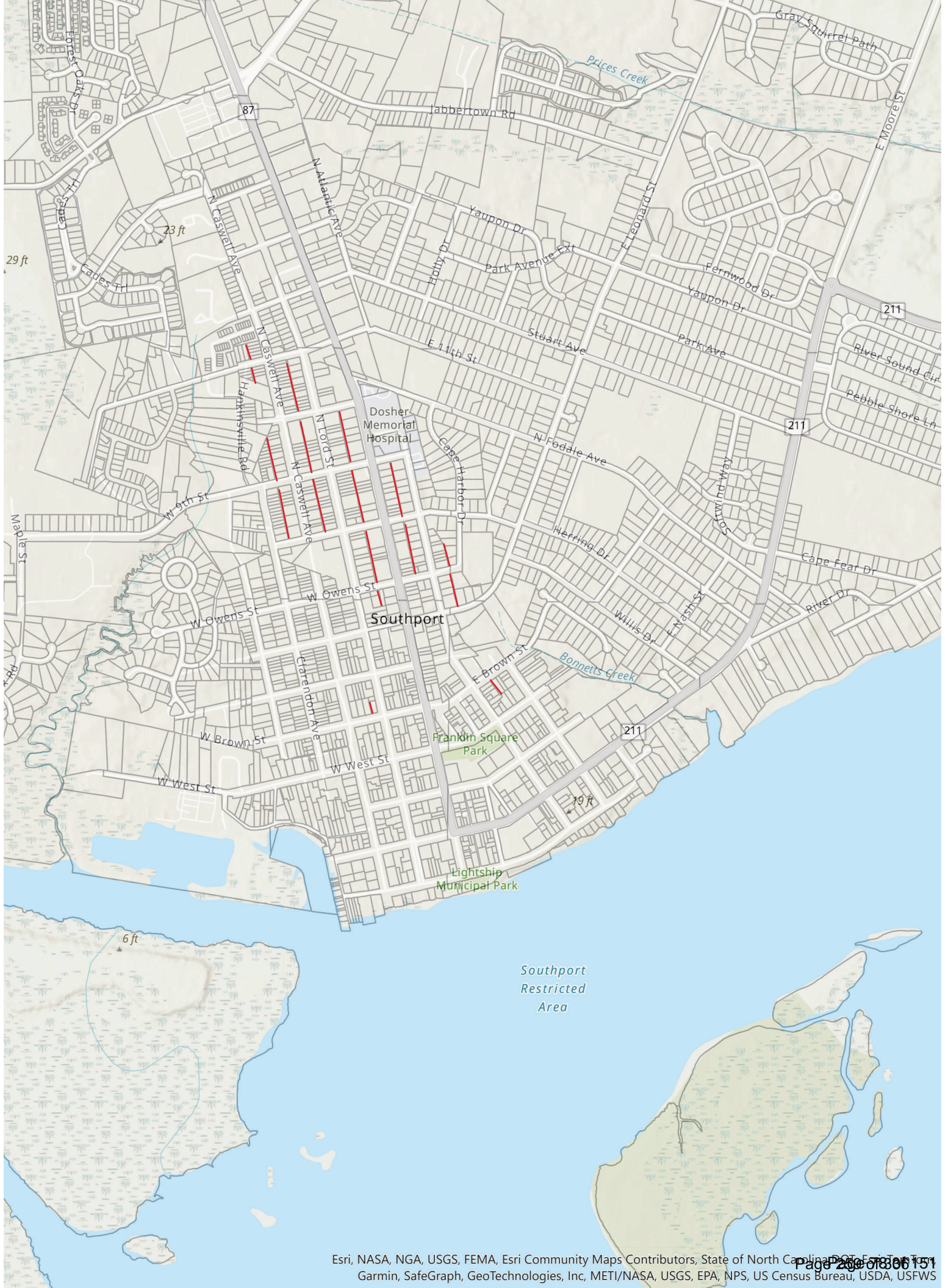
If the Board would like to have the alleys cleared instead, staff will arrange to have surveys completed and then estimates for clearing.

CITY MANAGER COMMENTS: This is a Board decision on how you wish to move forward with alleyways. There are many municipalities around the Country who have used unique ways to have their alleyways become public access for bikes, walking, etc.

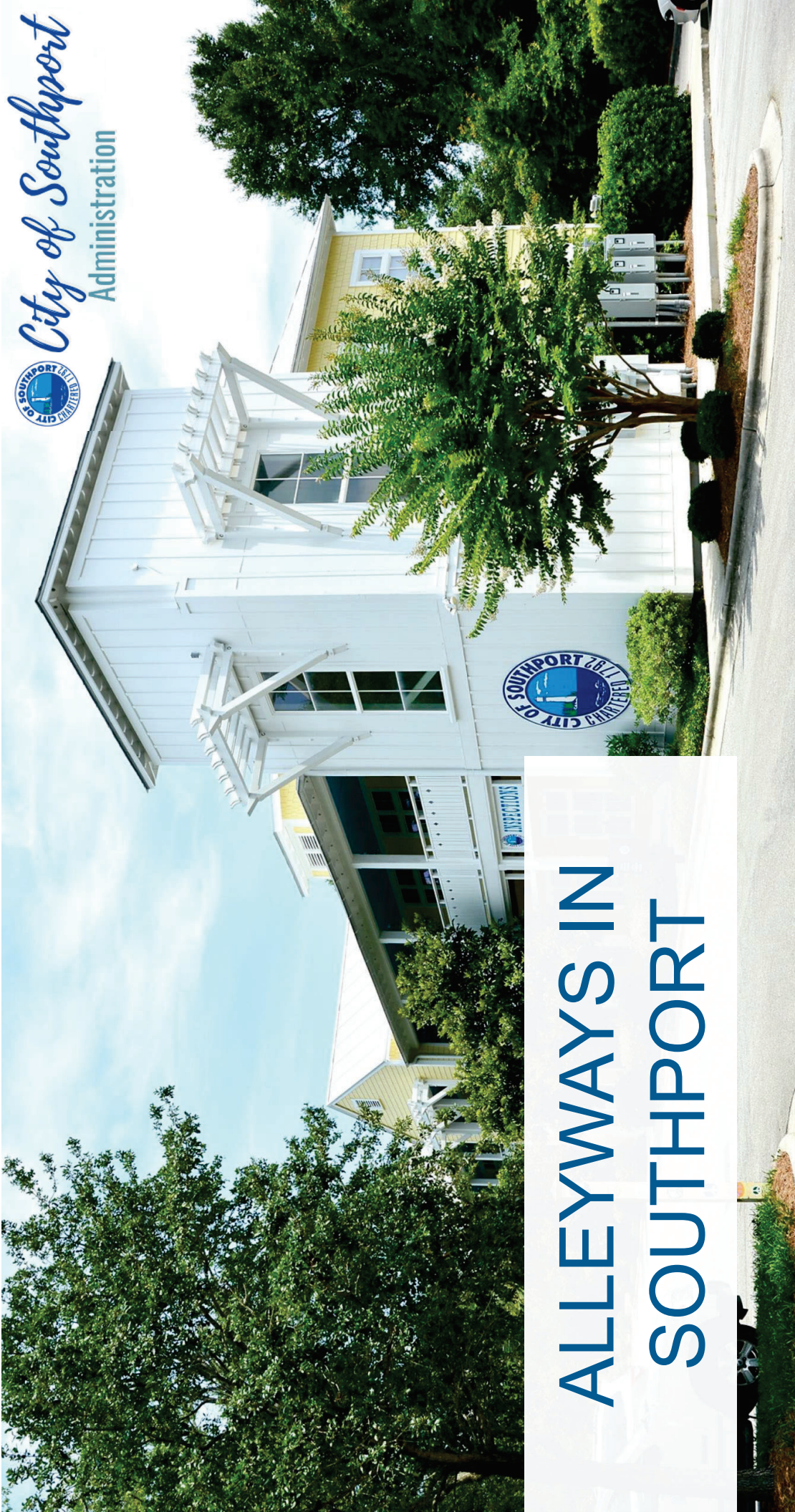
ATTACHMENTS: 1. Alleyway presentation 2. Map with alleys marked in red 3. Information about the alleyway program in Minneapolis

REQUESTED ACTION: Discussion and direction to staff.

PROPOSED MOTION: Discussion and direction to staff.



Southport
Restricted
Area



ALLEYWAYS IN SOUTHPORT

April 11, 2024



Several alleys, like the one shown here, exist throughout the City of Southport.

Some of the areas are passable, but most of them are overgrown and cannot be accessed.

Over the last few years, there have been a few requests for the City to abandon the alleyways and distribute the property to the adjacent property owners.

Some residents have asked to clear an alley out so they can use it to access the back of their property by golf cart or as a walking path.





In some cases, there are already existing encroachments.

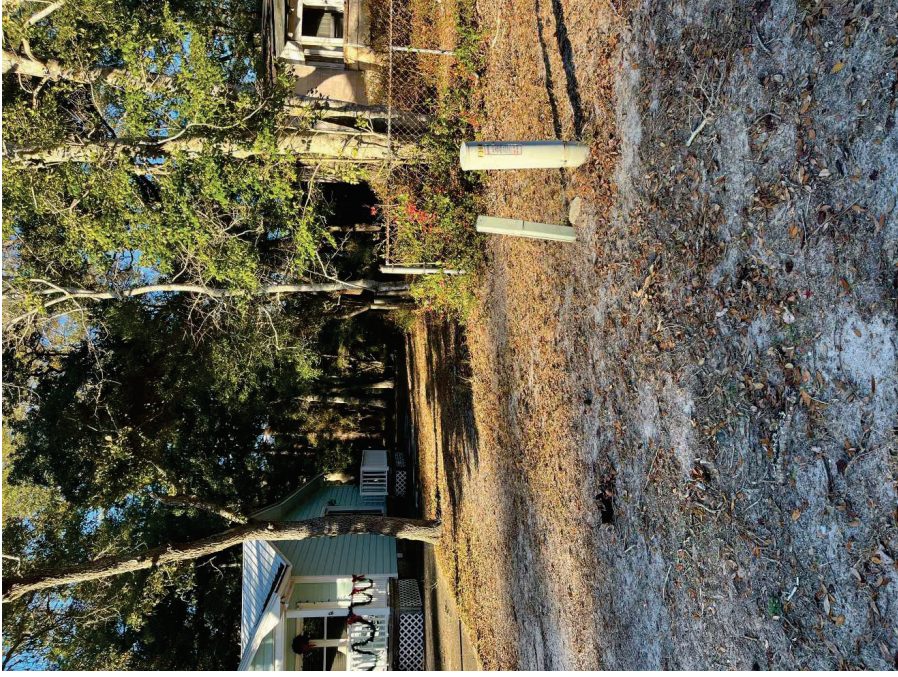


Because of our Code Enforcement program, it has become apparent that the City has not always maintained its rights-of-way (alleys), and now we are in violation of our own Codes in some places.

Our Code Enforcement Officer was asked to survey of the existing alleys to assess their condition.



W. 8th St. between Clarendon and N. Howe St.

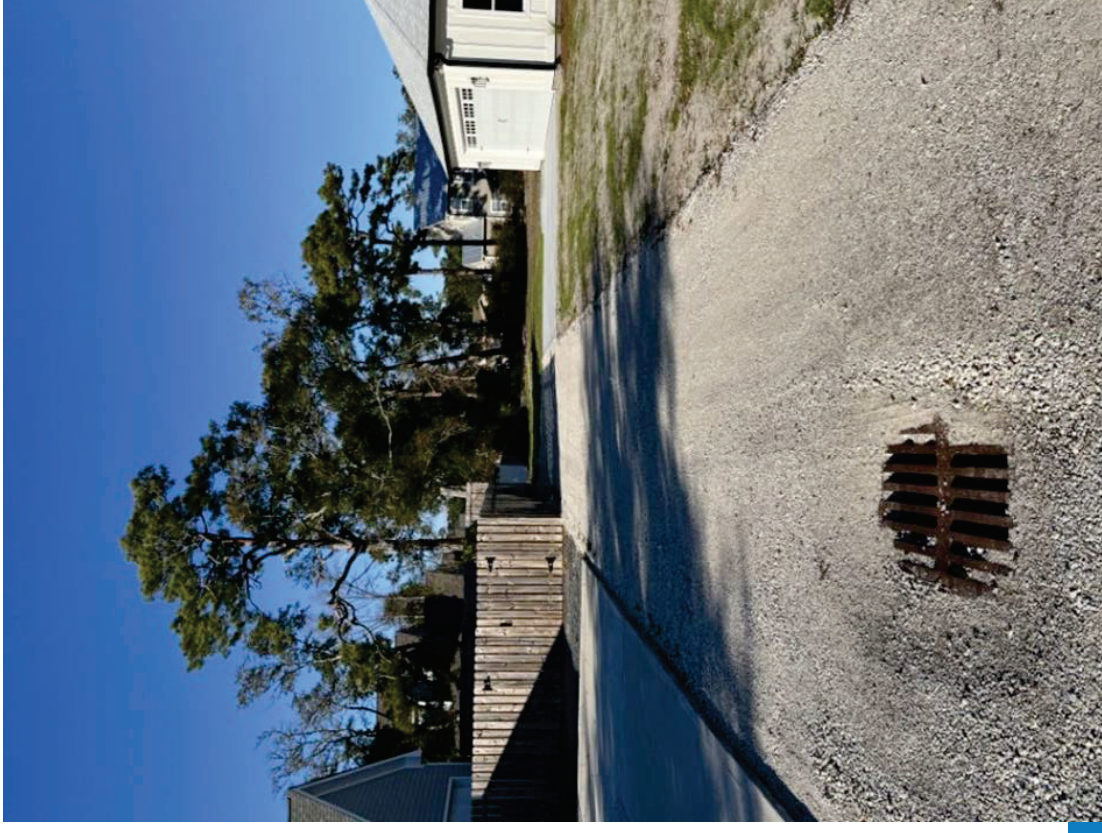


NW Intersection of Clarendon and W. 9th St.

There are a couple of alleys in the City that have/or are being used for access to the back of properties.

City staff has NOT authorized their use and has stressed that the City will not maintain it for their use.

Additionally, some structures appear to encroach into the alley (rights-of-way). Most of these structures have existed for many years. City staff will not permit a resident to expand that non-conforming structure even further into the alleyway.



City staff has located only four (4) deeds for public alley abandonment.

The abandoned alleys are:

- 1.) between N. Howe Street, and Lord Street, and between 9th and 10th Streets.
- 2.) between N. Howe Street and Atlantic Ave, from Owens Street to Leonard Street.
- 3.) between N. Howe Street and N. Lord Street between 11th Street and 10th Street (behind the Fire Station)
- 4.) 93-foot portion between 11th Street and Trevally Court.



STATE OF NORTH CAROLINA
COUNTY OF BRUNSWICK

ORDER

THAT WHEREAS, G.S. 160A-299 requires that when a city proposes to permanently close any street or public alley that the Board of Aldermen adopt a resolution declaring its intent to close said street or alley and calling for a public hearing on the question; and

WHEREAS, G.S. 160A-299 further requires that the resolution to close the street or alley be published once a week for four successive weeks prior to the date of said hearing; that a copy thereof be sent by registered or certified mail to all owners of property adjoining the portion of the street alley to be closed, and that notice of the closing and public hearing be prominently posted in at least two places along the street or alley to be closed; and

WHEREAS, on March 11, 1999, the Board of Aldermen of the City of Southport passed a resolution proposing to close the public alley running parallel to and between Howe Street and Lord Street from 9th Street and 10th Street and calling for a public hearing on said question; and

WHEREAS, the City of Southport has complied with all requirements of G.S. 160A-299, including the holding of the public hearing and the giving of all required notice; and

WHEREAS, no portion of the street or alley to be closed is under the authority or control of the Board of Transportation; and

WHEREAS, adjoining property owners and other persons were heard on the question of whether the closing would be detrimental to the public interest and the property rights of any individual; and

WHEREAS, it appears to the satisfaction of the Board of Aldermen after the hearing that the closing of this alley is not contrary to the public interest and that no individual owning property in the vicinity of the alley or area in which it is located would be deprived of reasonable means of ingress and egress to their property and that the portion of said alley described above should be closed;

NOW, THEREFORE, IT IS HEREBY ORDERED pursuant to G.S. 160A-299 as follows:

1. That the following described portion of the public alley running parallel to and between Howe Street and Lord Street between 9th Street and 10th Street in the City of Southport is hereby closed:

Beginning at the northwestern corner of Lot 23, Block 7, of the Smith & Weeks Addition according to a plat in the Book of Division of Lands & Dowers at Page 10 of the Brunswick County Registry; run thence in a southerly direction along the western lines of Lots 23-26 to the south eastern corner of Lot 26; in Block 7; thence in a westerly direction ten feet to the southeastern corner of Lot 26; thence in a northerly direction along the eastern lines of Lot 7 7-10 to the northeastern corner of Lot 10; thence in an easterly direction ten feet to the beginning;

2. That the City of Southport hereby reserves and retains all right, title and interest in the utility improvements and easements located within said alley.

