

CAMA CORE LAND USE PLAN

Prepared by the
Cape Fear Council of Governments
in coordination with the
City of Southport



Adopted: , 2014 by the Southport Planning Board
Adopted: , 2014 by the Southport Board of Aldermen
Adopted: , 2014 by the Coastal Resources Commission

CITY OF SOUTHPORT
CAMA CORE LAND USE PLAN

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 Appendix IV Adopting Resolution

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PREFACE

CITY OF SOUTHPORT CAMA CORE LAND USE PLAN

This document is intended to be supportive of the CAMA regulations for protection of areas of environmental concern, as per North Carolina General Statute 15A NCAC 7H, and of Southport's Vision Statement. No negative impacts are anticipated by the implementation of the goals, objectives, and policies that are included in this plan. All policies are consistent with applicable State and Federal requirements when State and Federal requirements apply. If a policy exceeds State or Federal requirements that fact will be noted.

Each of the twenty counties that are located within the jurisdiction of the Coastal Area Management Act (CAMA) are encouraged to adopt CAMA Land Use Plans and update them every five years. The City of Southport prepared CAMA Land Use Plans in 1986, 1990, 1997, and 2007. NC General Statute 160A-383 requires that a comprehensive plan be prepared to provide the basis for zoning and other land use regulation related ordinances. As a result, the City of Southport elected to prepare a comprehensive plan to sufficiently address the items identified above and to satisfy the requirements of NC General Statute 160A-383. The Comprehensive Plan was adopted by the Board of Aldermen on December 13, 2001.

While the preparation of these plans is often mandated by legislation and/or the Coastal Area Management Act, there are broader and more important reasons to engage in the planning process. Basically, planning begins with understanding your community and its people and learning how to care for them. Municipal plans and planning affect people's lives. Tough choices must be made about the natural, manmade, and financial resources in the community. The municipal budget should be compared to the municipal plan to ensure that public money will be spent in accordance with the community's goals and objectives.

The planning process also serves to educate us about ourselves, our attitudes towards others, and our willingness to share a sense of community. Planning is often promoted as a means of community decision-making through public participation. But planning also may involve conflict and friction because it may divide us into opposing groups. Some conflict in the planning process is good. It stimulates us to think and reminds us of the need to understand and tolerate, and even support, the opinions of others.

A local government should not undertake the preparation of a land use plan without understanding that a plan should be:

1. Comprehensive in setting goals and objectives for all aspects of the community.
2. Part of a continuous planning process that is timely and responsive to the needs and desires of the community.
3. The legal basis for land use regulations and a guide for capital improvement plans for city budgeting.

Once the plan is prepared, the city must realize that the plan is not the end of the process. The city must continuously work at accomplishing plan implementation and establishing an effective planning program. The City of Southport must view the preparation of this document as the first step in a continually evolving process.

This plan is organized to adhere to the 15A NCAC 7B requirements. The appended CAMA LUP matrix

specifies how/where compliance with 15A NCAC 7B is accomplished; the reader should review Section VII: Tools for Managing Development.

This is a Core Land Use Plan and is defined as follows:

Core Plan: This plan addresses all of the plan elements in Rule .0702 of Section 7B (Elements of CAMA Core and Advanced Core Land Use Plans) in a complete and thorough manner. This type of plan is the standard CAMA Land Use Plan **encouraged** for all 20 coastal counties.

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Section 1. Introduction

This **Fiscal Year 2013-14 thru 2014-15** Core CAMA Land Use Plan is prepared in accordance with the requirements of the North Carolina Coastal Area Management Act (CAMA). Specifically, this document complies with Subchapter 7B, “CAMA Land Use Planning Requirements,” of the North Carolina Administrative Code.

The 7B guidelines provide that each of the twenty coastal counties and the municipalities within those counties prepare and adopt a Core CAMA Land Use Plan that meets the planning requirements adopted by the Coastal Resources Commission (CRC). If a county chooses not to prepare a plan, the guidelines specify that the CRC will prepare and adopt a CAMA Land Use Plan for that county and the municipalities in the county which choose not to prepare their own plan. Municipalities not preparing their own plan will be included in the plan for the county in which the municipality is located. **The CAMA Land Use Plan is intended to be a living document. An annual review & monitoring report is recommended in order to keep the CAMA Land Use Plan relevant.**

In general, 7B requires that a plan include analysis of existing and emerging conditions. This plan includes information regarding the population, housing, economy, natural systems, existing land use, community facilities, land suitability, and current plans, policies, and regulations to fulfill those requirements. This section of the plan also includes extensive mapping. The plan is also required to have a plan for the future. To meet that requirement, this plan includes community facility demand information, a future land use plan, and specific land use/development goals/policies. Finally, the plan has tools for managing development. The management tools must specify the actions which the City of Southport will take to ensure implementation of this plan. Please refer to Section 6(B) on how the land use plan is used for CAMA permitting and in local decision making.

At the beginning of the preparation of this document, the City of Southport adopted a Public Engagement Plan which is intended to ensure that all interested citizens have an opportunity to participate in the development of this plan through both oral and written comments. A copy of the Citizen Participation Plan is included as Appendix I.

Following adoption of the plan by the Southport Board of Aldermen, it was submitted to the CRC for certification. Certification of the plan was achieved on **XXXXXXXXXXXXXXXX**, **and the Board of Alderman and Planning Board adopting resolution is attached as Appendix IV.**

Section 2. History

The following provides a summary of the history of Southport as provided in the city's National Register of Historic Places Inventory - Nomination Form:

“In 1887, the small coastal village of Smithville was rechristened Southport in eager anticipation of the day when it would emerge as the great seaport of the southeast. The recent closing off of the New Inlet and the dredging of the Cape Fear had created a natural harbor in Southport. For the first time in two hundred years, North Carolina had an easily accessible deep water harbor. Surely the obvious commercial advantages of having a port city here were not going to be ignored by progressive businessmen of the New South or enterprising northern capitalists.

The allure of building another Chicago or Atlanta attracted money and men to Southport. Wealthy outsiders from Boston, Fort Wayne, and Chicago descended upon the town to buy up land and to speculate in new commercial ventures. Each month the few hotels and boarding houses were filled with more businessmen. Real estate prices began to soar. Dozens of new houses were going up all over town. The City Council ordered that sidewalks be laid along the sandy streets. A water system and even electrification were promised.



Figure 1: Looking up Howe Street

Notwithstanding this promise of activity, many citizens could recognize that the lack of a rail connection with Wilmington and markets further inland would forever prevent the growth of a metropolitan seaport. What Southport needed, then, was a railroad line to one of the developing industrial cities in the Piedmont or at least a trunk line from Wilmington. Several promoters came forth with schemes to entice railroads to build a line to Southport. The town was eager to extend every privilege to the railroads, willing to grant any rights promoters might require. Subscriptions were offered and citizens put forth what capital they had. But nothing of substance ever developed; the schemes fizzled. The flush of excitement soon abated. The disappointed began to talk about the slow business of building a new city and developing new lines of commerce. Although the railroad finally arrived in 1911 with great fanfare, the

opportunity had passed. There was the growing realization that Southport would never become anything more than a pleasant little coastal village.

Whatever the commercial advantages of Southport in the late nineteenth century, the location of the town had a different significance in the eighteenth and early nineteenth centuries. Lying at the mouth of the Cape Fear River, the site was of paramount military importance to the English colonists. In the late 1740s, the royal governor Gabriel Johnston oversaw the construction of a fort named in his honor. Through the rest of the eighteenth century, the fort never seemed to be equipped with enough military artillery to be properly defended. By the 1790s, two or three small houses had been put up near the fort by river pilots. These pilots would sail out to the ocean and search for ships seeking to enter the Cape Fear. For a fee, the river pilots offered to guide the cargo ships through the dangerous shoals and up the river. In these years, a few families from Wilmington came down to the area around the fort to spend the summer months taking in the cool and healthy sea air. Agitation for the establishment of a town led to an act by the General Assembly in 1792 to establish a town near Fort Johnston, on the west side of the Cape Fear River, in Brunswick County.



Figure 2. Fort Johnson

Benjamin Smith and Joshua Potts laid off the town around the fort in one hundred half acre lots. Where the shore line curved, the two commissioners turned their streets to run parallel with the river. Cross streets were made to run perpendicular to the river so that a number of odd triangular parcels of land were created. Boundary Street (Caswell Avenue) was the western limit and Brown Street the northern boundary of the town.

Two important decisions made in the first decade of the nineteenth century were to have a lasting influence on the development of the new town of Smithville. In 1804, the United States War Department decided to rebuild the dilapidated Fort Johnston. In so doing, it assured the continuing presence of the military in the town. Four years later, an act was passed by the General Assembly to move the Brunswick County Courthouse from Lockwood Folly to Smithville. With the courthouse came the other offices of the

county government. These two institutions helped mold the character of the town during the antebellum period.



Figure 3. Brunswick County Courthouse & Episcopal Church

A third significant development that influenced the character of the town was the emergence of the tourist trade. It was a latent feature present from the time when Joshua Potts sailed down from Wilmington in the early 1790s to take advantage of the salubrious climate. Only in the last decade before the Civil War did Smithville receive a large number of visitors. By the latter part of the fifties, it was the favorite resort of persons of wealth and refinement from Wilmington and other places for health and pleasure. It was in these years that popular hotels and boarding houses such as the Stuart House on the waterfront and the Carolina House flourished.

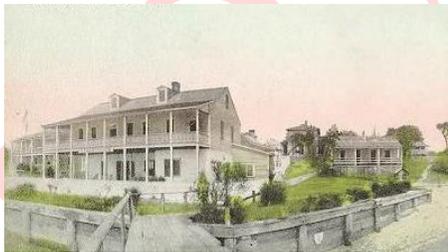


Figure 4. Stuart House

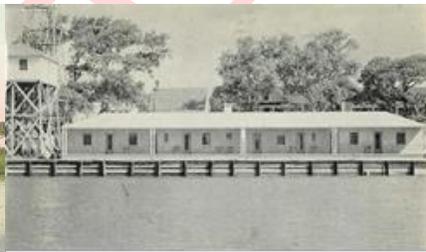


Figure 5. Riverside Motel

On the eve of the Civil War, the county seat had a little less than seven hundred inhabitants. Of this number, an overwhelming majority found their living connected in some way with the river and ocean. The leading occupation, as it was to continue to be until the early twentieth century, was that of river pilot. If a man was not a pilot, then he was either a pilot apprentice or seaman. There was a small number of fishermen, boat carpenters, and dock workers. Other occupations included carpenters, mechanics, lawyers, boarding house keepers, and merchants. A few soldiers, ministers, and county officers completed the list. Black slaves were employed as household servants or dock workers but were few in number.

Antebellum Smithville was not a wealthy town. Few planters had a secondary home in Smithville. River pilots could earn little money and during trade depressions, competition was always fierce. The few merchants in town supplied only the most

basic goods. Without superfluous wealth, there was little need for fancy shops or special service trades. The county court only met four times a year and these were but a brief few weeks. The boarding homes did brisk business but there was too little else. The county jail seemed always to be filled but the boarders there asked for little and received much less. The military population was never large and for many years the fort would be virtually abandoned. Only during the long summer months of the tourist season was there some semblance of prosperous commercial activity. A few hotel keepers accumulated some capital but most of it was usually poured back into refurbishing their property. Smithville was not without its few well-to-do citizens or one or two fine two story houses on Bay Street, but by in large most of its inhabitants were of modest means.

Smithville survived the Civil War and Reconstruction without much social turmoil or economic disruption. In a town dependent on the sea and not the surrounding agricultural fortunes, this was hardly surprising. During the war, many river pilots volunteered their services to the Confederacy as blockade runners. The intrepid courage of the blockade runner was admired but all too often, he lost either his ship, his life, or both. After the capture of the forts of the lower Cape Fear in January 1865, the citizens of Smithville found it prudent to surrender the town to the US Navy. After the war, a Freedman's Bureau was established in town to see to the affairs of the former slaves. Many blacks left their former plantations along the river and chose to settle in Smithville. By the turn of the century, two distinct black neighborhoods had been established, one in the northwestern part of town and a smaller one in the northeast section.

In the 1870s, work began on closing New Inlet. Once this task was completed, it was realized that the currents of the Cape Fear River would naturally create a deeper channel and an excellent harbor at Southport and further upriver. With this development, the future prospects of the town seemed bright indeed. Although the exaggerated enthusiasm over the new seaport described earlier was transient, the more modest achievements of the new city of Southport were of lasting significance. The outsiders who came to Southport brought with them two important things: money and business acumen. Real estate companies, insurance agencies, and a bank were established. By the last decade of the nineteenth century, a nascent commercial district was forming on East Moore Street. With a steady flow and accumulation of finance capital, several public improvements were undertaken throughout the town. With the possibility of securing loans very easily, homeowners began to make much needed additions to their old houses, or as it was becoming fashionable, to build an entirely new house on a much grander scale. Houses were being built in areas where there had been little more than swamp or forest. Whole new neighborhoods and subdivisions were developed. The face of Southport changes dramatically in the quarter of a century after 1887. Along the river front, several new docks appeared in response to the growing commercial importance of the fishing fleet. A coaling dock was erected at the foot of Rhett Street to service the numerous steam ships that anchored at Southport. New churches and a new school were built to minister to the needs of an expanding population. In 1890, there were 1,181 inhabitants in Southport, nearly double the population of thirty years before. Along with the newcomers from the Midwest, several

Scandinavians and their families immigrated to Southport, giving the town something of a cosmopolitan atmosphere.



Figure 6. View of Harbor from Fort Johnston

Through World War I and the early 1920s, Southport sustained a moderate growth rate. The great boom era faded slowly and finally ended with the Depression of the 1930s. Military activity in and around Southport during World War II encouraged the economic revival of the town. After the war, a building boom reminiscent of the late nineteenth century, created new suburbs outside the historic center of Southport. This upswing in economic activity was sponsored in part by the influx of a few large industries and the commercial development of nearby beaches. A severe challenge to the continued growth and development of the town emerged in the 1970s when the citizens of Brunswick County voted to relocate the county seat.”

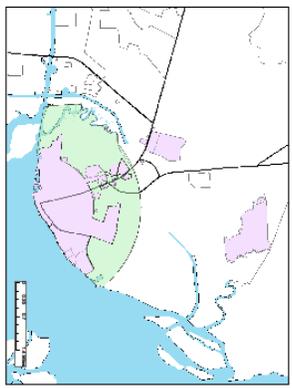
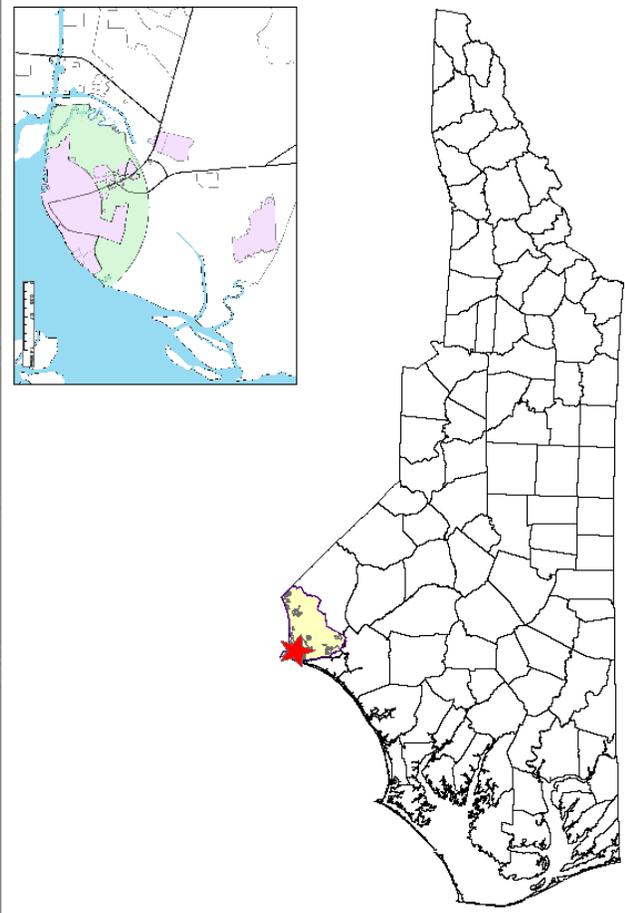
Section 3. Regional Setting

The City of Southport is located in Brunswick County at the southernmost tip of North Carolina and is located in the Smithville Township. Map 1 depicts Southport's regional location. North Carolina Routes 211 and 87/133 provide access from Southport to US17, US74/76, US421, US117, and Interstate 40. The Port of Wilmington is located approximately 18 miles up the Cape Fear River from Southport. The Myrtle Beach resort area is approximately 50 miles southwest of Southport. Air transportation is approximately 5 miles away at Cape Fear regional Jetport (KSUT), 30 miles away at the Wilmington International Airport (ILM), and 67 miles away at Myrtle Beach International Airport (MYR). Southport is a tourist destination situated among tourist destinations, and as such, much of the business is seasonal, relying on summer vacationers for much of its economic activity.

Transportation is discussed in greater detail in a latter section of this plan.

**City of Southport
Land Use Plan
Regional Location**

- Legend**
- Primary Roads
 - Corporate Limits
 - ETJ



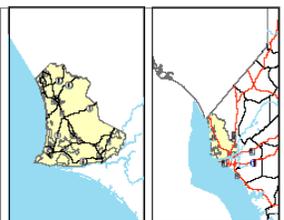
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09/19/2013

Map 1

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Map is to be used for general purposes only. Spatial data used to generate this map was gathered from disparate sources and represent a condition at a point in time. 100% accuracy of spatial data is not guaranteed. The Cape Fear Council of Governments is not legally responsible for the misuse of this map.

Map Prepared By:
Cape Fear
Council of Governments
Fletcher Waters
1480 Harbour Drive
Wilmington, NC 28401



Map 1: Regional Location

Section 4. Southport community concerns and aspirations

A. Key issues/dominant growth related issues

A key element of this plan is identifying the public desires regarding key issues. A brochure promoting and informing residents about the plan was placed at strategic locations around the City. A link to the online questionnaire was included in the brochure. The questionnaire placed on the City's website was a means for the public to offer their input. See appendix II for a comparison of these results.

B. City of Southport Vision and Core Values

Southport desires to strive for excellence in our government, project a positive attitude, involve our community and protect our citizens by ensuring a safe, secure and tranquil quality of life with controlled and orderly growth. Southport desires to have an affordable quality of life while maintaining its quiet residential atmosphere and protecting the city's historic assets. Population growth should continue at a moderate rate. Southport desires to sustain existing business and create new jobs and other businesses. Specifically, Southport will endeavor to accomplish the following:

- Preserve the city's historic character.
- Protect the city's shoreline vista.
- Continue to support a vibrant Central Business District.
- Preserve the city's residential areas.
- Protect the city's Areas of Environmental Concern consistent with 15A NCAC 7H

Section 5. Analysis of Existing and Emerging Conditions

A. Population, Housing and Economy

1. Southport Permanent Population

a. *North Carolina's Fastest Growing Counties 2012*

The City of Southport is located in North Carolina's fifth fastest growing county between April 2010 and July 2012. Brunswick County ranked fifth in the state for total population growth (4.9%) between April 2010 and July 2012 and also ranked first in the state for net migration (5.1%) during the same period. The location of Brunswick County on the coast makes it a popular destination. Table 1 provides population information for the ten fastest growing counties in North Carolina. Map 2 summarizes North Carolina Population Growth from 2000 to 2010.

More importantly, Brunswick County is the second fastest growing county in the lower Cape Fear Region. The fast population escalation is due largely in part to the increase in population in the northern part of the county, as Wilmington's population expands to the south and west and Myrtle Beach's economy and population expands northeast. Having such a steep increase in the population is good, but also a challenge for decision makers and planners, who now have to deal with an increased strain on services, infrastructure, and the environment.

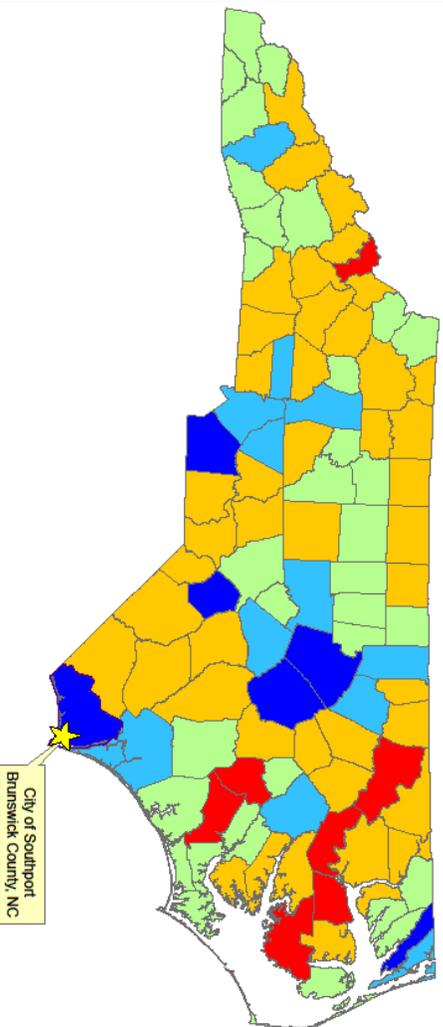
Table 1. County Population Estimates

Rank	County	July 2012 Estimate	April 2010 Estimate Base	Amount	Percent
1	Onslow	190,187	177,772	8,630	7
5	Brunswick	112,701	107,431	2,881	4.9
10	Pender	54,259	238,319	5,388	3.9
13	New Hanover	209,846	202,681	1,126	3.5
20	Duplin	60,100	58,505	973	2.7
25	Carteret	68,151	66,469	1,126	2.5
	STATE	9,765,229	9,535,471	130,597	2.4

Source: Office of State Budget and Management, 2012



Population Change Percentage 2000-2010 North Carolina Counties



Map is to be used for general purposes only. Spatial data used to generate this map was gathered from disparate sources and represents a collection of data based on best available information. Spatial data to current circumstances cannot be guaranteed. The Cape Fear Council of Governments is not legally responsible for the misuse of this map.


CAPE FEAR
 COUNCIL OF GOVERNMENTS
 Map Prepared By:
 Heather Whitener
 Cape Fear Council of Governments
 1415 S. University Drive
 Wilmington, NC 28401

**City Of Southport
Population Change
2000-2010**

- Legend**
- 0.1-5.0%
Population Loss
 - 0-10%
Population Increase
 - 10.1%-20%
Population Increase
 - 20.1%-35.8%
Population Increase
 - 35.9%-62.6%
Population Increase

DRAFT

Map Created:
08/20/2013

**Map
2**

Map 2: Population Change 2000-2010

b. Brunswick County and Southport Population Change 1980-2011

Based on the 2011 census estimates, 5.4% of Brunswick County’s incorporated population, and 2.6% of its total population reside in the City of Southport. Of the county’s nineteen municipalities, Southport has the fifth highest population, the largest being Leland and Oak Island with 13,973 and 6,874 respectively. While the county experienced an overall growth of 210% from 1980 to 2011, Southport experienced a 0.2% increase during the same time frame. However, according to the census estimates for 2005 the city’s population is undergoing an increase. The 2011 estimate is over 20% higher than the population reported in the 2000 US Census. Chart 1 provides the population distribution among municipalities for the City of Southport from 1980 to 2011. Table 2 presents the population distribution and percent change within Brunswick County by municipality from 1980 to 2011.

Table 2. City of Southport and Brunswick County, North Carolina Summary of Year Round Population Growth by Municipality, 1980-2011

Municipality	Total Population					% Change				
	1980	1990	2000	2005	2011	1980-1990	1990-2000	2000-2005	2005-2011	1980-2011
Bald Head Island*	0	78	173	229	165	0.00%	121.80%	32.40%	-27.95%	111.54%
Belville	102	66	363	445	1,975	-35.30%	450.00%	22.60%	343.82%	1836.27%
Boiling Spring Lakes	998	1,650	2,972	3,767	5,540	65.30%	80.10%	26.70%	47.07%	455.11%
Bolivia	252	228	148	159	144	-9.50%	-35.10%	7.40%	-9.43%	-42.86%
Calabash	128	179	711	1,380	1,816	39.80%	297.20%	94.10%	31.59%	1318.75%
Carolina Shores*	0	1,031	1,482	2,536	3,114	N/A	43.70%	71.10%	22.79%	202.04%
Caswell Beach	110	175	370	461	407	59.10%	111.40%	24.60%	-11.71%	270.00%
Holden Beach	232	626	787	889	582	169.80%	25.70%	12.90%	-34.53%	150.86%
Leland*	0	1,801	1,938	5,189	13,973	0.00%	7.60%	167.80%	169.28%	773.85%
Navassa	439	445	479	1,660	1,552	1.40%	7.60%	246.60%	-6.51%	253.53%
Northwest*	0	611	671	776	751	0.00%	9.80%	15.60%	-3.22%	22.91%
Oak Island***	2,413	4,550	6,570	7,711	6,874	0.00%	0.00%	17.40%	-10.85%	184.87%
Ocean Isle Beach	143	523	426	481	961	265.70%	-18.50%	12.90%	99.79%	572.03%
Sandy Creek*	0	243	246	275	265	0.00%	1.20%	11.80%	-3.64%	9.05%
Shallotte	680	1,073	1,381	1,768	3,785	57.80%	28.70%	28.00%	114.08%	456.62%
Southport	2,824	2,369	2,351	2,677	2,830	-16.10%	-0.80%	13.90%	5.72%	0.21%
St. James***	0	0	804	1,873	3,338	0.00%	0.00%	132.90%	78.22%	315.17%
Sunset Beach	304	311	1,824	2,211	3,661	2.30%	486.50%	21.20%	65.58%	1104.28%
Varnamtown*	328	404	481	546	551	23.20%	19.10%	13.50%	0.92%	67.99%
Total Municipalities	8,953	16,363	24,178	35,033	52,284	82.80%	47.30%	44.90%	49.24%	483.98%

Total Unincorporated Areas	26,824	34,622	48,963	54,436	58,656	29.10%	41.60%	11.20%	7.75%	118.67%
Total County	35,777	50,985	73,141	89,469	110,940	42.50%	43.50%	22.30%	24.00%	210.09%

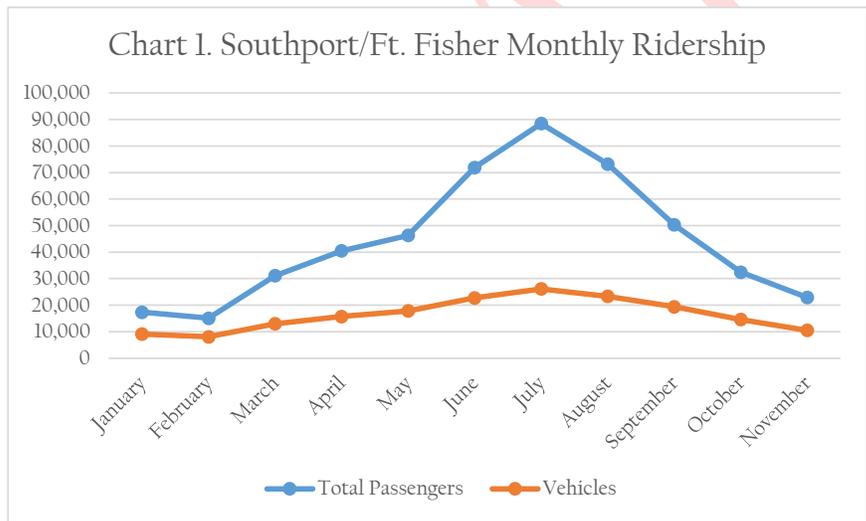
This municipality was incorporated or reactivated between the 1980 and the 1990 censuses. The overall percentage reflects 1990-2011 except for Varnamtown.

****Long Beach and Yaupon Beach merged to form the Town of Oak Island in July, 1999. The population cited for Oak Island between years 1980 and 1990 were found by combining the populations of Long Beach and Yaupon Beach from those years. They were deleted and combined for clarity.**

*****This municipality was incorporated between the 1990 and 2000 Census. The overall percent change reflects 2000-2005. NOTE: The Town of Saint James paid for a special census to be completed as a result of some annexations that occurred after the 2000 Census was taken. The special census, dated June 10, 2004, reflects a census count of 1,831 persons. Municipalities may challenge a census count within three years of when the census is taken in order to have the population changed. The special census for Saint James was completed after that time period and, therefore, the official decennial census count was not changed. However, the state demographer gave Saint James an updated census count of 1,814. This figure was based on the city's boundaries, including the 2001 annexed areas (This information was obtained from the NC State Data Center).**

Source: US Census Bureau, NC Office of State Planning, and North Carolina State Office of Management and Budget

Chart 1: Southport/Ft. Fisher Monthly Ridership



c. Seasonal Population

Unlike many of the municipalities in the area, and despite its status as a bona fide tourist destination, Southport does not have a large seasonal population increase. Southport only experiences a moderate population increase during the summer months, with most of its tourism activity happening as a result of day visitors. As such, Southport appears more like inland Brunswick communities such as Shallotte or Calabash than a beach community like Oak Island or Ocean Isle Beach in terms of seasonal/permanent housing and population characteristics. Most of the real estate in Southport is still occupied with year-round residents, with some seasonal rental properties. Most rental properties are outside the City, Southport does not have an abundance of hotels or other part-time structures for tourist to occupy. This is not to say that there is not an increase in traffic and general interest, as Southport still benefits from region-wide tourist populations, and day-trippers from the surrounding counties, this will be discussed in part d.

Because of the various ways in which a jurisdiction may see its seasonal population increase, there is no universal formula to determine seasonal population. The single busiest day for day travelers to Southport is the Fourth of July, as the City is the site of the *North Carolina Fourth of July Festival*. Area officials typically expect 45-50,000 visitors for the festival, which could increase as the economy recovers and the area's population continues to grow. Since the last LUP the Sea Captain Motel and restaurant was demolished but another hotel and been constructed since.

Table 3. Housing & Work Commuters

Subject	Total	Moved; within same county	Moved; from different county, same state	Moved; from different state	Moved; from abroad
	Estimate	Estimate	Estimate	Estimate	Estimate
HOUSING TENURE					
Population 1 year and over in housing units	3,019	4.0%	7.1%	1.2%	0.0%
Householder lived in owner-occupied housing units	2,179	3.7%	3.5%	0.0%	0.0%
Householder lived in renter-occupied housing units	840	4.6%	16.5%	4.2%	0.0%
		Male	Female		
	Estimate	Estimate	Estimate		
PLACE OF WORK					
Worked in state of residence	100.0%	100.0%	100.0%		
Worked in county of residence	82.3%	77.2%	87.6%		
Worked outside county of residence	17.7%	22.8%	12.4%		
Worked outside state of residence	0.0%	0.0%	0.0%		
Living in a place	100.0%	100.0%	100.0%		

Worked in place of residence	41.7%	24.9%	59.2%
Worked outside place of residence	58.3%	75.1%	40.8%
Not living in a place	0.0%	0.0%	0.0%

Source US Census, American Community Survey

d. Day Visitors

The primary tourism season in Southport lasts between Memorial Day weekend (the weekend before the final Monday in May) and Labor Day weekend (the weekend before the first Monday in September). During this period, the City of Southport experiences a large increase in the number of Day Visitors, those visitors who will not be staying overnight.

The Southport/Fort Fisher Ferry is a popular way for visitors to get to Southport. From January through November 2013, the ferry has transported almost 490,000 passengers who come by car, by bike, or as pedestrians. As shown in Chart 1, there is a notable increase during the summer months as there are more people in the general area, with the most being during the month of July. There is minimal increase in ridership for the Fourth of July Festival, but that is not to say that there is no increase in demand for the ferry during that time.

The Bald Head Island Ferry does not provide vehicular transportation, just passenger traffic. Deep Pointe Marina in Southport is the primary way that residents and visitors travel back and forth to the mainland. There are currently 1,138 parking spaces at the facility and the spaces are generally full during the summer months. There are approximately 4,552 visitors on a peak day with an assumption of four persons per car on average.

c. Southport Population Profile

Table 4 provides a breakdown of the change in population by race for Southport and Brunswick County since 1980. Over the past twenty years, there has been a slight shift in the racial composition of the city. The overall percentage of the white population increased approximately 4.5% between 1980 and 2000 while the non-white percentage increased from 28% in 1980 and 23.5% in 2000 to just over 25% in 2011. This shift has been similar in Brunswick County. The overall percentage of the white population in Brunswick County increased by almost six percent (5.8%) between 1980 and 2000 while the non-white percentage decreased from 23.5% in 1980 to 14% in 2011. The 2011 census provided information regarding the number of people of Hispanic origin. In Southport, 1.4% of residents are of Hispanic origin compared to 2.7% in the county. Table 4 also provides information on the breakdown of the gender within the city and the county.

Table 4. City of Southport and Brunswick County Racial and Gender Composition, 1980-2011

1980 Population	Southport	Brunswick County	1990 Population	Southport	Brunswick County
White	2,044	27,368	White	1,742	41,336
Black	785	8,261	Black	619	9211

Other	6	148
Total Population	2835	35,777

Asian or Pacific Islander	1	81
American Indian, Eskimo, Aleut	4	242
Other	3	115
Total Population	2,369	50,985

2000 Population	Southport	Brunswick County
White	1,801	60,200
Black	512	10,516
Hispanic or Latino (of any race)*	34	1,960
Asian	4	198
American Indian and Alaska Native	10	494
Native Hawaiian & Other Pacific Islander	2	32
Some Other Race	5	965
Two or More Races	17	738
Total Population	2,351	73,143

2012 Population	Southport	Brunswick County
White	2,329	89,193
Black or African American	436	12,291
American Indian and Alaska Native	4	761
Asian	3	38
Native Hawaiian and Other Pacific Islander	0	2,634
Some other race	23	89,193
Persons reporting more than one race	38	761
Total Population	2,833	107,431

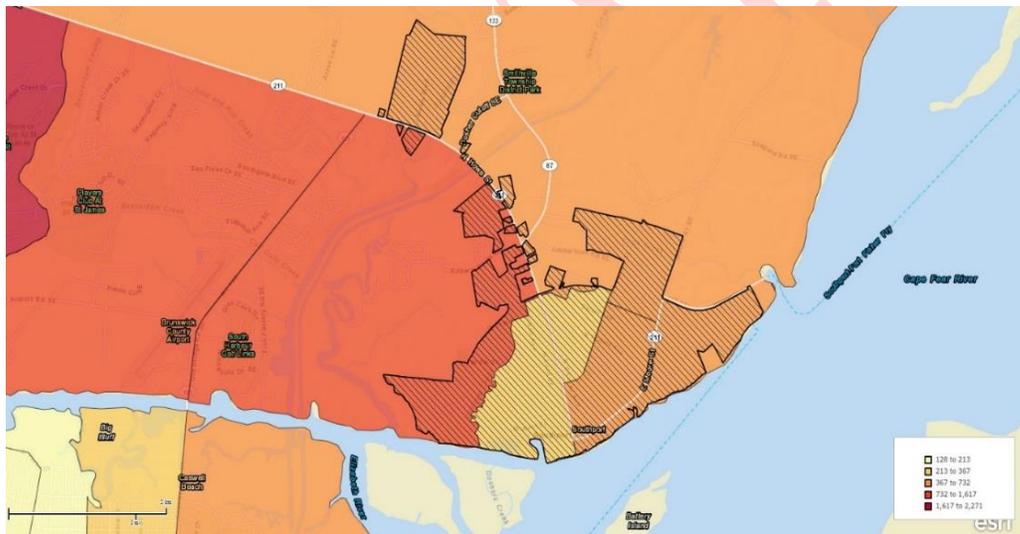
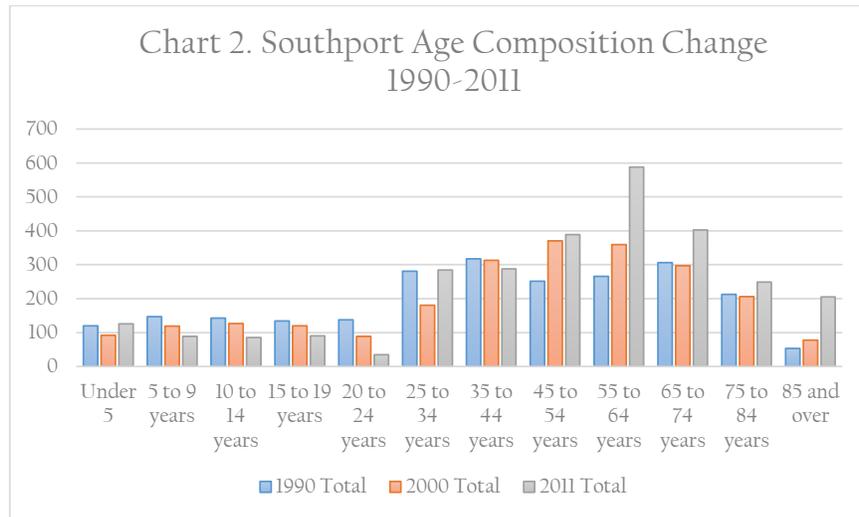
Source: US Census Bureau, 2008-2012 American Community Survey 5-Year Estimates

The change in the age composition of Southport and Brunswick County is provided in Table 5. Between 1990 and 2000, the City of Southport experienced a population decrease in the majority of the age groups listed. The most notable shift in the City is the increase in the median age from 49 to nearly 56 in a little over a decade. This is visually demonstrated in Chart 2, as one can see the “shift” of the median citizens from “35 to 44 years old” 1990 (the precise age was not calculated in 1990), to 49 in 2000 and 56 in 2011. This change is reflected by the Brunswick County numbers, which show a jump from 42.2 in 2000 to 49 in 2011. The cause of this shift is unclear, but it may present some unique challenges as the City plans for an aging population.

A 2008 study done on Brunswick County by the Area Agency on Aging did an assessment on what kind of services an aging population might demand. The study generally stated that the area was well equipped to deal with an aging population, but did highlight a couple of concerns that will fall to the municipalities. First, is the maintenance of housing; many seniors simply cannot afford to make small repairs to housing, and therefore they run the risk of becoming a blight to the community. Second is the

payment of utility bills, which are steadily becoming more expensive, while social security payments are not increasing.

Chart 2. Southport Age Composition Change



*Aging Population Concentrations by Census Blocks

Source: Community Analyst

Table 5. City of Southport and Brunswick County, Age Composition, 1990-2011

Age Groups	Southport					Brunswick County						
	1990 Total	1990 % of Total	2000 Total	2000 % of Total	2011 Total	2011 % of Total	1990 Total	1990 % of Total	2000 Total	2000 % of Total	2011 Total	2011 % of Total
Under 5	120	5.10%	92	3.90%	126	4.45%	3,326	6.50%	4,005	5.50%	5,627	5.35%
5 to 9 years	147	6.20%	119	5.10%	89	3.14%	3,208	6.30%	4,358	6.00%	5,859	5.57%
10 to 14 years	143	6.00%	127	5.40%	85	3.00%	3,340	6.60%	4,521	6.20%	5,085	4.83%
15 to 19 years	134	5.70%	120	5.10%	90	3.18%	3,452	6.80%	4,257	5.80%	5,172	4.91%
20 to 24 years	138	5.80%	89	3.80%	35	1.24%	3,068	6.00%	3,471	4.70%	4,452	4.23%
25 to 34 years	281	11.90%	181	7.70%	284	10.04%	7,523	14.80%	8,494	11.60%	11,175	10.62%
35 to 44 years	317	13.40%	313	13.30%	288	10.18%	7,189	14.10%	10,287	14.10%	12,386	11.77%
45 to 54 years	251	10.60%	370	15.70%	389	13.75%	5,997	11.80%	10,630	14.50%	14,256	13.55%
55 to 64 years	266	11.20%	359	15.30%	588	20.78%	6,388	12.50%	10,740	14.70%	19,472	18.50%
65 to 74 years	306	12.90%	297	12.60%	402	14.20%	5,265	10.30%	8,107	11.10%	14,376	13.66%
75 to 84 years	213	9.00%	206	8.80%	249	8.80%	1,812	3.60%	3,498	4.80%	5,911	5.62%
85 and over	53	2.20%	78	3.30%	205	7.24%	417	0.80%	775	1.20%	1,471	1.40%
Total population	2,369	100.00%	2,351	100.00%	2,830	100.00%	50,985	100.00%	73,143	0.00%	105,242	100.00%
Median age	*		49		55.7		*		42.2		48	

*Median age was not calculated in the 1990 census.

Source: US Census Bureau, *American Communities Survey 5-year estimates, 2007-2011*

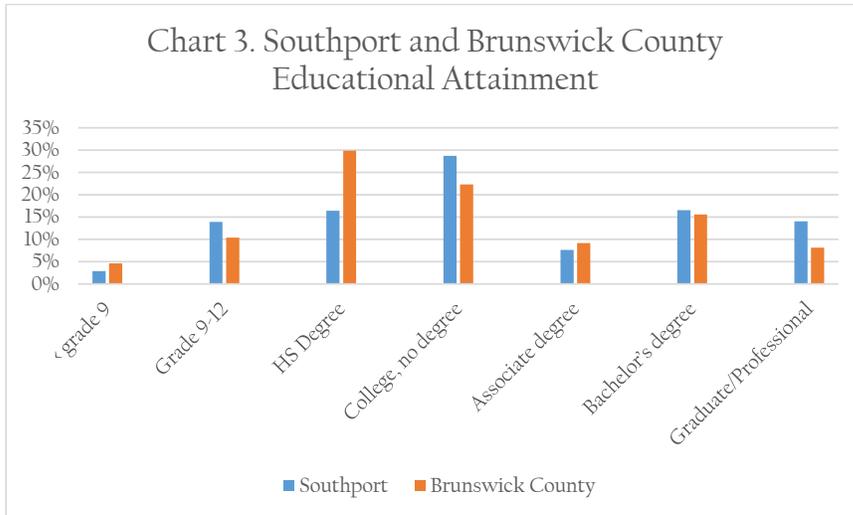
The educational attainment of the Southport residents over 25 years old is, on average, higher than the county-wide general population. 83.24% of Southport residents have their high school diploma, compared to 81.90. This divide is more prominent at higher education levels, as 29% have been to college, 17% graduated, and 14% have some sort of professional or graduate education (compared to 22.5%, 13.3% and 7.8% respectively). Table 6 and Chart 3 provide educational attainment for the City of Southport and Brunswick County.

Table 6. City of Southport and Brunswick County Educational Attainment Based on Persons 25 Years and Older, 2011

	Southport		Brunswick County	
	Total	% of Total	Total	% of Total
Less than 9 th grade	69	2.87%	3,649	4.62%
Ninth to twelfth grade, no diploma	334	13.89%	8,196	10.37%
High school graduate	395	16.42%	23,609	29.87%
Some college, no degree	690	28.69%	17,612	22.28%
Associate degree	183	7.61%	7,250	9.17%
Bachelor's degree	397	16.51%	12,309	15.57%
Graduate/Professional degree	337	14.01%	6,422	8.12%
Total population 25 years and over	2,405	83.24%	79,047	85.02%

Source: US Census Bureau, *American Communities Survey 5-year estimates, 2007-2011*

Chart 3. Southport and Brunswick County Educational Attainment



f. Population Summary

- Southport is located in the state’s fourth fastest growing county, the second fastest in the lower Cape Fear region
- 5% of Brunswick County’s incorporated population lives in Southport, 2.5% of its total population
- From 1980 to 2011, the City of Southport experienced a population increase of 0.2%, but has grown nearly 6% since 2005
- Since 1980, the percentage of minorities living in the city has decreased.
- Over 30% of Southport’s population is in the 65 or over age group.
- 83% of Southport residents have high school diplomas. Twenty-six percent have a Bachelor’s Degree or Graduate/Professional Degree.

2. Housing

a. Housing Occupancy and Tenure

The 2010 US Census reported that the City of Southport had 1,795 dwelling units, a 53.94% increase in dwelling units from 1990. Twenty-one percent (21%) of dwelling units in Southport are vacant. The City of Southport Building Inspector reports building activity on a monthly basis. Table 7 provides a summary of housing occupancy and tenure in Southport and Brunswick County.

Table 7. City of Southport and Brunswick County Housing Occupancy and Tenure, 1990, 2000 and 2010 & Family Status Percentages

	City of Southport						Brunswick County	
	1990		2000		2010		2000	
	Total	% of Total	Total	% of Total	Total	% of Total	Total	% of Total
Total Housing Units	1,166	100.0%	1,308	100.0%	1,777	100.0%	51,431	100.0%
Vacant:	185	15.9%	198	15.1%	483	27.2%	20,993	40.8%
For Rent	44	3.8%	26	2.0%	92	5.2%	2,134	4.1%
For Sale Only	24	2.1%	34	2.6%	100	0.0%	981	1.9%
Rented or sold, not occupied	12	1.0%	48	3.7%	104	5.6%	389	0.8%
For seasonal, recreational, or occasional use	22	1.9%	84	6.4%	208	11.7%	15,540	30.2%
For Migrant workers	0	0.0%	0	0.0%	0	0.0%	23	0.0%
Other Vacant	83	7.1%	6	0.5%	79	4.4%	1,926	3.7%
Occupied:	981	84.1%	1,110	84.9%	1,294	100%	30,438	59.2%
Owner-occupied	684	58.7%	757	57.9%	876	67.7%	25,013	48.6%
Renter-occupied	297	25.5%	353	25.3%	418	32.3%	5,425	10.5%

HOUSEHOLDS AND FAMILIES
2008-2012 American Community Survey 5-Year Estimates

Subject	Occupied housing units		Owner-occupied housing units		Renter-occupied housing units	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
With own children under 18 years	13.10%	+/-5.7	9.60%	+/-3.5	21.60%	+/-18.7
Under 6 years only	3.90%	+/-3.7	3.40%	+/-3.6	5.20%	+/-9.4
Under 6 years and 6 to 17 years	2.30%	+/-3.2	2.10%	+/-2.5	2.70%	+/-7.5
6 to 17 years only	6.90%	+/-4.9	4.10%	+/-3.8	13.70%	+/-14.0
No own children under 18 years	4.60%	+/-6.2	2.50%	+/-4.6	9.50%	+/-15.3
No related children under 18 years	82.30%	+/-8.1	87.90%	+/-6.0	68.90%	+/-22.3

Source: US Census Bureau

Many consider the area to be a vacation destination, typically visiting over a weekend or a week. As a result, the area has many second and vacation homes absent owners and part-time residents pose unique challenges to communities working hard to gather input from those with a stake in the community. There are several best practices to consider when deciding the best approach to reach out to homeowners that often only visit seasonally. Often non-traditional engagement methods are needed to gain

participation from homeowners that do not live within the City. They however do have a vested interest in the rental value and property value of their homes. One tactic is to produce a bi-monthly newsletter that is mailed directly to property owners' homes. Contacting them in a message that highlights the importance of planning on their property values is one way to promote participation by absentee homeowners.

Given that the number of vacant housing units is 483 of 1,777 and of those 483 vacant housing units, 208 are for *seasonal, recreational or occasional use* it means there are 11.7% of the housing units used primarily by non-residents just coming in to stay for vacation type purposes (see above table). As of 2010, approximately 27% of the housing units were vacant. This leads to a number of Southport homeowners not invested in the community. The summer is typically the season when your seasonal residents are most likely to visit. Gathering their input while they are present optimizes one's opportunity to reach these individuals and include them in achieving the community's goals. Sometimes hosting a joint community event with other entities they may be involved or interested in can be a technique used to get them more involved in the Land Use Plan.

Having the City's website updated regularly and active can be a draw to these property owners. It is best to typically hold meetings during weekends and holidays, when the part-time residents are in residence. Most development has a ruling body of some type. Key contacts with those entities can help to spark interest with their residents in the Land Use Plan.

b. Structure Age

Table 8 and Chart 4 provide information regarding the age of housing structures within the city. Almost 20% of the structures have been built since 2000. A plurality of the homes in Southport were constructed in the 2000s, and over half of the structures in the city have been built since 1980. This should be a welcome trend for the City, as it indicates that the historic character of the City is not interfering with current growth.

