



PLAN 50THPORT

City of Southport 2050 Comprehensive CAMA Plan

Adopted: October 9, 2025 | Certified Date: TBD





A BIG THANK YOU

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

Steering Committee

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

Board of Aldermen

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

Planning & Zoning Board

Larry Ashley, Chair
Fred Fiss, Vice Chair
John Bove
Ed Ekert
Robert Lambert
Maria Horton
Doug Luehe
Sue Hodgins, former Chair
Will Hewett, Former member
Chris Jones, Former member
Richard Sloan, Former member
Roy Pender, Former member

Staff Liaisons

Maureen "Mo" Meehan, Planning Services Director
Noah Saldo, City Manager
Stuart Turille, Jr., Former City Manager
Wendell Biddle, Senior Planner
Penny Tysinger, Permit Technician/Historic Planner

Heather Hempill, Parks & Recreation Director
Tom Stanley, Public Works Director
Tom Zilinek, City Engineer
Charles Drew, Fire Chief
Todd Coring, Police Chief
Dorrie Dutton, Former Assistant City Manager

Community Members

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

Steering Committee

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

Plan facilitated by:



STEWART

With assistance from:



Plan adopted by the City:

October 9, 2025

Plan certified by NC Coastal Resources Commission:

<Date>



TABLE OF CONTENTS

INTRODUCTION	3	Future Land Use Map and Character Areas	59
Interpretation of Recommendations.....	5	Land Use & Housing	66
Acronyms.....	5	Public Access	72
Executive Summary	6	Historic Preservation	74
About the Plan	10	Resiliency	76
What's a Comprehensive Plan?.....	10	Water Quality	80
What's a CAMA Plan?.....	10	Economic Development	82
Plan Topics.....	10	Transportation	84
Plan Organization	11	Infrastructure & Services	88
Brief History	14		
.....	16		
1. COMMUNITY CONCERNS AND ASPIRATIONS	19	5. IMPLEMENTING PLAN SOUTHPORT 2050	93
Community Engagement.....	20	Priority Actions.....	95
Who's Been Involved.....	20	Action Matrix.....	100
Existing and Emerging Conditions.....	30		
Vision and Goals	32	6. EXISTING CONDITIONS AND HAZARDS	117
2. SOCIOECONOMIC SNAPSHOT	35	Natural Features	118
Socioeconomic Snapshot	36	Areas of Environmental Concern (AECs)	118
Age and Diversity	37	Soil Characteristics	122
Population Trends.....	38	Environmentally Fragile Areas	126
Housing.....	40	Environmental Conditions	134
Income and Economy.....	42	Water Quality	134
Employment	42	Natural and Man-Made Hazards.....	140
Downtown and Tourism	44	Existing Land Use & Development.....	146
		Character Districts	150
3. PAST PLANNING EFFORTS	47	Development Suitability Analysis	150
City of Southport	48	Parks, Open Space, and Trails	152
Regional, County, and State	52	Cultural Resources.....	154
Local Regulations & Building code.....	54	Community Facilities	156
		Community Facilities.....	156
4. PLANNING FOR THE FUTURE	57	7. APPENDIX	165
Land Use & Development Policies	58	CAMA Matrix	166
		Survey Results.....	320



FIGURES

INTRODUCTION	3	Storm Surge (SLOSH).....	143
Future Land Use.....	7	Sea Level Rise.....	145
Study Area	13	Existing Land Use	147
Regional Setting.....	17	Character Districts	150
1. COMMUNITY CONCERNS AND ASPIRATIONS.....	19	Development Suitability.....	151
2. SOCIOECONOMIC SNAPSHOT	35	Parks and Open Space.....	153
Employment By Industry 2010-2020.....	43	Cultural Resources.....	155
Value Per Acre Downtown.....	44	Water and Wastewater Distribution.....	157
Value Per Acre	45	Fire Flow Testing Results.....	157
3. PAST PLANNING EFFORTS	47	Average Annual Daily Traffic (AADT).....	161
4. PLANNING FOR THE FUTURE	57	State Transportation Improvement Plan (STIP).....	163
Future Land Use Map (Overall).....	60		
Future Land Use Map (Downtown).....	61		
Pedestrian Priorities	87		
5. IMPLEMENTING PLAN SOUTHPORT 2050.....	93		
6. EXISTING CONDITIONS AND HAZARDS.....	117		
Areas of Environmental Concern	119		
Soils Drainage Class.....	122		
Development Suitability	122		
Soils Classification	123		
Wetlands	127		
Natural Heritage Natural Areas	131		
Tree Canopy Coverage.....	132		
Water Quality, Shellfishing, & Primary Nursery Areas	135		
Floodplains.....	141		



Interpretation of Recommendations

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

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

Acronyms

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

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



EXECUTIVE SUMMARY

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

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

VISION

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

PLAN GOALS



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



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



Increase Southport's resiliency to natural hazards.



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



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



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



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



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



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



FUTURE LAND USE

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

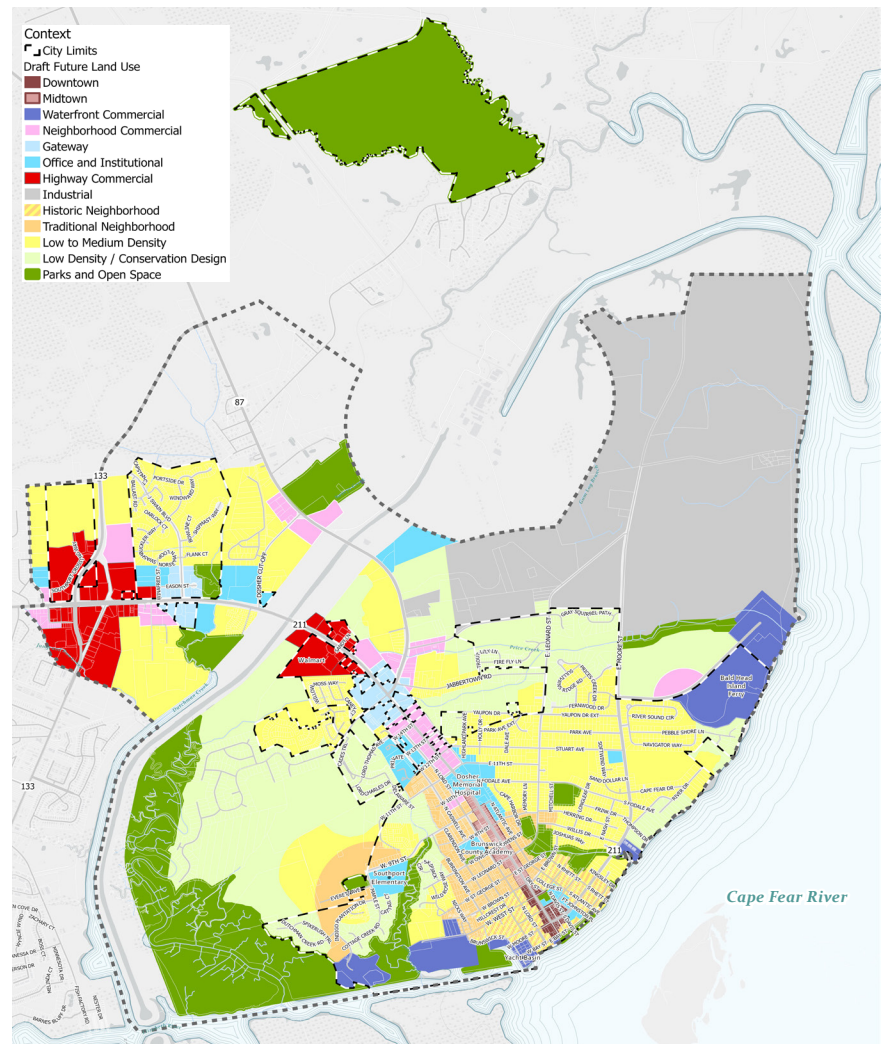
Character Areas



FLUM Highlights

- ◆ Protects environmentally sensitive areas.
- ◆ Honors existing historic form and promotes walkable neighborhoods.
- ◆ Encourages investments and improvements in design near key gateways.
- ◆ Promotes appropriately scaled nonresidential uses, respecting existing building footprints and height.
- ◆ Supports the continuation of waterfront commercial uses.
- ◆ Encourages conservation design or low density in appropriate areas.

FUTURE LAND USE



See [page 60](#) for larger Future Land Use Map.

MAJOR RECOMMENDATIONS

Land Use & Housing



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

Land Use & Housing



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

Historic Preservation



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

Historic Preservation



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

Resiliency



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

Resiliency



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

Yacht Basin



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

Public Access



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



Water Quality



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

Water Quality



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

Economic Development



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

Economic Development



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

Infrastructure & Services



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

Infrastructure & Services



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

Transportation



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

Transportation



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



ABOUT THE PLAN

What's a Comprehensive Plan?

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

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

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

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

What's a CAMA Plan?

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

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

In order to be certified, a CAMA Plan must satisfy all of the requirements determined by the CRC. This includes following the

CAMA planning process, which has a specific set of topics that must be addressed to meet the requirements including:

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

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

Plan Topics

This plan includes nine planning topic areas.

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

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

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



Plan Organization

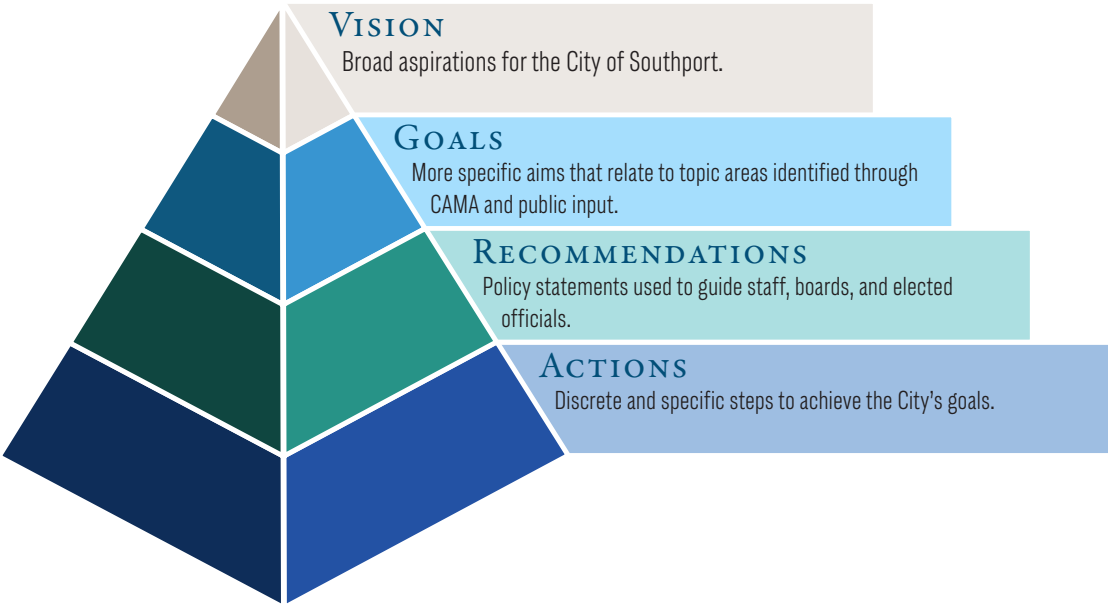
PLAN 50UTHPORT 2050 is organized into 6 chapters, beginning with Community Concerns and Aspirations. The next two chapters outline who we are planning the future for and past planning efforts. Chapter 4 outlines policy recommendations that are intended to assist the community in achieving its vision.

A brief explanation of each chapter is as follows:

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

USING THE PLAN

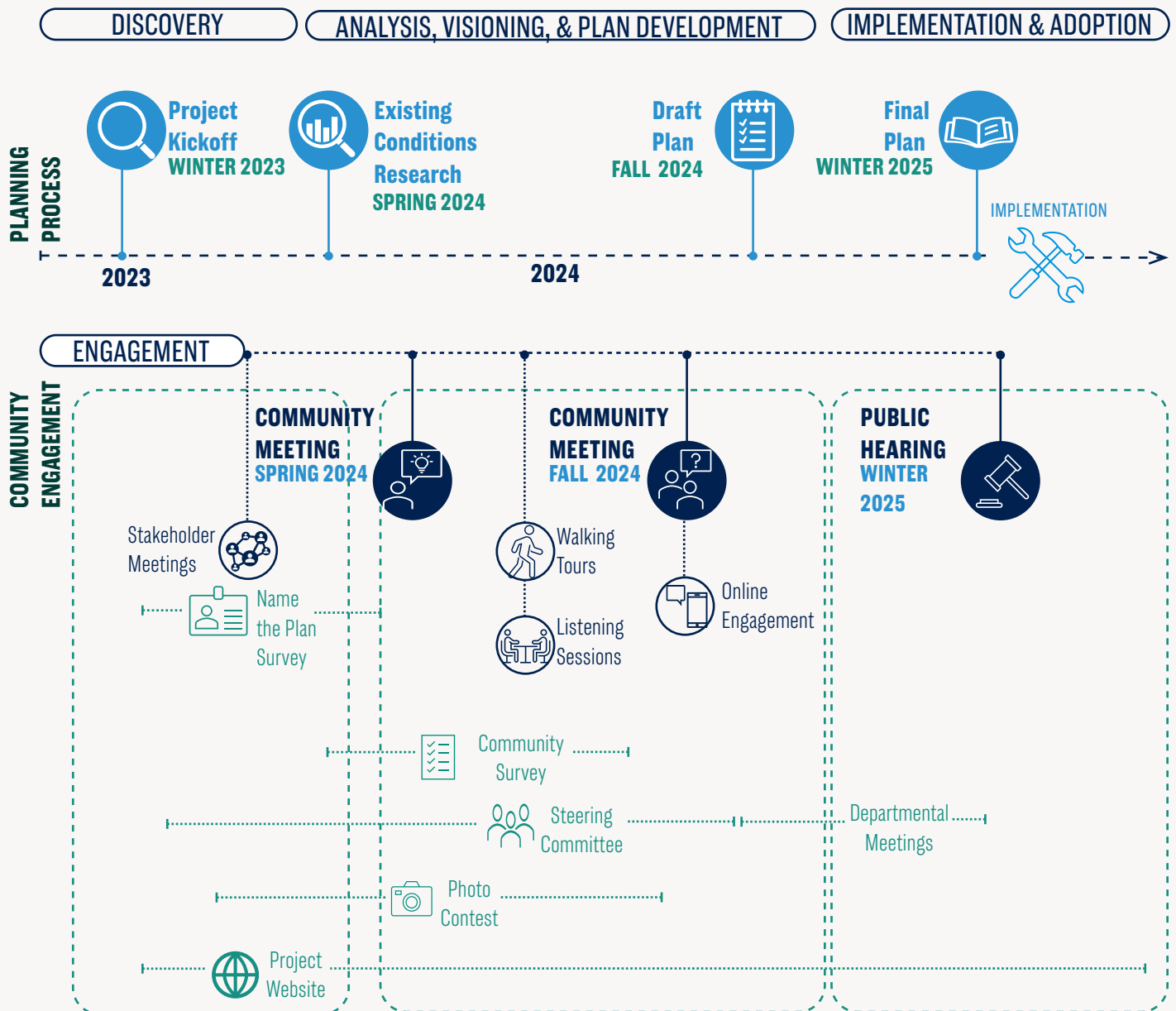
PLAN 50UTHPORT 2050 should be used in its entirety, including text and maps, to guide decisions about physical development, public infrastructure and environmental protection. Chapter 5 Implementing PLAN 50UTHPORT 2050 , outlines necessary procedures for both using and amending the Plan.





PROJECT TIMELINE

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





STUDY AREA

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

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

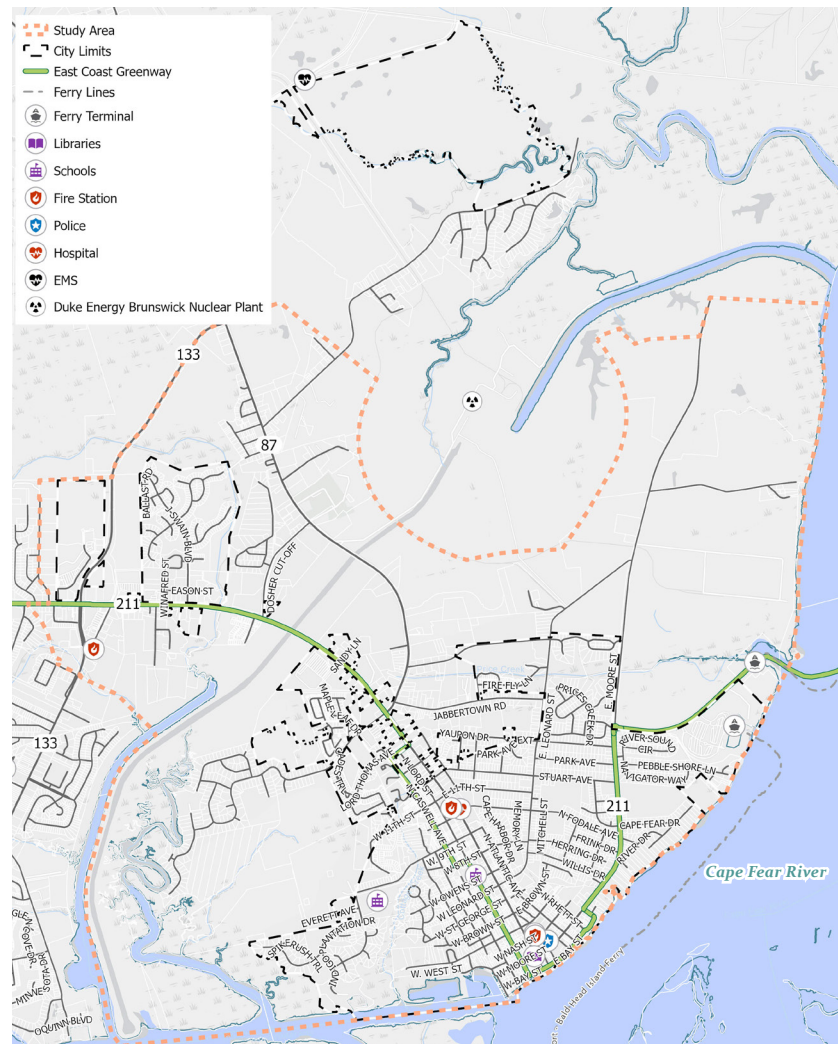
Two marinas face the Intracoastal Waterway on the west side of the City separated by Cottage Creek. Indigo Plantation Phase I and vacant land where future phases are planned lie north and west of Cottage Creek in an area bounded by Dutchman Creek and the Smithville Woods neighborhood.

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

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

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

STUDY AREA



BRIEF HISTORY

1600's - 1700's

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



1745

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

1775

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

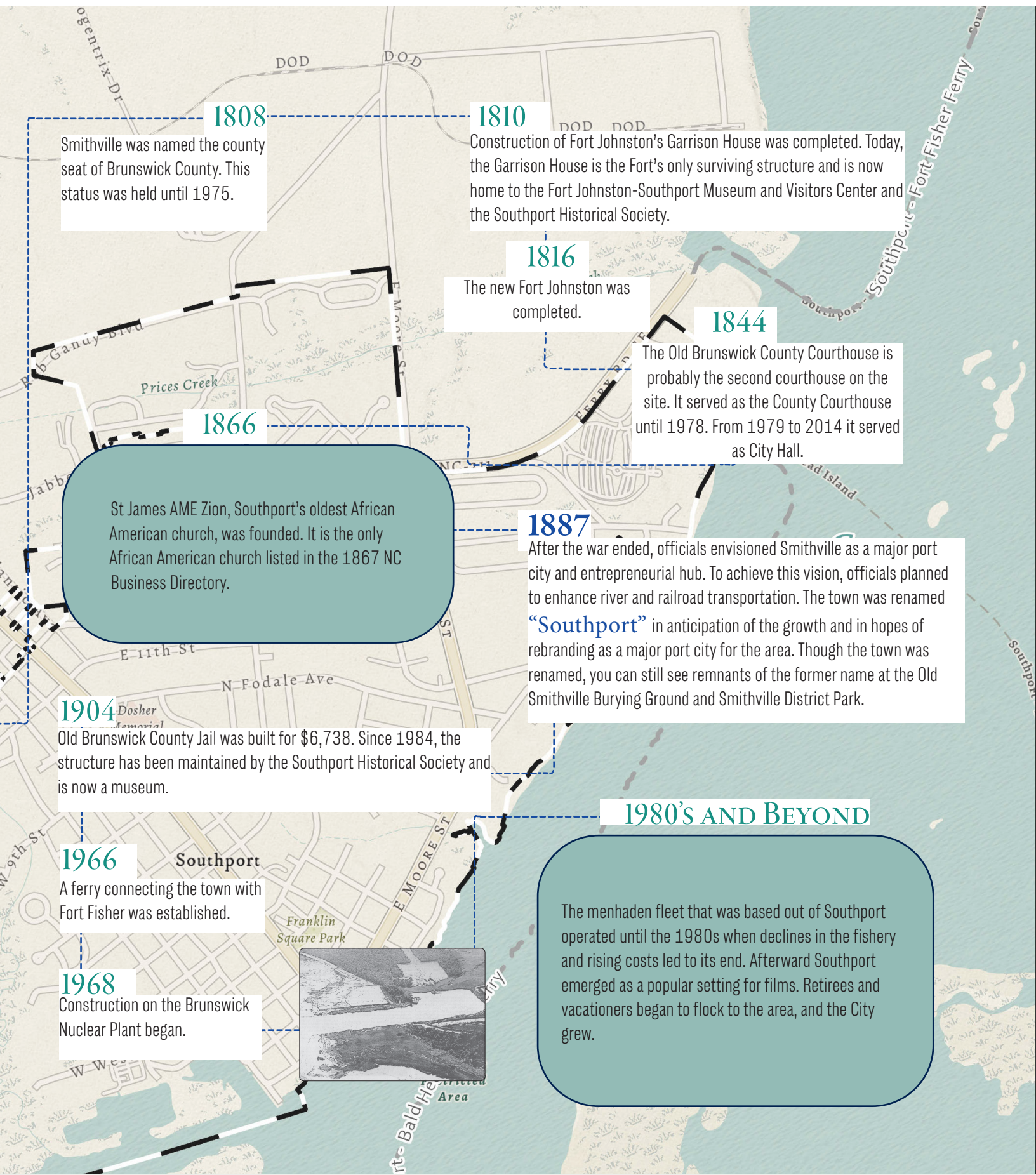
1792

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



1795

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



1808

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

1810

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

1816

The new Fort Johnston was completed.

1844

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

1866

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

1887

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

1904

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

1966

A ferry connecting the town with Fort Fisher was established.

1968

Construction on the Brunswick Nuclear Plant began.

1980's AND BEYOND

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

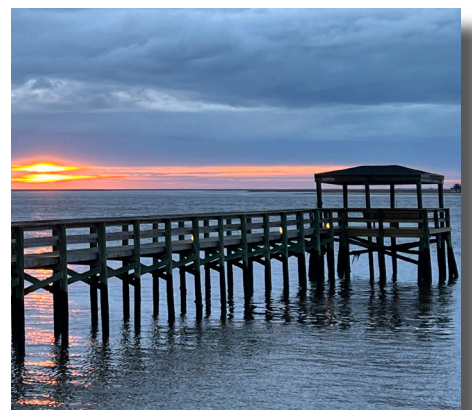
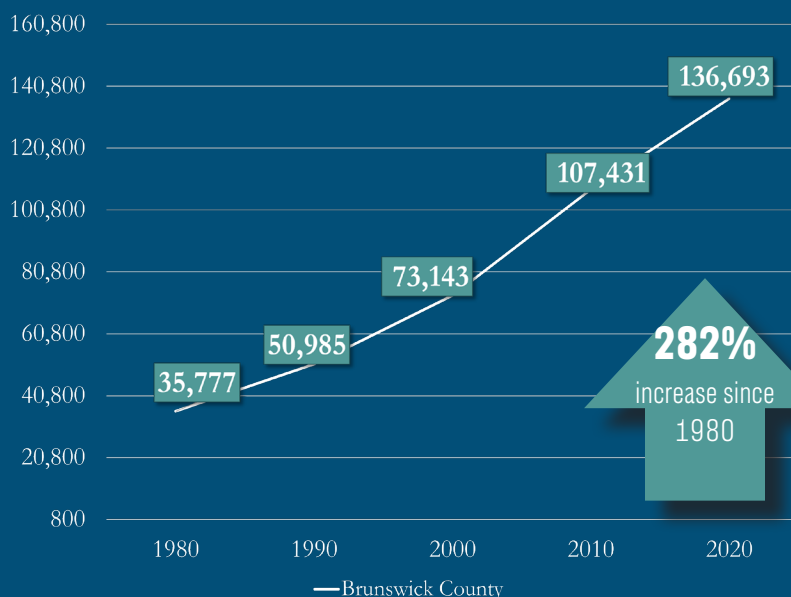


REGIONAL SETTING

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

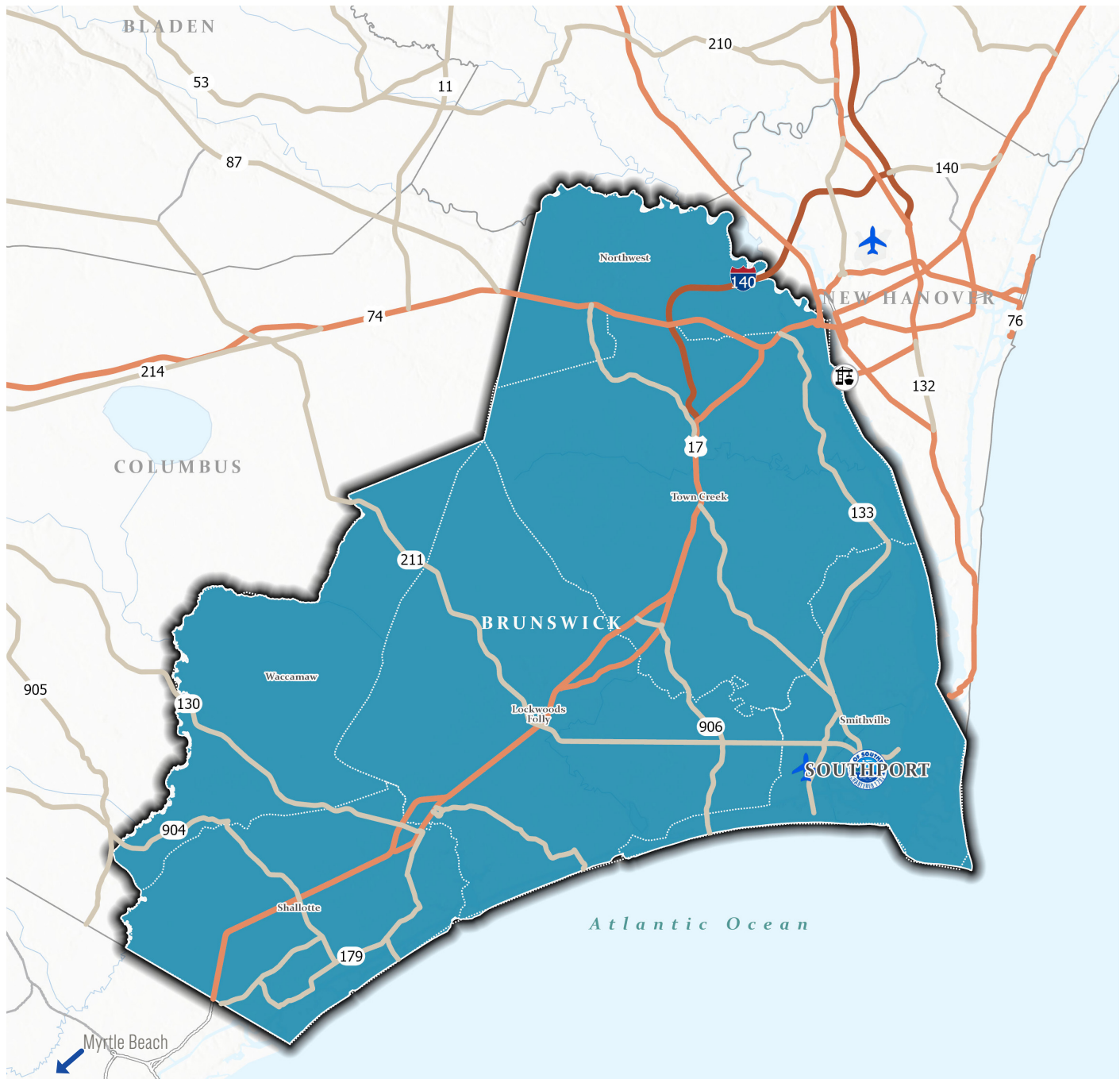
Southport is a blue-collar fishing village that has evolved into a destination due to its stunning scenery, history and maritime heritage. Much of Southport's economic activity relies on its seasonal visitors. Southport also provides a magnificent backdrop for filming, with its live oak trees, the Cape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

BRUNSWICK COUNTY POPULATION GROWTH





REGIONAL SETTING



Southport can be accessed by North Carolina Routes 211 and 87/133. These routes provide easy access to US 17, US 74/76, US 421, and Interstates 140 and 40. Southport is located approximately 40 minutes from downtown Wilmington by vehicle or 35 minutes by ferry. The Port of Wilmington is located approximately 18 miles north up the Cape Fear River. Southport is a short ferry ride away from Bald Head Island and a short car ride away from Oak Island and Caswell Beach. Approximately 50 miles south of Southport is the Myrtle Beach resort area. The Cape Fear Regional Jetport is approximately 5 miles away, Wilmington International Airport (ILM) is approximately 30 miles away, and Myrtle Beach International Airport (MYR) is 67 miles away.



1

COMMUNITY CONCERNS AND ASPIRATIONS





COMMUNITY ENGAGEMENT

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

Who's Been Involved

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

STEERING COMMITTEE

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

STAKEHOLDER MEETINGS

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

Informative Participation

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

Preparatory Planning Participation

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

Decision-Making Participation

includes the Board of Aldermen making the final decision on the adoption and implementation of this plan.