This the 8th day of April 1999.

- To close or abandon a public street or alley, there are specific state requirements including adopting a Resolution of Intent; notifying property owners, holding a public hearing, and adopting a Final Order.
- Even in the Alley Abandonment order, the City still reserves all rights and interest in the utility improvements and easements within the alley.

2. That the City of Southport hereby reserves and retains all right, title and interest in the utility improvements and easements located within said alley.

This the 8th day of April 1999.

E. Owens between N. Howe and
N. Atlantic Ave.



NW alley; W. 8th St between N. Howe
and Clarendon Ave.



Alleyways in Southport are part of the City's right-of-way. They should be considered when deciding how to enforce encroachments.

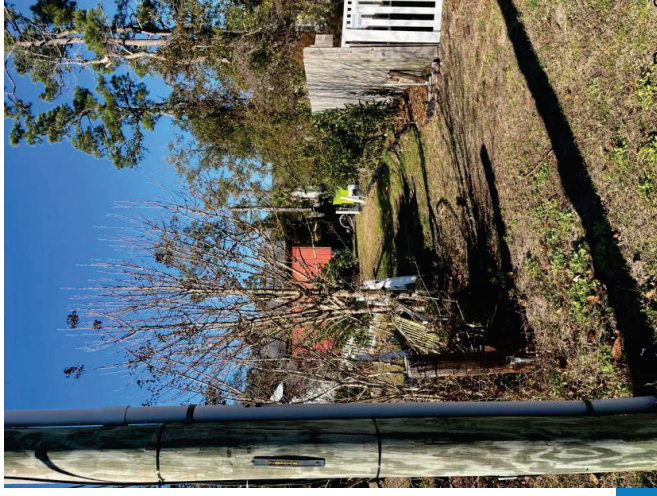
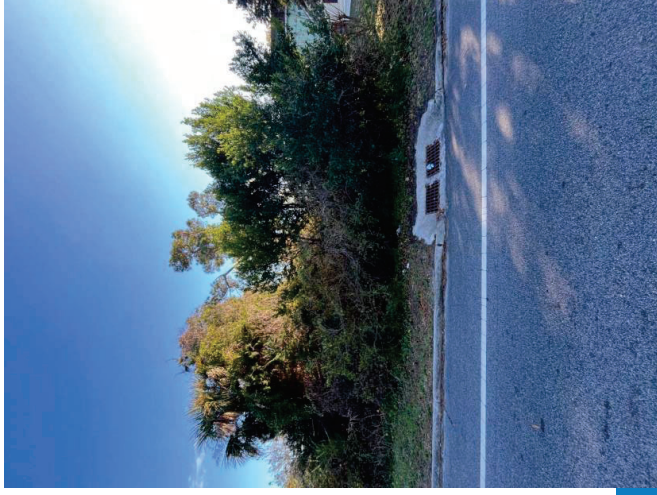
If the City wishes for City staff to clear the alleys, the Board consider the following:

- A survey can identify and mark the perimeters;
- City staff would need to rent the equipment;
- Any debris that is removed would have to be taken to an appropriate dumping facility;
- How much liability does the City have if there was any property damage?



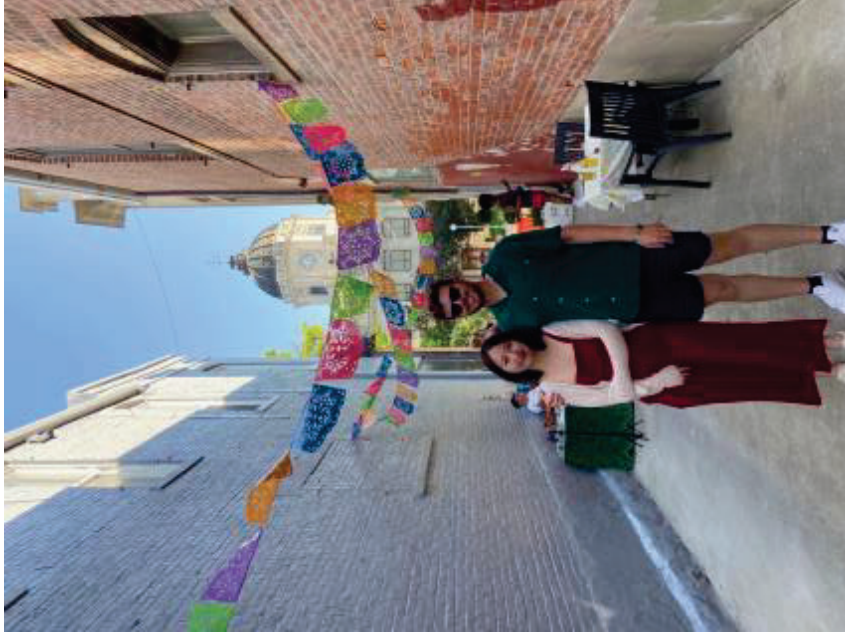
Or, the City can contract with a company to clear the alleyways, after a survey is done. We are not able to get an accurate cost for clearing, but it is approximately \$10,000 per acre.

Then the City will maintain them.



Some communities have improved their alleyways for the public to use. It helps with connectivity and a sense of community.

Depending on where the alleys are located, they can be developed into charming outdoor seating areas that invite the public in.



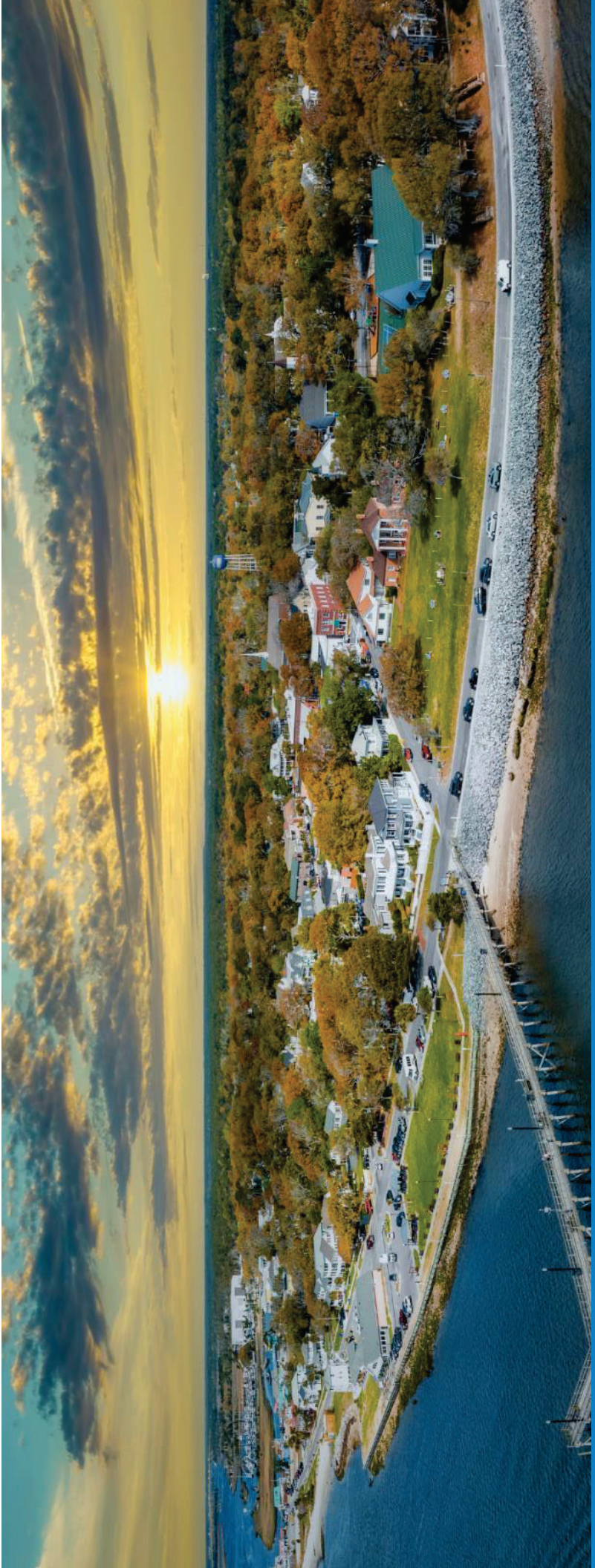


Interactive wall in an alley in Sanford, NC





Walking Paths



Closing Remark(s) and Questions



Metropolitan Opera House and Palace Court, as viewed from Marquette between Third and Fourth Streets, 1914 (Photograph by C.J. Hibbard, Minnesota Historical Society)



No Use for a Name: The Untold Story of Alley Identity and Utility in Minneapolis' Palace Court

Culture Downtowns History Maps Planning Policy

[Christian Huelsman](#) • April 11, 2022

(The photograph above, showing the Metropolitan Opera House and Palace Court, was taken by C.J. Hubbard in 1914, Minnesota Historical Society)

Historical and contemporary Minneapolis is not particularly known for its public alleys. They have served a more discreet role in the lives of Minneapolitans, unsung for getting private vehicles off city streets. Of course, today, the city's neighborhood blocks feature mostly orderly, bisecting service corridors, accommodating rear access to gardening plots and single-car garages. Until the onslaught of automobile culture, alleys had commonly woven throughout downtown city blocks too. Most of them were usurped by private development, surface parking lots, and hybrid facilities of transit centers and car storage, giving rise to the superblock. Surprisingly, a pivotal period of two decades during the early 20th Century, consisting of scandal and singled-out saloon operators, fueled the Temperance Movement and paved the way for alley obsolescence.

The nameless, linear alleys in Minneapolis share much more in common with Chicago – the deservedly and self-proclaimed City of Alleys – than in cities that were founded and expanded earlier. Minneapolis has 3700 alleys that span over 400 linear miles, [according to a 2013 story](#) from the Southwest Journal about snow maintenance. Then-Public Works supervisor Mike Kennedy called alleys, “a hidden part of our infrastructure that people don't really think of.” Not much has changed since the article was written, save for the elimination of most downtown alleys. But one hundred years earlier, an effort initiated by lumber industrialist and Alderman Joseph DeLaittre – possessing a familial connection with then-

Alderman Karl and likely lineage with John DeLaittre, the tenth Mayor of the City of Minneapolis (1877-1878) – proposed an official name for a public alley running from Nicollet Avenue to 1st Avenue South (now Marquette Avenue) between South 3rd & 4th Streets: PALACE COURT.

“ALLEY: An alley is a public thoroughfare less than thirty (30) feet in width.”

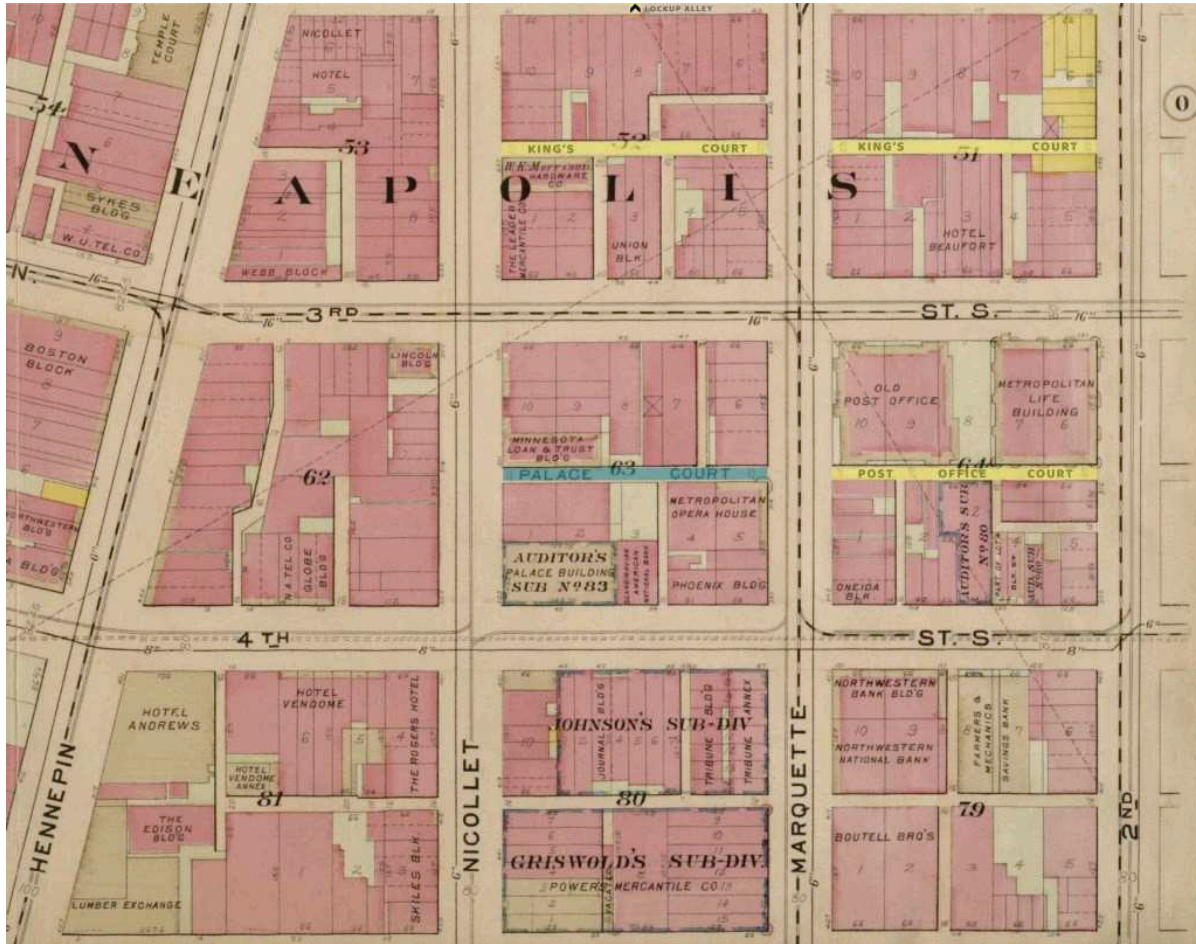
Zoning Ordinance of the City of Minneapolis (1928)

The Identity of Palace Court

Palace Court had an illustrious story and, briefly, it was a downtown alley with a name. In 1913, the Minneapolis Journal reported on DeLaittre’s naming proposal, with a member of the Civic and Commerce Association mentioning that Palace Court had actually been named unofficially for twenty years, having featured a street sign until around 1912. During the late 1890s, the Palace Clothing store had moved from North Washington Avenue to the northeast corner of 4th & Nicollet. Around the same time, the Metropolitan Opera House opened in 1894 at the corner of 4th & 1st Avenue South. If an inner block public corridor were to have had its own identity, these two mainstay businesses served as prominent anchors. The alley took on the namesake of the clothing store, at least colloquially. But it was the establishments serving liquor that defined the alley’s legacy.