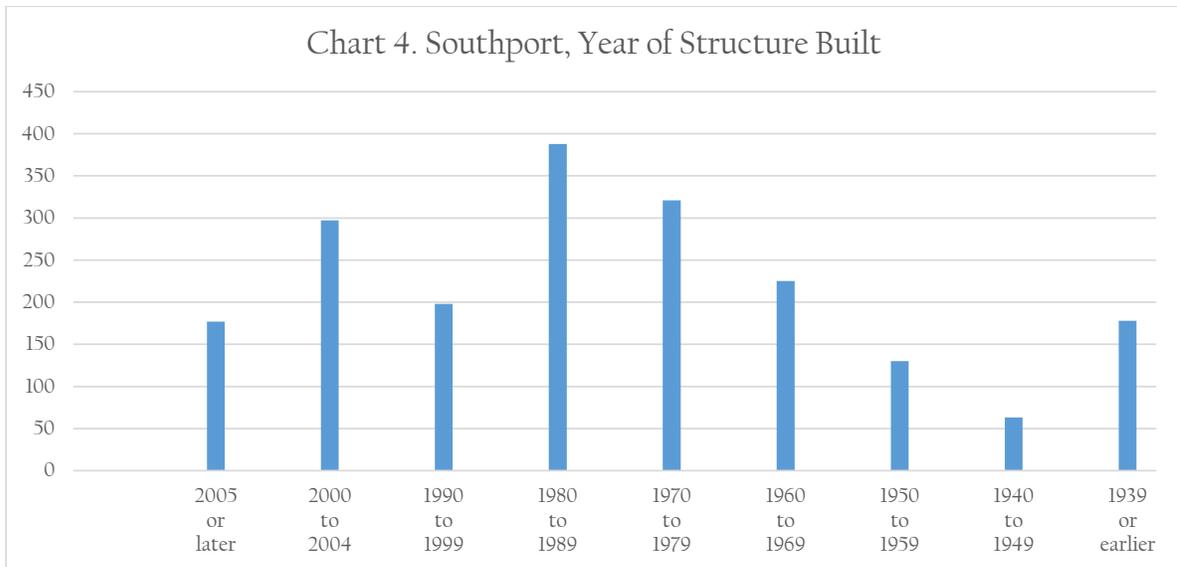
Table 8. City of Southport, Number of Structures by Year 2012

Year	Number of Structures	% of Total
2005 or later	177	8.95%
2000 to 2004	297	15.02%
1990 to 1999	198	10.02%
1980 to 1989	388	19.63%
1970 to 1979	321	16.24%
1960 to 1969	225	11.38%
1950 to 1959	130	6.58%
1940 to 1949	63	3.19%

1939 or earlier	178	9.00%
Total Structures	1,977	100.00%

Source: US Census Bureau, American Communities Survey 5-year estimates, 2007-2011

Chart 4. Southport, Year of Structure Built



c. Housing Conditions

Table 9 provides a summary of the housing conditions within the city, county, and the state. The median number of rooms in Southport (5.5) is slightly more than the number for the county (5.4) and the state (5.4). However, the percentage of homes in Southport with three or more bedrooms (54%) is substantially less than the percentages for the county (69.5%) and the state (65.1%). According to the 2011 US Census American Communities Survey, there were no houses in Southport that lacked complete kitchen facilities and no structures lacked complete plumbing facilities. In addition, a bit more than one percent (1.2%) of homes were reported to have no telephone service. This percentage is lower than the county (2.6%) and the state (3.3%).

Table 9. City of Southport, Brunswick County, and North Carolina Housing Conditions

	Southport	Brunswick County	North Carolina
Median Number of Rooms	5.5	5.4	5.4

Percent with no bedroom	0.10%	0.60%	1.00%
Percent with 3+ bedrooms	54%	69.50%	65.10%
Percent lacking complete kitchen facilities	0.00%	0.40%	0.50%
Percent lacking complete plumbing	0.00%	0.50%	0.70%
Percent with no telephone service	1.20%	2.60%	3.30%

Source: US Census Bureau, *American Communities Survey* 5-year estimates, 2007-2011

d. Single and Multi-Family Units

The breakdown of single-family and multi-family housing units is provided in Table 10 for Southport and Brunswick County. Southport's housing stock consists of 70.1% single-family, 28.9% multi-family, and right at 1% are mobile homes. The percentage of single-family housing units is much higher in Southport than in the county (63.3%) as a whole. The big change in Units in Structure is the growth of multi-family units, which increased from a 14.2% share in 2004 to nearly 29% despite an additional 168 single-family units.

Table 10. City of Southport and Brunswick County Units in Structure and Mobile Home Unit

Units in Structure	Southport		Brunswick County	
	Total	% of Total	Total	% of Total
1-unit, detached	1,349	68.20%	46,495	61.00%
1-unit, attached	37	1.90%	1,769	2.30%
2 units	265	13.40%	1,377	1.80%
3 or 4 units	63	3.20%	1,792	2.40%
5 to 9 units	243	12.30%	2,234	2.90%
10 to 19 units	0	0.00%	1,385	1.80%
20 units or more	0	0.00%	1,208	1.60%
Mobile home	20	1.00%	19,851	26.10%
Boat, RV, van, etc.	0	0.00%	52	0.10%
Total	1,977	100.00%	76,163	100.00%

Source: US Census Bureau, American Communities Survey 5-year estimates, 2007-2011

c. Housing Values

Table II indicates the housing value percentages for Southport and Brunswick County in the year 2011. The important take away from this data is the value of homes in Southport being much higher than that of the county as a whole. Given that there is little apparent difference in the census data regarding home size and lower median income, this could be because of a variety of factors: the historic quality of the homes, the relative value of the land, value that comes from living in a City, etcetera.

Table 11. City of Southport and Brunswick County Value of Owner-Occupied Housing, 2011

	Southport	Brunswick County
Less than \$50,000	1%	8%
\$50,000 to \$99,999	12%	14%
\$100,000 to \$149,999	8%	13%
\$150,000 to \$199,999	10%	18%
\$200,000 to \$299,999	37%	20%
\$300,000 to \$499,999	17%	18%
\$500,000 to \$999,999	10%	9%
\$1,000,000 or more	5%	1%
Total	100%	100%
Median Value	\$267,500	\$189,500

Source: US Census Bureau, *American Communities Survey 5-year estimates, 2007-2011*

f. Housing Summary

- Despite the historic nature of Southport, there has been a sharp increase in the number of houses built, as the median building year for houses has moved from 1970 to the 1980's in the last five years.
- Fifty-seven percent (54%) of homes in Southport have three or more bedrooms.
- No homes were indicated to lack complete kitchen facilities, less than one percent of homes were indicated to lack complete plumbing facilities, and roughly one percent of homes have no telephone service.
- Seventy percent of Southport's housing stock is single-family. Twenty-nine percent are multi-family, and one percent are mobile homes.
- The median value of housing structures in Southport increased from \$126,000 in 2000 to \$267,500 in 2011.

3. Employment and Economy

a. Introduction

Table 12 provides a summary of economic indicators for Southport and Brunswick County. The per capita income is now slightly higher the county's. The per capita incomes of both local governments has risen dramatically, however, the county has nearly caught the City in that regard. Southport currently has a somewhat higher unemployment and poverty rate than the county.

Table 12. City of Southport and Brunswick County Summary of Economic Indicators

	Year	Southport	Brunswick County
Per Capita Income	1999	\$23,059	\$19,857
	2011	\$27,447	\$26,402
Unemployment Rate	2011	7.60%	6.90%
% of Population in Labor Force	2011	54.30%	56.00%
Poverty Rate*	2011	12.90%	11.30%

Source: US Census Bureau, American Communities Survey 5-year estimates, 2007-2011

b. Household Income

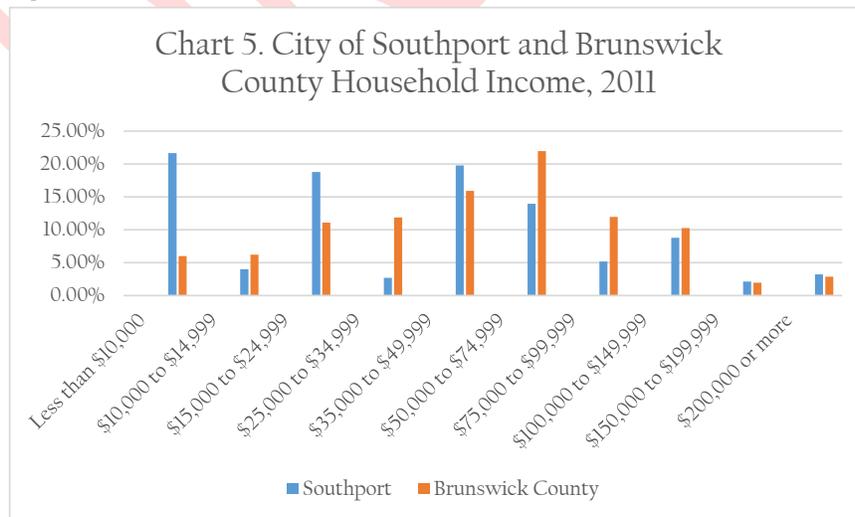
Table 13 provides information regarding household income for Southport and Brunswick County. Approximately 40% of households make less than \$25,000 per year compared to 33.5% of county residents. However, the city has a higher percentage of households making \$75,000 or more. The median income in Southport is roughly 6% lower than the median income in Brunswick County. If the data is to be taken at face value, this presents a potential problem for the City of Southport, as it shows a decline in the median family income of its citizens against the rate of inflation. This data may not be telling the whole story here however, as many Southport residents should (by looking at aging data) rely on a combination of Social Security and savings as they get older. As a result, this may lower the number value of median income without accurately expressing the full economic situation. According to the definition of 'income' by the census, it can include social security, retirement, workers comp., and other sundry criteria.

Table 13. City of Southport and Brunswick County Household Income, 2011

	Southport		Brunswick County	
	Total	% of Total	Total	% of Total
Less than \$10,000	324	21.63%	2,782	5.99%
\$10,000 to \$14,999	60	4.01%	2,888	6.22%
\$15,000 to \$24,999	281	18.76%	5,140	11.07%
\$25,000 to \$34,999	40	2.67%	5,511	11.87%
\$35,000 to \$49,999	296	19.76%	7,386	15.91%
\$50,000 to \$74,999	209	13.95%	10,191	21.95%
\$75,000 to \$99,999	77	5.14%	5,543	11.94%
\$100,000 to \$149,999	131	8.74%	4,764	10.26%
\$150,000 to \$199,999	32	2.14%	900	1.94%
\$200,000 or more	48	3.20%	1,328	2.86%
Total	1,498	100.00%	46,433	100.00%
Median Income	\$37,897		\$49,124	

Source: US Census Bureau, American Communities Survey 5-year estimates, 2007-2011

Chart 5. City of Southport and Brunswick County Household Income, 2011



c. Employment by Industry

According to the 2011 US Census, the leading employment industries are Education, Health, and Social Services (23.8%) and Arts, Entertainment, Recreation, Accommodation, and Food Services (20.52%). Table 14 provides a summary of employment by industry in Southport for those persons 16 years and older.

Table 14. City of Southport Employment by Industry, 2011

Industry	# Employed	% Employed
Agriculture, Forestry, Fishing, and Mining	0	0.00%
Construction	97	7.66%
Manufacturing	45	3.55%
Wholesale Trade	0	0.00%
Retail Trade	168	13.26%
Transportation, Warehousing, and Utilities	64	5.05%
Information	0	0.00%
Finance, Insurance, Real Estate, and Rental and Leasing	80	6.31%
Professional, Scientific, MGMT, Admin., and Waste MGMT Services	73	5.76%
Education, Health, and Social Services	302	23.84%
Arts, Entertainment, Recreation, Accommodation, and Food Services	260	20.52%
Other Services (except Public Administration)	110	8.68%
Public Administration	68	5.37%
Total Persons Employed 16 Years and Over	1,267	100.00%

Source: US Census Bureau, American Communities Survey 5-year estimates, 2007-2011

d. Employee Wages by Industry

Table 15 gives us an overview of the median wages for Southport, Brunswick County and North Carolina. It suggests that Southport, overall, has a lower median income than either the City or State, and that the highest incomes are in the “Transportation and warehousing, and utilities” sector, at \$58,906. This is likely because of the two power plants in the area, as well as the infrastructure that goes along with them. Southport also has competitive wages in the “Finance and insurance, and real estate, rental, and leasing,” and “Construction” sectors. There is an anomaly in this data however, as the City has an unusually

low number for “Public administration,” which we believe to be caused by the small size of government and the fact that many public officials are not full-time employees and many elected officials do not take a salary.

Table 15. Median Income by Industry

Sector	Brunswick County	North Carolina
Agriculture, forestry, fishing and hunting, and mining	\$32,708	\$23,065
Construction	\$35,879	\$28,352
Manufacturing	\$43,342	\$35,343
Retail trade	\$31,255	\$39,264
Transportation and warehousing, and utilities	\$60,667	\$41,071
Information	\$36,094	\$40,501
Finance and Insurance, and real estate, rental, and leasing	\$39,243	\$41,444
Professional, scientific, and MGMT, and administrative and waste MGMT services	\$35,438	\$35,876
Educational services, and health care and social assistance	\$37,802	\$32,137
Arts, entertainment, and recreation, and accommodations and food services	\$26,393	\$13,209
Other services except public administration	\$27,547	\$22,285
Public administration	\$46,727	\$41,391
Total	\$37,275	\$30,791

Source: 2011 US Census Bureau

c. Employment Commuting Patterns

Little has changed in regards to where residents of Southport work, as 58.1% still work within 15 minutes of where they live, as according to the 2011 US Census, about 58% of workers traveled less than 15 minutes to work . It makes sense to think that the majority of workers are employed within the Smithville Township (Includes Southport and Oak Island, it goes west to the south of Highway 211 until St. James, and north along Highway 133/87 until the city limits of Boiling Spring Lakes). Twenty-three percent (28%) of workers’ commute time is between 30 and 60 minutes. While, 4% of workers travel for more than one hour. Table 16 provides travel times to work for workers 16 years and older.

Table 16. City of Southport travel times to work

Travel Time	Total	Percentage
Less than 10 minutes	606	54.10%
10 to 14 minutes	272	4.00%
15 to 19 minutes	829	8.20%
20 to 24 minutes	454	1.10%
25 to 29 minutes	200	2.00%
30 to 34 minutes	473	7.30%
35 to 44 minutes	261	6.40%
45 to 59 minutes	222	13.00%
60 minutes or more	336	4.00%
Total	3653	100%

** Counts people who work in Southport

Source: US Census Bureau, American Communities Survey 5-year estimates, 2007-2011

f. Industries

Table 17 provides a summary of the largest employers within Southport's planning jurisdiction. Duke Progress Energy is the largest employer in the area. Previously not on the list was Troon Golf, but this may not represent a large shift in employment and rather a conglomeration of a number of golf courses and an increase in their offered services to include dining and recreation.

Table 17. City of Southport Largest Employers

Company	Product	Employees
Duke Progress Energy, Brunswick Nuclear Plant	Trade, Transportation and Utilities	500-999
Troon Golf	Leisure and Hospitality	250-499
Department of Defense (Sunny Point)	Public Administration	250-499
Wal-Mart Associates Inc.	Trade Transportation and utilities	100-249
J. Arthur Doshier Memorial Hospital	Medical Services	100-249
Archer Daniels Midland Company	Industrial Organic Chemicals	100-249
Brunswick County Board of Education	Education and Health Services	100-249
Bald Head Island	Leisure and Hospitality	100-249
Securitas	Detective and Armored Car Services	100-249
Lowe's Foods Stores	Grocery Stores	50-99
Ocean Trail Convalescent Center	Skilled Nursing Facilities	50-99
Lowe's Home Improvement	Lumber & Building Material Dealer	50-99

Source: NC Department of Commerce

The City of Southport has recently begun to establish itself as a popular location for filming. As a result of its close proximity to film and production hub Wilmington, as well as its natural charm, Southport has been able to pull several big budget movies and television shows to come film in the City. There is no indication that these films directly employ any sizable number of workers, but they do contribute immensely to the local sales tax and pay fees to the City to shoot there and cover City services. They may also have a long term impact on tourism dollars that come into the City, as people seek to visit the places that inspire and frame their favorite movies.

g. Employment and Economy Summary

- Southport's median household income is nearly \$38,000. The city's median household income is nearly \$11,000 less than the county's.
- Southport's poverty rate is 12.9% which is comparable to the county (11.3%).
- Approximately 44% of Southport residents make less than \$25,000 per year. Approximately 23.28% of Brunswick County residents make less than \$25,000 per year.
- The leading employment industries are Trade and Utilities.
- The highest paying industry in Southport is Transportation, Communications, and Public Utilities with an average annual income of \$58,906.

4. Population Projections

a. Seasonal Population

Table 18 provides population projections for Southport and Brunswick County through July 2033. The population projections for Southport do not take into consideration any annexations that may occur. The projections for the county were taken from the North Carolina Office of State Planning. The projections for the city were extrapolated using the County's growth projections. It is worth noting that these figures are simply estimates, and can change for any number of reasons.

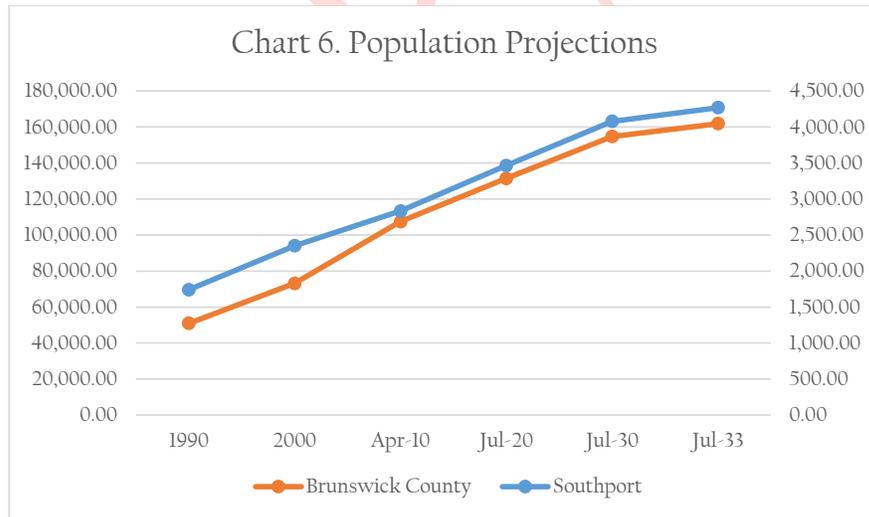
Many variations in population increase will likely be tied to annexations, lot in-fills, and re-zoning that will allow for more or less dense development. Assuming that there is demand for land in Southport, these are all things directly linked to decisions made by the Board of Alderman and Planning Board. The City can increase or limit dense development, or make requirements requiring more open space in land that has not been developed yet.

Table 18. City of Southport and Brunswick County Population Projections

Location	1990	2000	Apr-10	Jul-20	Jul-30	Jul-33
Southport	1,742.00	2,351.00	2,833.00	3,465.52	4,079.16	4,269.45
Brunswick County	50,985.00	73,141.00	107,431.00	131,417.00	154,687.00	161,903.00

Source: Office of State Budget and Management, 2012; Cape Fear Council of Governments

Chart 6. Population Projections



b. Seasonal Population

Seasonal population could change slightly during the planning period due to a possible increase in second or vacation homes. Currently, 6.4% of the city's dwelling units are used for seasonal, recreational, or occasional use. If that percentage is applied to the number of proposed residential units, 1,053 (discussed in detail in Section C. Analysis of Existing Land Use and Development), approximately 67 additional seasonal, recreational, or occasional use units could be added to the city. The current number of units used for the seasonal population is 386 (see Table 3). This produces an average of 3.9 persons per unit. The current number of units (386) added to the proposed number of units (67) is 453 total units. Any significant change would be long range and would not be covered under this planning document.

B. Natural Systems Analysis

1. Mapping and Analysis of Natural Features

a. Topography/Geography

The City of Southport is located in the southeastern portion of Brunswick County. Elevations within the county range from 75 feet to sea level. The majority of Southport's planning jurisdiction is flat with most variations in elevations occurring adjacent to streams and creeks. In most areas, elevations range from 16 to 24 feet above mean sea level. The land areas gradually slope to sea level elevations along Dutchman's Creek, Bonnetts Creek, Prices Creek, Cottage Creek, and the Cape Fear River.

North Carolina is divided into three geologic regions: mountains, piedmont, and the coastal plains. Southport is located in the lower coastal plains of North Carolina. The area is considered to be in the Cenozoic Era and the Quarternary Period. The geology is classified as Qp which consists of surficial deposits - sand, clay, gravel, and peat deposited in marine, fluvial, eolian, and lacustrine environments.

b. Climate

The City of Southport is hot and humid in the summer, but is frequently cooled by sea breezes. Winters are cool with occasional, brief cold spells. The [National Climatic Data Center](#) has multiple stations in the Southport area which reported in 2012. According to the survey, the average daily maximum was 76.3°, the average daily minimum was 54.9°, and the average daily temperature was 65.6°. Table 19 provides data collected during that survey.

Table 19. Southport Monthly Climatic Information

Month	Average Daily Maximum (°F)	Average Daily Minimum (°F)	Average Daily (°F)
January	61.9	35.8	49.8
February	61.9	41.7	51.8
March	74.5	49.1	61.9
April	75.7	51.1	63.3
May	83.5	64.2	74.3
June	86.4	65.5	76.1
July	93.4	75.2	84.2
August	88.7	71.4	80.1
September	86.2	65.3	75.7
October	76.1	55.2	65.8
November	62.8	39.4	39.4
December	64.8	42.4	53.4

Source: National Climatic Data Center, National Oceanic and Atmospheric Administration.

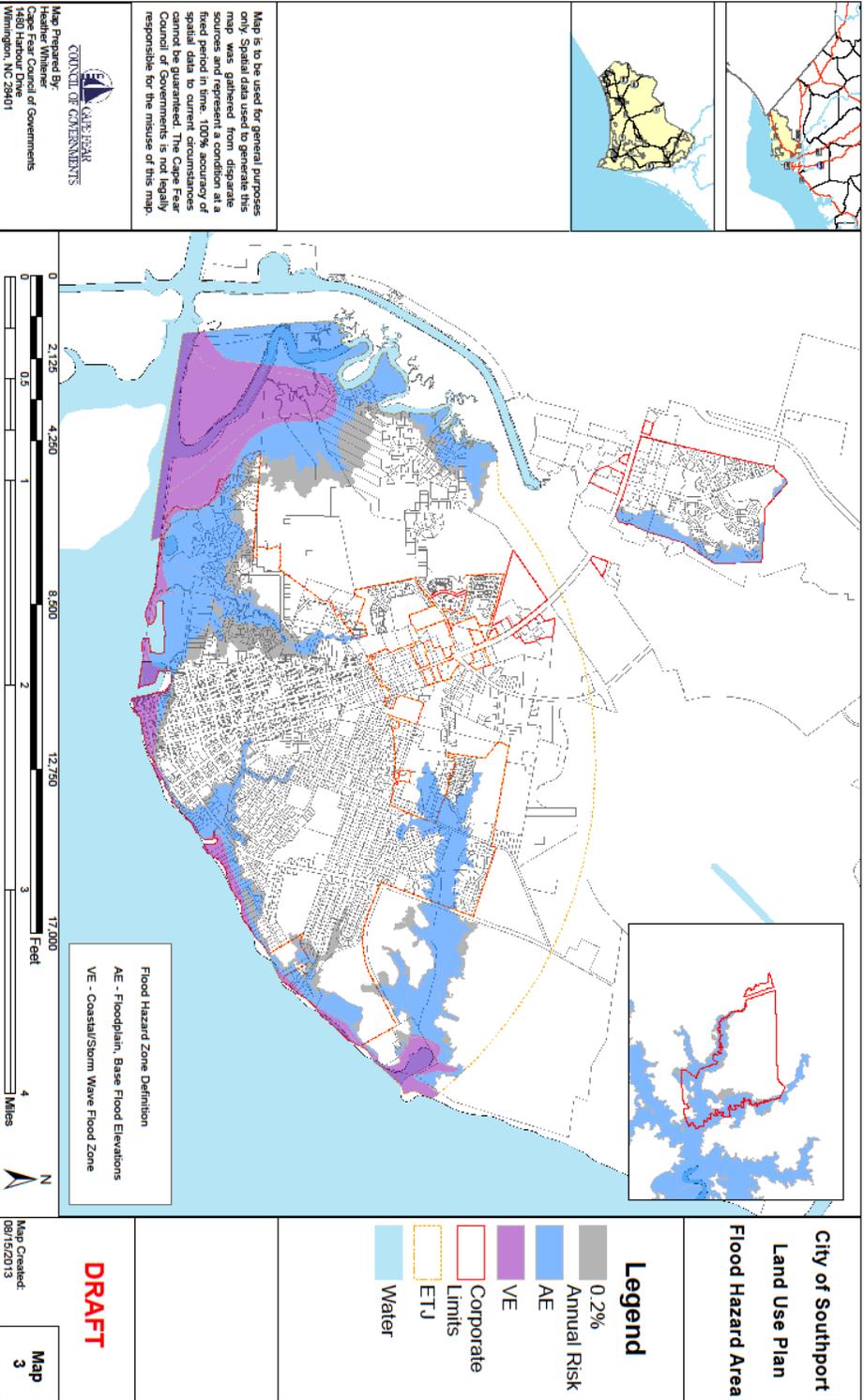
The survey also reports that the average temperature in the winter was 51.7° F and the average daily minimum temperature was 40.6° F. In summer, the average temperature was 80.1° F and the average daily maximum temperature was 89.5° F. Rain falls throughout the year and is heavy. The average annual participation is 50.6". Fifty-two (52%) of the total annual precipitation usually fell in the months of August (12.99"), October (7.39"), and May (5.89"). The average seasonal snowfall is less than one inch.

c. Flood Zones

Floodplains are divisible into areas expected to be inundated by spillovers from stream flow levels associated with specific flood-return frequencies. The National Flood Insurance Program (NFIP) uses flood hazard zone designations to indicate the magnitude of flood hazards in specific areas. There are five flood zone designations in Southport: A, AE, VE, X500, and X. "A" zones are areas that will experience rising flood waters with little or no wave action. The "A" zone is specifically defined as Special Flood Hazard Areas inundated by the 100-year flood, determined by approximate methods; no base flood elevations are shown or flood hazard factors determined. The "AE" zone is specifically defined as Special Flood Hazard Areas inundated by the 100-year flood, determined by detailed methods; base flood elevations shown at selected intervals. The "VE" flood zone indicates areas inundated by the 100-year flood that have additional velocity hazards associated with waves of 3-foot amplitude or greater. The "0.2% chance" is the 500-year floodplain and the "X" is an area of minimal flooding or outside of the 100-year floodplain. According to the current Flood Insurance Rate Maps (FIRMS), Southport is located in the

Cape Fear River Basin. Thirty percent (30%), or 1,347 acres of the city's planning jurisdiction is located within a flood hazard area. Fifty-seven percent (57%) of those acres fall within the "AE" zone, 26% of the flood hazard area is within the "VE" zone, and 16% is in the "0.2% chance" zone. The "0.2% chance" zone is not considered to be a flood hazard area. The following table provides information regarding the flood hazard area acreage in Southport. Map 3 represents the location of all flood hazard areas within the City of Southport.

DRAFT



Map is to be used for general purposes only. Spatial data used to generate this map was gathered from disparate sources and represent a condition at a fixed period in time. 100% accuracy of spatial data to current circumstances cannot be guaranteed. The Cape Fear Council of Governments is not legally responsible for the misuse of this map.

CAPE FEAR
COUNCIL OF GOVERNMENTS
 Map Prepared By:
 Heather Wheeler
 Director of Planning
 1480 Harbour Drive
 Wilmington, NC 28401

Flood Hazard Zone Definition
 AE - Floodplain, Base Flood Elevations
 VE - Coastal Storm Wave Flood Zone

Legend
 0.2% Annual Risk
 AE
 VE
 Corporate Limits
 ETJ
 Water

DRAFT

Map Created:
 08/15/2013

Map
 3

Table 20. City of Southport Flood Hazard Areas

Flood Zones	Corporate Limits and EXTRA TERRITORIAL JURISDICTION		Corporate Limits		EXTRA TERRITORIAL JURISDICTION	
	Acres	% of total	Acres	% of total	Acres	% of total
AE	776.75	17.47%	450.56	10.13%	326.19	7.34%
VE	353.75	7.96%	61.57	1.38%	292.18	6.57%
0.2% Chance	225.27	5.07%	130.34	2.93%	94.93	2.14%
Acreage in flood zones	1355.77	30.50%	642.47	14.45%	713.3	16.04%
Total Acreage	4445.74	60.99%	2367.49	28.90%	2078.25	32.09%

Source: 2013 Cape Fear Council of Governments

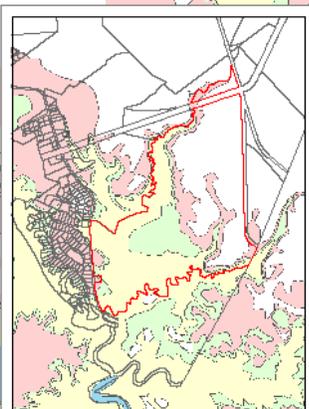
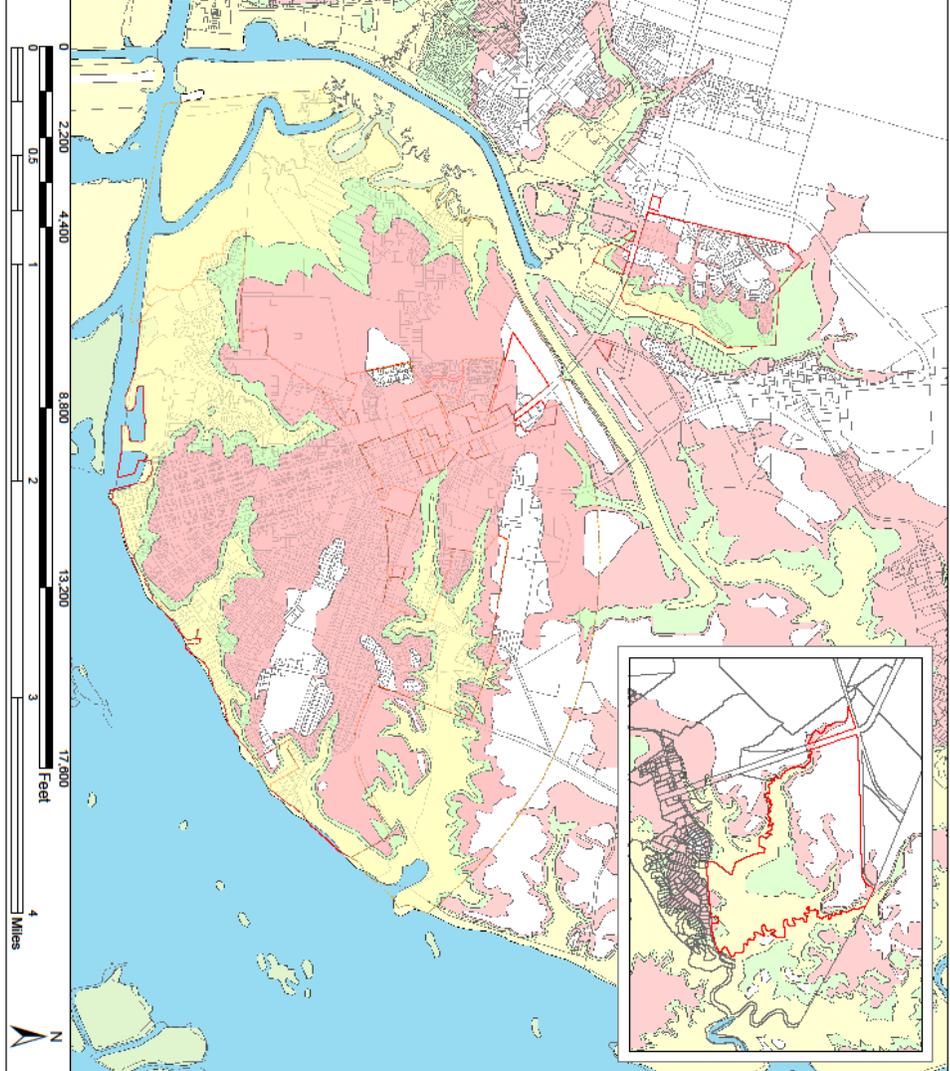
The total acreage shown in table 20 does not equal the total acreage of other similar tables because the areas shown in the map as *no inundation* are not calculated as part of the total. North Carolina was designated as the first Federal Emergency Management Agency (FEMA) Cooperating Technical State. As such, the state assumed primary ownership and responsibility of the state’s NFIP Flood Insurance Rate Maps. Mapping for the Cape Fear Basin is part of the North Carolina Floodplain Mapping Initiative’s first phase. At the time of this writing, the Cape Fear River Basin FIRMs were in the engineering review process.

In 1986, the U.S. Army Corps of Engineers prepared maps of coastal North Carolina which delineated the flooding which may be expected to occur as a result of hurricanes. Map 4S & F indicates the areas of Southport which are most susceptible to hurricane-generated storm surge from fast and slow moving hurricanes. Fast moving hurricanes are hurricanes that have a forward velocity of greater than or equal to 15 miles per hour while slow moving hurricanes have forward velocities of less than 15 miles per hour. The following table summarizes the land area inundated by varying categories of hurricanes. Approximately 27% of Southport’s planning jurisdiction will be inundated by a Category 1 and 2 fast moving hurricane, 37% will be inundated by a Category 3 fast moving storm, and 82% will be inundated by a Category 4 or 5 fast moving storm. Twenty-two percent (22%) of the planning jurisdiction will be inundated in a Category 1 and 2 slow moving storm, 61% will be inundated in a Category 3 slow moving storm, and 86% will be inundated by a slow moving Category 4 and 5 storm.



Map is to be used for general purposes only. Spatial data used to generate this map was gathered from disparate sources and represent a condition at a fixed period in time. 100% accuracy of spatial data to current circumstances cannot be guaranteed. The Cape Fear Council of Governments is not legally responsible for the misuse of this map.

Map Prepared By:
Heather Whitemer
Cape Fear Council of Governments
1480 Harbour Drive
Wilmington, NC 28401



**City of Southport
Land Use Plan
Fast Moving Storm
Surge Inundation**

- Legend**
- Corporate Limits
 - ETJ
 - No Inundation
 - Category 1 and 2
 - Category 3
 - Category 4 and 5
 - Water

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Map Created:
08/22/2013

Map
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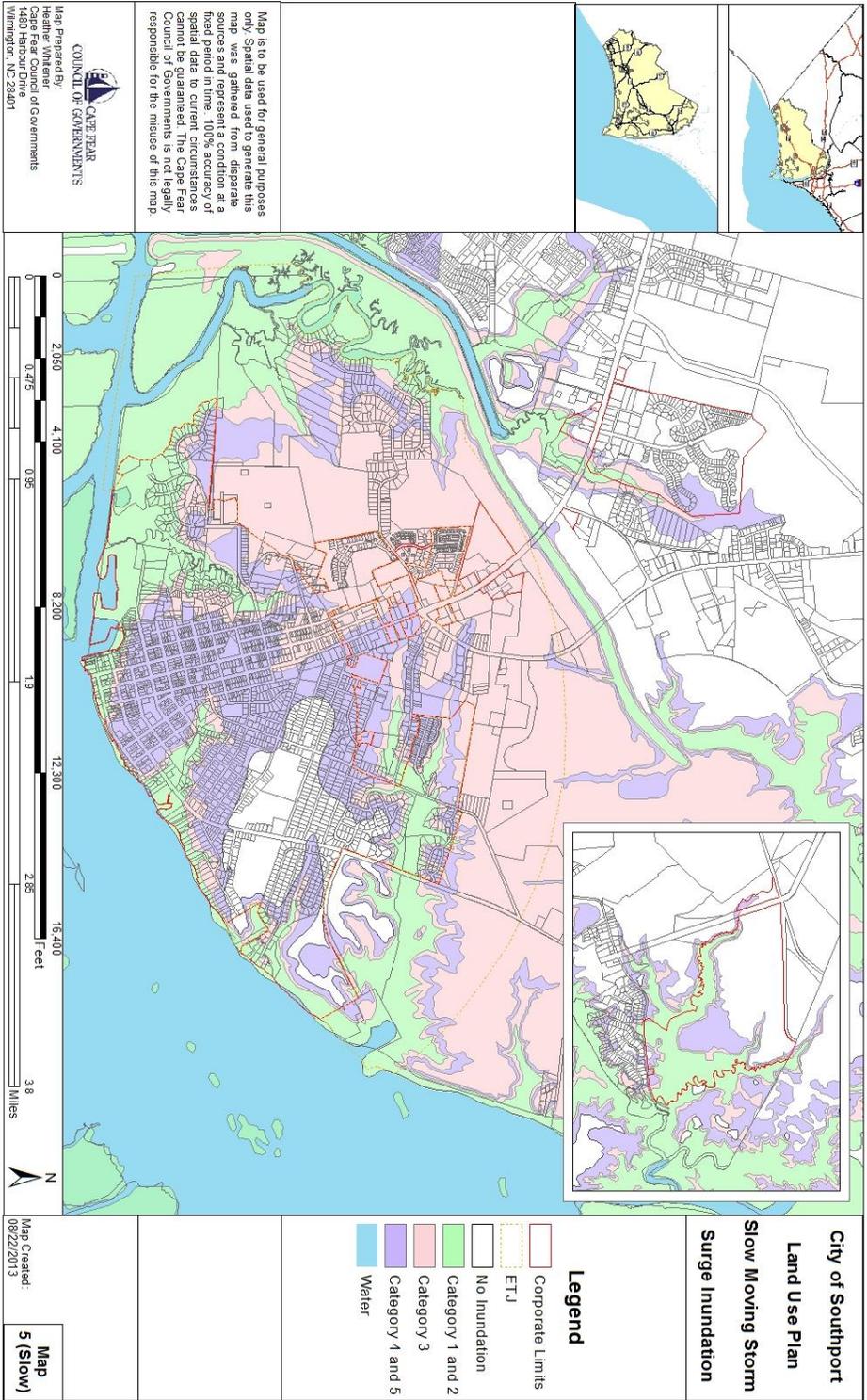


Table 21. City of Southport Hurricane Storm Surge Inundation

	Fast Moving Acres	Slow Moving Acres
No Inundation	593.1	308.19
Categories 1 and 2	1221.75	1011.05
Category 3	1720.78	2590.63
Categories 4 and 5	3576.96	3662.63

Source: Federal Emergency Management Agency

Note: The acreage for Category 3 storms includes the acreage for Category 1 and 2 storms. Category 4 or 5 storms include the acreage from Categories 1, 2, and 3 storms.

Source: Federal Emergency Management Agency

According to the Brunswick County Hazard Mitigation Plan, the City has annualized a \$435,000 loss as a result of wind damage from hurricanes and nor-easters. The Saffir-Simpson Hurricane Scale is a rating system based on hurricane intensity. Within each category is a description of wind speed, storm surge, and estimated damages. Examples of each category are noted.

Category One Hurricane: Winds 74-95 mph. Storm surge generally 4-5 feet above normal. No significant damage to permanent structures. Damage limited to unanchored mobile homes, shrubbery, and trees. Some damage to poorly constructed areas. Limited coastal road flooding and minor pier damage may occur. Hurricanes Allison and Noel of 1995 were Category One hurricanes at peak intensity. Hurricane Charley, despite its relatively low wind speed, caused \$25 million of damage in the state, with the most of that damage occurring in Brunswick County. It downed power lines, and had serious water damage associated with it.

Category Two Hurricane: Winds 96-110 mph. Storm surge generally 6-8 feet above normal. Some roofing material, door, and window damage to buildings. Considerable damage to shrubbery and trees. Some trees blown down. Considerable damage to mobile homes, poorly constructed signs, and piers. Coastal and low-lying escape routes flood 2-4 hours before the arrival of the hurricane center. Small craft in unprotected anchorages break moorings. Hurricane Floyd of 1999 was a Category Two hurricane at landfall, and did an outsized amount of damage for a hurricane of its strength.

Category Three Hurricane: Winds 111-130 mph. Storm surge generally 9-12 feet above normal. Some structural damage to small residences and utility buildings with a minor amount of curtainwall failures. Foliage blown off trees. Large trees blown down. Mobile homes and poorly constructed signs are destroyed. Flooding near the coast destroys smaller structures, with larger structures damaged by floating debris. Terrain lower than five feet above mean sea level may be flooded eight miles inland. Evacuation of low-lying residences within several blocks of the shoreline may be required. Hurricane Fran of 1996 was a Category Three hurricane.

Category Four Hurricane: Winds 131-155 mph. Storm surge generally 13-18 feet above normal. More extensive curtainwall failures with some complete roof structure failures on small residences. Shrubs, trees, and all signs are blown down. Complete destruction of mobile homes. Extensive damage to doors and windows. Low-lying escape routes may be covered by rising water 3-5 hours before the arrival of the hurricane center. Major damage to the lower floors of structures near the shore. Terrain lower than ten feet above sea level may be flooded, requiring the massive evacuation of residential areas as far inland as six miles. Hurricanes Opal and Hugo were Category Four hurricanes at peak intensity when they struck the Florida and South Carolina coasts, respectively. Both storms eventually passed over the western part of North Carolina. At this time, wind speeds had dropped to tropical storm force winds.

Category Five Hurricane: Winds greater than 155 mph. Storm surge generally greater than 18 feet. Complete roof failure on many residences and industrial buildings. Some complete building failures with small utility buildings blown down. All shrubs, trees, and signs blown down. Complete destruction of mobile homes. Severe and extensive window and door damage. Low-lying escape routes are cut by rising water 3-5 hours before the arrival of the hurricane center. Major damage to lower floors of all structures located less than 15 feet above sea level and within 500 yards of the shoreline. Massive evacuation of residential areas on low ground within 5-10 miles of the shoreline may be required. Hurricane Gilbert of 1988 was a Category Five hurricane at peak intensity and is the strongest Atlantic tropical cyclone of record. Gilbert passed over Jamaica, the Yucatan Peninsula, and Northern Mexico.

Hurricane Floyd in 1999 was particularly destructive for the area and like many hurricanes, its real damage was flooding and storm surge, not winds. Because of Hurricane Dennis, which had arrived two weeks earlier and saturated the soil, there was a huge amount of flooding in the area, resulting in millions of dollars' worth of damage. There was also a 9-10 ft. storm surge which pounded the waterfront, causing erosion.

The City and 11 other areas municipalities joined together with the County to create a joint Hazard Mitigation Plan which was approved by Federal Emergency Management Agency and the North Carolina Division of Emergency Management in January 2011. The plan is designed to enable the City to be more prepared for natural disasters by establishing goals and implementing actions, which have been attached to this plan as Appendix III. If either the Land Use Plan or Hazard Mitigation Plan are revised, a review of each plan is necessary to ensure consistency.

d. Manmade Hazards

There are no significant manmade hazards within Southport's planning jurisdiction. The greatest concentrations of hazardous materials are the storage of gasoline and fuel oil. In addition to fuel storage, chemicals and pesticides are stored at a limited number of areas in and near Southport. The EPA requires that facilities report certain chemical substances located on site. Specifically, under this regulatory requirement, facilities with chemicals on the EPA's list of Extremely Hazardous Substances present in a quantity equal to or in excess of their established Threshold Planning Quantity or a 500 pound threshold (whichever number is less), as well as any hazardous chemical present on site in a quantity equal to or greater than 10,000 pounds must be included on an annual report called the Tier II. This report must be submitted by March 1st of each year to the North Carolina Emergency Response Commission, the Local Emergency Planning Committee, and the local fire department with jurisdiction over the reporting facility. Table 22 provides a list of facilities in the Southport area that submitted Tier II reports in 2004.

Table 22. Southport Area Tier II Reporters, 2013

<u>Id</u>	<u>Facility Name</u>	<u>Company Name</u>	<u>Type</u>	<u>Filing Year</u>	<u>Street Address</u>	<u>City</u>	<u>State</u>
4521592	ADM Southport Facility	Archer Daniels Midland Company	302 311 Tier2	2013	1730 East Moore St. SE	Southport	NC
4497819	BellSouth - 21873	BellSouth Telecommunications LLC d/b/a AT&T North Carolina	302 Tier2	2013	Teach and Wyndes	Southport	NC
4498101	BellSouth - 21874	BellSouth Telecommunications LLC d/b/a AT&T North Carolina	302 Tier2	2013	254 East 11th Street	Southport	NC
4560634	Brunswick Nuclear Plant	Duke Energy	Tier2	2013	PO Box 10429	Southport	NC
4366899	Brunswick Steam Electric Plant ***	Progress Energy Carolinas, Inc.	RMP	2013	NC Highway 87	Southport	NC
4516321	CPI USA North Carolina - Southport	CPI USA North Carolina	Tier2	2013	1281 Powerhouse Dr SE	Southport	NC
4519858	Deep Point Marina	BaldHead Island Limited, LLC	Tier2	2013	1301 Ferry Road	Southport	NC
4509927	GOGAS #20 SITE #037746	K. E. Austin Corporation	Tier2	2013	4450 Long Beach Road SE	Southport	NC
4509946	GOGAS #8 SITE #021578	K. E. AUSTIN CORPORATION	Tier2	2013	1603 N. Howe Street	Southport	NC
4371626	Highway 211 Water Treatment Plant		RMP	2013	4305 Southport Supply Rd. SE	Southport	NC
4555807	Lowe's of Southport, NC (Store #0682)	Lowe's Home Centers, LLC	Tier2	2013	5084 Southport Supply Rd SE	Southport	NC
4505902	NC-4400_Time Warner Cable	Time Warner Cable	Tier2	2013	5215 Southport Supply Road	Southport	NC
4558792	S&W Southport Plant	S&W Ready Mix Concrete Company	Tier2	2013	1619 North Howe Road	Southport	NC
4519224	Wal-Mart #2772	Wal-Mart Stores East, LP	302 Tier2	2013	1675 North Howe St	Southport	NC

Source: Brunswick County Emergency Management

In addition, minor fuel storage facilities are known to exist at the following locations:

- Bulk fuel oil and gas storage, 200 block of Leonard Street.

- Fuel storage at the State Port Authority.
- Fuel storage at the Deep Point Marina.

Since the last LUP was written, a minor fuel storage facility at the Indigo Plantation Marina was closed, reflecting a move of the Bald Head Island Ferry. As a result of federal regulations (Chapter 40 of the Code of Federal Regulations, Parts 280 and 281) concerning underground storage tanks, the threat of explosion or groundwater contamination from existing underground storage tanks should decrease.

Two major manmade hazard concerns exist outside of the city's planning jurisdiction which could have a major impact on the city. The Duke Progress Energy Brunswick Nuclear Plant is located adjacent to the northeast boundary of Southport's extraterritorial planning jurisdiction with portions of the property extending into the city's EXTRA TERRITORIAL JURISDICTION. Obviously, an accident at the plant could have major impact on the city, and these are more likely in the period of time immediately following a hurricane, when the City's emergency resources would already be strained. Ergo, evacuation plans are in effect and monitored by the Brunswick County Emergency Management Coordinator.

The second potential hazard would be the possibility of contamination of the Cape Fear River from the Port of Wilmington in the event of a large oil or chemical spill or from damage to a tanker traveling by Southport to the Port of Wilmington. Also, explosives are occasionally shipped on the Cape Fear River along the Southport shoreline to the Sunny Point Army Terminal. Approximately 400 acres of Southport's planning jurisdiction is located in the Sunny Point Military Ocean Terminal "blast zone" adjacent on both sides of the rail line servicing the terminal. In any case, damage to marine life and the estuarine shoreline, as well as Southport, could be extensive. Shipping passes within several hundred feet of both residential and commercial areas.

There is some potential for the establishment of off-shore drilling operations that could potentially present a hazard to Southport. Even through oil tankers which pass by Southport to the Port of Wilmington probably present a greater threat to the city than that of an off-shore drilling operation, the presence of such would still be a concern to Southport if one were constructed. It should be noted that Southport does not encourage off-shore drilling operations and will not oppose on-shore support facilities for which an environmental impact statement has been prepared with a finding of no significant impact on the environment.

c. Soils

The Soil Survey of Brunswick County, North Carolina, the latest detailed soil survey for the county, was issued in November 1986 by the Soil Conservation Service. That survey identifies 23 soil series located within Southport's planning jurisdiction. These associations are delineated on Map 5 and their conditions for site development are summarized in Table 23. There have been some slight changes to the Soil Survey, but they are entirely related to land development, and cannot be traced to differences in computer data.