First Steering Committee Meeting at Moore Street Market



Stakeholder Meeting at the Community Building

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



Session	What We Heard
Group 1: Transportation, Public Works, Infrastructure, Utilities, Etc.	<ul style="list-style-type: none"> ◆ Doshier Hospital has an approved five-year plan for an additional building for multiple services on site and it is currently under development. ◆ Southport is currently negotiating with Brunswick County to merge water and sewer services. ◆ Many roads are maintained by the North Carolina Department of Transportation (NCDOT). ◆ NCDOT has funded sidewalks and improved crosswalks along Howe Street. ◆ The City does spot repairs of roadways but does not have a comprehensive paving program in place and has not completed any major repaving projects in the past twenty years. ◆ Piedmont Gas has plans to expand and supply gas to East Bay Street and commercial areas on Howe Street and in the marina area. ◆ There have been early discussions regarding enhanced service including seasonal park and ride shuttles from the Brunswick Transit System which currently provides demand responsive transit.
Group 2: Downtown and Businesses	<ul style="list-style-type: none"> ◆ There are parking issues during large events in downtown. ◆ Marketing focus needs to be beyond downtown and include Midtown and the businesses along N. Howe Street. ◆ Crosswalks, sidewalks, pedestrian lighting, traffic lights, etc. are needed to support growth and improve conditions for pedestrians . ◆ Unmarked parking spaces along Bay Street at Waterfront Park need to be painted. ◆ There is a need for freight zones to balance the needs of businesses and safety of pedestrians. ◆ There is currently an unofficial social district, but creating a social district with arts could bring in more customers. ◆ Landscaping standards along N. Howe Street need to be improved. ◆ Golf cart parking is needed.
Group 3: Development and Real Estate	<ul style="list-style-type: none"> ◆ More recreational opportunities are needed for seniors and children. ◆ Southport needs affordable and workforce housing. Businesses are unable to find employees because employees cannot afford to live close to work. ◆ Planned Unit Developments should provide more flexibility to include multi-family and clustering of houses. ◆ Southport's tax base needs to be increased.
Group 4: Historic Preservation and Neighborhoods	<ul style="list-style-type: none"> ◆ Brunswick County Courthouse is an important building to the history of Southport. ◆ Enrollment has dropped for Southport Elementary School. ◆ Affordable housing is needed and the City needs to increase its tax base.
Group 5: Parks and Natural Resources	<ul style="list-style-type: none"> ◆ Cottage Creek is showing high levels of bacteria. ◆ Franklin Square Park has the potential to be a peaceful, beautiful, people-oriented park. ◆ Caswell Community Garden is 10 years old and has 44 garden beds. The Brunswick Community College donates that land and it is \$40 to lease a bed and this funds the community garden. ◆ A kayak launch is currently in progress.
Group 6: Yacht Basin	<ul style="list-style-type: none"> ◆ Bay Street needs to have paved parking. ◆ Dredging is needed in the Yacht Basin. ◆ There is a lack of pedestrian lighting in the Yacht Basin and many other areas in the City. ◆ The history of the Yacht Basin should be told more broadly. ◆ Having more small businesses and retail could add charm but parking would be an issue.



PUBLIC MEETINGS AND BOARD OF ALDERMAN INPUT

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

Public Meeting #1

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

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

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



DISCUSSION TABLE SESSIONS AT PUBLIC MEETING #1

One word to describe Southport.....

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

Concerns about the future of Southport.....

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

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

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



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

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

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

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

Keep

- ◆ Keep and RESTORE Franklin Square Park
- ◆ Continue to protect Franklin Square Park great asset!

- ◆ Keep one-way traffic
- ◆ Historic, small-town flavor!
- ◆ Stay on track w/ development of Taylor Field Park!
- ◆ Maintain open space!
- ◆ Movie industry interested in doing more movies here
- ◆ Love the Waterfront Pier Park!

Toss

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

Create

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





Walking Tours & Listening Sessions

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

What We Heard at the Midtown Tour

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

What We Heard at the Downtown/Yacht Basin Tour

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

What We Heard at Listening Sessions

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



Come meet up with City staff & let's work together to:

PLAN SOUTHPORT



The City of Southport is hosting two **walking tours** for Plan Southport 2050 beginning at Franklin Square Park on **May 22, 2024** from **9:00 AM - 11:30 AM**. Preregistration is required using the sign-up link on the project website: <https://cityofsouthport.com/development-services/#comprehensive-plan>. More information about tours is on the website. If you are unable to join us for the walking tour join us at the **Community Building** from **1:00 PM - 3:00 PM** for listening sessions.



Come meet up with City staff & let's work together to:

PLAN SOUTHPORT



The City of Southport is hosting a **listening session** for the comprehensive plan update on **Wednesday, May 22, 2024** from **1:00 PM - 3:00 PM** at the Community Building. Please visit the project website at <https://cityofsouthport.com/development-services/#comprehensive-plan> for more engagement opportunities on May 22.

Listening Session
Community Building
223 E. Bay Street
Southport, NC

Wednesday,
May 22nd
1:00 pm to 3:00 pm



05/22/2024: 1-3 pm



Board of Alderman Meeting

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

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

Public Meeting #2

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

What We Heard about the Draft Plan

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





Come meet up with City staff & let's work together to:

PLAN SOUTHPORT



The City of Southport is hosting the first public meeting for Plan Southport 2050 at the Southport Community Building! This will be a **free-flowing** meeting, meaning you are welcome to **drop in at any time**. You can also participate in optional round table focus group sessions during the meeting. Join us April 30th to help plan Southport's future!

Community Building
223 E. Bay Street
Southport, NC

Tuesday, April 30th
6:00 pm to 8:00 pm



04/30/24; 6-8 PM





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

SURVEYS

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

Name the Plan Survey

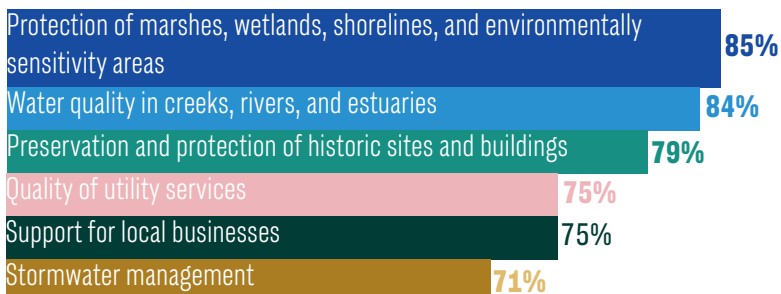
To kick off the planning process, residents were asked to be involved in naming the plan. The survey had two questions; the first question was multiple choice and the second question was open-ended. Out of the 35 respondents, 31% chose Southport 2050 and 20% chose Plan Southport. After discussion with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

Community Survey

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

PRIORITY LEVELS

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

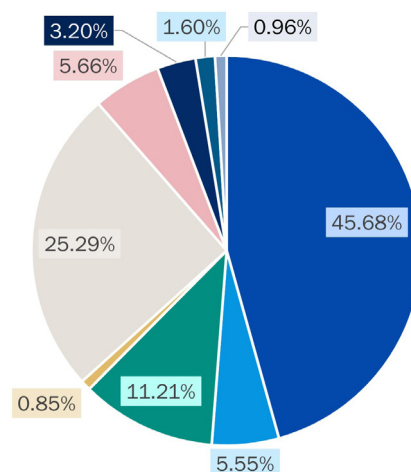


536

Responses to the Community Survey

RELATIONSHIP TO SOUTHPORT

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



- Live here part-time
- Go to school here
- Business owner
- I don't live here yet but would in the future
- Live here full-time
- Work here
- Own property here
- Frequent or long-time visitor (Not a resident)
- Other





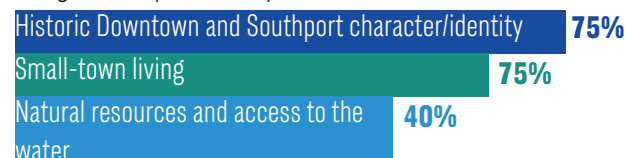
DOWNTOWN PEDESTRIAN ELEMENTS

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



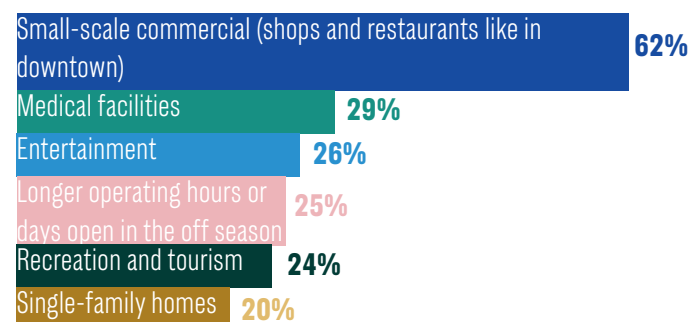
REASONS FOR LIVING IN SOUTHPORT

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



DEVELOPMENT

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



SUCCESS!

DOWNTOWN PARKING STUDY

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

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





Photo Contest

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

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

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

YOUR SOUTHPORT

Submitted by: Ted Banasik



FESTIVALS AND EVENTS

Submitted by: Siobhan Armstrong



PETS OF SOUTHPORT

Submitted by: Siobhan Armstrong





HISTORIC SOUTHPORT

Submitted by: Kate Magill Walters



NATURE AND SCENIC SOUTHPORT

Submitted by: Debby Masten



ARTISTIC SOUTHPORT

Submitted by: Kate Magill Walters





EXISTING AND EMERGING CONDITIONS

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

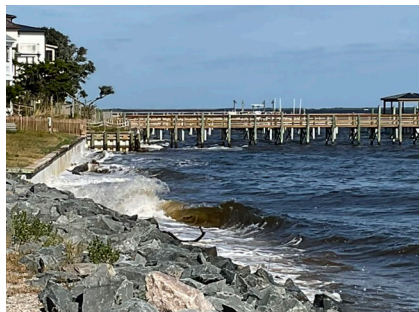


TRANSPORTATION

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

GROWTH MANAGEMENT

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



ENVIRONMENTAL PROTECTION AND RESILIENCY

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



ECONOMIC DEVELOPMENT & TOURISM

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

ETJ REMOVAL

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



HISTORIC PRESERVATION

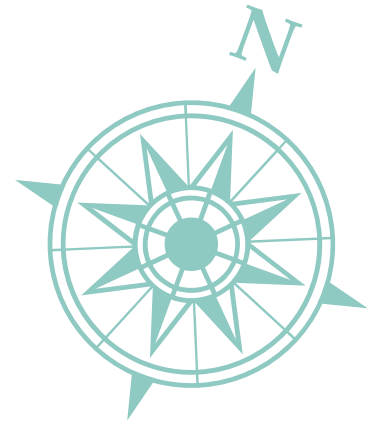
With over 200 contributing buildings in its National Register district, including Fort Johnston, the Old Brunswick County Courthouse, former Brunswick County Jailhouse, and numerous vernacular homes constructed by local builders. Southport is known for its historic, coastal village charm. The City is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



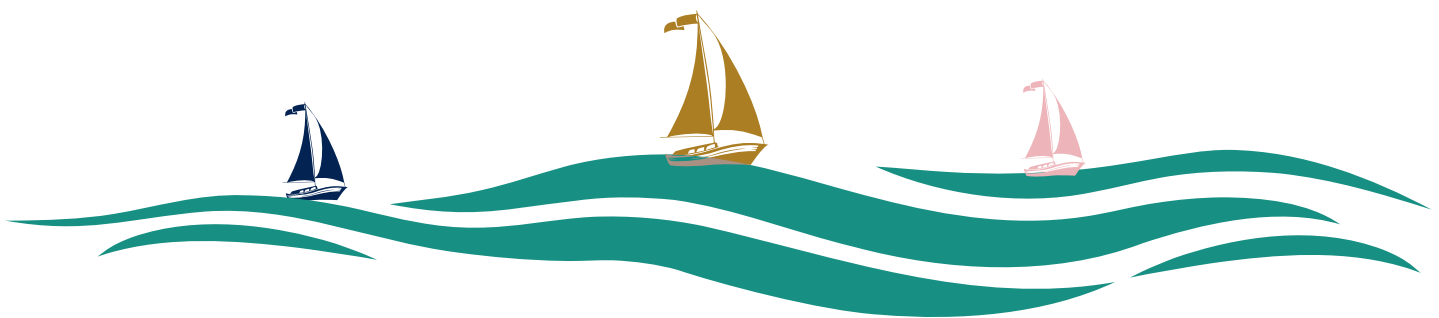
VISION AND GOALS

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

The vision for where Southport will be in 2050 is:



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





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

Land Use & Housing

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

Historic Preservation

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

Resiliency

Increase Southport's resiliency to natural hazards.

Transportation

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

Water Quality

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

Public Access

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

Yacht Basin

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

Economic Development

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

Infrastructure & Services

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



2 SOCIOECONOMIC SNAPSHOT





SOCIOECONOMIC SNAPSHOT

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

Population

Southport's population continues to grow at a stable rate.

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

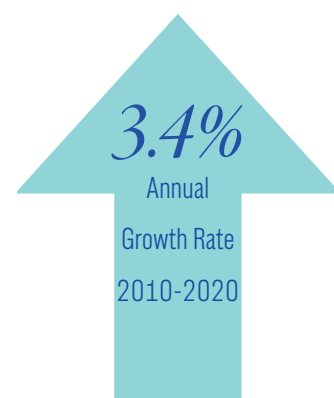
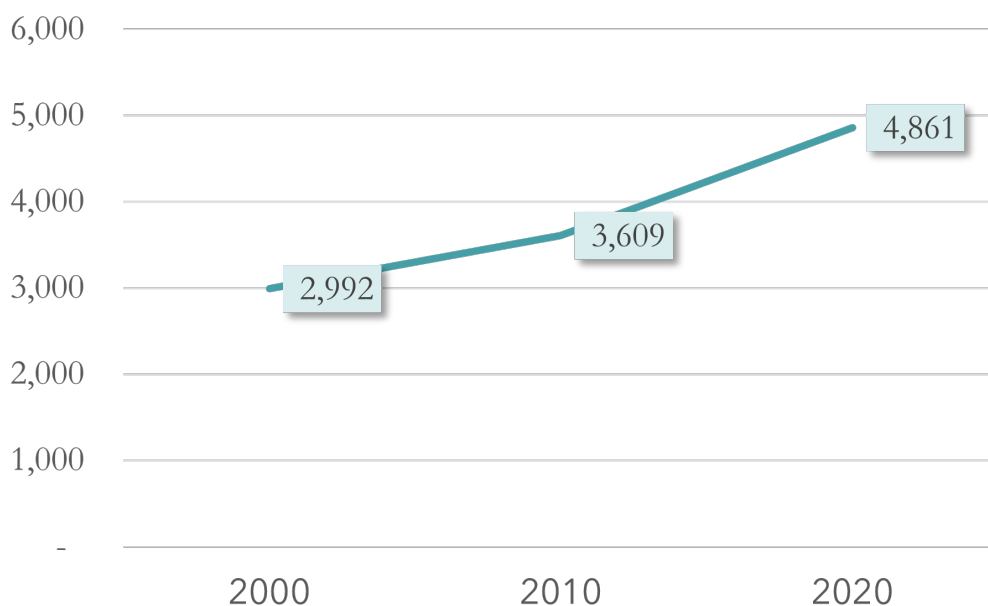
Beyond the City Limits, the former Extraterritorial Jurisdiction (ETJ) has seen steady growth as well. Southport's study area population has increased by 1,869 people from 2000 to 2020, which can be seen in the graph below. Overall, the population in the study area has increased by 62.5%.

POPULATION TRENDS

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

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

Population (City Limits + Former ETJ)



Source: Data provided by US Decennial Census

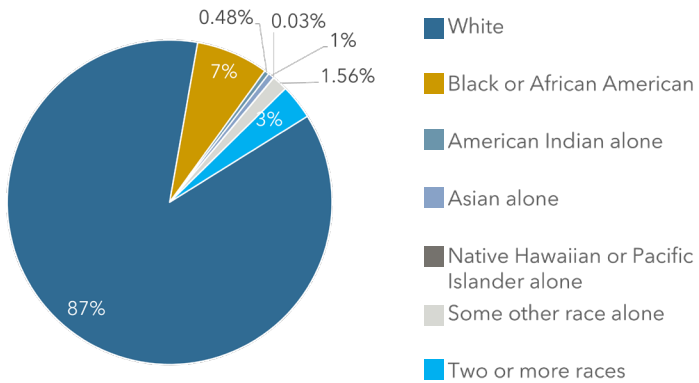


Age and Diversity

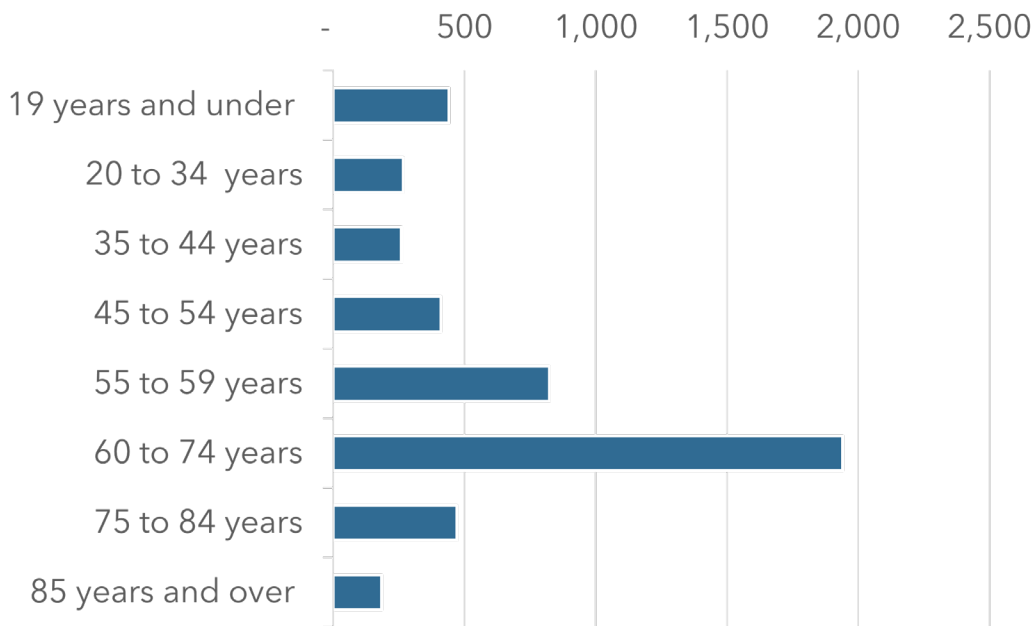
Southport's population is aging. Southport's median age has increased steadily from 47.5 years in 2000, to 55.7 years in 2010, and 59.6 years in 2020. The largest age cohort in both 2010 and 2020 was ages 60-74 years.

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

Race, 2020



Age Cohorts, 2020



25%
Increase in median age
2000-2020

Source: 2010, 2020 Decennial Census



Population Trends

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

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

PERMANENT POPULATION PROJECTION

Southport's permanent population within the City limits was sourced using Decennial Census data and is estimated to have 3,971

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

PAST GROWTH TRENDS

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

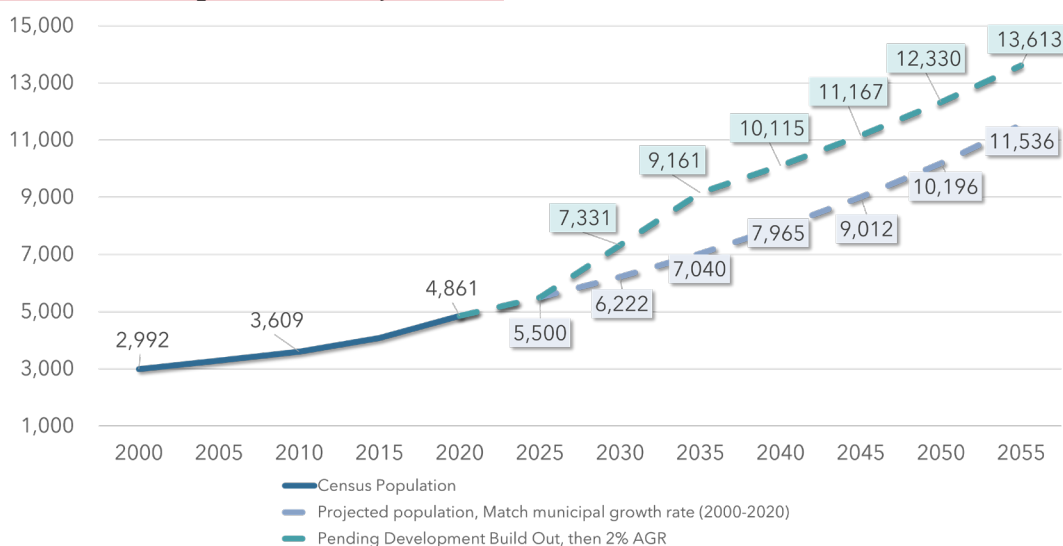
PENDING DEVELOPMENT

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

BUILDOUT ANALYSIS STUDY

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

Permanent Population Projections



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

4,300
people by 2035

Source: 2000, 2010, 2020 Decennial Census, Esri
2020-2055, Stewart



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

SEASONAL POPULATION PROJECTION

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

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

UNDERSTANDING POPULATION PROJECTIONS

Permanent Population

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

Peak Visitor Population

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

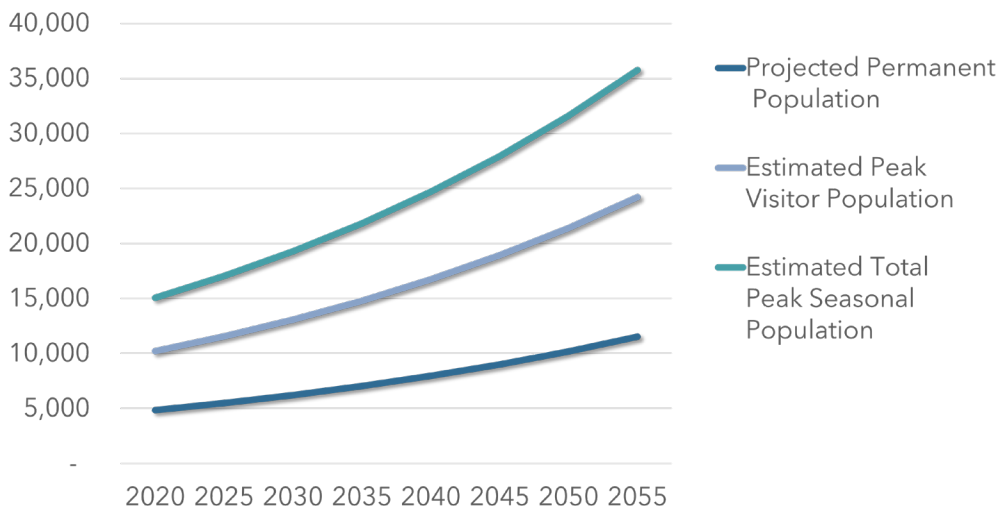
Peak Seasonal Population

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



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

Total Peak Seasonal Population Projections





Housing

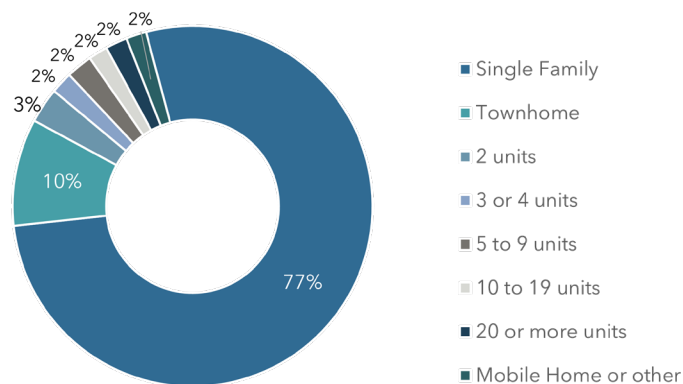
Southport has a large supply of single-family detached housing units.

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

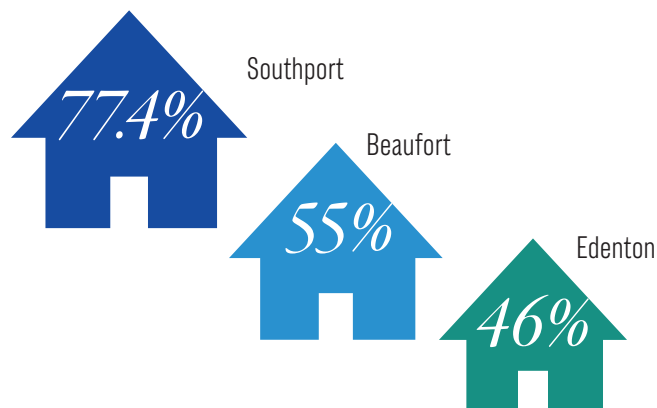
Southport has a fair amount of homes built in 1939 or earlier, which speaks to the presence of historic neighborhoods and parts of downtown. There was an increase of homes being built starting in the 1970's with around 250 homes built each decade with the exception of 2000 to 2009 when almost 450 homes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

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

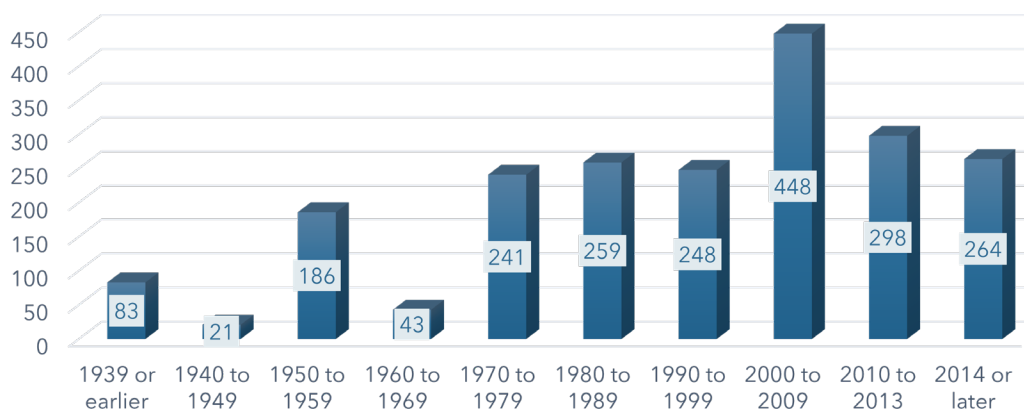
Housing By Type, 2020



Existing Single- Family Housing Stock Comparison, 2020



Housing Year Built, 2020



Source: 2020 ACS



TENURE

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

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

US CENSUS HOUSING STATUS DEFINITIONS

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

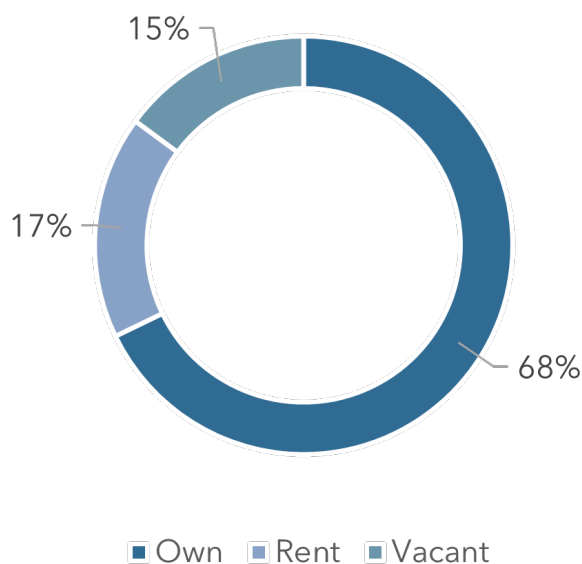
Vacant Housing Units are defined as units where no one is living, or units owned by people whose “usual place of residence” is elsewhere. In popular tourist locations, “vacant” units are generally second homes or vacation rentals.