Several businesses used Palace Court as their address. The Metropolitan News Company ran out of 39 Palace Court from 1899 to 1901, in a one-story building behind 43 South 3rd Street. The National Chemical Company held an office at the same address in 1901, selling *Fade Away*, a magical bed bug repellent. For a brief moment in 1903, a buffet called The Rookery was opened at the address by the reputable Paul Schemedemann. The establishment offered fine wines, liquors, cigars and “John Gund’s Bohemian beer on draught” at reasonable

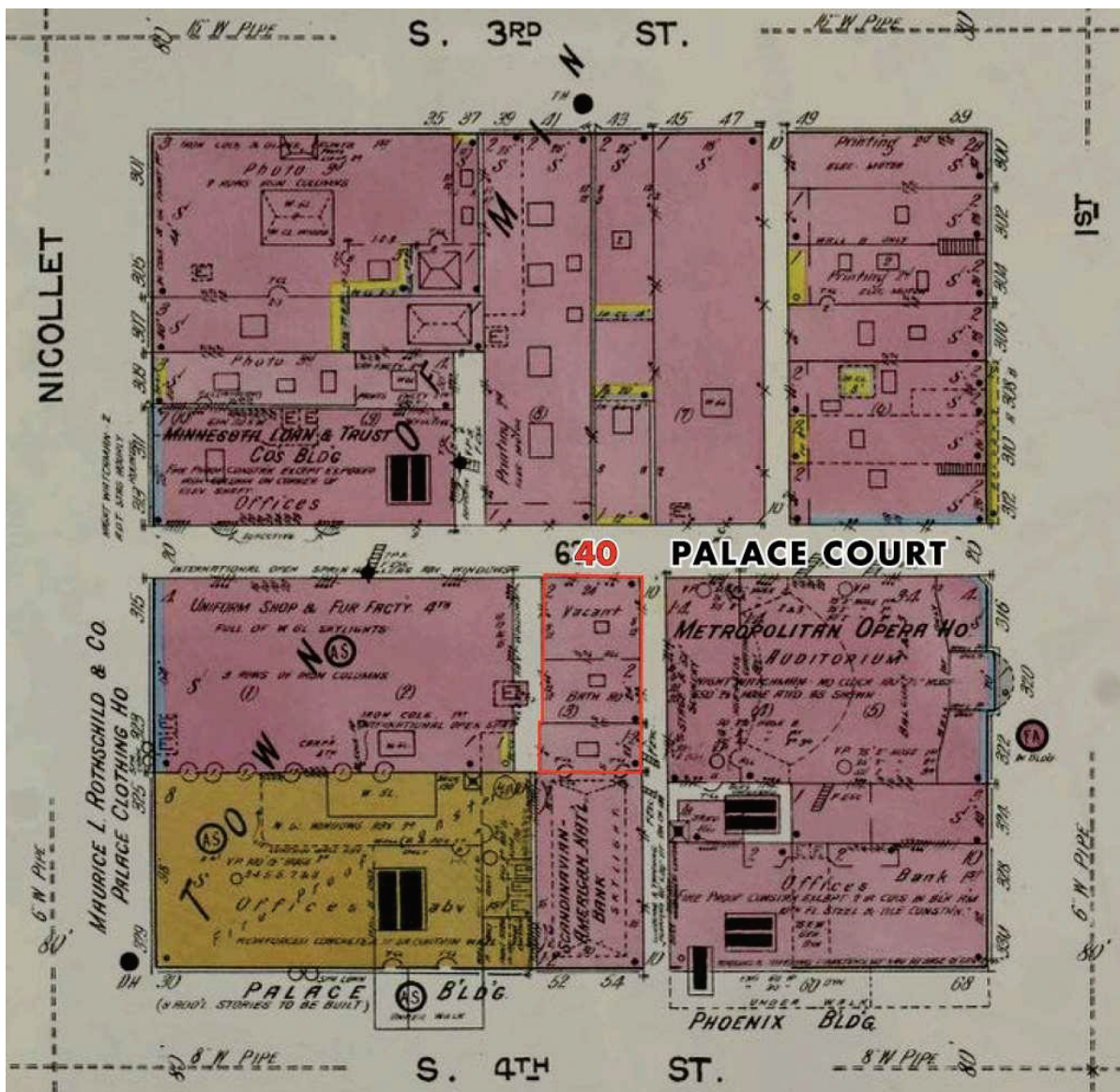
prices. But it was a saloon space across the alley that made the corridor a place of legend.



Palace Court [denoted in blue], annotated with nearby named alleys. The building addressed to 40 Palace was omitted in error.

(H.W. Benneche, Atlas of Minneapolis Hennepin County Minnesota, 1914

Hennepin County Library, James K. Hosmer Special Collections Library)



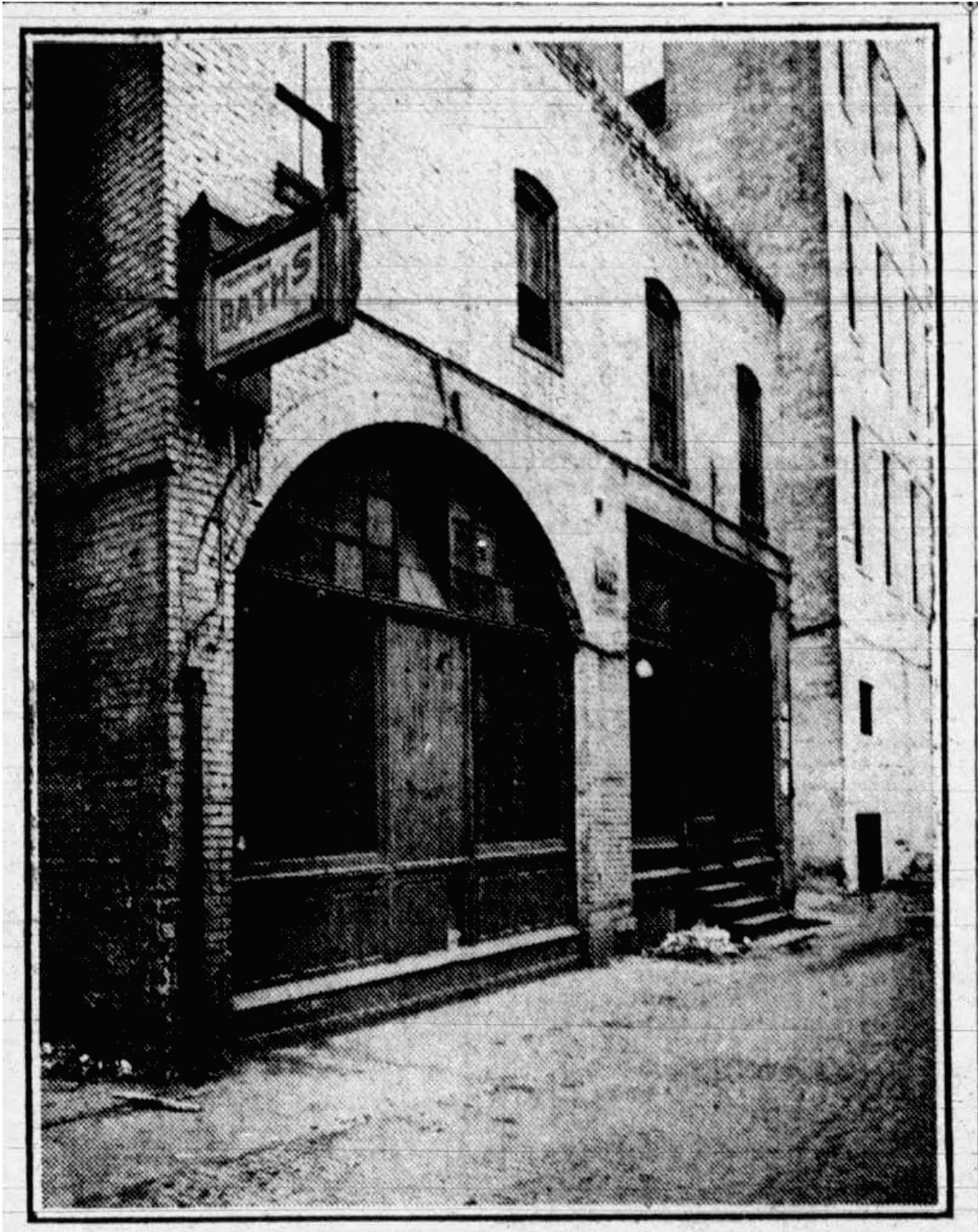
Palace Court shown on a Sanborn Fire Insurance Map from 1912.

(Library of Congress, Geography and Map Division, Sanborn Maps Collection)

Liquor Control and Racism Plague the Alley Saloon

Opera Café (1899 to 1907) began operating at 40 Palace Court, behind the theater building. Opened by Scott Blake, patronage from the Postal Café in Post Office Alley brought its allegiance to the new saloon. For several years, classified ads innocently sought “a good girl for second work” or “a second cook and dishwasher.” By 1903, the Café began offering oysters and game cooking as a specialty. But any effort to elevate the respectability of the saloon was likely undermined by racism. Upon two different occasions in 1905, Black waiters were

arrested for “selling intoxicants without a license,” or on a Sunday. Two years later, owner James McCarthy gained approval for a liquor license, but Alderman Perry Starkweather objected. A drawn-out debacle ensued, during which the city wavered on its approval for a liquor license for the alley saloon, frequently being referred to committee. It took Starkweather’s absence to allow approval of the license.



40 Palace Court, located behind the Metropolitan Opera House

(Minneapolis Journal, 14 July 1914, Newspapers.com)

Changes in name and operator were efforts by McCarthy to keep the saloon in business on Palace Court. The Old Style Inn opened in the space on November 6, 1907, specializing in German, Swedish, and American dishes. A selling point, apparently, was that the “Anderson Bros. eat in their own restaurant,” perhaps to draw customers to an address plagued with employee arrests. That same year, the liquor license at 39 Palace Court was transferred to 2524 27th Avenue South in Seward, on behalf of the John Gund Brewing Company. (That area of Seward, clustered near Mr. Nibs and the Hexagon Bar was long known as the Hub of Hell, due to its illicit reputation.) 12th District residents objected to the license transfer, favoring constriction of the liquor control area within the downtown district. This prompted Alderman Starkweather to initiate discussion about a proposed ordinance that would limit the number of liquor licenses approved for alley saloons. Under the ordinance, there would be no protection for saloon owners seeking to transfer their business interests. In less than a year of the Old Style Inn operating, employee John Grosheck was arrested for selling liquor without a license, while saloon manager Robert Hayden allegedly sold liquor to a 20-year-old. McCarthy himself was arrested and arraigned for selling liquor to a minor. But the saloon at 40 Palace Court endured.

By 1908, the Civic Federation to Fight Saloons declared war on ‘the evils of liquor traffic,’ as investigators claimed that many alley saloons – Shiek’s, Lally’s, and “The Nugent” – were running rushing business after hours. (Rushing business often consisted of liquor delivery for home drinking and consumption in a private clubhouse.) The liquor license at the notorious alley address was transferred to E.J. Nugent from James McCarthy, when Gene White’s Café debuted briefly. The turkey dinner and bread pudding were not enough to deflect the arrest of Nugent for serving liquor to an 18-year-old.

A Disorderly House Fuels Temperance Efforts

The reputation of 40 Palace Court would soon shift from the battle of the struggling saloonkeeper against weaponized police power toward irreparable damnation. John R. Henderson was granted a liquor license there in 1910, with Louis Graves as saloonkeeper – Opera Café had risen again. In March 1911, J.J. Stickney and his accomplice, Lillian Bowvette, were found guilty of soliciting young girls for immoral purposes. Together they were found guilty for the abduction of young girls to a resort in Wausau. The saloonkeeper had introduced the two to each other, so he was arrested on charges of “keeping an disorderly house.” The operator, Samuel Shulman, was indicted for being implicated for his role in the “white slave traffic.” All the while, the Chief of Police, the Mayor, and Aldermen alleged that E.J. Nugent had not divested his business interests, despite his supposed transfer to Charles Smith and his move to Beach, North Dakota. It was reported that there was no record of the liquor license transfer, leaning on the Mayor to make a decision on whether the business was to be shuttered.

Council Hits at Alley Bars

Licenses May Be Refused Rear
Grog Shops—Move Is Slap
at Nugent.

Minneapolis, June 12.

Adoption of a policy to refuse licenses to alley saloons, because of their seclusion from proper police supervision, has been put up to members of the city council. Members of the license committee discussed such a move recently and then promptly forgot it. As a result a license was granted last Friday to the Tip O'Neil saloon in the postoffice alley.

"The elimination of the alley saloon was intended to put the Nugent saloon in Palace court out of business," said License Inspector Gray. "If the committee expects to take such action it is time to get busy, as the council granted one alley saloon and there are others pending."

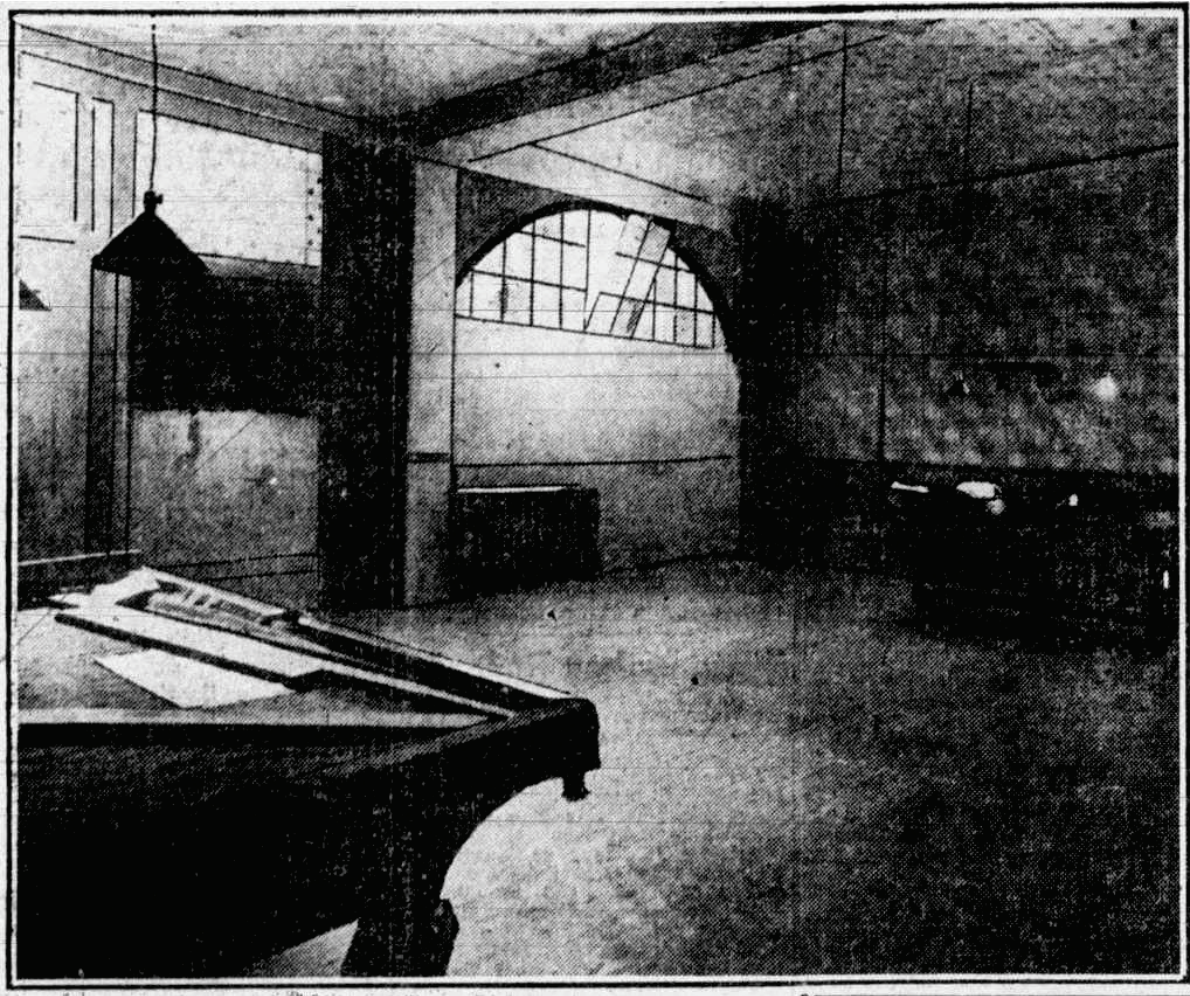
In the pursuit of banning alley saloons, a license inspector expressed intent to shut down the saloon owned by E.J. Nugent.

(Minneapolis Morning Tribune, 13 June 1911, Newspapers.com)

“Council Hits at Alley Bars”

The writing was on the wall for the old Opera Café and the future of Palace Court. Scandal overshadowed all prior business struggles to compromise the alley’s reputation. Citing seclusion from police oversight, the License Committee of City Council would decide on whether to refuse license requests for alley saloons. The animosity against E.J. Nugent served as catalyst behind the measure, as a license inspector interviewed by the Morning Tribune plainly stated on July 13, 1911, “The elimination of the alley saloon was intended to put the Nugent saloon out of business. If the committee expects to take such action, it is time to get busy, as the council granted one alley saloon [Tip O’Neil’s saloon in Post Office Alley], and there are others pending.” Another member of the License Committee was quoted as saying, “We can adopt such a rule next September and in that way do away with the Nugent saloon.” Within the same month, the License Committee recommended an amendment to limit the number of liquor license from 435 to 408.

While creditors forced the Opera Café to close, Henderson reapplied for a license. His application was denied repeatedly on the basis of the address’ connection to the “white slave trade” prosecution earlier in the year. Several more attempts to revive the business were for naught: the Opera Café and alley businesses were no more. An ordinance proposed by Alderman C.D. Gould went into effect on December 1, 1911, limiting the number of saloons to 408 and banning alley saloons outright. By the end of the year, dispensing liquor in alley establishments was effectively illegal. Also made illegal was the sale of malt in pool or billiard rooms, much to the detriment of a small-time pool hall operator at 29 Palace Court.