It is significant that twenty-one (21) of the soil series in Southport are Hydric Soils or have inclusions of hydric soils or have wet spots. Those soils are noted in the table below. A hydric soil is a soil which is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part (anaerobic is defined as a situation in which molecular oxygen is absent from the environment). These soils may meet the definition of 404 wetland areas if found in combination with certain 404 vegetation and require permitting by the U.S. Army Corps of Engineers' Wilmington office prior to any disturbance.

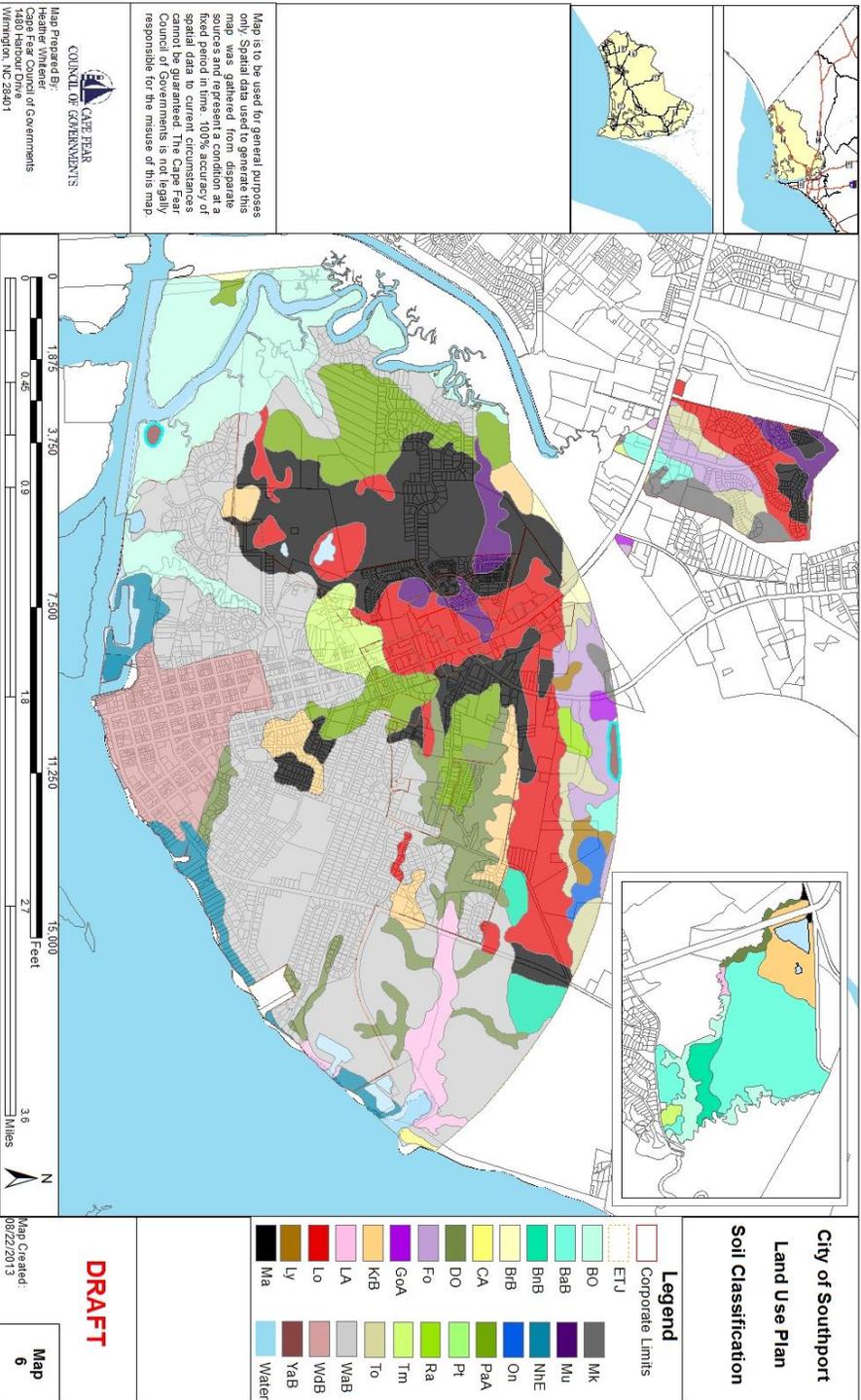


Table 23. City of Southport Soil Characteristics

Map Symbol	Description	Acres	% of total	Depth to seasonal high water table (ft)	Flooding frequency (surface)	Dwellings without basements	Local roads and streets
BaB1	Baymead fine sand, 1 to 6 percent slopes	282.4	6.36%	4.0 to 5.0 feet	None	Slight	Slight
BnB1	Blanton fine sand, 0 to 5 percent slopes	71.23	1.60%	5.0 to 6.0 feet	None	Slight	Slight
BO ²	Bohickett silty clay loam	399.03	8.98%	+3 to 0 feet	Frequent	Severe: flooding, ponding, shrink-swell	Severe: low strength, ponding, flooding
BrB	Bragg fine sandy loam, 6 percent slope	11.95	0.27%	>6 feet	None	Slight	Slight
CA ²	Carteret loamy fine sand	3.98	0.09%	+3 to 1 feet	Frequent	Severe: flooding, ponding, shrink-swell	Severe: ponding, flooding
DO ²	Dorovan muck	190.52	4.33%	+1 to 0.5 feet	None	Slight	Slight
Fo ²	Foreston loamy fine sand	103.39	2.33%	2.5 to 3.5 feet	None	Moderate: wetness	Moderate: wetness
GoA	Goldsboro fine sandy loam, 0 to 2 percent slopes	9.67	0.22%	2.0 to 3.0 feet	None	Slight	Slight
KrB1	Kureb fine sand, 1 to 8 percent slopes	164.95	3.71%	>6.0 feet	None	Slight	Slight
LA ²	Lafitte muck	69.84	1.57%	0 to 0.5 feet	Frequent	Severe: Flooding, low strength	Severe: flooding, low strength
Lo ²	Leon find sand	404.75	9.11%	0.0 to 1.0 feet	None	Severe: wetness	Severe: wetness
Ly ²	Lynchburg Fine sandy loam	17.85	0.40%	0.5 to 1.5 feet	None	Severe: wetness	Severe: wetness
Ma ¹	Mandarin fine sand	491.62	11.07%	1.5 to 3.5 feet	None	Moderate: wetness	Moderate: wetness

Mk ²	Muckalee loam	44.87	1.01%	0.5 to 1.5 feet	Frequent	Severe: flooding, wetness	Severe: wetness, flooding
Mu ²	Murville mucky fine sand	77.08	1.73%	0 to 1.0 feet	None	Severe: ponding	Severe: ponding
NhE	Newhan fine sand, dredged, 2 to 30 percent slopes	82.18	1.95%	> 6.0 feet	None	Severe: slope	Severe: slope
On ¹	Onslow fine sandy loam	18.6	0.42%	1.5 to 3.0 feet	None	Moderate: wetness	Moderate: wetness
PaA ²	Pactolus fine sand, 0 to 2 percent slopes	267.97	6.03%	1.5 to 3.0 feet	None	Moderate: wetness	Moderate: wetness
Pt	Pits - original surface material removed	6.65	0.15%	5 to 15 feet	N/A	N/A	N/A
Ra ²	Rains fine sandy loam	11.32	0.25%	0 to 1.0 feet	None	Severe: wetness	Severe: wetness
Tm ²	Tomahawk mucky fine sand	59.79	1.35%	1.5 to 3.0 feet	None	Moderate: wetness	Moderate: wetness
To ²	Torhunta mucky fine sandy loam	87.67	1.97%	0.5 to 1.5 feet	None	Severe: wetness	Severe: wetness
WaB ¹	Wando fine sand, 0 to 6 percent slopes	1186.18	26.88%	4.0 to 6.0 feet	None	Slight	Slight
WVdB ¹	Wando-Urban land complex, 0 to 6 percent slopes	225.05	5.07%	4.0 to 6.0 feet	None	Slight	Slight
YaB ¹	Yaupon silty clay loam, 0 to 3 percent slopes	10.13	0.23%	2.0 to 4.0 feet	None	Slight	Slight
WV	Water	144.11	3.24%	N/A	N/A	N/A	N/A

Source: Soil Survey of Brunswick County, 1986

f. Water Supply

Ground water from the surficial deposits is of good quality but may have a high iron content. The surficial deposits are a valuable aquifer and furnish water for many rural residences. Generally the aquifer is 10 to 30 feet thick and 40 feet thick in some places. Below the surficial deposits is a limestone aquifer. It consists of phosphatic limestone with layers of sand, silt, and sandy marl. The limestone aquifer is an important source of water. It is underlain by sedimentary deposits that contain brackish water.

g. Fragile Areas

In coastal North Carolina, fragile areas are considered to include coastal wetlands, ocean beaches and shorelines, estuarine waters and shorelines, public trust areas, complex natural areas, areas sustaining remnant species, unique geological formations, registered natural landmarks, swamps, prime wildlife habitats, areas of excessive slope, areas of excessive erosion, scenic points, archaeological sites, historical sites, and 404 wetlands. While not identified as fragile areas in the 15A NCAC 7H use standards, maritime forest and outstanding resource waters (ORWs) should also be considered fragile areas. The Southport 15A NCAC 7H Areas of Environmental Concern (AECs) include coastal wetlands, estuarine waters, estuarine shorelines, and public trust areas.

I. Coastal Wetlands

The coastal wetlands are generally delineated on Map 6 on page 46. However, it is emphasized that the specific locations of coastal wetlands can be determined only through on-site investigation and analysis. Coastal wetlands are defined as salt marshes regularly- or irregularly-flooded by tides including wind tides, provided this shall not include hurricane or tropical storm tides. These areas must contain at least one, but not necessarily all of the following marsh plant species: Cordgrass, Meadow Grass, and Salt Reed Grass. The coastal wetlands are vital to the complex food chain found in estuaries. They provide marine nursery areas and are essential to a sound commercial fishing industry. Coastal wetlands also serve as barriers against flood damage and control erosion between the estuary and uplands. Substantial coastal wetland areas are located along Dutchman, Prices, and Cottage Creeks.

II. Estuarine Waters

Estuarine waters are generally those waters found in estuaries, sounds, bays, salt water shorelines, and the Atlantic Ocean within three miles of the shoreline. They are the dominant component and bonding element of the entire estuarine system, integrating aquatic influences from both the land and the sea. The estuarine waters are among the most productive natural environments within Southport's planning jurisdiction. The waters support the valuable commercial and sports fisheries of the coastal area which are comprised of estuarine dependent species such as menhaden, flounder, shrimp, crabs, and oysters.

III. Estuarine Shoreline

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

shorelines. Development within the estuarine shorelines influences the quality of estuarine life and is subject to the damaging processes of shorefront erosion and flooding.

IV. Public Trust Areas

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

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

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

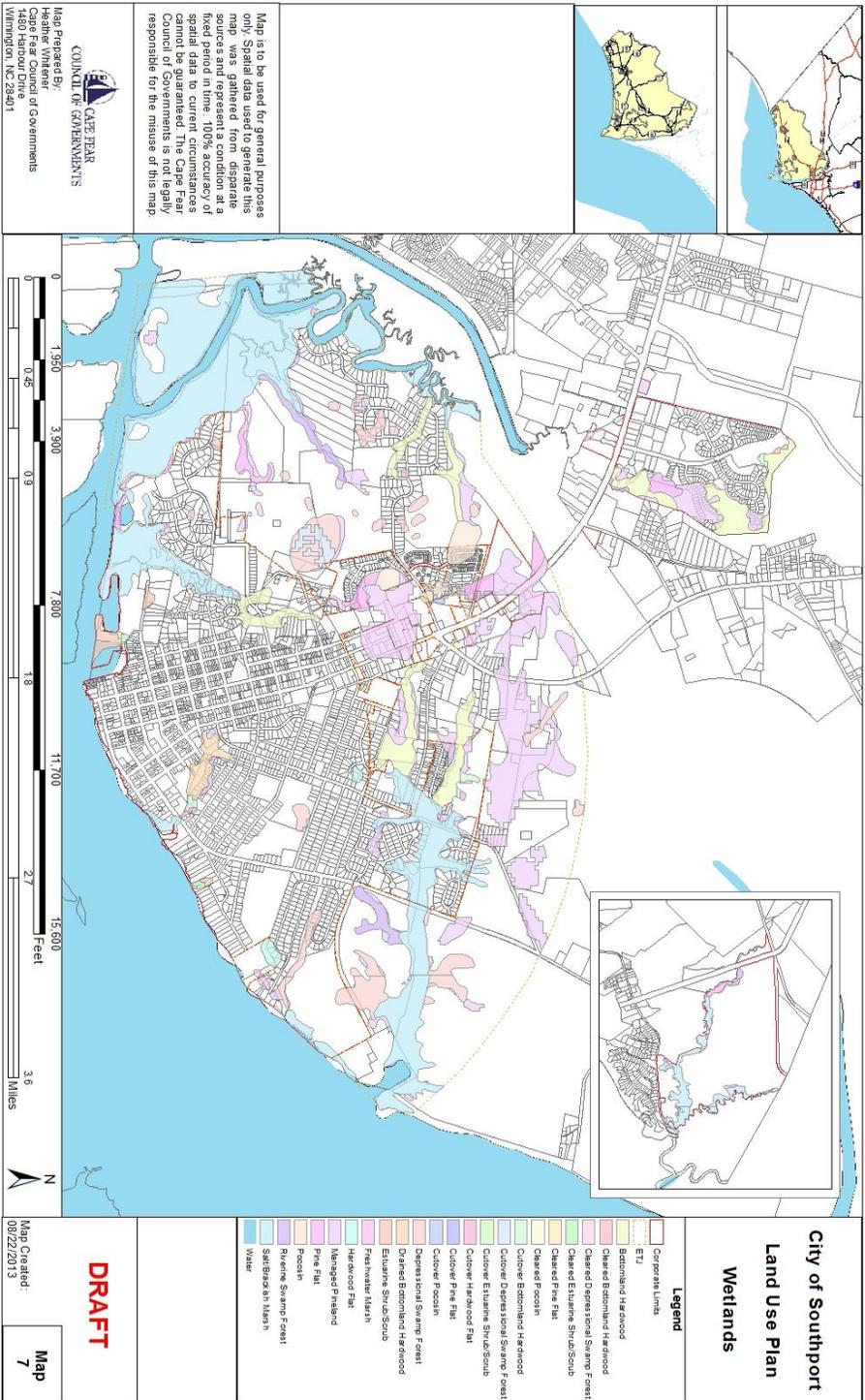
V. Wetlands defined by Section 404 of the Clean Water Act

404 wetlands are areas covered by water or that have waterlogged soils for long periods during the growing season. Plants growing in wetlands are capable of living in soils lacking oxygen for at least part of the growing season. 404 wetlands include, but are not limited to, bottomlands, forests, swamps, pocosins, pine savannahs, bogs, marshes, wet meadows, and coastal wetlands. Map 6 provides the location of all wetlands located within Southport's jurisdiction. Table 24 provides a summary of acreages for these wetlands.

Table 24. City of Southport Wetlands

Wetland name	Acres	% of total
Bottomland Hardwood	119.93	9.71%
Cleared Bottomland Hardwood	2.92	0.24%
Cleared Depressional Swamp	2.49	0.20%
Cleared Estuarine Shrub/Scrub	1.51	0.12%
Cleared Pine Flat	2.28	0.18%
Cleared Pocosin	1.46	0.12%
Cutover Bottomland Hardwood	5.23	0.42%
Cutover Depressional Swamp Forest	11.59	0.94%
Cutover Estuarine Shrub/Scrub	0.86	0.07%
Cutover Hardwood Flat	0.19	0.02%
Cutover Pine Flat	1.7	0.14%
Cutover Pocosin	1.34	0.11%
Depressional Swamp Forest	96.02	7.77%
Drained Bottomland Hardwood	14.96	1.21%
Estuarine Shrub/Scrub	9.92	0.80%
Freshwater Marsh	1.5	0.07%
Hardwood Flat	7.17	0.40%
Managed Pineland	306.41	24.81%
Pine Flat	42	3.40%
Pocosin	21.49	1.74%
Riverine Swamp Forest	28.87	2.34%
Salt/Brackish Marsh	558.25	45.19%
Total acreage of wetlands	1238.09	100.00%
Total acreage in jurisdiction	4460	27.85%

Source: Federal Emergency Management Agency and Cape Fear Council of Governments, 2013



Section 404 of the Clean Water Act requires that anyone interested in depositing dredged or fill material into “waters of the United States” including wetlands, must apply for and receive a permit for such activities. The Wilmington office of the US Army Corps of Engineers has regulatory authority in Southport’s planning jurisdiction. The specific locations of wetland areas must be determined by an on-site analysis in the event of a permit application. It should be noted that in some Areas of Environmental Concern, both the US Army Corps of Engineers and the regulatory requirements of the Coastal Area Management Act may have overlapping jurisdiction.

In 1989, the NC Environmental Management Commission (EMC) passed a rule directing the Division of Water Quality to review wetland fill using a review sequence of avoidance, minimization, and mitigation of wetland fill. After extensive public review, the EMC passed rules, effective October 1, 1996, to restructure the 401 Water Quality Certification Program. These rules are not a new regulatory program since DWQ has issued approvals for wetland fill since the mid-1980s. The rules consider wetland values – whether or not the wetland is providing significant uses or whether the activity would remove or degrade uses. The rules also specify mitigation ratios, locations, and types to make the mitigation process more predictable and certain for the regulated community. The table below provides the total number of wetland fill activities for subbasin 03-06-17, within the Cape Fear River Basin.

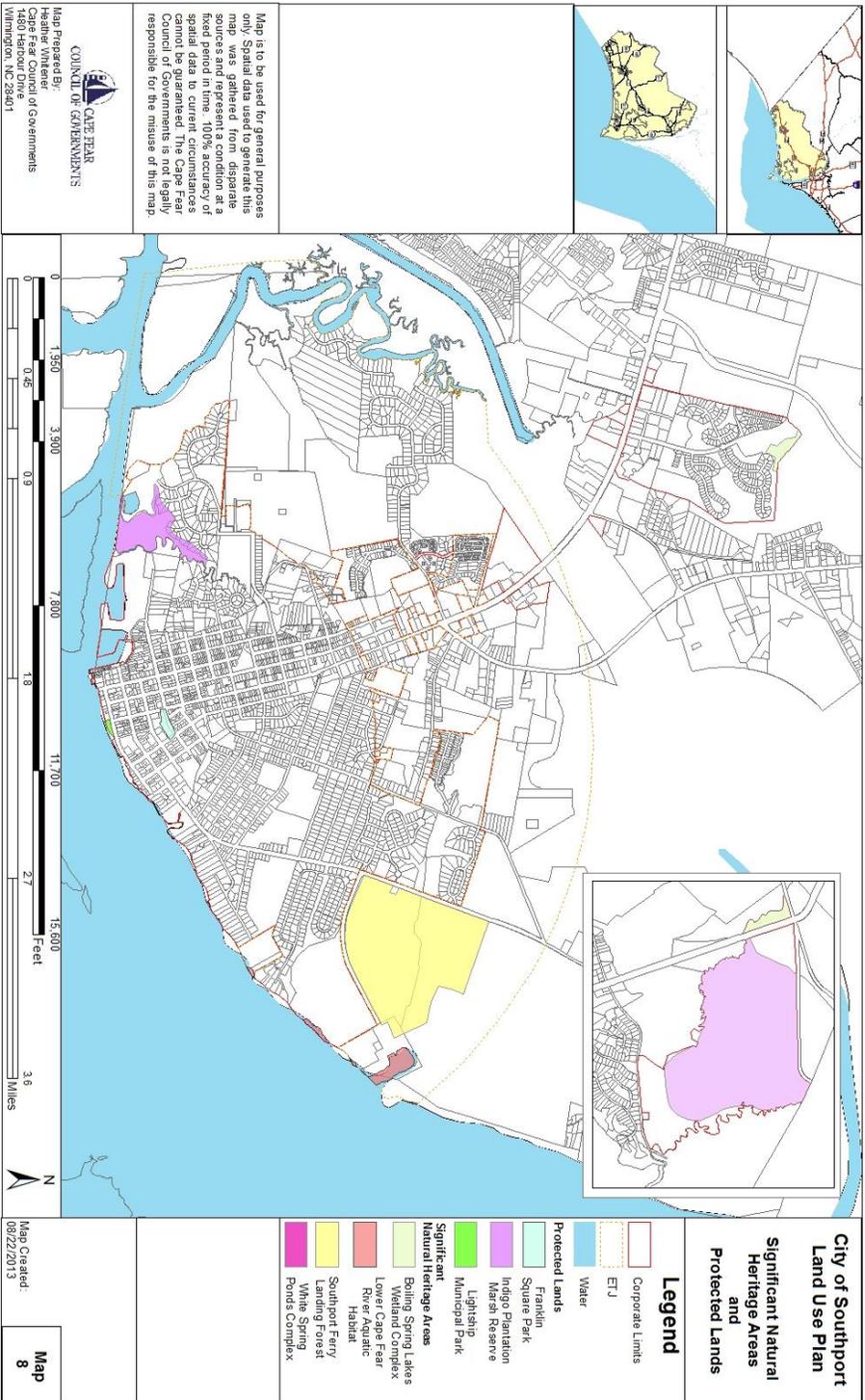
Table 25. Category 5 Assessment Approved by EPA

2012 North Carolina Integrated Report					
* Prohibited area north of Southport Restricted Area and west of ICWW in Cape Fear River					
Category	Rating	Use	Reason for Rating	Parameter	Year
5	Impaired	Aquatic Life	Standard Violation	Arsenic	2008
5	Impaired	Aquatic Life	Standard Violation	Copper	2008
5	Impaired	Aquatic Life	Standard Violation	Nickel	2008
1	Supporting	Recreation	No Criteria Exceeded	Fecal Coliform (recreation)	
5	Impaired	Shellfish Harvesting	Loss of Use	Shellfish Growing Area- Prohibited	2008

Source: NC Department of Environmental and Natural Resources

VI. Significant Natural Heritage Areas/Protected Lands

The North Carolina Natural Heritage Program maintains the state’s list of significant “Natural Heritage Areas” as required by the Nature Preserves Act (NCGS Chapter 113A-164 of Article 9A). The list is based on the program’s inventory of the natural diversity in the state. Natural areas (sites) are evaluated on the basis of the occurrences of rare plant and animal species, rare or high quality natural communities, and geologic features. The global and statewide rarity of these elements and the quality of their occurrence at a site relative to other occurrences determine a site’s significance rating.



The North Carolina Natural Heritage Program identifies significant natural heritage areas within North Carolina of which three are located within the City of Southport. The sites included in this list are best known representatives of the natural diversity of the city and therefore have priority for protection. Inclusion on this list does not mean that public access exists or is appropriate. Permission of the landowner is recommended in all cases. Inclusion on the list does not confer protection to a site, nor does it give it regulatory status. This list includes both protected and unprotected areas. This list of sites and their significance ratings are based on the best available information as derived from the Natural Heritage Program staff and databases. More information on the natural areas may be obtained from the Natural Heritage Program. Map 7 depicts the Significant Natural Heritage Areas/Protected Lands located within Southport's planning jurisdiction.

Over the years the availability of shellfish has fluctuated depending upon water quality rating and pollution levels. The NC Department of Environmental and Natural Resources regularly studies water quality and determines whether or not certain areas are safe to harvest. Table 26 codifies the current rating for potential shell fishing areas adjacent to Southport.

Table 26. Shellfish Harvesting Areas Rating

2012 North Carolina Integrated Report					
*Prohibited area near Southport					
Category	Rating	Use	Reason for Rating	Parameter	Year
5	Impaired	Shellfish Harvesting	Loss of Use	Shellfish Growing Area-Prohibited	2012
*Prohibited area south of Southport Restricted Area					
5	Impaired	Shellfish Harvesting	Loss of Use	Shellfish Growing Area-Conditionally Approved	2006

Source: NC Department of Environmental and Natural Resources

The City of Southport is interested in the possible opening of a 625 acres of currently closed shellfish waters that is adjacent to the City. The North Carolina Department of Environmental and Natural Resources (DENR) recently produced a B-1 Sanitary Survey that covers this area of interest. It is available to review at the DENR offices or the City of Southport's planning office. Much of the report covers a hydrographic (dye) study at the discharge from Archer Daniels Midland (ADM). The area of Elizabeth River/South Dutchman Creek will not be open for shellfishing at this time due to the results from the hydrographic (dye) study at ADM. Results indicated that the discharge can potentially affect the Elizabeth River/South Dutchman Creek area in Growing Area B-1. Time of travel analysis indicated that the discharge can reach this area of B-1 within 2-3 hours, which would not allow adequate response and closure to any potential treatment failures or the release of high concentrations of bacteria. As such, a reclassification or reopening cannot occur at this time.

The good news is that as a result of the dye study, ADM will be separating their domestic effluent from their industrial effluent stream and will use an onsite wastewater collection system solution for disposal of their domestic waste. It is anticipated that the permit application will be submitted by July, 2014 and hope the new system is installed before the fall. Once the two effluent streams have been separated and sampling indicates a significant reduction or elimination of bacteria in the industrial effluent stream, the Elizabeth River/South Dutchman Creek area can again be considered for a potential future reopening and/or reclassification from *Prohibited*. This was one of the largest and most complicated dye studies

conducted and with the help and cooperation of ADM engineers, very successful. The time frame will depend on when ADM receives permit approval and when the discharge is removed.

VII. Slopes in Excess of 12%

Except for some shoreline areas located along the Cape Fear River, there are no slopes in excess of 12% located within the city's planning jurisdiction. Excess slope has not been a deterrent to development within Southport.

VIII. Excessive Erosion Areas

There is some concern with erosion along Southport's waterfront, particularly the area to the Northeast of the waterfront park, where there is evidence that the shoreline may be encroaching upon Bay Street. The City is currently evaluating options to address this.

h. *Areas of Resource Potential*

I. Regionally Significant Parks

The City of Southport contains a number of recreational facilities. They are identified in the City of Southport Parks and Recreation Master Plan. The Master Plan is scheduled to be completed and adopted in 2014. A parks and recreation survey was conducted to determine the public's recreational desires to conclude where funds would be best spent and what facilities would be most advantageous. The newly adopted, March 2014, Comprehensive Pedestrian Transportation Plan can tie into this plan to show how recreational and pedestrian facilities can interconnect.

II. Marinas and Mooring Fields

Marinas are defined as any publicly- or privately-owned dock, basin, or wet boat storage facility constructed to accommodate more than ten boats and providing any of the following services: permanent or transient docking spaces, dry storage, fueling facilities, haulout facilities, and repair service. Excluded from this definition are boat ramp facilities allowing access only, temporary docking, and none of the preceding services.

The City of Southport allows the construction of marinas and any associated drystack storage facilities that are in compliance with the city's zoning ordinance. There are several marinas located within Southport's planning jurisdiction. Detailed information regarding those marinas is provided in the Analysis of Existing Community Facilities/Services section of the plan.

A "freestanding mooring" is any means to attach a ship, boat, vessel, floating structure, or other water craft to a stationary underwater device, mooring buoy, buoyed anchor, or piling (not associated with an existing pier, dock, or boathouse). When more than one freestanding mooring is used in the Southport Core Land Use Plan

same general vicinity it is commonly referred to as a mooring field. The City of Southport has not regulated the establishment of mooring fields within its planning jurisdiction and they have not been a problem. However, the city recognizes that the establishment of mooring fields could lead to the degradation of water quality.

III. Floating Homes

A floating home or structure is any structure, other than a boat, supported by a means of flotation, designed to be used without a permanent foundation, which is used or intended for human habitation or commerce. A structure will be considered a floating structure when it is inhabited or used for commercial purposes for more than thirty days in any one location. A boat may be deemed a floating structure when its means of propulsion has been removed or rendered inoperative and it contains at least 200 square feet of living space area. Currently, there are no floating homes located within Southport's planning jurisdiction.

IV. Aquaculture

As defined under N.C. General Statute 106-758, aquaculture is the propagation and rearing of aquatic species in controlled or selective environments, including, but not limited to, ocean ranching. Aquaculture has not been an issue in the City of Southport's planning jurisdiction.

V. Channel Maintenance and Interstate Waterways

The Intracoastal Waterway traverses the City of Southport along its southern/southeastern boundary. The waterway provides an indispensable route for fisherman, commercial barge traffic, and recreational boat traffic, all instrumental to the city's economic well-being. The waterway and the berthing channel/turning basin at the State Port Terminal in Wilmington are both maintained by the US Corps of Engineers. Recent years have seen a continuing increase in waterway and port traffic as tourism and import/export activities have grown.

Proper maintenance of channels is very important to Southport because of the substantial economic impact of commercial fisheries and successful operation of the State Port at Wilmington. If silt or other deposits fill in the channels, safe and efficient movement of commerce fishing and transport vessels could be impeded.

VI. Marine Resources (Water Quality)

The North Carolina Division of Water Quality assigns water quality classifications to all named waters of the State of North Carolina. The classifications are based upon the existing or contemplated best usage of the various streams and segments of streams within a basin, as determined through studies, evaluations, and comments received at public hearings. The state water classification system is summarized as follows:

Table 27. NC Division of Water Quality Water Body Classifications

Primary Freshwater and Saltwater Classifications	
CLASS	DEFINITION
C	Waters protected for uses such as secondary recreation, fishing, wildlife, fish consumption, aquatic life including propagation, survival and maintenance of biological integrity, and agriculture. Secondary recreation includes wading, boating, and other uses involving human body contact with water where such activities take place in an infrequent, unorganized, or incidental manner.
B	Waters protected for all Class C uses in addition to primary recreation. Primary recreational activities include swimming, skin diving, water skiing, and similar uses involving human body contact with water where such activities take place in an organized manner or on a frequent basis.
WS-1	Waters protected for all Class C uses plus waters used as sources of water supply for drinking, culinary, or food processing purposes for those users desiring maximum protection for their water supplies. WS-1 waters are those within natural and undeveloped watersheds in public ownership. All WS-1 waters are HQW by supplemental classification. More information: Water Supply Watershed Protection Program Homepage
WL	Freshwater Wetlands are a subset of all wetlands, which in turn are waters that support vegetation that is adapted to life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. These waters are protected

	for storm and flood water storage, aquatic life, wildlife, hydrologic functions, filtration and shoreline protection.
SC	All tidal salt waters protected for secondary recreation such as fishing, boating, and other activities involving minimal skin contact; fish and noncommercial shellfish consumption; aquatic life propagation and survival; and wildlife.
SB	Tidal salt waters protected for all SC uses in addition to primary recreation. Primary recreational activities include swimming, skin diving, water skiing, and similar uses involving human body contact with water where such activities take place in an organized manner or on a frequent basis.
SA	Tidal salt waters that are used for commercial shellfishing or marketing purposes and are also protected for all Class SC and Class SB uses. All SA waters are also HQW by supplemental classification.
SWL	These are saltwaters that meet the definition of coastal wetlands as defined by the Division of Coastal Management and which are located landward of the mean high water line or wetlands contiguous to estuarine waters as defined by the Division of Coastal Management.

SUPPLEMENTAL CLASSIFICATIONS

FWS	Supplemental classification for waters intended as a future source of drinking, culinary, or food processing purposes. FWS would be applied to one of the primary water supply classifications (WS-I, WS-II, WS-III, or WS-IV). Currently no water bodies in the state carry this designation.
ORW	All outstanding resource waters are a subset of High Quality Waters. This supplemental classification is intended to protect unique and special waters having excellent water quality and being of exceptional state or national ecological or recreational significance. To qualify, waters must be rated Excellent by DWR and have one of the following outstanding resource values:
NSW	Supplemental classification intended for waters needing additional nutrient management due to being subject to excessive growth of microscopic or macroscopic vegetation.
Sw	Supplemental classification intended to recognize those waters which have low velocities and other natural characteristics which are different from adjacent streams.
UWL	Supplemental classification for wetlands of exceptional state or national ecological significance. These wetlands may include wetlands that have been documented to the satisfaction of the Environmental Management Commission as habitat essential for the conservation of state or federally listed threatened or endangered species.
Tr	Supplemental classification intended to protect freshwaters which have conditions which shall sustain and allow for trout propagation and survival of stocked trout on a year-round basis. This classification is not the same as the NC Wildlife Resources Commission's Designated Public Mountain Trout Waters designation.

*Primary classifications beginning with an "S" are assigned to saltwaters.

Source: NC Division of Water Quality

Water quality classifications vary slightly within Southport's planning jurisdiction. Table 28 provides a listing of all waterbodies within the City that are classified by the NC Division of Water Quality along with their assigned classification. **The NC Division of Water Quality and the NC Division of Water Resources recently have been restricted. As a result the new Basin-Wide Water Quality Management Plan which provides this sort of information has yet to be completed. Once the new plan is released the classifications may be updated.**

Table 28. City of Southport Waterbodies and Classifications

Name of Stream	Description	Current Classification
Price's Creek	From source to the Cape Fear River	SC; Sw
Cottage Creek	From source to the Cape Fear River	SC; Sw
Intracoastal Waterway	From mouth of Cottage Creek to Cape Fear River	SC
Dutchman Creek	Shellfish area	SA, QW
Southport	Restricted area	SC; Sw

Source: NC DWQ 2005 Basin-Wide Water Quality Management Plan

2. Environmental Composite Map

The environmental composite map is a requirement under the new CAMA Land Use Planning guidelines [15A NCAC 7B.0702 (C)(2)]. Environmental data layers were assigned to a class based on CAMA regulations. Three classes are identified and all land masses, developed and undeveloped, are considered. The ultimate intent of the map is to rank the suitability of all land based on the environmental criteria. The layers used, and their assigned classes, are outlined in Table 29. The categories utilized are as follows:

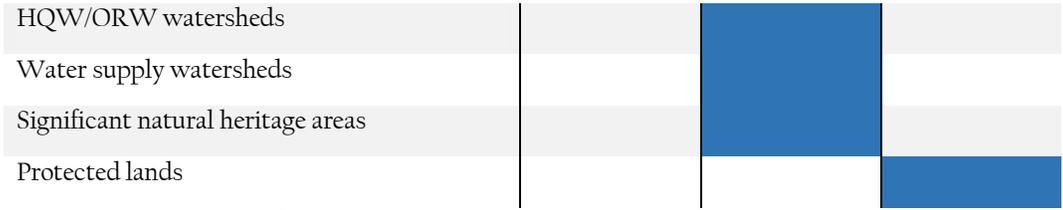
Class I – Land that contains only minimal hazards and limitations that can be addressed by commonly accepted land planning and development practices. Class I land will generally support the more intensive types of land uses and development.

Class II – Land that has hazards and limitations for development that can be addressed by restrictions on land uses, special site planning, or the provision of public services, such as water and sewer. Land in this class will generally support only the less intensive uses, such as low density residential, without significant investment in services.

Class III – Land that has serious hazards and limitations. Land in this class will generally support very low intensity uses, such as conservation and open space.

Table 29. City of Southport Environmental Composite Map Layers

Layer	Class I	Class II	Class III
Coastal wetlands			
Exceptional or substantial non-coastal wetlands			
Beneficial non-coastal wetlands			
Estuarine waters			
Flood zones			
Storm surge areas			



Source: Cape Fear Council of Governments

Data layers are site specific. As such, the value of the site will be determined by the highest class theme that is represented on that site. For example, if the site is in a coastal wetland (Class III) and in a storm surge area (Class II), the value for the site will be Class III. In other words, if an area does not meet the criteria for Class III, but qualifies as Class II, it has Class II for a value. If an area does not qualify for either Class III or Class II, then it is Class I by default.

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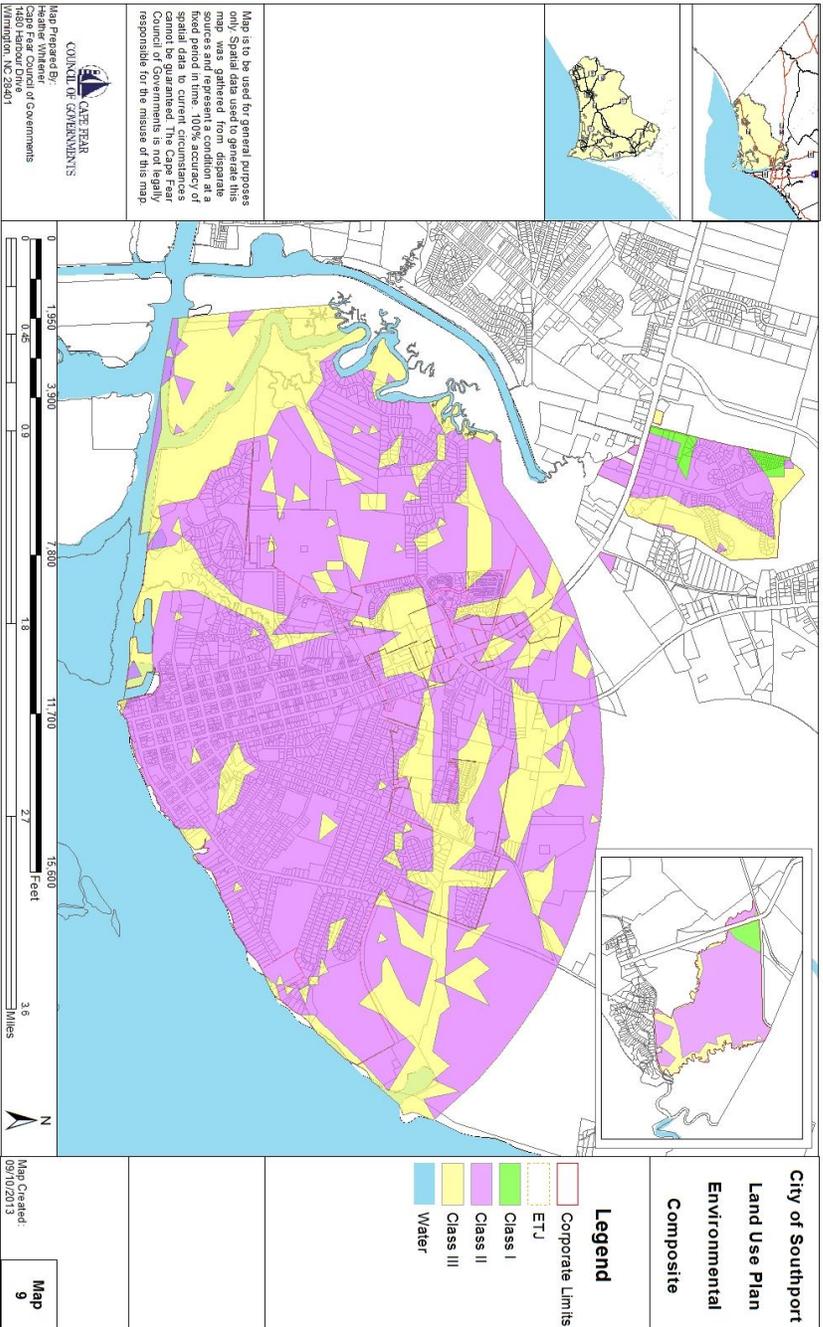


Table 30 provides a summary of the land acreages by class for the city as a whole.

Table 30. City of Southport Land Use Acreage by Class

	Acres
Class I	46.14
Class II	3164.06
Class III	1247.32
Total	4457.52

* The total acreage calculated here does not include water features and does not represent the total acreage within the City of Southport & EXTRA TERRITORIAL JURISDICTION.

Source: Cape Fear Council of Governments

3. Environmental Conditions

Since the previous Land Use Plan update, the Division of Environment and Natural Resources and the Division of Water Resources have merged into one entity. Also in that time period, the Department has switched classification systems from basins to watersheds. This allows for more specific results, but has also lead to fewer plans being available. In the interest of providing the most recent information available, this plan will include some newer information alongside information from the old LUP.

The Cape Fear River Basinwide Water Quality Plan was adopted by the Environmental Management Commission in August 2005. The following are the goals of basinwide program:

- Identify water quality problems and restore full use to impaired waters.
- Identify and protect high value resource waters.
- Protect unimpaired waters while allowing for reasonable economic growth.

These goals are accomplished through the following objectives:

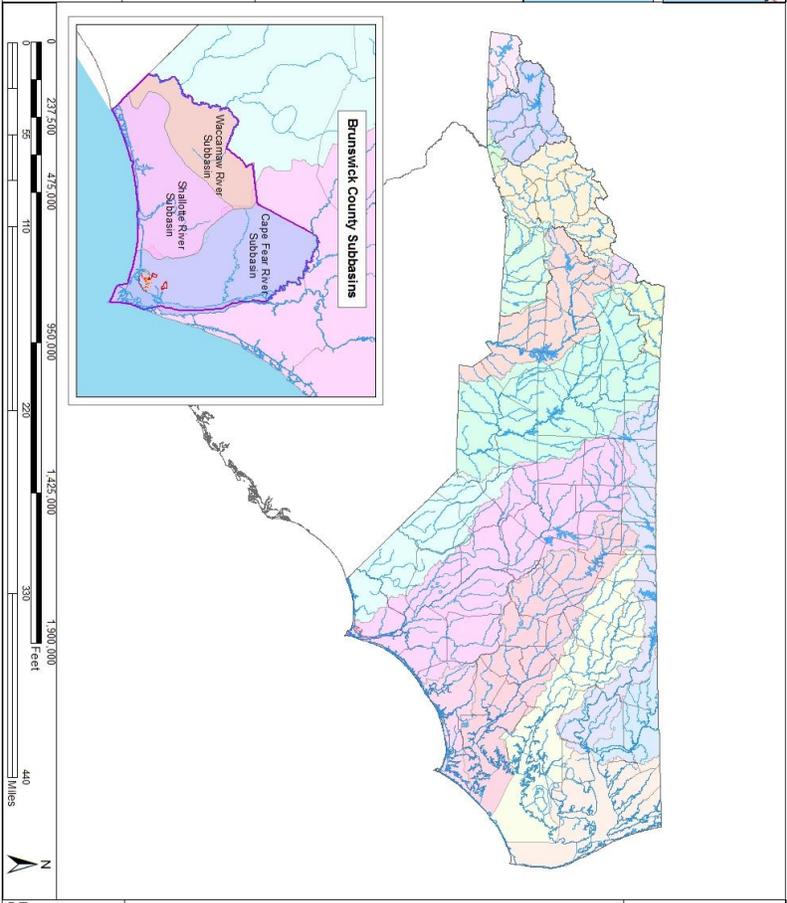
- Assure equitable distribution of waste assimilative capacity.
- Better evaluate cumulative effects of pollution.
- Improve public awareness and involvement.

As existing and future land uses are considered within Southport, these goals should be kept in mind.

Southport is located entirely within the Cape Fear River Basin's subbasin 03-06-17. The Cape Fear River Basin and subbasin 03-06-17 boundaries are shown on the map. That being said, Southport more precisely lies within the Walden Creek-Cape Fear River watershed (0303000508), and is comprised of the City of Southport-Cape Fear River sub-watershed (030300050803), Walden Creek sub-watershed (030300050801), and Jump and Run Creek-Gully Creek sub-watershed (030300050802). The new hydrological unit code (HUC) zones are shown in that map.

**City of Southport
North Carolina
River Basins
and Subbasins**

- Legend**
- Corporate Limits
 - ETJ
 - Water
 - Rivers
 - River Basins**
 - BROAD
 - CAPE FEAR
 - CATAWBA
 - CHOICAN
 - FRENCH BROAD
 - HIMWASSEE
 - LITTLE TENNESSEE
 - NEUSE
 - NEW
 - PASQUOTANK
 - ROANOKE
 - SAVANNAH
 - TAR-PALMICO
 - WATAUGA
 - WHITE OAK
 - YADKIN
 - Subbasins**
 - Cape Fear River
 - Savannah River
 - South River
 - Wicomecun River



Map Prepared By:
Cape Fear Council of Governments
1480 Harbour Drive
Wilmington, NC 28401

Map is to be used for general purposes only. Spatial data used to generate this map was gathered from disparate sources and is not guaranteed to be accurate. The Cape Fear Council of Governments cannot be held responsible for the misuse of this map.



Map Created:
08/27/2013

Map 10

Map 10: River Basins and Subbasins

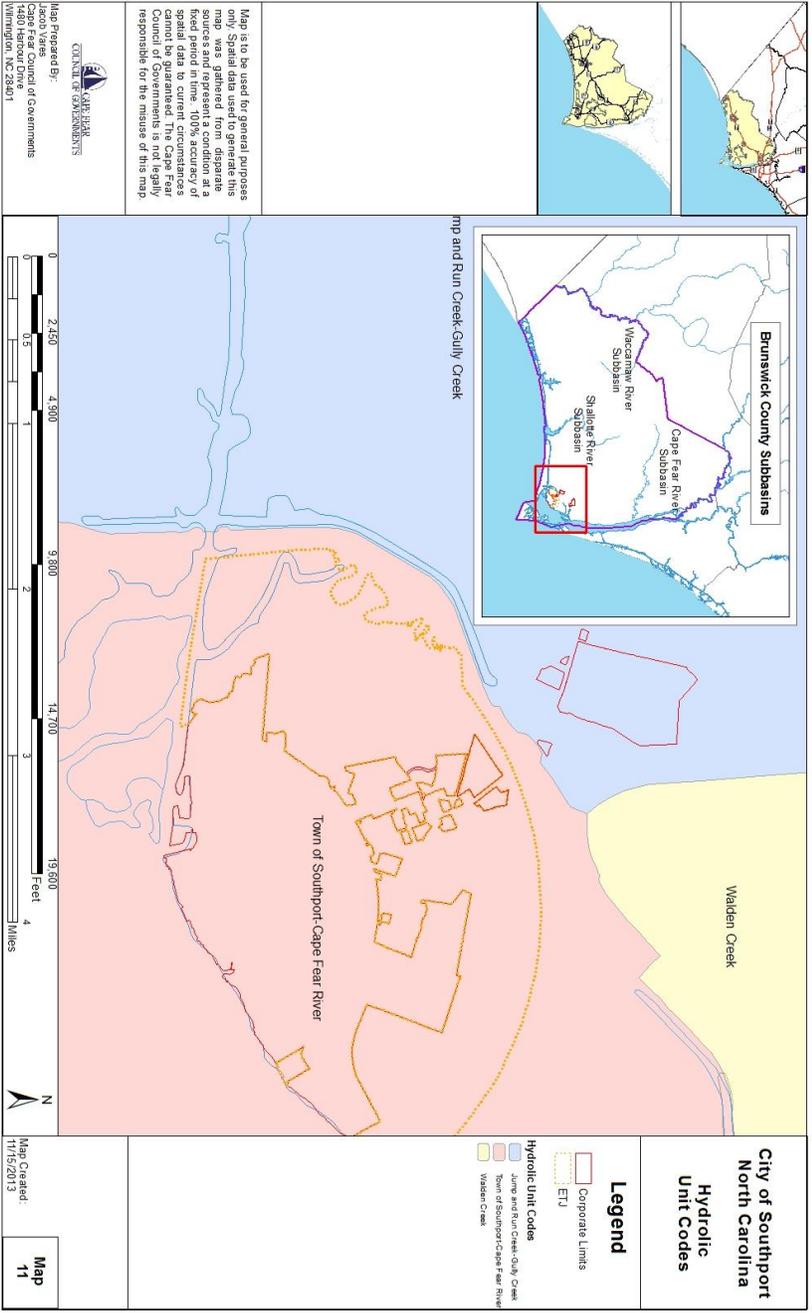


Table 31. Cape Fear River Basin Statistics

The following provides a summary of existing conditions in the Cape Fear River Basin and subbasin 03-06-17 along with the DWQ recommendations from the 2005 Basinwide Plan:

a. *Cape Fear River Basin*

The Cape Fear River Basin is located entirely within the state’s boundaries and drains the middle portion of the state. The Triad, Triangle, Fayetteville, and Wilmington are the most populated areas. High population growths in some counties in the upper part of the basin and on the coast will affect drinking water demands and wastewater discharges. As impervious surfaces increase, water quality will be degraded. Impaired streams typically occur in heavily urbanized areas.