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

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

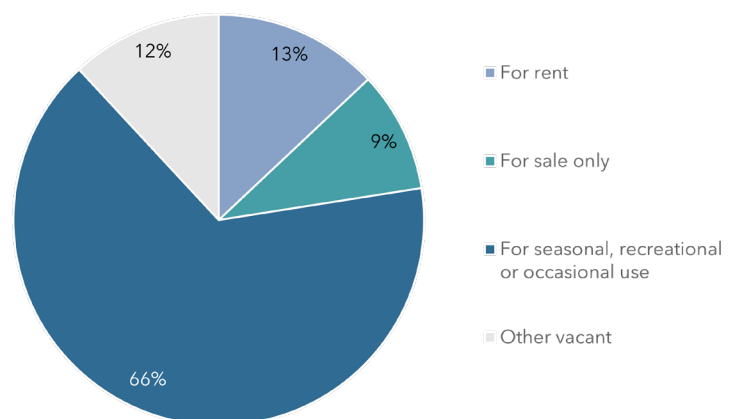
Other Vacant Housing Units are defined as units that are in foreclosure, held for settlement of the estate, in preparation for renting or selling, needs repairs, held for storage of household furniture, being repaired or renovated, used for military or employee housing, units where owners are absent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

Tenure, 2020



Source: 2020 Decennial Census

Vacancy Status, 2020

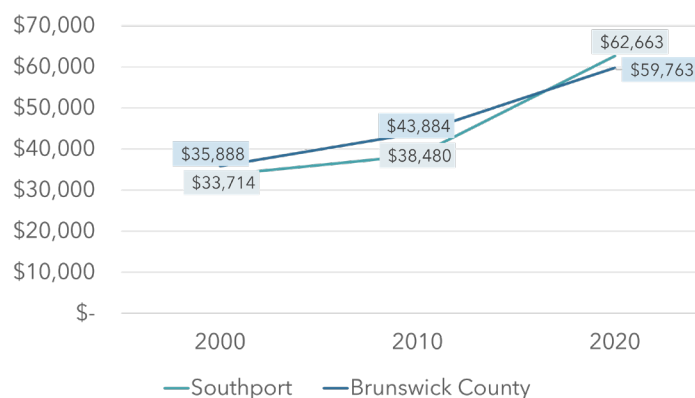




Income and Economy

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

Median Income



Source: U.S. Census

Employment

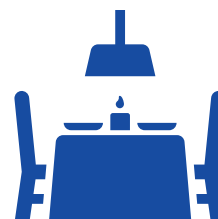
Southport's health care and social assistance industry is the largest employment sector. Health care and social assistance, accommodation and food and retail are Southport's top industries. These industries also resulted in the highest increases in jobs between 2010 and 2020. Data from the US Census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

Growth By Industry 2000-2020



26.0%

Health Care and Social Assistance



21.6%

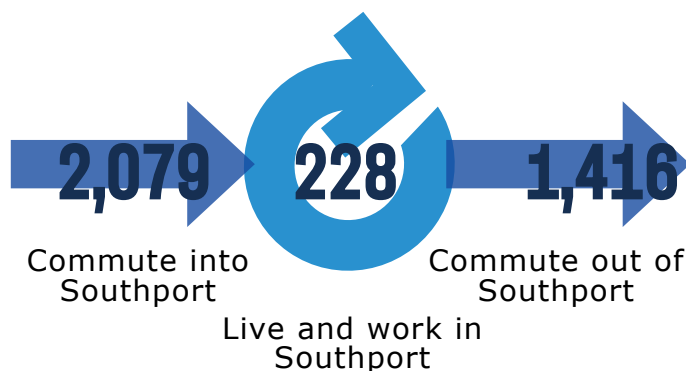
Accommodations and Food Services



19.6%

Retail Trade

Commute Trends, 2022



Source: Census on the Map



EMPLOYMENT BY INDUSTRY 2010-2020

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

Source: Census on the Map



Downtown and Tourism

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

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

18%

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

BUDGET BREAKDOWN - FY 2022-2023

General Fund Anticipated Revenues - Retail and Tourism Related

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

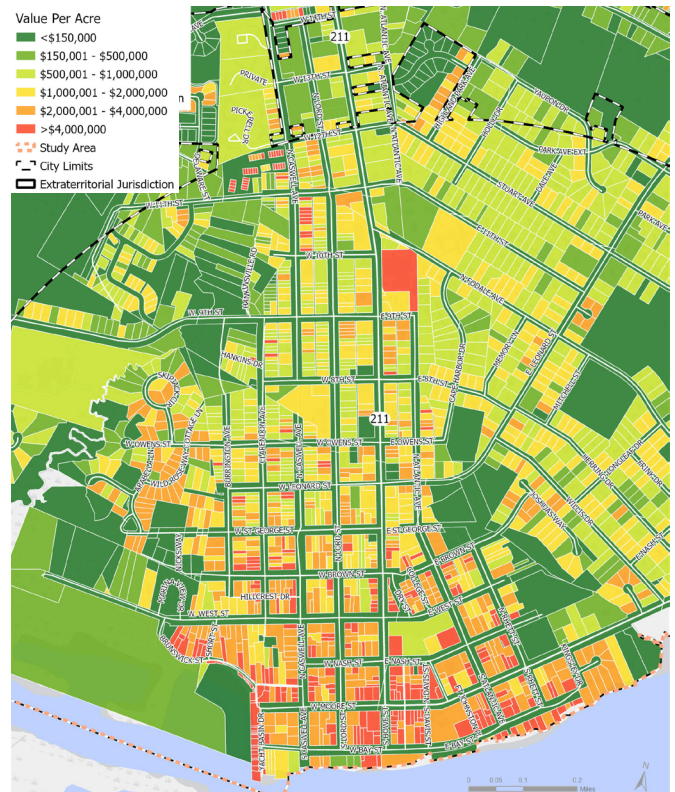


\$1.17 BILLION

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

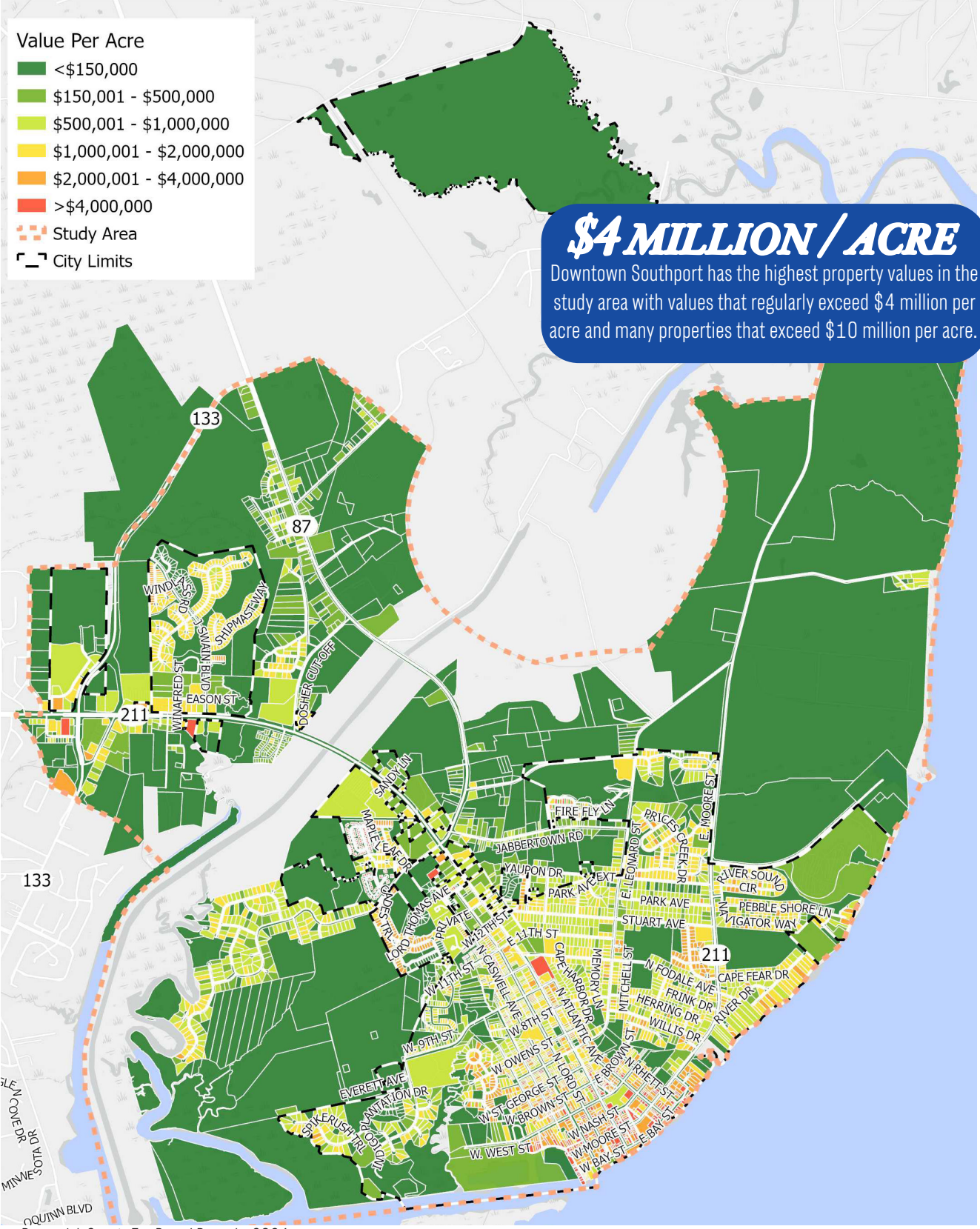
Source: State Port Pilot

VALUE PER ACRE DOWNTOWN





VALUE PER ACRE



Source: Brunswick County Tax Parcel Records, 2024



3

PAST PLANNING EFFORTS





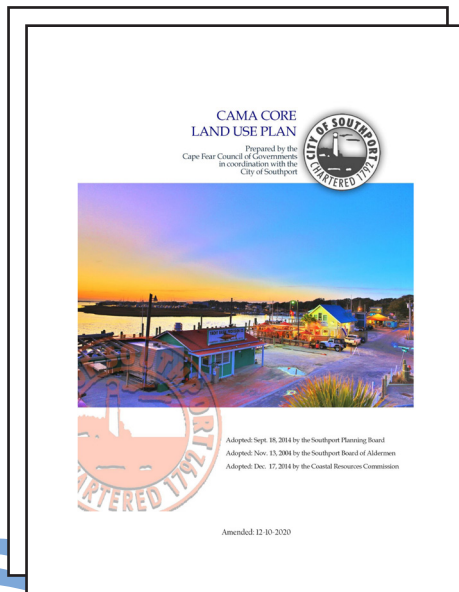
CITY OF SOUTHPORT

2014 CITY OF SOUTHPORT CAMA CORE LAND USE PLAN (AMENDED 2020)

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

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

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



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



pollution.

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



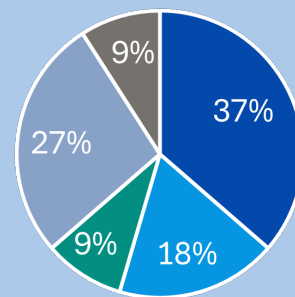
37%

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

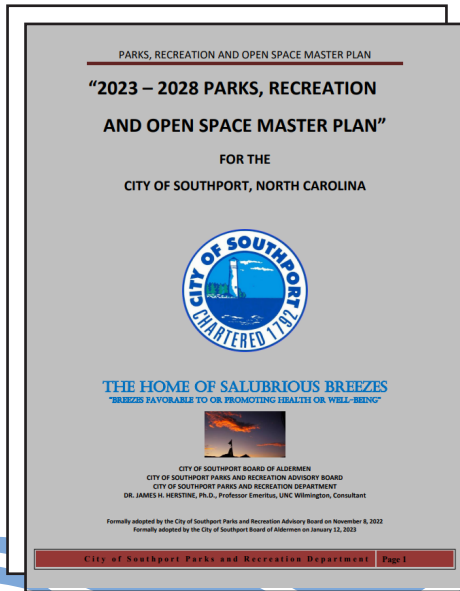


18%

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



- Complete
- Underway
- Not started
- Ongoing
- Not applicable



2023- 2028 PARKS, RECREATION, AND OPEN SPACE MASTER PLAN

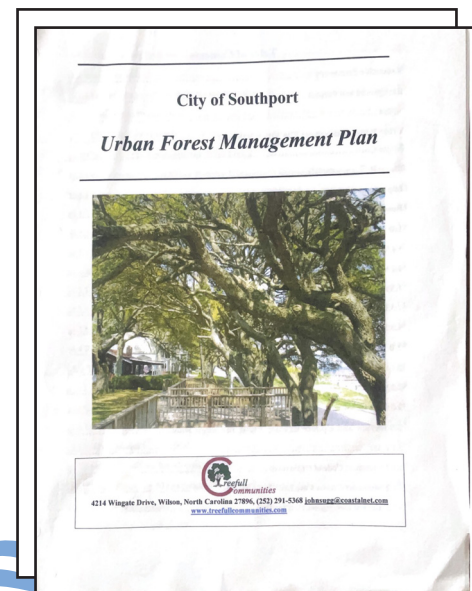
The Parks, Recreation and Open Space Master Plan is a guide for parks, recreation, open space programs, services, and events in Southport from 2023-2028. The Plan makes recommendations specific to parks in Southport based on an inventory of existing facilities and services, public input, and analysis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

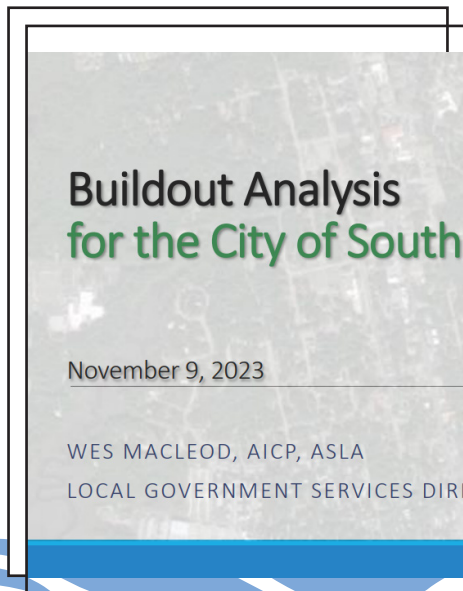
The plan includes both short-term and long-term recommendations. These include land acquisition, pedestrian and bicycle connections to Oak Island and the City of Boiling Spring Lakes, demolition of City Gym, additional public restrooms in downtown, upgrading park facilities, the development of Stevens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

URBAN FOREST MANAGEMENT PLAN

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

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





BUILD-OUT ANALYSIS

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

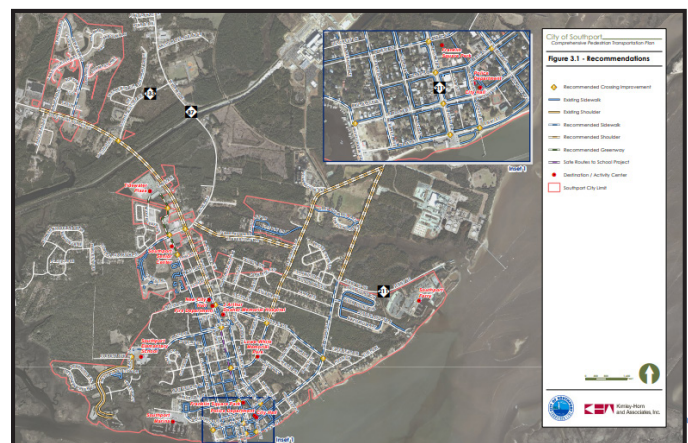
Key findings:

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

COMPREHENSIVE PEDESTRIAN TRANSPORTATION PLAN

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

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



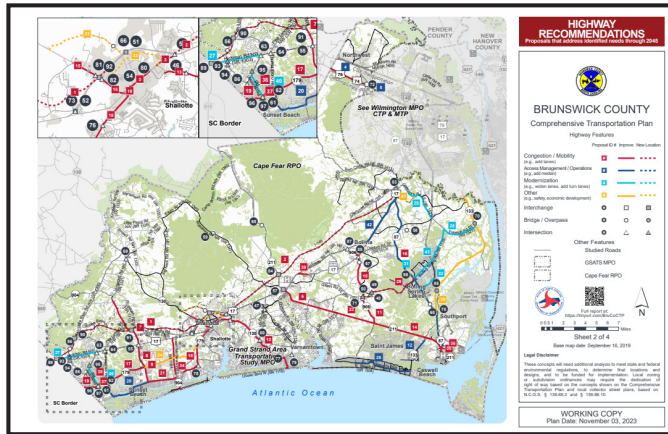


REGIONAL, COUNTY, AND STATE

BRUNSWICK COUNTY

COMPREHENSIVE

TRANSPORTATION PLAN, 2023



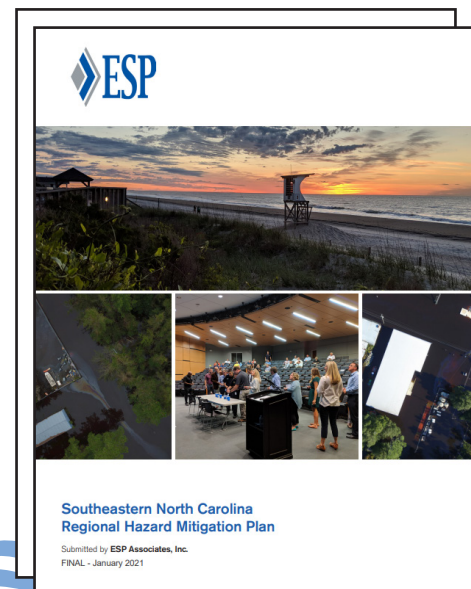
The Brunswick County Comprehensive Transportation Plan was created by the North Carolina Department of Transportation (NCDOT) in cooperation with representatives from Brunswick County to identify transportation system needs and possible solutions to support anticipated growth and development over a 28-year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

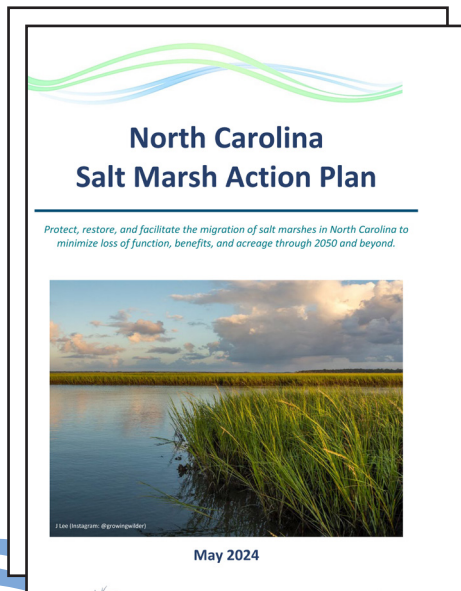
The plan recommends improvements to NC 133, NC 87, and NC 87 and NC 133 Interchange. The plan recommends widening North Howe Street from NC 87 to West 9th Street but this is not supported by the City of Southport.

SOUTHEASTERN NORTH CAROLINA REGIONAL HAZARD MITIGATION PLAN

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

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





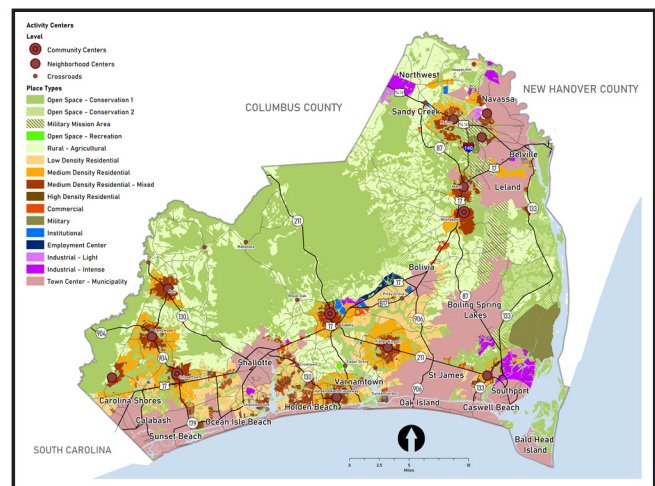
NORTH CAROLINA SALT MARSH ACTION PLAN

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

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

BLUEPRINT BRUNSWICK CAMA LAND USE PLAN

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





LOCAL REGULATIONS & BUILDING CODE

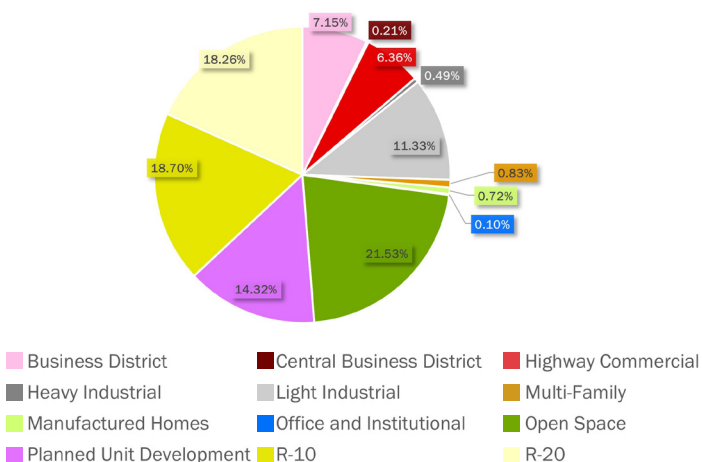
CITY OF SOUTHPORT UNIFIED DEVELOPMENT ORDINANCE

Zoning

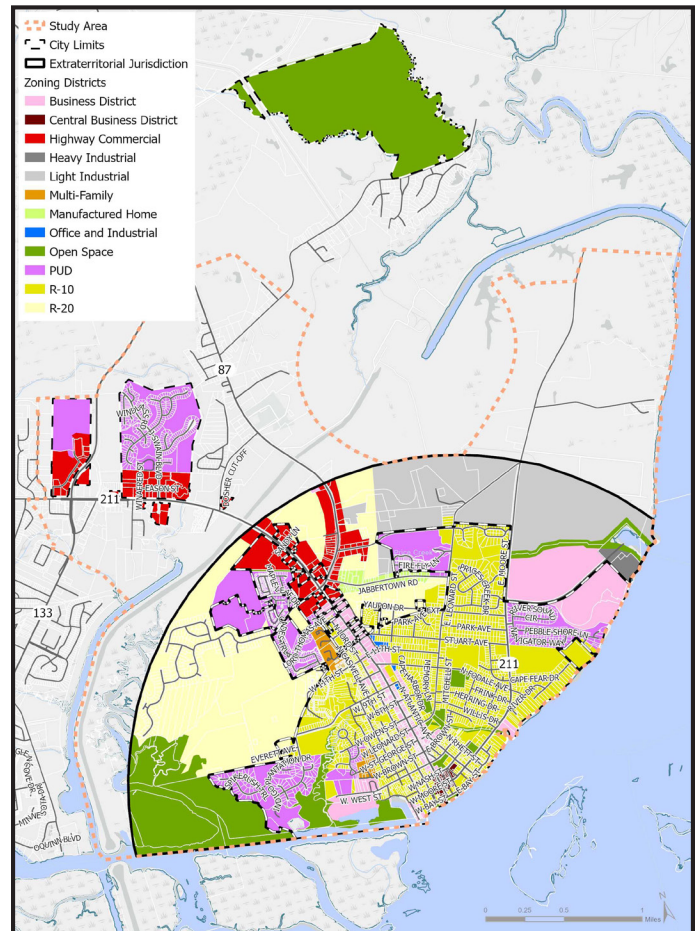
The City of Southport zoning ordinance consists of 12 zoning districts. At the time this process began, the City's planning jurisdiction included the Extraterritorial Jurisdiction. The largest zoning district was Open Space occupying nearly 22% of land area in the City's planning jurisdiction and former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

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

PERCENTAGE OF LAND PER ZONING DISTRICT



ZONING



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



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

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

PLANNED UNIT DEVELOPMENT



Subdivision

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

Flood Damage Prevention Ordinance

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

- ◆ Protect human life and health

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

NC STATE BUILDING CODE

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



4

PLANNING FOR THE FUTURE





Land Use & Development Policies

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

COASTAL AREA MANAGEMENT ACT (CAMA) COMPLIANCE

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

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

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

CAMA TOPICS BY PLAN ELEMENT



Land Use & Housing

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



Public Access

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



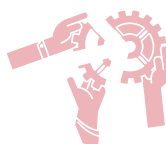
Resiliency

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



Water Quality

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



Infrastructure

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



Local Concerns

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





FUTURE LAND USE

Future Land Use Map and Character Areas

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

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

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

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



FUTURE LAND USE MAP (OVERALL)

Context

City Limits

Draft Future Land Use

Downtown

Midtown

Waterfront Commercial

Neighborhood Commercial

Gateway

Office and Institutional

Highway Commercial

Industrial

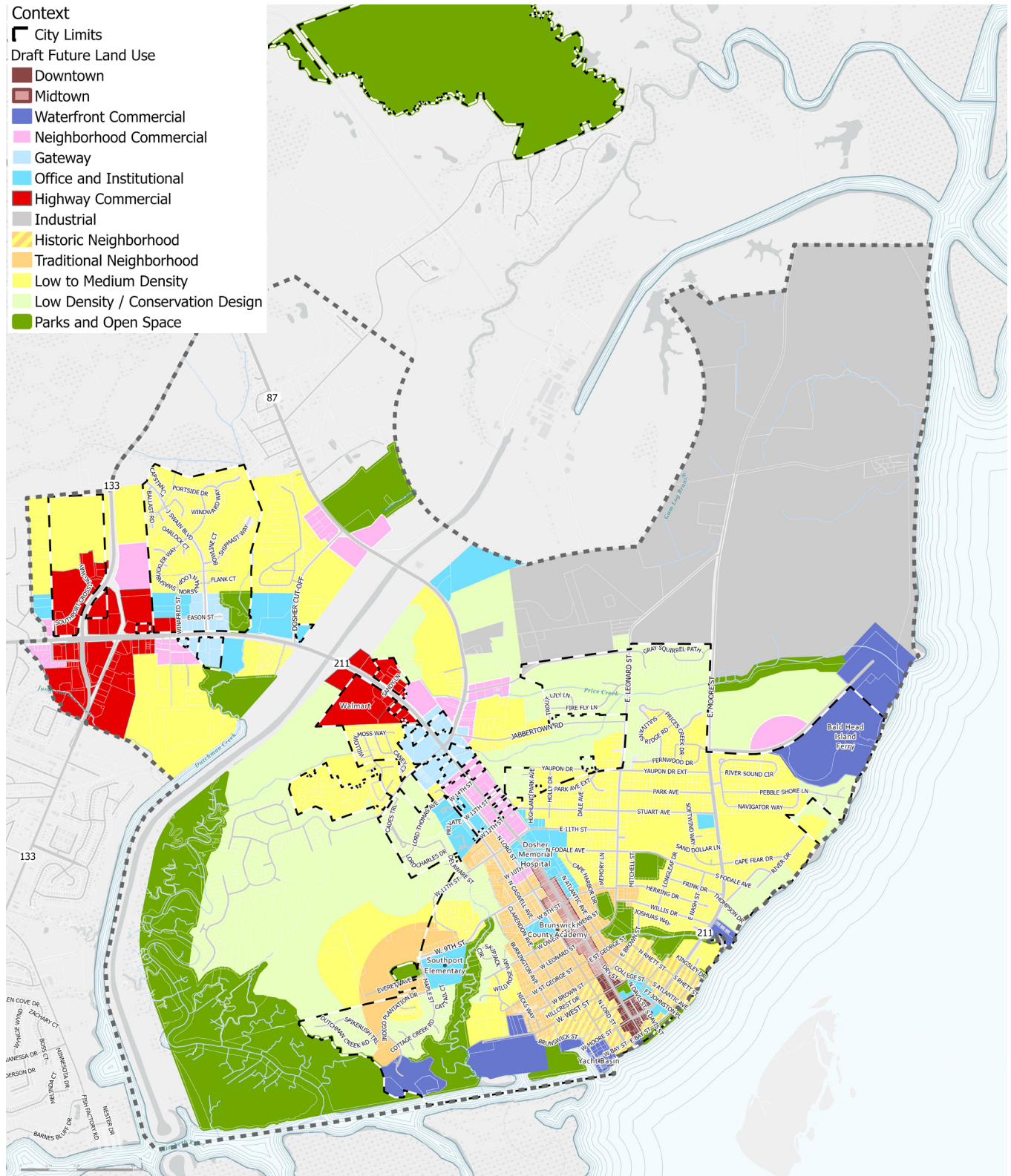
Historic Neighborhood

Traditional Neighborhood

Low to Medium Density

Low Density / Conservation Design

Parks and Open Space



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



OPEN SPACE AND PARKS

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



LOW DENSITY/CONSERVATION DESIGN

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



LOW TO MEDIUM DENSITY RESIDENTIAL

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



TRADITIONAL NEIGHBORHOOD

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



HISTORIC NEIGHBORHOOD

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



OFFICE AND INSTITUTIONAL

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



NEIGHBORHOOD COMMERCIAL

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



MIDTOWN

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



DOWNTOWN

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



WATERFRONT COMMERCIAL

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



GATEWAY

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



HIGHWAY COMMERCIAL

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



INDUSTRIAL

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

LAND USE & HOUSING

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



Recommended Policies and Actions

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

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

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

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

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

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

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

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

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

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

Action 1.2.1: Encourage small building footprints and heights Downtown.

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

ACTIVE FRONTAGE DESIGN

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



Two examples of active streetfronts in downtown.



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

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

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

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

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

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

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

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

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

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

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



Existing commercial / mixed-use buildings on East Nash Street

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

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

SMART GROWTH PRINCIPLES

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

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

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

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

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

Action 1.4.3: Plan for improved vehicular and pedestrian access.

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

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

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

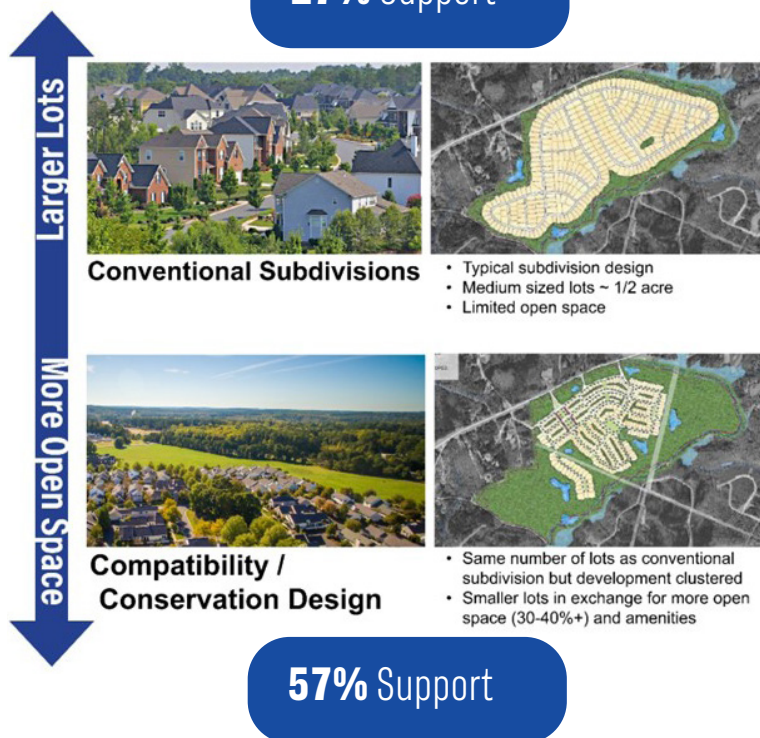
- ◆ Development/project approval should be based on project design which avoids substantial loss of important habitat areas and negative impacts to water quality.

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

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

RESIDENTIAL SUBDIVISION DESIGN

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





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

- Action 1.6.1: Maintain open space requirements for subdivisions with 5 or more lots.
- Action 1.6.2: Encourage the utilization of the Planned Unit Development option in the UDO for new subdivisions in the R-10 and R-20 zoning districts.
- Action 1.6.3: Encourage conditional zoning districts with enhanced open space and environmental commitments.