This view from 1914 “shows the interior of quarters at 40 Palace Court which victims of the Minneapolis ‘wire-tapping’ swindles say were used by the swindlers as a fake race poolroom.” (Minneapolis Journal, 15 July 1914, Newspapers.com)

Aftermath, Swindle, and Fake Horse Races: the “Turf Exchange”

Newspaper accounts of commercial activity in Palace Court went dormant after the Gould Ordinance. After Alderman DeLaittre proposed naming the alley in 1913, the concept was backed by the Civic and Commerce Association. And yet, City Council did not take up the issue with a vote, perhaps hoping that Palace Court would go away all together. (Conversely, during the same year, an alley one block to the north was officially named “King’s Court” to honor the late William S. King.) The only notable activity in the alley’s afterglow was an elaborate wiretapping scandal, which occurred in a place called “The Turf Exchange,” located in the old Opera Café space at 40 Palace Court. In 1914, Charles Carlson and Edward Dixon used a fake pool

room to swindle E.W. Coyle of Mason City out of \$5000 (equivalent to nearly \$142,000 in 2022 dollars). Coyle was led to the second floor of the building and engaged in a wiretapping scheme for a fake horse race, before he was assaulted and locked out of the front door. Another man won a judgment in his favor against Dixon, when a fight was staged after he put up \$5000 for winning twice that amount. A Turkish bath business operated at 40 Palace Court from 1914 until 1919, a relatively nonthreatening and conforming land use that did not warrant the attention of city inspectors.

The 18th Amendment was ratified on January 16th, 1919, with Prohibition going into effect a year later. The Palace Court name was never mentioned again ... until now. Much like the alcohol industry, it would take decades for alley identity and versatility to recover. Until more recently, stigma attached to booze and back alleys have been difficult to shake, considering one-dimensional narratives portrayed in the media and by socially conservative interests. The era of urban renewal would claim both inner block corridors and long-time watering holes, altering where we walked, where we drank, and where we sought entertainment.



*“Dotted line enclosed area involved in proposal for 42-million dollar Gateway Center project”
Erasure of the delineated area saw rapid replacement by surface parking lots and lower
density development.
(Minneapolis Star, 22 September 1960)*

Gateway Center and a Lost Palace

Palace Court appeared to remain intact by 1960, but its days were numbered. The Metropolitan Opera House had been razed in 1937, leaving the first gaping void of many to follow. As shown in John Bacich’s “Skidrow”, portraying the Gateway District, the high concentration of saloons, liquor stores, boarding houses and missions corralled by liquor control boundaries gave way to widespread demolition. In 1957, Mayor P.K. Peterson garnered federal funding to help support replacement of Downtown between 3rd Avenue and 1st Avenue North, from 4th Street to the Post Office after a Sheraton Hotel concept was proposed for the entire city block bound by Nicollet, 3rd, Marquette, and 4th Streets. This aggressive exercise of urban renewal replaced the oldest segment of Downtown Minneapolis, and 40% of the commercial district, with the sprawling new *Gateway Center*. Donald T. Knutson, president of the Knutson Company, said that the new district would be a “prestige area of beautiful and functional office buildings.” The Gateway Project claimed a number of notable buildings in Downtown Minneapolis, including the opulent, Richardson Romanesque- designed Metropolitan Building and the Old Post Office and Federal Building. A fervent effort would soon follow in 1963 to gain support for the Nicollet Mall transitway, and the contagion of elevated skyways rushed in.

As a direct consequence of district-wide erasure, any remnants of the public alley bisections, former commercial uses, and smaller enterprises were eliminated. The Sheraton-Ritz Hotel complex lasted from 1963 until 1990 – just 27 years. The entire city block remained as surface parking until the construction and completion of 365 Nicollet in 2018. The completed rehabilitation of Nicollet Mall in 2017 reinforced the transit and pedestrian mall as a focal point of walkable

commerce in Downtown Minneapolis. However, the surrounding energy has largely been driven by large-scale, full-block redevelopment, leaving fewer dimensions available for exploration while walking, rolling, or biking.



*An approximate vantage point from Marquette Avenue where Palace Court once lived.
(author holds copyright, 8 August 2020)*

Remnants of Named Alleys in Minneapolis

Very little remains of the Gateway District in Downtown Minneapolis. When including the Palace Court of legend, six of the sixteen named alleys in Minneapolis were lost by the time demolition commenced in 1961 for the sprawling Gateway Project. Only one public alley has gained an official name since 1913: Azine Alley in the Warehouse District (1997). While the City of Minneapolis often claims that it does not have a process for naming alleys, as it did in response to the request from the Federal Reserve Bank, all it takes is a member of City Council to put it before a vote. If we are to expect differently from

these nestled, walkable corridors, beyond relegation of basic service utility, we must consider their identity and their commercial role together. Only then will they become places to be remembered.

Named Alleys Within Downtown:

- **Aldrich Alley** (10 ft wide, expanded later to 16-20 ft wide) – official
From Hennepin Avenue to South Washington Avenue, L-shaped

Only mentioned in 1870-71

Block was replaced by Gateway Park in 1913, following demolition of the old City Hall and Post Office.

Named after Cyrus Aldrich (1808-1871), Postmaster of Minneapolis from 1867 to 1871.

- **Jumbo Alley** (20 ft wide) – official
From 2nd Avenue South to 3rd Avenue South, between South 2nd & Washington Avenues

First reference in 1893, referred to as “Sodini’s Alley” in 1901, last mentioned in 1912.

Likely vacated prior to 1915 for construction of the Post Office, now the Federal Building.

- **Lockup Alley** (16 ft wide) – official
From South 2nd Street to South Washington Avenue, between Nicollet and Marquette Avenues

First referenced in 1876, at the time needing to be “put in passable condition, and a sidewalk laid therein”; paved with cedar block in 1890.

Likely vacated in 1961 for construction of Northwestern National Life Insurance Company Building, designed by Minoru Yamasaki.

The old police station was built in 1887, then vacated in 1905 when it relocated to the fourth floor of today’s City Hall. The old jail was built in 1884, became a police barn and stable in 1902, then accommodated 136 men seeking sleeping quarters in a bitterly cold January 1908. The building was abandoned by the city in 1921, then converted into a

municipal lodging house in 1910, which closed in 1923 and was razed in 1933 for use by a taxi service.

- **King's Court** (20 ft wide) – official

From Nicollet Mall to 2nd Avenue South, between South Washington Avenue & South 3rd Street

First referenced in 1913, when it was officially adopted by City Council on February 4th.

The Council resolution mentioned that the alley had been “sometimes called ‘Morison’s Alley’”.

Likely vacated around 1961, eventually redeveloped for the construction of Marquette Plaza and 111 Washington.

Named in memory William S. King (1828-1900), Minnesota State Representative, co-founder of the Minneapolis Tribune, Postmaster of the U.S. House of Representatives, founder of the State Atlas, and major stakeholder in the Pioneer Press. His name also lives on in King’s Highway and Kingfield, where he owned Lyndale Farm.

- **Palace Court** (20 ft wide) – colloquial/semi-official

From Nicollet Mall to Marquette Avenue, between South 3rd & 4th Streets

First reference was in 1899, last mention was in 1919.

Vacated in 1961 for construction of the Sheraton-Ritz Hotel.

In 1913, Alderman Karl DeLaittre requested that the Civic and Commerce Association choose a name for the alley. David Simon, treasurer of Maurice Rothschild & Co., suggested the Palace Court name for the alley running from Nicollet to Marquette, while suggesting the Post Office Court name from Marquette eastward to “the elbow running to Third Street in the rear of the post office.” Howard Strong, president of the Civic and Commerce Association suggested the name Palace Court. Despite these efforts and the longstanding use of the name since 1893, it was never given an official name designation by City Council.

- **Post Office Court** (20 ft wide) – official

From Marquette Avenue to 2nd Avenue South

First reference in 1894, last official reference in 1912, likely due to the relocation of the main post office.

Vacated prior to 1960 for construction of Hennepin County Family Justice Center.

Named public alleys outside Downtown:

→ Extant alleys

• **Azine Alley** – official

From 1st Avenue North to 2nd Avenue North, north of North First Street

Named on October 26, 1997 after Sheldon Azine, former senior vice president of the Federal Reserve Bank of Minneapolis.

• **Gray Place** – official

From Lowry Avenue to North 4th Street, L-shaped

Named on December 26, 1901 after the namesake of the plat of the “Solomon Gray Block”.

The named alley originally extended by ordinance from 31st Avenue North to 34th Avenue North, between North 3rd and 4th Streets.

• **Inglewood Mews** (16 ft wide) – colloquial

From North Queen Avenue to Glenwood Avenue, L-shaped

Provides front access to six residences addressed to Inglewood Avenue North, due to a steep incline north of Bassett Creek Park.

North-south segment was originally Sheridan Avenue South.

First mention in 2014, despite residential construction completed in 1967.

• **North Traffic Street** (20 ft wide) – official

From North 3rd Avenue westward 300 feet

Likely named in 1890, when it was expanded to 40 feet wide for access to the Great Northern Railroad freight depot. Reverted to 20 feet.

→ Eliminated alleys

- **Forest Place** (20 ft wide) – official

From 8th Avenue North to North 7th Street, west of North Lyndale Avenue

Previously named Saginaw Place.

Likely vacated prior to 1968 for construction of a light industrial building.

- **Frankman Place** (14 ft wide) – official

From East 45th Street northward 100 feet

Partially vacated in 1917 for a City of Minneapolis Public Works yard

Taken over fully by Public Works in the 1970's

Vacated by city ordinance in 2020 for the Snelling Yards development.

- **George Street** (30 ft wide, originally 40 ft wide) – official

From West Island Avenue eastward 150 feet

Vacated sometime between 1914 and 1940.

Originally named Nicollet Place.

- **Greeley Avenue** (15 ft wide) – official

From 4th Avenue North to 6th Avenue North, between Fremont and Girard Avenues North

Not connected to a segment that was a 40-foot wide street from 2nd Avenue North to Glenwood Avenue, now Western Avenue.

Likely vacated prior to 2001 for construction of the Heritage Park.

- **Leonard Place** (20 ft wide) – official

From Ivy Lane to West 32nd Street

Named on March 20, 2012.

Likely widened as a street around 1919 and renamed Zenith Avenue South.

- **North 4½ Street** (20 ft wide) – official

From Napco Avenue North, previously 10½ Avenue North westward 225 feet

Likely vacated prior to 1997 for construction of a garage building occupied by Metro Mobility.

• **O'Brien Place** (20 ft wide) – official

From North 3rd Street to North 12th Avenue, L-shaped

Ran along the back side of Blaine School.

Named on June 30, 1909.

Vacated in July 1968, after the City Council voted to include 354 acres in the Near North Side renewal area.

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About Christian Huelsman

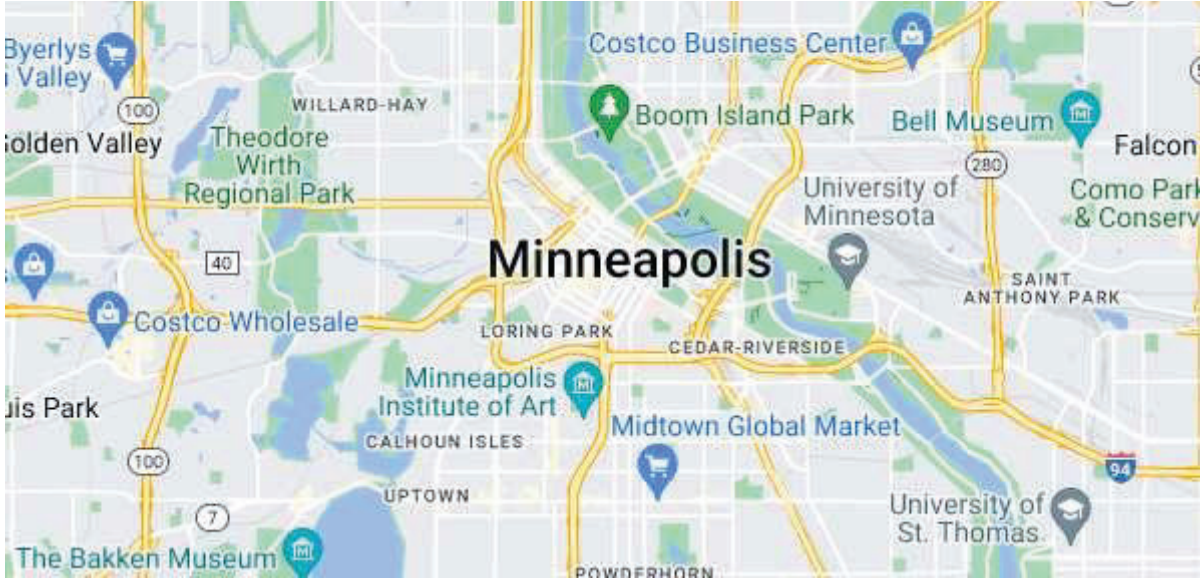
Christian Huelsman leads the Minneapolis Alley Initiative for Neighborhood Stimulation, a personal creative hub promoting public alleys as venues for art and culture. He also leads Spring in Our Steps, a Cincinnati-based nonprofit committed to bringing a brighter future to the city's public alleys and stairways, through cleanup, programming, and advocacy initiatives.

[View all posts by Christian Huelsman →](#)

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CITY OF SOUTHPORT ALLEYWAY ASSESSMENT

Number of Map	Location/Cross Streets	Description	Pictures					
Pics #1 thru 6	Alleyways on W. 11th St. between N. Lord St. & Hankinsville Rd.	<p>Pic #1- Intersection of N. Lord St. & W. 11th St. Pic #2- NW Alleyway- has some planting and possibly use as rear yard vehicle access, extends approx. 35'. Pic #3- SW Alleyway- has extreme overgrowth, limited view for any unauthorized use. Extends to W. 10th St. Pic #4- Intersection of N. Caswell Ave. & W. 11th St. Pic #5- NW Alleyway- kept in a proper manner, some drive/parking use, extends approx 2/3 distance. Pic #6- SW Alleyway- needs attention at 11th St. but overall, in decent shape. Extends approx 1/4 way towards W. 10th St.</p>						
Pics #7 thru 11	Alleyways on W. 10th St. between N. Howe St. & N. Caswell Ave.	<p>Pic #7- Intersection of N. Howe St. & W. 10th St. Pic #8- SW Alleyway- extends to W. 9th St. visible approx halfway, used as rear drive of local businesses. Pic #9- Intersection of N. Lord St. & W. 10th St. Pic #10- NW Alleyway- Used as rear drive for access to homes on each side, cleared to approx midpoint then overgrown. Extends to W. 11th St. Pic #11- SW Alleyway- used as drive/parking at the Hall, overgrown after that point. Extends to W. 9th St. (Unable to access the SW Alleyway at end of W. 10th St after Caswell Ave for properties)</p>						
Pics #12 thru 16	Alleyways on W. 9th St. between N. Howe St. & N. Lord St.	<p>Pic #12- Intersection of N. Howe St. & E. 9th St. (unable to locate a N. Howe St/W. 9th St. sign at the time of pics) Pic #13- NW Alleyway- Cleared to a degree, appears could be used for unintended purposes, possible fence/small storage. Extends to W. 10th St. Pic #14- SW Alleyway- appears to be used as natural/planter area for residence to a point then overgrown. Extends approx 2/3rds way towards W. 8th St. Pic #15- Intersection of N. Atlantic Ave & E. 9th St. Pic #16- SE Alleyway- Used as rear access drive for local business approx halfway then overgrown, possible misuse.</p>						