The Cape Fear River Basin encompasses all or portions of 26 counties and 115 municipalities.

Total area: 9,149 sq. miles
Freshwater Stream Miles: 6,386
Freshwater Lake Acres: 31,135
Estuarine Acres: 31,753
Coastline Miles: 61
No. of Counties: 26
No. of Municipalities: 115
No. of Subbasins: 24
Population (1990): 1,465,451
Population (2000): 1,834,545*
Pop. Density (2000): 197 persons/sq. mi.
*Estimated based on % of county land area that is partially or entirely within the basin.

Subbasin 03-06-17

Table 32. Subbasin 03-06-17 Description

Southport is located in subbasin 03-06-17. The subbasin is located in the outer coastal plain and in estuarine regions of the basin. Tributaries in this subbasin are primarily slow moving or tidal. Most of the watershed is forested with urban areas growing on the west side of the river in Brunswick County. By 2020, the population is expected to increase by 140,000 people. There are 41 individual NPDES wastewater discharge permits in subbasin 03-06-17. The largest of them are International Paper, Progress Energy, New Hanover, North Side waste water treatment plant, and South Side wastewater treatment plant.

Because of the change to watersheds from basinwide plans, we are now able to evaluate the water quality more precisely as they pertain to Southport. **Table 33, includes the water quality figures for individual bodies of water around Southport.**

Land and Water
Total area: 547 mi ²
Land area: 498 mi ²
Water area: 49 mi ²
Population Statistics
2000 Est. pop.: 78,348 people
Pop. density: 143 persons/mi ²
Land Cover
Forest/Wetland: 74.7%
Surface Water: 9.3%
Urban: 4.1%
Cultivated Crop: 7.6%
Pasture/Managed Herbaceous: 4.3%

Table 33. Water quality and classification of water bodies in, or adjacent to, Southport

Name	Description	Classification*	2012 Use Support Status**
Calf Gulley Creek	From source to Dutchman Creek Outlet Channel	SC;Sw,HQW	Not monitored
Cottage Creek	From source to Intracoastal Waterway	SC;Sw	Not monitored
Dutchman Creek	From CP&L Discharge Canal to Intracoastal Waterway	SA;HQW	Impaired- Shellfish Harvesting
Dutchman Creek (North side of Intracoastal Waterway)	From source to CP&L Discharge Canal	SC;Sw,HQW	Not monitored
Dutchman Creek Outlet Channel	From intracoastal waterway to Dutchman Creek	SA;HQW	Impaired- Shellfish Harvesting
Governors Creek	From source to Walden Creek	SC;Sw,HQW	Not monitored
Gum Log Branch	From source to Nancy's Creek	SC;Sw,HQW	Not monitored
Intracoastal Waterway	From Channel Marker Fl. R. 22 to mouth of Cottage Creek	SA;HQW	Impaired- Shellfish Harvesting, Low Dissolved Oxygen
Jump and Run Creek	From source to Dutchman Creek	SC;Sw	Not monitored
Nancy's Creek	From source to Walden Creek	SC;Sw,HQW	Not monitored
Niggs Creek	From source to Walden Creek	SC;Sw,HQW	Not monitored
Price Creek	From source to Cape Fear River	SC;Sw	Not monitored
Walden Creek	From source to Cape Fear River	SC;Sw,HQW	Not monitored
White Spring Creek	From source to Walden Creek	SC;Sw,HQW	Not monitored
Southport Restricted Area	Beginning at a point on the west bank of the Cape Fear River 1000 yards upstream of Price Creek, thence in an easterly direction to the eastern border of the Lower Cape Fear River Channel, thence in a southwesterly direction along the eastern border	SC	Impaired- Arsenic, Copper, Nickel

The Division of Water Quality has concluded that current coastal stormwater rules have not been adequately effective towards addressing water quality impacts to public trust waters. Additionally, DWQ's review of scientific studies has resulted in a determination that local governments' simply deferring to state and federal rules to address water quality issues still results in impaired local water quality based on the following conclusions:

- Areas with impervious surfaces of 10% or greater can be linked to local stream degradation.
- Biological diversity has been shown to drop when areas of impervious surface increase beyond 10-15%.
- Stream stability is affected when impervious surface approaches 10% in an area.
- Estuaries generally degrade when areas have impervious surface of 10%.
- Sensitive fish species loss increases with 12% impervious surface.

The following recommendations were provided in the Water Quality Management Plan for water bodies in Southport. **The new Water Quality Management Plan is scheduled to be completed in late 2014. New data and recommendations will be completed at that time.**

Dutchman Creek, Outlet Channel, and Shellfish Area.

Current Status: Dutchman Creek, the Outlet Channel, and Shellfish Area north of the Intracoastal Waterway (192 acres) are impaired for shellfishing harvesting because these segments are classified by DEHSS as prohibited in growing area B-1. These creeks will be added to the 303(d) list of impaired waters.

Intracoastal Waterway

2000 Recommendations: This segment of the Intracoastal Waterway was not individually identified in the 2000 basin plan, but was considered Not Supporting because it was closed to shellfish harvesting. No specific recommendations were made in the 2000 basin plan.

Current Status: The Intracoastal Waterway from channel marker F1 to Dutchmans Creek Outlet Channel (226.6 acres) is Impaired for shellfish harvesting because this segment is classified by DEH SS as prohibited in growing area B-1. This segment is supporting recreation because no criteria were exceeded at site S-41.

The Intracoastal Waterway from Dutchmans Creek Outlet Channel to Cottage Creek (96.6 acres) is Impaired for aquatic life because the dissolved oxygen standard was violated in 11 percent of samples at site BA740. The dissolved oxygen standard for SC classified waters is 5 mg/l. This segment is also impaired for shellfish harvesting and recreation because this segment is classified by DEH SS as prohibited in growing area B-1 and because of permanent swimming advisories at site S-42.

2005 Recommendations: DWQ and DEH will continue to monitor the Intracoastal Waterway and work with local governments to identify sources of bacteria and oxygen-consuming materials. This segment of the Intracoastal Waterway will be added to the 303(d) list of impaired waters. TMDLs will be developed for identified stressors within 8-13 years of listing.

Southport Restricted Areas

Current Status and 2005 Recommendations: The Southport Restricted Area, on the west bank of the Cape Fear River from Price Creek to Southport (715.3 acres), is Not Rated for aquatic life on an evaluated basis because the ADM Southport Plant (NC0027065) had significant violations of total settleable solids permit limits during the last two years of the assessment period that could have negatively impacted aquatic life. The NPDES compliance process will be used to address the significant permit violations.

In the Cape Fear River Basin, there are a variety of water quality stressors. These include, but are not limited to, habitat degradation, arsenic, Chlorophyll A, low dissolved oxygen, pH, turbidity, fecal coliform bacteria and enterococcus, and mercury in fish tissue. While some of these occur naturally, management of various land use activities is needed to improve water quality. Actions that can reduce impacts to coastal waters are: Stormwater Control Program Improvements and Growth Management Initiatives.

b. Registered Animal Operations and Population Density within Cape Fear River Basin

In the Cape Fear River Basin, there are a variety of water quality stressors. These include, but are not limited to, habitat degradation, arsenic, Chlorophyll A, low dissolved oxygen, pH, turbidity, fecal coliform bacteria and enterococcus, and mercury in fish tissue. While some of these occur naturally, management of various land use activities is needed to improve water quality. Actions that can reduce impacts to coastal waters are: Stormwater Control Program Improvements and Growth Management Initiatives. **There are five locations within Brunswick County and the Cape Fear River Basin that have NCDENR Division of Water Quality, Division Animal Feeding Operations Facilities permit. There are other locations, not inside Southport but within Brunswick County, that have these permits but are outside of the Cape Fear River Basin.**

Table 34. Division of Water Quality, Division Animal Feeding Operations Facilities permit

Name	River Basin	Permit Type	Last Permit Issuance:	Permit Expiration Date	Permit Status
Funston Farms - Old & New	Cape Fear	Swine State COC	Oct 1, 2009	Sep 30, 2014	Active
Howard Robinson	Cape Fear	Swine State COC	Oct 1, 2009	Sep 30, 2014	Active
Broadwater Farms, Inc.	Cape Fear	Swine State COC	Oct 1, 2009	Sep 30, 2014	Active
Robert Ward Farm	Cape Fear	Swine State COC	Oct 1, 2009	Sep 30, 2014	Active
Bell Swamp Farms, Inc.	Cape Fear	Swine State COC	Oct 1, 2009	Sep 30, 2014	Active

Source: NCDENR Division of Water Quality Animal Feeding Operations Facilities

Table 35 displays population densities for Brunswick County and for the census block groups that overlay Southport's city boundary and EXTRA TERRITORIAL JURISDICTION. Census block groups were chosen because they are more detailed than census tracts. At this time population density block group level data is only available for the year 2010. If the surrounding land around Southport is

environmentally sensitive, increasing density may be a potential development alternative or solution to an increasing population and housing demand.

Table 35. Population Densities

Geographic Area Population Density						
Year	Brunswick County	Block Group 2, Tract 0202.04	Block Group 1, Tract 0203.06	Block Group 3, Tract 0203.06	Block Group 1, Tract 0203.05	Block Group 2, Tract 0203.06
2010	120.26	33	101	2,695	547	971
2011	123.63					
2012	126.39					
2013	129.21					
2014	132.12					
2015	135.14					
2016	138.07					
2017	140.95					
2018	143.81					
2019	146.67					
2020	148.88					

Source: LINC NC & State Data Center

Population density represents persons per square mile for the reference area. Density for years projected more than 10 years past the last census are calculated using the last census land area. There are minor differences in land area reported in different censuses. Density is available for years 1970 through 2020 for counties. Because land area from a past census is used for each year, annual changes in municipal land area by annexation are not reflected in the density calculations. Density calculations do not reflect census corrections to state, county, or municipality land area, although they do reflect corrections to population.

c. Growth Trends

Between 1990 and 2000 the population within the Cape Fear River Basin increased an estimated 19.4%. The Cape Fear Basin-wide Water Quality Plan projects percent growth between 2000 and 2020 for counties in the basin. Since river basin boundaries do not coincide with county boundaries, these numbers are not directly applicable to the Cape Fear River Basin. They are estimates of countywide population changes.

Population growth trends for the basin between 2000 and 2020 indicate eight counties with growth rates in excess of 30% and ten counties with growth rates of 20% to 30% with a total population increase in the basin of 28.9%. According to the Water Quality Plan, Brunswick County is expected to experience a 35.2% population increase between 2000 and 2020.

C. Analysis of Existing Land Use and Development

1. Introduction

The Division of Coastal Management Land Use Plan Guidelines (15A NCAC 7B.0207) require that existing land uses and water uses be mapped. The land and water use maps should be utilized as working documents and serve as a basis for the development of the future land use map(s). Specifically, this plan should address the following (note: some of these issues/requirements are addressed in other sections of this plan in greater detail):

- Significant land use compatibility problems;
- Significant water use compatibility problems including those identified in any water supply plan appendix and those identified in the applicable Division of Water Quality basinwide plan;
- Significant problems that have resulted from unplanned development and that have implications for future land use, water use, or water quality;
- An identification of areas experiencing or likely to experience changes in predominant land uses, including agricultural and forestry land being converted to other uses and previously undeveloped shoreline areas where development is now occurring;
- Significant water quality conditions and the connection between land use and water quality.

2. Land Use in Relation to Water Quality

Water Quality Plans are prepared by the North Carolina Division of Water Quality (DWQ) but their implementation and the protection of water quality entails the coordinated efforts of many agencies, local governments, and stakeholder groups in the state. The first Cape Fear River Basinwide Water Quality Plan was completed in 1996, with updates occurring in 2000 and 2005. This section of the Core Land Use Plan will analyze how land use in Southport's planning jurisdiction relates to water quality utilizing information provided by the Basinwide Water Quality Plan. **Since the last adopted Southport CAMA Land Use Plan the NC-DENR (Department of Environmental and Natural Resources) has restructured the DWQ and DWR (Division of Water Resources). Due to this restructuring the new Basinwide Water Quality Plan date has been pushed back and also made more comprehensive.**

The Environmental Sciences Branch of DWQ collects a variety of biological, chemical, and physical data. Monitoring programs in the Cape Fear River Basin include: Benthic Macroinvertebrates, Fish Assessments, Aquatic Toxicity Monitoring, Lake Assessments Program, and Ambient Monitoring Systems. It should be noted that the results of the monitoring efforts are not intended to provide precise conclusions about pollutant budgets for specific watersheds. Since the assessment methodology is geared toward general conclusions, it is important not to manipulate the data to support policy decisions beyond the accuracy of the data.

Three primary methods of water quality testing were performed in subbasin 03-06-17. The methods utilized were Benthic Macroinvertebrate Monitoring and Ambient Monitoring System.

Benthic macroinvertebrates are organisms, primarily aquatic insect larvae, which live in and on the bottoms of rivers and streams. The use of macroinvertebrate data has proven to be a reliable water quality monitoring tool because most macroinvertebrates are immobile and sensitive to subtle changes

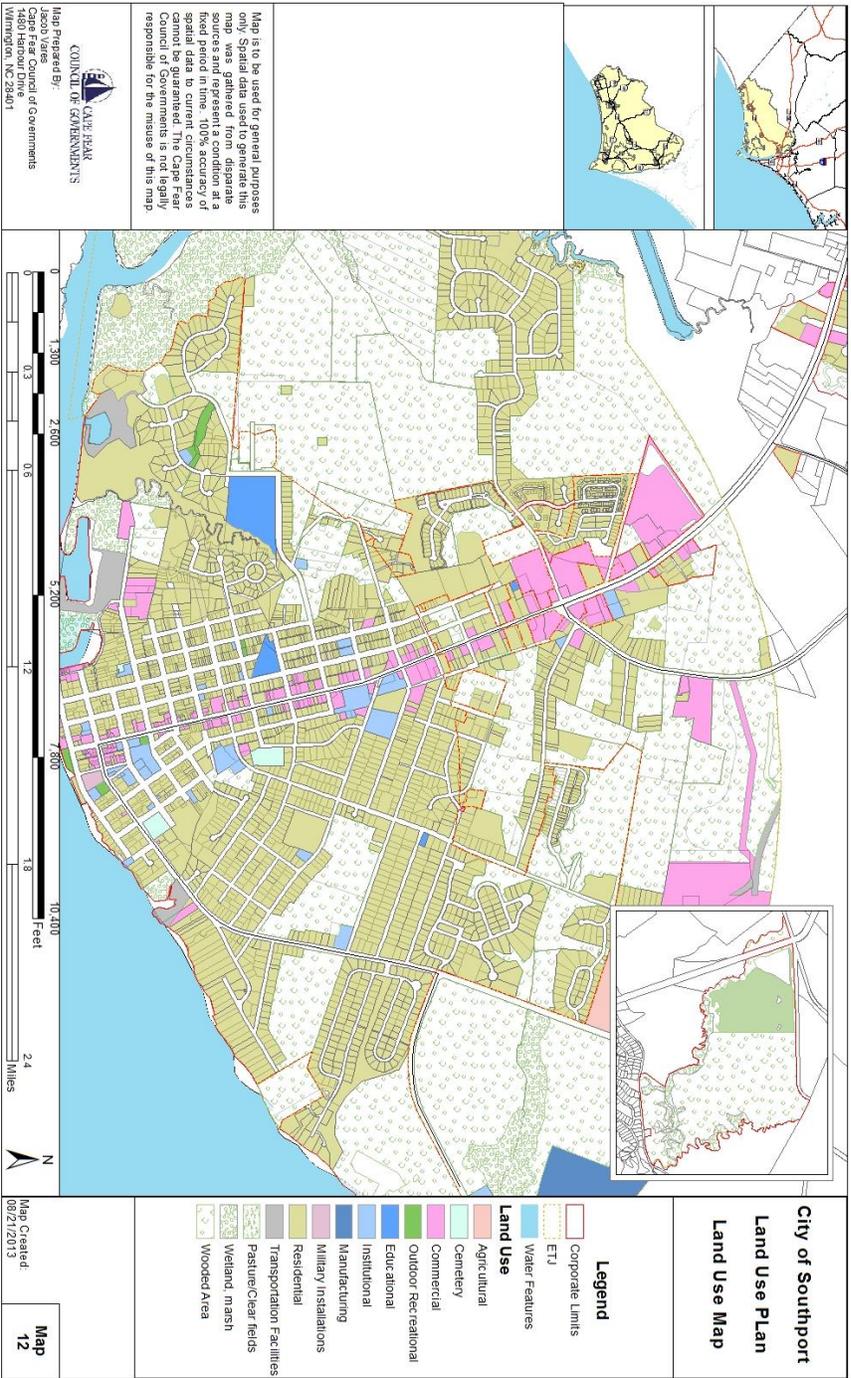
in water quality. Benthic communities also respond to, and show the effects of, a wide array of potential pollutant mixtures. Recent biological samplings were taken at 13 sites in subbasin 03-06-17. Seven of those sites were rated. Two sites were classified “Natural,” two sites were classified “Moderate,” and three were classified as “Good-Fair.” There were no sites classified “Fair” or “Poor.”

The Ambient Monitoring System (AMS) is a network of stream, lake, and estuarine water quality monitoring stations strategically located for the collection of physical and chemical water quality data (or parameters). Water quality parameters are arranged by freshwater or saltwater water body classification and corresponding water quality standards. Under this arrangement, waters are assigned minimum monthly parameters with additional parameters assigned to waters with classifications such as trout waters and water supplies. There are seven AMSs in subbasin 03-06-17. None of these stations are in Southport.

3. Existing land use

In 2001 the City’s Comprehensive Plan adopted an existing land use map. That Geographic Information Systems (GIS) data was used to create the past 2007 CAMA Land Use Plan existing land use map. In 2007, Brunswick County released a county-wide land use file that was used to create Map 10, the Land Use Map.

There are approximately 4,460 acres in Southport’s planning jurisdiction. The most significant land use is vacant land. It is important to keep in mind that the presence of 404 wetlands may prevent a significant portion of vacant land from being developed. Single-family residential is also a significant land use within the planning jurisdiction.



Map 12 Land Use Map

a. Corporate Limits Land Use

The two most predominant land uses within the corporate limits are vacant land and single-family residential properties. It is expected that single-family residences will continue to be the most significant land use for some time.

The majority of residential development is expected to occur on undeveloped lots in existing subdivisions or in new subdivisions. Most of Rivermist at Dutchman Village PUD is Class I according to the Environmental Composite Map with some Class II and Class III areas. The Class II and III areas are along Dutchman Creek and in wetland areas. The Cottages at Price's Creek PUD and Turtlewood Subdivision also have all three environmental classes represented; however, most of the land is rated Class II or III. The Class II and III areas are a combination of flood hazard areas, storm surge inundation areas, and wetlands. Cade's Cove PUD and Cottage Point Subdivision have Class II and III ratings only. These areas are along Cottage Creek and/or in wetland areas.

Commercial development makes is generally located along the Howe Street corridor, along Moore Street near its intersection with Howe Street, along Yacht Basin Drive, and along NC Highway 211. Commercial development is expected to be confined to these areas in the future. Based on the number of undeveloped parcels in these areas, most future commercial development will likely be redevelopment. The majority of the Howe Street corridor is rated Class I. The areas around the Yacht Basin are rated Class II and Class III.

*b. EXTRA
TERRITORIAL
JURISDICTION
Land Use*

The majority of land within the EXTRA TERRITORIAL JURISDICTION is also vacant. Industrial development and single-family residential properties makes up a significant part of the land use in the EXTRA TERRITORIAL JURISDICTION. A large portion of residences in the EXTRA TERRITORIAL JURISDICTION are located in the Smithville Woods subdivision. Another significant land use in the EXTRA TERRITORIAL JURISDICTION is transportation and utilities. Commercial development is expected to occur along Howe Street and NC Highway 211. There are a few areas of Class I but the majority of the land is Class II or Class III.

c. Projections of Future Land Needs

If past growth rate remains constant, the City of Southport should have enough residential land area to accommodate the projected population. The following table provides information on the number of occupied housing units. Future developments can grow Southport’s housing stock. The amount of owner occupied housing units greatly outnumber the renter occupied residential structures.

Table 36. Population in Occupied Housing Units

	Estimate	Margin of Error
Total	3,062	+/-20
Owner occupied:	2,190	+/-289
Moved in 2005 or later	279	+/-115
Moved in 2000 to 2004	599	+/-255
Moved in 1990 to 1999	699	+/-240
Moved in 1980 to 1989	131	+/-94
Moved in 1970 to 1979	169	+/-107
Moved in 1969 or earlier	313	+/-192
Renter occupied:	872	+/-291
Moved in 2005 or later	516	+/-269
Moved in 2000 to 2004	331	+/-170
Moved in 1990 to 1999	12	+/-19
Moved in 1980 to 1989	0	+/-127
Moved in 1970 to 1979	0	+/-127
Moved in 1969 or earlier	13	+/-19

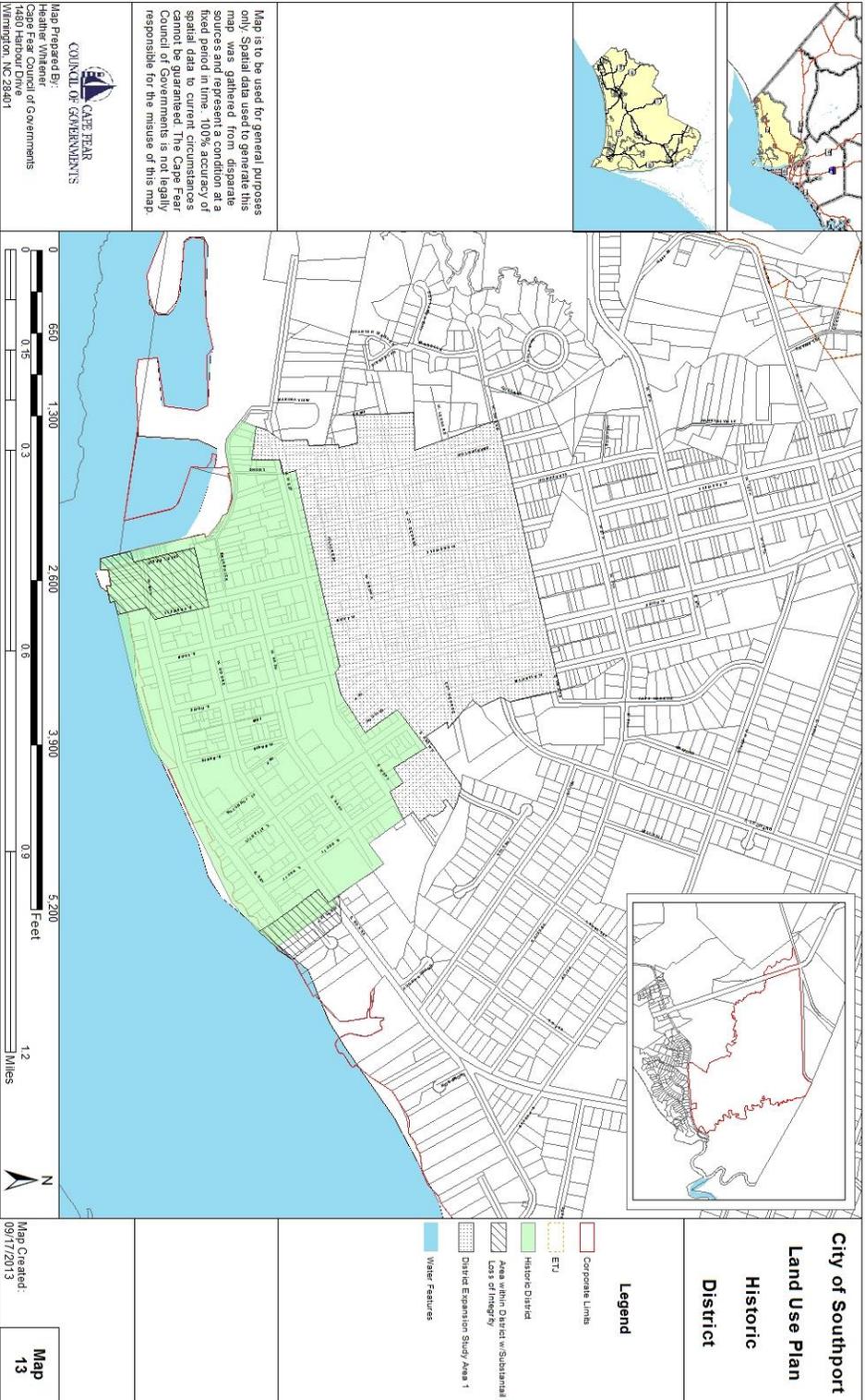
4. Historical and Archaeological Sites

Southport has many historically significant sites within the planning jurisdiction. An area bounded by West Street to the north, the Cape Fear River to the south, Kingsley Street to the east, and Yacht Basin Drive to the west was placed on the National Register in 1980 (see the Historical and Protected Areas Map). Buildings or properties that are individually outstanding, historically, and/or architecturally, and stand as a visual landmark in the community are considered “Pivotal” by the North Carolina Department of Cultural Resources. Following the map is a list of buildings or structures within the Historic District that have been identified as “Pivotal”:

- St. Philips Episcopal Church (Moore Street)
- T.M. Thompson House (Bay Street)
- River Pilots Tower and Building (Bay Street)

- Walker-Pike House (Bay Street)
- Fort Johnston Hospital (Bay Street)
- Masonic Lodge (Nash Street)
- Trinity Methodist Church (Nash Street)
- A.E. Stevens House (Atlantic Avenue)
- Old Brunswick County Courthouse (Moore Street)
- Old Brunswick Inn - Arrington House (Atlantic Avenue and Bay Street)
- Adkins-Ruark House (corner Nash and Lord Streets)
- Fort Johnston Officers Quarters (Bay Street)

Fort Johnston and the Old Brunswick County Courthouse are listed separately from the above list in the National Register. In addition to the historically significant structures, the waterfront area contains many uncatalogued historic and possible archaeologically significant sites. In 2009, a study of all historic places in Brunswick County was executed by the County's Planning and Community Development Department. The report suggested that Southport consider the historical significance in buildings in other parts of city. In general, it recommended that the city review the significance of younger parts of city, including sections historically occupied by minority residents. It also highlights various approaches that can be pursued in order to encourage and preserve historic sites and zones. More information about the survey can be found on the Brunswick County website.



Map 13 Historic District

D. Analysis of existing community facilities/services

The Community Facilities Map provides the locations of Southport's community facilities.

1. Transportation

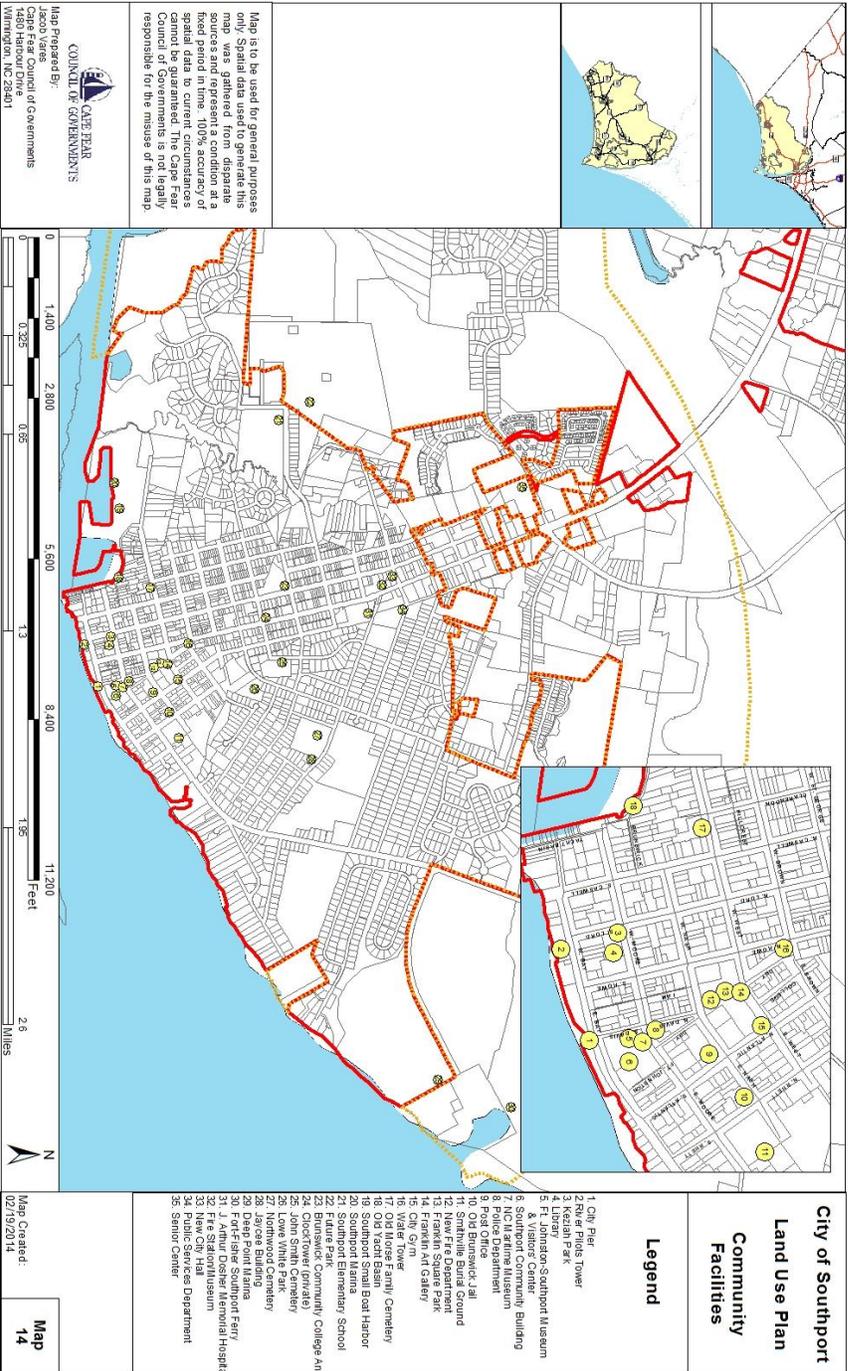
NC Highways 87, 133, and 211 are the major routes connecting to Southport. The City is served by several other collector and local access streets that are important to the area. Ferries also provide transportation to and from Southport. The Fort Fisher Ferry is a state-operated ferry located on the east side of Southport off NC Highway 211. **The Bald Head Island Ferry is a privately-operated ferry located adjacent to the Fort Fischer Ferry to the southwest, at the Deep Point Marina Facility off NC Highway 211.**

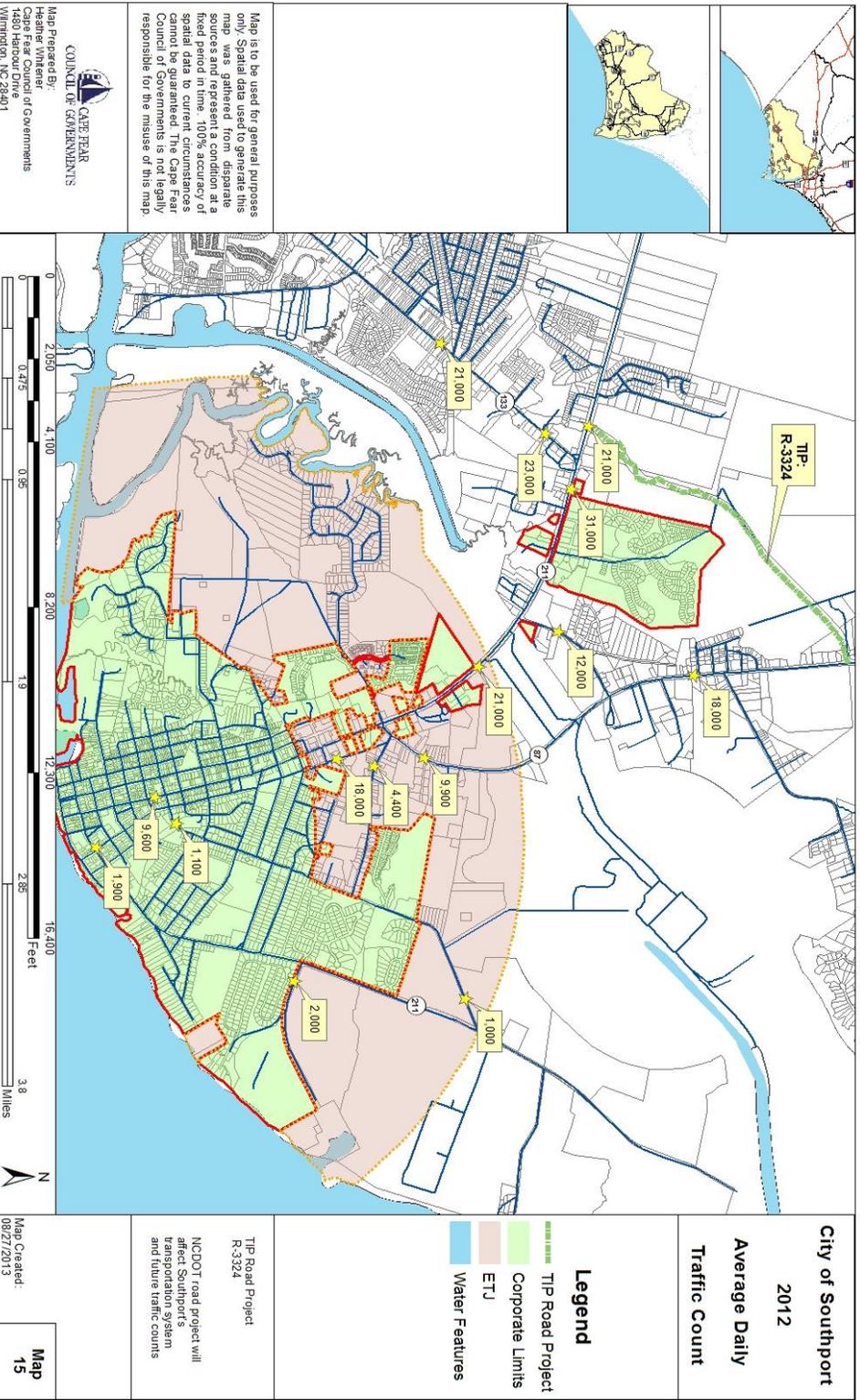
According to the North Carolina Department of Transportation, there are approximately 37 miles of roadway located within Southport's planning jurisdiction. NCDOT (2012) data reports that the annual average daily traffic counts (AADT) have increased as much as 20% in certain areas since 2003. **The AADT numbers show a general increase around the City, and it can certainly be read to indicate just that. That being said, there are a few anomalies in the data. For one, there was an unusually low count on E. Moore Street of 290 in the 2003 data, which has increased immensely to 1,900. Deep Point Marina is the likely cause for the increased traffic count figures. There was also a 25% decrease on NC 211 outside of Southport, but there is a number of potential reasons for that, including the addition of the bridge at Middleton Road syphoning traffic from NC 87 to Midway Road.**

TIP project R-3324, a two lane connector road on a new location from NC Highway 211 to NC Highway 87/133 at State Road 1525. This estimated 22 million dollar project is currently underway with an anticipated completion date of November 2015. **The approximate location of the project is depicted on the Daily Traffic Count map.**

City leaders have been in negotiation with NCDOT officials and private property owners regarding a possible new connector road between State Road 1527 (East Leonard Street) and NC Highway 87 (River Road). The project has been announced and this roadway would provide the City with a much needed additional outlet should an expedited evacuation be necessary in the event of a natural disaster. The City will continue to collaborate with NCDOT and private property interests regarding the near term planning, design and construction of this critical connector roadway.

In March 2014, the City of Southport and the NC Department of Transportation mutually adopted the City of Southport Comprehensive Pedestrian Transportation Plan. Both the City and NCDOT will use this document in the future to facilitate plan recommendations and explore other opportunities to develop and/or improve both stand-alone pedestrian facilities as well as possible multi-modal projects that enhance pedestrian accessibility within the community.





2. Health Care

J. Arthur Doshier Memorial Hospital, founded in 1930, provides comprehensive medical care to residents of Southport and the Smithville Township area. The hospital is supported by the Smithville Township taxpayers and is managed by a seven-member elected Board of Trustees. Doshier Memorial Hospital is accredited by the Joint Commission on Accreditation of Healthcare Organizations. The Laboratory and Cardiopulmonary Services are accredited by the College of American Pathologists. The Diagnostic Imaging Department is fully accredited by the American College of Radiology and has been certified in Mammography by the Food and Drug Administration. The hospital is licensed for 36 acute care beds (staffed for 25 beds as a Critical Access Hospital) and 64 nursing center beds. Doshier has a staff of 350, a medical staff of nearly 50 physicians, and is supported by more than 200 hospital volunteers.

Last year the hospital served about 13,800 patients in the Emergency Department, over 1,750 outpatients in the OR, 400 inpatients in the OR, 96,800 outpatients in Lab Services, 21,000 inpatients in Lab Services, 2,800 outpatients in Cardiopulmonary, 4,800 inpatients in Cardiopulmonary, 24,800 outpatients in Diagnostic Imaging, and 1,900 inpatients in Diagnostic Imaging. The following are the services provided by Doshier Hospital:

- 24-Hour Emergency Department
- Inpatient and Outpatient Surgical Services and Procedures
- Diagnostic Imaging
- Laboratory Services
- Cardiac Rehabilitation
- Physical Therapy
- Occupational Therapy
- Speech Therapy
- Lymphedema Management
- Cardiopulmonary Services and Respiratory Care
- Wound Care
- Social Services
- Doshier Nursing Center (Skilled Nursing Facility)
- Sleep Disorder Laboratory
- Doshier Medical Plaza (Lab, MRI, DEXXA, Digital Mammography and Specialists)
- Doshier Medical Associates (Hospital-Based Primary Care Facility)
- Doshier Medical-Oak Island (Rural Health Clinic)

As our community continues to grow, so does the need for primary care physicians, especially those who accept patients with Medicare or Medicaid coverage. To help meet this growing healthcare need, Doshier Hospital has established Doshier Medical Associates, located in the medical office park behind the hospital, and Doshier Medical-Oak Island, a medical clinic to provide care for families in Oak Island and the surrounding area.

An important general trend in planning documents is to integrate health issues into these decision making guidance documents. The aging population is the fastest growing demographic and city's need to plan to prepare to meet the needs of this rising population. A multigenerational planning approach ensures that the needs of all residents are met and the older members of the community are not at risk of social isolation, poverty, declining health, and poor economic well-being. Aging with a high quality of life in your community can be challenging to deliver. Policies and programs should support a fair selection of

affordable housing for the elderly. Locating services and transportation options for older adults can enhance the safety and general welfare of those in need of special care. Because mobility limitations may increase with age, it is important to promote well-connected neighborhoods with access to critical facilities. Incorporating opportunities and services for older adults in all aspects of economic, land-use, transportation, and zoning will allow for older adults to engage more fully in community and economic activities and also reduce the individual and societal cost of institutionalization.

3. Law Enforcement

The Southport Police Department is located on the first floor of the City Hall Building at 201 East Moore Street. The department's full-time staff is made up of a chief, one lieutenant, two sergeants, one corporal, three patrolmen, and a records clerk. The city also has six auxiliary officers and one K-9. The department responds to approximately 600 calls per month and maintains its own Records Management System. Response calls are received through the Brunswick County 911 Call Center. The following equipment is available for use by the department:

2 - 2011 Dodge Charger

2 - 2010 Dodge Charger

3 - 2010 Crown Victoria

2 - 2003 Crown Victoria

4. Fire and Rescue Services

Southport provides fire and rescue services through volunteer departments. The fire department serves the majority of the area with the county providing service to a few houses along NC 133. The response area for the rescue squad extends from the Intracoastal Waterway in Southport along NC 133 to Orton Plantation. To the west, the response area follows NC 211 to Midway Road (SR 1500); and covers NC 133 between NC 211 and Oak Island, down to Fish Factory Road. Maximum response time for either department is 10 minutes. The Southport Fire Department has an ISO/PCC (*Insurance Services Office, Public Protection*) rating of four and the Southport rural district is a 4/90. The ratings are updated every 5-7 years by the NC Office of State Fire Marshall Department of Insurance.

The fire department has an average of 8 to 10 volunteers available during the day and about 32 volunteers available at night. The Sunny Point Military Terminal Fire Department and the Oak Island Volunteer Fire Department provide backup support for the fire department. The Sunny Point Military Terminal Department and the Brunswick County EMS provide backup support for the Rescue Squad. The rescue squad has approximately 31 members and maintains a two-member response crew when possible. The rescue squad is located on Nash Street across from **the old City hall, now the police department**, and the fire department is located at 1011 N. Howe Street. Calls for the department are dispatched through the Brunswick County 911 Call Center. The fire department responds to approximately 40 calls per month and the rescue squad responds to approximately 115 calls per month. The following equipment is utilized by the fire and rescue departments:

Fire Department

- 2013 Ford F450 Brush Truck – gas
- 2012 Rosenbauer Ladder Truck – diesel
- 2007 Spartan Pumper – diesel
- 2004 Spartan equipment truck – diesel
- 2000 Spartan E-1 Pumper – diesel
- 1995 E-1 Pumper – diesel
- 1992 IHC 4900 Crash Truck – diesel
- 1986 Ford 8000 Ladder Truck – diesel
- 1981 Ford E-350 Van – gas
- 1973 Ford 8000 Pumper – diesel

Rescue Squad

- 2012 GMC 4500 Ambulance*
- 2002 E-450 Super Duty Ambulance – diesel
- 1999 Chevy 2500 4x4 Suburban – gas
- 1990 Ford Ambulance – diesel

* A second 2012 GMC 4500 Ambulance is on order and scheduled to arrive in February

5. Administration

The City of Southport is governed by a Mayor and Board of Alderman, who employ a City Manager to oversee operations. Southport operates under a council-manager form of government. The City has 41 full-time employees and 20 part-time employees. The following provides a summary of governmental departments and the number of employees in each.

Department	Full-time	Part-time
Administration	2	1
Buildings and Grounds	1	0
Finance	5	
Police	11	6
Code Enforcement	3	1
Garage	2	
Streets and Cemetery	2	3
Parks and Recreation	4	6
Tourism	2	
Electric	3	
Water and sewer	5	
Community Building	1	3
Total	41	20

Source: City of Southport

6. Water system

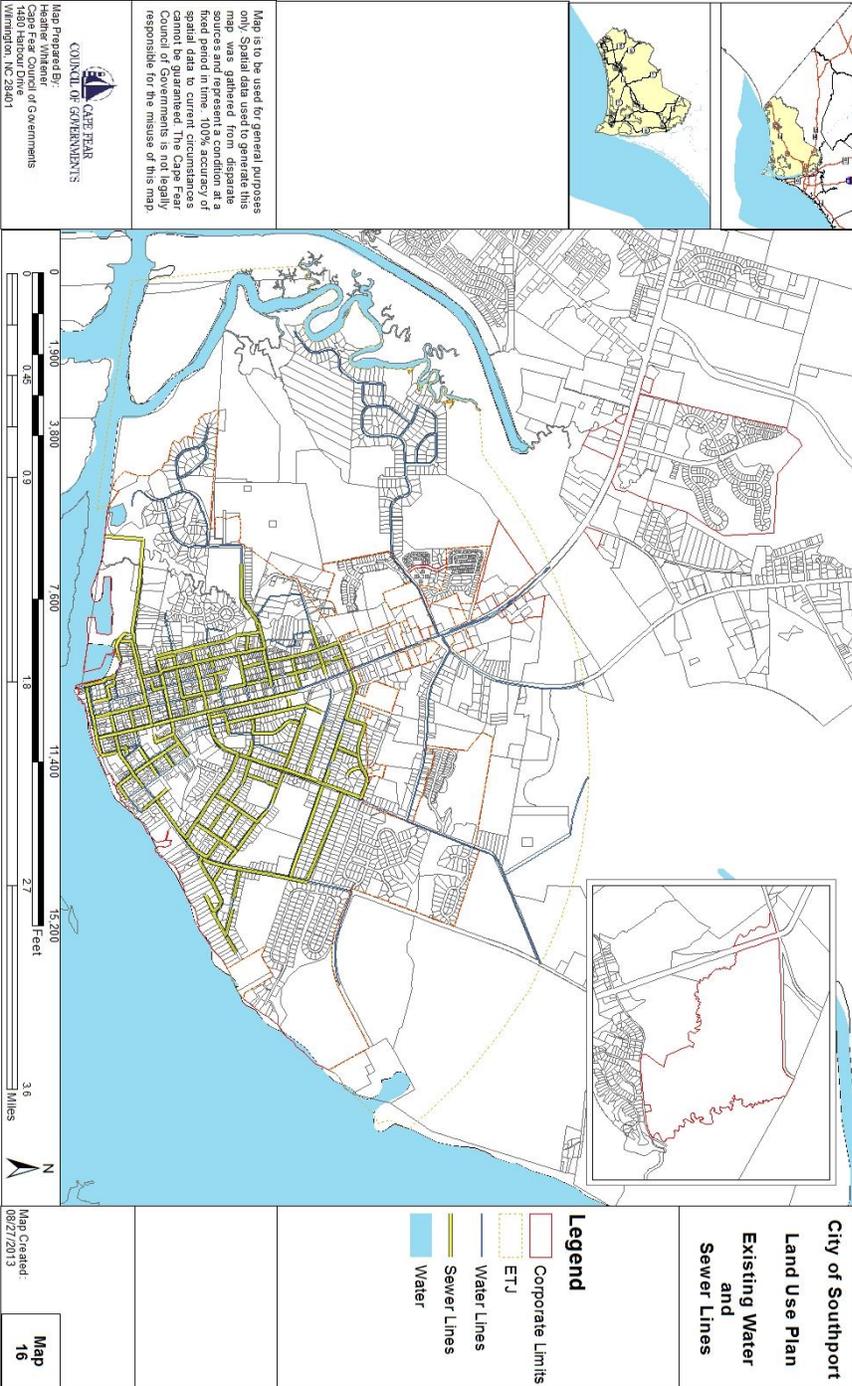
In 2008 the City decommissioned its existing water supply wells and began purchasing all potable water from Brunswick County; the City continues to maintain and operate its distribution system which consists of three interconnection points with the Brunswick County system as well as 150,000 gallon elevated water tank. In addition, in 2004, the City partnered financially with Brunswick County to allow for the construction of a one million gallon elevated water tank to help overcome system pressure and fire protection inadequacies. This tank went on line in early 2008 and is located on County property located on the northeast side of the intersection of NC Highways 211 and 87. The city distribution system presently serves approximately 2800 total customers and consists of 2, 4, 6 and 8 inch distribution mains. The current partnership with Brunswick County to supply the City's potable water needs is anticipated to continue into the foreseeable future as new, cost effective measures that could move the City back into a water supplier posture are extremely limited.

7. Sewer system

In 2011, the City decommissioned the existing two trains of its WWTP facilities located at the terminus of West Street (State Road 1194). This action was able to be taken as a result of a partnership agreement negotiated between the City and Brunswick County whereby the City became a member of the Brunswick County Regional Wastewater partnership. The City continues to maintain its collection system lines and lift stations with the exception of two relatively large stations that the County has agreed to lease and maintain in order to better accommodate their expanding system. Current City wastewater flows average 330,000 GPD and its collection system serves slightly over 2100 wastewater customers. The current wastewater treatment arrangement with the County is expected to continue into the foreseeable future as opportunities that might allow the City to recommence wastewater treatment operations appear limited and cost prohibitive and the State regulatory environment has shifted over time in preference of the regional approach.

8. Solid Waste

The City has a contract with Waste Industries for the removal of household garbage, yard waste, and recyclables. Pick-up is once a week except for recyclables which are picked up bi-weekly on garbage day. White goods (appliances), brown goods (furniture), and commercial solid waste collection can also be removed by Waste Industries on a call-in basis.



Map 16: Existing Water and Sewer Line Distribution

9. Schools

Southport is served by the Brunswick County School System. Southport Elementary School, the only public school facility within Southport, serves grades K-5. The school is located at 701 West 9th Street. Southport students in grades 6-8 attend South Brunswick Middle School and students in grades 9-12 attend South Brunswick High School. Both the Middle and High schools are in nearby Boiling Spring Lakes. Table 37 provides a summary of the schools that serve Southport's school age children.