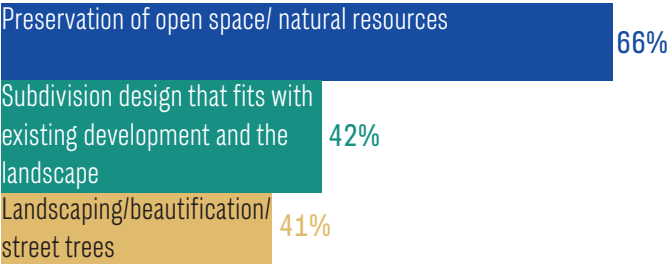
Policy 1.7: Review and modernize the Unified Development Ordinance (UDO)

- Action 1.7.1: Update zoning (*dimensional requirements and development standards*) to account for existing development patterns in historic residential areas.
 - ◆ Minimum lot size and setback requirements should be tailored to mimic historical patterns. Average parcel size for this area is 7,840 and many properties have minimal setbacks.
- Action 1.7.2: Tailor building size, scale, height and impervious surface limits to complement and reinforce the character of different parts of the City.
 - ◆ See actions under Policy 1.2 for recommendations.

- Action 1.7.3: Consider updating the definitions of mixed use and live-work units.
- Action 1.7.4: Update commercial and mixed-use design standards for key areas of the City.
 - ◆ Consider the establishment of zoning overlays for North Howe Street and/or the Gateway areas on the Future Land Use Map that include custom building and/or site design standard.
- Action 1.7.5: Update and modernize uses in the Table of Permitted Uses and ensure all uses are defined.
- Action 1.7.6: Update parking requirements.
 - ◆ Many requirements in Highway Commercial are quite high. High parking requirements can reduce walkability, cause unnecessary increases in stormwater, and impact the aesthetics of a community.
- Action 1.7.7: Consider the creation of a Conservation Subdivision Option for new development in the R-10 and R-20 zoning districts.
 - ◆ This district could allow for conservation subdivision design by requiring a high minimum open space requirement (i.e. 40%) and low overall density in exchange for flexibility in lot size or unit type.
- Action 1.7.8: Consider enhancing design standards and/or implementing conditional zoning options for residential in the UDO.
 - ◆ Consider updating allowances and enhancing development standards for some types of attached residential housing.
 - ◆ Update standards for open space in residential developments.
 - ◆ Currently there is conditional zoning for commercial developments but not residential developments.
 - ◆ Potential benefits of creating a conditional zoning option that allows for residential and mixed-use development include additional dialog between the community, the applicant and boards to customize development designs based on feedback and tailor proposals to meet the character and goals of Southport.

NEW NEIGHBORHOODS

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



Action 1.7.9: Consider updating regulations related to accessory structures.

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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



Page Intentionally Left Blank



PUBLIC ACCESS

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



Recommended Policies and Actions

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

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

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

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

- ◆ Alternatives should be studied including a greenway option and on-street sidewalk improvements.

- ◆ Potential funding for design and/or construction of trails include federal funds, state parks and recreation grants including the Recreational Trails Program Grant.

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

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

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

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

WATERFRONT PUBLIC SPACE

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





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

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

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

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

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

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

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

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

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

Action 2.3.4: Consider parking improvements at additional parks.

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

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

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

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



HISTORIC PRESERVATION

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



Recommended Policies and Actions

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

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

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

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

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

- ◆ Encourage diversity on the Historic Preservation Commission.

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

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

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

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

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

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

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

HISTORIC PRESERVATION OF DOWNTOWN

1

**priority from development preference question
during public meeting**



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

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

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

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

Action 3.3.2: Continue to support heritage tourism.

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

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

Action 3.3.5: Coordinate with partners to maintain historic cemeteries.

LOCAL HISTORIC DISTRICT

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





RESILIENCY

Goal: Increase Southport's resiliency to natural hazards.



Recommended Policies and Actions

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

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

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

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

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

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

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

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

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

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

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

COMMUNITY RATING SYSTEM

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



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

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

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

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

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

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

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

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

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

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

LOW IMPACT DEVELOPMENT (LID)

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



*Brunswick County Government Center
rain garden*

Image Source: North Carolina Coastal Federation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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



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

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

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

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

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

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

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

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



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

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

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

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

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

- ◆ See the Urban Waterfront map to the below.

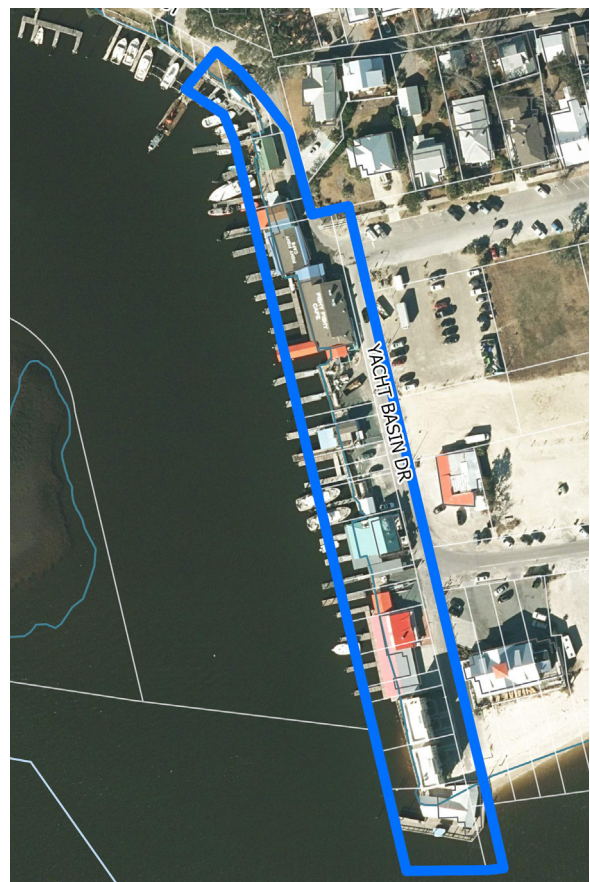
Action 5.3.1: Adoption of this plan designates the Yacht Basin as an Urban Waterfront.

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

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

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

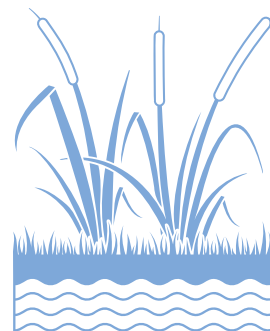
- ◆ Currently, a small portion of the marina is included in the Open Space Zoning District. This portion should be removed.



Yacht Basin Urban Waterfront Map

WATER QUALITY

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



Recommended Policies and Actions

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

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

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

Policy 6.2: Enforce and expand stormwater management regulations.

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

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

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

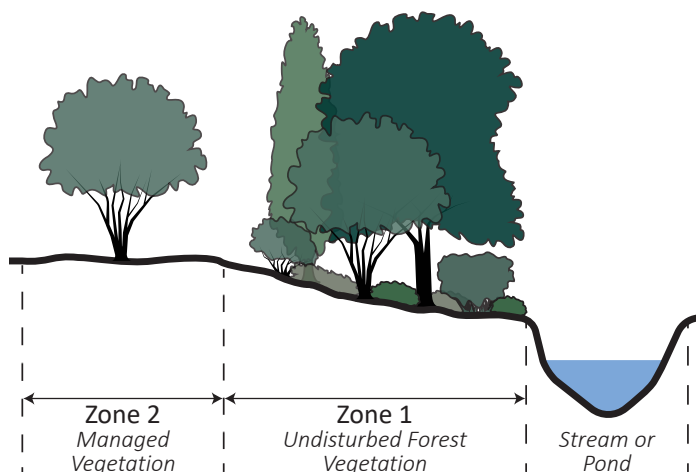
Action 6.3.2: Consider updates to the Soil Removal and Deposit Ordinance.

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

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

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

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



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



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

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

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

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

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

- ◆ Permit pervious pavements to allow for infiltration.

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

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

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

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

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

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

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

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

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

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

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

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

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

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





ECONOMIC DEVELOPMENT

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



Recommended Policies and Actions

Policy 7.1: Recognize and support the tourism industry.

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

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

Action 7.1.3: Continue to promote local businesses.

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

Action 7.3.4: Formalize a Downtown Master Plan.

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

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

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

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

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

Action 7.4.2: Advocate for and support Southport Elementary School.



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

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

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

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

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

TRANSPORTATION

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



Recommended Policies and Actions

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

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

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

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

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



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

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

Action 8.1.5: Create an ADA Transition Plan.

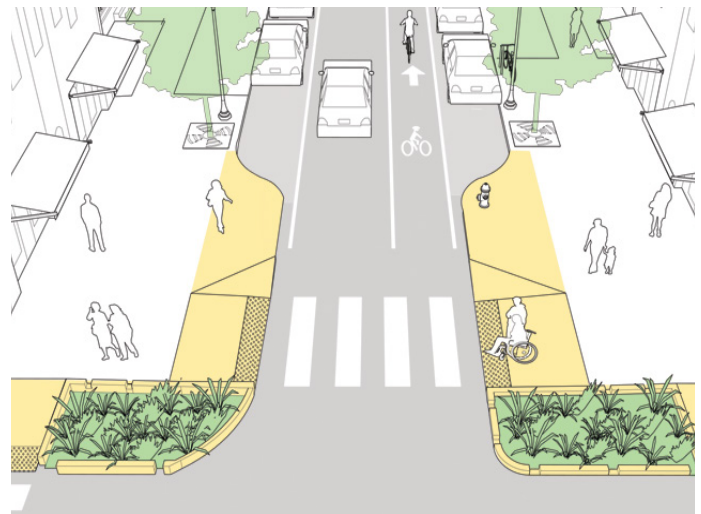
Policy 8.2: Maintain City roads by regularly updating the pavement condition study and administering the repaving program.

Policy 8.3: Improve walkability along North Howe Street.

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

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

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





NORTH HOWE STREET AND LEONARD STREET PEDESTRIAN IMPROVEMENT CONCEPT



Planting Strips

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

Curb Extensions

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

Traffic Lanes

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

Crosswalks

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

Increased Pedestrian Zone

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



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

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

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

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

Policy 8.5: Manage traffic and access along major roads.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

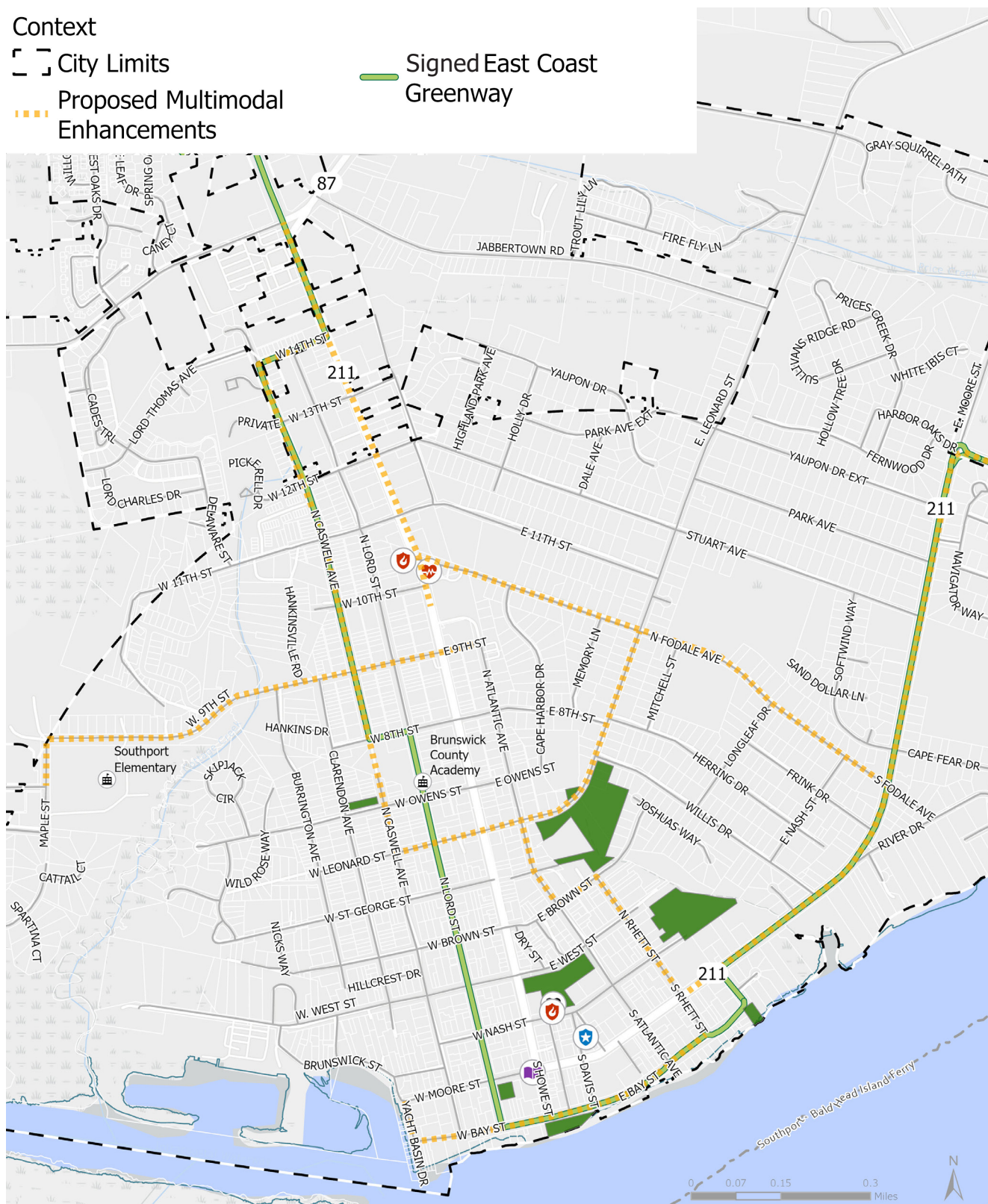
PEDESTRIAN PRIORITIES

Context

City Limits

Proposed Multimodal Enhancements

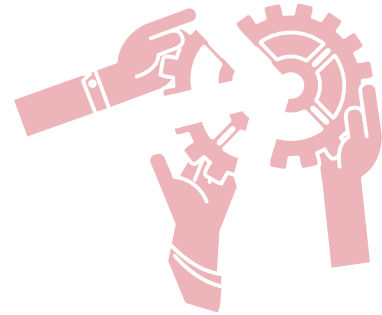
 Signed East Coast Greenway



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



INFRASTRUCTURE & SERVICES



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

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

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

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

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

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

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

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

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

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

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

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

- ◆ This policy does not apply to constructed wetlands.

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

Policy 9.2: Maintain and enhance key public services.

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

URBAN SERVICE AREAS

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



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

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

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

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

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

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

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

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

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

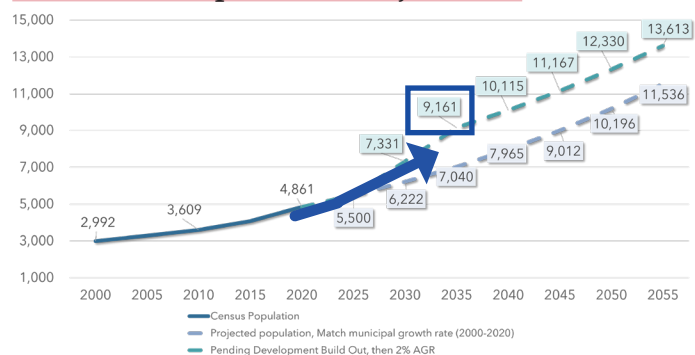
FUTURE EMERGENCY SERVICE NEEDS

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



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

Permanent Population Projections



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

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

Policy 9.4: Maintain a resilient electric system.

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

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

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

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

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

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

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

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

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

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

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

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



Example of a bioretention area.

Priority Stormwater Projects

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

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



Page Intentionally Left Blank



IMPLEMENTING PLAN SOUTHPORT 2050

5





Implementing PLAN 50UTHPORT 2050

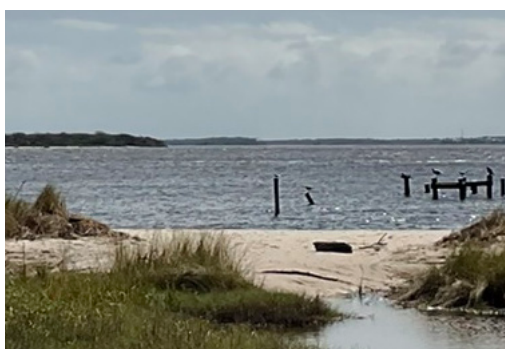
PLAN 50UTHPORT 2050 guides decision-making related to future growth and development. The primary tools used by the City to implement this plan are development regulations (including zoning and subdivision ordinances, which are part of the Unified Development Ordinance), staff time and annual work plans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

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



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

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





PRIORITY ACTIONS

“Where do we start?”

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

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

ZONING UPDATES

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

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

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

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

COORDINATION WITH BRUNSWICK COUNTY

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



PARKS AND CONSERVATION

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

To improve park access at Southport's parks some parking improvements will be necessary as well as connectivity improvements.

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

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

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

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

HISTORIC PRESERVATION

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

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





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

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

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

WALKABILITY

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

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

PARKING

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



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

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

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

Housing

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

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

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

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





FUNDING AND BUDGET

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





ACTION MATRIX

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



Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
	1.4.1	Consider an overlay that allows for formalized parking south of Moore Street and west of Caswell Avenue.	Development Services	Short-term
	1.4.2	Target areas for parking improvements and beautification/landscaping.	Development Services, Public Works	Short-term
	1.4.3	Plan for improved vehicular and pedestrian access.	Development Services	Mid-term
Policy 1.5 Minimize direct and secondary environmental impacts from new development.				
	1.5.1-1.5.3	Adopt and enforce local development policies and regulations that limit impacts on Areas of Environmental Concern (AEC) and employ green growth strategies such as low impact development and conservation design.	Development Services	Ongoing
	1.5.4	Analyze proposed development and infrastructure projects for potential impacts from future sea level rise.	Development Services	Short-term
Policy 1.6 Require the incorporation of open space in new developments.				
	1.6.1	Maintain open space requirements for subdivisions with 5 or more lots.	Development Services	Ongoing
	1.6.2	Encourage the utilization of the Planned Unit Development option in the UDO for new subdivisions in the R-10 and R-20 zoning districts.	Development Services	Short-term
	1.6.3	Encourage conditional zoning.		
Policy 1.7 Review and modernize the Unified Development Ordinance (UDO).				
	1.7.1	<p>Update the Unified Development Ordinance (UDO) to accomplish the following:</p> <ul style="list-style-type: none"> » Account for existing development patterns in historic residential areas. » Tailor building size, scale, height, and impervious surface limits to compliment and reinforce character. » Update definitions of mixed-use and live-work units. » Consider updating parking requirements--deemphasize minimum parking requirements and introduce flexibility to encourage walkability. » Update and modernize Table of Permitted Uses and associated definitions. » Create a Conservation Subdivision option. » Consider enhancing design standards and/or implementing conditional zoning options for residential. » Consider updating regulations related to accessory structures. 	Development Services	Short to Mid-term

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years



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



Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
	2.1.3	Conduct a study to assess providing connections between parks (Lowe-White to Taylor Field Park to Kingsley).	Parks & Recreation	Mid-term
	2.1.4	Develop a Waterfront Master Plan that documents needed infrastructure improvements, amenities, and connectivity enhancements near Waterfront Park to the Yacht Basin.	Parks & Recreation	Mid-term
	2.1.5	Pursue funding from the North Carolina CAMA Shoreline Access program to enhance shoreline access.	Parks & Recreation	Long-term
	2.1.6	Support the incorporation of shoreline access facilities in new residential and non-residential developments.	Parks & Recreation	Ongoing
	2.1.7	Update informational materials related to boating access points and paddling routes around Southport including information related to the new Cottage Creek kayak launch.	Parks & Recreation	Mid-term
	2.1.8	Seek out opportunities for additional future kayak launches.	Parks & Recreation	Long-term
Policy 2.2: Implement key recommendations from the Parks and Recreation Master Plan.				
	2.2.1	Prioritize the implementation of the following recommendations from the Parks and Recreation Master Plan. <ul style="list-style-type: none"> » Plan for the addition of benches and bicycle racks in parks. » Utilize pervious pavement and other forms of green stormwater infrastructure at parks. » Develop a site-specific master plan for Steven's Park. » Add educational kiosk (s) or signage in parks. 	Parks & Recreation	Varies
Policy 2.3: Enhance recreational opportunities to serve the residents in and near Southport.				
	2.3.1	Consider the addition of bollards or a low wall between E Moore Street and the playground in front of the Community Building.	Parks & Recreation, Public Works	Mid-term
	2.3.2	Continue to invest in City Dock: Add slips, consider allowance of transient slips.	Parks & Recreation, Development Services	Mid-term
	2.3.3-2.3.4	Consider parking improvements at Alvin Caviness Park, Kingsley Park and other parks.	Parks & Recreation, Public Works	Mid-term
	2.3.5	Maintain historic trees and consider improvements to passive recreational opportunities in Franklin Square Park.	Parks & Recreation, Development Services, Public Works	Short-term
	2.3.6	Involve the Garden Club and Beautification Committee in planting activities including the addition of native plantings and/or pollinator gardens on public lands, and other beautification efforts.	Parks & Recreation, Community Relations	Short-term

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years



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



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

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years



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



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

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years



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



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

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years



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



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

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years



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



Goal / Policy	Action #	Action Item	Lead Responsibility	Time Frame
	8.6.8	Pursue improvements to traffic flow and pedestrian and bicycle facilities in the Yacht Basin. Short-term improvements include: <ul style="list-style-type: none"> » Repainting formalized on-street parking spaces along Bay Street to improve parking efficiency » Changing the direction of drainage inlet grates to improve safety for bicyclists 	Public Works	Mid-term
	8.6.6, 8.6.9	Utilize city-owned rights-of-way (ROW) for improvements such as sidewalks, parking, street trees and/or stormwater planters.	Public Works	Long-term
	8.6.10	Continue to gather input on priority parking improvements with input from citizens, landowners, and business owners.	Development Services, Public Works	Short-term

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

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

	9.1.1	Coordinate with Brunswick County Public Utilities to maintain and enhance the water and sewer system.	Public Works , Brunswick County	Ongoing
	9.1.2	Support future utility system monitoring and studies including the following: <ul style="list-style-type: none"> » Monitoring pump station run times. » Conducting draw down testing of major lift stations and hydraulic modeling to reassess the capacity of the Central Pump Station. » Developing a water system study to evaluate fire flows. » Monitor water quality and study potential enhancements. 	Public Works	Ongoing, Mid-term
	9.1.3	Support the extension of water and sewer service to areas suitable for development.	Public Works	Ongoing
	9.1.4	Prioritize water and sewer improvements that support the Future Land Use Map and City goals including a vibrant downtown, context-sensitive redevelopment and residential development that is designed and located to protect natural resources.	Development Services, Public Works, Brunswick County	Ongoing
	9.1.5	Work with Brunswick County to encourage annexation and/or the establishment of an Urban Service Area near the City of Southport.	Development Services, Brunswick County	Ongoing
	9.1.6	Coordinate with Brunswick County Health Department to ensure the proper design, permitting, and monitoring of septic tank systems where sewer service is not available.	Development Services, Brunswick County	Ongoing

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years



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



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

Ongoing: Routine and continuous with no specified end date

Short-term: Within 1- 2 years

Mid-term: Within 2-4 years

Long-term: 5+ years



6 EXISTING CONDITIONS AND HAZARDS



NATURAL FEATURES

Areas of Environmental Concern (AECs)

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

THE ESTUARINE SYSTEM

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

Estuarine Waters

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

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

Coastal Wetlands

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

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

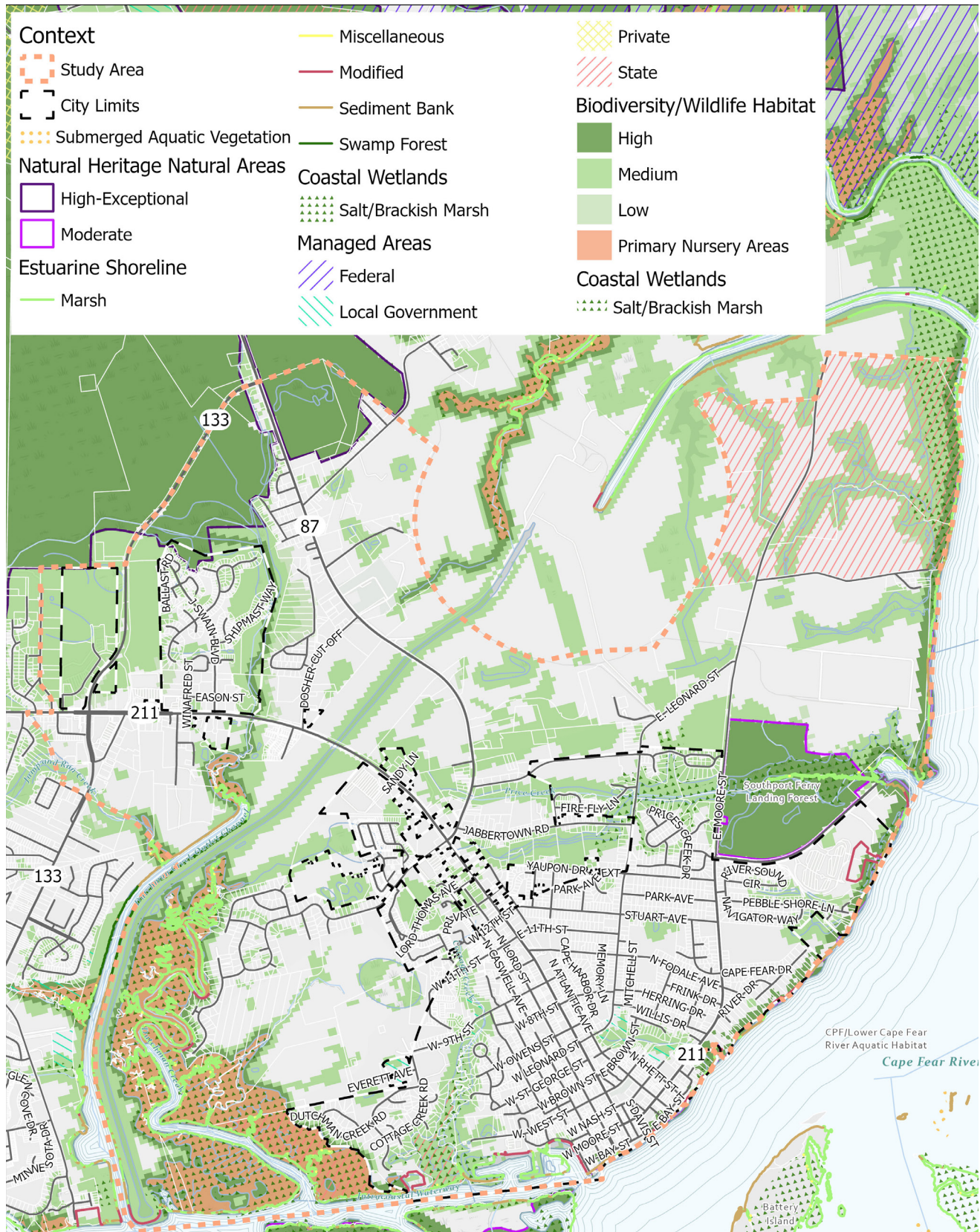
The coastal wetlands AEC includes any contiguous lands designated by the Secretary of DEQ pursuant to G.S. 113- 230(a).