CITY OF SOUTHPORT ALLEYWAY ASSESSMENT

<p>Pics #17 thru 22</p>	<p>Alleyways on W. 9th St. between N. Lord. St. & Clarendon Ave.</p>	<p>Pic #17- Intersection of W. 9th St. & N. Lord St. Pic #18- NW Alleyway- Extremely overgrown, no visibility. Extends to W. 10th St. Pic #19- SW Alleyway- No visibility, extremely overgrown. Extends to W. 8th St. Pic #20- Intersection of W. 9th St. & Clarendon Ave. Pic #21- NW Alleyway- Clear at lot, then extremely overgrown. Extends approx 3/4 way towards 10th St. with no access from 10th St. Pic #22- SW Alleyway- No visibility, extremely overgrown. Extends to W. 8th St.</p>		
<p>Pics #23 thru 29</p>	<p>Alleyways on W. 8th St. between N. Howe St. & Clarendon Ave.</p>	<p>Pic #23- Intersection of W. 8th St & N. Howe St. Pic #24- NW Alleyway- Extremely overgrown, no visibility. Begins approx 1/4 way in after business from W. 8th St. to W. 9th St. Pic #25- SW Alleyway- no distinct property markers, extremely overgrown, no visibility. Extends approx 1/2 way towards W. Owens St. Pic #26- Intersection of W. 8th St. & N. Lord St. Pic #27- NW Alleyway- no distinct property markers, extremely overgrown. Extends to W. 9th St. Pic #28- Intersection of W. 8th St. & N. Caswell Ave. Pic #29- NW Alleyway- Extremely overgrown, boundary markers possible, not clear. Extends to W. 9th St.</p>		
<p>Pics #30 thru 35</p>	<p>Alleyways on E. 8th St. between N. Howe St. & East Owens St.</p>	<p>Pic #30- Intersection of E. 8th St. & N. Howe St. Pic #31- NE Alleyway- Business use with walkway etc. at E. 8th St. entrance of the Alleyway. The itleyway Extends to E. 9th St. Pic #32- SE Alleyway- Markers appear staggered, difficult to distinguish lines, possible use by others. Extends to E. Owens St. Pic #33- Intersection of W. Owens St. & N. Howe St. Pic #34- NW Alleyway- Begins approx 1/2 way after businesses, overgrown. Extends to W. 8th St. after that point. Pic #35- SW Alleyway- No markers located, extends to fence line.</p>		

CITY OF SOUTHPORT ALLEYWAY ASSESSMENT

<p>Pics #36 thru 40</p>	<p>Alleyway on E. Owens St. between N. Howe St. & N. Atlantic Ave.</p>	<p>Pic #36- Intersection of E. Owens St. & N. Howe St. Pic #37- NE Alleyway- appears to have structures upon, no markers. Extends to E. 8th St. Pic #38- Intersection of E. 8th St. & N. Atlantic Ave. Pic #39- NE Alleyway- Appears to be used as a rear access drive. Extends approx 1/3 way towards E. 8th St. Pic #40- SE Alleyway- No markers located, extremely overgrown. Extends to E. Leonard St.</p>	
<p>Pics #41 thru 44</p>	<p>Alleyways on E. Leonard St. & E. Brown St.</p>	<p>Pic #41- Intersection of E. Leonard St. & N. Atlantic Ave. Pic #42- NE Alleyway- Overgrown, possible fence for marking. Pic #43- Intersection of E. Brown St. & N. Atlantic Ave. Pic #44- SE Alleyway- Extends to end of lot, single marker.</p>	

Department of Community Relations
Monthly Report – March

March was an especially active month for our department, with strong engagement across our facilities, programs, and community events. At the Fort Johnston Visitors Center and Museum, we welcomed 1,838 visitors, more than doubling February's total*, and saw tremendous support from our volunteers, particularly in preparation for and execution of the City's annual Easter Egg Hunt. This year, our department stepped in to host the event on March 28, and despite rainy weather, we welcomed approx. 100 children and their families. Our volunteers played a critical role, assisting not only with event setup across multiple locations, but also spending time throughout the week assembling eggs. Their support continues to be invaluable to our efforts.

At the Southport Community Building, we hosted ten events, highlighted by the success of the Love in Bloom Bridal Expo. With 21 vendors and an estimated 300 attendees, the event generated strong feedback, new business opportunities for vendors, and additional bookings for the Community Building.

Behind the scenes, we continued preparations for Springfest, the Summer Markets, Concert Series, and the 2026 NC 4th of July Festival, with growing momentum in marketing, sponsorship engagement, and event development, especially as we plan for America's 250th celebration.

Submitted by Allayna Dail Taylor, Director of Community Relations

Fort Johnston Visitors Center and Museum

Number of Visitors: 1,838

- Volunteers:
 - The Volunteers really stepped up to help the Community Relations Department with the Annual Southport Easter Egg Hunt on Saturday, March 28. Not only did many volunteer to help with putting out the eggs at Franklin Square Park and the Garrison Lawn, but those on shift throughout the week spent a lot of time assembling the eggs for the children. We couldn't have done it without them.
- The Gift Shop gross revenue for March was \$1710.13.
- Programs: The Fort Johnston-Southport Museum is looking forward to working with the NC Maritime Museum at Southport on a new educational program for next spring.

Southport Community Building

Number of Events: 10

- The Love in Bloom Bridal Expo was success! We had 21 vendors and estimated around 300 attendees over the course of the event. Several vendors have reached out saying they have already received multiple new clients. We also have gotten 3 new clients for the Community Building so far and got to see a lot of our existing brides coming to finalize their vendors and planning. In the surveys that were sent out to both vendors and attendees, 100% said the expo was beneficial and they would recommend to a friend. The vendors had similar responses and are looking forward to applying for next year!
- With the busy season beginning at the Community Building, we've had lots of content for the Instagram and Facebook pages! Our posts have been consistently getting about 2,000 views, which helps increase our follower count and leads to more inquiries and better attendance at events like our bridal expo.
- A recent count of the events planned in 2026: 167 total events! This includes 62 weddings, 36 COS meetings, 12 sponsored events, and 9 hosted events (4th of July, Winterfest, etc)

Special Events

Springfest

- Will be coming up, April 18th.
- We are sold out of Vendor spaces

Department of Community Relations
Monthly Report – March

- We will be hosting Cape Fear Swing Dance that afternoon
- Thanks to Up Your Arts & Cape Fear Radio for partnering with us this year!
- Huge shout out to the Brunswick Arts Council & Rotary Club for providing the children's entertainment in Waterfront park.
- Confirmed the necessity station and trash can orders

Summer Markets

- Will be coming up, starting May 6th.
- We are still accepting vendor applications and they can be found on exploresouthportnc.gov.

4th of July

- The Fourth of July Committee continues to meet monthly as we plan to execute the 2026 Festival, with the bonus that it is also America's 250th Birthday. We look forward to the special programming happening in conjunction.
- To help with promotion around the festival, we have been posting consistently on Facebook and even started an Instagram this month. We've had great engagement, especially on the reels about Shrimparoo, Miss NC Pageant, and a hello from the festival president. Posts for the News Releases, Sponsor Spotlights, and Call to Past Queens are also helping to drive traffic to the 4th of July pages.
- Joined the Patriot's Ball planning meeting. This event is taking place on Saturday, June 27. In celebration of America 250, several new and exciting events are being added to the NC 4th of July Festival, this being one of them. We are in the beginning stages of creating graphics for invitations and promotions for this particular event. Once the major details are finalized, tickets will be available for sale online and advertisements will go out.

Beautification Committee

- Beautification had 26 volunteers come and participate in the Saturday March workday. In cooperation with the Historical Society, Beautification volunteers placed 95 commemorative bricks in the walkway in front of Fort Johnston. This annual labor of love is done in preparation for the week of Memorial Day festivities. Late winter cleanup and pruning was done at the Jaycee Building, Northwood cemetery entrance, the Fire Department planter boxes on Howe, and circular garden on Nash Street. Another cleanup was done at the corner garden at Waterfront Park in preparation for new plants. Rose bushes were trimmed and fertilized at the roundabout on Moore Street, as well as routine weeding and cleanup. Benches, swings, picnic tables, and garbage surrounds were cleaned. Small pavers were placed under some benches that sit in the grass at Taylor Field. Thank you to our wonderful Beautification Committee getting Southport ready for spring!
- Met with the pollinator garden volunteers on March 26 to discuss adding more information improving their webpage on the City site. We will also be creating QR code signs to place around the garden for visitors to learn more.
- The next committee meeting will be held on April 20, at Indian Trail Meeting Hall.

Cemetery Committee

- Chair Larry Ashley continues to update the proposed Cemetery Ordinance.
- A member of the public asked whether the City of Southport would take over maintenance of Moore Cemetery, located off W. West Street, which currently is under private ownership, and if descendants of those buried on private land could access the burial plots. The inquiries were sent to the City Manager.
- The next committee meeting will be held 2PM on Wednesday, April 22, at Indian Trail Meeting Hall

Department of Community Relations
Monthly Report – March

Filming

- We are currently in talks with one film crew interested in coming to the area this Spring.

UNCW Intern – Harper Sedlock

- Maintained and update the community partner contact log that connects the department to the non-profits in Southport.
- Updated the NC 4th of July Festival social media posts in preparation for the event.
- Participated in the Love In Bloom Bridal Expo setup and day of tasks. These tasks include check-in and selling raffle tickets.

Attended this Month

- Business Roundtable Meeting: 3/10/26
- NC 4th Bi-Weekly Meeting: 3/12/26, 3/26/26
- NC 4th of July Executive Meeting: 3/10/26
- NC 4th of July Board Meeting: 3/17/26
- NC 4th of July Shrimparoo Planning Meeting: 3/4/26, 3/18/26
- NC 4th of July Welcoming Ceremony Meeting: 3/13/26
- NC 4th of July Publicity Meeting: 3/31/26
- NC 4th of July Pageant Meeting: 3/2/26, 3/11/26
- NC 4th of July Arts & Crafts Market Meeting: 3/3/26, 3/10/26, 3/17/26, 3/24/26
- NC 4th of July Patriot Event Meeting: 3/13/26, 3/30/26
- NC 4th of July Kid Zone Meeting: 3/16/26
- Up Your Arts Monthly Board Meeting: 3/10/26
- SPT-OKI Chamber Tourism Meeting: 3/24/26
- Southport Historical Society Board Meeting: 3/11/26
- Winterfest Tea Meeting: 3/3/26
- Cemetery Committee Meeting: 3/25/26
- Holiday Home Tour Meeting: 3/13/26
- Southport Concert Series Meeting: 3/26/26
- Brunswick Town DAR Marker Dedication: 3/27/26
- NC 4th of July Patriot's Ball Meeting: 3/30/26
- Southport Women's Club Meeting: 3/30/26

Southport
Board of Aldermen Revenue vs Budget by Line
As of April 1st, 2026

	YTD REVISED BUDGET	ACTUAL		
	Revised Budget	YTD Actuals	Available	% Available
Revenues				
000 - GENERAL GOVERNMENT				
40001 - MOTOR VEHICLES TAX COLLECTIONS	\$255,308	\$253,680	\$1,628	1%
40002 - INTEREST/PENALTIES - TAXES	\$10,321	\$7,752	\$2,569	25%
40003 - MOTOR VEHICLE INTEREST	\$2,094	\$1,663	\$431	21%
40004 - AD VALOREM TAX PRIOR YEARS	\$33,119	\$33,472	(\$353)	(1%)
40000 - AD VALOREM TAXES - CY	\$4,939,010	\$4,546,485	\$392,525	8%
40502 - PRIVILEGE LICENSES	\$1,500	\$0	\$1,500	100%
40503 - ITINERANT/PEDDLER PERMIT	\$150	\$100	\$50	33%
43000 - LOCAL OPTION SALES TAX	\$2,131,403	\$1,237,047	\$894,356	42%
43001 - BEER & WINE TAX	\$23,934	\$0	\$23,934	100%
43002 - UTILITY FRANCHISE TAX	\$505,177	\$241,029	\$264,148	52%
43003 - SOUTHPORT ABC DISTRIBUTION	\$558,291	\$47,973	\$510,318	91%
43502 - FEMA REIMBURSEMENT	\$0	\$403,076	(\$403,076)	-
43506 - GRANT REVENUE	\$330,000	\$0	\$330,000	100%
44003 - CEMETERY LOT SALES & FEES	\$500	\$550	(\$50)	(10%)
45000 - INTEREST EARNED	\$600,000	\$404,191	\$195,809	33%
46000 - DONATIONS	\$26,000	\$24,500	\$1,500	6%
46010 - FORESTRY COMMITTEE DONATIONS	\$750	\$500	\$250	33%
46013 - INSURANCE RECOVERY	\$0	\$8,665	(\$8,665)	-
46015 - NCDOT SPECIALTY LICENSE PLATE	\$15,000	\$0	\$15,000	100%
46020 - MISCELLANEOUS REVENUES	\$2,000	\$10,429	(\$8,429)	(421%)
47001 - APPROPRIATED FUND BALANCE	\$900,000	\$0	\$900,000	100%

Southport
Board of Aldermen Revenue vs Budget by Line
As of April 1st, 2026

	YTD REVISED BUDGET	ACTUAL		
	Revised Budget	YTD Actuals	Available	% Available
46012 - SALE OF FIXED ASSETS	\$0	\$31,785	(\$31,785)	-
47002 - TRANSFERS IN FROM OTHER FUNDS	\$419,000	\$238,379	\$180,621	43%
000 - GENERAL GOVERNMENT TOTAL	\$10,753,557	\$7,491,276	\$3,262,281	30%
411 - BOARD				
47002 - TRANSFERS IN FROM OTHER FUNDS	\$0	\$1,510	(\$1,510)	-
411 - BOARD TOTAL	\$0	\$1,510	(\$1,510)	-
412 - ADMINISTRATION				
47002 - TRANSFERS IN FROM OTHER FUNDS	\$153,502	\$101,386	\$52,116	34%
412 - ADMINISTRATION TOTAL	\$153,502	\$101,386	\$52,116	34%
414 - FINANCE				
47002 - TRANSFERS IN FROM OTHER FUNDS	\$113,704	\$79,995	\$33,709	30%
414 - FINANCE TOTAL	\$113,704	\$79,995	\$33,709	30%
417 - SOLID WASTE				
43503 - SOLID WASTE DISPOSAL TAX	\$3,750	\$2,801	\$949	25%
44004 - REFUSE REVENUE	\$375,000	\$287,399	\$87,601	23%
417 - SOLID WASTE TOTAL	\$378,750	\$290,200	\$88,550	23%
451 - STREETS				
40505 - MUNICIPAL VEHICLE FEE	\$85,500	\$66,775	\$18,725	22%
43500 - NC POWELL BILL FUNDS	\$179,000	\$177,091	\$1,909	1%
451 - STREETS TOTAL	\$264,500	\$243,866	\$20,634	8%
456 - PUBLIC WORKS				
47002 - TRANSFERS IN FROM OTHER FUNDS	\$98,636	\$70,391	\$28,245	29%
456 - PUBLIC WORKS TOTAL	\$98,636	\$70,391	\$28,245	29%
431 - POLICE				
40501 - PET LICENSE & TAGS	\$500	\$1,496	(\$996)	(199%)
40500 - CIVIL PENALTIES	\$0	\$200	(\$200)	-
42005 - GOLF CART FEES	\$22,500	\$33,151	(\$10,651)	(47%)
43505 - ABC REVENUE FOR LAW ENF.	\$25,000	\$4,042	\$20,958	84%
43506 - GRANT REVENUE	\$5,000	\$0	\$5,000	100%

Southport
Board of Aldermen Revenue vs Budget by Line
As of April 1st, 2026

	YTD REVISED BUDGET	ACTUAL		
	Revised Budget	YTD Actuals	Available	% Available
46000 - DONATIONS	\$0	\$734	(\$734)	–
46003 - POLICE SHOP WITH A COP	\$10,000	\$20,676	(\$10,676)	(107%)
46004 - POLICE ODM VEHICLE REVENUE	\$12,000	\$0	\$12,000	100%
46020 - MISCELLANEOUS REVENUES	\$5,000	\$12,324	(\$7,324)	(146%)
431 - POLICE TOTAL	\$80,000	\$72,623	\$7,377	9%
434 - FIRE				
42004 - FIRE INSPECTIONS & PERMIT FEES	\$40,000	\$28,342	\$11,658	29%
43501 - FIRE DISTRICT FEES	\$2,127,353	\$1,531,695	\$595,658	28%
46002 - FIRE RESPONSE FEES	\$12,000	\$6,180	\$5,820	49%
46020 - MISCELLANEOUS REVENUES	\$50,000	\$9,229	\$40,771	82%
434 - FIRE TOTAL	\$2,229,353	\$1,575,447	\$653,906	29%
437 - RESCUE				
44000 - RESCUE SQUAD FEES	\$590,000	\$328,081	\$261,919	44%
46020 - MISCELLANEOUS REVENUES	\$20,000	\$145	\$19,855	99%
437 - RESCUE TOTAL	\$610,000	\$328,225	\$281,775	46%
435 - PLANNING AND PERMITTING				
40500 - CIVIL PENALTIES	\$5,000	\$0	\$5,000	100%
42003 - PLANNING & ZONING FEES	\$35,000	\$30,435	\$4,565	13%
435 - PLANNING AND PERMITTING TOTAL	\$40,000	\$30,435	\$9,565	24%
438 - INSPECTION PERMITS				
42000 - INSPECTION PERMITS	\$635,000	\$477,408	\$157,592	25%
42001 - PERMITTING PENALTIES	\$10,000	\$4,704	\$5,297	53%
42002 - REINSPECTION FEES	\$3,000	\$1,050	\$1,950	65%
46001 - HOME OWNERS RECOVERY FUND	\$80	\$40	\$40	50%
438 - INSPECTION PERMITS TOTAL	\$648,080	\$483,202	\$164,879	25%
612 - PARKS & RECREATION				