Table 37. Schools Serving Southport School Age Children

School	Enrollment	Capacity	Teachers	Recreational Facilities
Southport Elementary School Grades K-5	720	725	40	Playground, gym
South Brunswick Middle School Grades 6-8	751	789	47	Gym, soccer field, baseball/softball field, fitness walk
South Brunswick High School Grades 9-12	1,063	1,075	77	Gym, auxiliary gym, track, football field, baseball/softball fields, tennis courts

Source: Brunswick County Schools, 2010-11

In addition to these schools, students have two other options for high school. First is Brunswick County Academy, which is a school for students with alternative learning needs, and offers a unique environment. Early College High School is located at Brunswick Community College, and is oriented to get students a high school diploma and associates degree in five years.

Higher education is offered in Southport at a Brunswick Community College (BCC) annex facility. The community college offers a variety of continuing education classes including: Art, Southport-Brunswick County History, Computer, Basic Law Enforcement, Calligraphy, and Sign Language. Residents are also in close proximity to the BCC main campus where one can earn an Associate Degrees in Applied Science or a technical certificate. The University of North Carolina at Wilmington (UNCW) is also within commuting distance to Southport residents and is a major four-year university which is part of the University of North Carolina system.

10. Recreation

The City of Southport maintains five parks. Waterfront Park, located on Bay Street between Howe and Davis Streets is a one acre park overlooking the Cape Fear River. The park has a public fishing pier, shelters, benches, picnic tables, water fountains, swings, lights, and walkways. Lowe-White Memorial Park, located at the corner of Leonard Street and Willis Drive, was totally renovated in 2010 with partial funding assistance through a PARTF grant. The Park site is approximately seven acres; amenities include two tennis courts, a playground, walking trail, picnic area, overlook structure, ½ outdoor

basketball court and restrooms. Franklin Square Park is located off Howe Street between Nash and West Streets. This one acre park has a large gazebo and stage, a small playground, park benches and picnic tables. Keziah Park is located on the corner of Moore and Lord Streets. This ¼ acre park is best known for its Indian Trail Tree and is used for picnicking and passive activities. Alvin C. Caviness Park is located on Owens Street between Clarendon Street and Caswell Avenue. The ¾ acre park has one full and one half-court basketball facilities, picnicking facilities include benches and tables with a covered shelter, children's playground equipment and restrooms. Due to a change in ownership, the City lost its lease on the former Stevens Park located across from the Southport Elementary School off W. 9th Street. This was the largest Park facility in Southport (the property is actually located in the City's EXTRA TERRITORIAL JURISDICTION) and provided two lighted Little League fields with press boxes, one t-ball field, one football field, concession stands, maintenance buildings, a nature trail, archery range and other amenities. The Park was ultimately razed by the purchaser in anticipation of residential development plans but these plans were never realized. Fortunately, the City was able to negotiate with the landowner to acquire approximately seven acres for potential re-development of the Park in the future. The surrounding property has recently changed hands again and the City has commenced a dialogue with the current owners regarding its plans for the site.

11. Electric service

The City of Southport owns its own electrical distribution system. Brunswick Electric Membership Corporation is under contract with the city for operation and maintenance of the distribution system. Service is provided to all areas within the planning jurisdiction. In October, 2013, the City's electrical system had 2,055 household subscribers, 565 commercial subscribers, and 26 demand account subscribers; these demand account subscribers represent large commercial or institutional sites such as Tidewater Plaza shopping center, Doshier Hospital and Southport Elementary School. The City purchases electricity through the North Carolina Eastern Municipal Power Agency (NCEMPA), who in turn purchases it from Duke Progress Energy.

12. Stormwater Management

a. Introduction

Stormwater is generated by runoff from land and impervious areas such as paved streets, parking lots, and building rooftops during rainfall and snow events. These surfaces often contain pollutants in quantities that can adversely affect water quality and create flooding problems. When roads, parking lots, sidewalks, homes, and offices replace the natural and permeable landscape, rainfall that would once soak into vegetated ground is now stormwater runoff. One of the effects of increased runoff is that stormwater reaches streams and other water bodies because there is less opportunity for it to infiltrate the ground. Velocities in streams increase causing more erosion potential and base flow is lower during dry weather because of a lack of infiltration.

b. Existing Drainage Problems

The City of Southport experiences occasional flooding due to runoff from heavy rains. Flooding also occurs as a result of hurricanes and nor'easters. There were previously problems with choke points in the City, which have been addressed by the public works department. Management of stormwater runoff is an important issue in Southport. This is evidenced by the development of the Southport Stormwater Discharge Control Ordinance and the Stormwater Technical Manual. As urban development continues in Southport's planning jurisdiction, so will the construction of impervious and semi-permeable surfaces and the potential for surficial water contamination.

c. Water Quality Problems

Stormwater runoff is a significant problem with respect to water quality. The major cause of any impaired waters is fecal coliform bacteria. The possible sources include marinas, non-point source pollution and urban runoff.

d. EPA Regulations

The Environmental Protection Agency (EPA) has begun implementation of Phase II of the Stormwater Management Plan. Brunswick County has been named to comply with Phase II rules and it was expected that Southport would eventually be named.

e. Construction Activities

Stormwater runoff from construction activities can have a significant impact on water quality, contributing sediment and other pollutants exposed at construction sites. The NPDES Stormwater Program requires operators of both large and small construction sites to obtain authorization to discharge stormwater under a NPDES construction stormwater permit. In 1990, the Phase I Stormwater Management Program regulations addressed large construction operations that disturbed five (5) or more acres of land. The NPDES program also addresses small construction activities – those that disturb less than five (5) acres of land – which were included in the Phase II final rule. Construction activities that disturb over one (1) acre of land are required to develop and implement a stormwater pollution prevention plan specifically designed for the construction site. The development implementations of the plan follow the basic phases listed below:

1. Site Planning and Design Development Phase
2. Assessment Phase
3. Control Selection/Design Phase
4. Certification/Verification/Approval Phase
5. Implementation/Construction Phase
6. Final Stabilization

f. North Carolina Shoreline Buffering

In August of 2000, the State of North Carolina developed a 30 foot buffering rule for all new development in the twenty coastal counties governed by the Coastal Area Management Act (CAMA). This rule applies to all navigable waters, excluding the ocean, which has previously established setback requirements. The development of this buffer does not restrict the construction of water dependent structures, such as docks and boat ramps. The benefits of the buffering include the following:

1. Flood Control – by reducing the velocity and providing a collection area for stormwater runoff and precipitation. Buffers encourage water infiltration into the ground, rather than flooding low-lying areas.
2. Groundwater Recharge – buffers are also beneficial to recharging the ground water supply and promoting ground water flow.
3. Soil Erosion Prevention – vegetated buffers stabilize the soil and reduce sedimentation.

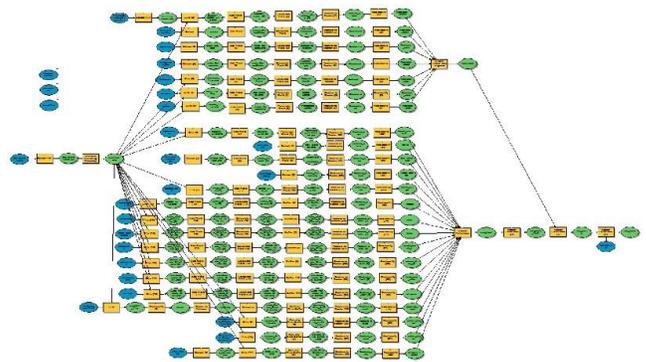
Conservation of Coastal Riparian Wildlife Habitats – these natural areas provide breeding, nesting, and habitat, and protect wildlife from predication. Vegetated buffers help increase the diversity of wildlife while providing site for foraging and corridors for dispersal.

E. Land Suitability Analysis

A Land Suitability Analysis is a mandatory component of all local CAMA land use plans. The analysis is a Geographic Information Systems (GIS) based process that determines the area's land that is suitable for development. Geospatial data layers are referenced to each other in an effort to determine what portions of a land mass appear to be the most favorable sites for a specific land use. **The analysis provides the local planning team with information on the apparent best and least suited areas for development in order to guide the formulation of policies.** Several factors are considered during the analysis, including the natural system constraints, compatibility with existing land uses and development patterns, existing land use policies, and the availability of community facilities. The primary output of the analysis is the Land Suitability Map. The map shows the relative suitability of land in a planning area for urban-type development. **The supply of land and its suitability rating is depicted in the Land Suitability Map. The supply of land in the analysis primarily refers to actual undeveloped land which may experience future development, but all land in the planning jurisdiction was evaluated whether developed or undeveloped. As a result of the overall analysis process, the undeveloped land was rated based on the degree to which it was suitable for future development.**

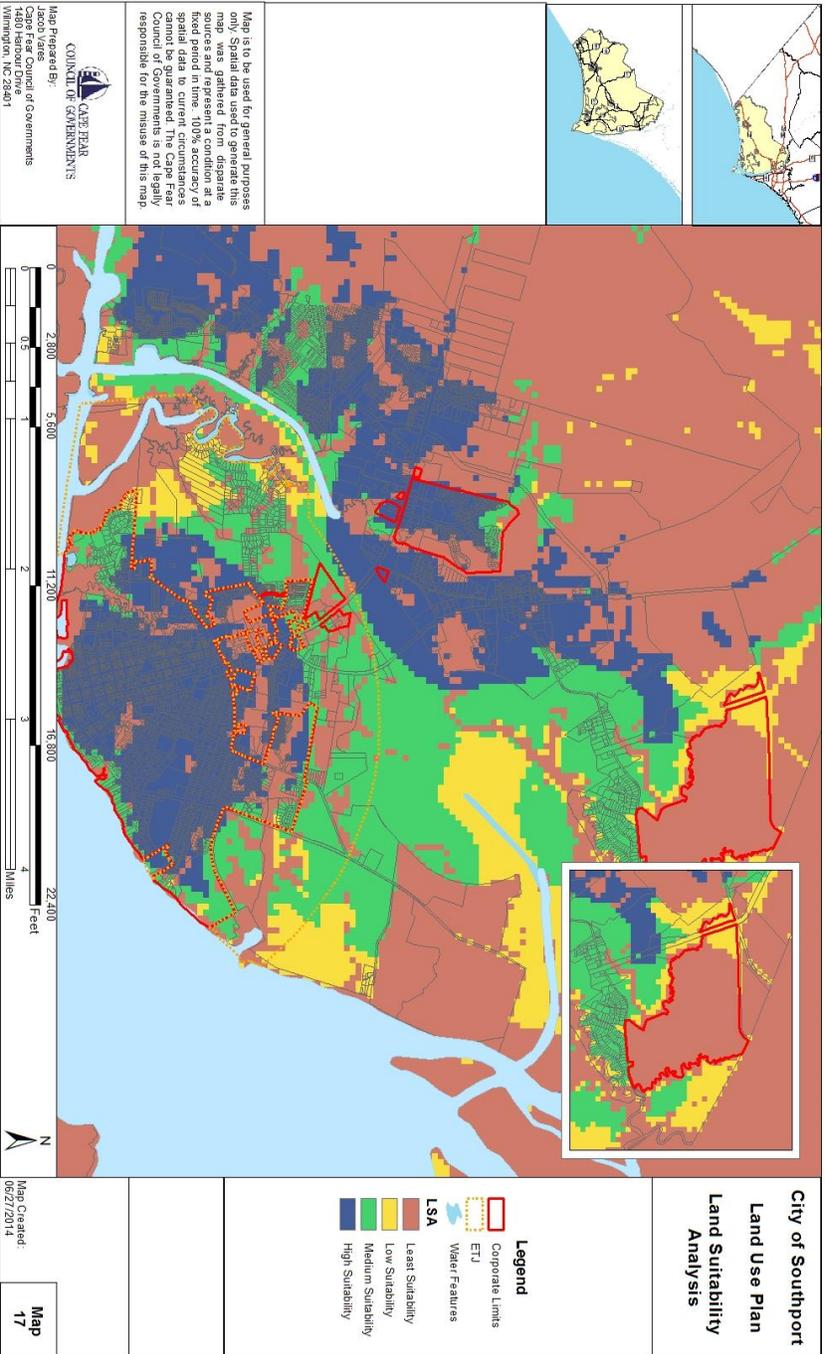
A thorough analysis of all impediments to development, as well as existing community facilities, was completed in the preceding sections of this plan. All of these variables are factored into the suitability for development for properties in Southport. **The rating system for the analysis is based on the Division of Coastal Management's recommended weights for each factor. The suitability ratings for undeveloped fall into one of four categories ranging from Least Suitable for Development, Low Suitability, Medium Suitability, and Highly Suited for Development. The suitability rating is based on several 'factors' that may exist on or near the undeveloped land which would affect its overall suitability. For example, consider an acre of undeveloped land which has access to water and sewer infrastructure (a positive 'factor' for development suitability), but also has a wetland area present (a negative 'factor' for development**

suitability), therefore the overall rating of this land would probably be medium suitability. This example was a simplification however, and each acre of undeveloped land was evaluated based on a number of 'factors' in addition to the 'factors' of access to water and sewer, or presence of a wetland. In order to better understand the Land Suitability Analysis GIS model; the adjacent image is available so one can see its complexity and size. The process utilized ArcView GIS software with the Spatial Analyst extension along with a variety of data layers listed above. Several layers were provided by the North Carolina Center for Geographic Information and Analysis (NCCGIA), water and sewer data and existing land use data were obtained from Brunswick County.



The land suitability analysis methodology involves the application of certain criteria to the landscape of Southport in order to assess where land is most and least suitable for development of structures and infrastructure. There are eight steps to completing the analysis.

1. Define criteria for the analysis – The criteria utilized for the LSA were based on CAMA guidelines and modified according to available GIS data sets. The criteria for land suitability are listed in Table 39 and were given a rating of high, medium, low, and least suitable for each one-acre portion of land analyzed.
2. Define data needed – The GIS data used for the LSA was compiled from several sources. The majority of the data was provided by the North Carolina Center for Geographic Information & Analysis. Some of the data used was obtained from the City of Southport. All data used in this process are listed on pages 84-85.
3. Determine what GIS analysis operations should be performed – This step involved determining what GIS operations would be required to effectively execute the overlay analysis.
4. Prepare the data – All of the datasets defined in step 2 were prepared to be run through the model.
5. Create a model – This step involved the actual construction of the LSA computer model.
6. Run the model – The GIS data is run through the developed LSA model.
7. Analyze results – The LSA map, as depicted in Map 16, is the output of the model. The results of the model are analyzed to determine if the model needs to be revised.
8. Refine model as needed – If needed, modifications are made to the model and the process starts again from step 6 until satisfactory results are reached.



All of these steps have been completed and the end product is displayed on Map 16, City of Southport Land Suitability Map. The criteria utilized in the LSA are listed below, along with the GIS data set associated with each criterion (the bold type indicates which GIS layer is a function of each criterion).

- ✚ Land within **Beneficial Non-Coastal Wetlands** has low suitability.
- ✚ Land within **Storm Surge Areas** has low suitability.
- ✚ Land with **Severe Septic Limitations** (based on soils data) has low suitability; moderate limitations has moderate suitability; slight limitations has high development suitability.
- ✚ Land within 100-year **Flood Zones** has low development suitability.
- ✚ Land within **HQW/ORW Watersheds** has low suitability.
- ✚ Land within **Water Supply Watersheds** has low suitability.
- ✚ Land within 500 feet of a **Significant Natural Heritage Area** has low suitability.
- ✚ Land within 500 feet of a **Hazardous Substance Disposal Site** has low suitability.
- ✚ Land within 500 feet of an **NPDES Site** has low suitability.
- ✚ Land within 500 feet of a **Wastewater Treatment Plant** has low suitability.
- ✚ Land within 500 feet of a **Municipal Sewage Discharge Point** has low suitability.
- ✚ Land within 500 feet of a **Land Application Site** has low suitability.
- ✚ Land within a half-mile of **Primary Roads** has high suitability; within a half-mile to a mile has moderate suitability; areas greater than one mile outside of primary roads have low suitability.
- ✚ Land within a half-mile of **Developed Land** has high suitability; areas within a half-mile to a mile have moderate suitability; areas further than one mile away from developed land have low suitability.
- ✚ Land within a quarter-mile of **Water Pipes** has high suitability; areas within a quarter-mile to a half-mile of water pipes have moderate suitability; areas further than a half-mile away from water pipes have low suitability.
- ✚ Land within a quarter-mile of **Sewer Pipes** has high suitability; areas within a quarter-mile to a half-mile of sewer pipes have moderate suitability; areas further than a half-mile away from water pipes have low suitability.
- ✚ Land within **Coastal Wetlands** is LEAST suitable.
- ✚ Land within **Exceptional and Substantial Non-Coastal Wetlands** is LEAST suitable.
- ✚ Land within **Protected Lands** is LEAST suitable.
- ✚ Land within **Estuarine Waters** is LEAST suitable.

The below tables display an account of what land suitability acreages lie within differing portions of Southport.

Table 38. Southport Corporate Limits LSA Acreage

Suitability	Acreage	% of Total
Least Suitability	803	34%
Low Suitability	NA	NA
Moderate Suitability	260	11%
High Suitability	1,315	55%
Total	2,378	100.0%

Source: Cape Fear Council of Governments; North Carolina Center for Geographic Information and Analysis

Table 39. Southport EXTRA TERRITORIAL JURISDICTION LSA Acreage

Suitability	Acreage	% of Total
Least Suitability	858	40.90%
Low Suitability	10	0.47%
Moderate Suitability	679	32.34%
High Suitability	552	26.29%
Total	2,099	100.0%

Source: Cape Fear Council of Governments; North Carolina Center for Geographic Information and Analysis

Table 40. Southport Total LSA Acreage

Suitability	Acreage	% of Total
Least Suitability	1,661	37.1%
Low Suitability	10	0.22%
Moderate Suitability	939	20.98%
High Suitability	1,867	41.70%
Total	4,477	100.0%

Source: Cape Fear Council of Governments; North Carolina Center for Geographic Information and Analysis

Due to the fact that the Land Suitability Analysis has to be done at a level of great detail; raster calculations have to be performed in the GIS software. Because of this; sometimes a suitability overlap by the city boundary and EXTRA TERRITORIAL JURISDICTION can occur. It also means that the GIS raster cells can lay slightly over the city and EXTRA TERRITORIAL JURISDICTION boundary line into the County, so a small portion of a cell can lay outside that line and is included in the acreage calculations. This overlap means that the suitability acreage can be covered twice when the acreage calculations are being made and are thus slightly higher.

According to the Land Suitability Analysis; land in Southport is fairly suitable for development. 55 percent of the corporate limits was determined to be highly suitable for development and 32.34 percent of the EXTRA TERRITORIAL JURISDICTION was determined to be moderately suitable for development. The areas having been determined least suitable for development are those areas designated as estuarine waters, protected lands, and wetland areas.

F. Current Plans, Policies and Regulations

The City of Southport currently operates under the authority of a Mayor-Aldermen-Manager form of government. There are six (6) members on the Southport Board of Aldermen. The city employs a full-time Building Inspector/Code Enforcement Officer who oversees all development-related issues within the planning jurisdiction. The city has an active nine (9) member Planning Board that reviews and comments on all proposed developments and a nine (9) member Board of Adjustment that reviews variance requests. The following provides a summary of the City's land use-related codes and ordinances:

1. Unified Development Ordinance (UDO)

Land development within Southport is regulated by the Unified Development Ordinance (UDO). The UDO was adopted by the Board of Alderman on June 10, 2004. The ordinance is a comprehensive approach to land development.

a. Zoning

The official zoning map, twelve zoning districts, and one overlay district are established for the corporate limits and the extraterritorial jurisdiction. Specific requirements are set forth regarding permitted uses in each district as well as the minimum lot sizes, yard setbacks, and building heights.

The Zoning Classification map and the subsequent table provide the location and acreage figures of all zoning districts within Southport's planning jurisdiction. The two largest zoning districts within Southport's planning jurisdiction are R-10 and R-20. These two districts account for 37.28% of Southport's total jurisdiction. Fifty percent (50.3%) of Southport is zoned residential, 12.8% is zoned commercial, 13.2% is zoned industrial, 9.9% is zoned open space, and 13.8% of the jurisdiction is in a Planned Unit Development (PUD).

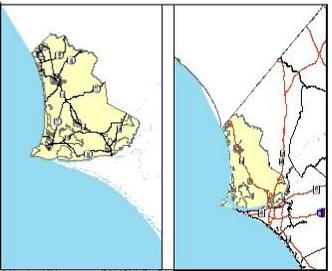
Table 41. City of Southport – Zoning

Districts	Acres	% of Total
Residential		
R-10	763.37	18.65%
R-20	762.56	18.63%
MH	30.03	0.73%
MF	93.34	2.28%

Commercial		
CBD	9	0.22%
HC	210.29	5.14%
BD	234.07	5.72%
Industrial		
HI	19.86	0.49%
Li	458.47	11.20%
Open Space	532.29	13.00%
PUD	477.6	11.67%

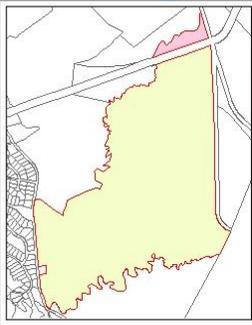
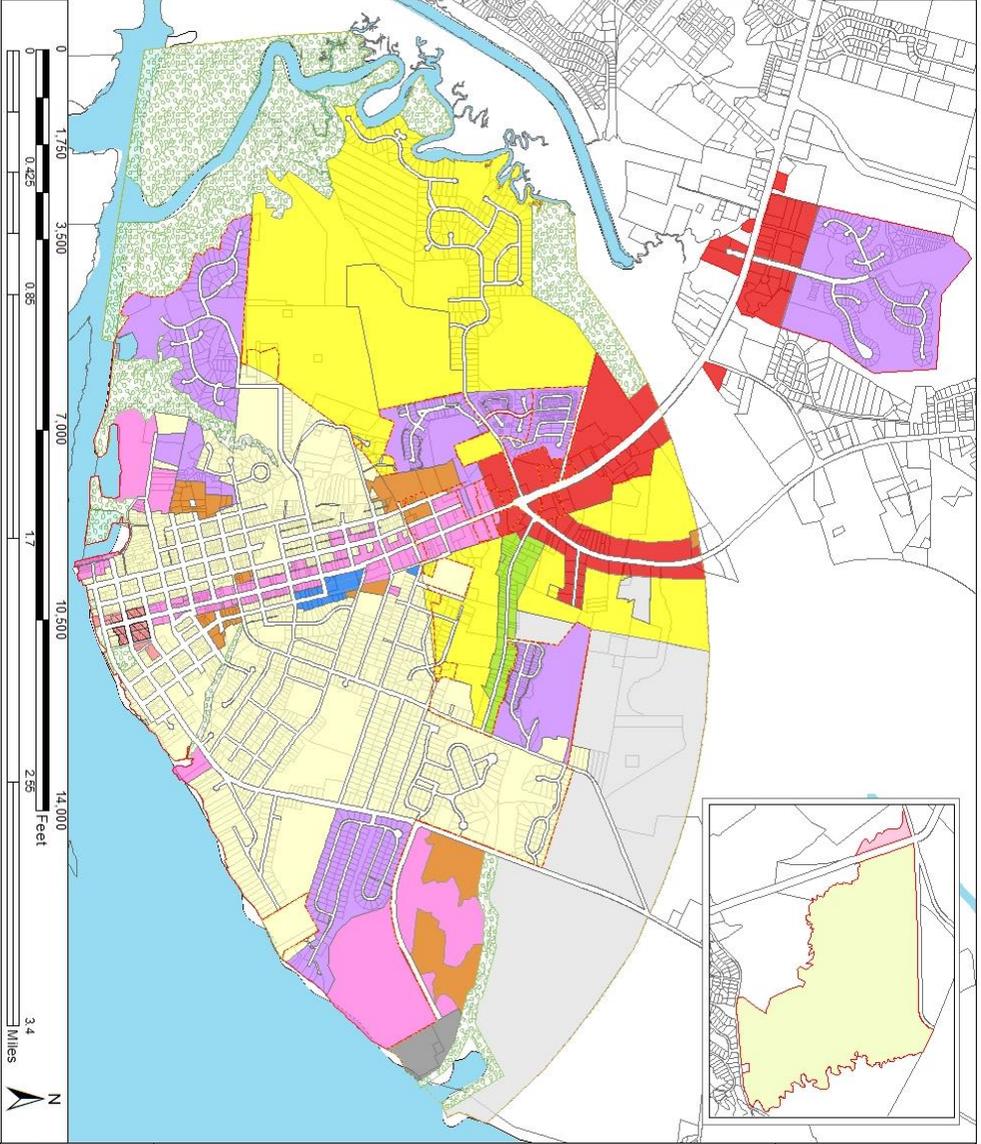
Source: City of Southport, Brunswick County GIS department, and Cape Fear Council of Governments

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Map is to be used for general purposes only. Spatial data used to generate this map was gathered from disparate sources and represent a condition at a fixed period in time. 100% accuracy of spatial data to current circumstances cannot be guaranteed. The Cape Fear Council of Governments is not legally responsible for the misuse of this map.

CAPE FEAR
COUNCIL OF GOVERNMENTS
 Map Prepared By:
 Heather Whitener
 Cape Fear Council of Governments
 1450 Harbour Drive
 Wilmington, NC 28401



City of Southport
Land Use Plan
Zoning
Classification

- Legend**
- Corporate Limits
 - ETJ
 - SP-OS
 - POD
 - SP-BD
 - SP-CBD
 - SP-HC
 - SP-HI
 - SP-LI
 - SP-MF
 - SP-MH
 - SP-O&I
 - SP-PUD
 - SP-R-10
 - SP-R-20
 - Water

Map Created:
 03/06/2014

b. Subdivision Regulations

The criteria for the subdivision of all land within the City of Southport and its extraterritorial jurisdiction are found in this section. Requirements for streets and lot standards are specified.

c. Planned Building Groups

This section regulates residential projects containing nine (9) or more attached dwelling units; residential projects with attached dwelling units for individual ownership; commercial and/or institutional projects located in an O-I, BD, HC, or PUD zoning district; or a commercial and/or office-institutional project located within an O-I, BD, HC, or PUD zoning district involving the construction of a building greater than seven thousand (7,000) square feet; a commercial and/or office institutional project within an O-I, BD, or PUD zoning district involving the construction of more than one (1) building; or a manufactured home park.

d. Planned Unit Developments

This section regulates the development of property that has at least 8 acres in City and 25 acres in EXTRA TERRITORIAL JURISDICTION under unified control where multiple residential and commercial uses may be proposed and density and lot dimensions may be different from that stated in R-10 and R-20 districts in trade-off for significant dedication of open space, alternative housing types, and affordable development.

e. Residential Cluster Developments

A development design, not less than 10 acres, wherein conventional zoning standards are relaxed to permit modifications in lot area, lot width, lot frontage, lot coverage, required yards, and public street access, and to save infrastructure development cost, environmental damage, energy use and land resources by concentrating dwellings in specific areas of the site without increasing the net density above that which would normally be allowed in the UDO's Table of Area, Yard, and Height Requirements.

f. Flood Damage Prevention Ordinance (National Flood Insurance Program)

The City of Southport participates in the National Flood Insurance Program (NFIP). In accordance with regulations under the NFIP, Southport has an updated Flood Damage Prevention Ordinance which was included in the UDO. The purpose of the ordinance is as follows:

1. Restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion, flood heights or velocities.

2. Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction.
3. Control the alteration of natural floodplains, stream channels, and natural protective barriers which are involved in the accommodation of floodgates.
4. Control filling, grading, dredging, and other development which may increase erosion or flood damage.
5. Prevent or regulate the construction of flood barriers which will unnaturally divert floodgates or which may increase flood hazards to other lands.

2. NC State Building Code

The City of Southport utilizes the North Carolina State Building Code to oversee the erection of all structures within its planning jurisdiction. The city employs a full-time building inspector to oversee the inspections process.

The minimum use standards, provisions, and requirements for safe and stable design, methods of construction, and usage of materials in buildings and structures erected, enlarged, altered, repaired, moved, converted to other uses, or demolished, and the equipment, maintenance, use, and occupancy of all buildings and structures in the city and its extraterritorial jurisdiction, are regulated in accordance with the terms of the North Carolina State Building Code.

3. Hazard Mitigation Plan

The City and 11 other area municipalities joined together to create a joint Hazard Mitigation Plan which was approved by Federal Emergency Management Agency and the North Carolina Division of Emergency Management in January 2011. The Disaster Mitigation Act of 2000 (DMA2K), the federal legislation, and Senate Bill 300, the state legislation, requires that all local governments have a FEMA approved Hazard Mitigation Plan in place in order to receive Hazard Mitigation Grant Program (HMGP) funding or Public Assistance (PA) funding following a natural disaster. The plan identifies those hazards to which the city is most susceptible, analyzes the vulnerability of the city to those hazards (i.e., building development and value, and number of people at risk), and analyzes the city's ability to respond to those hazards. The primary output of the plan is the Mitigation Strategies that assist with the prevention of loss due to hazards.

4. Stormwater Discharge Control Ordinance

The purpose of this ordinance is to protect, maintain, and enhance the public health, safety, and general welfare by establishing minimum requirements and procedures to control the adverse effects of increased stormwater associated with future land development within the City.

5. Review of the 2007 Southport CAMA Land Use Plan

The 2007 City of Southport CAMA Land Use Plan Update was adopted by the Board of Aldermen on October 11, 2007, and certified by the Coastal Resources Commission on November 30, 2007. The plan included 98 policy statements, 71 implementing actions, and a summary of the city's storm hazard mitigation procedures, post-disaster recovery operations, and evacuation plans. Of the 71 implementing actions, all but three have been accomplished, and some goals have been reworded so that they are viewed as "Continuing Activity." All implementing actions from the 2007 plan are listed below according to their status of completion. This list is a verbatim reproduction of the text from the 2007 City of Southport Land Use Plan; there are duplications in the text. The goals themselves are presented below with

The Policies and Implementing actions are largely the same as they were in the 2007 plan with some updates to change emphasis or to update on progress. This was facilitated by the fact that many of Southport's "Implementing Actions" were oriented to preserve the character of its historic city center and waterfront. As such, they were primarily "continuing activities" where the Planning Board and Board of Alderman pledged to maintain certain positions and relatively little of it prescribed specific actions.

The 2007 plan promised the following in regards to specific Implementing actions:

Public Access:

1. Southport will prepare a specific waterfront development plan. **Schedule: Fiscal Year 2008-2009.** *This has not yet happened, and has been slated for completion during Fiscal Year 2013-14 and 2014-15.*
2. Southport will support and implement its existing shoreline access plan, and will consider updating this plan in conjunction with the implementation of this land use plan. **Schedule: Continuing Activity.**
3. Southport will pursue funding under the North Carolina CAMA Shoreline Access funding program (15A NCAC 7M, Section .0300, Shorefront Access Policies). **Schedule: Continuing Activity.**
4. Southport will pursue private sources of funding for the development of shoreline access facilities adjacent to new residential and non-residential developments, including donation of land. **Schedule: Continuing Activity.**
5. The City will cooperate with state and federal agencies to secure estuarine access areas to ensure adequate shoreline access. **Schedule: Continuing Activity.**
6. Southport will annually review the status of the standing lease and proposed improvements to the Marina site that are in place between the State of North Carolina and private interest to ensure that the property remains open to public access, and is renovated in a manner consistent with the goals and objectives of this land use plan. **Schedule: Continuing Activity.** *This goal remains in effect in the 2013 LUP update, but the language has been changed.*

Land Use Compatibility

7. All rezoning and subdivision approvals will be compared to the land suitability map and analysis, included in this plan, for consistency. This consistency review will be presented

to the Planning Board and Board of Aldermen. The Future Land Use Map will also be reviewed for consistency. **Schedule: Continuing Activity.**

8. Southport will permit residential development to occur in response to market needs provided that the following criteria are met:
 - (1) Due respect is offered to all aspects of the environment.
 - (2) Additional residential development should concurrently involve planning for improvements to community facilities and services if excess capacity does not exist within those facilities and services.
 - (3) Residential development is consistent with other policies and the land use map as contained in this plan update.

The implementing action will be enforced through the Southport UDO. **Schedule: Continuing Activity**

9. The City will consider revisions to the UDO, if deemed necessary, for non-residential sites to ensure adequate buffering and landscaping to separate residential and incompatible non-residential uses, and adequate regulation of off-site lighting, hours of operation, and vehicular driveway locations. **Schedule: Fiscal Year 2007-2008. This Implementing action has been completed with the language updated to show that, and is now classified as a Continuing Activity.**
10. The City will require through zoning and subdivision regulation an interior road system that provides vehicular access to lots abutting major thoroughfares. Consider reviewing existing design standards to ensure effective limitation of driveway entrances. **Schedule: Continuing Activity.**
11. Southport, through revision of its zoning ordinance, will limit “strip” residential development along highways and certain roads carrying heavy traffic and encourage service roads or an internal street pattern to eliminate direct driveway connections to highways and roads. **Schedule: Continuing Activity.**
12. The City will regulate, through enforcement of its UDO, the development of conflicting land uses. **Schedule: Continuing Activity.**
13. The City will encourage strict enforcement of its Minimum Housing Code. **Schedule: Continuing Activity.**
14. The City will pursue Community Development Block Grant, North Carolina Housing Finance Agency, and United States Department of Agriculture funds from state and federal sources for rehabilitation or redevelopment of substandard housing. **Schedule: Continuing Activity.**

Commercial/Industrial

15. The City will enforce its zoning regulations for type and location of commercial and industrial development. **Schedule: Continuing Activity.**
16. Southport will rely on its UDO and the CAMA permitting program with regard to new industrial development and expansion of existing industrial facilities. **Schedule: Continuing Activity.**

Conservation

17. Protect Southport’s fragile areas from inappropriate, unplanned, or poorly planned development through the following:

- (1) By enforcing the Southport UDO, limit land uses in the vicinity of historic sites and natural heritage areas to compatible land uses. **Schedule: Continuing Activity.**
- (2) Southport will coordinate all housing code enforcement/ redevelopment projects/public works projects with the NC Division of Archives and History to ensure the preservation and identification of significant historic structures and archaeological sites. Significant historic sites are identified on page 69 of this plan. **Schedule: Continuing Activity.**

Stormwater Control

18. Southport will consider adopting and enforcing a soil erosion and sediment control ordinance. **Schedule: Fiscal Year 2009-2010.** *This Implementing action has not yet been completed, and has been slated for consideration in Fiscal Year 2016-17.*
19. Southport will establish the basis for instituting a stormwater management program to work in conjunction with its existing stormwater management ordinance that will bring the city into compliance with the NPDES Phase II program. **Schedule: Fiscal Year 2009-2010.** *This is now a Continuing Activity. At the time, Southport anticipated being brought under NPDES but that has yet to occur.*
20. Southport will review the landscaping section of the UDO to ensure any clear cut areas are consistent with applicable state and federal regulations. **Schedule: Fiscal Year 2008-2009.** *This Implementing Action has been completed and updated to a Continuing Activity.*

Infrastructure Carrying Capacity

21. Southport will enforce all current regulations of the NC State Building Code and North Carolina Division of Health Services relating to building construction and septic tank installation/replacement in areas with soils restrictions for septic tank construction. **Schedule: Continuing Activity.**
22. Southport will coordinate all development activity, when applicable, with appropriate county and state regulatory personnel, and in particular with the Brunswick County Building Inspector, Sanitarian, Planning Department, and Health Department. **Schedule: Continuing Activity.**
23. Southport will support the development of a central sewer system to serve areas of Southport's extraterritorial planning jurisdiction. **Schedule: Continuing Activity.**
24. Southport will amend the future land use map, when needed, to reflect any water and/or sewer extension projects. **Schedule: Continuing Activity.**
25. Southport will consult the future land use map when considering new public facilities and private development. **Schedule: Continuing Activity.**
26. Southport will consider revising water and sewer extension policies to ensure that public/private cooperation in the provision of infrastructure to serve new development is encouraged. **Schedule: Fiscal Year 2009-2010.** *This Implementing Action has been completed, the language has been changed to reflect this and updated to a Continuing Activity.*
27. The City will rely on the Division of Water Quality to oversee the operation and management of all private treatment plants in the EXTRA TERRITORIAL JURISDICTION. **Schedule: Continuing Activity.**
28. Southport will consider establishing a land banking fund into which the city may annually contribute funds, to be utilized for the purchase of public property. **Schedule: Fiscal Year**

2009-2010. *This Implementing Action has been completed, the language has been changed to reflect this and updated to a Continuing Activity.*

29. Provide sufficient emergency management personnel and facilities to adequately serve the projected population growth (this will be evaluated annually). **Schedule: Continuing Activity.**
30. The City will coordinate the development of recreational facilities with the school system. **Schedule: Continuing Activity.**

Transportation

31. Southport will require where reasonably possible the utilization of frontage roads in non-residential development along major state highways. **Schedule: Fiscal Year 2008-2009.** *This Implementing Action has been completed, the language has been changed to reflect this and updated to a Continuing Activity.*
32. Southport will require the construction of acceleration/deceleration lanes for the entrances to major commercial and residential developments. **Schedule: Continuing Activity.**
33. Southport will require traffic impact studies for major commercial and residential developments. **Schedule: Continuing Activity.**
34. Southport will consider revising its subdivision ordinance to encourage the development of joint or shared driveways in newly approved subdivisions. **Schedule: Fiscal Year 2008-2009.** *This Implementing Action has been completed, the language has been changed to reflect this and updated to a Continuing Activity.*
35. Southport will cooperate with the US Army Corps of Engineers in the regulation and enforcement of the 404 wetlands permit process. **Schedule: Continuing Activity.**
36. Southport will coordinate all development within the special flood hazard area with the City's Planning and Inspections Departments, North Carolina Division of Coastal Management, FEMA, and the US Corps of Engineers. **Schedule: Continuing Activity.**
37. Southport will continue to enforce its existing zoning and flood damage prevention regulations found in the UDO. **Schedule: Continuing Activity.**
38. The City will monitor development proposals for compliance with Section 404 of the Clean Water Act and will continue to enforce local land use ordinances to regulate development of freshwater swamps, marshes, and 404 wetlands. **Schedule: Continuing Activity.**
39. Southport permits redevelopment of previously developed areas, provided all applicable policies, regulations, and ordinances are complied with. The City will encourage redevelopment as a means for correcting housing problems, upgrading commercial structures, and historic preservation (through rehabilitation and adaptive reuse). Redevelopment, including infrastructure, should be designed to withstand natural hazards. **Schedule: Continuing Activity.**
40. Southport will enforce the density controls in the UDO in redevelopment areas to control growth intensity. **Schedule: Continuing Activity.**
41. In response to possible sea level rise, Southport will review all local building and land use related ordinances and consider establishing setback standards, density controls, bulkhead restrictions, buffer vegetation protection requirements, and building designs which will facilitate the movement of structures. **Schedule: Continuing Activity.**

42. Southport will utilize the future land use maps to control development. These maps are coordinated with the land suitability map and proposed infrastructure maps. **Schedule: Continuing Activity.**

Water Quality

43. The City of Southport will conserve its surficial groundwater resources by enforcing CAMA and the NC Division of Water Quality stormwater runoff regulations and by coordinating local development activities involving chemical storage or underground storage and installation/abandonment with Brunswick County Emergency Management personnel and the NC Division of Water Quality. The City will plan for an adequate long-range water supply. In the planning process, Southport will cooperate with adjacent local governments to protect water resources. **Schedule: Continuing Activity.**
44. Southport will establish the basis for a comprehensive stormwater management program to work in conjunction with its existing stormwater management ordinance in an effort to prepare for inclusion under the NPDES Phase II Rule. **Schedule: Fiscal Year 2009-2010.** *This is now a Continuing Activity. At the time, Southport anticipated being brought under NPDES but that has yet to occur.*
45. The City will enforce its UDO to aid in protecting sensitive shoreline areas. It will rely on state and federal agencies to promote and protect environmentally sensitive areas. **Schedule: Continuing Activity.**
46. Southport will rely on the technical requirements and state program approval for underground storage tanks (40 CFR, Parts 280 and 281), and any subsequent state regulations concerning underground storage tanks adopted during the planning period. **Schedule: Continuing Activity.**
47. Southport will continuously enforce, through the development and zoning permit process, all current regulations of the NC State Building Code and North Carolina Division of Health Services relating to building construction and septic tank installation/replacement in areas with soils restrictions. **Schedule: Continuing Activity.**
48. Southport will implement the following actions through local ordinances to improve water quality:
- Use watershed-based land use planning
 - Protect sensitive natural areas, including coastal wetlands
 - Establish buffer network
 - Minimize impervious cover in site design
 - Limit erosion during construction
 - Maintain coastal growth measures
 - Restoration of impaired waters
 - Management of the cause and sources of pollution to ensure the protection of those waters currently supporting their uses allowing for reasonable economic growth.
 - Reduction of nutrients in local waters.

Schedule: Review local ordinances annually

49. Preservation of wetlands is important to the protection/improvement of water quality in Southport. The following will be implemented:

- (1) Consider preservation of large wetland areas (> one acre) in a natural state to protect their environmental value. **Schedule: Continuing Activity.**
 - (2) Coordinate all development review with the appropriate office of the US Army Corps of Engineers and the Soil Conservation Service. **Schedule: Continuing Activity.**
 - (3) Require that wetland areas be surveyed and delineated on all preliminary and final subdivision plats. **Schedule: Fiscal Year 2008-2009.** *This Implementing Action has been completed, the language has been changed to reflect this and updated to a Continuing Activity.*
 - (4) Consider cluster development in order to protect sensitive natural areas. **Schedule: Continuing Activity.**
 - (5) Make wetlands acquisition a priority in future expansions of Southport parks and recreation areas. **Schedule: Continuing Activity.**
50. Southport will develop a local ordinance and a waterfront development plan to regulate the development of mooring fields. **Schedule: Fiscal Year 2008-2009.** Waterfront plan has not yet been developed, but has been scheduled for FY 2013-14 – FY 2014-15.

Local Areas of Concern

51. The City of Southport will continue to request the state to sell the Southport Marina parcel to the City for use by citizens. **Schedule: Continuing Activity.** *The language in this section has been updated to reflect that the Southport Marina is being adequately maintained*
52. The City will rely on its UDO to prohibit industrial development within its historic district. **Schedule: Continuing Activity.**
53. The City will work with the US Army Corps of Engineers to coordinate local approval of all projects with the “404” permitting process. **Schedule: Continuing Activity.**
54. Southport will guide development so as to encourage protection of historic and potentially historic properties within the City. **Schedule: Continuing Activity.**
55. Southport shall coordinate all housing code enforcement and/or redevelopment projects, utilizing public funding, with the NC Division of Archives and History, to ensure that any significant architectural details or buildings are identified and preserved. **Schedule: Continuing Activity.**
56. Southport will coordinate all city projects with the NC Division of Archives and History, to ensure the identification and preservation of significant archaeological sites. **Schedule: Continuing Activity.**

Economic & Community Development

57. Southport will continue to support the activities of the North Carolina Division of Travel and Tourism; specifically, the monitoring of tourism-related industry, efforts to promote tourism-related commercial activity, and efforts to enhance and provide shoreline resources. **Schedule: Continuing Activity.**
58. Southport will continue to support the activities of the Southport Department of Tourism. **Schedule: Continuing Activity.**
59. Southport will support projects that will increase public access to shoreline areas. **Schedule: Continuing Activity.**
60. Southport will support North Carolina Department of Transportation projects to improve access to the City. **Schedule: Continuing Activity.**

61. Southport will support the following in the pursuit of industrial development:
 - (1) Encourage placement of new heavy industrial development to have minimum adverse effect on the City's ecosystem and by encouraging areas of concentrations of such uses be considered first when suitable infrastructure is available consistent with the growth policy of the future land development map. **Schedule: Continuing Activity.**
 - (2) Re-zone additional parcels for industrial and commercial use along existing growth corridors with adequate infrastructure existing or planned and, when the need is demonstrated, provide a consistent growth policy with amendments to the future land development map when revision is needed. This will accommodate the future demand for additional industrial and commercial development in suitable areas. **Schedule: Continuing Activity.**

General Health and Human Services Needs

62. There is only one energy generating facility located within the city's planning jurisdiction. The Progress Energy Nuclear Power Plant is located immediately north of the EXTRA TERRITORIAL JURISDICTION. Some of the Progress Energy property is located within the city's EXTRA TERRITORIAL JURISDICTION. The City will consider the need for expansion of these facilities on a case-by- case basis. **Schedule: Continuing Activity.**
63. The City will update its comprehensive recreation plan. **Schedule: Fiscal Year 2010-2011.** *This Implementing Action has not been completed and has been scheduled for Fiscal Year 2013-14.*
64. The City supports the coordination of a county-wide evacuation plan. **Schedule: Continuing Activity.**
65. The City will investigate, with the Institute of Government, the use of impact fees as a way of making new development pay for the services demanded. **Schedule: Fiscal Year 2008-2009.** *This Implementing Action has been completed and has been updated to reflect that.*
66. Floodplain regulation is a concern in Southport. To accomplish protection of public health and service needs, Southport will:
 - (1) Continue to enforce the flood hazard reduction provisions of the Southport UDO. **Schedule: Continuing Activity.**
 - (2) Prohibit the installation of underground storage tanks in the 100-year floodplain. **Schedule: Continuing Activity.**
 - (3) Zone for open space, recreational, agricultural, or other low-intensity uses within the floodplain. **Schedule: Continuing Activity.**
 - (4) Prohibit the development of any industry within the 100-year floodplain that may pose a risk to public health and safety. Such industries may include but not be limited to: chemical refining and processing, petroleum refining and processing, hazardous material processing, or storage facilities. **Schedule: Continuing Activity.**
67. To effectively manage Southport's investment in existing and proposed community facilities and services, the City will:
 - (1) Develop a specific capital improvements plan (CIP) with emphasis placed on services and facilities that affect growth and development. **Schedule: Fiscal Year 2008-2009.** *This Implementing Action has been completed and has been updated to reflect that.*
 - (2) Provide the Brunswick County Board of Education and the United States Postal Service with locational information on all residential development. **Schedule: Continuing Activity.**

- (3) In concert with the Brunswick County Board of Education, develop a plan for the protection of future school sites. **Schedule: Fiscal Year 2009- 2010.**
68. Southport will provide sufficient emergency services to all residents. The City will implement the following:
 - (1) Require that all necessary infrastructure firefighting capability/capacity be provided in new subdivisions and developments. **Schedule: Continuing Activity.**
 - (2) Continue to maintain an effective signage and addressing system for all streets, roads, and highways. **Schedule: Continuing Activity.**

Funding Options

69. Southport will continue to support state and federal programs that are deemed necessary, cost-effective, and within the administrative and fiscal capabilities of the City. **Schedule: Continuing Activity.** These include:
 - (1) Community Development Block Grant Program
 - (2) Emergency Medical Services
 - (3) Coastal Area Management Act, including shoreline access funds
 - (4) Small Business Administration
 - (5) Economic Development Administration Funds
 - (6) Farmer's Home Administration – Federal Grant Program
 - (7) Federal Emergency Management Program
70. Southport will selectively support state and federal programs related to the City. The City, through its boards and committees, will monitor state and federal programs and regulations. It will use opportunities as they are presented to voice support for or to disagree with programs and regulations that are proposed by state and federal agencies. **Schedule: Continuing Activity.**
71. Southport officials will continue to work with the Army Corps of Engineers and any other state and federal agencies to ensure continued dredging and maintenance of channels and rivers as needed to keep these facilities open to navigation. These efforts shall comply with applicable state and federal regulations. Providing borrow or spoil areas and provision of easements for work will be determined on case-by-case basis. The City would encourage spoil material being placed on those areas where easements for such use already exist. Channel maintenance has major economic significance and is worthy of state and federal funding. **Schedule: Continuing Activity**

Section 6. Plan for the future

A. Future Demands

1. Introduction

This section of the plan provides an overview of future demands on the City's services and infrastructure. The demand is based on growth projections. If growth within the City is not properly accommodated and thoughtfully channeled, the City's ability to provide services may be jeopardized. **The purpose of this section of the plan is to provide the City with a guide for development and land use.**

Southport experienced a decline in population between 1980 and 2000. However, the 2003 Census estimate put the population at almost 9% higher than in 2000, **and this growth continued to over 2,800 in 2010. Growth within the city is expected to increase through 2033.** Development in Southport's planning jurisdiction could strain the capacity of the existing transportation system; increase demand for municipal supplied water and wastewater and solid waste disposal; and place increasing demands on school facilities, recreational facilities, the police and fire departments, and administrative/regulatory agencies. The basic demand for housing – in particular, affordable housing – will continue to be an important need to be addressed by the city in the future.