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





AREAS OF ENVIRONMENTAL CONCERN



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

Public Trust Areas

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

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

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

Estuarine Shorelines

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

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





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

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

THE OCEAN HAZARD AREA

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

PUBLIC WATER SUPPLIES

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

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

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

NATURAL AND CULTURAL RESOURCE AREAS

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

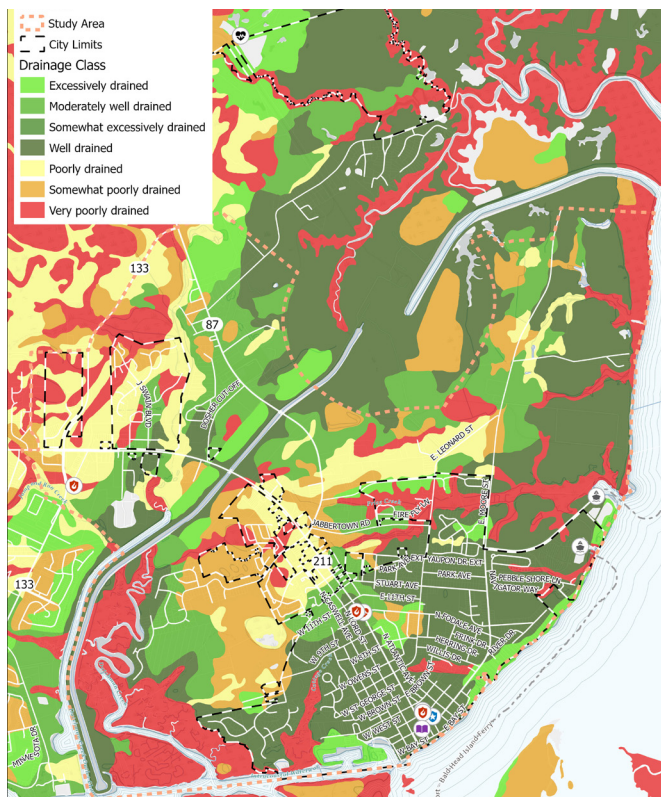


Soil Characteristics

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

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

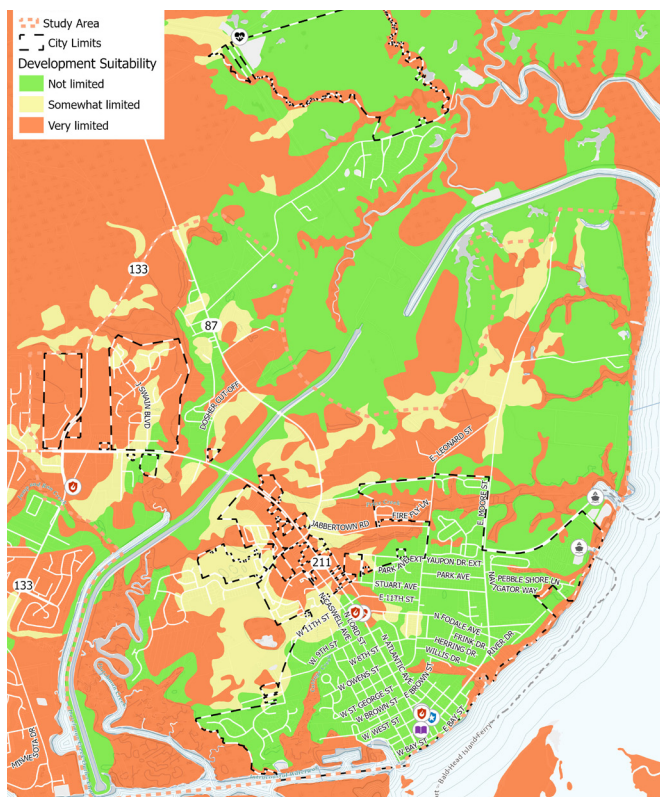
SOILS DRAINAGE CLASS



Source: USDA Soil Survey Geographic Database

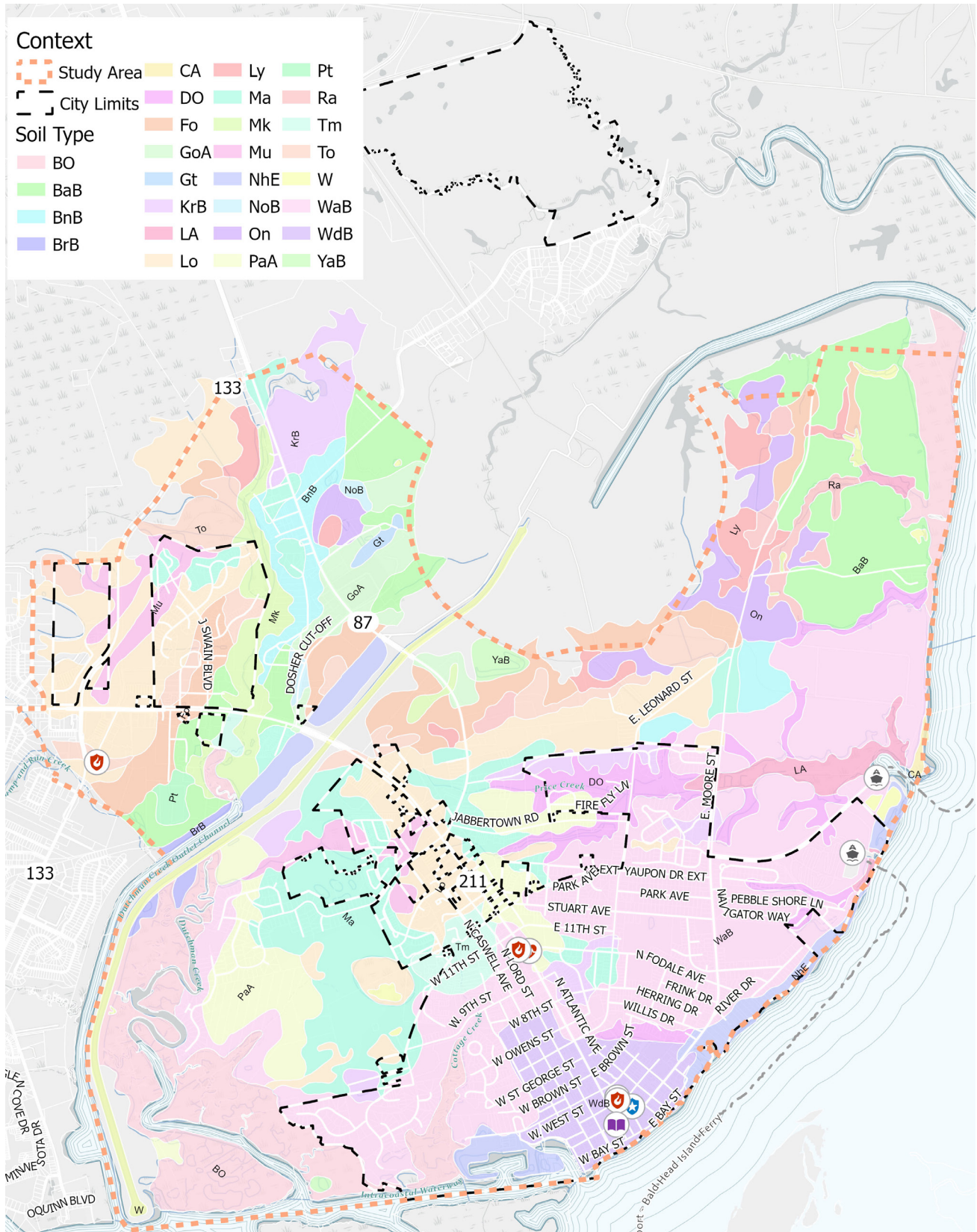


DEVELOPMENT SUITABILITY





SOILS CLASSIFICATION





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



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



Environmentally Fragile Areas

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

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

TOP PRIORITIES

1. Protection of the marshes, wetlands, shoreline, and environmentally sensitive natural areas
84%
2. Water Quality in creeks, rivers, and estuaries
84%
3. Preservation and protection of historic sites and buildings
79%
4. Support for local businesses
75%
5. Quality of utility services
75%
6. Stormwater management
71%

Source: Priority question responses from the Community Survey

Wetland Type	Acres in City Limits ¹	Acres in Study Area
Bottomland Hardwood	190	194
Cleared	9	17
Cutover	19	26
Depressional Swamp Forest	61	136
Estuarine Shrub/Scrub	12	12
Freshwater Marsh	2	6
Hardwood Flat	8	46
Managed Pineland	341	451
Pine Flat	47	58
Pocosin	80	80
Riverine Swamp Forest	31	31
Salt/Brackish Marsh	443	759
¹ or within 50 feet of planning jurisdiction		

COASTAL WETLANDS

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

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



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

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

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

**I value the peaceful,
quiet, nature, trees,
and water access in
Southport.**

- Survey Respondent

Non-Coastal Wetlands

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

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



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



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

ESTUARINE SHORELINE

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

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

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



Hardened shoreline solution, rock revetment



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

NATURAL HERITAGE NATURAL AREAS

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

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

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

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

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

The Southport Ferry Landing Forest is located adjacent to Price Creek near the Southport – Fort Fisher Ferry Landing. The site contains a number of intact natural communities including the rare Coastal Fringe Evergreen Forest community and good quality Coastal Fringe Sandhill and Brackish Marsh natural communities. Due to rampant development in its range (from Brunswick to Carteret counties) and a naturally limited extent, the Coastal Fringe Evergreen Forest may be one of the most endangered natural community types in the state according to the Inventory of Natural Areas and Rare Species in Brunswick County (1995). The report notes that the Coastal Fringe Sandhill natural community occurs on the highest and driest areas of the site and have experienced prolonged fire suppression and the introduction of fire may be necessary for survival and restoration

of the community. Long leaf pines dominate the open canopy of the Coastal Fringe Sandhill natural community and may support the red cockaded woodpeckers and Carolina gopher frogs due to their known occurrence at the Military Ocean Terminal Sunny Point site to the north. The red cockaded woodpecker is Federally and State Endangered and the Carolina gopher frog is state listed. Elsewhere on the site in the Brackish Marsh natural community along Price Creek and in many other marshes in the Southport area American alligators have been documented.

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



American Alligator. Source: NC Division of Water Resources



Carolina gopher frog. Source: NC Division of Water Resources



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



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



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

NATURAL HERITAGE NATURAL AREAS

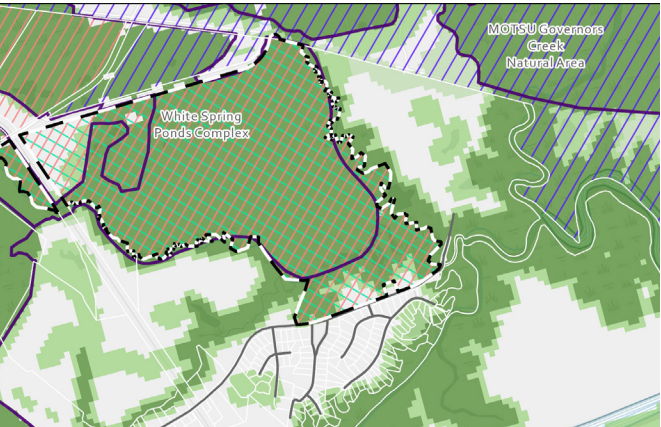
OVERALL MAP



Source: NC Natural Heritage Program

NATURAL HERITAGE NATURAL AREAS

WHITE SPRING PONDS COMPLEX MAP



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

EXISTING TREE CANOPY

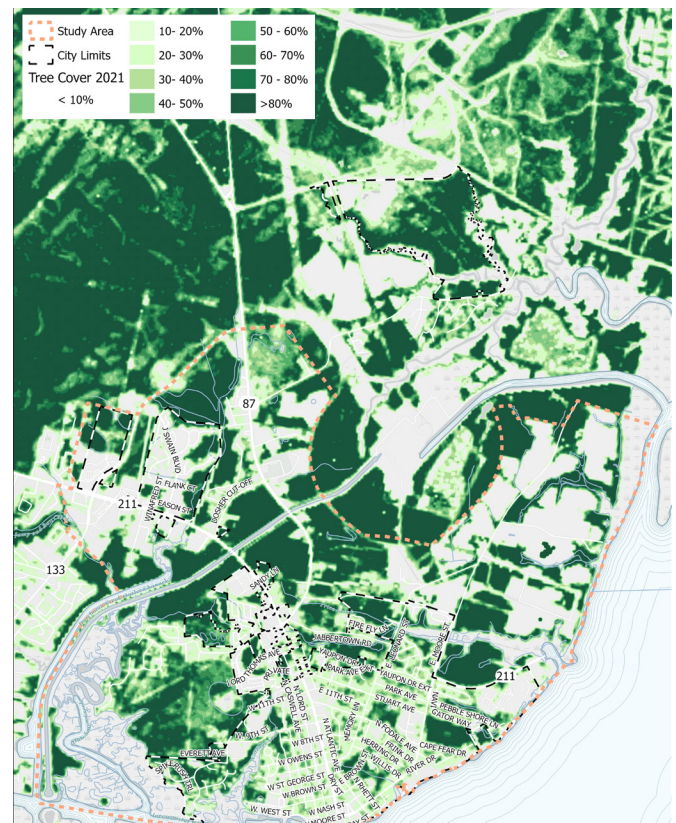
Southport's tree canopy is a defining feature of the City. Mature live oak trees encroach on the roadway as soon as visitors travel past the commercial area near the intersection of NC 211 and NC 87. Downtown buildings along Howe Street are dwarfed by 60 foot tall live oaks that provide a backdrop to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

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



Live oaks in Franklin Square Park

TREE CANOPY COVERAGE



Source: USDA Forest Service Tree Canopy Cover 2021



AREAS BEING IMPACTED OR LOST AS A RESULT OF INCOMPATIBLE DEVELOPMENT

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

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

Recent natural areas impacted by development include:

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





ENVIRONMENTAL CONDITIONS

Water Quality

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

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

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

The National Pollutant Discharge Elimination System (NPDES) program at the Division of Water Resources is responsible for this issuance of wastewater discharge permits. The NPDES program

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

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

Subbasin 03-06-17 includes slow -moving tannin stained tributary streams and the large Cape Fear River estuary and tidal creeks. There are 41 individual NPDES wastewater discharge permits in this subbasin with a permitted flow of 99.9 MGD (2005 Cape Fear River Basin Plan, NC DWQ). The largest include the International Paper (50 MGD), New Hanover County WWTP (3.5 MGD), Progress Energy (3.5 MGD), Northside WWTP (1.6 MGD), and Southside WWTP (1.2 MGD).

Within the study area (includes Southport’s municipal limits, former ETJ, and outside edges of former ETJ), there are two major NPDES wastewater permits, including NCO027065 at Archer Daniels Midland Company and NCO07064 for Duke Energy Progress. Both major permits are currently active. NPDES Permit 0007064 requires monthly aquatic life monitoring and annually reporting to assess the effectiveness of the diversion fence, flow minimization and fine mesh screens to curtail organism impingement and entrapment. Neither NPDES permit holders have received violations since the last plan.

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



WATER QUALITY CLASSIFICATIONS

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

WATER QUALITY STATUS

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

Impaired waters are those that only partially support their designated uses. There are various degrees of impairment; for example waters

Water Quality Classifications

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

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

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



SHELLFISHING TRENDS

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

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

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

In 2013, a study was conducted at the Archer Daniels Midland

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

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

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

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

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



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

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

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

PRIMARY NURSERY AREAS

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

B-1 Growing Area Marinas

Marina Name	Total Slips	Pumpout?	Comments
Southport-Morningstar Marina	200 in water, 600 in dry storage	Yes	Some overnight stays
Indigo Plantation Marina	72	Yes	-
Admiral Harbor	46	No	Hurricane Damage
Southport Waterfront	62	No	Hurricane Damage

Source: July 2015- October 2020 Sanitary Survey Report, B-1 area



Impaired Water Bodies in or near Southport's Study Area

Index	Name	Description	Classification	Length (Linear Feet)	2024 Use Support Status
18-(87.5)	Cape Fear River (excluding area described in next column)	From a line across the river from Snows Point (through Snows Marsh) to Federal Point to Atlantic Ocean	SA;HQW	22,941.04	Impaired -Shellfishing (Fecal, SH, SA)
18-88-3	Price Creek	From source to Cape Fear River	SC;Sw	2,717.95	Not monitored
18-88-3.5	Southport Restricted Area	Beginning at a point on the west bank of the Cape Fear River 1000 yards upstream of Price Creek, thence in an easterly direction to the eastern border of the Lower Cape Fear River Channel, thence in a southwesterly direction along the eastern border	SC	8,397	Impaired for exceeding parameters for Arsenic, Copper, and Nickel
18.88-9	Intracoastal Waterway	From Channel Marker F1, R. 22 to mouth of Cottage Creek	SA; HQW	19,995.77	Impaired-Shellfishing (Fecal, SH, SA)
18.88-9(3.5)	Intracoastal Waterway	From mouth of Cottage Creek to Cape Fear River	SC	3,364	Impaired-Shellfishing (Fecal, SH, SA)
18.88-9-3(1)	Dutchman Creek (North side of Intracoastal Waterway)	From source to CP&L Discharge Canal	SC;Sw,HQW	3,114.37	Not monitored
18-88-9-3-(2.5)	Dutchman Creek	From CP&L Discharge Canal to Intracoastal Waterway	SA;HQW	11,411.37	Impaired-Shellfishing (Fecal, SH, SA)
18-88-9-3-2	Jump and Run Creek	From source to Dutchman Creek	SC;Sw	4,892.40	Not monitored
18-88-9-3-3	Dutchman Creek Outlet Channel	From Intracoastal waterway to Dutchman Creek	SA;HQW	7,778.16	Impaired-Shellfishing (Fecal, SH, SA)
18-88-9-3-3-1	Calf Gulley Creek	From source to Dutchman Creek Outlet Channel	SC;Sw,HQW	3,687.56	Not monitored
18-88-9-4	Cottage Creek	From source to Intracoastal Waterway	SC;Sw	2,382.36	Not monitored

Source: 2005 Cape Fear River Basinwide Water Quality Plan, 2025 Integrated Report, NC Division of Water Resources



Natural and Man-Made Hazards

Southport's location at the mouth of the Cape Fear River and two miles from the Atlantic Ocean is both a great asset and a liability due to inherent exposure to natural hazards including hurricanes, tropical storms, heavy rainfall, and flooding.

CLIMATE

Southport's coastal location makes it susceptible to relatively high temperatures in the summer months with the average temperature in July being 82.2 and 80.8 in August. These temperatures are generally cooler than locations further inland due to sea breezes.

RAINFALL

The average annual rainfall in Southport is approximately 56.96 inches. Most of Southport's rainfall occurs during the summer and autumn months with an average of nearly 7 inches in August and over 8 inches in September. Although during heavy rainfall events, the city has received 12 to 20 inches of rainfall in a short period of time (Tropical Cyclone 8, September 16, 2024).

FLOODPLAINS

The 100-year floodplain is land subject to a one percent or greater chance of flooding in any given year. Whereas, the 500-year floodplain is land subject to a one in five hundred (0.2%) chance of flooding in any given year. The National Flood Insurance Program (NFIP) uses flood hazard zone designations to indicate the magnitude of flood hazards. In Southport, there are five flood zone designations. High-risk flood zones include A, AE, and VE. Properties within a high-risk zone must purchase insurance and have a 1 in 4 chance of flooding over a 30-year mortgage period. Zones A and AE are high-risk due to proximity to creeks and the Cape Fear River. Zone VE is a high-risk coastal area susceptible to hazards from storm waves, these areas have a 26% chance of flooding over the life of a 30-year mortgage. In Southport, VE zones are located near the Intracoastal Waterway, Dutchman Creek, the Yacht Basin area, and along Bay Street. The 0.2% annual chance flood hazard area also known as the 500-year floodplain are considered moderate risk for flooding or have

Temperature and Precipitation

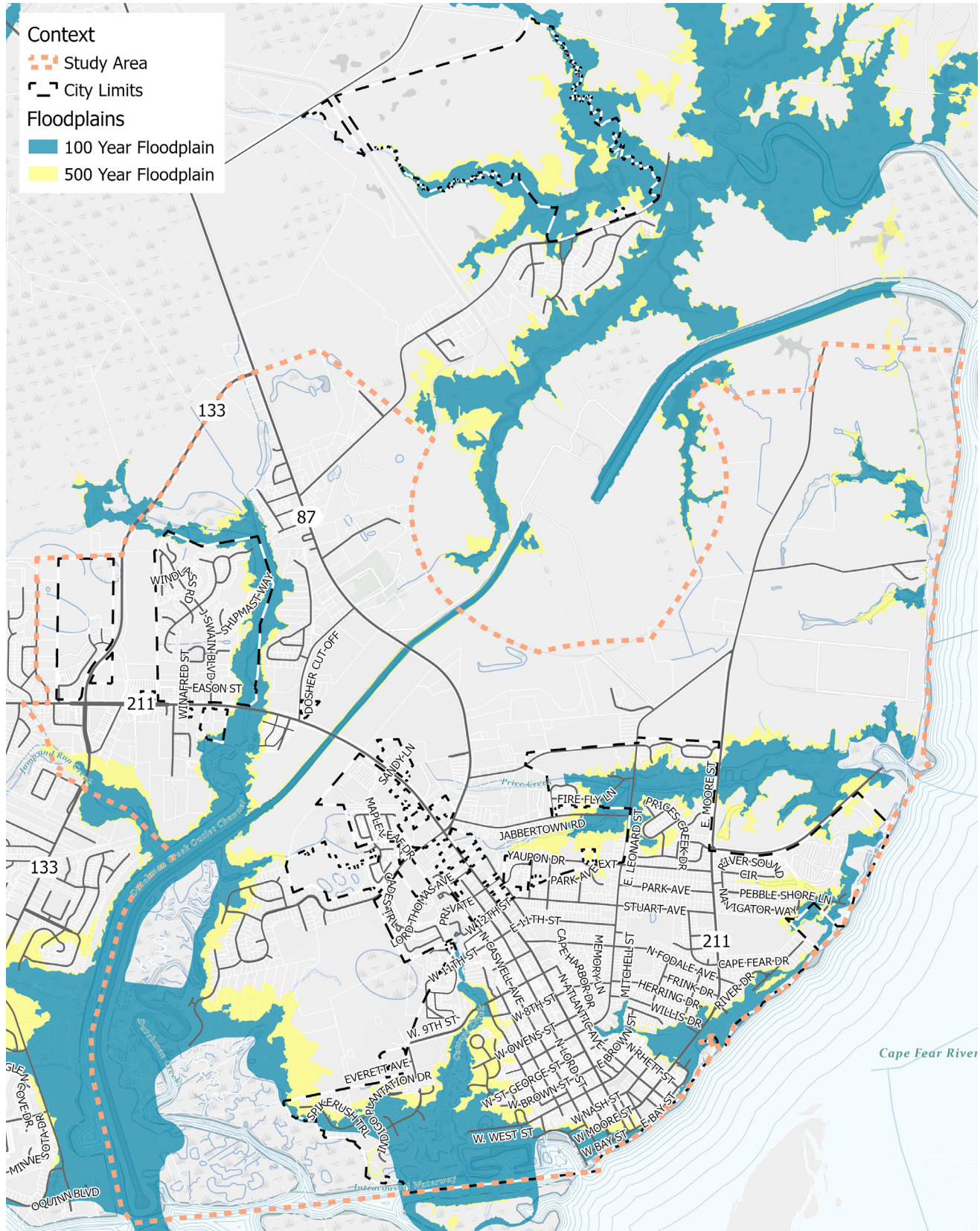
Month	Max Temp (°F)	Min Temp (°F)	Avg Temp (°F)	Precip (IN)
January	60.0	35.5	47.8	3.70
February	62.5	37.6	50.1	3.32
March	68.2	42.7	55.5	4.03
April	75.8	50.9	63.3	3.08
May	82.5	60.0	71.2	3.44
June	88.5	69.0	78.7	4.02
July	91.6	72.8	82.2	5.55
August	90.4	71.2	80.8	6.77
September	86.5	66.0	76.3	8.16
October	78.9	54.4	66.6	5.41
November	69.9	44.3	57.1	3.42
December	62.9	38.0	50.5	3.74

Source: National Centers for Environmental Information, National Oceanic and Atmospheric Administration

a 1 in 500 chance of flood in a given year. The X flood zone is at a lower risk for flooding but due to Southport's location flood insurance in these areas is recommended, however not required. In Southport, approximately 20% of homes are located in moderate-high risk zones.

In Southport, buildings located where base flood elevations (BFE) have been determined, the structure must be elevated 3 feet above the BFE. Where base flood elevations have not been established, the structure must be at least 3 feet above the highest adjacent grade. FEMA defines a repetitive loss property as any insurable building for which two or more claims of more than \$1,000 were paid by the National Flood Insurance Program within any rolling 10-year period, since 1978. A repetitive loss property may or may not be currently insured by the NFIP. According to the 2021 Hazard Mitigation Plan, FEMA flood insurance policy records as of August 2015, indicate there are 564 policies in Southport with 123 total claims totaling \$1,930,443 with only 1 repetitive loss residential property. It is important to note, that significant rainfall earlier this year, resulted in several homes not located in a special flood hazard area that experienced significant flooding from Tropical Cyclone 8.

FLOODPLAINS



Source: FEMA



WIND AND STORM SURGE

Due to its location, Southport is susceptible to winds, flooding, and storm surge from tropical storms, hurricanes, and nor'easters present risks to structures. The potential for hurricane flooding is estimated using the Saffir-Simpson scale. It classifies hurricanes into Category 1 through Category 5. The scale is used by the National Weather Service to assess potential dangers and communicate with public safety officials. Hurricanes are defined as tropical disturbances with sustained winds of 74 miles per hour (mph) or higher. Accompanied by hurricanes is heavy rainfall and storm surge. In the event of a Category 3 or higher hurricane, majority of the City limits is inundated. Hurricane Fran was the strongest hurricane to make landfall since Hazel (Cat 4, 1954) in NC in 1996 bringing 24.06 inches of rain to Southport and 137 mph winds.

The National Hurricane Center and the North Carolina Center for Geographic Information and Analysis have created a GIS dataset called Sea, Lake, and Overland Surges from Hurricanes (SLOSH) models. This model shows where inundation will occur based on hurricane strength, it does not account for heavy rainfall. There are several factors that may alter the outcome, including hurricane approach and whether or no it was preceded by heavy rainfall.

Due to its proximity to the Atlantic Ocean, Southport is susceptible to heavy rainfall from tropical systems. A low pressure system developed on the coast on September 13, 2024. On September 15, 2024 a tropical storm warning was issued for the North

Carolina coastline for the expectation of a tropical storm. On September 16, 2024 the City received approximately 17 inches of rainfall within 12-hour period of time from Tropical Cyclone 8. This type of event is expected to occur once every 1,000 years. The storm caused significant damage washing out a portion of Highway 211 near Doshier Cutoff and E. Moore Street. Portions of N. Howe Street were impassable. The City's fire department and fire trucks sustained damage as well as other municipal buildings. Many homes in Cade's Cove were also impacted by the storm.

SEA LEVEL RISE

The sea level off our coast has risen by 11 inches since 1950. Projections indicate that a 2-3 feet rise is likely in the area by 2080.



Damage after Hurricane Hazel

Characteristics of Hurricanes

Category	Maximum Sustained Wind Speed (MPH)	Minimum Surface Pressure (Millibars)	Damage Level	North Carolina Example (that first made landfall in NC)
1	74-95	Greater 980	Minimal	
2	96-110	979-965	Moderate	
3	111-129	964-945	Extensive	
4	130-156	944-920	Extreme	
5	157+	Less than 920	Catastrophic	

Source: National Hurricane Center

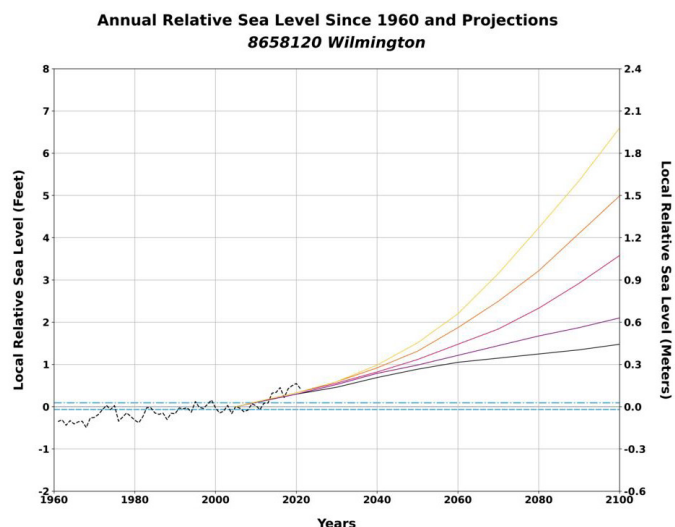


The relatively high elevation of Southport protects most of the City from projected sea level rise. However areas along Price Creek, the Yacht Basin and the marinas will likely experience increased threats. Increased wave action and rising water levels may also impact areas of the waterfront.

MANMADE HAZARDS

The Duke Progress Energy Brunswick Nuclear Plant is located just north of Southport. An accident at the Plant could impact the City's emergency response resources. The second potential hazard is the possibility of a oil or chemical spill in the Cape Fear River from a tanker traveling by Southport to or from the Port of Wilmington. In addition, explosives are shipped to Military Ocean Terminal at Sunny Point just north of the City.

The Environmental Protection Agency requires facilities to report certain substances located on site. See the table below for facilities located near Southport.



Source: National Oceanic and Atmospheric Administration

Tier II Reporters, 2023

Facility Name	Company Name	Type
Walmart #2722	Walmart, Inc.	Tier2
Builders FirstSource- Southport NC Yard	BFS Operations, LLC	Tier2
Lowe's of Southport, NC (Store #0682)	Lowe's Home Centers, LLC	Tier2
BEMC-Southport Substation (54/4)	Brunswick Electric Membership Corporation	Tier2
Bellsouth - E 11th St- 21874	BellSouth Telecommunications, LLC/DBA AT&T North Carolina	Tier2
Deep Point Marina	BaldHead Island Limited, LLC	Tier2
American Tower- 372959- WUIN Tower	GTP Acquisition Partners II, LLC	Tier2
Southport Adm 230KV Substation	Duke Energy	Tier2
Brunswick Nuclear Plant	Duke Energy	Tier2
BEMC- Sunny Point Substation	Brunswick Electric Membership Corporation	Tier2
Morningstar Marinas Southport	Morningstar Marinas	Tier2
ADM Southport Facility	Archer Daniels Midland Company	Tier2
S&W Southport Plant	S&W Ready Mix Concrete Company	Tier2
Hwy 211 Water Treatment Plant	Brunswick County Public Utilities	Tier2, emgplan

Source: United States Environmental Protection Agency

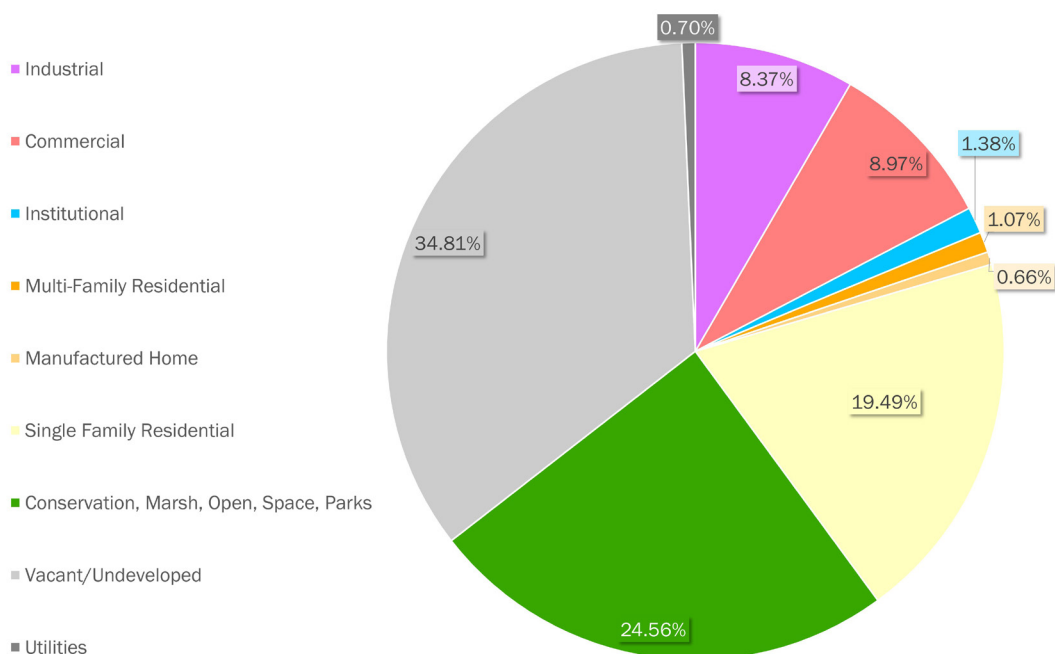


EXISTING LAND USE & DEVELOPMENT

Existing land use is determined using a combination of parcel data and aerial imagery. As opposed to zoning, it represents a more current indication of land uses. It shows the quantities of individual uses and their spatial patterns. Southport, like many other cities, accommodates a variety of land uses. Studying the way Southport residents, businesses, industry, and public institutions use the physical space of the City gives an understanding of collective values and future opportunities.