Southport
Board of Aldermen Revenue vs Budget by Line
As of April 1st, 2026

	YTD REVISED BUDGET	ACTUAL		
	Revised Budget	YTD Actuals	Available	% Available
44002 - RENT RECREATION FACILITIES	\$12,000	\$5,124	\$6,876	57%
44005 - RECREATION PROGRAMS RECEIPTS	\$40,000	\$12,829	\$27,171	68%
46000 - DONATIONS	\$2,000	\$0	\$2,000	100%
612 - PARKS & RECREATION TOTAL	\$54,000	\$17,953	\$36,047	67%
615 - COMMUNITY BUILDING				
44006 - COMMUNITY BLDG RENTAL	\$310,000	\$195,181	\$114,819	37%
46014 - CREDIT CARD FEES	\$3,000	\$376	\$2,624	87%
615 - COMMUNITY BUILDING TOTAL	\$313,000	\$195,557	\$117,443	38%
617 - COMMUNITY RELATIONS				
40504 - LOCAL OCCUPANCY TAX	\$210,000	\$146,515	\$63,485	30%
44009 - FILMING FEES	\$15,000	\$125	\$14,875	99%
44010 - FT. JOHNSTON GIFT SHOP	\$5,000	\$14,510	(\$9,510)	(190%)
46005 - SPECIAL EVENTS	\$39,350	\$66,310	(\$26,960)	(69%)
46020 - MISCELLANEOUS REVENUES	\$7,600	\$4,730	\$2,870	38%
617 - COMMUNITY RELATIONS TOTAL	\$276,950	\$232,189	\$44,761	16%
REVENUES TOTAL	\$16,014,032	\$11,214,257	\$4,799,775	30%

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	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
Departments						
000 - GENERAL GOVERNMENT						
90003 - TRANSFERS OUT TO OTHER FUNDS	\$900,000	\$900,000	\$0	\$900,000	\$0	0%
000 - GENERAL GOVERNMENT TOTAL	\$900,000	\$900,000	\$0	\$900,000	\$0	0%
411 - BOARD						
51000 - FULL-TIME SALARIES	\$84,000	\$63,000	\$0	\$63,000	\$21,000	25%
52001 - FICA	\$6,426	\$4,820	\$0	\$4,820	\$1,607	25%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$350	\$145	\$17	\$161	\$189	54%
52006 - WORKERS COMPENSATION INSURANCE	\$143	\$0	\$0	\$0	\$143	100%
53000 - TRAVEL & TRAINING	\$3,000	\$2,648	\$4,010	\$6,658	(\$3,658)	(122%)
53010 - PROFESSIONAL FEES	\$60,110	\$63,904	\$0	\$63,904	(\$3,794)	(6%)
53011 - CONTRACT SERVICES	\$140,000	\$69,249	\$10,891	\$80,139	\$59,861	43%
53012 - INSURANCE & BONDING	\$1,924	\$2,111	\$0	\$2,111	(\$187)	(10%)
53022 - DEPARTMENTAL SUPPLIES	\$6,000	\$4,816	\$0	\$4,816	\$1,184	20%
53050 - OTHER SERVICES	\$200	\$100	\$527	\$627	(\$427)	(213%)
53053 - COMMUNICATIONS	\$2,625	\$1,667	\$0	\$1,667	\$958	37%
53062 - ELECTION EXPENSE	\$5,500	\$6,223	\$0	\$6,223	(\$723)	(13%)
53071 - DONATIONS EXPENSE	\$10,000	\$0	\$0	\$0	\$10,000	100%
60001 - CAPITAL OUTLAY - EQUIPMENT	\$0	\$26,215	\$48,685	\$74,900	(\$74,900)	-
411 - BOARD TOTAL	\$320,278	\$244,897	\$64,129	\$309,026	\$11,252	4%
412 - ADMINISTRATION						
51000 - FULL-TIME SALARIES	\$572,545	\$367,846	\$0	\$367,846	\$204,699	36%
51001 - EMPLOYEE OVERTIME	\$2,214	\$3,594	\$0	\$3,594	(\$1,380)	(62%)
51002 - PART-TIME SALARIES	\$0	\$2,813	\$0	\$2,813	(\$2,812)	-

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	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
52000 - 401K RETIREMENT SUPPLEMENT	\$24,145	\$15,915	\$0	\$15,915	\$8,230	34%
52001 - FICA	\$43,969	\$28,504	\$0	\$28,504	\$15,465	35%
52003 - LGERS RETIREMENT	\$69,539	\$45,836	\$0	\$45,836	\$23,703	34%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$127,697	\$101,620	\$22,303	\$123,923	\$3,774	3%
52006 - WORKERS COMPENSATION INSURANCE	\$977	\$0	\$0	\$0	\$977	100%
53000 - TRAVEL & TRAINING	\$20,000	\$20,672	\$3,036	\$23,708	(\$3,708)	(19%)
53001 - TUITION REIMBURSEMENT	\$5,000	\$1,000	\$0	\$1,000	\$4,000	80%
53011 - CONTRACT SERVICES	\$42,690	\$101,093	\$9,300	\$110,394	(\$67,704)	(159%)
53012 - INSURANCE & BONDING	\$5,552	\$6,941	\$0	\$6,941	(\$1,389)	(25%)
53020 - UNIFORMS & PROTECTIVE GEAR	\$2,500	\$0	\$0	\$0	\$2,500	100%
53021 - VEHICLE SUPPLIES	\$500	\$892	\$0	\$892	(\$392)	(78%)
53022 - DEPARTMENTAL SUPPLIES	\$22,000	\$21,615	\$7,545	\$29,160	(\$7,160)	(33%)
53040 - UTILITIES	\$6,300	\$3,925	\$0	\$3,925	\$2,375	38%
53050 - OTHER SERVICES	\$2,000	\$4,350	\$312	\$4,663	(\$2,663)	(133%)
53053 - COMMUNICATIONS	\$6,000	\$3,686	\$0	\$3,686	\$2,314	39%
53058 - EMERGENCY PREPAREDNESS	\$25,000	\$1,388	\$30	\$1,418	\$23,582	94%
53069 - NCDOT SPECIALTY PLATE FEE	\$5,000	\$0	\$0	\$0	\$5,000	100%
90000 - TRANSFERS BTWN DEPARTMENTS	\$0	(\$31,597)	\$0	(\$31,597)	\$31,597	-
60003 - CAPITAL OUTLAY - VEHICLES	\$3,075	\$3,905	\$0	\$3,905	(\$830)	(27%)
60005 - CAPITAL OUTLAY - IMPROVEMENTS	\$20,000	\$14,750	\$0	\$14,750	\$5,250	26%
70000 - DEBT - PRINCIPAL PAYMENTS	\$108,081	\$94,600	\$0	\$94,600	\$13,481	12%
70001 - DEBT - INTEREST AND OTHER	\$0	\$13,481	\$0	\$13,481	(\$13,480)	-

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	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
412 - ADMINISTRATION TOTAL	\$1,114,784	\$826,827	\$42,527	\$869,354	\$245,430	22%
414 - FINANCE						
51000 - FULL-TIME SALARIES	\$390,524	\$275,747	\$0	\$275,747	\$114,777	29%
51001 - EMPLOYEE OVERTIME	\$750	\$1,058	\$0	\$1,058	(\$308)	(41%)
51002 - PART-TIME SALARIES	\$0	\$2,186	\$0	\$2,186	(\$2,186)	-
52000 - 401K RETIREMENT SUPPLEMENT	\$19,572	\$13,689	\$0	\$13,689	\$5,883	30%
52001 - FICA	\$29,947	\$20,649	\$0	\$20,649	\$9,298	31%
52003 - LGERS RETIREMENT	\$56,371	\$39,423	\$0	\$39,423	\$16,948	30%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$71,355	\$45,301	\$1,224	\$46,525	\$24,830	35%
52006 - WORKERS COMPENSATION INSURANCE	\$665	\$0	\$0	\$0	\$665	100%
53000 - TRAVEL & TRAINING	\$7,500	\$8,747	\$987	\$9,734	(\$2,234)	(30%)
53011 - CONTRACT SERVICES	\$291,000	\$348,853	\$37,391	\$386,245	(\$95,245)	(33%)
53012 - INSURANCE & BONDING	\$6,140	\$6,938	\$0	\$6,938	(\$798)	(13%)
53022 - DEPARTMENTAL SUPPLIES	\$10,770	\$7,011	\$3,621	\$10,632	\$138	1%
53040 - UTILITIES	\$4,000	\$2,135	\$0	\$2,135	\$1,865	47%
53050 - OTHER SERVICES	\$1,750	\$1,124	\$3,976	\$5,100	(\$3,350)	(191%)
53053 - COMMUNICATIONS	\$1,600	\$861	\$0	\$861	\$739	46%
53054 - PROPERTY TAX FEES	\$37,291	\$35,510	\$0	\$35,510	\$1,781	5%
53055 - MOTOR VEHICLE FEES	\$12,002	\$5,585	\$0	\$5,585	\$6,417	53%
414 - FINANCE TOTAL	\$941,237	\$814,817	\$47,200	\$862,017	\$79,220	8%
440 - IT						
53011 - CONTRACT SERVICES	\$100,000	\$89,296	\$7,511	\$96,807	\$3,193	3%
53053 - COMMUNICATIONS	\$55,400	\$42,435	\$12,874	\$55,309	\$91	0%
60001 - CAPITAL OUTLAY - EQUIPMENT	\$5,000	\$0	\$0	\$0	\$5,000	100%

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	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
440 - IT TOTAL	\$160,400	\$131,731	\$20,385	\$152,116	\$8,284	5%
417 - SOLID WASTE						
53011 - CONTRACT SERVICES	\$378,750	\$294,019	\$63,491	\$357,509	\$21,241	6%
417 - SOLID WASTE TOTAL	\$378,750	\$294,019	\$63,491	\$357,509	\$21,241	6%
419 - BUILDING & GROUNDS						
51000 - FULL-TIME SALARIES	\$564,476	\$394,341	\$0	\$394,341	\$170,135	30%
51001 - EMPLOYEE OVERTIME	\$4,000	\$2,740	\$0	\$2,740	\$1,260	32%
52000 - 401K RETIREMENT SUPPLEMENT	\$28,506	\$19,475	\$0	\$19,475	\$9,031	32%
52001 - FICA	\$43,610	\$28,013	\$0	\$28,013	\$15,597	36%
52003 - LGERS RETIREMENT	\$82,092	\$56,089	\$0	\$56,089	\$26,003	32%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$134,209	\$104,119	\$2,943	\$107,062	\$27,147	20%
52006 - WORKERS COMPENSATION INSURANCE	\$16,031	\$0	\$0	\$0	\$16,031	100%
53000 - TRAVEL & TRAINING	\$3,000	\$1,901	\$0	\$1,901	\$1,099	37%
53011 - CONTRACT SERVICES	\$16,800	\$11,475	\$1,276	\$12,751	\$4,049	24%
53012 - INSURANCE & BONDING	\$39,398	\$47,355	\$0	\$47,355	(\$7,957)	(20%)
53020 - UNIFORMS & PROTECTIVE GEAR	\$7,500	\$4,708	\$944	\$5,652	\$1,848	25%
53021 - VEHICLE SUPPLIES	\$16,000	\$5,212	\$0	\$5,212	\$10,788	67%
53022 - DEPARTMENTAL SUPPLIES	\$18,500	\$6,908	\$3,749	\$10,658	\$7,842	42%
53030 - R/M EQUIPMENT	\$9,000	\$0	\$0	\$0	\$9,000	100%
53031 - R/M VEHICLES	\$5,000	\$1,553	\$207	\$1,761	\$3,239	65%
53032 - R/M FACILITIES	\$150,000	\$67,038	\$14,640	\$81,678	\$68,322	46%
53033 - R/M CEMETERY	\$73,000	\$40,553	\$32,447	\$73,000	\$0	0%
53040 - UTILITIES	\$14,400	\$12,758	\$233	\$12,990	\$1,410	10%
53050 - OTHER SERVICES	\$18,000	\$16,617	\$0	\$16,617	\$1,383	8%

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	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
53053 - COMMUNICATIONS	\$1,750	\$1,073	\$0	\$1,073	\$677	39%
53064 - FORESTRY PROJECTS	\$5,250	\$1,681	\$0	\$1,681	\$3,569	68%
60000 - CAPITAL PURCHASES UNDER \$5000	\$5,000	\$0	\$0	\$0	\$5,000	100%
60003 - CAPITAL OUTLAY - VEHICLES	\$22,000	\$13,284	\$0	\$13,284	\$8,716	40%
419 - BUILDING & GROUNDS TOTAL	\$1,277,522	\$836,894	\$56,439	\$893,333	\$384,189	30%
425 - GARAGE						
51000 - FULL-TIME SALARIES	\$149,270	\$106,974	\$0	\$106,974	\$42,296	28%
51001 - EMPLOYEE OVERTIME	\$600	\$299	\$0	\$299	\$301	50%
52000 - 401K RETIREMENT SUPPLEMENT	\$7,513	\$5,288	\$0	\$5,288	\$2,225	30%
52001 - FICA	\$11,496	\$8,151	\$0	\$8,151	\$3,345	29%
52003 - LGERS RETIREMENT	\$21,639	\$15,229	\$0	\$15,229	\$6,410	30%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$22,040	\$17,681	\$490	\$18,171	\$3,869	18%
52006 - WORKERS COMPENSATION INSURANCE	\$3,192	\$0	\$0	\$0	\$3,192	100%
53000 - TRAVEL & TRAINING	\$700	\$203	\$0	\$203	\$497	71%
53011 - CONTRACT SERVICES	\$4,200	\$2,868	\$351	\$3,218	\$982	23%
53012 - INSURANCE & BONDING	\$5,605	\$6,966	\$0	\$6,966	(\$1,361)	(24%)
53020 - UNIFORMS & PROTECTIVE GEAR	\$2,700	\$888	\$1,186	\$2,074	\$626	23%
53021 - VEHICLE SUPPLIES	\$4,110	\$1,481	\$0	\$1,481	\$2,629	64%
53022 - DEPARTMENTAL SUPPLIES	\$5,250	\$2,634	\$651	\$3,285	\$1,965	37%
53030 - R/M EQUIPMENT	\$3,400	\$896	\$0	\$896	\$2,504	74%
53031 - R/M VEHICLES	\$1,000	\$68	\$0	\$68	\$932	93%
53040 - UTILITIES	\$9,000	\$8,545	\$0	\$8,545	\$455	5%
53053 - COMMUNICATIONS	\$1,250	\$817	\$0	\$817	\$433	35%

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	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
60003 - CAPITAL OUTLAY - VEHICLES	\$6,000	\$4,342	\$0	\$4,342	\$1,658	28%
425 - GARAGE TOTAL	\$258,965	\$183,331	\$2,678	\$186,008	\$72,957	28%
451 - STREETS						
51000 - FULL-TIME SALARIES	\$291,969	\$193,784	\$0	\$193,784	\$98,185	34%
51001 - EMPLOYEE OVERTIME	\$10,110	\$6,342	\$0	\$6,342	\$3,768	37%
51002 - PART-TIME SALARIES	\$95,000	\$78,547	\$0	\$78,547	\$16,453	17%
52000 - 401K RETIREMENT SUPPLEMENT	\$15,103	\$9,817	\$0	\$9,817	\$5,286	35%
52001 - FICA	\$31,288	\$21,005	\$0	\$21,005	\$10,283	33%
52003 - LGERS RETIREMENT	\$58,896	\$39,529	\$0	\$39,529	\$19,367	33%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$58,977	\$48,030	\$1,099	\$49,130	\$9,847	17%
52006 - WORKERS COMPENSATION INSURANCE	\$16,201	\$0	\$0	\$0	\$16,201	100%
53000 - TRAVEL & TRAINING	\$3,000	\$225	\$0	\$225	\$2,775	93%
53011 - CONTRACT SERVICES	\$23,425	\$12,567	\$1,860	\$14,426	\$8,999	38%
53012 - INSURANCE & BONDING	\$39,067	\$48,419	\$0	\$48,419	(\$9,352)	(24%)
53020 - UNIFORMS & PROTECTIVE GEAR	\$6,200	\$2,352	\$0	\$2,352	\$3,848	62%
53021 - VEHICLE SUPPLIES	\$25,000	\$21,531	\$0	\$21,531	\$3,469	14%
53022 - DEPARTMENTAL SUPPLIES	\$65,000	\$23,825	\$6,028	\$29,852	\$35,148	54%
53030 - R/M EQUIPMENT	\$20,000	\$7,021	\$898	\$7,919	\$12,081	60%
53031 - R/M VEHICLES	\$25,000	\$6,752	\$0	\$6,752	\$18,248	73%
53040 - UTILITIES	\$2,250	\$3,543	\$320	\$3,863	(\$1,613)	(72%)
53053 - COMMUNICATIONS	\$2,200	\$907	\$0	\$907	\$1,293	59%
60000 - CAPITAL PURCHASES UNDER \$5000	\$5,000	\$4,956	\$0	\$4,956	\$45	1%
60003 - CAPITAL OUTLAY - VEHICLES	\$30,000	\$24,241	\$0	\$24,241	\$5,759	19%
451 - STREETS TOTAL	\$823,686	\$553,392	\$10,205	\$563,597	\$260,089	32%