The goals, policies, and implementing actions section of this plan must address these demands for future infrastructure needs, balanced by protection of sensitive areas of environmental concern.

2. Housing Trends

As the existing housing stock ages, the need to address substandard housing will intensify. The major concentrations of substandard housing will continue to be in the Rhett Street area and an area that is generally bounded by West 11th Street, Lord Street, Brown Street, and Burrington Avenue. The Jabbertown Road area, outside the City's incorporated area, is another concentration of substandard housing. Community Development Block Grant programs, NC Housing Finance Agency projects, and minimum housing code enforcement have been successful at improving overall housing conditions. In order to address substandard housing, the City will continue to actively pursue state and federal housing assistance funds.

3. Commercial Land Use

Commercial development has been occurring at a rapid rate. **About five percent (5.1%) of land within the planning jurisdiction is zoned commercial. The vast majority of parcels zoned commercial have been developed. One thing to consider when looking at these numbers is that a large section of the commercial zone is owned by Duke Progress Energy, and a parcel of land east of River Road (Highway 87)**

and Cogentrix was previously zoned commercial were rezoned as wetlands – but were not likely to be developed in any case.

No significant changes in the location of commercial land use are expected. Commercial development is anticipated to primarily occur along the Howe Street corridor and surrounding the NC 211/ NC 87 intersection. The City should rely on the Future Land Use Map to control the amount and locations of commercial development. The City should also continue to enforce Business Planned Building Group regulations to ensure the quality of commercial development. [These can be found in the City of Southport’s Unified Development Ordinance.](#)

4. Industrial Land Use

Because of the way the Unified Development Ordinance is written, some industrial uses are classified as “commercial” and others as “manufacturing.” There is land east of River Road (Highway 87) owned by Duke Progress Energy and Cogentrix zoned commercial, and an Archer-Daniels-Midland property east of E. Moore St zoned as manufacturing. The City of Southport does not anticipate significant industrial development to occur in the immediate future. In the event that industrial development does occur, the city will encourage it to locate in the far eastern portion of the City in areas zoned for industrial development. However, if additional industrial development does occur in this area, it should be done carefully so as not to infringe on existing residential areas. Industries should be required to provide adequate vegetative buffers on their property whenever they are located adjacent to areas zoned for residential use.

5. Residential/Commercial/Industrial Land Use Summary

The comparison of residential, commercial, and industrial existing land use compared to existing zoned acreage for these uses indicates ample land to accommodate growth during the planning period. [The following table provides a comparison. The Zoning Classification Map, displays all the zoning areas within the City of Southport and its EXTRA TERRITORIAL JURISDICTION. The industrial zoned acreage includes, heavy industrial, light industrial, and industrial, general. The zoned acreage for residential encompasses rural residential, multi-family, mobile home, R-10, and R-20 districts. Finally, the areas zoned for commercial use comprises highway commercial and the central business district.](#)

Table 42. City of Southport Corporate Limits and EXTRA TERRITORIAL JURISDICTION Residential-Commercial-Industrial Land Use Zoned Acreage

	Zoned Acreage	Percentage of Total Zoned Acreage
Residential*	1680.51	37.67%
Commercial	219.29	4.91%
Industrial	550.86	12.35%

*Excludes Office and Institutional and PUD zoned areas.
Source: Cape Fear Council of Governments

6. Transportation

The 1997 CAMA Land Use Plan identified four important transportation issues. These continue to be important issues and are identified as follows:

- Support construction of state transportation improvement projects to include the following:
 - Town Creek, replace bridge #61
 - Allen Creek, replace bridge #56
 - NC 211/NC 133 to NC 87 at SR 1525. Construct a two lane connector on new location
 - Widen NC 211 from near the intersection with NC 87 to St. James Plantation
 - Install a stop light at NC 211 and Stuart Avenue
 - Construct a new “east side connector” to allow better traffic flow from the East Moore Street area to north of the city due to anticipated residential development on the east side of the city
 - Make drainage and general improvements to Leonard Street.
- Support the recommendations contained in the Pedestrian Safety Study.
- Periodically review local ordinances relating to speed limits and traffic flow with the goal of reducing congestion and risk in severely-congested or unsafe areas.

There are two projects in the North Carolina Department of Transportation’s (NCDOT) Transportation Improvement Program (TIP) that are located near Southport. This first project is a new route that will provide a two lane connector between NC 211 and NC 87 at State Road 1525. Neither project is not located within Southport’s planning jurisdiction. The first project should improve the traffic on NC 87 and NC 211. The project is delineated on the Average Daily Traffic Count Map. The second (NCDOT) Transportation Improvement Program (TIP) is located a little farther away on 211. The TIP number is R-5021 and the SPOT ID is HO90310. The project is a highway 211 road widening job. The existing roadway will be expanded to multi-lanes. A map and more information about this project can be found at <http://www.capefearcog.org/Transportation/Regional-Transportation-Projects>.

7. Public land use

Public land use is not expected to change substantially during the planning period. No significant construction or land acquisition is anticipated. The City will continue to maintain and improve its existing public facilities. In particular, the City will focus on improving the quality of its infrastructure systems which include water and sewer.

8. Education

As discussed in Section D. Analysis of Existing Community Facilities/Services, Southport’s school-aged population is served by Southport Elementary, South Brunswick Middle School, and South

Brunswick High School. These schools had a combined 2010-11 enrollment of 2,534. This is actually fewer than were cited in the 2007 LUP. This is not to say that there are fewer students living in Southport, but rather that the County has been able to create four new schools to share some of the load.

Based on recent forecasting, the City's population is expected to increase by approximately 632 persons by 2020. Based on historic trends, 13.77% of the City's population will be school-aged persons. Therefore, Brunswick County schools may need to accommodate around 87 additional students from Southport by 2020. Assuming these students will be divided between the three schools listed above, the impact on the school system from Southport will be relatively minor. However, with two of the schools already operating near capacity and the fact that Brunswick County is one of the fastest growing counties in the state, there will be a significant amount of pressure placed on the system as a whole.

9. Recreation

The National Recreation and Parks Association published the Recreation, Parks, and Open Space Standards and Guidelines, 2001 to provide national guidelines which could serve as an expression of reasonableness and adequacy with respect to quality service delivery. Table 43 provides a summary of the national standards for recreation facilities

The City of Southport recently updated its Parks and Recreation Master Plan. For greater detail regarding existing and recommended recreational facilities in Southport the Parks and Recreation Master Plan should be referred to.

Table 43. National Recreation Standards

	Min. Area Necessary	Desired Size For Best Results	Age Group Served	Population Served	Service Radius	Average Space per Child
National Recreation Association	2,400 to 5,000 sq. ft.			300 to 800	1 block or 1/8 mile	50 to 60 sq. ft.
Local Planning Admin.	2,000 to 5,000 sq. ft.			300 to 700	1 block or less	
American Public Health Association	Min: 1,500 sq. ft. Max: 5,000 sq. ft.	3,750 sq. ft.	Pre-school	75 children or less	300 to 400' of every house and cross no streets	50 sq. ft. 40 sq. ft.
Recreation & The Town Plan Conn. Develop. Comm'n.*	1/8 acre or 2,000 sq. ft.	1/8 to 1/4 acre or 5,000 to 10,000 sq. ft.	Pre-school, under 6	250 to 700	1/4 miles	
Rockland Co. N.Y. Recreation Study	Max: 5,000 sq. ft.		Pre-school		1/8 mile	50 sq. ft.

*Also recommended is 0.3 acre as minimum per 1,000 population.

Source: American Planning Association

10. Water and sewer system

In 2008 the City decommissioned its existing water supply wells and began purchasing all potable water from Brunswick County; the City continues to maintain and operate its distribution system which consists of three interconnection points with the Brunswick County system as well as 150,000 gallon elevated water tank. In addition, in 2004, the City partnered financially with Brunswick County to allow for the construction of a one million gallon elevated water tank to help overcome system pressure and fire protection inadequacies. This tank went on line in early 2008 and is located on County property located on the northeast side of the intersection of NC Highways 211 and 87. The city distribution system presently serves approximately 2,800 total customers and consists of 2, 4, 6 and 8 inch distribution mains. The current partnership with Brunswick County to supply the City's potable water needs is anticipated to continue into the foreseeable future as new, cost effective measures that could move the City back into a water supplier posture are extremely limited.

In 2011, the City decommissioned the existing two trains of its WWTP facilities located at the terminus of West Street (State Road 1194). This action was able to be taken as a result of a partnership agreement negotiated between the City and Brunswick County whereby the City became a member of the Brunswick County Regional Wastewater partnership. The City continues to maintain its collection system lines and lift stations with the exception of two relatively large stations that the County has agreed to lease and maintain in order to better accommodate their expanding system. Current City wastewater flows average 330,000 GPD and its collection system serves slightly over 2100 wastewater customers. The current wastewater treatment arrangement with the County is expected to continue into the foreseeable future as opportunities that might allow the City to recommence wastewater treatment operations appear limited and cost prohibitive and the State regulatory environment has shifted over time in preference of the regional approach.

11. Solid waste collection

The City of Southport will continue to contract with a private hauler for its solid waste disposal and recycling needs. As a result, there are no public facility needs related to solid waste disposal.

12. Police, fire, and rescue

In estimating the impact of growth, planning standards for public services have been estimated. The following figures are averages, and are intended to help quantify the impacts of growth: Per 1,000 persons in population growth, a municipality is likely to need two additional police officers, 0.6 vehicles, and 200 square feet of facility space for law enforcement. Likewise, fire protection will involve 1.65 personnel, 0.2 vehicles, and 250 square feet of facility space for every 1,000 persons. Increased demand on

emergency medical services amounts to 36.5 calls per 1,000 population, one vehicle, and 4.1 full-time personnel per 30,000 persons.

As reflected above, the impact on the City's police, fire, and rescue services from anticipated population growth is moderate. However, as discussed elsewhere in this plan, these estimates do not include population growth resulting from annexation. If annexations occur, detailed annexation reports will need to be prepared describing how city services will be extended/provided to the area.

13. Redevelopment issues

One of the greatest continuing redevelopment issues will be the preservation and renovation of housing for low-to-moderate income families and individuals. As stated earlier, the Rhett Street area and the area generally bounded by West 11th Street, Lord Street, Brown Street, and Burrington Avenue contain the majority and most severe of the city's substandard housing.

Development in the downtown area and along the waterfront will be another important redevelopment issue. The preservation of this area should be a priority during the planning period and beyond.

The final area of concern is the redevelopment of areas following a hurricane or other natural disaster. The specifics of this redevelopment will be addressed in the Storm Hazard Mitigation and Post-Disaster Reconstruction section of this plan.

The city will undertake the following in support of redevelopment:

- Support applications for North Carolina Community Development housing rehabilitation funds. Support applications for North Carolina Housing Finance Agency home improvement funds.
- Removal of substandard dwelling units through enforcement of the city's minimum housing code.
- Continue the protection of both the downtown and waterfront areas.
- Continue to capitalize on the waterfront as the key to downtown revitalization.
- Recognize and protect significant natural and aesthetic resources, such as tree canopies and existing park area.

B. Land Use Development Policies and Implementing Actions

The following policies and implementing actions section is a tool to guide the development and use of land in Southport. The policies are meant to support the goals of Southport. It is also intended that they are consistent with the goals of CAMA, address the CRC management topics for land use plans, and comply with all state and federal rules and regulations. These policies and implementing actions will apply to the City's entire planning jurisdiction. All policies and implementing actions shall be used for consistency review by appropriate state and federal agencies.

Resource conservation and impact analysis issues are addressed throughout the policies and implementing actions included in this plan. However, the following conservation related policies and implementing actions are emphasized:

- Public Access
- Conservation
- Stormwater Control
- Natural Hazard Areas
- Water Quality
- Cultural, Historical, and Scenic Areas

The Southport Planning Board and Board of Aldermen shall consult this plan during the deliberation of all rezoning requests. The policies and implementing actions of this plan and all applicable CAMA regulations regarding land use and development will be taken into consideration during all zoning petitions. Zoning decisions will not be based on aesthetic considerations, but will reflect the policies outlined in this plan, as well as those outlined in the city's Comprehensive Plan adopted in 2001. The following will also be considered during zoning petition deliberations:

- All uses allowed in a zoning district. Rezoning cannot be based on consideration of only one use or a partial list of the uses allowed within a zoning district.
- The potential for spot zoning. Rezoning requests will not be approved if the requested change will result in spot zoning. Spot zoning is a form of discriminatory zoning whose sole purpose is to serve the private interests of one or more landowners instead of furthering the welfare of the entire community as part of an overall zoning plan.
- The likelihood of a zoning decision resulting in a strip development. Strip developments should be discouraged. These types of developments are typically commercial, extending along both sides of a major street. Strip development may severely reduce traffic-carrying capacity of abutting streets by allowing for excessive and conflicting curb cuts.
- The concept of uniformity. Uniformity should be supported in all zoning deliberations. Uniformity is a basic premise of zoning, which holds that all land in similar circumstances should be zoned alike. Any different circumstances should be carefully balanced with a demonstrated need for such different treatment.
- Zoning regulations should be made in accordance with the Southport Land Use Plan and designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements. The regulations shall be made with reasonable consideration, among other things, as to the character of the district and its peculiar suitability for particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout Southport's planning jurisdiction.

- The Planning Board and Board of Aldermen should ask the following questions:
 - Does Southport need more land in the zone class requested?
 - Is there other property in the City that might be more appropriate for this use?
 - Is the request in accordance with the Southport land use plan? It should be noted that no CAMA permits (major or minor) shall be issued for any proposal that is inconsistent with any of the policies noted within the Land Use Plan.
 - Will the request have a serious impact on traffic circulation, parking space, sewer and water services, and/or other utilities?
 - Will the request have an impact on other City services such as police or fire protection?
 - Is there a good possibility that the request, as proposed, will result in lessening the enjoyment or use of adjacent properties?
 - Will the request, as proposed, cause serious noise, odors, light, activity, or unusual disturbances?
 - Does the request raise serious legal questions such as spot zoning, hardship, violation of precedents, or need for this type of use?
 - Does the request adversely impact any CAMA AEC's or other environmentally sensitive areas including water quality?

The Southport Unified Development Ordinance (UDO) should be revised from time to time to be consistent, as reasonably possible, with the recommendations of this plan and the evolving nature of the City's growth and development policy. Southport will coordinate all development proposals with appropriate State and/or Federal agencies.

C. Policies Regarding Land Use and Development in Areas of Environmental Concern

Southport accepts state and federal law regarding land uses and development in AEC's. By reference, all applicable state and federal regulations are incorporated into this document. All policies and implementing actions are to be utilized by the State of North Carolina for consistency review. Note the following:

- No policy is subordinate to another.
- All management topics have equal status.

The future land use map may show some areas in a developed category which may also include sensitive habitats or natural areas. The intent is that development should be designed/permitted to protect these areas through utilization of concepts such as cluster development. Development/project approval will be based on project design which avoids substantial loss of important habitat areas.

D. Land Use Plan management topics

1. Introduction

The Coastal Resource Commission (CRC) developed seven management topics to be addressed in CAMA Land Use Plans: Public Access, Land Use Compatibility, Infrastructure Carrying Capacity, Transportation, Natural Hazard Areas, Water Quality, and Local Areas of Concern. These seven management topics were created to ensure that CAMA Land Use Plans support the goals of CAMA, define the CRC's expectations for the land use planning process, and give the CRC a substantive basis for review and certification of CAMA Land Use Plans. Each management topic includes three components: a management goal, a statement of the CRC's planning objective, and requirements for the CAMA Land Use Plan. These policies apply to the entire planning jurisdiction. The local concerns which should be addressed in this plan are identified on page 9. These concerns and aspirations were consulted to develop the goals and objectives included in this plan. Most of the policies and implementing actions are continuing activities. Specific timelines may not be applicable in most situations. Refer to [table 46](#) for a list of those policies/implementing actions which have a specific schedule. The policies and implementing actions frequently utilize the following words: should, continue, encourage, enhance, identify, implement, maintain, prevent, promote, protect, provide, strengthen, support, and/or work. The intent of these words is defined in Appendix IV.

2. Impact of CAMA Land Use Plans on management topics

This document is intended to be supportive of the CAMA regulations for protection of AEC's (15A NCAC 7H) and of Southport's Vision Statement. The Vision Statement was developed based on the key issues identified on page 9. No negative impacts are anticipated by the implementation of the goals, objectives, and policies that are included in this plan. All policies are consistent with applicable State and Federal requirements when State and Federal requirements apply. If a policy exceeds State or Federal requirements that fact will be noted.

E. Policies and Implementing Actions

Policies and Implementing Actions are numbered consecutively throughout this document with the letter "P" denoting a policy and the letter "I" denoting an implementing action.

1. Public access

a. Management Goal

Southport will maximize public access to the beaches and the public trust waters of the coastal region.

b. Planning Objective

Southport will develop comprehensive policies that provide beach and public trust water access opportunities for the public along the shoreline within the planning jurisdiction.

c. Land Use Plan Requirements

The following are Southport's policies and implementing actions for waterfront access. All policies are continuing activities.

Policies

- P.1 The City supports the Southport Visitors Center and tourism and recreational related developments that protect and preserve the natural environment while promoting the City as a tourist destination. It supports the private and public development of waterfront access through private funds and grant monies.
- P.2 Southport supports providing shoreline access for persons with disabilities.
- P.3 Southport supports state/federal funding of piers for crabbing, fishing, or public estuarine access.
- P.4 Southport supports the development of estuarine access areas to ensure adequate shoreline access. Areas that have traditionally been used by the public will be given special attention. The City also supports the preservation of areas that have historically been used as working waterfront.
- P.5 Southport strongly supports all efforts to **maintain** the Southport Marina as a public access facility in perpetuity.

Implementing Actions

- I.1 Southport will prepare a specific waterfront development plan. *Schedule: Fiscal Year 2013-14 thru FY 2014-15.*
- I.2 Southport will support and implement its existing shoreline access plan, and will consider updating this plan in conjunction with the implementation of this land use plan. *Schedule: Continuing Activity.*
- I.3 Southport will pursue funding under the North Carolina CAMA Shoreline Access funding program (15A NCAC 7M, Section .0300, Shorefront Access Policies). *Schedule: Continuing Activity.*
- I.4 Southport will pursue private sources of funding for the development of shoreline access facilities adjacent to new residential and non-residential developments, including donation of land. *Schedule: Continuing Activity.*
- I.5 The City will cooperate with state and federal agencies to secure estuarine access areas to ensure adequate shoreline access. *Schedule: Continuing Activity.*

Southport continually and zealously monitor the lease agreement between the State and current or future lessees regarding the responsibilities and obligations of each party to ensure that the Southport Marina is maintained as a public access site in perpetuity and that the continuing upkeep and/or improvement(s) of its existing or future appurtenant facilities remain consistent with the goals and objectives of this land use plan. *Schedule: Continuing Activity.*

2. Land use compatibility

a. Management Goal

Southport will ensure that development and use of resources or preservation of land minimize direct and secondary environmental impacts, avoid risks to public health, safety, and welfare, and are consistent with the capability of the land based on considerations of interactions of natural and manmade features.

b. Planning Objectives

- i. Southport will adopt and apply local development policies that balance protection of natural resources and fragile areas with economic development.
- ii. Southport's policies will provide clear direction to assist local decision making and consistency findings for zoning, divisions of land, and public and private projects.
- iii. In-fill development will be encouraged within each of the City's districts to promote efficient use of land and cost effectiveness.

c. Land Use Plan Requirements

Policies Residential

- P.6 Southport supports development that blends a mix of uses at a reasonable scale offering convenient retail facilities to nearby residents in an effort to reduce traffic flow on main thoroughfares.
- P.7 Southport supports revisions to the North Carolina State Statutes that would allow the local imposition of impact fees. Impact fees would be levied against land developers to establish a revenue source to support the additional demand for services generated by the people occupying the proposed developments such as roads, water and sewer infrastructure, and recreational facilities.
- P.8 The City supports repair and reconstruction of privately-owned dwelling units through private funds and/or grants. It supports the enforcement of existing regulations of the District Health Department regarding sanitary conditions.

- P.9 Southport discourages the rezoning of existing residentially-developed or zoned areas to a non-residential classification as reasonably possible. Such rezoning and amendments in classifications to the future land use map should be carefully balanced with a demonstrated need for such proposed development that will be the best overall land development policy for Southport's future land use and protecting established residentially-developed areas.
- P.10 Southport supports low density residential land uses in areas that do not have City water or sewer service.
- P.11 Southport supports quality development reflecting the spectrum of housing needs, from low-end (affordable) residences to high-end (luxury) residences.
- P.12 Southport supports regulating growth to coincide with the provision of public facilities and services.
- P.13 Southport supports utilizing Office/Institutional/Multi-family development as a buffer between light industrial and commercial development and adjacent residential land uses.
- P.14 The City supports providing adequate conservation/open space buffers between areas designated for residential development as indicated on the future land use map and any adjacent non-residential land use.

Implementing Actions – Residential

- I.7 All rezoning and subdivision approvals will be compared to the land suitability map and analysis, included in this plan, for consistency. This consistency review will be presented to the Planning Board and Board of Aldermen. The Future Land Use Map will also be reviewed for consistency. *Schedule: Continuing Activity.*
- I.8 Southport will permit residential development to occur in response to market needs provided that the following criteria are met:
- (1) Due respect is offered to all aspects of the environment.
 - (2) Additional residential development should concurrently involve planning for improvements to community facilities and services if excess capacity does not exist within those facilities and services.
 - (3) Residential development is consistent with other policies and the land use map as contained in this plan update.

This implementing action will be enforced through the Southport UDO. *Schedule: Continuing Activity.*

- I.9 The City will **continually monitor the need for possible** revisions to the UDO, for non-residential sites to ensure adequate buffering and landscaping to separate residential and incompatible non-residential uses, and adequate regulation of off-site lighting, hours of operation, and vehicular driveway locations. *Schedule: Implemented/Continuing Activity*
- I.10 The City will require through zoning and subdivision regulation an interior road system that provides vehicular access to lots abutting major thoroughfares. Consider reviewing existing

design standards to ensure effective limitation of driveway entrances. *Schedule: Continuing Activity.*

- I.11 Southport, through revision of its zoning ordinance, will limit “strip” residential development along highways and certain roads carrying heavy traffic and encourage service roads or an internal street pattern to eliminate direct driveway connections to highways and roads. *Schedule: Continuing Activity.*
- I.12 The City will regulate, through enforcement of its UDO, the development of conflicting land uses. *Schedule: Continuing Activity.*
- I.13 The City will encourage strict enforcement of its Minimum Housing Code. *Schedule: Continuing Activity.*
- I.14 The City will pursue Community Development Block Grant, North Carolina Housing Finance Agency, and United States Department of Agriculture funds from state and federal sources for rehabilitation or redevelopment of substandard housing. *Schedule: Continuing Activity.*

Policies – Commercial/Industrial

- P.15 Southport supports commercial development along the Howe Street Corridor and other areas consistent with the City’s future land use map (see Map 18).
- P.16 Office/Institutional/Multi-family land uses should be developed along transportation thoroughfares to provide transition between commercial nodes and to preserve vehicle carrying capacity.
- P.17 Southport deems industrial development within fragile areas and areas with low land suitability acceptable only if the following conditions are met:
 - (1) CAMA minor or major permits can be obtained.
 - (2) Applicable zoning ordinance provisions are met in zoned areas.
 - (3) Within coastal wetlands, estuarine waters, and public trust waters, no industrial use will be permitted unless such use is water related.

This policy applies to both new industrial development and to expansion of existing industrial facilities.

- P.18 Southport supports the recruitment and siting of environmentally compatible light industrial and commercial establishments within its borders in areas that are already similarly developed or in public or private industrial parks to minimize the sacrifice of prime agricultural lands for such development. The City does not encourage the conversion of prime farmland to residential use.
- P.19 Southport supports industrial development which will be located adjacent to and/or with direct access to major thoroughfares.
- P.20 Southport supports the development of industrial sites that are accessible to public water and sewer services.

- P.21 Industries which are noxious by reason of the emission of smoke, dust, glare, noise, odor, and vibrations, and those which deal primarily in hazardous products such as explosives, should not be located in Southport's planning jurisdiction.
- P.22 Industry should be located in conformance with the City's land use plan. This includes placing emphasis on light industrial development.

Implementing Actions -- Commercial Industrial

- I.15 The City will enforce its zoning regulations for type and location of commercial and industrial development. *Schedule: Continuing Activity.*
- I.16 Southport will rely on its UDO and the CAMA permitting program with regard to new industrial development and expansion of existing industrial facilities. *Schedule: Continuing Activity.*

Policies – Conservation

- P.23 Except as otherwise permitted in this plan, residential, commercial, and industrial development should not be supported in natural heritage areas or coastal wetlands. Residential, commercial, and industrial development which meets 15A NCAC 7H use standards will be allowed in estuarine shoreline, estuarine water, and public trust areas. In all other areas, development will be allowed that is consistent with applicable local, state, and federal regulations.
- P.24 Southport will support larger lots in conservation classified areas through enforcement of the City's UDO.
- P.25 Southport supports the maintenance of its environmentally sensitive areas.

Implementing Actions – Conservation

- I.17 Protect Southport's fragile areas from inappropriate, unplanned, or poorly planned development through the following:
- (1) By enforcing the Southport UDO, limit land uses in the vicinity of historic sites and natural heritage areas to compatible land uses. *Schedule: Continuing Activity.*
 - (2) Southport will coordinate all housing code enforcement/ redevelopment projects/public works projects with the NC Division of Archives and History to ensure the preservation and identification of significant historic structures and archaeological sites. Significant historic sites are identified on page 69 of this plan. *Schedule: Continuing Activity.*

Policies – Stormwater Control

- P.26 Southport supports reducing soil erosion, runoff, and sedimentation to minimize the adverse effects on surface and subsurface water quality.
- P.27 The City supports the enforcement of all controls and regulations, specifically design standards, tie-down requirements, construction and installation standards, elevation requirements, flood-proofing, CAMA regulations, and FEMA regulations, to mitigate the risks of lives and property caused by severe storms and hurricanes.

Implementing Actions – Stormwater Control

- I.18 Southport will consider adopting and enforcing a soil erosion and sediment control ordinance. *Schedule: Fiscal Year 2016-17.*
- I.19 Upon its inclusion under NPDES Phase II standards, Southport will have established the basis for instituting a stormwater management program to work in conjunction with its existing stormwater management ordinance that will bring the City into compliance with the NPDES Phase II program. *Schedule: Continuing Activity*
- I.20 Southport will routinely review the landscaping section of the UDO to ensure any clear cut areas are consistent with applicable state and federal regulations. *Schedule: Continuing Activity*

3. Infrastructure carrying capacity

a. Management Goal

Southport will ensure that public infrastructure systems are appropriately sized, located, and managed so the quality and productivity of AECs and other fragile areas are protected or restored. It is acknowledged that to achieve the infrastructure carrying capacity goals, policies, and implementing actions, some utility lines may have to extend through some environmentally sensitive areas.

b. Planning Objective

Southport will establish level of service policies and criteria for infrastructure consistent with the projections of future land needs.

c. Land Use Plan Requirements

Please refer to the Existing Water and Sewer Distribution Line Map for delineation of the proposed water and sewer service areas. The following are Southport's policies for infrastructure carrying capacity. All policies are continuing activities.

Policies

- P.28 In areas with central sewer service, Southport does not consider soil conditions to be an obstacle to development.
- P.29 In areas without utilities, Southport will act to mitigate septic tank problems and other restrictions on development posed by soil limitations, and will coordinate this effort with the Brunswick County Health Department.
- P.30 Southport supports providing adequate community services and facilities which meet the needs of the City's citizens, businesses, and industries.
- P.31 Southport supports providing sufficient water and sewer service to promote economic development and to alleviate public health problems created by the absence of public water and sewer services.
- P.32 The City supports directing more intensive land uses to areas that have existing or planned infrastructure.
- P.33 The City supports the extension of water services from existing systems and encourages the use of central systems for new developments whether residential, commercial, or industrial in nature. It also supports the continued public provision of solid waste disposal, law enforcement, and educational services to all citizens.
- P.34 The City will rely on its existing land use and development ordinances to regulate development and may amend or modify regulations to encourage or require the provision of central water service to lots or parcels proposed in new developments.
- P.35 The City supports the installation and use of properly permitted septic tank systems and the enforcement of the Brunswick County Health Department regulations and local development regulations regarding lot sizes and waste disposal system placement.
- P.36 The City supports the use of properly permitted and maintained package sewage treatment plants within its Extraterritorial Jurisdiction but outside of proposed sewer service areas. Package sewer treatment plants will only be allowed in developments which have been approved by the City. If any package treatment plants are approved, the City supports the requirement of a specific contingency plan specifying how ongoing private operation and maintenance of the plant will be provided, and detailing provisions for assumption of the plant into a public system should the private operation fail.
- P.37 The City will support investigations by the Brunswick County Health Department and North Carolina State University concerning the use of package treatment plants as a method of solving severe sewage disposal problems, in areas where central sewer service is not available.
- P.38 The City of Southport supports providing water and sewer services to identified industrial areas when City resources are sufficient in order to encourage industrial development.
- P.39 The City supports the provision of public recreational facilities and areas and will pursue grant funds for recreation facilities.

Implementing Actions

- I.21 Southport will enforce all current regulations of the NC State Building Code and North Carolina Division of Health Services relating to building construction and septic tank installation/replacement in areas with soils restrictions for septic tank construction. *Schedule: Continuing Activity.*
- I.22 Southport will coordinate all development activity, when applicable, with appropriate county and state regulatory personnel, and in particular with the Brunswick County Building Inspector, Sanitarian, Planning Department, and Health Department. *Schedule: Continuing Activity.*
- I.23 Southport will support the development of a central sewer system to serve areas of Southport's extraterritorial planning jurisdiction. *Schedule: Continuing Activity.*
- I.24 Southport will amend the future land use map, when needed, to reflect any water and/or sewer extension projects. *Schedule: Continuing Activity*
- I.25 Southport will consult the future land use map when considering new public facilities and private development. *Schedule: Continuing Activity.*
- I.26 Southport will **revise** water and sewer extension policies as **needed to continue** to ensure that public/private cooperation in the provision of infrastructure to serve new development is encouraged. *Schedule: Continuing Activity.*
- I.27 The City will rely on the Division of Water Quality to oversee the operation and management of all package treatment plants in the EXTRA TERRITORIAL JURISDICTION. *Schedule: Continuing Activity.*
- I.28 Southport will **maintain** a land banking fund into which the city may annually contribute funds, to be utilized for the purchase of public property. *Schedule: Continuing Activity*
- I.29 Provide sufficient emergency management personnel and facilities to adequately serve the projected population growth (this will be evaluated annually). *Schedule: Continuing Activity.*
- I.30 The City will coordinate the development of recreational facilities with the school system. *Schedule: Continuing Activity.*

4. Transportation & Infrastructure (Carrying Capacity)

a. Management Goal

Southport will achieve safe, efficient, reliable, environmentally-sound, and economically feasible transportation.

b. Planning Objective

Southport will work with NCDOT to reduce traffic congestion and safety problems.

c. Land Use Plan Requirements

The following are Southport's transportation related policies and implementing actions.

Policies

- P.40 Southport strongly supports the position of having an opportunity for a seat at the table concerning deliberations regarding the ultimate use of the property that was originally proposed to house the site of the proposed International Port as well as any other potential external decisions on issues that could have an impact on the City of Southport, positive or negative.
- P.41 Southport supports the interconnectivity of residential and non-residential subdivisions through the enforcement of street design standards contained in the UDO.
- P.42 Major thoroughfares shall have an attractive appearance and reflect an overall character of design. The City may pursue the planting of street trees along its gateway transportation paths.
- P.43 Southport supports the proper maintenance of public roads within the City and the County.
- P.44 The City supports limited access from development along major roads and highways to provide safe ingress and egress.
- P.45 Southport supports subdivision development which utilizes the North Carolina Department of Transportation Traditional Neighborhood Development Street Design Guidelines. A Traditional Neighborhood Development (TND) is a human scale, walkable community with moderate to high residential densities and a mixed-use core. Compared with conventional suburban developments, TNDs have a higher potential to increase modal split by encouraging and accommodating alternate transportation modes. TNDs also have a higher potential for capturing internal trips, thus reducing vehicle miles traveled.
- A dense network of narrow streets with reduced curb radii is fundamental to TND design. This network serves to both slow and disperse vehicular traffic and provide a pedestrian friendly atmosphere. Such alternate guidelines are encouraged by NCDOT when the overall design ensures that non-vehicular travel is to be afforded every practical accommodation that does not adversely affect safety considerations. The overall function, comfort, and safety of a multi-purpose or "shared" street are more important than its vehicular efficiency alone.
- TNDs have a high proportion of interconnected streets, sidewalks, and paths. Streets and rights-of-way are shared between vehicles (moving and parked), bicycles, and pedestrians. The dense network of TND streets functions in an interdependent manner, providing continuous routes that enhance non-vehicular travel. Most TND streets are designed to minimize through traffic by the design of the street and the location of land uses. Streets are designed to only be as wide as needed to accommodate the usual vehicular mix for that street while providing adequate access for moving vans, garbage trucks, fire engines, and school buses.
- It is NCDOT's intent that the development encourage walking and biking, enhance transit service opportunities, and improve traffic safety through promoting low speed, cautious driving, while fully accommodating the needs of pedestrians and bicyclists.
- Such developments should have the potential to reduce the number of external vehicle trips, and thus vehicle miles traveled, through provision of commercial, recreational, and other resident-oriented destinations within a walkable community. Traffic impacts, both on-site and off-site, should be minimized.

P.46 Southport specifically supports the following transportation improvement projects:

Project #	Length	Description
R-3324	1.2 miles	New Route – NC 211 to NC 87 at SR 1525

Refer to Map 13 for further detail of TIP projects

The City supports continuing collaboration with the NCDOT regarding the near term planning, design and construction of the proposed new connector road to be located between SR 15727 (East Leonard Street) and NC 87 (River Road).

P.47 The City supports maintaining an effective signage and addressing system for all streets, roads, and highways.

P.48 The City supports state and federal funding for maintenance/dredging of the Intracoastal Waterway.

Implementation Actions

I.31 Southport will require where reasonably possible the utilization of frontage roads in non-residential development along major state highways. *Schedule: Continuing Activity*

I.32 Southport will require the construction of acceleration/deceleration lanes for the entrances to major commercial and residential developments. *Schedule: Continuing Activity.*

I.33 Southport will require traffic impact studies for major commercial and residential developments. *Schedule: Continuing Activity.*

I.34 Southport will consider revising its subdivision ordinance to encourage the development of joint or shared driveways in newly approved subdivisions. *Schedule: Continuing Activity.*

5. Natural hazard areas

a. Management Goals

Southport will conserve and maintain shorelines, floodplains, and other coastal features for their natural storm protection functions and their natural resources giving recognition to public health, safety, and welfare issues.

b. Planning Objective

Southport will develop policies that minimize threats to life, property, and natural resources resulting from development located in or adjacent to hazard areas, such as those subject to erosion, high winds, storm surge, flooding, or sea level rise.

c. Land Use Plan Requirements

The following are Southport's policies and implementing actions for natural hazard areas. All policies are continuing activities.

Policies

- P.49 The City supports the Brunswick County Emergency Management Plan for evacuation procedures/policy for natural disasters or manmade disasters.
- P.50 Southport supports regulation of 404 wetlands by the US Army Corps of Engineers. The City does not want new or expanded development of any kind to result in any loss of wetlands.
- P.51 The City of Southport desires to minimize the hazards to life, health, public safety, and development within flood hazard areas.
- P.52 The City supports the enforcement of local controls and the efforts of state and federal agencies with regulatory authority to restrict development within areas up to five feet above mean high water susceptible to sea level rise and wetland loss.
- P.53 The City supports the installation of properly engineered and permitted bulkheads.
- P.54 Southport supports the US Army Corps of Engineers' regulations and the applicable guidelines of the Coastal Area Management Act and the use of local land use ordinances to regulate development of freshwater swamps, marshes, and 404 wetlands.
- P.55 Southport supports relocation of structures endangered by erosion, if the relocated structure will be in compliance with all applicable policies and regulations.
- P.56 Southport recognizes the uncertainties associated with sea level rise. The rate of rise is difficult to predict. Thus, it is difficult to establish policies to deal with the effects of sea level rise. Southport supports cooperation with local, state, and federal efforts to inform the public of the anticipated effects of sea level rise.
- P.57 Southport supports hazard mitigation planning. In 2009, the City, along with 11 other area municipalities, partnered with Brunswick County on the joint development of a Multi-Jurisdictional Hazard Mitigation Plan; the plan was developed over the course of an 18 month exercise and became effective in January 2011. It is anticipated that Southport will continue to collaborate with Brunswick County and the 11 other municipalities to ensure that the plan: (1) is updated as necessary in accordance with Community Rating System requirements; (2) the updates proposed accurately demonstrate the progress made and reflect changing conditions; and (3) remain consistent with the Policies and (4) Implementing Actions of the City of Southport CLUP.

P.58 Southport supports the land use densities that are specified beginning on page 150 of this plan. Through enforcement of the zoning ordinance, these densities will minimize damage from natural hazards and support the hazard mitigation plan.

Implementing Actions

- I.35 Southport will cooperate with the US Army Corps of Engineers in the regulation and enforcement of the 404 wetlands permit process. *Schedule: Continuing Activity.*
- I.36 Southport will coordinate all development within the special flood hazard area with the City's Planning and Inspections Departments, North Carolina Division of Coastal Management, FEMA, and the US Corps of Engineers. *Schedule: Continuing Activity.*
- I.37 Southport will continue to enforce its existing zoning and flood damage prevention regulations found in the UDO. *Schedule: Continuing Activity.*
- I.38 The City will monitor development proposals for compliance with Section 404 of the Clean Water Act and will continue to enforce local land use ordinances to regulate development of freshwater swamps, marshes, and 404 wetlands. *Schedule: Continuing Activity.*
- I.39 Southport permits redevelopment of previously developed areas, provided all applicable policies, regulations, and ordinances are complied with. The City will encourage redevelopment as a means for correcting housing problems, upgrading commercial structures, and historic preservation (through rehabilitation and adaptive reuse). Redevelopment, including infrastructure, should be designed to withstand natural hazards. *Schedule: Continuing Activity.*
- I.40 Southport will enforce the density controls in the UDO in redevelopment areas to control growth intensity. *Schedule: Continuing Activity.*
- I.41 In response to possible sea level rise, Southport will review all local building and land use related ordinances and consider establishing setback standards, density controls, bulkhead restrictions, buffer vegetation protection requirements, and building designs which will facilitate the movement of structures. *Schedule: Continuing Activity.*
- I.42 Southport will utilize the future land use maps to control development. These maps are coordinated with the land suitability map and proposed infrastructure maps. *Schedule: Continuing Activity.*

6. Water Quality

a. Management Goals

Southport will maintain, protect, and where possible enhance water quality in all coastal wetlands, rivers, streams, and estuaries. This should include a means of addressing the complex problems of planning for increased development and economic growth while protecting and/or restoring the quality and intended uses of the basin's surface waters.

b. Planning Objective

Southport will adopt policies for coastal waters to help ensure that water quality is maintained if not impaired and improved if impaired.

c. Land Use Plan Requirements

The following provides Southport's policies/implementing actions on water quality:

Policies

- P.59 Southport opposes the location of floating homes within its jurisdiction.
- P.60 Southport will allow the construction of both open water and upland marinas which comply with the UDO.
- P.61 The City of Southport opposes the construction of package treatment plants within its city limits.
- P.62 The City supports the guidelines of the Coastal Area Management Act and the efforts and programs of the North Carolina Department of Environment and Natural Resources, Division of Coastal Management and the Coastal Resources Commission to protect the coastal wetlands, estuarine waters, estuarine shorelines, and public trust waters in Southport.
- P.63 Southport supports conserving its surficial groundwater resources.
- P.64 Southport supports regulation of underground storage tanks in order to protect its groundwater resources.
- P.65 Southport supports the continued enforcement of its stormwater management regulations.
- P.66 Southport supports the decommissioned wastewater treatment plant assisting to open back up more of the area for shellfishing.
- P.67 The City supports commercial and recreational fishing and will cooperate with other local governments and state and federal agencies to control pollution of these waters to improve conditions so that commercial and recreational fishing will increase. It also supports the preservation of nursery and habitat areas.
- P.68 Southport opposes the disposal of any toxic wastes, as defined by the US Environmental Protection Agency's Listing of Hazardous Substances and Priority Pollutants (developed pursuant to the Clean Water Act of 1977), within its planning jurisdiction.
- P.69 Southport recognizes the value of water quality maintenance to the protection of fragile areas and to the provision of clean water for recreational purposes and supports the control of stormwater runoff to aid in the preservation of water quality. The City will support existing state regulations relating to stormwater runoff resulting from development (Stormwater Disposal Policy 15 NCAC 2H.001-.1003).
- P.70 Southport supports the policy that all State of North Carolina projects should be designed to limit to the extent possible stormwater runoff into coastal waters.

- P.71 Southport supports implementation of the Cape Fear River Basin Water Quality Management Plans.
- P.72 The City supports protection of those waters known to be of the highest quality or supporting biological communities of special importance.
- P.73 The City supports management of problem pollutants, particularly biological oxygen demand and nutrients, in order to correct existing water quality problems and to ensure protection of those waters currently supporting their uses.
- P.74 Southport opposes the installation of package treatment plants and septic tanks or discharge of waste in any areas classified as coastal wetlands, freshwater wetlands (404), or natural heritage areas. This policy does not apply to constructed wetlands.
- P.75 Southport supports the following actions by the General Assembly and the Governor:
- (1) Sufficient state funding should be appropriated to initiate a program of incentives grants to address pollution of our rivers from both point sources and nonpoint sources.
 - (2) An ongoing source of state funding should be developed to provide continuous support for an incentives grant program.
 - (3) The decision-making process for the award of incentives grants should involve river basin organizations representing local governments and other interest groups in the review of all applications for state funding.
- P.76 Southport supports all aquaculture activities that meet applicable federal, state, and local policies and permit requirements.
- P.77 Southport objects to any discharge of water from aquaculture activities that will degrade in any way the receiving waters. The City objects to withdrawing water from aquifers or surface sources if such withdrawal will endanger water quality or water supply from the aquifers or surface sources.
- P.78 Southport supports only aquaculture activities that do not alter significantly and negatively the natural environment or coastal wetlands, estuarine waters, and public trust areas.
- P.79 Southport supports the establishment of mooring fields within its planning jurisdiction. However, the City recognizes that improperly regulated mooring fields may result in water degradation.
- P.80 The city supports the Brunswick County NPDES Phase II Stormwater Program.
- P.81 The City of Southport supports implementation of a stormwater management plan following inclusion in Phase II rules.

Implementing Actions

I.43 The City of Southport will conserve its surficial groundwater resources by enforcing CAMA and the NC Division of Water Quality stormwater runoff regulations and by coordinating local development activities involving chemical storage or underground storage and installation/abandonment with Brunswick County Emergency Management personnel and the NC Division of Water Quality. The City will plan for an adequate long-range water supply. In the planning process, Southport will cooperate with adjacent local governments to protect water resources. *Schedule: Continuing Activity.*

- I.44 Upon its inclusion under NPDES Phase II standards, Southport will have established the basis for a comprehensive stormwater management program to work in conjunction with its existing stormwater management ordinance. *Schedule: Continuing Activity.*
- I.45 The City will enforce its UDO to aid in protecting sensitive shoreline areas. It will rely on state and federal agencies to promote and protect environmentally sensitive areas. *Schedule: Continuing Activity.*
- I.46 Southport will rely on the technical requirements and state program approval for underground storage tanks (40 CFR, Parts 280 and 281), and any subsequent state regulations concerning underground storage tanks adopted during the planning period. *Schedule: Continuing Activity.*
- I.47 Southport will continuously enforce, through the development and zoning permit process, all current regulations of the NC State Building Code and North Carolina Division of Health Services relating to building construction and septic tank installation/replacement in areas with soils restrictions. *Schedule: Continuing Activity.*
- I.48 Southport will implement the following actions through local ordinances to improve water quality:
- Use watershed-based land use planning
 - Protect sensitive natural areas, including coastal wetlands
 - Establish buffer network
 - Minimize impervious cover in site design
 - Limit erosion during construction
 - Maintain coastal growth measures
 - Restoration of impaired waters
 - Management of the cause and sources of pollution to ensure the protection of those waters currently supporting their uses allowing for reasonable economic growth.
 - Reduction of nutrients in local waters.
- Schedule: Review local ordinances annually.*
- I.49 Preservation of wetlands is important to the protection/improvement of water quality in Southport. The following will be implemented:
- (1) Consider preservation of large wetland areas (> one acre) in a natural state to protect their environmental value. *Schedule: Continuing Activity.*
 - (2) Coordinate all development review with the appropriate office of the US Army Corps of Engineers and the Soil Conservation Service. *Schedule: Continuing Activity.*
 - (3) Require that wetland areas be surveyed and delineated on all preliminary and final subdivision plats. *Schedule: Completed/Continuing Activity.*
 - (4) Consider cluster development in order to protect sensitive natural areas. *Schedule: Continuing Activity.*
 - (5) Make wetlands acquisition a priority in future expansions of Southport parks and recreation areas. *Schedule: Continuing Activity.*

I.50 Southport will develop a local ordinance and a waterfront development plan to regulate the development of mooring fields. *Schedule: Fiscal Year 2013-14 thru FY 2014-15*

7. Local areas of concern

1. Management Goals

Southport will integrate local concerns with the overall goals of CAMA in the context of land use planning.

2. Planning Objective

Southport will identify and address local concerns and issues, such as cultural and historic areas, scenic areas, economic development, or general health and human services needs.

3. Land Use Plan Requirements

The following provides Southport's policies/implementing actions on local areas of concern. All policies are continuing activities.

Policies – Cultural, Historic and Scenic Areas

- P.82 The City of Southport strongly supports all efforts to maintain the Southport Marina as a public access facility in perpetuity.
- P.83 Southport supports safe public transportation opportunities for seniors.
- P.84 Southport will protect its historic resources as a valuable cultural and economic asset.
- P.85 The City supports building heights that are consistent with the surrounding areas.
- P.86 The City supports local, state, and federal efforts to protect historic properties within its borders and to perpetuate its cultural heritage. Sites of historic significance are identified in part C section 4.
- P.87 The City will not allow industrial development within its areas of historical significance.
- P.88 The City of Southport will allow industrial development which is consistent with the City of Southport UDO and within areas of environmental concern, only as defined by 15A NCAC 7H.

Implementing Actions – Cultural, Historic and Scenic Areas

- I.51 The City of Southport will continually and zealously monitor the lease agreement between the State and current or future lessees regarding the responsibilities and obligations of each party to ensure that the Southport Marina is maintained as a public access site in perpetuity and that the continuing upkeep and/or improvement(s) of its existing or future appurtenant facilities remain consistent with the goals and objectives of this land use plan. *Schedule: Continuing Activity.*
- I.52 The City will rely on its UDO to prohibit industrial development within its historic district. *Schedule: Continuing Activity.*
- I.53 The City will work with the US Army Corps of Engineers to coordinate local approval of all projects with the “404” permitting process. *Schedule: Continuing Activity.*
- I.54 Southport will guide development so as to encourage protection of historic and potentially historic properties within the City. *Schedule: Continuing Activity.*
- I.55 Southport shall coordinate all housing code enforcement and/or redevelopment projects, utilizing public funding, with the NC Division of Archives and History, to ensure that any significant architectural details or buildings are identified and preserved. *Schedule: Continuing Activity.*
- I.56 Southport will coordinate all city projects with the NC Division of Archives and History, to ensure the identification and preservation of significant archaeological sites. *Schedule: Continuing Activity.*

Policies – Economic Development

- P.89 Southport recognizes that tourism is important and will support activities that promote tourism.
- P.90 The City will encourage development that will protect its resources, preserve its atmosphere, and simultaneously promote industrial and retail growth.
- P.91 The City will encourage industrial and commercial development in areas with existing infrastructure that does not infringe on any residential areas.
- P.92 Southport supports the extension of water services from existing systems and encourages the use of central systems for new developments whether residential, commercial, or industrial in nature.