Southport is surrounded by environmentally sensitive areas on both east and west sides its City limits. The study area encompasses approximately 9.26 square miles of land. In the study area, 59.37% is considered vacant or undeveloped or is land that includes salt brackish marshes, is in conservation, or is considered open space or being used as a park. Single-family homes occupy 19.49% of land in the study area, followed by 8.97% for commercial uses, and 8.37% for industrial uses. Residential districts in the study area are primarily comprised of single-family detached housing that is consistent with low to medium density development. Manufactured homes occupy .66% of land in the study area north of NC 211 and along Jabbertown Road. Multi-family attached residential housing is located north of NC 211 in the study area and in the City limits to the west of NC 211.

Much of the community's commercial uses are located along NC 211, NC 87/133. Larger commercial footprints are located north of NC 87 along NC 211 while smaller to medium commercial building footprints are located south of NC 87 and in Southport's historic downtown core. Institutional uses occupy about 1.38% of land in the study area and include Southport Elementary School, Brunswick Community College, Doshier Memorial Hospital, Southport Fire Department, City Hall, the Community Building, and other institutional uses. There are no industrial uses in City limits but 8.37% of land in the study area are occupied by industrial uses, including land owned by Duke Energy, the Brunswick County Transfer Station, and Archer Daniels Midland.





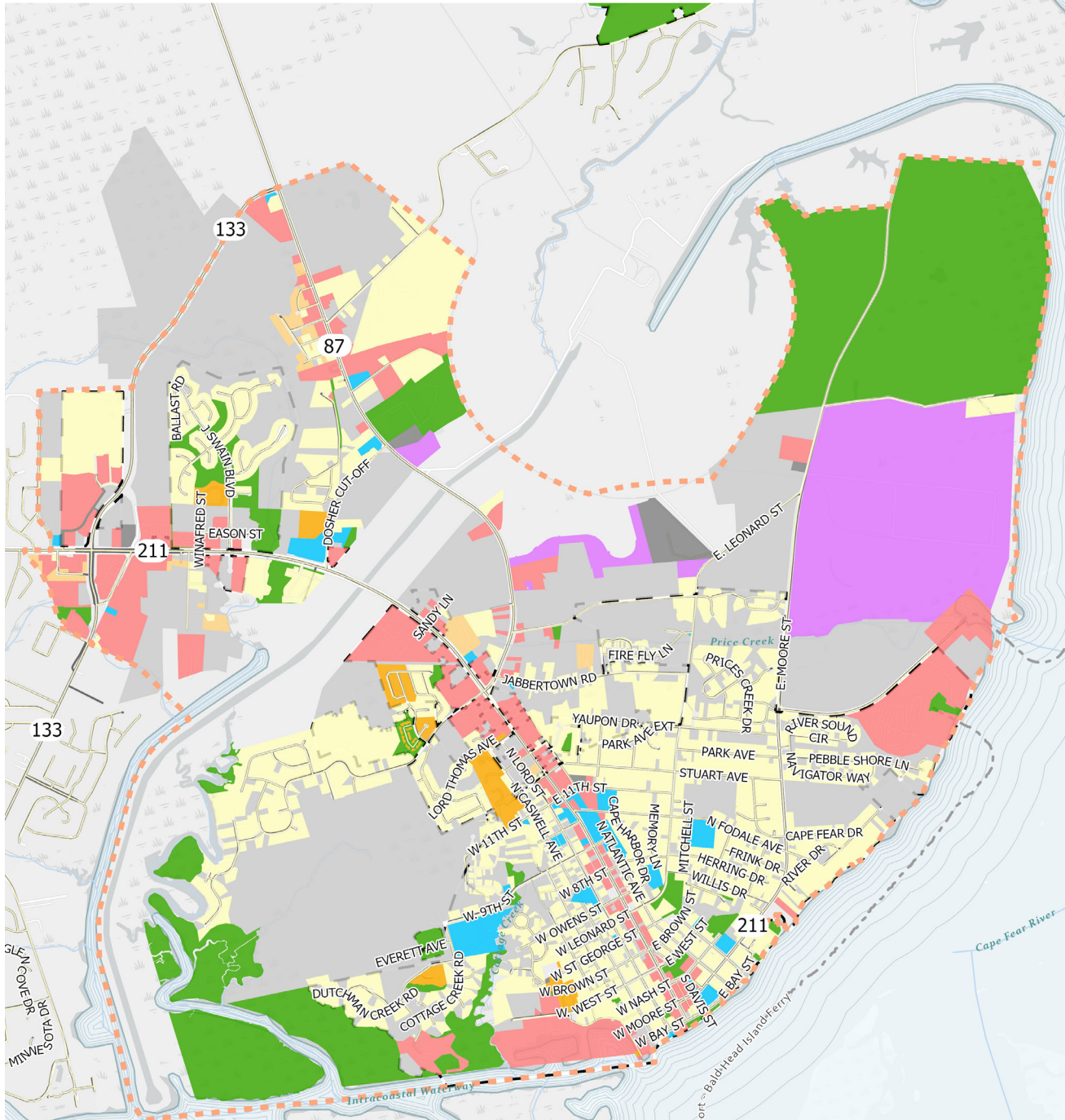
EXISTING LAND USE

Context

- Study Area
- City Limits

EXISTING LAND USE

- Industrial
- Commercial
- Institutional
- Manufactured Home
- Multi-Family Residential
- Single-Family Residential
- Conservation, Marsh, Open Space, Parks
- Vacant/Undeveloped
- Utilities



Source: Brunswick County Tax Parcel Data, 2024



INDUSTRIAL

The industrial use category includes land owned by Duke Energy Brunswick Nuclear Plant, food processing uses, and waste recycling uses. This land use category consists of **8.37%** of land in the study area. It does not include Dutchman Creek Outlet Channel, the intake channel, or the land where the nuclear plant is located.

COMMERCIAL

The commercial category includes retail, restaurants, hotels, motels, grocery stores, RV parks, and other service uses. The downtown is included in this category and may have some mix of uses including offices. The commercial land use category makes up **8.97%** of land in the study area.

INSTITUTIONAL

The institutional category includes City Hall, the community building, schools, emergency services, churches, the hospital, and other medical office uses. The institutional land use category makes up **1.38%** of land in the study area.

MULTI-FAMILY RESIDENTIAL

The multi-family residential category includes townhomes and apartments. The multi-family residential land use category makes up **1.07%** of land in the study area.

MANUFACTURED HOME

The manufactured home category includes manufactured homes. The multi-family residential land use category makes up **0.66%** of land in the study area.

SINGLE-FAMILY RESIDENTIAL

The single-family residential category includes single-family detached homes, bed and breakfast inns, and short-term rentals. The single-family residential land use category makes up **19.49%** of land in the study area.

CONSERVATION, MARSH, OPEN SPACE, AND PARKS

The conservation, marsh, open space, and parks category includes cemeteries, parks, open space, salt water marshes, and conservation land. The conservation, marsh, open space, and parks land use category makes up **24.56%** of land in the study area. It is the second largest category in the study area.

VACANT/UNDEVELOPED

The vacant/undeveloped category includes noncoastal wetlands, vacant, and/or undeveloped land. The vacant/undeveloped land use category makes up **34.81%** of land in the study area, making it the largest land use category in the study area.

UTILITIES

The utilities category includes water towers, electric substations, and other utility related uses. The utilities land use category makes up **0.70%** of land in the study area.



EXISTING LAND USE

Land Use Type	Acres	%
Industrial	496.5	8.37%
Commercial	531.9	8.97%
Institutional	81.8	1.38%
Multi-Family Residential	63.6	1.07%
Manufactured Homes	39.3	.66%
Single-Family Residential	1156.3	19.49%
Conservation, Marsh, Open Space, Parks	1456.9	24.56%
Vacant/Undeveloped	2065.3	34.81%
Utilities	41.3	.70%
TOTAL	5932.9	100%



Character Districts

Following the creation of the Existing Land Use map, site visits were made to canvas the City, take photographs and understand development form and character. The map below shows Character Districts developed during the process. These districts show areas that share similar land uses, building design, site design and scale. They were used, along with public input and additional analysis, to make land use recommendations for different parts of the City.

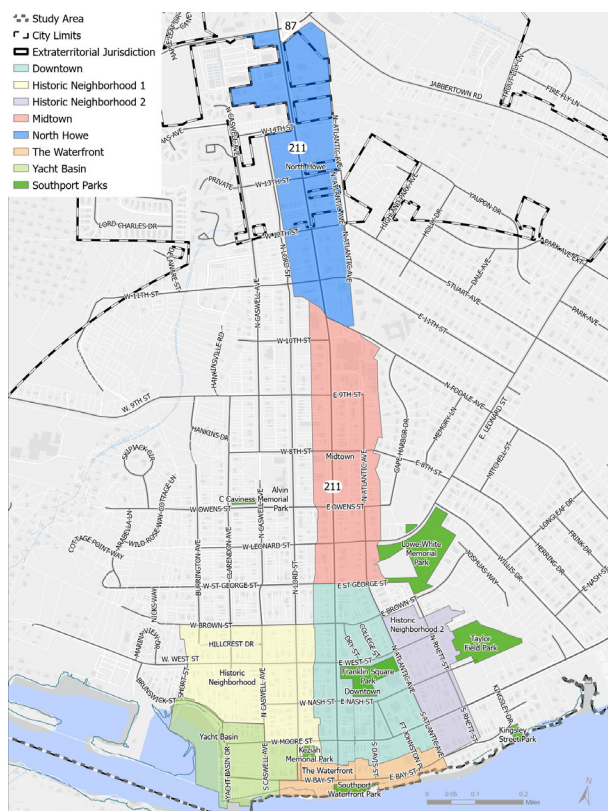
Development Suitability Analysis

A development suitability analysis was conducted using Geographic Information Systems (GIS) software. The analysis took into account environmental and economic facts that make land attractive for development (i.e., residential, nonresidential, commercial, etc.).

Given Southport's relatively small size, this type of analysis is most appropriate because any smaller grain of analysis would likely overstate any findings. The city's transportation network consists of NC 211 serving as the community's spine with major intersections along it. Along NC 211, the community character ranges from small scale to medium scale into the heart of Southport- the Downtown and waterfront. Major intersections along NC 211 include NC 87, 11th Street, Fodale Avenue, 9th Street, 8th Street, Owens Street, Leonard Street, St. George Street, Brown Street, West Street, Nash Street, Moore Street, and Bay Street. These areas generally possess the physical and economic characteristics that make them suitable for development. This is not surprising, since these areas have the established and existing infrastructure in place to support development. The areas around environmentally sensitive areas (creeks, wetlands, floodplains, etc.) are generally shown as less suitable for development. The inputs used to create this suitability analysis are as follows:







- Near water and sewer infrastructure
- Near existing concentrations of commercial and residential development
- Near major intersections
- Near parks and schools
- Parcel size
- Environmentally constrained lands (streams, wetlands, floodplains, storm surge)

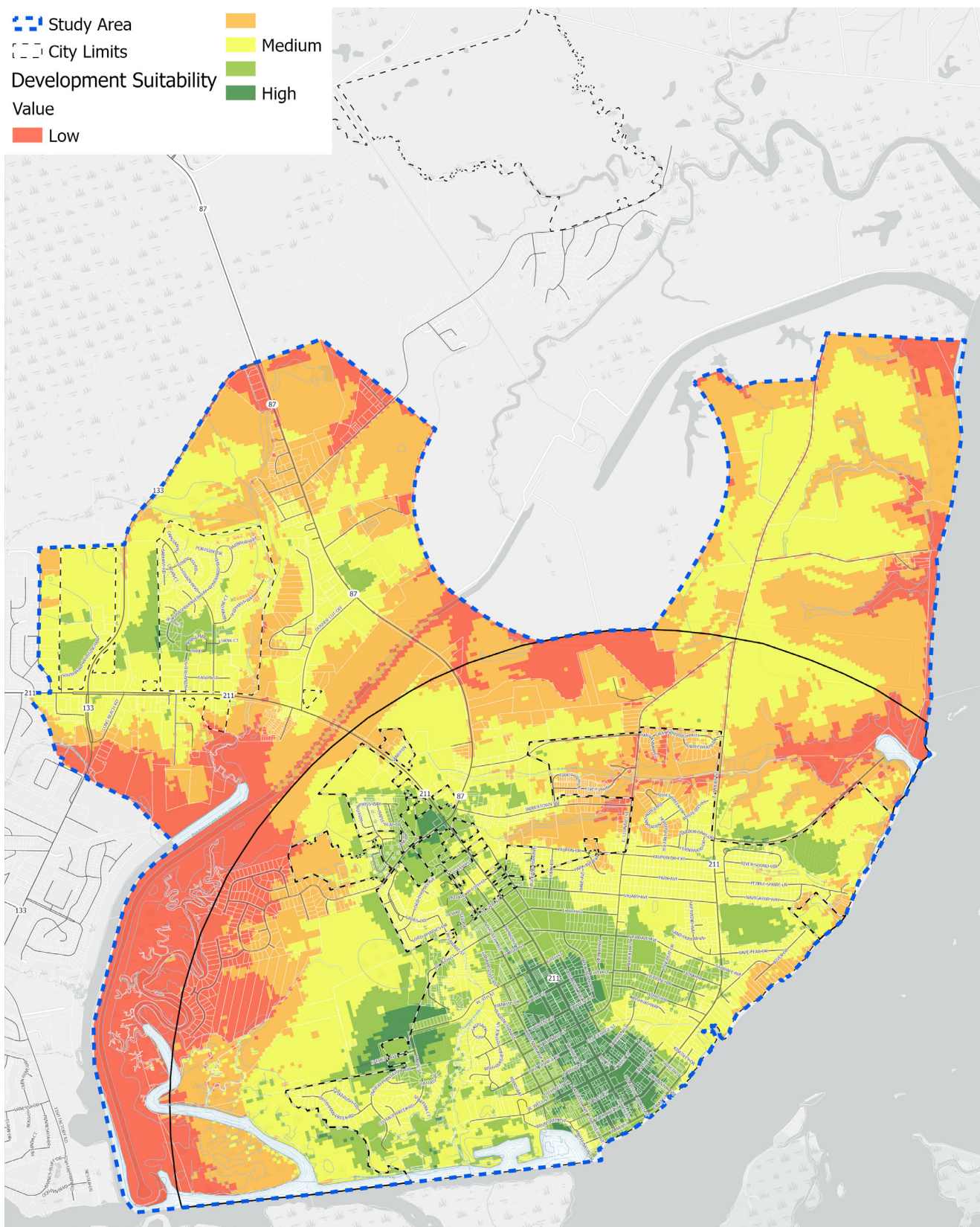
CHARACTER DISTRICTS





DEVELOPMENT SUITABILITY

-  Study Area
-  City Limits
- Development Suitability**
- Value**
-  Low
-  Medium
-  High
-  High





Parks, Open Space, and Trails

PARKS AND OPEN SPACE

For a community of its size, Southport has a variety of recreational areas including parks, trails, water accesses, scenic views, wildlife viewing areas, piers, docks, boardwalks, and indoor recreation spaces. Southport's passive and active recreational areas offer a high level of service to its residents and improve their overall quality of life.

The City of Southport maintains and operates a number of parks and public spaces including:

- Alvin C. Caviness Memorial Park
- Atlantic Avenue Pocket-Park
- Bay Street Overlook / Deck
- Fort Johnston-Southport Museum and Visitors Center Garrison
- Garrison Lawn, Tennis Courts and Playground
- Franklin Square Park
- Jaycee Building / Senior Building Complex
- Keziah Memorial Park
- Kingsley Street Park
- Lowe-White Memorial Park
- Historic Salt Marsh Boardwalk and Waterway Overlook
- Southport City Dock (at the Old Yacht Basin)
- City of Southport Gym
- Waterfront Park
- Taylor Field Park

County Parks and Other Open Spaces

- Smithville District Park
- Old Smithville Burying Ground
- Smith and Northwood cemeteries
- Old Morse Cemetery
- John N. Smith Cemetery

CAMA Public Access Areas

- S. Kingsley St.
- S. Atlantic Ave.
- S. Davis St.
- S. Lord St.
- Cottage Creek kayak launch

PLANNED PARK IMPROVEMENTS

The 2023-2028 Parks, Recreation and Open Space Master Plan serves as a guide for parks, recreation, open space programs, services, and events in Southport from 2023-2028. The Plan also contains recommendations specific to the Southport Parks and Recreation department regarding operating procedure, personnel, class offerings, and more. Major recommendations in this plan included improvements to pedestrian and bicycle facilities, a new multi-purpose recreation center and administrative offices, improved public restroom facilities downtown, upgrades to existing parks, land acquisition for future facilities and the development of Stevens Park, a nine-acre site owned by the City located near the elementary school.

PUBLIC ACCESS

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

SIDEWALKS AND TRAILS

Many roads in the core of the City have sidewalks. New residential subdivisions, multi-family developments and many types of nonresidential developments are required to have sidewalks on at least one side of the street. Major subdivisions with 20 lots or more require sidewalks on both sides of the street or a greenway on one side of the street.

A project to extend the sidewalk along Howe Street is underway. It will add a sidewalk northward from its current terminus south of 8th Street to Doshier Memorial Hospital.

Lowe-White Memorial Park has a trail and boardwalk that links Leonard Street to Rhett Street. Other parks, including Franklin Square and Waterfront Park have internal walkways that connect to roadways and other destinations.

The East Coast Greenway (ECG), a walking and biking route stretching 3,000 miles from Maine to Florida, passes through Southport. Much of the length of the route traverses sidewalks, although segments between Downtown and the Ferry and Downtown and St. James are on road segments with no designated facilities for pedestrians or bicyclists.



PARKS AND OPEN SPACE





Cultural Resources

The City of Southport is a historic coastal village with a rich maritime history. Originally, established as Smithville, the village relied heavily on river piloting and fishing as its primary occupations.

NATIONAL REGISTER OF HISTORIC PLACES DISTRICT

The City of Southport is comprised of one National Register district, the Southport Historic District, three individually listed properties on the National Register, Fort Johnston, John N. Smith Cemetery, and the Old Brunswick County Courthouse, and a 2010 study listed district. In 1980, the Southport National Register District (Southport Historic District) was surveyed by Carl Lounsbury. The boundary includes the original 1792 layout, the Brunswick Street harbor area, and extends 1 mile into the Cape Fear River to include Battery Island and maritime resources. The Southport Historic District includes 308 historic resources including 210 contributing and 17 noncontributing resources (NCHPO).

The City of Southport has unique origins. Fort Johnston was constructed in the 1740s. The construction of Fort Johnston in the 1740s set things in motion for the creation of a town, and two to three river pilot homes until the 1780s. It was then when Wilmington merchant Joshua Potts came to the area to restore his health with sea air. When he returned in the 1790s, he brought a friend and they erected summer cottages. Tourism has been a long time component of the City, beginning early in its existence. After successfully gaining approval for the newly platted town, the area became known as Smithville, named for local politician and future governor Benjamin Smith.

The Southport Historic District is Brunswick County's largest National Register Historic District. Historically, it was the County's largest community and still serves as a major commercial hub. It includes a collection of historic homes, the central business district, the Yacht Basin, and important institutional buildings. The Southport Historic District's period of significance ends at 1930. An architectural survey is needed to document additional resources and is an opportunity to include resources that date between 1930 to 1975.

This survey could potentially decrease the western portion of the district and a portion to the east along the waterfront where there have been significant changes. A comprehensive survey of the 2010 survey is needed to possibly expand the Southport Historic District. This survey should include a comprehensive assessment of the African American neighborhood, associated churches, and the African American business district centered on the 400 block of North Howe Street and continue north up to West Owens Street. This is where the historical block pattern ends.



Wells House, 1952 Modernist example. This house is the best example of modern architecture in Southport and is currently considered a noncontributing structure.

ORIGINAL 100 LOTS

The Town of Smithville was officially created around Fort Johnston on the west side of the Cape Fear River. The original plan was drawn in 1792 by Benjamin Smith and Joshua Potts, consisted of 100 lots. The "Original 100 Lots" were laid out in half acre lots with streets running parallel with the river and cross streets running perpendicular, forming a number of odd triangular parcels. The original boundaries were the west side Caswell Avenue (Boundary Street) to east side of Kingsley Street extending north up to Brown Street. Some of the original parcels have been further subdivided but the original grid remains visible today.



LOCAL HISTORIC DISTRICT

The City of Southport is currently working in coordination with the State Historic Preservation Office on establishing a local historic district. A local historic district provides the most protection in North Carolina. Any major renovations, new construction, or demolitions are reviewed by Southport's Historic Preservation Commission (HPC). This process is a quasi-judicial process where the members of the HPC use Southport's Design Standards that are applicable in the local district to issue or deny a Certificate of Appropriateness. Any minor works, such as maintenance, cleaning, painting, or landscaping in the rear are reviewed by staff.

The Historic Preservation Commission is currently working on establishing a local district boundary. The boundary will include most of the National Register boundary (above in blue) and a portion of the study listed boundary (above in purple). As part of this process, a local designation report, design standards, and boundary must be reviewed and approved by the State Historic Preservation Office.

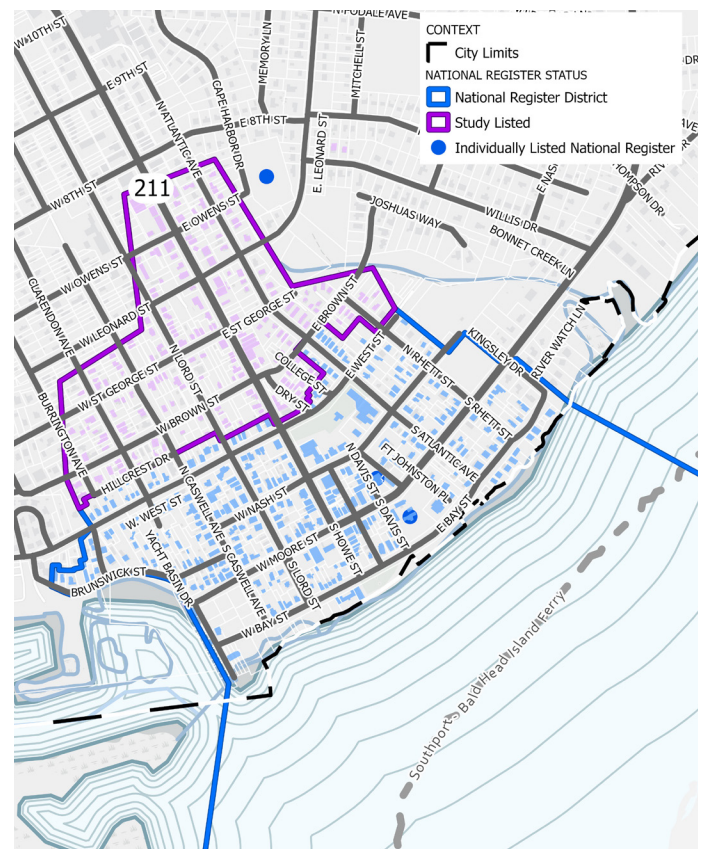
Benefits of a Local District

- Public notification of projects that may alter the character of a neighborhood
- Opportunity to apply for matching grants for surveying, planning, predevelopment, and/or development related activities (applicable if Certified Local Government)
- Continued educational opportunities for staff and HPC members
- Stabilization of property values by protecting the elements that define the area's character including buildings, structures, objects, and sites



Chapel of the Cross, St. Philip's Episcopal Church

CULTURAL RESOURCES



Source: North Carolina Historic Preservation Office, Stewart

COMMUNITY FACILITIES

Community Facilities

The City of Southport and partner organizations maintain a number of buildings, grounds and equipment in order to provide public services to meet the needs of residents, businesses and visitors.

PUBLIC WATER SUPPLY

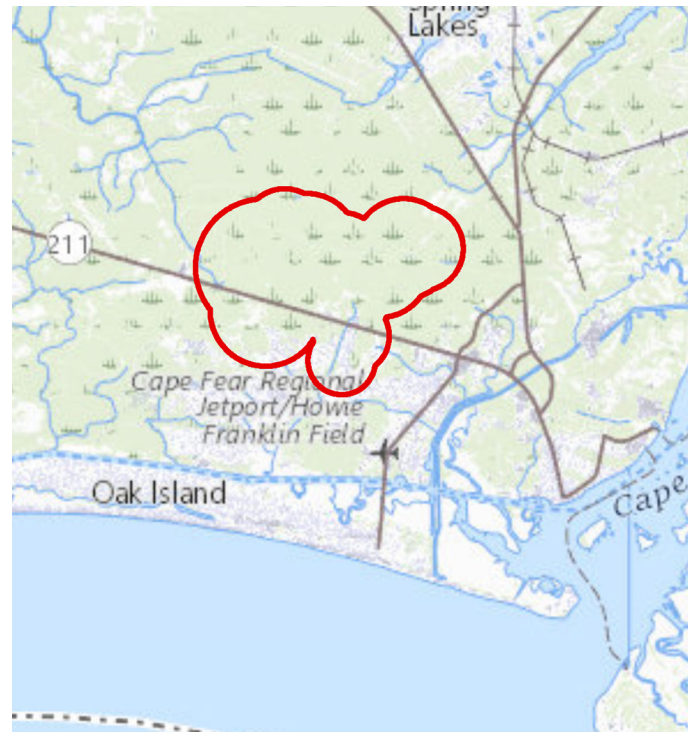
The City of Southport drinking water system consists of approximately 44 miles of water distribution mains, fire hydrants, valves, services lines, and customer meters. The water distribution system is operated under state permit PWS ID NC-4-10-010. The water supply is from the Brunswick County 211 Water Treatment Plant.

The 211 Water Treatment Plant is a 6 million gallon per day groundwater source treatment facility. The raw water comes from 14 water supply wells drilled to approximately 175 feet into the Castle Hayne Aquifer. The treatment utilizes a lime softening process to remove excess calcium and iron from the source water. Brunswick County operates and maintains the water supply and distribution system. To protect groundwater quality of the Castle Hayne Aquifer, Brunswick County adopted a Wellhead Protection Area Overlay District May 15, 2023. The Wellhead Protection Area Overlay is located along NC Highway 211 to the northwest of Southport's municipal limits and includes all 14 wells. The water system was transferred to Brunswick County in June 2024.

The City completed an asset management plan (AMP) in 2021 that provided a summary of the water supply and water distribution system that serves the City. The City of Southport water system consists of 2- to 12-inch water distribution mains in the City service area.

The water system was originally constructed in 1915 with major extensions occurring in the 1970s through the current day. Parts of the system have original pipe with pipe materials of cast iron. The AMP provides a summary of water line materials and diameters and an overall condition assessment of pipe in the distribution system.

The water system distribution system is routinely tested for water quality and fire flow. The water quality test reports are available from Brunswick County at [CCR-2023 \(brunswickcountync.gov\)](https://www.brunswickcountync.gov/ccr-2023). Brunswick County Public Utilities continuously works to meet and/or exceed all



Brunswick County Wellhead Protection Overlay

state and federal water quality standards. Water is tested regularly from the source to the tap to ensure quality.

The City's fire department fire flow testing results are graphically represented in Fire Flow Testing Results map on the next page. The figure illustrates the fire hydrant test gallons per minute at 20 psi pressure.

The capacity of the water system supports the existing development. Future development will need to evaluate the water system pressure and fire flow for water extensions.

Currently, there are no water supply watersheds in Brunswick County.



PUBLIC WASTEWATER FACILITIES/ SOLID WASTE

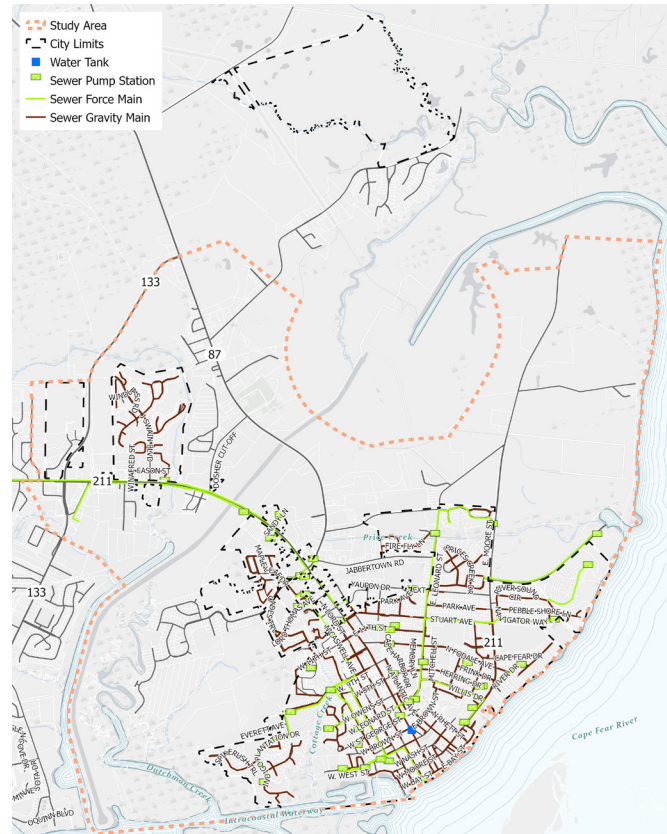
The City of Southport (City) wastewater collection system consists of approximately 49 miles of gravity and sewer and force mains, valves, air release valves, manholes, service taps, service laterals, and cleanout for service currently serves approximately 2,900 sewer customers. The system is operated under state collection system permit WQCS00137. Originally, the wastewater collection system was constructed to collect wastewater from the historic area with treatment at a city wastewater treatment facility (WWTF) on W. West Street. Surrounding development added wastewater collection and lift stations with force mains to send flow to the City's WWTF.