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	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
456 - PUBLIC WORKS						
51000 - FULL-TIME SALARIES	\$183,763	\$131,912	\$0	\$131,912	\$51,851	28%
51001 - EMPLOYEE OVERTIME	\$163	\$0	\$0	\$0	\$163	100%
52000 - 401K RETIREMENT SUPPLEMENT	\$9,196	\$6,520	\$0	\$6,520	\$2,676	29%
52001 - FICA	\$14,070	\$9,740	\$0	\$9,740	\$4,330	31%
52003 - LGERS RETIREMENT	\$26,485	\$18,777	\$0	\$18,777	\$7,708	29%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$25,917	\$21,152	\$2,029	\$23,181	\$2,736	11%
52006 - WORKERS COMPENSATION INSURANCE	\$313	\$0	\$0	\$0	\$313	100%
53012 - INSURANCE & BONDING	\$2,241	\$2,739	\$0	\$2,739	(\$498)	(22%)
53021 - VEHICLE SUPPLIES	\$2,400	\$0	\$0	\$0	\$2,400	100%
53031 - R/M VEHICLES	\$1,000	\$0	\$0	\$0	\$1,000	100%
53053 - COMMUNICATIONS	\$1,200	\$0	\$0	\$0	\$1,200	100%
456 - PUBLIC WORKS TOTAL	\$266,748	\$190,839	\$2,029	\$192,868	\$73,880	28%
431 - POLICE						
51000 - FULL-TIME SALARIES	\$1,233,766	\$848,889	\$0	\$848,889	\$384,877	31%
51001 - EMPLOYEE OVERTIME	\$87,000	\$65,304	\$0	\$65,304	\$21,696	25%
51002 - PART-TIME SALARIES	\$69,672	\$39,418	\$0	\$39,418	\$30,254	43%
51004 - SEPARATION ALLOWANCE-LEO	\$25,638	\$16,339	\$0	\$16,339	\$9,299	36%
52000 - 401K RETIREMENT SUPPLEMENT	\$66,133	\$45,876	\$0	\$45,876	\$20,257	31%
52001 - FICA	\$109,001	\$72,705	\$0	\$72,705	\$36,296	33%
52003 - LGERS RETIREMENT	\$212,116	\$146,813	\$0	\$146,813	\$65,303	31%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$231,255	\$172,628	\$4,595	\$177,223	\$54,032	23%
52006 - WORKERS COMPENSATION	\$31,841	\$0	\$0	\$0	\$31,841	100%

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	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
INSURANCE						
53000 - TRAVEL & TRAINING	\$16,000	\$9,241	\$1,885	\$11,125	\$4,875	30%
53010 - PROFESSIONAL FEES	\$578	\$102	\$0	\$102	\$476	82%
53011 - CONTRACT SERVICES	\$120,000	\$82,885	\$16,329	\$99,213	\$20,787	17%
53012 - INSURANCE & BONDING	\$51,882	\$69,689	\$0	\$69,689	(\$17,807)	(34%)
53020 - UNIFORMS & PROTECTIVE GEAR	\$15,000	\$12,454	\$1,934	\$14,388	\$612	4%
53021 - VEHICLE SUPPLIES	\$57,000	\$37,560	\$25	\$37,585	\$19,415	34%
53022 - DEPARTMENTAL SUPPLIES	\$16,000	\$11,051	\$1,915	\$12,967	\$3,033	19%
53024 - ANIMAL CARE	\$6,500	\$4,692	\$0	\$4,692	\$1,808	28%
53030 - R/M EQUIPMENT	\$2,500	\$0	\$0	\$0	\$2,500	100%
53031 - R/M VEHICLES	\$8,000	\$5,759	\$444	\$6,204	\$1,796	22%
53040 - UTILITIES	\$6,500	\$5,355	\$0	\$5,355	\$1,145	18%
53053 - COMMUNICATIONS	\$22,000	\$16,176	\$1,108	\$17,284	\$4,716	21%
53056 - ABC TAX EXPENDITURES	\$5,000	\$1,079	\$1,606	\$2,685	\$2,315	46%
53061 - COMMUNITY RESOURCE PROGRAM	\$15,000	\$12,684	\$28	\$12,712	\$2,288	15%
60001 - CAPITAL OUTLAY - EQUIPMENT	\$0	\$54,123	\$1,164	\$55,286	(\$55,286)	-
60003 - CAPITAL OUTLAY - VEHICLES	\$164,613	\$196,034	\$0	\$196,034	(\$31,421)	(19%)
431 - POLICE TOTAL	\$2,572,995	\$1,926,856	\$31,032	\$1,957,888	\$615,107	24%
434 - FIRE						
51000 - FULL-TIME SALARIES	\$1,217,409	\$822,372	\$0	\$822,372	\$395,037	32%
51001 - EMPLOYEE OVERTIME	\$150,906	\$118,409	\$0	\$118,409	\$32,497	22%
51002 - PART-TIME SALARIES	\$35,000	\$73,704	\$0	\$73,704	(\$38,704)	(111%)
51003 - VOLUNTEER FEES	\$25,000	\$434	\$0	\$434	\$24,566	98%
51005 - PAYMENTS TO RETIREES	\$28,500	\$22,848	\$0	\$22,848	\$5,653	20%
52000 - 401K RETIREMENT SUPPLEMENT	\$66,371	\$46,772	\$0	\$46,772	\$19,599	30%

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	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
52001 - FICA	\$111,447	\$77,256	\$0	\$77,256	\$34,191	31%
52003 - LGERS RETIREMENT	\$192,536	\$135,002	\$0	\$135,002	\$57,534	30%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$174,130	\$121,889	\$3,352	\$125,241	\$48,889	28%
52006 - WORKERS COMPENSATION INSURANCE	\$48,996	\$500	\$0	\$500	\$48,496	99%
53000 - TRAVEL & TRAINING	\$20,000	\$8,082	\$7,156	\$15,238	\$4,762	24%
53010 - PROFESSIONAL FEES	\$5,000	\$4,800	\$200	\$5,000	\$0	0%
53011 - CONTRACT SERVICES	\$33,000	\$34,074	\$3,994	\$38,068	(\$5,068)	(15%)
53012 - INSURANCE & BONDING	\$96,667	\$146,752	\$0	\$146,752	(\$50,085)	(52%)
53020 - UNIFORMS & PROTECTIVE GEAR	\$15,000	\$19,605	\$385	\$19,990	(\$4,990)	(33%)
53021 - VEHICLE SUPPLIES	\$40,000	\$23,689	\$6,606	\$30,295	\$9,705	24%
53022 - DEPARTMENTAL SUPPLIES	\$25,000	\$25,009	\$149	\$25,158	(\$158)	(1%)
53030 - R/M EQUIPMENT	\$12,000	\$4,528	\$0	\$4,528	\$7,472	62%
53031 - R/M VEHICLES	\$45,000	\$43,595	\$6,715	\$50,310	(\$5,310)	(12%)
53032 - R/M FACILITIES	\$18,000	\$18,352	\$2,000	\$20,352	(\$2,352)	(13%)
53034 - SUBSTATION LEASE	\$15,000	\$11,250	\$2,500	\$13,750	\$1,250	8%
53040 - UTILITIES	\$35,000	\$26,126	\$2,260	\$28,386	\$6,614	19%
53053 - COMMUNICATIONS	\$8,000	\$6,757	\$2,117	\$8,874	(\$874)	(11%)
53057 - FIRE PREVENTION	\$20,000	\$2,540	\$0	\$2,540	\$17,460	87%
60001 - CAPITAL OUTLAY - EQUIPMENT	\$100,000	\$111,595	\$6,660	\$118,255	(\$18,255)	(18%)
70000 - DEBT - PRINCIPAL PAYMENTS	\$675,064	\$586,833	\$0	\$586,833	\$88,231	13%
70001 - DEBT - INTEREST AND OTHER	\$0	\$87,531	\$0	\$87,531	(\$87,531)	-
434 - FIRE TOTAL	\$3,213,026	\$2,580,301	\$44,096	\$2,624,396	\$588,630	18%
437 - RESCUE						
51000 - FULL-TIME SALARIES	\$391,922	\$288,225	\$0	\$288,225	\$103,697	26%

City of Southport
Board of Aldermen Expense vs Budget by Line
As of April 1st, 2026

	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
51001 - EMPLOYEE OVERTIME	\$61,126	\$64,422	\$0	\$64,422	(\$3,296)	(5%)
51002 - PART-TIME SALARIES	\$0	\$5,338	\$0	\$5,338	(\$5,338)	-
51003 - VOLUNTEER FEES	\$115,000	\$76,689	\$0	\$76,689	\$38,311	33%
52000 - 401K RETIREMENT SUPPLEMENT	\$22,040	\$18,321	\$0	\$18,321	\$3,719	17%
52001 - FICA	\$43,455	\$30,513	\$0	\$30,513	\$12,942	30%
52003 - LGERS RETIREMENT	\$63,472	\$52,765	\$0	\$52,765	\$10,707	17%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$86,252	\$74,327	\$2,016	\$76,343	\$9,909	11%
52006 - WORKERS COMPENSATION INSURANCE	\$21,547	\$0	\$0	\$0	\$21,547	100%
53000 - TRAVEL & TRAINING	\$5,000	\$0	\$0	\$0	\$5,000	100%
53011 - CONTRACT SERVICES	\$45,000	\$38,398	\$688	\$39,086	\$5,914	13%
53012 - INSURANCE & BONDING	\$88,530	\$46,293	\$0	\$46,293	\$42,237	48%
53020 - UNIFORMS & PROTECTIVE GEAR	\$15,000	\$15,234	\$0	\$15,234	(\$234)	(2%)
53021 - VEHICLE SUPPLIES	\$25,000	\$15,301	\$0	\$15,301	\$9,699	39%
53022 - DEPARTMENTAL SUPPLIES	\$18,000	\$19,051	\$11	\$19,062	(\$1,062)	(6%)
53030 - R/M EQUIPMENT	\$12,000	\$2,090	\$0	\$2,090	\$9,910	83%
53031 - R/M VEHICLES	\$18,000	\$11,402	\$5,363	\$16,765	\$1,235	7%
53032 - R/M FACILITIES	\$7,000	\$3,481	\$83	\$3,564	\$3,436	49%
53025 - MEDICAL SUPPLIES	\$30,000	\$19,141	\$1,404	\$20,545	\$9,455	32%
53040 - UTILITIES	\$10,000	\$5,840	\$0	\$5,840	\$4,160	42%
53053 - COMMUNICATIONS	\$2,500	\$1,456	\$225	\$1,681	\$819	33%
60001 - CAPITAL OUTLAY - EQUIPMENT	\$50,000	\$0	\$7,206	\$7,206	\$42,794	86%
60003 - CAPITAL OUTLAY - VEHICLES	\$12,286	\$9,230	\$0	\$9,230	\$3,056	25%
70000 - DEBT - PRINCIPAL PAYMENTS	\$154,040	\$126,640	\$0	\$126,640	\$27,400	18%

City of Southport
Board of Aldermen Expense vs Budget by Line
As of April 1st, 2026

	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
70001 - DEBT - INTEREST AND OTHER	\$0	\$26,988	\$0	\$26,988	(\$26,988)	-
437 - RESCUE TOTAL	\$1,297,170	\$951,147	\$16,996	\$968,143	\$329,027	25%
435 - PLANNING AND PERMITTING						
51000 - FULL-TIME SALARIES	\$253,218	\$179,654	\$0	\$179,654	\$73,564	29%
51001 - EMPLOYEE OVERTIME	\$679	\$1,289	\$0	\$1,289	(\$610)	(90%)
52000 - 401K RETIREMENT SUPPLEMENT	\$12,695	\$8,934	\$0	\$8,934	\$3,761	30%
52001 - FICA	\$19,424	\$13,382	\$0	\$13,382	\$6,042	31%
52003 - LGERS RETIREMENT	\$36,561	\$25,729	\$0	\$25,729	\$10,832	30%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$39,450	\$30,883	\$841	\$31,725	\$7,725	20%
52006 - WORKERS COMPENSATION INSURANCE	\$432	\$0	\$0	\$0	\$432	100%
53000 - TRAVEL & TRAINING	\$7,000	\$5,800	\$1,375	\$7,175	(\$175)	(2%)
53011 - CONTRACT SERVICES	\$100,000	\$61,950	\$217	\$62,167	\$37,833	38%
53012 - INSURANCE & BONDING	\$2,214	\$3,344	\$0	\$3,344	(\$1,130)	(51%)
53021 - VEHICLE SUPPLIES	\$1,500	\$1,215	\$0	\$1,215	\$285	19%
53022 - DEPARTMENTAL SUPPLIES	\$5,000	\$2,964	\$507	\$3,470	\$1,530	31%
53031 - R/M VEHICLES	\$1,000	\$184	\$0	\$184	\$816	82%
53040 - UTILITIES	\$4,000	\$2,287	\$28	\$2,315	\$1,685	42%
53050 - OTHER SERVICES	\$0	\$500	\$0	\$500	(\$500)	-
53053 - COMMUNICATIONS	\$6,000	\$1,175	\$0	\$1,175	\$4,825	80%
90000 - TRANSFERS BTWN DEPARTMENTS	\$0	(\$53,143)	\$0	(\$53,143)	\$53,143	-
60001 - CAPITAL OUTLAY - EQUIPMENT	\$15,000	\$467	\$0	\$467	\$14,533	97%
60003 - CAPITAL OUTLAY - VEHICLES	\$7,000	\$5,422	\$0	\$5,422	\$1,578	23%
435 - PLANNING AND PERMITTING TOTAL	\$511,173	\$292,034	\$2,968	\$295,002	\$216,171	42%

City of Southport
Board of Aldermen Expense vs Budget by Line
As of April 1st, 2026

	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
438 - INSPECTION PERMITS						
51000 - FULL-TIME SALARIES	\$238,612	\$172,999	\$0	\$172,999	\$65,613	28%
51001 - EMPLOYEE OVERTIME	\$2,300	\$149	\$0	\$149	\$2,151	94%
51002 - PART-TIME SALARIES	\$0	\$1,165	\$0	\$1,165	(\$1,165)	-
52000 - 401K RETIREMENT SUPPLEMENT	\$12,158	\$8,531	\$0	\$8,531	\$3,627	30%
52001 - FICA	\$18,602	\$13,026	\$0	\$13,026	\$5,576	30%
52003 - LGERS RETIREMENT	\$35,016	\$24,568	\$0	\$24,568	\$10,448	30%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$36,937	\$29,192	\$825	\$30,017	\$6,920	19%
52006 - WORKERS COMPENSATION INSURANCE	\$410	\$0	\$0	\$0	\$410	100%
53000 - TRAVEL & TRAINING	\$7,000	\$4,130	\$260	\$4,390	\$2,610	37%
53011 - CONTRACT SERVICES	\$21,000	\$11,975	\$217	\$12,192	\$8,808	42%
53012 - INSURANCE & BONDING	\$2,844	\$3,796	\$0	\$3,796	(\$952)	(33%)
53021 - VEHICLE SUPPLIES	\$1,600	\$964	\$0	\$964	\$636	40%
53022 - DEPARTMENTAL SUPPLIES	\$5,000	\$3,077	\$834	\$3,911	\$1,089	22%
53031 - R/M VEHICLES	\$1,500	\$0	\$0	\$0	\$1,500	100%
53040 - UTILITIES	\$1,800	\$980	\$8	\$989	\$811	45%
53053 - COMMUNICATIONS	\$3,500	\$1,866	\$0	\$1,866	\$1,634	47%
90000 - TRANSFERS BTWN DEPARTMENTS	\$0	\$84,740	\$0	\$84,740	(\$84,740)	-
60003 - CAPITAL OUTLAY - VEHICLES	\$14,000	\$14,324	\$0	\$14,324	(\$324)	(2%)
438 - INSPECTION PERMITS TOTAL	\$402,279	\$375,483	\$2,144	\$377,627	\$24,652	6%
612 - PARKS & RECREATION						
51000 - FULL-TIME SALARIES	\$382,064	\$270,562	\$0	\$270,562	\$111,502	29%
51001 - EMPLOYEE OVERTIME	\$12,784	\$7,159	\$0	\$7,159	\$5,625	44%