Implementing Actions – Economic Development

- I.57 Southport will continue to support the activities of the North Carolina Division of Travel and Tourism; specifically, the monitoring of tourism-related industry, efforts to promote tourism-related commercial activity, and efforts to enhance and provide shoreline resources. *Schedule: Continuing Activity.*
- I.58 Southport will continue to support the activities of the Southport Department of Tourism. *Schedule: Continuing Activity.*

I.59 Southport will support projects that will increase public access to shoreline areas. *Schedule: Continuing Activity.*

I.60 Southport will support North Carolina Department of Transportation projects to improve access to the City. *Schedule: Continuing Activity.*

I.61 Southport will support the following in the pursuit of industrial development:

- (1) Encourage placement of new heavy industrial development to have minimum adverse effect on the City's ecosystem and by encouraging areas of concentrations of such uses be considered first when suitable infrastructure is available consistent with the growth policy of the future land development map. *Schedule: Continuing Activity.*
- (2) Re-zone additional parcels for industrial and commercial use along existing growth corridors with adequate infrastructure existing or planned and, when the need is demonstrated, provide a consistent growth policy with amendments to the future land development map when revision is needed. This will accommodate the future demand for additional industrial and commercial development in suitable areas. *Schedule: Continuing Activity.*

Policies – General Health and Human Services Needs

P.93 Southport supports responsible and environmentally safe expansion of public and private energy production and distribution facilities.

P.94 Southport supports a comprehensive program of both active and passive recreational opportunities.

P.95 Southport supports the continued public provision of solid waste disposal, law enforcement, and educational services to all citizens.

P.96 Southport supports efforts to recycle and reduce waste.

P.97 The City supports local, state, and federal efforts to minimize the adverse impact of man-made hazards. Southport will utilize its development controls and will rely on state and federal agencies with jurisdiction to minimize the impact of man-made hazards.

P.98 In an effort to improve health conditions, Southport supports the following water and sewer policies:

- (1) Southport supports the extension of central water service to areas suitable for development, including the construction of lines to and through conservation areas to serve development which meets all applicable state and federal regulations.
- (2) The City is aware that inappropriate land uses near well fields increase the possibility of well contamination. Land uses near groundwater sources are regulated by the North Carolina Division of Water Quality Public Access Section through NCAC Subchapter 2L and Subchapter 2C. Southport recognizes the importance of protecting potable water supplies, and therefore supports the enforcement of these regulations.

- (3) Southport supports all efforts to secure available state and federal funding for the construction and/or expansion of public and private water/sewer systems.
- (4) Southport supports the construction of water systems with adequate line sizes to ensure adequate water pressure and fire protection.

Implementing Actions – General Health and Human Services Needs

I.62 There is only one energy generating facility located within the city’s planning jurisdiction. The Progress Energy Nuclear Power Plant is located immediately north of the EXTRA TERRITORIAL JURISDICTION. Some of the Progress Energy property is located within the city’s EXTRA TERRITORIAL JURISDICTION. The City will consider the need for expansion of these facilities on a case-by-case basis. *Schedule: Continuing Activity.*

I.63 The City will update its comprehensive recreation plan. *Schedule: Fiscal Year 2013-14*

I.64 The City supports the coordination of a county-wide evacuation plan. *Schedule: Continuing Activity.*

I.65 The City will **continue to** investigate, with the School of Government, the use of impact fees as a way of making new development pay for the services demanded. *Schedule: Continuing Activity*

I.66 Floodplain regulation is a concern in Southport. To accomplish protection of public health and service needs, Southport will:

- (1) Continue to enforce the flood hazard reduction provisions of the Southport UDO. *Schedule: Continuing Activity.*
- (2) Prohibit the installation of underground storage tanks in the 100-year floodplain. *Schedule: Continuing Activity.*
- (3) Zone for open space, recreational, agricultural, or other low-intensity uses within the floodplain. *Schedule: Continuing Activity.*
- (4) Prohibit the development of any industry within the 100-year floodplain that may pose a risk to public health and safety. Such industries may include but not be limited to: chemical refining and processing, petroleum refining and processing, hazardous material processing, or storage facilities. *Schedule: Continuing Activity.*

I.67 To effectively manage Southport’s investment in existing and proposed community facilities and services, the City will:

- (1) Develop a specific capital improvements plan (CIP) with emphasis placed on services and facilities that affect growth and development. *Schedule: Continuing Activity*
- (2) Provide the Brunswick County Board of Education and the United States Postal Service with locational information on all residential development. *Schedule: Continuing Activity.*

- (3) In concert with the Brunswick County Board of Education, develop a plan for the protection of future school sites. *Schedule: Continuing Activity*
- I.68 Southport will provide sufficient emergency services to all residents. The City will implement the following:
- (1) Require that all necessary infrastructure firefighting capability/capacity be provided in new subdivisions and developments. *Schedule: Continuing Activity.*
 - (2) Continue to maintain an effective signage and addressing system for all streets, roads, and highways. *Schedule: Continuing Activity.*

Implementing Actions – Funding Options

- I.69 Southport will continue to support state and federal programs that are deemed necessary, cost-effective, and within the administrative and fiscal capabilities of the City. *Schedule: Continuing Activity.* These include:
- (1) Community Development Block Grant Program
 - (2) Emergency Medical Services
 - (3) Coastal Area Management Act, including shoreline access funds
 - (4) Small Business Administration
 - (5) Economic Development Administration Funds
 - (6) Farmer's Home Administration – Federal Grant Program
 - (7) Federal Emergency Management Program
- I.70 Southport will selectively support state and federal programs related to the City. The City, through its boards and committees, will monitor state and federal programs and regulations. It will use opportunities as they are presented to voice support for or to disagree with programs and regulations that are proposed by state and federal agencies. *Schedule: Continuing Activity.*
- I.71 Southport officials will continue to work with the Army Corps of Engineers and any other state and federal agencies to ensure continued dredging and maintenance of channels and rivers as needed to keep these facilities open to navigation. These efforts shall comply with applicable state and federal regulations. Providing borrow or spoil areas and provision of easements for work will be determined on case-by-case basis. The City would encourage spoil material being placed on those areas where easements for such use already exist. Channel maintenance has major economic significance and is worthy of state and federal funding. *Schedule: Continuing Activity.*

F. Plan for the Future

1. Introduction

The future land use plan or “map” is an essential tool for implementing land use planning. The map is intended to serve as a guide for the Planning Board and Board of Aldermen when they review private development proposals and make decisions on the location of public facilities. The land use plan also provides the framework upon which zoning and subdivision regulations and the capital improvements program should be based.

A land use plan is intended to accomplish three primary objectives. These objectives are as follows:

- To promote economic efficiency by coordinating the size and location of publicly provided future community facilities with the location and intensity of future private residential, commercial, and industrial activity.
- To optimize resources by allocating land for its most suitable use. For example, a city may want to encourage industrial development on sites accessible to existing water and sewer lines and in areas with suitable soil conditions. Or, a city may choose to arrange land uses in such a way as to protect environmentally sensitive areas.
- To provide a land use form that reflects the vision of the city’s residents, is unified, avoids conflicting land uses, optimizes resources, preserves the city’s character and is pleasing; providing open space, vistas and distinguishable districts.

It is important that Southport understands that merely completing the land use plan, illustrating the city’s vision for the future, does not ensure that its objectives will be met. The City of Southport must continuously work at accomplishing plan implementation and maintaining an effective planning program. Changes to Southport’s management of growth should occur. In contemporary planning, the most discussed concept is “smart development.” In reality, this concept is not a new idea. It is simply the blending of many existing ideas. Randall Arendt, considered an authority on smart development, believes that smart development adheres to six basic principles which are described as follows:

Principle 1 - Efficient Use of Land Resources: Smart development supports the preservation of land and natural resources. These benefits result from compact building forms, in-fill development, and moderation in street and parking standards. Compact building patterns preserve land for city and neighborhood parks as well as local woods and wetlands. Furthermore, compact development shortens trips, lessening dependence on the automobile, and therefore reducing levels of energy consumption and air pollution. Finally, a compact development pattern supports more cost-effective infrastructure than does low-density fringe development.

Principle 2 - Full Use of Urban Services: The same frugality of land development supports efficient use of public and private infrastructure. Smart development means creating neighborhoods where more people will use existing services like water lines and sewers, roads, emergency services, and schools.

Inefficient land use, whether within or outside urban areas, places a financial strain on communities trying to provide for the construction and maintenance of infrastructure needs.

Building compactly does not mean that all areas must be densely developed. Rather, the goal is an average density for the area, at a level that makes full use of urban services. Averaging allows for areas to have a mix of low-, medium-, and high-density development. Mixing densities to encourage efficient use of services also means requiring a high level of building and siting compatibility, encouraging neighborhoods to have both character and privacy.

Careful street sizing and the accommodation of some parking on streets reduces impervious surfaces and efficiently uses urban services by saving on land acquisition, construction, and maintenance costs. In short, streets should be sized for their use: lower density areas that have little through traffic are best served by slower, narrower streets, while transportation corridors that move district-wide traffic need wider travel ways.

Principle 3 - Mix of Uses: Locating stores, offices, residences, schools, and recreation spaces within walking distance of each other in compact neighborhoods with pedestrian-oriented streets promotes:

- independence of movement, especially for the young and the elderly who can conveniently walk, cycle, or ride transit;
- safety in commercial areas, through around-the-clock presence of people;
- reduction in auto use, especially for shorter trips;
- support for those who work at home, through nearby services and parks; and
- a variety of housing choices, so that the young and old, singles and families, and those of varying economic ability may find places to live.

Mixed-use examples include a corner store in a residential area, an apartment near or over a shop, and a lunch counter in an industrial zone. Most codes prohibit the co-location of any residential and commercial buildings. This prohibition is based on the functional and architectural incompatibility of the buildings. Using design standards, in tandem with mixed-use zoning, overcomes incompatibility. Additionally, limitations on commercial functions, such as hours of operation and delivery truck access, may be necessary. More fundamentally, to gain the full benefits of a mix of uses, buildings must be conveniently connected by streets and paths. Otherwise, people will still be inclined or required to use cars, even for the shortest trips.

Principle 4 - Transportation Options: Transportation must be safe, convenient, and interesting. These performance factors affect sidewalk and street design, placement of parking, and location of building fronts, doors, and windows. Well-designed bike lanes and sidewalks protect people from vehicle accidents. Orienting windows and doorways to the sidewalk increases awareness of street activity and the safety of the streetscape.

Convenience begins with a connected network of streets that provides alternative routes with reasonable walking distances between destinations. A properly designed network also promotes neighborhood safety by routing the heaviest traffic around neighborhoods, without sacrificing street connectivity.

Providing compact, mixed-use development connected by safe, convenient, and interesting networks of streets and paths promotes:

- walking, cycling, and transit as viable, attractive alternatives to driving;
- less traffic congestion and air pollution;
- the convenience, density, and variety of uses necessary to support transit;
- a variety of alternative routes, thereby dispersing traffic congestion; and
- lower traffic speeds, making neighborhoods safer.

Principle 5 - Detailed, Human-Scale Design: Community acceptance of compact, mixed-use development requires compatibility between buildings to ensure privacy, safety, and visual coherency. Similar massing of buildings, orientation of buildings to the street, the presence of windows, doors, porches, and other architectural elements, and effective use of landscaping all contribute to successful compatibility between diverse building types.

Human-scale design is also critical to the success of streets and paths as preferred routes for pedestrians, cyclists, and motorists alike. In general, smart street design considers the role of pedestrians along with that of vehicular traffic, emphasizing the quality of the walking environment. For instance, parallel parking may be considered a hindrance to vehicle flow, but, for pedestrians and shop owners, on-street parking is a benefit because it reduces speeding traffic and protects the sidewalks.

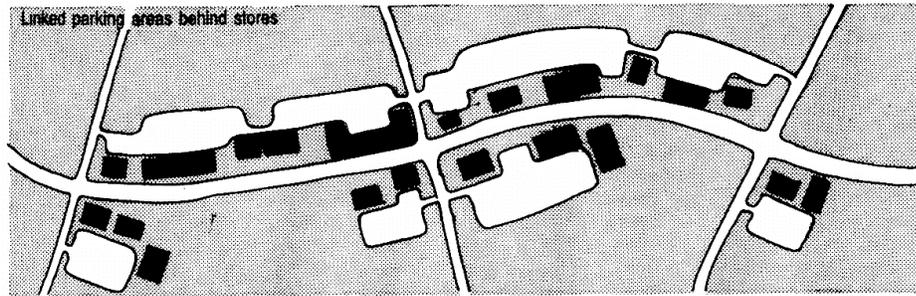
Designing streets that are balanced for pedestrians, cyclists, and motorists promotes the development of community through the informal meeting of neighbors. Neighborhood safety is improved, since neighbors can more easily come to know one another and watch over each other's homes.

Principle 6 - Implementation: Southport's ability to adopt smart development principles will depend on the ability and willingness of developers to apply the principles. Frustrating, costly, and time-consuming delays due, in part, to inflexible standards, regulations, and processes will discourage innovative approaches to development and design. Providing for flexibility and certainty in the application of standards, and administrative approval of "minor" variances, can help promote creative development that complies with the principles. Effective use of Planned Unit Developments (PUD's) can also relieve some of the regulatory barriers for developers and lighten the administrative load for planners.

While the smart growth concept may not be suited to every community, it will support Southport's objective of preserving its atmosphere and aid in preserving its natural resources. The following provides examples of some of the development concepts associated with smart development:

- Discourage strip commercial development on major collector roads that allow each lot to have direct vehicular access to the highway.

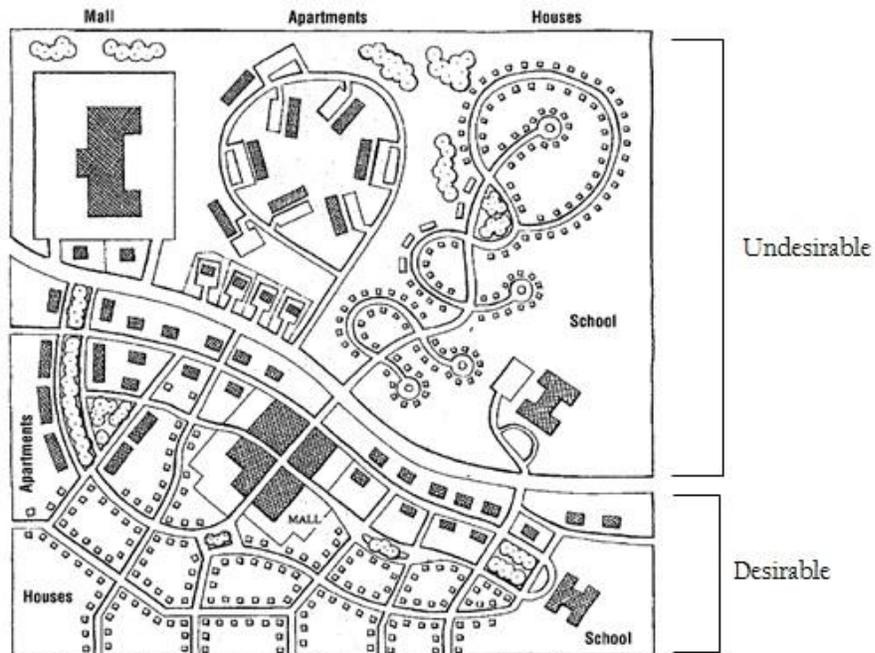
Figure 7: Linked Parking Areas Behind Stores



- Reduce traffic congestion and safety problems.

Figure 8: Examples of Connectivity within Developments.

Conventional development with poor connectivity: travel requires use of the collector streets, causing congestion and discouraging pedestrians and cyclist (top). Smart development with interconnected street system, allowing a variety of transportation options and shorter trips (bottom).



- Preserve large wetland areas (> one acre) in a natural state to protect their environmental value.

Figure 9: Building on Sensitive Areas vs Protecting Sensitive Areas.

Conventional two-acre lot subdivision with homes located on sensitive but buildable land, compared with improved layouts protecting those resource areas.

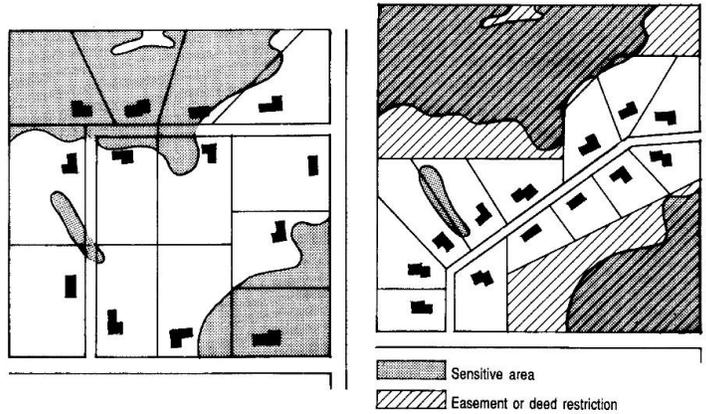
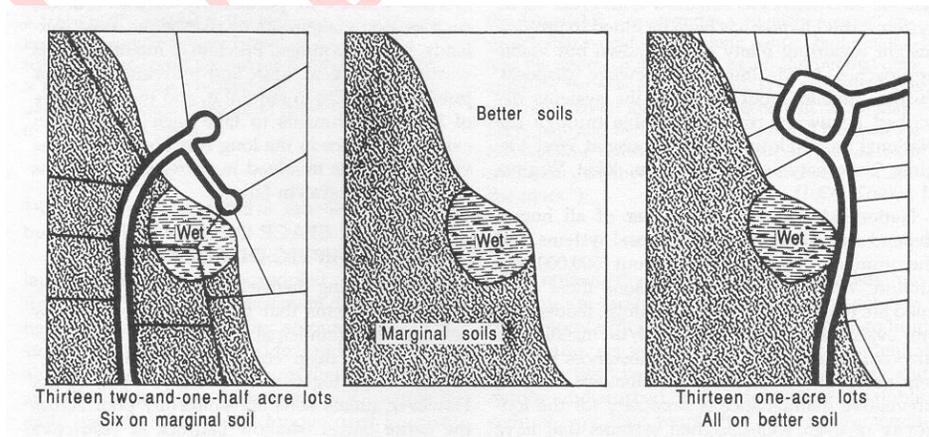


Figure 10: Reducing Lots Sizes to Locate Homes on Better

Reducing lot size can sometimes help subdivision designers locate all homes on the better soils contained within a development site. On the left, some of the thirteen 2.5-acre lots would have septic systems on marginal soils, barely meeting minimum legal requirements, because these lots contain nothing better. By decreasing lots to one acre in size, all thirteen can be laid out to contain deeper, drier soils (with all wetlands in the open space preservation area, a treed island at the end of the street, and a future street and/or trail connection to adjoining properties). Sometimes such arrangements require a few “flag lots” with a relatively narrow strip of land providing driveway access, a very useful design approach that should generally be allowed, subject to certain safeguards to prevent abuses (such as the infamous “rat-tail” subdivisions with numerous lots having long, snake like appendages connecting the lots to a distant public road—all to avoid the cost of providing internal streets).



2.Future Land Use Map

A. Introduction

The Future Land Use Map depicts application of the policies for growth and development, the desired future patterns of land use and land development, and future water and sewer service areas with consideration given to natural system constraints and infrastructure policies. The future land use map must include the following:

- 12-digit hydrological units encompassed by the planning area.
- Areas and locations planned for conservation or open space and a description of compatible land uses and activities.
- Areas and locations planned for future growth and development with descriptions of the following characteristics:
 - Predominant and supporting land uses that are encouraged in each area;
 - Overall density and development intensity planned for each area; and
 - Infrastructure required to support planned development in each area.
- Existing and planned infrastructure, including major roads, water, and sewer.
- Reflect the information depicted on the Composite Map of Environmental Conditions (Map 8) and Map of Land Suitability Analysis (Map 16). On the Future Land Use Map, there are some areas that are considered least suitable for development which have been assigned a Future Land Use category other than Open Space or Very Low Density. In most of those cases, they are considered least suitable because of their location in a floodplain or wetland area, or it is a park or other Protected Land or Significant Natural Heritage Area. For those undeveloped parcels with wetlands coverage, the City will make every effort to ensure that any development that occurs will be located outside of the wetland areas or that the negative impact to the environment is minimal, if at all. For those undeveloped parcels with all or portions located within a floodplain, the City will encourage the location of development on the portions outside of the floodplain. The City of Southport enforces a freeboard requirement of three (3) feet.

B. Future Land Use Acreages

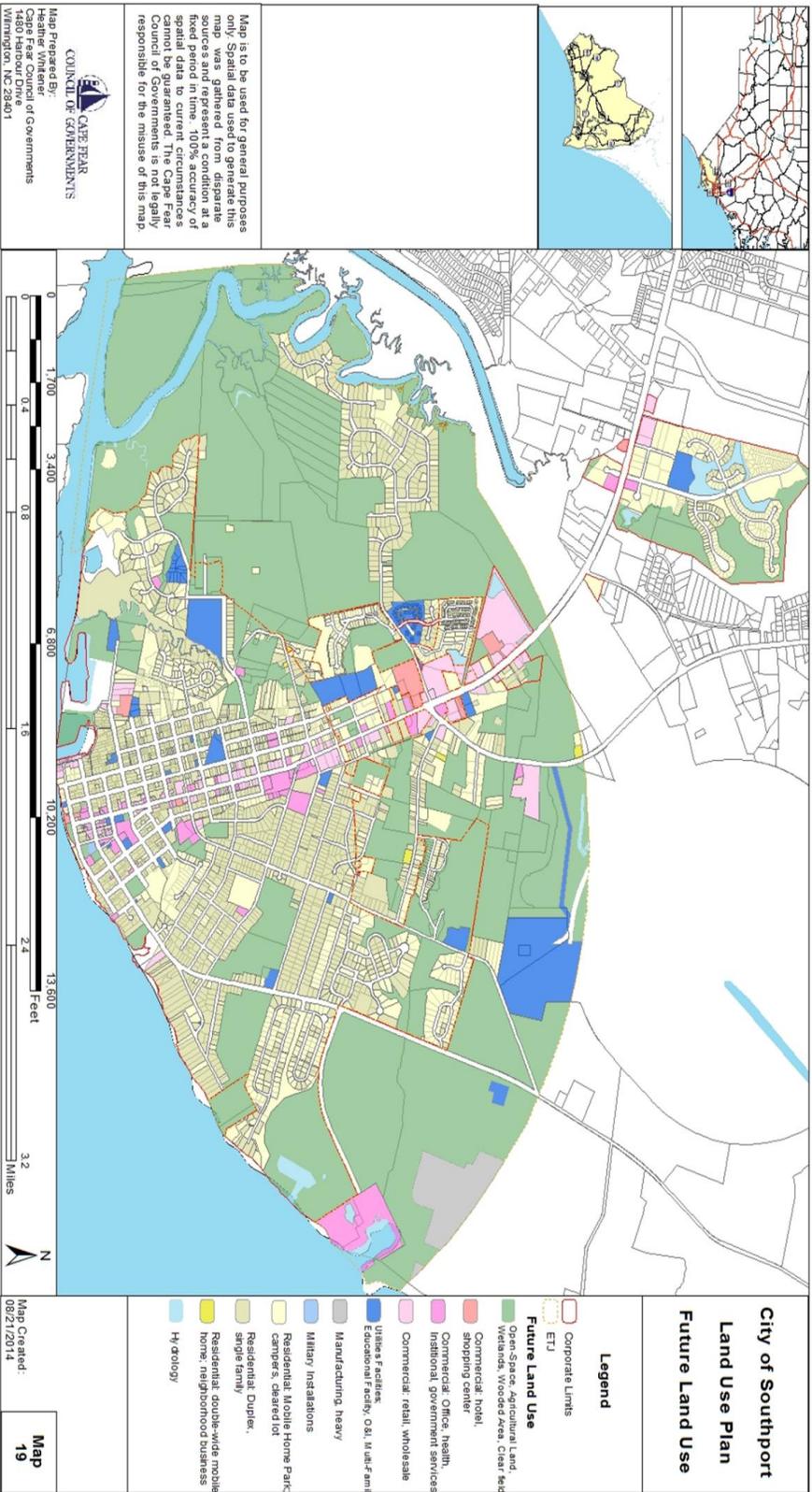
The City believes that the future land use map and associated goals and implementing actions are consistent with the land suitability analysis. The future land use map depicts areas for development which are geographically consistent with the land suitability map (see Map 16). All future land use acreages are based on suitability of land for development and do not forecast demand for future acreages. **The land uses in each of these areas have been coordinated with the Brunswick County GIS departments county-wide GIS (geographical information systems) land use data. A listed land use does not**

necessarily match with how an area is zoned. In order to determine what use is allowable by location the zoning classification map should be referenced, map 17.

Table 44. City of Southport Future Land Use Acreage

Land Use	Corporate Limits & EXTRA TERRITORIAL JURISDICTION	
	Acres	% of Total
Agricultural Land, Wetlands, Wooded Area, Clear fields	2,435	59%
Commercial: hotel, shopping center	18.87	0.4%
Commercial: Office, health, Institutional, government services;	71	2%
Commercial: retail, wholesale	91	2.2%
Utilities Facilities; Educational Facility, O & I/MF	154	3.7%
Manufacturing, heavy	49.657	1.2%
Military Installations	1.676	0.04%
Residential: Mobile Home Park; campers, cleared lot	578.43	14%
Residential: Duplex, single family	673.76	16.4%
Residential: double-wide mobile home; neighborhood business	31.574	0.77%
Total	4105	100.00%

* The figures above do not include the areas within Southport that are covered with water.



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3. Locational Aspects of Land Use

The purpose of this section is to describe the reasoning behind the location of land uses as shown on the land use map. It should be noted that the land use plan depicts a desired or optimum pattern of land uses. For land areas that are already developed, the desired land use may not be consistent with the existing land use. In cases where the planning process resulted in a desired land use that deviated from the existing land use, preferred land use is indicated. The following provides an example of a case in which an existing land use would not be indicated on the map. An industry might locate in an area that was considered “rural” then year ago. As the years go by, development occurs, urban areas of the city expand, and eventually the industry finds itself in an urbanized setting surrounded by residential development. This situation has resulted in a conflicting land use. In this case the existing land use of the industrial property is industrial but might be shown on the land use map as Office/Institutional/Multi-Family, a more suitable and compatible use for a residential area.

Generally, the land use map was drafted with consideration given to key land use issues (see Land Use Map) preservation of the city’s existing urban form (from the Comprehensive Plan) which is comprised of districts; paths, urban nodes, landmarks, and edges; development constraints, existing zoning patterns, and citizens input. It should be stressed that although the future land use map indicates a desired pattern for future land use, it is not being suggested that the land uses portrayed cannot be deviated from. However, it is recommended that as the need for changes in the land use map becomes apparent that the map be revised and approved by the Governing Board. A general description of land use by type follows.

a. Commercial

Commercial land uses in Southport’s planning jurisdiction are concentrated in the Central Business District, along Howe Street, and at the NC 211/NC 87 intersection. Within the area that extends up to one mile outside the city’s EXTRA TERRITORIAL JURISDICTION, commercial land uses are located at the intersections of a proposed thoroughfare connecting NC 87/NC133 to NC 211 and along NC 133 from NC 211 south to the Oak Island city limits.

There has been an attempt to locate commercial development in nodes. Nodes are typically placed at the intersections of major thoroughfares. Nodes serve as community focus areas or concentrations of high intensity land use. It should be noted that the location and size of these commercial areas are not intended to be static. As the land around these commercial areas develops, larger node definitions, and possibly even shifts in location from one area to another, may be warranted. As commercial development takes place in the outlying areas of the city’s planning jurisdiction, it should be buffered from surrounding areas by office/institutional/multi-family land uses or open space. When development is initiated in the location of one of the nodes, the city should, in cooperation with property owners adjacent to the node, develop a very specific area development plan (ADP) prior to approving any development.

HEAVY COMMERCIAL

Corresponding zoning district: HC

Appropriate uses: Heavy commercial is generally associated with a variety of higher intensity retail and wholesale establishments that would include grocery stores and building supply operations that serve residential and industrial customers and that may or may not include storage of equipment. Professional offices and some service providers are also appropriate.

Inappropriate uses: Manufacturing operations.

Allowable density: Approximately 4 units per acre.

Maximum height: 40 feet.

Impervious surface threshold: Post-development runoff cannot exceed pre-development levels utilizing the 25 year storm as a base storm event.

LIGHT COMMERCIAL

Corresponding zoning district: BD

Appropriate uses: Light commercial is generally associated with lower intensity commercial uses such as offices, boutiques, and places of worship.

Inappropriate uses: Manufacturing operations.

Allowable density: Approximately 4 to 6 units per acre.

Maximum height: 40 feet.

Impervious surface threshold: Post-development runoff cannot exceed pre-development levels utilizing the 25 year storm as a base storm event.

b. Residential

Residential land uses have been divided into four separate land use categories based on associated variable residential densities. These categories include: Open Space/Very Low, Low, Medium, and High Density Residential. The location of residential land uses by density was based on existing residential development patterns, constraints to development (i.e. floodplains, wetlands, etc.), and the location of infrastructure such as water, sewer, and the transportation network. Generally, the areas that contained few obstacles for development were classified at higher densities than areas that possessed multiple obstacles for development.

It should be noted that the land use plan does not attempt to delineate future park sites for the following reason: If the city were to express interest in acquiring specific sites for public use too far in advance it could drive the cost of real estate up unnecessarily. Open space buffers adjacent to industrial development should be maintained at a width based on the type of industry and its potential to create compatibility problems.

OPEN SPACE/VERY LOW DENSITY RESIDENTIAL

Corresponding zoning districts: OS and R-20

Appropriate uses: Open Space/Very Low Density Residential land uses have been located in areas where there is the potential for flooding (100-year floodplain), the need for buffering, or, in some cases, where AEC's exist. Buffering is used to separate areas that may have the potential to become conflicting land uses. The ideal land use for this category is open space as opposed to very low density residential development. Residential development should only be allowed in these areas on a limited basis and the development that does occur should have its finished floor level substantially above the base flood elevation.

Inappropriate uses: Multi-family developments, commercial uses, and industrial operations.

Allowable density: Very low density approximately 1-2 units per acre.

Maximum height: 40 feet.

Impervious surface threshold: Post-development runoff cannot exceed pre-development levels utilizing the 25 year storm as a base storm event.

MEDIUM DENSITY RESIDENTIAL

Corresponding zoning district: R-10

Appropriate uses: Single family residences and parks.

Inappropriate uses: Commercial uses and industrial operations. *Allowable density:* 4 units per acre.

Maximum height: 40 feet.

Impervious surface threshold: Post-development runoff cannot exceed pre-development levels utilizing the 25 year storm as a base storm event.

LOW DENSITY RESIDENTIAL

Corresponding zoning districts: R-20, R-10, MH, and PUD

Appropriate uses: Single-family residences, manufactured homes, and Planned Unit Developments. Please note that not every use listed above is permitted in all districts.

Inappropriate uses: Commercial uses outside of a PUD, and industrial operations.

Allowable density: 2 to 6 units per acre.

Maximum height: 40 feet.

Impervious surface threshold: Post-development runoff cannot exceed pre-development levels utilizing the 25 year storm as a base storm event.

HIGH DENSITY RESIDENTIAL

Corresponding zoning district: MF

Appropriate uses: A variety of single and multi-family residential uses.

Inappropriate uses: Commercial uses and industrial operations.

Allowable density: 11 units per acre.

Maximum height: 40 feet.

Impervious surface threshold: Post-development runoff cannot exceed pre-development levels utilizing the 25 year storm as a base storm event.

c. Industrial

There are no industrial land uses shown on the future land use map within the incorporated area of Southport. Future industrial land use is concentrated in the north eastern section of the city's EXTRA TERRITORIAL JURISDICTION and plus one mile area. Future industrial land uses have been located in this area in the attempt to concentrate new uses near existing industrial land uses. On the Future Land Use Map, the Progress Energy property (including the discharge canal) is shown as industrial.

All of the industrial areas indicated on the Land Use Plan that are adjacent to residential land uses have been buffered with open space land uses. Buffering has been provided to help prevent land use conflicts between industrial development and neighboring land uses. The width of the buffer should be based on the type of industry and its potential to create compatibility problems. It is not the city's intention to acquire land to be utilized as buffer areas, but rather to encourage industries to incorporate adequate buffers into their development plans.

INDUSTRIAL
<u>Corresponding zoning districts:</u> HI and LI
<u>Appropriate uses:</u> A variety of commercial and industrial uses. Please note that not every use listed above is permitted in both districts.
<u>Inappropriate uses:</u> Residential development.
<u>Allowable density:</u> 1 to 4 units per acre.
<u>Maximum height:</u> Light industrial
<u>Impervious surface threshold:</u> Post-development runoff cannot exceed pre-development levels utilizing the 25 year storm as a base storm event.

d. Office/Institutional/Multi-family

Future office/institutional/multi-family (O&I/MF) land uses are located in areas that have already been developed for O&I/MF use, are along highway corridors, or between commercial and residential land uses. Office/institutional/multi-family uses are located in this manner to help preserve the carrying capacity of transportation corridors, to serve as a buffer from the roadway, and to minimize land use conflicts between commercial and residential land uses.

Office/Institutional/Multi-family

Corresponding zoning districts: MF and O&I

Appropriate uses: A variety of single and multi-family residential uses, professional offices and service businesses. Please note that not every use listed is permitted in both districts.

Inappropriate uses: Retail establishments and industrial operations.

Allowable density: Office & institutional -- 3 to 4 units per acre; Multi-family -- 11 units per acre

Maximum height: 40 feet

Impervious surface threshold: Post-development runoff cannot exceed pre-development levels utilizing the 25 year storm as a base storm event

c. CBD Mixed Use Districts

The CBD Mixed Use District land use category is designed to provide convenient shopping and service facilities by promoting compact development of commercial, office, and service uses while preserving the historic character of the district. Due to the variety of allowed uses within the CBD District land use category, any new development or redevelopment shall be done with careful consideration given to surrounding land uses. This will help keep potential land use conflicts to a minimum.

CBD MIXED USE DISTRICT

Corresponding zoning districts: CBD and R-10

Appropriate uses: Residences and a variety of commercial, office, and services uses. Please note that not every use listed above is permitted in both districts.

Inappropriate uses: Industrial operations

Allowable density: 4 to 6 units per acre

Maximum height: 40 feet

Impervious surface threshold: post-development runoff cannot exceed pre-development levels using the 25 year storm as a base storm event

f. Least Suitable Land Overlay

The future land use map (see Map 18) includes a Least Suitable Land Overlay. These areas parallel the areas that are least suitable as identified during the land suitability analysis (see Map 16). Development of any areas located within the overlay should be sensitive to protection of the AECs. Development proposals should be reviewed on a case-by-case basis in consideration of the needs of the particular AEC.

Each of the land use categories is supported by zoning districts contained in the City's UDO. Table 47 provides a comparison of the land use categories and the City's existing zoning districts. The reader is cautioned that this is an "overview" and detailed analysis must be based on careful review of the City's UDO.

4. Summary of the General Principles Used to Develop the Land Use Plan

The City of Southport Land Use Plan was drafted with consideration given to the following:

- Key land use issues
- Preservation of existing urban form
- Existing plans for the development of public facilities
- Development constraints
- Existing zoning patterns
- Desire to concentrate commercial and industrial development
- Limiting potential land use conflicts
- Preservation of existing residential neighborhoods
- Prohibition of noxious industry within the city's planning jurisdiction.

5. Future Land Demand Acreages / Carrying Capacity

The following table forecasts the shift in land use within Southport's planning jurisdiction. These land demand forecasts serve as a density and intensity analysis required to satisfy requirements outlined in NCAC 7B. These forecasts take into account recent trends in development within the city.

Table 45: City of Southport Land Demand Forecast

Land Use (Growth Rate)	Existing Land Use	Future Land Demand Forecast					% Growth 05-25	Additional Hsg. Units (2025)	Average Units Per Acre*
		2010	2015	2020	2025	2030			
Commercial (10%)	168	185	203	223	246	46.40%	N/A	N/A	
	221	232	244	256	269	21.60%	N/A	N/A	
High Density Residential (5%)	58	60	63	67	70	21.60%	136	11	
Medium Density Residential (30%)	271	352	458	596	774	185.60%	2,214	4.4	
Low Density Residential (10%)	377	415	457	502	552	46.40%	613	3.5	
Office and Institutional (15%)	69	80	92	106	122	74.90%	N/A	N/A	
Agricultural/Open Space/Vacant	2,151	1,991	1,798	1,566	1,284	-40.40%	N/A	N/A	
Total	3,315	3,315	3,315	3,315	3,315				

*For the purposes of these forecasts, categories reflected on the existing land use map have been redefined based on densities. These densities are defined in the future land use discussion of the plan.

Notes: 1) This table does not reflect build-out in every land use classification as indicated on the Future Land Use Map.

2) The land demand forecast outlined above suggests a population increase of 6,163 through 2025. This assumes an average household size of 2.08 as established by the 2000 US Census

Section 7. Tools for managing development

A. Guide for Land Use Decision Making

This document should be an integral part of the city's decision making process concerning future land use. The plan should be consulted prior to any decision being made by city staff, Planning Board, and/or Board of Aldermen concerning land use and development.

B. Existing Development Program

The existing management program includes the following ordinances: City of Southport Unified Development Ordinance (includes zoning, subdivision regulations, planned building groups, planned unit developments, residential cluster developments, and flood damage prevention ordinance), North Carolina Building Code, National Flood Insurance Program, City of Southport Stormwater Ordinance, and the 1997 City of Southport Land Use Plan. Preparation of the 1997 Land Use Plan was coordinated with the land use related codes.

C. Additional Tools

The City of Southport will utilize the following additional tools to implement this plan:

- Conduct annual training sessions for the Planning Board and Board of Adjustment.
- The Planning Department staff, in concert with the Planning Board, shall prepare an annual report assessing the effectiveness of plan implementation. This report shall be presented to the Southport Board of Aldermen.
- At a minimum, update the Land Use Plan and implementation process every five years.
- Prepare a recreation and shoreline access plan.
- Prepare a capital improvements plan/program to address the following: water, sewer, stormwater, and transportation.

D. Action Plan/Schedule

1. Citizen Participation

For the preparation of this plan, the Southport Planning Board adopted a citizen participation plan on February 20th, 2014. Southport will implement the following to ensure adequate citizen participation:

- The city will encourage public participation in all land use decisions and procedure development processes and encourages citizen input via its boards and committees.
- Southport will advertise all meetings of the Planning Board and Board of Adjustment through newspaper advertisements and notice postings.
- Southport will utilize advisory committees to assess and advise the city on special planning issues/needs.
- The city will, at least annually, conduct a joint meeting of the Southport Board of Aldermen and the city's Planning Board to identify planning issues/needs.
- The city's website will be updated to include this plan.
- All public hearings for changes to land use related ordinances which affect AECs shall include in the notice a specific description of the impact of the proposed change on the AECs.
- Ensure that the membership of all planning related and ad hoc advisory committees has a broad cross section of Southport's citizenry.

2. Action Plan/Schedule

The following describes the priority actions that will be taken by the City of Southport to implement this CAMA Core Land Use Plan and the fiscal year(s) in which each action is anticipated to begin and end. This action plan will be used to prepare the implementation status report for the CAMA Land Use Plan.

Policy References	Implementing Actions	Schedule	
		Begin	End
P.1 - P.5 P.58 - P.81	Southport will prepare a specific waterfront development plan.	FY2013	FY2014
P.6 - P.14 P.26 - P.27	The City will consider revisions to the Unified Development Ordinance to address the policies contained in this plan.	FY2013	FY2014
P.26 - P.27	Southport will consider adopting and enforcing a soil erosion and sediment control ordinance.	FY2014	FY2015
P.26 - P.27 P.59 - P.81	Southport will establish the basis for instituting a stormwater management program to work in conjunction with its existing stormwater management ordinance that will bring the City into compliance with the NPDES Phase II program.	FY2014	FY2015
P.28 - P.39	Southport will consider policies that promote recreational opportunity. Locations with central sewer service will not be treated as a developmental impediment.	FY2014	FY2015
P.28 - P.39	Southport will consider establishing a land banking fund into which the City may annually contribute funds, to be utilized for the purchase of public property.	FY2014	FY2015
P.40 - P.48	Southport will require where reasonably possible the utilization of frontage roads in non-residential development along major state highways.	FY2013	FY2014
P.58 - P.81	Require that wetland areas be surveyed and delineated on all preliminary and final subdivision plats.	FY2013	FY2014
P.93 - P.98	The City will update its comprehensive recreation plan.	FY2017	FY2018
P.93 - P.98	The City will investigate, with the School of Government, the use of impact fees as a way of making new development pay for the services demanded.	FY2013	FY2014
P.93 - P.98	Develop a specific capital improvements plan (CIP) with emphasis placed on services and facilities that affect growth and development.	FY2013	FY20014
P.93 - P.98	In concert with the Brunswick County Board of Education, develop a plan for the protection of future school sites.	FY2014	FY2015

B. RESOURCE CONSERVATION MANAGEMENT ACTION PLAN/POSITIVE AND NEGATIVE IMPACTS OF LAND USE PLAN POLICIES

Southport believes that the policies, management goals, planning objectives, and land use plan requirements contained in this document will have positive impacts for the city. However, the following could have some negative impacts:

- Transportation improvements in sensitive areas.
- Infrastructure improvements which extend through sensitive environmental areas.
- Potential infringement of growth on sensitive areas.
- Negative impact of population growth on the Brunswick County School System.
- Increased development in floodplains.
- Increased stormwater runoff.
- Possible degradation of water quality.

The management objectives, policies, and implementing actions address the issues associated with these possible negative impacts. Mitigating policies are stated in the conservation policies on Table 48 which provides an analysis matrix which summarizes this plan's policies and identifies them as beneficial, neutral, or detrimental.