In the early 2000s, the City had compliance issues with the City WWTF. The City constructed the Central Pump Station in 2006 to collect wastewater from the City sewer basins and to send 0.2 million gallons per day (MGD) of wastewater to the Southeast Brunswick Sanitary District treatment system to reduce flow to the City WWTF.

In 2009, the City entered an agreement with Brunswick County for use of Brunswick County capacity in the West Brunswick Regional Wastewater System for treatment and disposal. The City completed modifications to the collection system to route wastewater to the regional force main transmission system with treatment at the West Brunswick Water Reclamation Facility. Approximately 19,995 linear feet of 16-inch force main was constructed to the Brunswick County force main system. The Sandy Lane Pump Station and Force Main Extension project was completed in 2011.

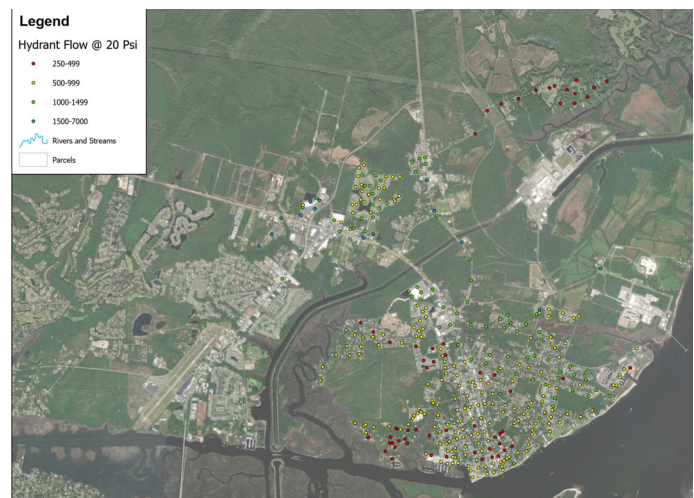
The City completed a wastewater collection system asset management plan (AMP) in May 2019. The AMP developed an inventory and condition assessment of the wastewater system assets based on system age and material type. The AMP report identified vitrified clay lines and brick manholes in the collection system that are greater than 40 years old and stated that "inflow and infiltration is evident through the frequent replacement of pumps at numerous locations." The inventory accounted for 35 miles of gravity sewers, 14 miles of sewer force mains, 34 lift stations, and 891 manholes.

WATER AND WASTEWATER DISTRIBUTION



Source: City of Southport, Brunswick County

FIRE FLOW TESTING RESULTS



Source: City of Southport, Brunswick County, WK Dickson



The City has occurrences of increase in pump run times and sanitary sewer overflows (SSOs) related to severe weather events from 2018 to 2021. When precipitation and water from other natural sources enters the wastewater collection system, whether through defects in the collection system or through illicit connections of stormwater infrastructure, wastewater generation increases.

Flow monitoring in strategic manholes was conducted as part of an inflow and infiltration (I/I) study in 2023 to determine normal flow and wet weather flows. The flow monitoring revealed minor increases in flow at several major lift stations during two 2-inch rainfall events. However, tidal flooding and high flow were correlated with significant spikes in the flow monitoring at Bay Street Lift Station and Central Pump Station.

The Bay Street Pump Station currently collects wastewater from the original sewer subbasin and sends flow to the Central Pump Station. The Central Pump Station also currently receives flow from eight other sewer subbasins. The Central Pump Station then repumps wastewater to the Sandy Lane Pump Station that sends flow to the West Brunswick Water Reclamation Facility.

To reduce the amount of I/I in the system, there are multiple ongoing projects to improve the utility infrastructure to include the Pump Station Rehabilitation project for three pump stations that is currently in design (funded by SRP-W-ARP-0105), Sewer Replacement of 16,356 linear feet of gravity sewer and 106 manholes in the downtown Southport area that is also currently in design, a Sewer Infiltration and Inflow Assessment, and an Evaluation and Rehabilitation of Wastewater System project.

The proposed sewer rehabilitation work includes approximately 3,160 linear feet of 8-inch and 10-inch cured-in-place pipe lining, rehabilitation of 28 manholes, removal and replacement of 10 manholes with polymer concrete manholes, replacement of 40 sewer services, and repair of 20 sewer cleanouts. In addition, five manholes along Bay Street were identified for floodproofing improvements to prevent I/I during flooding events. The proposed 8,015 linear feet of 8-inch force main from Park Avenue Pump Station along Leonard Street and Rob Gandy Boulevard will connect to an existing force main on NC 211. The Park Avenue Pump Station will be rehabilitated. The subject force main will provide routing of existing flows from the eastern side of the City to reduce the amount of flow pumped to the Central Pump Station and then repumping it downstream. Central

Pump Station is currently repumping flow from multiple City pump stations and is at risk of SSOs during peak events. The existing force main system will be retained from Park Avenue to Central Pump Station for emergency use. The line sizing and connection location have been evaluated by hydraulic modeling.

The City of Southport maintains flow tracking in general accordance with the State of North Carolina Department of Environmental Quality Division of Water Resources Flow Tracking for Sewer Extension Applications. Based on review of the City of Southport pump station permitted flow tracking dated August 2, 2024, the wastewater collection system pump stations have available capacity except Turtlewood (Prices). Pump stations that serve the subbasins West/West, Turtlewood (Prices), Park Avenue Extension, Central, and Cottage Point, have obligated flow from developments that are not yet tributary.

The wastewater collection system was transferred to Brunswick County in June 2024.

Current wastewater rehabilitation projects to be completed by 2026 (Sewer Line and Lift Station Replacement and the Find It Fix It Rehabilitation) will improve the system resiliency and reduce inflow and infiltration in the system.

For future development, the capacity of the sewer system will need to be evaluated. The capacity in the existing system is tracked by the current flow at pump stations and the obligated planned development. Since the majority of the flow is collected and repumped by the Central Pump station, the current available capacity of this pump station limits the development within the sewer collection system area. To accommodate wastewater from infill and redevelopment, the wastewater infrastructure will need to be evaluated for the availability of wastewater service, size of sewer collection mains, and capacity of existing pump stations.

Water and Sewer Projections

Projections for water and sewer demand were prepared base on population projections that factored in the anticipated build-out of pending developments in the study area, then a two percent annual growth rate. A per capita water and sewer usage rate was developed for 2022 then applied to projected increases in permanent population. Seasonal population and non-residential water usage is



factored in during the calculation and is assumed to remain constant in terms of percentage of total usage through the 2050 horizon year.

Water Usage	Peak (MGD)	Average (MGD)
2022	0.6172	0.4341
2025	0.66	0.47
2030	0.75	0.62
2035	0.85	0.78
2040	0.96	0.86
2045	1.09	0.95
2050	1.23	1.05
*2022 usage based on Local Water Supply Plan, 2025 projections based on population projections		

Sewer Usage	Peak (MGD)	Average (MGD)
2022	0.6172	0.4572
2025	0.66	0.49
2030	0.75	0.66
2035	0.85	0.82
2040	0.96	0.90
2045	1.09	1.00
2050	1.23	1.10
**2022 usage based on Local Water Supply Plan, 2025 projections based on population projections		

STORMWATER

The City of Southport is currently in the process of developing a stormwater mapping and system evaluation (to be completed in 2024). This project will provide a citywide inventory of the existing stormwater system, a stormwater condition assessment, stormwater modeling evaluation, and capital improvement plan focused on flood mitigation strategies.

The city-maintained stormwater drainage system includes approximately 30,000 linear feet of open and closed stormwater systems. The watersheds generally drain southwest to Cottage Creek, south to Bonnet's Creek, south to the Cape Fear River, or southeast to Price Creek. The watersheds cover approximately 2.5 square miles (780 acres). Several areas in the watershed are subject to frequent flooding, threatening public safety, homes and business, and transportation corridors.

Historically, the predominant areas of stormwater flooding have been along Yacht Basin Drive, W. Moore Street, W. Bay Street, and the 600 block of Fodale Avenue.

- ◆ N. Caswell Avenue System
- ◆ N. Atlantic Avenue System
- ◆ Bonnet's Creek System
- ◆ W. 8th Street System
- ◆ W. 9th Street System
- ◆ W. 11th Street System
- ◆ Cades Trail System
- ◆ N. Fodale Avenue System
- ◆ Park Avenue System
- ◆ Stuart Avenue System
- ◆ River South Circle System

ELECTRICAL SERVICE

The City of Southport owns its own electrical distribution system. Brunswick Electric Membership Corporation is under contract with the city for operation and maintenance of the distribution system. Service is provided to all areas within the planning jurisdiction. Southport is a member of the North Carolina Eastern Municipal Power Agency (NCEMPA) and receives its power from ElectriCities, which buys the bulk of electricity from Duke Energy.

POLICE PROTECTION

The Southport Police Department has 16 full-time officers, 5 part-time officers, and 4 civilian staff. The Police Department is currently leasing a building on the 1600 block of North Howe Street. An assessment was completed earlier this year, through this analysis it was determined the police department needs at least a 12,000 square foot building to fulfill the department needs for the next



10-20 years. There has not been a site selected for the new building.

The Police Department has several programs to focus on community issues such as child welfare, we care, house check, safe driving in school zones and neighborhoods, and drug use. The Police Department also offers a permanent checking station for car seats to ensure child restraints are installed and used correctly.

Housing affordability issues in Southport have resulted in employee retention issues. This has been challenging requiring staff to live in the area they serve but is necessary. Currently, the only incentives include a STEP program to increase pay annually and night shift differential. Additional incentives should be considered along with adjustments to the unified development ordinance allowing the construction of affordable housing in appropriate locations.

FIRE AND RESCUE SERVICES

Southport's Fire Department is a full-service department providing services in a fire and emergency medical services division. It includes four stations, including its main headquarters on North Howe Street, and three satellite stations on Nash Street, Long Beach Road, and Caswell Beach Road. The Fire Department covers the corporate limits and a large rural area outside of Southport, including the Brunswick Nuclear Plant and the Military Ocean Terminal at Sunny Point. The Fire Department staffs six full-time EMS, eighteen firefighters, and has over fifty volunteers combined for the fire and EMS division.

The Fire Department has served the City of Southport since 1893 and have served the Military Ocean Terminal at Sunny Point since 1954. The area the department serves includes approximately 20,000 people, one of the largest marinas in the state, the Brunswick Nuclear Plant, and the Military Ocean Terminal. Staff and volunteers are highly trained in fire prevention and suppression, technical rescue, water rescue, hazardous materials mitigation, radiological training, and more. Southport's Fire Department received an ISO Class 3 rating, which is a reflection of its trained staff and volunteers.

The Fire Department not only safeguards the community but is a very active part of the community. Its staff and volunteers are an active part of the Martin Luther King Celebration Committee and participate in the Farmer's Market, Spring Festival, the North Carolina Fourth of July Festival, and Winterfest Craft Day. They also participate in Fire

Prevention Week or Career Day by volunteering at local schools or daycare centers.

The main funding to maintain staffing and station needs comes from a fire district tax. On an annual basis, there are approximately 1,000 fire calls and 3,000 EMS calls. As growth continues to occur in and around Southport, the demands on the Fire Department will increase and staffing needs will need to be evaluated. Housing affordability is also an issue for fire department members and will need to be addressed.

SCHOOLS

Southport is served by the Brunswick County School System. In Southport's municipal limits there are two schools. The first is the Southport Elementary School located on West 9th Street. The second is Brunswick Community College (BCC) located on North Lord Street.

Southport Elementary School was constructed in the 1950s and currently has around 400 students from grades K-5. It serves the greater area of Southport and has a capacity of over 500. A demographic report that was recently completed indicated it will be at capacity by 2030 but enrollment rates over the past years have decreased. It has also been challenging to hire teachers due to the lack of affordable housing options and teacher salaries.

Additionally, traffic is an issue on 9th Street during drop-off and pick-up times. The school's parking lot was recently paved and the addition of three stacking lanes have been adding that have removed approximately 15 cars from 9th Street. Additional grant funding has been applied to assist with traffic issues on 9th Street.

Both the Middle and High Schools are located in Boiling Spring Lakes. South Brunswick Middle School serves grades 6-8 and South Brunswick High School serves grades 9-12. Higher education is offered at Brunswick Community College.

Brunswick Community College offers high school student programs so students can earn college credits while in high school, as well as higher education training in business and accounting, computer science, education, health sciences, beauty and wellness, engineering and manufacturing, public safety, horticulture and turfgrass, and

exercise science.

TRANSPORTATION

Roadway Network

Southport is served by two main roads (NC 211 and NC 87). NC 211 is currently being widened by the NC Department of Transportation (NCDOT) to the intersection with NC 87. Many key roadway sustained damage from a recent tropical cyclone including NC 211 and Moore Street. Limited roads for entry and exit are a concern for hurricane evacuation and emergency response.

The AADT map on the previous page highlights the most frequently traveled roadways in Southport and the surrounding area. NC Highway 211 sees on average over 20,000 vehicles per day just outside of Southport's former ETJ, and between 15,000 and 20,000 once inside of the ETJ and City Limits. Both NC Highway 87 and Howe Street see a range of 5,000 to 10,000 vehicles per day on average. Other connector roads within City Limits see up to 5,000 vehicles per day on average. Traffic can fluctuate significantly throughout the year. At the summer tourism peak North Howe Street accommodates over 18,000 cars per day according to Police Department counts.

A major roadway project is underway currently. TIP #R-5021 is currently widening N.C. 211 from SR 1500 (Midway Road) to NC 8 from two to four lanes.

Pedestrian Infrastructure

Walkability was an important theme from public input, including pedestrian safety Downtown and in other areas. While some parts of the City are seen as very walkable, there are significant barriers and obstacles to a fully connected pedestrian system. Many streets in older parts of town have sidewalks, however improvements are needed to facilitate safe walking and biking to key destinations including Downtown and parks. Recently enhanced crosswalks were installed along Howe Street in downtown Southport. A state project is currently underway (TIP #EB-5982) which will construct a sidewalk along N.C. 211 (North Howe Street) from East Owen Street to Doshier Hospital. A multi-use path is being added as part of the widening project between NC 87 and Walmart.

Parking

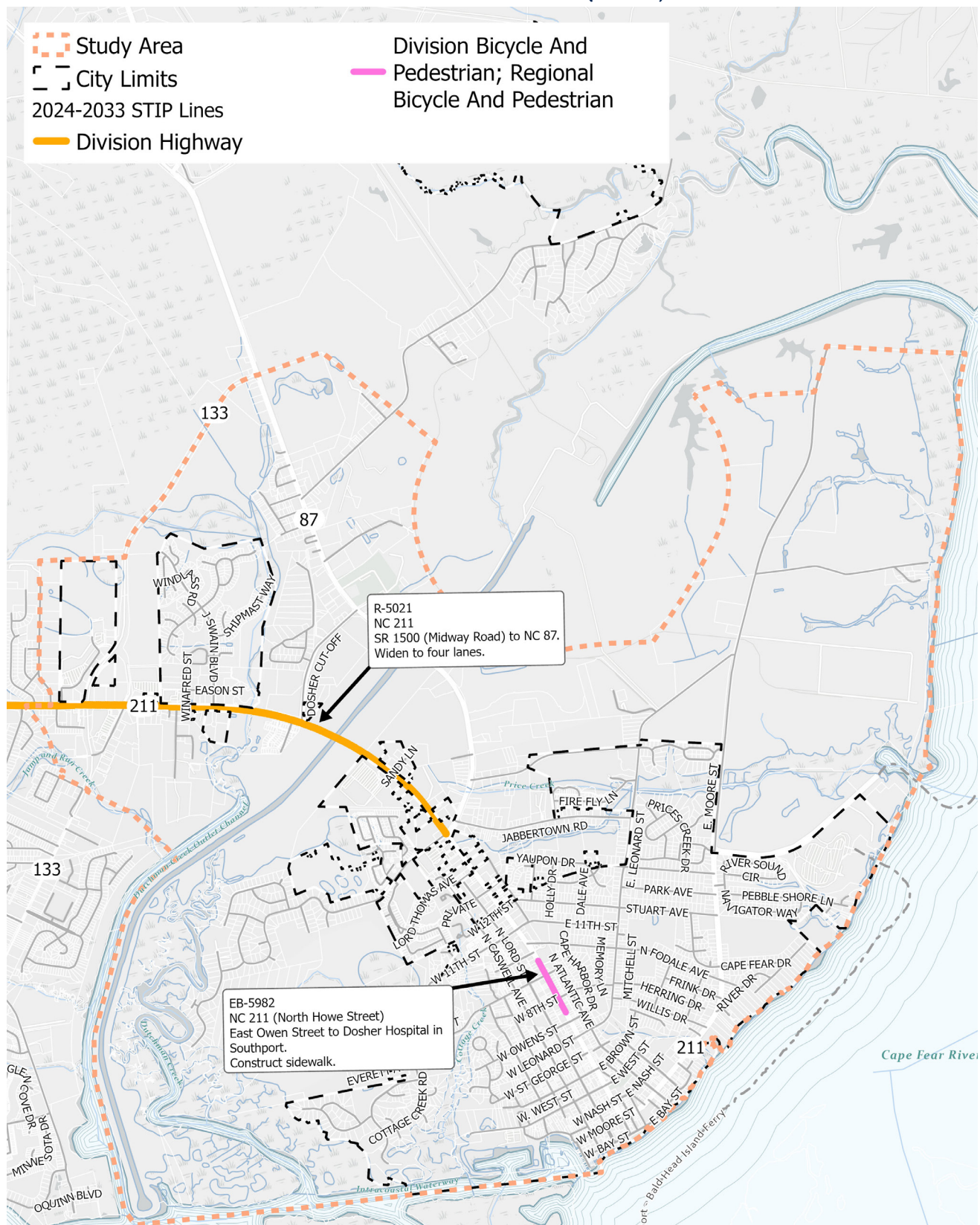
Parking was also identified as a major concern. A parking study was

conducted by Walker Consulting during the development of the Comprehensive Plan. This study analyzed parking usage over the spring and summer and resulted in a number of recommendations to manage and improve parking in key areas.

Many roadways in Downtown Southport have exceptionally large rights-of-way that date back to the original layout of the City. Wide rights-of-way were created to allow for ocean breezes to pass through neighborhoods. These rights-of-way present opportunities for on-street parking, pedestrian facilities, stormwater detention and



STATE TRANSPORTATION IMPROVEMENT PLAN (STIP)



Source: North Carolina Department of Transportation



A APPENDIX CAMA MATRIX AND SURVEY RESULTS





CAMA MATRIX

Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	
	Page Reference(s)
Organization of the Plan	
• Matrix that shows the location of the required elements as set forth in this Rule	Page 166
Community Concerns and Aspirations	
• Description of the dominant growth-related conditions that influence land use, development, water quality and other environmental concerns in the planning area	Page(s) 30-31
Description of the land use and development topics most important to the future of the planning area, including:	
• Public Access	Page(s) 152-153
• Land Use Compatibility	Page 30
• Infrastructure Carrying Capacity	Page(s) 156-158
• Natural Hazard Areas	Page 30
• Water Quality	Page 30
Community Vision	
• Description of the general physical appearance and form that represents the local government's plan for the future. It shall include objectives to be achieved by the plan and identify changes that may be needed to achieve the planning vision.	Page(s) 32-33
Existing and Emerging Conditions	
Population, Housing and Economy	
Discussion of the following data and trends:	
• Permanent population growth trends using data from the two most decennial Censuses	Page 36
• Current permanent and seasonal population estimates	Page(s) 38-39
• Key population characteristics including age and income	Page(s) 37, 42
• Thirty-year projections of permanent and seasonal population in five-year increments	Page(s) 38-39
• Estimate of current housing stock, including permanent and seasonal units, tenure, and types of units (single-family, multifamily, and manufactured)	Page(s) 40-41
• Description of employment by major sectors and community economic activity	Page(s) 42-44
Natural Systems	
Description of natural features in the planning jurisdiction to include:	
• Areas of Environmental Concern (AECs) as set forth in Subchapter 15A NCAC 07H	Page(s) 118-121
• Soil characteristics, including limitations for septic tanks, erodibility, and other factors related to development	Page(s) 122-125



Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	
	Page Reference(s)
• Environmental Management Commission (EMC) water quality classifications and related use support designations	Page(s) 136- 139
• Division of Marine Fisheries (DMF) shellfish growing areas and water quality conditions	Page(s) 135, 137
• Flood and other natural hazard areas	Page(s) 140- 143
• Storm surge areas	Page(s) 142-143
• Non-coastal wetlands, including forested wetlands, shrub-scrub wetlands and freshwater marshes	Page(s) 127- 128
• Water supply watersheds or wellhead protection	Page 156
• Primary nursery areas	Page(s) 135, 138
• Environmentally fragile areas, such as wetlands, natural heritage areas, areas containing endangered species, prime wildlife habitats, or maritime forests	Page(s) 126-133
• Additional natural features or conditions identified by the local government	
Environmental Conditions	
Discussion of environmental conditions within the planning jurisdiction to include an assessment of the following conditions and features:	
• Status and changes of surface water quality; including:	Page(s) 137- 139
- Impaired streams from the most recent Division of Water Resources (DWR) Basin Planning Branch Reports	Page 139
- Clean Water Act 303 (d) List	Page(s) 136, 139
- Other comparable data	
• Current situation and trends on permanent and temporary closures of shellfishing waters as determined by the Report of Sanitary Survey by the Shellfish Sanitation and Recreational Water Quality Section of the DMF	Page(s) 137-138
• Areas experiencing chronic wastewater treatment malfunctions	Page(s) 157-158
• Areas with water quality or public health problems related to non-point source pollution	Page 137
• Areas subject to recurrent flooding, storm surges and high winds	Page(s) 140-143
• Areas experiencing significant shoreline erosion as evidenced by the presence of threatened structures or public facilities	Page 129
• Environmentally fragile areas (as defined in Part (c)(2)(A)(ix) of this Rule) or areas where resources functions are impacted as a result of development	Page(s) 129-131
• Natural resource areas that are being impacted or lost as a result of incompatible development. These may include, but are not limited to the following: coastal wetlands, protected open space, and agricultural land.	Page 133



Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	
	Page Reference(s)
Existing Land Use and Development	
MAP of existing land use patterns	Page 147
• Description of the existing land use patterns	Page(s) 146, 148
• Estimates of the land area allocated to each land use category	Page(s) 146, 149
• Characteristics of each land use category	Page(s) 146, 148
MAP of historic, cultural, and scenic areas designated by a state or federal agency or by the local government	Page 155
• Descriptions of the historic, cultural and scenic areas	Page(s) 154-155
Community Facilities	
Evaluation of existing and planned capacity, location and adequacy of community facilities to include:	
MAP of existing and planned public and private water supply service areas	Page 157
• Description of existing public and private water supply systems to include:	
- Existing condition	Page 156
- Existing capacity	Page 156
- Documented overflows, bypasses or other problems that may degrade water quality or constitute a threat to public health as documented by the DWR	Page 156
- Future water supply needs based on population projections	Page 159
MAP of existing and planned public and private wastewater service areas	Page 157
• Description of existing public and private wastewater systems to include:	
- Existing condition	Page(s) 157-158
- Existing capacity	Page(s) 157-158
- Documented overflows, bypasses or other problems that may degrade water quality or constitute a threat to public health as documented by the DWR	Page(s) 157-158
- Future wastewater system needs based on population projections	Page 159
MAP of existing and planned multimodal transportation systems and port and airport facilities	Page(s) 161, 163
• Description of any highway segments deemed by the NC Department of Transportation (NCDOT) as having unacceptable service as documented in the most recent NCDOT Transportation and/or Thoroughfare Plan	Page 162
• Description of highway facilities on the current thoroughfare plan or current transportation improvement plan	Page 162
• Description of the impact of existing transportation facilities on land use patterns	Page 30



Matrix for Land Use Plan Elements – 15A NCAC 7B .0702			
		Page Reference(s)	
• Description of the existing public stormwater management system		Page 159	
• Identification of existing drainage problems and water quality issues related to point-source discharges of stormwater runoff		Page 159	
Future Land Use		Policy Citation(s)	Page Reference (s)
Policies			
• Policies that exceed the use standards and permitting requirements found in Subchapter 7H, State Guidelines for Areas of Environmental Concern		None	None
Policies that address the Coastal Resources Commission's (CRC's) management topics:			
Public Access Management Goal: <i>Maximize public access to the beaches and the public trust waters of the coastal region.</i>			
The planning objectives for public access are local government plan policies that:			
• Address access needs and opportunities		2.1	Page 72
• Identify strategies to develop public access		2.1.4, 2.1.5, 2.1.6, 2.1.8	Page 72
• Address provisions for all segments of the community, including persons with disabilities		2.1.2	Page 72
• For oceanfront communities, establish access policies for beach areas targeted for nourishment		N/A	N/A
Land Use Compatibility Management Goal: <i>Ensure that development and use of resources or preservation of land balance protection of natural resources and fragile areas with economic development, and avoids risks to public health, safety, and welfare.</i>			
The planning objectives for land use compatibility are local government plan policies that:			
• Characterize future land use and development patterns		1.1, 1.2, 1.3, 1.5, 1.6, 1.7	Page(s) 66-69
• Establish mitigation criteria and concepts to minimize conflicts		1.1, 1.2, 1.3, 1.4, 1.7, 1.8	Page(s) 66-70
Infrastructure Carrying Capacity Management Goal: <i>Ensure that public infrastructure systems are sized, located, and managed so the quality and productivity of AECs and other fragile areas are protected or restored.</i>			
The planning objectives for infrastructure carrying capacity are local government plan policies that:			
• Establish service criteria		9.1, 9.3	Page 88



Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	
	Page Reference(s)
<ul style="list-style-type: none"> • Ensure improvements minimize impacts to AECs and other fragile areas 	1.5, 4.4, 4.7, 6.5, 6.6, 6.7, 9.5 Page(s) 68, 77, 78, 81, 90
	Policy Citation(s) Page Reference (s)
<p>Natural Hazard Areas Management Goal:</p> <p><i>Conserve and maintain barrier dunes, beaches, floodplains, and other coastal features for their natural storm protection functions and their natural resources giving recognition to public health, safety, and welfare issues.</i></p>	
The planning objectives for natural hazard areas are local government plan policies that:	
<ul style="list-style-type: none"> • Establish mitigation and adaptation concepts and criteria for development and redevelopment, including public facilities 	4.1, 4.2, 4.3, 4.5, 5.2, 5.3, 5.4 Page(s) 76, 77, 79
<ul style="list-style-type: none"> • Minimize threats to life, property and natural resources resulting from erosion, high winds, storm surge, flooding, or other natural hazards 	4.1, 4.7, 5.1, 5.2, 5.3, 5.4, 9.3 Page(s) 76, 78-79, 88-89
<p>Water Quality Management Goal:</p> <p><i>Maintain, protect and where possible enhance water quality in all coastal wetlands, rivers, streams, and estuaries.</i></p>	
The planning objectives for water quality are local government plan policies that:	
<ul style="list-style-type: none"> • Establish strategies and practices to prevent or control nonpoint source pollution 	4.4, 6.1, 6.2, 6.4, 6.5, 6.6, 6.7 Page(s) 77, 80-81
<ul style="list-style-type: none"> • Establish strategies and practices to maintain or improve water quality 	6.1, 6.2, 6.4, 6.6, 6.7 Page(s) 80-81
MAP of future land uses that depicts the policies for growth and development and the desired future patterns of land use and development with consideration given to natural system constraints and infrastructure	Page(s) 60-61
<ul style="list-style-type: none"> • Descriptions of land uses and development associated with the future land use map designations 	Page(s) 62-65
Tools for Managing Development	
<ul style="list-style-type: none"> • Description of the role of plan policies, including the future land use map, in local decisions regarding land use and development 	Page(s) 59, 94-99
<ul style="list-style-type: none"> • Description of the community's development management program, including local ordinances, codes, and other plans and policies 	Page(s) 48-55



Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	
	Page Reference(s)
Action Plan and Implementation Schedule	
• Description of actions that will be taken by the local government to implement policies that meet the CRC's management topic goals and objectives, specifying fiscal year(s) in which each action is anticipated to start and finish	Page(s) 58, 94- 115
• Identification of specific steps the local government plans to take to implement the policies, including adoption and amendment of local ordinances, other plans, and special projects	Page(s) 94-115



SURVEY RESULTS



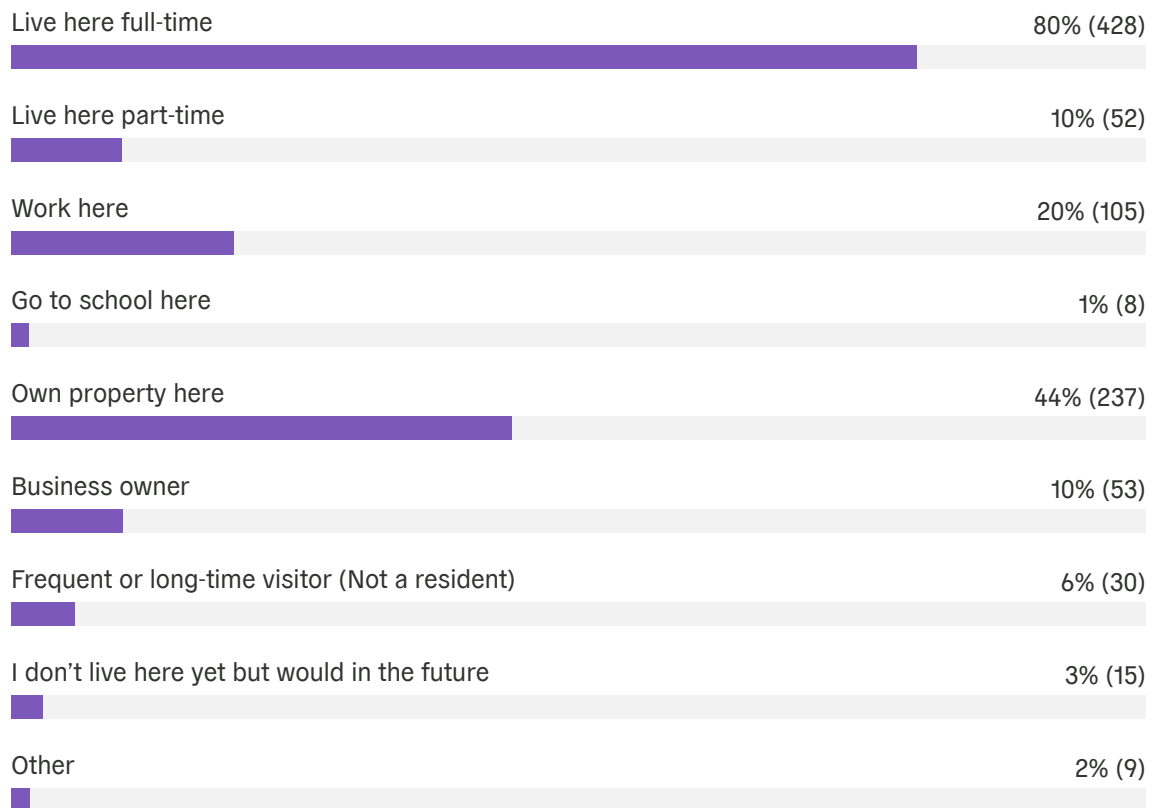
Southport Comprehensive Plan and Downtown Parking Study Survey

Survey Results
FINAL

07/02/2024



How do you relate to Southport? Select all that apply.