City of Southport
Board of Aldermen Expense vs Budget by Line
As of April 1st, 2026

	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
51002 - PART-TIME SALARIES	\$115,000	\$70,809	\$0	\$70,809	\$44,191	38%
52000 - 401K RETIREMENT SUPPLEMENT	\$19,742	\$13,659	\$0	\$13,659	\$6,083	31%
52001 - FICA	\$40,339	\$25,881	\$0	\$25,881	\$14,458	36%
52003 - LGERS RETIREMENT	\$56,859	\$39,337	\$0	\$39,337	\$17,522	31%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$66,120	\$51,627	\$1,387	\$53,014	\$13,106	20%
52006 - WORKERS COMPENSATION INSURANCE	\$14,225	\$0	\$0	\$0	\$14,225	100%
53000 - TRAVEL & TRAINING	\$5,500	\$3,876	\$382	\$4,258	\$1,242	23%
53011 - CONTRACT SERVICES	\$32,850	\$34,378	\$2,711	\$37,088	(\$4,238)	(13%)
53012 - INSURANCE & BONDING	\$22,889	\$27,411	\$0	\$27,411	(\$4,522)	(20%)
53020 - UNIFORMS & PROTECTIVE GEAR	\$5,000	\$2,523	\$182	\$2,705	\$2,295	46%
53021 - VEHICLE SUPPLIES	\$6,500	\$7,224	\$0	\$7,224	(\$724)	(11%)
53022 - DEPARTMENTAL SUPPLIES	\$50,000	\$46,392	\$7,191	\$53,583	(\$3,583)	(7%)
53030 - R/M EQUIPMENT	\$2,000	\$773	\$21	\$794	\$1,206	60%
53031 - R/M VEHICLES	\$12,150	\$10,833	\$0	\$10,833	\$1,317	11%
53032 - R/M FACILITIES	\$41,600	\$25,132	\$7,213	\$32,344	\$9,256	22%
53040 - UTILITIES	\$46,200	\$28,324	\$0	\$28,324	\$17,876	39%
53053 - COMMUNICATIONS	\$4,750	\$3,310	\$1,270	\$4,579	\$171	4%
60000 - CAPITAL PURCHASES UNDER \$5000	\$4,000	\$0	\$2,007	\$2,007	\$1,993	50%
60001 - CAPITAL OUTLAY - EQUIPMENT	\$52,000	\$29,749	\$18,725	\$48,473	\$3,527	7%
60003 - CAPITAL OUTLAY - VEHICLES	\$40,225	\$32,139	\$0	\$32,139	\$8,086	20%
60005 - CAPITAL OUTLAY - IMPROVEMENTS	\$0	\$32,220	\$0	\$32,220	(\$32,220)	-
612 - PARKS & RECREATION TOTAL	\$1,032,797	\$763,317	\$41,087	\$804,404	\$228,393	22%

City of Southport
Board of Aldermen Expense vs Budget by Line
As of April 1st, 2026

	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
615 - COMMUNITY BUILDING						
51000 - FULL-TIME SALARIES	\$108,572	\$77,557	\$0	\$77,557	\$31,015	29%
51001 - EMPLOYEE OVERTIME	\$0	\$479	\$0	\$479	(\$479)	-
51002 - PART-TIME SALARIES	\$22,300	\$8,897	\$0	\$8,897	\$13,403	60%
52000 - 401K RETIREMENT SUPPLEMENT	\$5,429	\$3,826	\$0	\$3,826	\$1,603	30%
52001 - FICA	\$10,011	\$6,650	\$0	\$6,650	\$3,361	34%
52003 - LGERS RETIREMENT	\$15,634	\$11,019	\$0	\$11,019	\$4,615	30%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$22,040	\$16,439	\$471	\$16,911	\$5,129	23%
52006 - WORKERS COMPENSATION INSURANCE	\$2,120	\$0	\$0	\$0	\$2,120	100%
53011 - CONTRACT SERVICES	\$5,500	\$6,056	\$25	\$6,081	(\$581)	(11%)
53012 - INSURANCE & BONDING	\$8,195	\$7,401	\$0	\$7,401	\$794	10%
53022 - DEPARTMENTAL SUPPLIES	\$4,000	\$2,556	\$265	\$2,820	\$1,180	29%
53032 - R/M FACILITIES	\$1,000	\$0	\$0	\$0	\$1,000	100%
53040 - UTILITIES	\$12,500	\$6,501	\$0	\$6,501	\$5,999	48%
53052 - MARKETING	\$4,000	\$2,927	\$318	\$3,245	\$755	19%
53053 - COMMUNICATIONS	\$1,400	\$689	\$0	\$689	\$711	51%
615 - COMMUNITY BUILDING TOTAL	\$222,701	\$150,997	\$1,078	\$152,075	\$70,626	32%
617 - COMMUNITY RELATIONS						
51000 - FULL-TIME SALARIES	\$149,557	\$107,133	\$0	\$107,133	\$42,424	28%
52000 - 401K RETIREMENT SUPPLEMENT	\$7,478	\$5,281	\$0	\$5,281	\$2,197	29%
52001 - FICA	\$11,442	\$8,162	\$0	\$8,162	\$3,280	29%
52003 - LGERS RETIREMENT	\$21,537	\$15,209	\$0	\$15,209	\$6,328	29%
52004 - HEALTH/LIFE/DENTAL INSURANCE	\$22,040	\$17,894	\$497	\$18,391	\$3,649	17%

City of Southport
Board of Aldermen Expense vs Budget by Line
As of April 1st, 2026

	YTD REVISED BUDGET	ACTUAL	ENCUMBRANCES			
	Revised Budget	YTD Actuals	Encumbrances	YTD with Encumbrances	Remaining Available	% Available
52006 - WORKERS COMPENSATION INSURANCE	\$2,423	\$0	\$0	\$0	\$2,423	100%
53000 - TRAVEL & TRAINING	\$3,000	\$1,778	\$626	\$2,405	\$595	20%
53011 - CONTRACT SERVICES	\$5,000	\$2,057	\$289	\$2,346	\$2,654	53%
53012 - INSURANCE & BONDING	\$7,264	\$6,386	\$0	\$6,386	\$878	12%
53022 - DEPARTMENTAL SUPPLIES	\$11,500	\$7,058	\$285	\$7,343	\$4,157	36%
53040 - UTILITIES	\$12,500	\$5,048	\$0	\$5,048	\$7,452	60%
53053 - COMMUNICATIONS	\$15,780	\$13,697	\$0	\$13,697	\$2,083	13%
53059 - TOURISM COMMUNITY EVENTS	\$10,000	\$22,693	\$202	\$22,894	(\$12,894)	(129%)
53060 - SPECIAL MARKETING OPPS	\$15,000	\$11,525	\$0	\$11,525	\$3,475	23%
53063 - GIFT SHOP INVENTORY/EXPENSES	\$5,000	\$6,199	\$89	\$6,288	(\$1,288)	(26%)
53065 - BEAUTIFICATION COMMITTEE	\$5,000	\$1,884	\$383	\$2,267	\$2,733	55%
53068 - NC A250 PLANNING	\$5,000	\$696	\$0	\$696	\$4,304	86%
53070 - GRANT MATCHING FUNDS EXPENSE	\$10,000	\$0	\$0	\$0	\$10,000	100%
617 - COMMUNITY RELATIONS TOTAL	\$319,521	\$232,701	\$2,370	\$235,071	\$84,450	26%
DEPARTMENTS TOTAL	\$16,014,032	\$12,249,582	\$450,853	\$12,700,435	\$3,313,597	21%

MARCH 2026 MONTHLY SUMMARY



Divisions of the Fire Department

Fire Division Calls for Service

Totals

Structural: 29 Vehicle: 5 MV Crash: 16

Woods/Brush: 2 Gas Spill/Leak: 6 Trash: 1

Water Rescue: 3 Electric: 5 Good Intent: 14

Mutual Aid: 8 Medical/CPR: 32 Other: 6

127

EMS Division Calls for Service

EMS Calls: 153 E-Transports: 118 NE-Transports: 21

174

Fire Prevention & Inspections

Permits: 24 Inspections: 41 Batteries: 19

Plan Reviews: 7 Smoke Alarm Installs: 17

Car Seats: 11 CPR Classes: 2 Tours: 37

158

Total Number of Fire Department Actions: 459

UPCOMING PROJECTS, GOALS, & EVENTS

Chief Drew continues to meet with County Administration and the Brunswick County Fire Chief's Association to negotiate about fire services contracts and supplemental funding for fire and EMS. Catfish Plate fundraiser sale will take place on Friday, April 17, 2026. The department will soon be back at full staff, since Capt. Blake's retirement. Departmental pictures were done last weekend, with a great turn out. Also Chief Drew & Treadway held a family day for all members recently, that was good as a morale booster and an appreciation for the department. Plans are underway for the 250th celebration of America's birthday in Southport with the NC 4th of July Festival.



**Fire Chief
Charles A. Drew
910-477-2365**

*Southport Fire
Headquarters
1011 N. Howe Street
Southport, NC 28461
910-457-7915
WORKING SMOKE
ALARMS SAVE LIVES*

SFD Core Values
**Tradition
Courage
Dedication
Loyalty**



**Serving our
Community
Since 1893**



Ladder Training/Brush Fire/& Kids visiting the Fire HQs



WOMEN'S HISTORY Month 2026



A Message from Chief Charles A. Drew

“There are innumerable amounts of contributions given to emergency services by intelligent, dedicated, and professional women.

Southport Fire Department voted the 1st woman volunteer firefighter on the roster in 1996, Patti L. Treadway. It opened the door for more females to follow in her steps.”

**— Honoring Our Women of Service —
Firefighters • Medics • EMTs**



2026 Inspections Monthly Report

Month	New Construct	Building	Plumb	Mech	Electric	Gas	Accessory	Demo	Inspections	Permits Issued
January	7	164	74	67	80	44	2	1	448	165
February	7	140	74	44	74	15	2	0	369	127
March	5	193	102	48	90	27	5	0	497	153
April										
May										
June										
July										
August										
September										
October										
November										
December										



Planning Services Update – April 2026

Planning Board: Regular meetings of the Planning Board are every 3rd Thursday at 6 p.m. at the Southport Community Building.

The Planning Board reviewed and recommended approval of a major modification to the master development plan for Southport Crossing PUD. Staff anticipate two text amendment considerations at the April meeting, the events and bed and breakfasts and an applicant-initiated consideration for pools in the BD zoning district.

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 Board of Adjustment approved two (2) special use permits for accessory dwelling units at 316 W Moore Street and 206 W Moore Street. The agenda for the April 28, 2026, meeting will include three items: a special use permit for an accessory dwelling unit, a special use permit for multi-family dwelling units in the O&I zoning district, and an appeal to staff's determination for a rights-of-way encroachment.

Historic Preservation Commission: Regular meetings of the Historic Preservation Commission are every 1st Wednesday at 4:00 p.m. at the Indian Trail Meeting Hall.

The April meeting of the HPC was held on April 1, 2026. Staff presented updates and led a discussion of the requirements of designating a local historic district and specifically reviewing requirements for issuance of certificates of appropriateness per NCGS 160D-947. The draft submitted to the HPC can be found at the link below.

<https://www.cityofsouthport.gov/Documents/City%20Hall/Committees/Historic%20Preservation%20Commission/DRAFT%20HPC%20Design%20Standards%203-24-26%20w%20Explanation.pdf?t=202603271511560>

Forestry Committee: Regular meetings of the Forestry Committee are every 2nd Tuesday at 5:00 p.m. at Indian Trail Meeting Hall.

Staff shared and discussed updates to Section 3.18, Tree Protection and Landscape Preservation, the draft language is being reviewed by the city attorney and a final draft will be presented to the committee submitting the amendment to the Planning Board for their recommendation to the Board of Aldermen.

Arbor Day celebration is being planned for Saturday, April 25, 2026, at Franklin Square Park. Announcements will be posted on social media, in the newsletter, and other outlets once all details are finalized. This annual event will celebrate Tree City USA's 50th anniversary and Southport's 22nd year as a Tree City USA Community.

Other Staff Projects:

- The Multimodal Acceleration Plan is in the final phase of completion. Staff are reviewing the draft plan. Upon completion, the plan will include project details for prioritized pedestrian and bicycle improvements, including cost estimates and funding opportunities. A multimodal grant from NCDOT funds the plan.
- The NC Resilient Coastal Communities Program (RCCP) Phase 1 & 2 project is in the mid stage of preparing a vulnerability assessment report. A community action team is being formed that will provide valuable input from different sectors of the city prior to presenting the vulnerability assessment is presented to the public. A formal public input session will be scheduled in the late summer and will be advertised and announced regularly to ensure as much input as possible from the citizens of the city. Information can be found on the Planning Services website as it is available. This project is fully funded by a grant from the RCCP, through the General Assembly, and the National Fish & Wildlife Foundation.
- Planning Staff continue to work on development of an online permit process through OpenGov for all planning applications. This will provide a structured workflow as projects move through the application process. In addition, staff are in the early stages of working with the Brunswick County Planning department to establish a GIS-based development dashboard. This dashboard will be available online once complete.

Staff continue to assist citizens with questions regarding signs, zoning, ROW permits, minor and major subdivisions, minor and major site plans, CAMA Minor Permits, tree permits, special flood hazard areas, text and map amendments, code enforcement cases, and any other items that come to the Department.



POLICE



Monthly Summary
Police Department
Animal Protective Services

MARCH 2026

Chief Todd Coring
910-457-7913

tcoring@cityofsouthport.com

Southport Police Department

INCIDENT / OFFENSES

Total Calls for Service: 1313

General Calls (some)

- Alarms – 15
- Meet Complainant – 55
- Suspicious Persons/Activity – 23
- Shoplifter – 1
- Disturbance & Domestic Calls – 23
- 911 Hang-Ups – 8

Traffic Calls

- Traffic Stops – 106
- Motor Vehicle Accidents – 8
- Hit/Runs – 3
- Drunk Driver/C&R/ATL – 23

ARREST / CITATION / CHARGES

- Arrest – 5
- Citations & Warnings – 83

APS Division

- Service Calls – 15
- Bites – 1 Rabies – 0 Impound – 0
- Citation/Warnings – 2 DocuPet – 35 of 594

PD Community Engagement

- Special Events/Checks/Patrols – 835
- Golf Cart Registrations – 704
- ABC Permits Issued – 1
- Special Event Permits – 15
- Community Events – 11



Officer's working traffic control point for Doshier Wellness 5K/Run.
Professionalism, Integrity & Service Above Self



City of Southport

Public Works Department Report

March 2026

Overview

The Public Works Department completed a wide range of work orders throughout March 2026, including facility maintenance, roadway repairs, stormwater management, signage improvements, and support for City events. All listed work orders were completed during this reporting period.

Facilities & Building Maintenance

- HVAC cleaning and routine air filter replacements
- Plumbing repairs (toilets, water heaters, sewer investigations)
- Door and fixture repairs at City buildings
- Installation and replacement of restroom equipment and hardware
- Community Building repairs, including gutter replacement and fixture updates

Streets, Sidewalks & Right-of-Way

- Pothole repairs at multiple locations (Caswell, Nash, West Street, Lord Street)
- Sidewalk repair at 1023 N. Caswell Avenue
- Road edge stabilization with rock installation
- Asphalt preparation and milling in advance of paving operations
- Installation and adjustment of street signage for improved visibility and safety

Stormwater & Drainage

- Cleaning storm drains on Fernwood Drive and Hollow Tree Drive
- Clearing debris from Bonnett's Creek
- Addressing clogged drainage structures, including Bull Frog Corner Drain
- Storm basin cleaning at Atlantic Avenue and Moore Street

Grounds Maintenance & Beautification

Staff performed regular and project-based grounds maintenance, including:

- Mowing, edging, and landscaping at City Hall, Fire Station, and Public Works facilities
- Mulch installation and tree maintenance
- Improvements to downtown sidewalks and landscaped areas
- Cemetery maintenance, including removal of outdated infrastructure

Operational Support & Special Projects

Additional work completed included:

- Preparation for Spring 2026 paving projects
- Equipment maintenance (milling machine repairs)
- Traffic control and barricade setup for events (e.g., boat sale)
- Debris removal and safety response (e.g., scattered nails, hazardous vegetation)
- Assistance with interdepartmental needs and public requests