Table 46. City of Southport Policy Analysis Matrix – Land Use Plan Management Topics

Management Topics	Policy Impact Analysis & Implementation Schedule: Indicates Whether Policy has a Negative, Neutral, or Positive Impact on the Management Topic Goals					
	Public Access	Land Use Compatibility	Infrastructure (Carrying Capacity & Transportation)	Natural Hazards	Water Quality	Local Concerns
<p>(1) Support Visitor Center</p> <p>(2) Support providing shoreline access for persons with disabilities</p> <p>(3) Southport supports state/federal funding of piers for crabbing, fishing, or public estuarine access.</p> <p>(4) support the development of estuarine access areas. The City also supports the preservation of areas that have historically been used as working waterfront.</p>	<ul style="list-style-type: none"> more planned access locations 	<ul style="list-style-type: none"> reduction in habitat loss and fragmentation related to impacts of land use and development 	<ul style="list-style-type: none"> key community facilities and services being available in required locations at adequate capacities to support planned community growth and development patterns 	<ul style="list-style-type: none"> land uses and development patterns that reduce vulnerability to natural hazards 	<ul style="list-style-type: none"> land use and development criteria and measures that abate impacts that degrade water quality 	<ul style="list-style-type: none"> preservation of cultural, historic, and scenic areas and decrease residential density within City
	<ul style="list-style-type: none"> upgrades to existing access locations 	<ul style="list-style-type: none"> reduction of water resource and water quality degradation 	<ul style="list-style-type: none"> during construction of infrastructure systems, AECs and other fragile areas should be protected 	<ul style="list-style-type: none"> land uses and development patterns that take into account the existing and planned capacity of evacuation infrastructure 	<ul style="list-style-type: none"> coordinate water quality efforts with Brunswick County 	<ul style="list-style-type: none"> support of economic development and preserve the City's rural character
	<ul style="list-style-type: none"> increase pedestrian access and comply with state access stands to enhance opportunities for state funding 	<ul style="list-style-type: none"> balance growth demands with protection of the environment 	<ul style="list-style-type: none"> transportation improvements should support the efficiency of traffic flow and pedestrian safety 	<ul style="list-style-type: none"> minimize development in floodplains, AECs, wetlands, and other fragile areas 		<ul style="list-style-type: none"> development of human resources
	Beneficial	Beneficial	Beneficial	Neutral	Beneficial	Beneficial
Beneficial	Beneficial	Beneficial	Neutral	Neutral	Beneficial	
Beneficial	Neutral	Neutral	Neutral	Neutral	Beneficial	
Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	

(5) Southport strongly supports all efforts to maintain the Southport Marina as a public access facility in perpetuity.	Beneficial	Beneficial	Neutral	Neutral		
LUP Policies: Land Use Compatibility (status is ongoing)						
(6) Support development that blends a mix of uses in an effort to reduce traffic flow	Neutral	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial
(7) Impact Fee revision in State Statutes	Neutral	Beneficial	Beneficial	Neutral	Neutral	Beneficial
(8) The City supports repair and reconstruction of privately-owned dwelling units through private funds and/or grants. It supports the enforcement of existing regulations of the District Health Department regarding sanitary conditions.		Beneficial	Beneficial	Neutral		
(9) Discourage the rezoning of existing residentially-developed or zoned area to non-residential classification as reasonably as possible.	Neutral	Beneficial	Beneficial	Neutral	Neutral	Beneficial
(10) Southport supports low density residential land uses in areas that do not have City water or sewer service.	Neutral	Beneficial	Beneficial	Beneficial	Beneficial	Neutral
(11) Southport supports quality development reflecting the spectrum of housing needs, from low-end (affordable) residences to high-end (luxury) residences.			Neutral			
(12) Southport supports regulating growth to coincide with the provision of public facilities and services.	Neutral	Beneficial	Neutral	Beneficial	Beneficial	Beneficial
(13) Southport supports utilizing Office/Institutional/Multi-family development as a buffer between light industrial and commercial development and adjacent residential land uses.	Neutral	Beneficial	Neutral	Neutral	Neutral	Beneficial
(14) The City supports providing adequate conservation/open space buffers between areas designated for residential development as indicated on the future land use map and any adjacent non-residential land use.			Neutral			Beneficial
(15) Southport supports commercial development along the Howe Street Corridor and other areas consistent with the City's future land use map (see Map 18).	Beneficial	Neutral	Beneficial	Beneficial	Beneficial	Beneficial
(16) Office/Institutional/Multi-family land uses should be developed along transportation thoroughfares to provide transition between commercial nodes and to preserve vehicle carrying capacity.	Neutral	Beneficial		Neutral	Neutral	Beneficial
(17)P.17 Southport deems industrial development within fragile areas and areas with low land suitability acceptable only if certain conditions are met.			Neutral			Neutral
(18) Southport supports the recruitment and siting of environmentally compatible light industrial and commercial establishments within its borders in areas that are already similarly developed or in public or private industrial parks to minimize the sacrifice of prime agricultural lands for such development.	Neutral	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial

(19) Southport supports industrial development which will be located adjacent to and/or with direct access to major thoroughfares.	Neutral	Beneficial	Beneficial	Neutral	Neutral	Neutral	Beneficial
(20) Southport supports the development of industrial sites that are accessible to public water and sewer services.							Beneficial
(21) Industries which are noxious by reason of the emission of smoke, dust, glare, noise, odor, and vibrations, and those which deal primarily in hazardous products such as explosives, should not be located in Southport's planning jurisdiction.	Neutral	Beneficial	Neutral	Beneficial	Beneficial	Beneficial	Beneficial
(22) Industry should be located in conformance with the City's land use plan. This includes placing emphasis on light industrial development.	Neutral	Beneficial	Beneficial	Beneficial	Beneficial		Beneficial
(23) Except as otherwise permitted in this plan, residential, commercial, and industrial development should not be supported in natural heritage areas or coastal wetlands.			Beneficial			Beneficial	Beneficial
(24) Southport will support larger lots in conservation classified areas through enforcement of the City's UD0.	Neutral	Beneficial			Beneficial	Beneficial	Beneficial
(25) Southport supports the maintenance of its environmentally sensitive areas.	Beneficial	Beneficial	Neutral	Beneficial			Beneficial
(26) Southport supports reducing soil erosion, runoff, and sedimentation to minimize the adverse effects on surface and subsurface water quality.			Neutral			Beneficial	Beneficial
(27) The City supports the enforcement of all controls and regulations, specifically design standards, tie-down requirements, construction and installation standards, elevation requirements, flood-proofing, CAMA regulations, and FEMA regulations, to mitigate the risks of lives and property caused by severe storms and hurricanes.	Neutral	Beneficial	Neutral	Beneficial	Beneficial	Beneficial	Beneficial
IUP Policies: Infrastructure (status is ongoing)							
(28) In areas with central sewer service, Southport does not consider soil conditions to be an obstacle to development.	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
(29) In areas without utilities, Southport will act to mitigate septic tank problems and other restrictions on development posed by soil limitations, and will coordinate this effort with the Brunswick County Health Department.	Neutral	Neutral	Beneficial	Neutral	Neutral	Beneficial	Beneficial
(30) Southport supports providing adequate community services and facilities which meet the needs of the City's citizens, businesses, and industries.			Neutral			Neutral	Beneficial
(31) Southport supports providing sufficient water and sewer service to promote economic development and to alleviate public health problems created by the absence of public water and sewer services	Neutral	Neutral			Potentially Detrimental	Beneficial	Beneficial
(32) The City supports directing more intensive land uses to areas that have existing or planned infrastructure	Neutral	Beneficial	Beneficial				Beneficial

(33) The City supports the extension of water services from existing systems and encourages the use of central systems for new developments whether residential, commercial, or industrial in nature.									
(34) The City will rely on its existing land use and development ordinances to regulate development and may amend or modify regulations to encourage or require the provision of central water service to lots or parcels proposed in new developments.	Neutral	Beneficial	Potentially Detrimental	Neutral	Potentially Detrimental	Neutral	Potentially Detrimental	Beneficial	
(35) The City supports the installation and use of properly permitted septic tank systems and the enforcement of the Brunswick County Health Department regulations and local development regulations regarding lot sizes and waste disposal system placement.	Neutral	Beneficial	Potentially Detrimental		Beneficial		Beneficial	Beneficial	
(36) The City supports the use of properly permitted and maintained package sewage treatment plants within its Extraterritorial Jurisdiction but outside of proposed sewer service areas.			Potentially Detrimental	Neutral	Potentially Detrimental	Neutral	Potentially Detrimental	Neutral	
(37) The City will support investigations by the Brunswick County Health Department and North Carolina State University concerning the use of package treatment plants as a method of solving severe sewage disposal problems, in areas where central sewer service is not available	Neutral	Neutral		Neutral		Neutral	Beneficial	Neutral	
(38) The City of Southport supports providing water and sewer services to identified industrial areas when City resources are sufficient in order to encourage industrial development.	Neutral	Neutral	Beneficial		Beneficial		Beneficial	Beneficial	
(39) The City supports the provision of public recreational facilities and areas and will pursue grant funds for recreation facilities.			Beneficial	Neutral	Beneficial	Neutral		Beneficial	
(40) Southport strongly supports the position of having an opportunity for a seat at the table concerning deliberations regarding the ultimate use of the property that was originally proposed to house the site of the proposed International Port.	Neutral	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	
(41) Southport supports the interconnectivity of residential and non-residential subdivisions through the enforcement of street design standards contained in the UDO.	Neutral	Beneficial					Neutral	Beneficial	
(42) Major thoroughfares shall have an attractive appearance and reflect an overall character of design. The City may pursue the planting of street trees along its gateway transportation paths.			Neutral	Neutral		Neutral		Beneficial	
(43) Southport supports the proper maintenance of public roads within the City and the County.	Neutral	Neutral	Beneficial	Beneficial	Beneficial	Beneficial	Neutral	Beneficial	
(44) The City supports limited access from development along major roads and highways to provide safe ingress and egress.	Neutral	Beneficial	Beneficial	Beneficial	Beneficial	Neutral	Neutral	Beneficial	
(45) Southport supports subdivision development which utilizes the North Carolina Department of Transportation Traditional Neighborhood Development Street Design Guidelines.				Neutral		Neutral	Neutral	Beneficial	

(46) The City supports continuing collaboration with the NCDOT regarding the near term planning, design and construction of the proposed new connector road to be located between SR 15727 (East Leonard Street) and NC 87 (River Road).	Neutral	Neutral	Beneficial	Beneficial	Beneficial	Neutral	Neutral	Neutral
(47) The City supports maintaining an effective signage and addressing system for all streets, roads, and highways.	Neutral	Neutral	Beneficial	Neutral	Beneficial	Neutral	Neutral	Beneficial
(48) The City supports state and federal funding for maintenance/dredging of the Intracoastal Waterway.	Beneficial	Neutral	Beneficial	Neutral	Neutral	Neutral	Neutral	Beneficial
LUP Policies: Natural Hazards (status is ongoing)								
(49) The City supports the Brunswick County Emergency Management Plan for evacuation procedures/policy for natural disasters or manmade disasters.	Neutral	Neutral	Neutral	Neutral	Beneficial	Neutral	Neutral	Beneficial
(50) Southport supports regulation of 404 wetlands by the US Army Corps of Engineers. The City does not want new or expanded development of any kind to result in any loss of wetlands	Beneficial	Neutral	Neutral	Neutral	Beneficial	Beneficial	Beneficial	Beneficial
(51) The City of Southport desires to minimize the hazards to life, health, public safety, and development within flood hazard areas.			Beneficial			Neutral		Beneficial
(52) The City supports the enforcement of local controls and the efforts of state and federal agencies with regulatory authority to restrict development within areas up to five feet above mean high water susceptible to sea level rise and wetland loss.	Neutral	Beneficial		Beneficial		Neutral		Neutral
(53) The City supports the installation of property engineered and permitted bulkheads.	Neutral	Neutral	Neutral	Beneficial		Neutral		Neutral
(54) Southport supports the US Army Corps of Engineers' regulations and the applicable guidelines of the Coastal Area Management Act and the use of local land use ordinances to regulate development of freshwater swamps, marshes, and 404 wetlands.		Beneficial	Neutral			Beneficial		Beneficial
(55) Southport supports relocation of structures endangered by erosion, if the relocated structure will be in compliance with all applicable policies and regulations.	Neutral	Beneficial	Beneficial			Neutral		Beneficial
(56) Southport recognizes the uncertainties associated with sea level rise. The rate of rise is difficult to predict.	Neutral	Neutral		Beneficial		Neutral		Neutral
(57) Southport supports hazard mitigation planning.			Neutral			Beneficial		Beneficial
(58) Southport supports the land use densities that are specified beginning on table 35 of this plan.	Neutral	Beneficial	Beneficial			Beneficial		Beneficial
LUP Policies: Water Quality (status is ongoing)								
(59) Southport opposes the location of floating homes within its jurisdiction.	Neutral	Beneficial	Neutral	Neutral	Neutral	Beneficial		Beneficial
(60) Southport will allow the construction of both open water and upland marinas which comply with the UDO	Neutral		Neutral	Neutral	Neutral			Beneficial

(61) The City of Southport opposes the construction of package treatment plants within its city limits		Beneficial	Beneficial			Beneficial	Beneficial
(62) The City supports the guidelines of the Coastal Area Management Act and the efforts and programs of the North Carolina Department of Environment and Natural Resources, Division of Coastal Management and the Coastal Resources Commission to protect the coastal wetlands, estuarine waters, estuarine shorelines, and public trust waters in Southport.	Neutral	Beneficial		Beneficial	Beneficial	Beneficial	Beneficial
(63) Southport supports conserving its surficial groundwater resources	Neutral		Neutral	Beneficial	Beneficial	Beneficial	Beneficial
(64) Southport supports regulation of underground storage tanks in order to protect its groundwater resources		Beneficial	Beneficial		Beneficial	Beneficial	Beneficial
(65) Southport supports the continued enforcement of its stormwater management regulations.	Neutral	Beneficial	Beneficial	Beneficial	Beneficial		Beneficial
(66) Southport supports the decommissioning of the wastewater treatment plant. Once the plant is decommissioned, approximately 625 acres will be opened back up for shellfishing.	Beneficial			Neutral	Neutral	Beneficial	Neutral
(67) The City supports commercial and recreational fishing and will cooperate with other local governments and state and federal agencies to control pollution of these waters to improve conditions so that commercial and recreational fishing will increase.		Neutral	Neutral			Beneficial	Beneficial
(68) Southport opposes the disposal of any toxic wastes, as defined by the US Environmental Protection Agency's Listing of Hazardous Substances and Priority Pollutants (developed pursuant to the Clean Water Act of 1977), within its planning jurisdiction.	Beneficial	Neutral	Neutral	Beneficial	Beneficial		Beneficial
(69) Southport recognizes the value of water quality maintenance to the protection of fragile areas and to the provision of clean water for recreational purposes and supports the control of stormwater runoff to aid in the preservation of water quality.	Beneficial		Beneficial	Beneficial	Beneficial	Beneficial	Beneficial
(70) Southport supports the policy that all State of North Carolina projects should be designed to limit to the extent possible stormwater runoff into coastal waters.		Neutral				Beneficial	Beneficial
(71) Southport supports implementation of the Cape Fear River Basin Water Quality Management Plans.	Neutral	Neutral	Neutral	Neutral	Neutral		Neutral
(72) The City supports protection of those waters known to be of the highest quality or supporting biological communities of special importance.	Beneficial		Neutral	Neutral	Neutral	Beneficial	Beneficial
(73) The City supports management of problem pollutants, particularly biological oxygen demand and nutrients, in order to correct existing water quality problems and to ensure protection of those waters currently supporting their uses.		Neutral	Neutral			Beneficial	Beneficial

(74) Southport opposes the installation of package treatment plants and septic tanks or discharge of waste in any areas classified as coastal wetlands, freshwater wetlands (404), or natural heritage areas. This policy does not apply to constructed wetlands	Beneficial	Neutral		Neutral		Beneficial	Neutral
(75) Southport supports the General Assembly/ to encourage state funding to address pollution of rivers, continuous support for an incentives grant programs, and the award of incentives grants involving river basin organizations.	Neutral		Neutral	Neutral	Beneficial	Neutral	Neutral
(76) Southport supports all aquaculture activities that meet applicable federal, state, and local policies and permit requirements.		Neutral	Neutral	Neutral		Beneficial	Neutral
(77) Southport objects to any discharge of water from aquaculture activities that will degrade in any way the receiving waters.	Beneficial	Neutral	Neutral	Neutral		Neutral	Neutral
(78) Southport supports only aquaculture activities that do not alter significantly and negatively the natural environment or coastal wetlands, estuarine waters, and public trust areas.	Beneficial			Neutral		Neutral	Neutral
(79) Southport supports the establishment of mooring fields within its planning jurisdiction. However, the City recognizes that improperly regulated mooring fields may result in water degradation.		Neutral	Neutral	Neutral			Neutral
(80) The city supports the Brunswick County NPDES Phase II Stormwater Program.	Neutral	Neutral	Beneficial	Beneficial	Beneficial	Beneficial	Neutral
(81) The City of Southport supports implementation of a stormwater management plan following inclusion in Phase II rules.	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
LUP Policies: Local Areas of Concern (status is ongoing)							
(82) The City of Southport strongly supports all efforts to maintain the Southport Marina as a public access facility in perpetuity.	Beneficial	Beneficial	Neutral	Neutral	Potentially Detrimental	Beneficial	Beneficial
(83) Southport supports safe public transportation opportunities for seniors.	Beneficial	Neutral	Beneficial	Neutral	Neutral	Beneficial	Beneficial
(84) Southport will protect its historic resources as a valuable cultural and economic asset.			Neutral	Neutral	Neutral	Neutral	Beneficial
(85) The City supports building heights that are consistent with the surrounding areas.	Neutral	Neutral		Neutral	Neutral	Neutral	Beneficial
(86) The City supports local, state, and federal efforts to protect historic properties within its borders and to perpetuate its cultural heritage. Sites of historic significance are identified in part C section 4.	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Beneficial
(87) The City will not allow industrial development within its areas of historical significance.			Beneficial		Beneficial		Beneficial
(88) The City of Southport will allow industrial development which is consistent with the City of Southport UDO and within areas of environmental concern, only as defined by 15A NCAC 7H.	Neutral	Neutral	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial

(89) Southport recognizes that tourism is important and will support activities that promote tourism	Neutral	Neutral		Neutral		Neutral		Beneficial
(90) The City will encourage development that will protect its resources, preserve its atmosphere, and simultaneously promote industrial and retail growth.			Beneficial				Beneficial	Beneficial
(91) The City will encourage industrial and commercial development in areas with existing infrastructure that does not infringe on any residential areas.	Neutral	Beneficial	Beneficial	Neutral	Neutral	Neutral	Beneficial	Beneficial
(92) Southport supports the extension of water services from existing systems and encourages the use of central systems for new developments whether residential, commercial, or industrial in nature	Neutral	Beneficial	Beneficial	Neutral	Potentially Detrimental	Neutral	Potentially Detrimental	Beneficial
(93) Southport supports responsible and environmentally safe expansion of public and private energy production and distribution facilities.							Beneficial	Beneficial
(94) Southport supports a comprehensive program of both active and passive recreational opportunities.	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral		Beneficial
(95) Southport supports the continued public provision of solid waste disposal, law enforcement, and educational services to all citizens.	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral		Beneficial
(96) Southport supports efforts to recycle and reduce waste.			Neutral				Beneficial	Beneficial
(97) The City supports local, state, and federal efforts to minimize the adverse impact of man-made hazards.	Neutral	Beneficial		Neutral		Neutral		Beneficial
(98) In an effort to improve health conditions, Southport supports water and sewer policies that promote environmental safety, adequate line sizes, and obtaining funding to increase the water & sewer infrastructure.	Neutral	Beneficial	Potentially Detrimental	Neutral	Potentially Detrimental	Neutral	Potentially Detrimental	Beneficial

(Notes the Policy Analysis Matrix)

1. Public Access

P.1 - P.5: These policies are intended to improve existing access facilities and provide for acquisition of additional public access sites in accordance with NC CAMA standards. Public waterfront and access to public trust waters are integral parts of Southport's tourism. Providing easy public access will assist with tourism efforts as well as provide additional recreational opportunities for residents.

2. Land Use Compatibility

P.6, P.10, P.12: These policies support the idea of smart development.

P.7: New development does not just effect existing water and sewer, but puts a strain on law enforcement, fire departments, and parks and recreation departments.

P.8: This policy supports maintaining a safe and viable inventory of housing. The City will enforce its minimum housing code, regulate residential development through its Unified Development Ordinance, and pursue available state and federal funding to improve substandard housing.

P.9, P.13 - P.16: These policies are intended to improve the quality of and protect existing and future residential development. Implementation of these policies will require strict enforcement of the City's UDO.

P.17: This policy is intended to protect and preserve water quality and applies to both surficial and groundwater and surface waters.

P.18, P.21: Southport supports the recruitment of clean industries. Identified negative environmental impacts must be mitigated.

P.19 - P.20: Industries that have access to major thoroughfares and existing public services reduce traffic congestion and land disturbing activities involved with straining infrastructure.

P.22 - P.25: The City of Southport desires to protect environmentally sensitive areas from inappropriate development.

P.26 - P.27: The City recognizes the negative effects stormwater can have on receiving waters and supports efforts to lessen those effects.

3. Infrastructure

P.29, P.33 - P.35, P.36, P.37: Septic system failures and/or problems due to poor soil conditions and package treatment plants are potentially detrimental to the environment.

P.30 - P.31: Adequate community services and facilities promotes a better lifestyle for residents and visitors.

P.32: Land uses that have access to existing or planned infrastructure require fewer land disturbing activities.

P.38: New industrial development locating in Southport brings new opportunities for jobs in the community. Providing water and sewer to industrial areas is an incentive during recruitment.

P.39: The City believes that it is important to have a variety of recreational opportunities for the public to utilize.

P.40, P.43, P.44, P.46: Southport supports transportation improvement activities that provide for safe and efficient flow of traffic.

P.41: Interconnecting residential and commercial subdivisions reduces traffic congestion by alleviating curb cuts and allowing an internal flow of traffic, thereby reducing the number of vehicles required to travel major thoroughfares.

P.42: Providing an attractive gateway to the City is important in maintaining the City's character.

P.45: Traditional Neighborhood Developments encourage and accommodate alternate transportation modes by providing a high proportion of interconnected streets, sidewalks, and paths. They also have a higher potential for capturing internal trips, thus reducing vehicle miles traveled.

P.47: One of the primary objectives of this policy is to support emergency personnel when out on calls.

P.48: The maintenance of the Intracoastal Waterway is important to the City for several reasons. The ICWW provides recreational access to the City but also supports the local shipping industry.

4. Natural Hazards

P.49 - P.58: The City recognizes the natural hazard potential that exists due to the location of the City on the coast. These policies aim to preserve environmentally sensitive areas and protect property and life from natural disasters.

5. Water Quality

P.59, P.60, P.79: Water quality issues could arise with the location of marinas, floating homes, and mooring fields in the jurisdiction. Sewage pumpout, abandoned vessels, and fuel spills are primary issues.

P.61, P.74: Malfunctioning package treatment plants can introduce pollutants into the fragile areas and kill the environment.

P.62, P.63, P.65: Southport recognizes the importance of protecting water quality for its citizens and the value that the CAMA guidelines, the Soil Conservation Service Best Management Practices, and stormwater management regulations have for that protection.

P.64: Underground storage tanks installed before the mid-1980's were made of bare steel. Bare steel will likely corrode over time and has the potential to leak hazardous material into the groundwater. Faulty

installation and inadequate operation can also cause hazardous material to leak. Regulation of USTs has cause many of them to be closed.

P.66, P.67, P.75: The water quality is significant to commercial and recreational fishing in the area. Southport wants to improve the water quality conditions so that fishing will increase in the area. The increase of visitors to the area has a direct impact on the economy of the City.

P.68: Disposal of toxic wastes negatively affects fragile areas and wildlife habitats.

P.69, P.70, P.80, P.81: The City recognizes the negative effects that stormwater runoff can have on the water quality in the area. Stormwater runoff contains many pollutants such as animal waste, pesticides from lawn care, and oil and gas from motorized transportation vehicles.

P.71: Water quality issues in other areas could affect Southport. The Cape Fear River Basinwide Water Quality Management Plan recommends water quality management strategies for the entire basin.

P.72: High quality waters possess special qualities and may be, in some areas, a water supply.

P.73: These pollutants can degrade water quality and potentially destroy marine life.

P.76 - P.78: The City recognizes the importance and benefits of aquaculture. However, if aquaculture facilities do not meet certain requirements, they can negatively affect native fish (by crowding them out) and the water quality (water with high amounts of fish feces and uneaten food being introduced when released back into rivers and streams).

6. Local Areas of Concern

P.82: The Southport Marina is important to residents in and visitors to the area. If developed by a private developer, the public access component could be lost.

P.83: The senior population of Southport is increasing and the City feels it is important to provide safe transportation opportunities for them.

P.84 - P.88: Preservation of historic properties and the City's historic character is important to the City. Maintaining historic properties and the historic character of the City increases quality of life while providing a tourism draw.

P.89 - P.92: These policies reinforce the City's stance regarding economic development. The City supports all policies, projects, and programs that will play a role in the advancement of economic development.

P.93 - P.98: These policies are intended to generally protect the quality of life within the City and to reduce environmental and structural hazards and nuisances. The issues outlined are general statements that address issues that are of specific concern to residents.

APPENDIX I
CITY OF SOUTHPORT
PUBLIC ENGAGEMENT PLAN

I. Introduction

The City of Southport is in the process of updating its 2007 CAMA Land Use Plan (LUP). The Southport Board of Aldermen has tasked the Southport Planning Board to work with city staff and its' planning consultants (the Cape Fear Council of Governments) to oversee and coordinate the update process. During the spring and summer of 2013 the Planning Board conducted an exhaustive review of the current plan with particular focus on Plan goals and implementing actions. A number of recommendations to update the status of the plan in these areas have been forwarded to the staff and the consultant and progress is underway on these fronts. Additionally, staff and the consultants have undertaken the task of updating key economic, demographic, housing, mapping and community facilities data in response to both the 2010 decennial census and localized changes that have occurred since 2007. The overall perspective of the Planning Board, staff and consultants to date has been that, while updating the plan in the areas identified above is a valuable and worthwhile exercise, essentially, the core objectives of the 2007 LUP remain viable both now and into the near term future. Given that the economic downturn experienced over the last several years has stymied organizational movement in some areas, it is clear that movement by the city in other areas has been substantial. This is witnessed by the construction of a new, state of the art Fire Station at 1011 North Howe Street; a major upgrade of the City's electrical distribution substation; movement to a regional cooperative effort with Brunswick County regarding the provision of quality water and wastewater services; and the acquisition and upcoming occupation of a new City Hall facility at 1029 North Howe Street, among others. The City of Southport planning program emphasizes public participation and the CAMA Land Use Plan Update process provides a great opportunity for public involvement. Interested citizens and non-resident property owners have always been and will continue to be encouraged to comment on the policies that will guide land use decisions in the future.

II. Purpose of Public Engagement Plan

This Public Engagement Plan has been prepared to describe a process by which the public will be encouraged to participate in the planning process leading to the revision and CRC certification of City of Southport's LUP update. This Public Engagement Plan has been designed to meet the requirements for public participation as outlined in 15A NCAC 7L.0506, the standard for development of CAMA comprehensive land use planning. It is the intent of the process described herein that the public would have ample opportunity to become a meaningful part of the planning process. This plan addresses the following objectives.

1. To share information about the Southport LUP Update planning process and its requirements;
2. To increase the community's understanding of the impact that land use and development issues have on quality of life;
3. To provide opportunities for the residents and property owners to participate in the identification of land use and development policies and to assess the impact of the policies on the community; and
4. To provide a forum where all economic, social, ethnic and cultural viewpoints will be considered throughout the land use process.

Views gathered as a part of this process will be informative and instructional for citizens of the City of Southport, interested parties, and the City's elected and appointed Boards. Interested citizens shall have an opportunity to participate in the development of the Southport LUP update through oral and written comments as provided for in the Public Engagement Plan. The LUP is a working document, and may be amended on an as needed basis.

This Plan can certainly be amended and specified to ameliorate any problems found to be unique to Southport. Parties wishing to familiarize themselves with the current 2007 LUP can find it on the City's website at www.cityofsouthport.com. Proposed revisions, mapping updates and other potential modifications presently being worked by staff and the consultants will be addressed in upcoming public participation opportunities.

III. Benefits

Community engagement is not just a set of activities and methods confined to a particular project. Rather, it is a valuable communication, decision making, and governance tool that gives community members the opportunity to help shape and engender ownership in the change they seek to effect. Working with staff and officials to tailor any Plan to the needs and issues affecting the City can often prove vital to its' overall acceptance. Community engagement gives the residents of Southport a voice, promotes transparency, gives a Plan legitimacy, and connects the City's leaders with their constituents.

Community involvement can be the difference between a successful Plan and one that falls short of its' potential. Effective engagement improves the relationship between the community and the local government and provides the public and leadership with a deeper understanding of the issues. A conceptual version of what may be expected to work well with the City of Southport is outlined below. This approach has proven effective in leading planning

discussions in the past, as it allows for effective communication with the public, while providing feedback that is useful to planners and decision makers.

IV. Desired Outcomes

- Inform Southport residents about the elements of the CAMA Land Use Plan
- Identification and prioritization of issues to be addressed in Southport
- A shared understanding of the next steps in the process and how the public may participate

V. Detailed Meeting Design

The detailed meeting design is meant to serve as a potential meeting template only.

<u>What</u>	<u>How</u>	<u>Who</u>
Start up	-- Welcome, introductions -- Review purpose, outcomes -- Questions	Jacob Vares, Bob Grant, Trey Burke
Project Background	-- Power point -- Project scope and stages -- Data gathering -- Maps -- Plan Development -- Questions	Jacob Vares, Bob Grant, Trey Burke
Key Issues	-- What are the key issues -- Identify common interests -- Record responses	Jacob Vares, Bob Grant, Trey Burke
Next Step & Wrap up	-- Timeline -- Action List -- Meeting Summary -- Next Meeting -- Next Steps	Jacob Vares, Bob Grant, Trey Burke

VI. Outreach Strategy

A future meeting of the Planning Board and Board of Alderman, at which the CAMA Land Use Plan, will be the focus of discussion will be advertised in the local newspaper. Several articles informing the public about the Plan and it’s progress have already been published in the local State Port Pilot. In addition, notification can be posted in City Hall, the visitors’ center, the Building Inspectors Office and on the City’s website.

All meetings are open to the public. The City has encouraged and considered all economic, social, ethnic and cultural viewpoints. A link to a questionnaire was posted on the City’s

website so residents will have an opportunity to rank the City's issues and initiatives important to them. The City recognizes the immense value of its website in providing new and innovative avenues to solicit positive interaction and ensure that public outreach efforts are both available and productive. A variety of mechanics are intended to be utilized to advise and inform the public. These include: newspaper coverage in the local paper, the city's website, city hall posting, and visitor center posting.

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APPENDIX II
CITY OF SOUTHPORT
2014 CAMA CORE LAND USE PLAN UPDATE QUESTIONNAIRE

1. Are you a resident within the City of Southport?

Yes	No

2. Southport needs to provide more public access and recreational facilities and programs to its citizens.

Agree	No	Disagree

3. Southport should increase its economic development efforts and provide incentives, where feasible, in an effort to attract more jobs and businesses to the city.

Agree	No	Disagree

4. In light of the recent increased restrictions regarding storm water runoff control currently being implemented in a majority of counties and municipalities across the state, Southport should continue its 'proactive approach to storm water control.

Agree	No	Disagree

5. Southport should pursue opportunities to increase parking availability, particularly in vicinity of the central business district (CBD) and its' waterfront, and address a need for increased pedestrian access to the central business district.

Agree	No	Disagree

6. Southport should continue to protect residential districts from encroaching commercial and industrial development.

Agree	No	Disagree

7. Southport should continue its efforts to improve surface water quality (i.e., creeks, marshes, estuarine areas).

Agree	No	Disagree

8. Southport should continue its' efforts to preserve the historic character of the city and existing commercial areas.

Agree	No	Disagree

9. Southport is taking appropriate steps to protect its environmentally sensitive areas.

Agree	No	Disagree

10. Southport should work to promote affordable owner-occupied housing in an effort to boost the percentage of owner-occupied housing units.

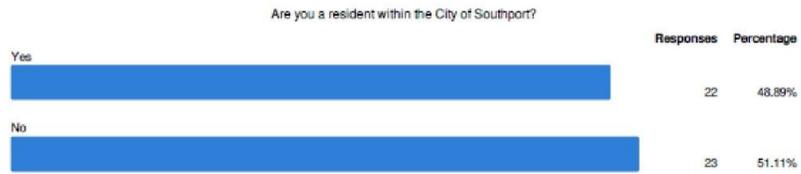
Agree	No	Disagree

11. In a survey conducted as a part of the 2007 CAMA LUP, the following issues were the top 5 issues of concern to Southport by rank. Please review and rank the issues listed (with 1 being the highest), or note if there are "Other" areas of concern that might replace one or more of the rankings noted.

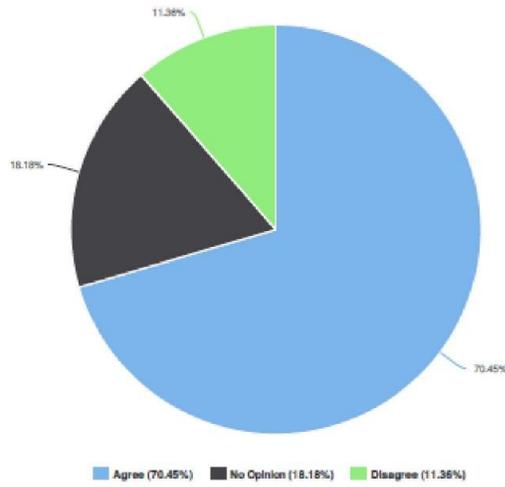
- 1. Preserve the city's historic character _____
- 2. Preservation of environmentally fragile areas _____
- 3. Preserve the city's established residential areas _____
- 4. Maintain affordable quality of life _____
- 5. Preservation/maintenance of trees on public r/w _____
- 6. Other _____

APPENDIX II QUESTIONNAIRE RESULTS

City of Southport CAMA LUP Questionnaire Results



Southport needs to provide more public access and recreational facilities and programs to its citizens.



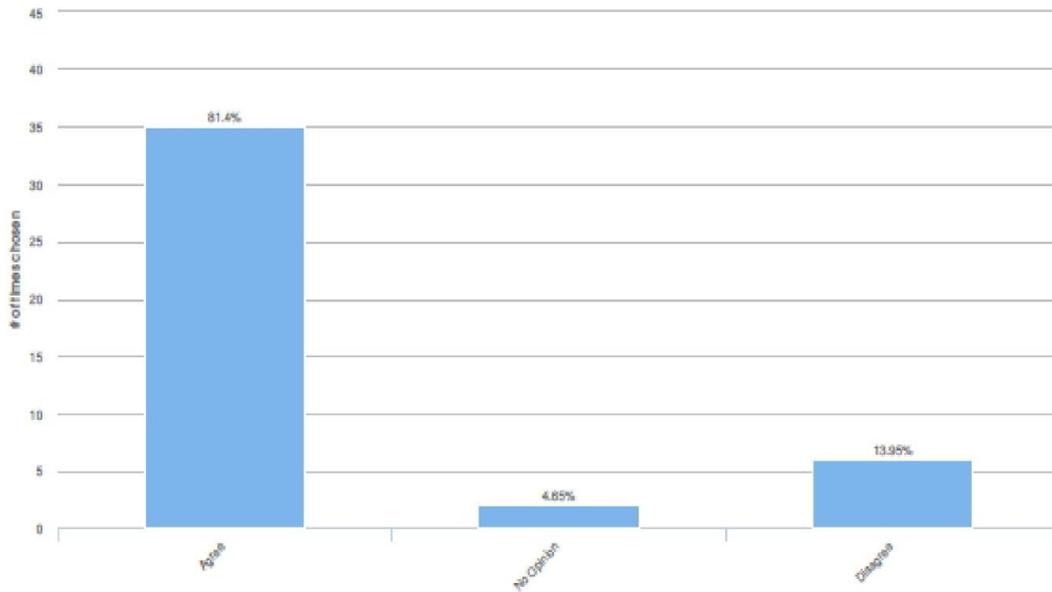
Southport should increase its economic development efforts and provide incentives, where feasible, in an effort to attract more jobs and businesses to the city.



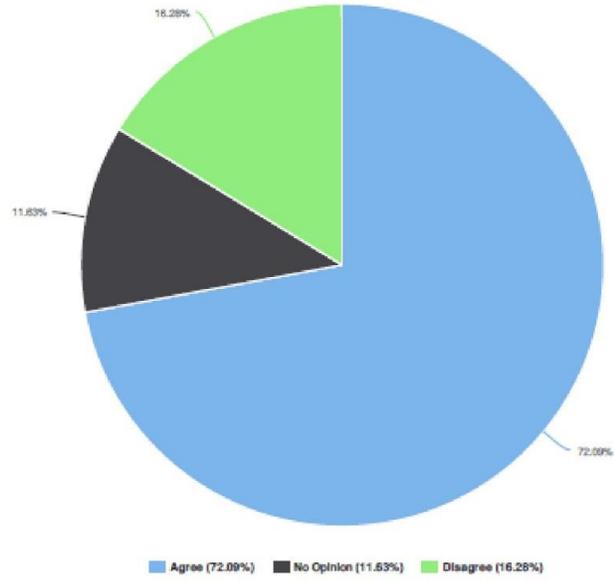
In light of the recent increased restrictions regarding storm water runoff control currently being implemented in a majority of counties and municipalities across the state, Southport should continue its' proactive approach to storm water control.



Southport should pursue opportunities to increase parking availability, particularly in vicinity of the central business district (CBD) and its' waterfront, and address a need for increased pedestrian access to the central business district.



Southport should continue to protect residential districts from encroaching commercial and industrial development.



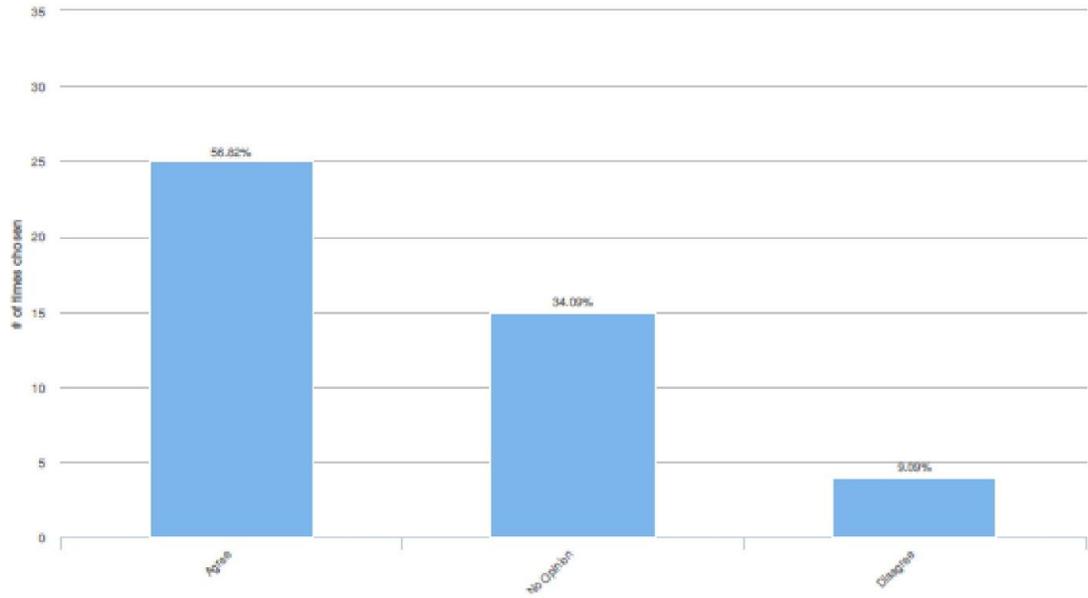
Southport should continue its efforts to improve surface water quality (i.e., creeks, marshes, estuarine areas).



Southport should continue its' efforts to preserve the historic character of the city and existing commercial areas.



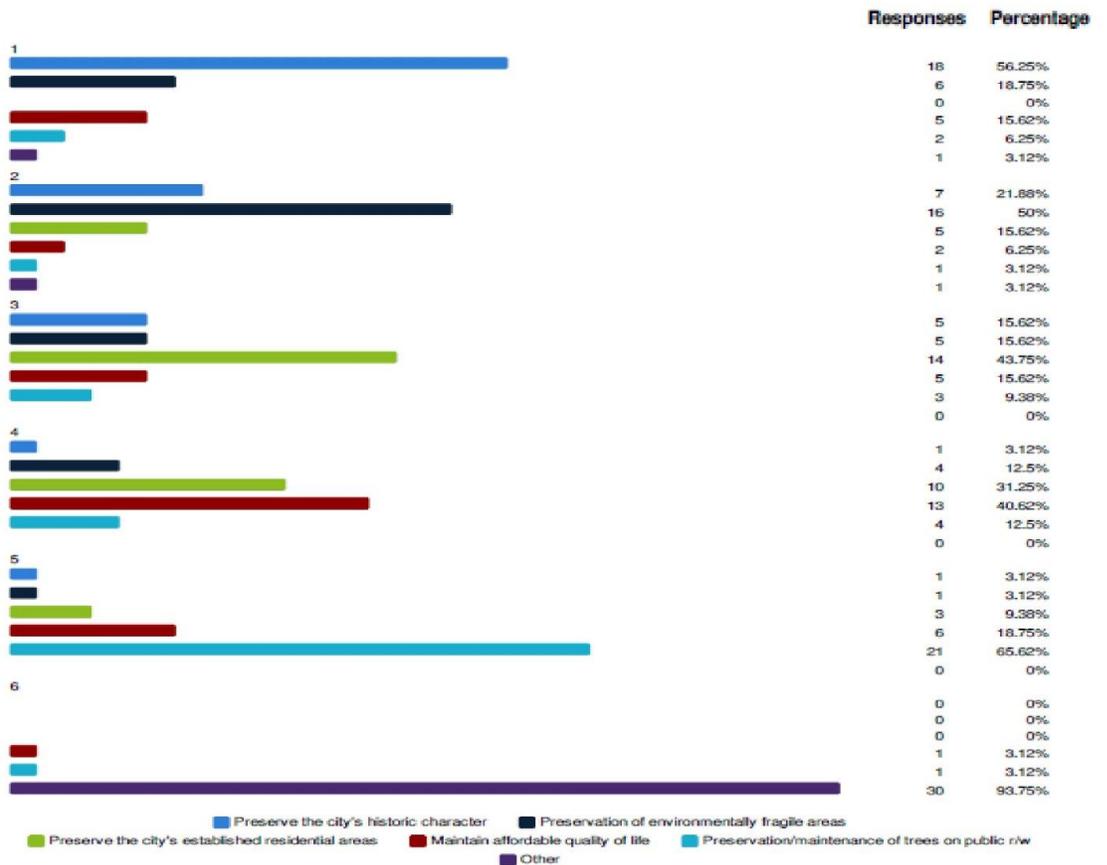
Southport is taking appropriate steps to protect its environmentally sensitive areas.



Southport should work to promote affordable owner-occupied housing in an effort to boost the percentage of owner-occupied housing units.



In a survey conducted as a part of the 2007 CAMA LUP, the following issues were the top 5 issues of concern to Southport by rank. Please review and rank the issues listed (with 1 being the highest), or note if there are "Other" areas of concern that might replace one or more of the rankings noted.



APPENDIX IV MATRIX OF REQUIRED ELEMENTS

MATRIX OF REQUIRED ELEMENTS

CAMA CORE LAND USE ELEMENT	ELEMENT DISCUSSED
(a) Organization of the Plan	
(b) Community Concerns and Aspirations (1) Significant Existing and Emerging Conditions	
(2) Key issues	
(3) A Community Vision	
(c) Analysis of Existing and Emerging Conditions (1) Population, Housing, and Economy (A) Population: (i) Permanent population growth trends using data from the two most recent decennial Censuses; (ii) Current permanent and seasonal population estimates; (ii) Key population characteristics; (iv) Age; and (v) Income	
(B) Housing Stock: (i) Estimate of current housing stock, including permanent and seasonal units, tenure, and types of units (single-family, multi-family, and manufactured); and (ii) Building permits issued for single-family, multi-family, and manufactured homes since last plan update	
(C) Local Economy	
(D) Projections	
(2) Natural Systems Analysis (A) Mapping and Analysis of Natural Features (i) Areas of Environmental Concern (AECs); (ii) Soil characteristics, including limitations for septic tanks, erodibility, and other factors related to development; (iii) Environmental Management Commission water quality classifications and related use support designations, and Division of Environmental Health shellfish growing areas and water quality conditions; (iv) Flood and other natural hazard areas; (v) Storm surge areas; (vi) Non-coastal wetlands including forested wetlands, shrub- scrub wetlands, and freshwater marshes; (vii) Water supply watersheds or wellhead protection areas; (viii) Primary nursery areas, where mapped; (ix) Environmentally fragile areas; and (x) Additional natural features or conditions identified by the local government.	

CAMA CORE LAND USE ELEMENT	ELEMENT DISCUSSED
<p>(B) Composite Map of Environmental Conditions:</p> <ul style="list-style-type: none"> (i) Class I (ii) Class II (iii) Class III 	
<p>(C) Environmental Conditions</p> <ul style="list-style-type: none"> (i) Water Quality: <ul style="list-style-type: none"> (I) Status and changes of surface water quality, including impaired streams from the most recent Water Quality Plans; <ul style="list-style-type: none"> {II} Current situation and trends on permanent and temporary closures of shellfishing waters as determined by the Report of Sanitary Survey by the Shellfish Sanitation Section of the NC Division of Environmental Health; (III) Areas experiencing chronic wastewater treatment system malfunctions; and (IV) Areas with water quality or public health problems related to non-point source pollution (ii) Natural Hazards: <ul style="list-style-type: none"> (I) Areas subject to storm hazards such as recurrent flooding, storm surges, and high winds; (II) Areas experiencing significant shoreline erosion as evidenced by the presence of threatened structures or public facilities; and (III) Where data is available, estimates of public and private damage resulting from floods and wind that has occurred since the last plan update (iii) Natural Resources: <ul style="list-style-type: none"> (I) Environmentally fragile areas or areas where resource functions may be impacted 	
<p>(3) Analysis of Land Use and Development</p> <ul style="list-style-type: none"> (A) A map of land including the following: residential, commercial, industrial, institutional, public, dedicated open space, agriculture, forestry, confined animal feeding operations, and undeveloped; 	

CAMA CORE LAND USE ELEMENT	ELEMENT DISCUSSED
<p>(B) The land use analysis shall including the following:</p> <ul style="list-style-type: none"> (i) Table that shows estimates of the land area allocated to each land use; (ii) Description of any land use conflicts; (iii) Description of any land use-water quality conflicts; (iv) Description of development trends using indicators; and (v) Location of areas expected to experience development during the five years following plan certification by the CRC and a description of any potential conflicts with Class II or Class III and identified in the natural systems analysis 	
<p>(C) Historic, cultural, and scenic areas designated by a state or federal agency or by local government</p>	
<p>(D) Projections of future land needs</p>	
<p>(4) Analysis of Community Facilities</p> <ul style="list-style-type: none"> (A) Public and Private Water Supply and Wastewater Systems 	
<p>(B) Transportation Systems</p>	
<p>(C) Stormwater</p>	
<p>(D) Other</p>	
<p>(5) Land Suitability Analysis</p> <ul style="list-style-type: none"> (A) Water quality; (B) Land Classes I, II, and III summary environmental analysis; (C) Proximity to existing developed areas and compatibility with existing land uses; (D) Potential impacts of development on areas and sites designated by local historic commission or the NC Department of Cultural Resources as historic, culturally significant, or scenic; (E) Land use and development requirements of local development regulations, CAMA Use Standards and other applicable state regulations, and applicable federal regulations; and (F) Availability of community facilities, including water, sewer, stormwater, and transportation 	
<p>Review of Current CAMA Land Use Plan</p> <ul style="list-style-type: none"> (A) Consistency of existing land use and development ordinances with current CAMA Land Use Plan policies; (B) Adoption of the land use plan's implementation measures by the governing body; and (C) Efficacy of current policies in creating desired land use patterns and protecting natural systems 	
<p>(d) Plan for the Future</p> <ul style="list-style-type: none"> (1) Land Use and Development Goals: <ul style="list-style-type: none"> (A) Community concerns and aspirations identified at the beginning of the planning process; 	

(B) Needs and opportunities identified in the analysis of existing and emerging conditions	
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CAMA CORE LAND USE ELEMENT	ELEMENT DISCUSSED
<p>(2) Policies:</p> <p>(A) Shall be consistent with the goals of the CAMA, shall address the CRC management topics for land use plans, and comply with all state and federal rules;</p> <p>(B) Shall contain a description of the type and extent of analysis completed to determine the impact of CAMA Land Use Plan policies on the management topics, a description of both positive and negative impacts of the land use plan policies on the management topics, and a description of the policies, methods, programs, and processes to mitigate any negative impacts on applicable management topics;</p> <p>(C) Shall contain a clear statement that the governing body either accepts state and federal law regarding land uses and development in AECs or, that the local government's policies- exceed the- requirements of state and federal agencies.</p>	
(3) Land Use- Plan Management Topics.	
(A) Public Access	
(B) Land Use Compatibility	
Infrastructure Carrying Capacity	
(D) Natural Hazard Areas	
(E) Water Quality	
(F) Local Areas of Concern	

<p>(4) Future Land Use Map</p> <p>(A) 14-digit hydrological units encompassed by the planning area;</p> <p>(B) Areas and locations planned for conservation or open space and a description of compatible land use and activities;</p> <p>(C) Areas and locations planned for future growth and development with descriptions of the following characteristics:</p> <p>(i) Predominant and supporting land uses that are encouraged in each area;</p> <p>(ii) Overall density and development intensity planned for each area;</p> <p>(iii) Infrastructure required to support planned development in each area</p> <p>(D) Areas in existing developed areas for infill, preservation, and redevelopment;</p> <p>(E) Existing and planned infrastructure, including major roads, water, and sewer</p> <p>In addition, the plan shall include an estimate of the cost of any community facilities or services that shall be extended or developed. The amount of land allocated to various uses shall be calculated and compared to the projection of land needs. The amount of land area thus allocated to various uses may not exceed projected needs as delineated in Part (c)(3)(A)(iv) - Projection of Future Land Needs.</p>	
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CAMA CORE LAND USE ELEMENT	ELEMENT DISCUSSED
<p>(e) Tools for Managing Development</p> <p>(1) Guide for Land Use Decision-Making</p> <p>(2) Existing Development Program</p> <p>(3) Additional Tools.</p> <p>(A) Ordinances:</p> <p>(i) Amendments or adjustments in existing development codes required for consistency with the plan;</p> <p>(ii) New ordinances or codes to be developed</p> <p>(B) Capital Improvements Program</p> <p>(C) Acquisition Program</p> <p>(D) Specific Projects to Reach Goals</p> <p>(4) Action Plan/Schedule</p>	

CAMA CORE LAND USE ELEMENT	ELEMENT DISCUSSED
<ul style="list-style-type: none"> (f) Tools for Managing Development <ul style="list-style-type: none"> (1) Guide for Land Use Decision-Making (2) Existing Development Program (3) Additional Tools. <ul style="list-style-type: none"> (A) Ordinances: <ul style="list-style-type: none"> (i) Amendments or adjustments in existing development codes required for consistency with the plan; (ii) New ordinances or codes to be developed (B) Capital Improvements Program (C) Acquisition Program (D) Specific Projects to Reach Goals 4 Action Plan/Schedule 	

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APPENDIX IV ADOPTING RESOLUTION

City of Southport

1029 N. Howe Street, Suite 100 Southport, NC

**SOUTHPORT PLANNING BOARD APPROVING ADOPTION OF
THE CAMA CORE LAND USE PLAN**

WHEREAS, the Coastal Area Management Act (CAMA) Core Land Use Plan for the City of Southport, North Carolina was financed in part through a grant provided by the North Carolina Coastal Management Program through funds provided by the Coastal Zone Management Act of 1972, as amended, which is administered by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration; and

WHEREAS, from 2013 through 2014, the City drafted a Land Use Plan with the assistance of the Cape Fear Council of Governments, and conducted a series of public workshops and meetings as part of a comprehensive public participation program under the leadership of the City's Planning Board; and

WHEREAS, the City Planning Board has recommended adoption of the draft CAMA Core Land Use Plan; and

WHEREAS, at a duly advertised meeting on ___ day, ____, 2014 a public hearing on the draft CAMA Core Land Use Plan was held; and

WHEREAS, at the Regular Meeting on ___ day, ____, 2014 the Southport Planning Board considered the public comments presented and found the policies in the draft CAMA Core Land Use Plan to be internally consistent; and

WHEREAS, at the Regular Meeting on ___ day, ____, 2014 the Southport Planning Board found the policies and the maps in the draft CAMA Core Land Use Plan to be consistent with the City's desired vision for the future, and unanimously approved to adopt the draft CAMA Core Land Use Plan as amended; and

WHEREAS, the adopted Plan will be submitted as required by state law to the Wilmington District Planner for the Division of Coastal Management under the North Carolina Dept. of Environmental and Natural Resources and forwarded to the Coastal Resources Commission; and

WHEREAS, a certified the City of Southport CAMA Core Land Use Plan will be forwarded to the Office of Ocean and Coastal Resource Management (OCRM) for federal approval.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board of the City of Southport , North Carolina, recommends approval by the Governing Board for adoption of the draft CAMA Core Land Use Plan; and

BE IT FURTHER RESOLVED that the City Administrator of Southport, North Carolina is hereby authorized to submit the adopted CAMA Core Land Use Plan to the Board of Alderman for adoption as described above.

Adopted this the ___ day of _____, 2014.

ATTEST: Tish Hatem, Chair

Michelle Windham, MMC, City Clerk (SEAL)

Southport Core Land Use Plan