If you selected "other" for Question 1, please explain below:

Volunteer here too

Volunteer at numerous agencies

Live in BSL but attend church, shop, eat in Southport

I live in Caswell Beach and go to Southport often, for dining and shopping.

Brunswick county resident

Volunteer in lieu of working

Moving into house being built in Southport. 12 July 24

Volunteer at the Visitor Center every Friday

Live in adjacent area



Where do you live, work, or own property? Select all that apply.

Within Southport's corporate city limits (e.g. - pay city taxes, vote in city elections, receive city services (garbage, yard debris, police, etc.))

67% (360)

In Southport's extraterritorial jurisdiction

21% (112)

In Brunswick County

31% (168)

In New Hanover County

0% (2)

Other / Not Applicable

2% (11)

If you selected "other" for Question 3, please explain below:

Remote work / telework.

Vacation here for 40 years

We visit Southport about every two to three months. We are also participants in the Open. Sure do miss it being at the marina there.

See Q1

Actively in purchasing process

Pender

Austin, TX

I live in St. James

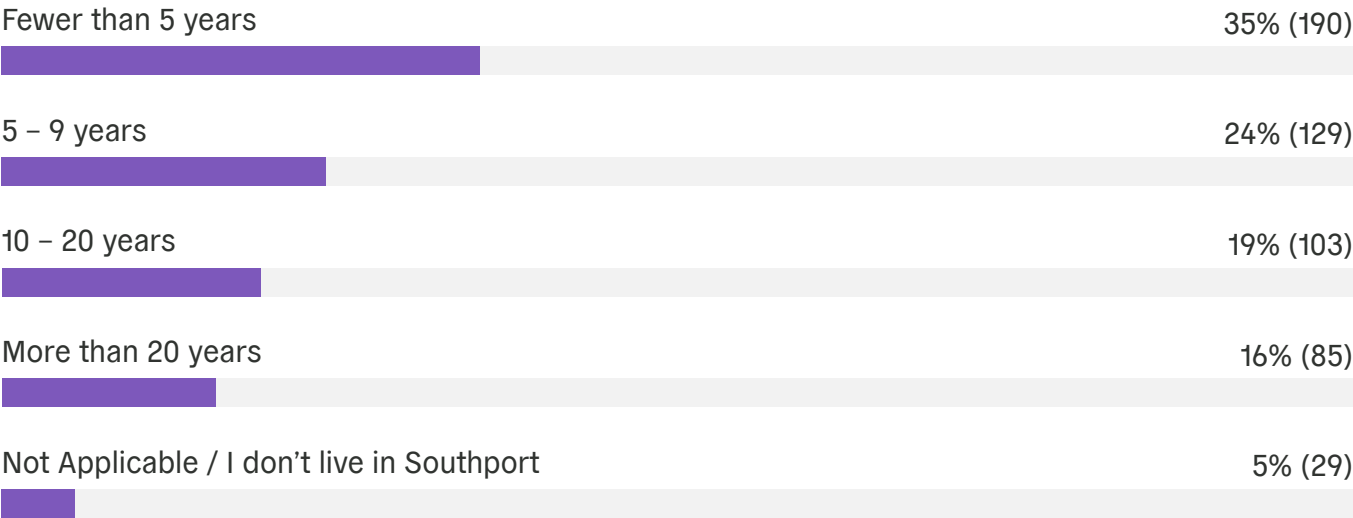
I don't live there yet but will within the next year.

Massachusetts

Vacation in Southport for almost 30 years



How many years have you lived or worked in Southport? Select one.





Select a priority level for the following items:

Question	High	Medium	Low	No Opinion/Neutral
Design guidelines for commercial, nonresidential, and multi-family residential development to improve appearance.	59%	30%	10%	2%
Safe multi-modal transportation (e.g., bicycle lanes, pedestrian walkways)	59%	32%	9%	0%
Water quality in creeks, river, and estuaries	84%	13%	2%	1%
Stormwater management	71%	24%	3%	3%
Quality of utility services	75%	20%	3%	2%
Impacts from sea level rise and climate change	54%	25%	17%	4%
Public art and culture	37%	45%	15%	3%
Mitigation of natural hazards	57%	32%	5%	7%
Protection of the marshes, wetlands, shoreline, and environmentally sensitive natural areas	84%	13%	2%	1%
Preservation and protection of the historic sites and buildings	79%	18%	3%	0%
Marine access (e.g., docks, boat ramps, mooring fields)	27%	42%	24%	8%



Marine access (e.g., docks, boat ramps, mooring fields)	27%	42%	24%	8%
Pedestrian access to the water (e.g., non-motorized boating and fishing)	43%	39%	14%	4%
Character along commercial NC Highway 211, 87, and 133 corridors	49%	35%	13%	4%
Protection of established neighborhoods and underserved communities	64%	26%	7%	4%
Housing affordability for residents and workforce	43%	39%	13%	5%
Tourism economy	27%	49%	22%	2%
Support for local businesses	75%	21%	3%	0%

Expand all / Collapse all

High	Medium	Low	No Opinion/Neutral
------	--------	-----	--------------------



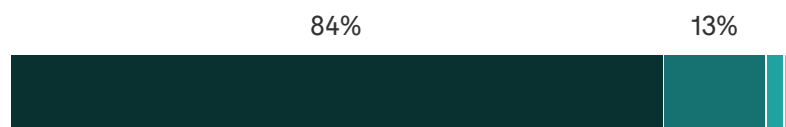
Design guidelines for commercial, nonresidential, and multi-family residential development to improve appearance.



Safe multi-modal transportation (e.g., bicycle lanes, pedestrian walkways)



Water quality in creeks, river, and estuaries



Stormwater management



Quality of utility services



Impacts from sea level rise and climate change





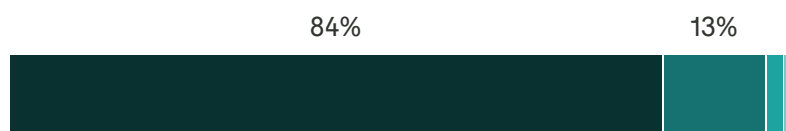
Public art and culture



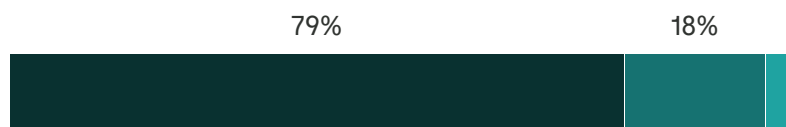
Mitigation of natural hazards



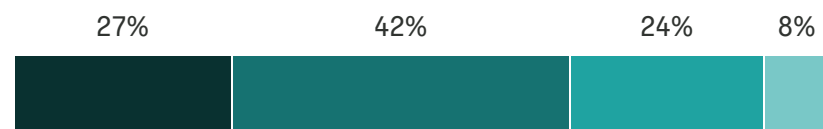
Protection of the marshes, wetlands, shoreline, and environmentally sensitive natural areas



Preservation and protection of the historic sites and buildings



Marine access (e.g., docks, boat ramps, mooring fields)



Pedestrian access to the water (e.g., non-motorized boating and fishing)





Character along commercial NC Highway 211, 87, and 133 corridors



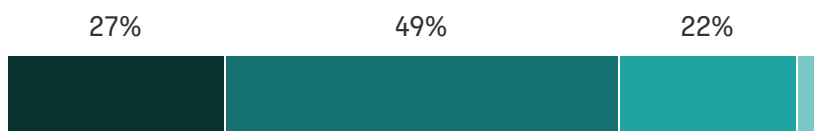
Protection of established neighborhoods and underserved communities



Housing affordability for residents and workforce



Tourism economy

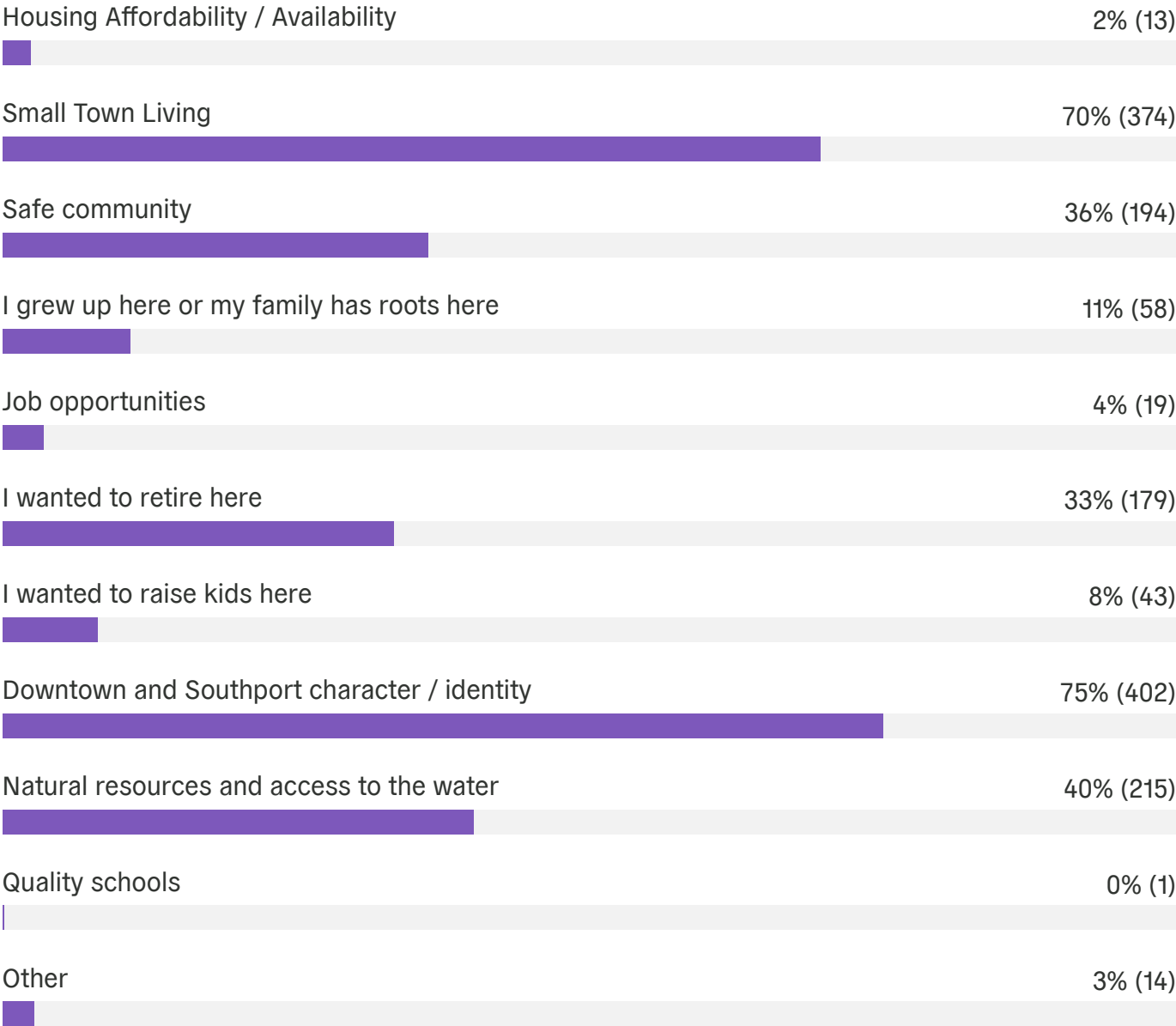


Support for local businesses





What are your top three reasons for living in Southport? (Select up to three or at least one.)





If you selected "other" for Question 7, please explain below:

Not just small town but a small town with energy. The tourism creates the energy that helps make it so nice

Married a SPT native

Partner moved for work

We're just day trekkers.

History

We live in Caswell. We go to church in and love visiting Southport:)

karma

I wanted to retire here and enjoy the weather in a non-tourist town without the hectic nature of traffic while having convenient, basic services. I also wanted a nostalgic feel without the restrictions of a modern Home Owner's Association and where I could enjoy my walks around the City to see the existing homes, gardens, hardscapes and bathe in the "feel" of a traditional American small town. It could be better summed up as a nice small town. Don't change it.

Beautiful town on the verge of some wonderful and much needed commercial growth

Temperate weather

Natural beauty of the area and friendly people

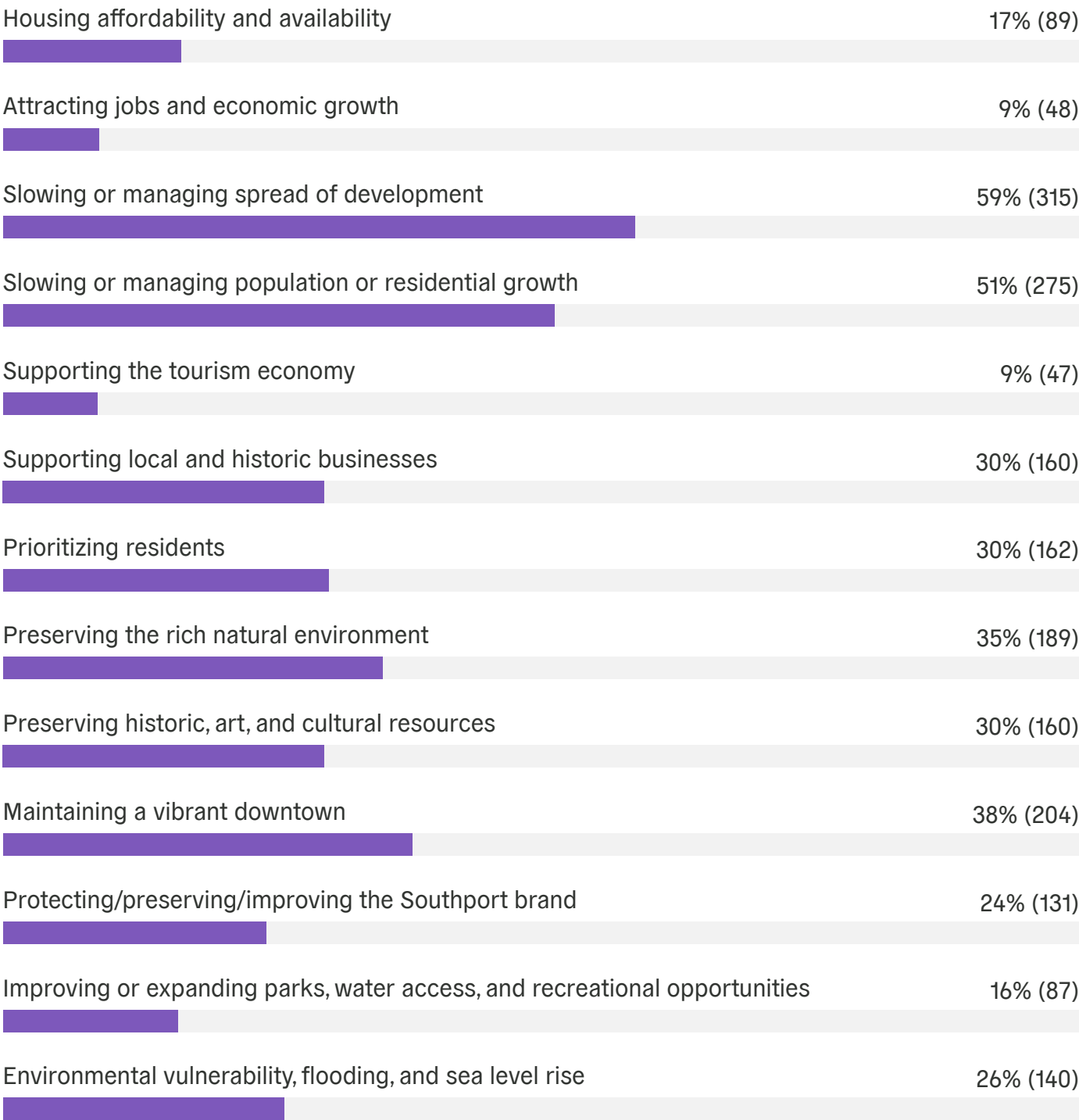
Don't live in Southport. Frequent visitor.

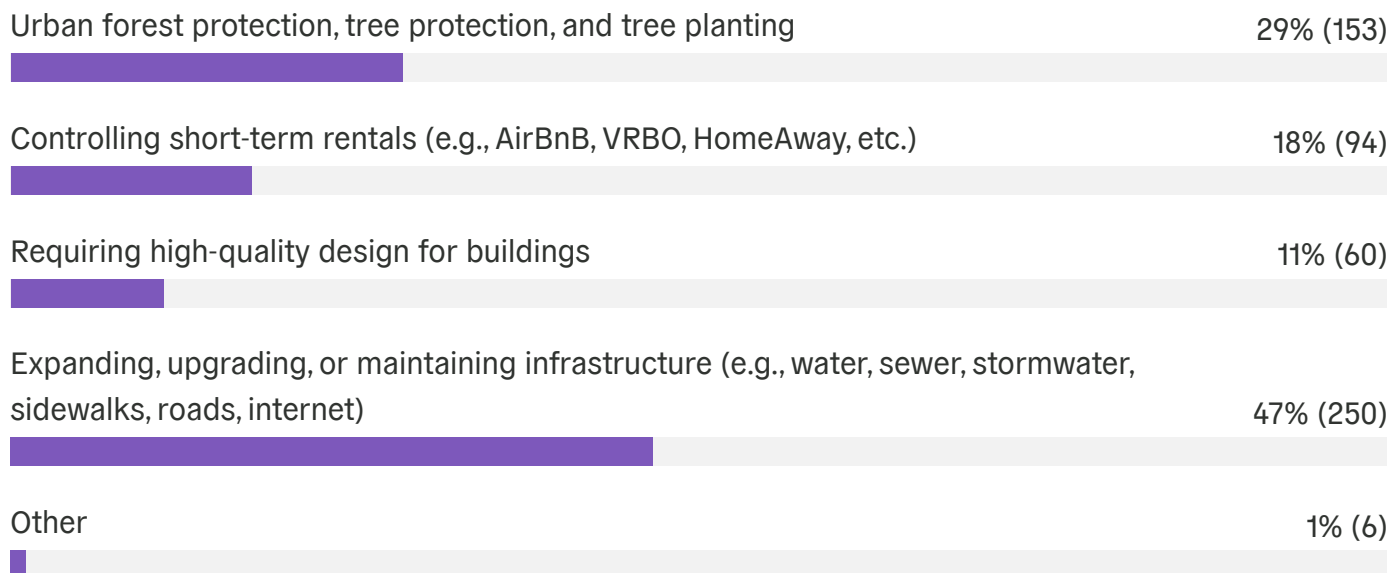
My family retired here and I choose to live nearby to be able to help and support them when needed.

The ability to walk along bay st.



What are your top five concerns for the future of Southport? (Select up to five or at least one.)





If you selected "other" for Question 9, please explain below:

Protecting,restoring, &maintaining the historic features that have made Southport “Southport “.

Rapid growth is an issue

Returning integrity as a requirement for leadership.

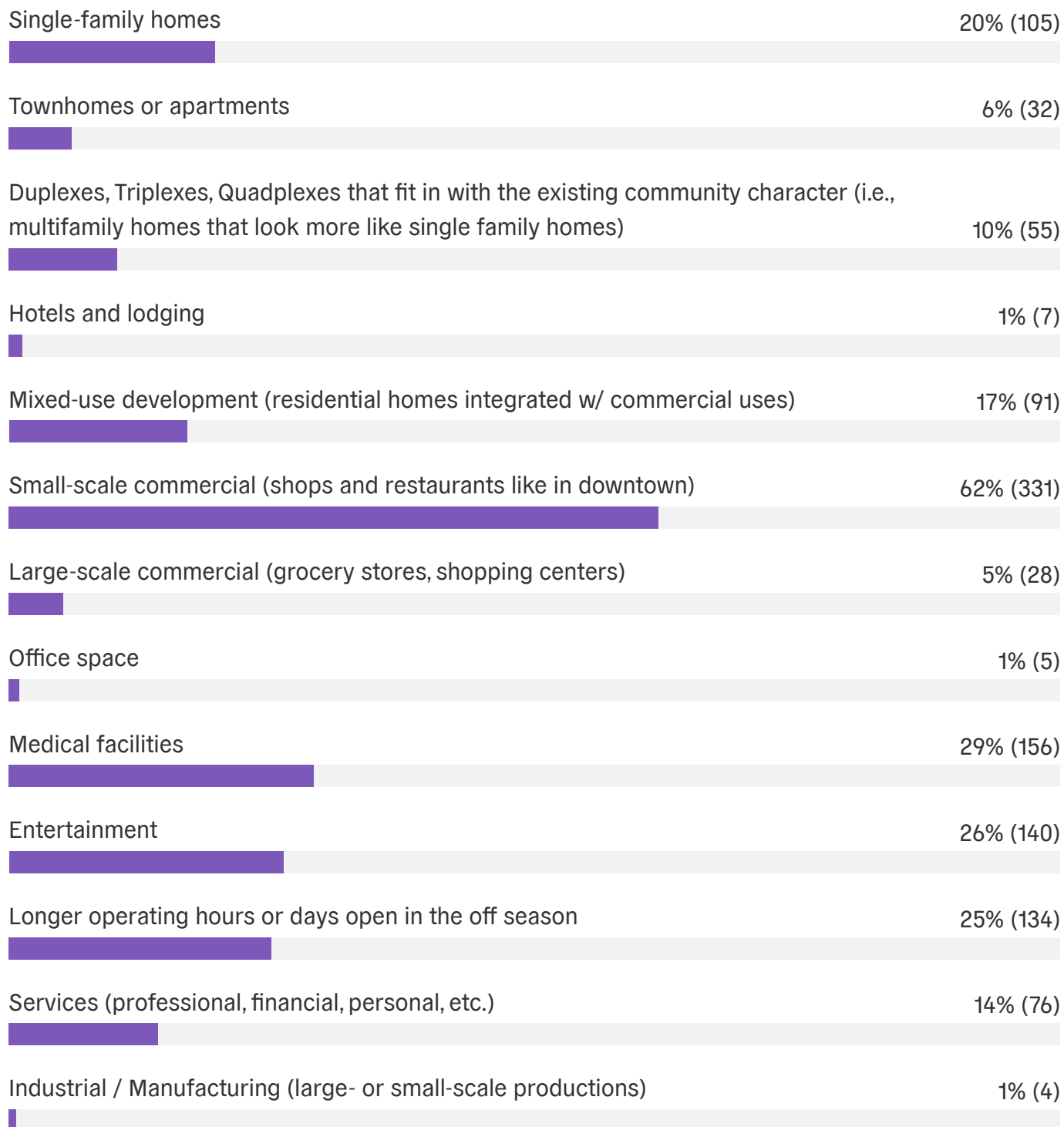
housing diversity

Protecting SPT’s historic features (Garrison, Courthouse, Franklin Square Park, improve appearance of Yacht Basin area)

Handicap parking along Bay St



What kind of development would you like to see more of in Southport? (Select three options.)





Recreation and tourism

24% (130)

Other

7% (40)

If you selected "other" for Question 11, please explain below:

NO more development

Affordable homes for medical employees

Until infrastructure can catch up with what is already here & longstanding problems (dredging the yacht basin, securing the shoreline, improving the appearance & safety of the yacht basin area, parking issues,& many other issues that need to be taken care of) further development should not happen.

none

Development that enhances tourism, can ultimately enhance the locals experience as well. Develop more Small commercial for shops, restaurants, etc and allow residential homes for short term rentals for lodging. New visitors every week are more likely to go out to eat at our local restaurants nightly or buy stuff at the shops weekly than residents. Without theses visitors, the shops and restaurants don't stay open. Most residents don't go out to eat every night, go on a ghost tour, sunset cruise or buy new trinkets at the boutique shops everyday, but tourist do. This is a strong argument to allow more short term rentals. Tourism brings a great energy to the town. If new businesses can open an thrive with tourists, the locals get to enjoy these new businesses as well. They may "get a little too crowded" during peak season but are awesome in the shoulder and off season for residents. If we are not encouraging and giving visitors more to do in the peak season, businesses can't keep their doors open and us residents don't get to enjoy new businesses that enhance our wonderful town. It would be great to have more places for our teenage and adult children to go when they come visit. Although our most vocal residents may be older, we need to keep the town attractive to families and kids as well. Unless you live on one of the original 100 Smithville lots, your home was new at some point and once part of expanded southport development. We don't need to stop developemnt, we need to encourage it. We just need to be smart about it. It is hard to believe there are now more restaurants open and more to do in Oak Island after 8pm than Southport.

Grocery store in downtown

no more development



Small-town Southport's uniqueness will be completely and utterly ruined if you keep going in the direction of unfettered growth. Where are you going to "put" any of these things? It is well on the way to becoming a traffic and people-choked blot on the landscape already. Do you not see that you are not-so-gradually turning it into a featureless, treeless, mass of humanity and vehicles with sheer greed as the propellant? Do you want to turn Southport into another formerly-quiet Beaufort, so completely strangled by tourism that it cannot even be easily visited anymore and many just drive (crawl) through and U-turn without having spent a dime at their businesses/restaurants? You encourage full-timers here to support our local businesses, yet it's too unpleasant to try to navigate among all the cars and tourists. Many give up and stay home to await the end of the "turon season". The serenity of "sweet little Southport" of even 5-10 years ago has disappeared.

SOUTHPORT NEEDS BICYCLE & GOLF CART PATH THAT GOES FROM WALMART ALL THE WAY TO THE WATER FRONT

Ecotourism to highlight diverse wildlife in the area

No more development

More restaurants on the water

Limit further business expansion

I would like to see less development and more thought to adding green space , parks.. preserving the trees and stop trying to make more parking!!!!

Greenspace/Eco-tourism

No more development in Sourhport....the footprint of the towns can't handle it!!!

None, we have developed enough. Better signage in downtown directing to ferries and bathroom facilities is the only "development" adjustment needed.

Preserving green space and natural habitat, marsh

I would like to see SPT "develop " a sense of preserving, protecting, restoring, & maintaining more of what SPT originally was.

Would prefer all development be slowed down and carefully controlled. Bill boards and large advertising signs should be abolished. Power stations should not be visible from main roads, and abandoned homes should be torn down. Pubic transportation to beach and to Wilmington should exist. Bike lanes down Moore street to the harbor oaks and the landing subdivisions as well as along Howe street from the downtown area to Walmart should be built. Pump stations should be camaflaged and there should be no odors coming from them. The pump station on Burlington ave is disgusting.



Short term rentals (airbnb)

University

University

None

none

Keep the town the same. At the most add a limited number of small-scale shops like Haven or Cafe Koa. Stop trying to be "bigger" or more inclusive of every new thing. NO duplexes or multi-family townhouses. It goes against the Southport feel.

Require downtown business to landscape & decorate the exterior of their business to make them visually appealing.

Southport doesn't need any further development. Southport is a cul-de-sac not a pass-through town. Traffic is horrible as well as the congestion of people.. you can't drive through town without fear of hitting someone whether they are driving or walking. Southport doesn't need to advertise for more tourists. The property owners can't enjoy their town for the tourists...which there is no season anymore..it is year around. Unless you are going to put up a gate and charge for admission... because you act like Southport is a "Disney World", then stop promoting weekly festivals and markets. Let the citizens breathe and enjoy where they pay to live!!!!

Maintaining traffic flow. Eventually the the finished 211, flows into 1 lane into Southport downtown.

affordable housing for potential workforce to allow businesses to be fully staffed

Development of Greenways.

I don't want to see anymore development. I would like to keep and improve existing infrastructures. I don't want to change Southport small town feeling. I want to prevent and slow down commercialization of our beautiful Southport.

Bike path and more roads that allow golf cart have builders pay into the cost of new roads, schools, fire man etc.

SPT doesn't need any further development ! Can't maintain what we have now. The only possible new development, as SPT's population is mainly retired, would be a 3- stage retirement community nearby.

No new development. Keep the small town hallmark feel.

None it's over crowded residents can't even get out onto 211



Less building more nature

With aging population town needs more doctors

Slow, smart development so as not to strain resources and infrastructure.

NO MORE DEVELOPMENT YOU MONEY HUNGRY THIEVES.



Residential growth in Southport can take multiple forms. Most neighborhoods surrounding downtown are considered traditional neighborhood development. Many of Southport’s newer subdivisions are considered conventional subdivisions. Different neighborhood design types can have more or less density and open space preservation within the development. Indicate your support for the neighborhood design types below. (See image above for subdivision descriptions.)

Question	Support	Neutral	Do Not Support
Conventional subdivision (bigger lots, higher unit cost, less preserved open space)	17%	28%	54%
Conservation subdivision (smaller lots, mixed unit cost, more preserved open space)	57%	22%	21%

Expand all / Collapse all



Conventional subdivision (bigger lots, higher unit cost, less preserved open space)

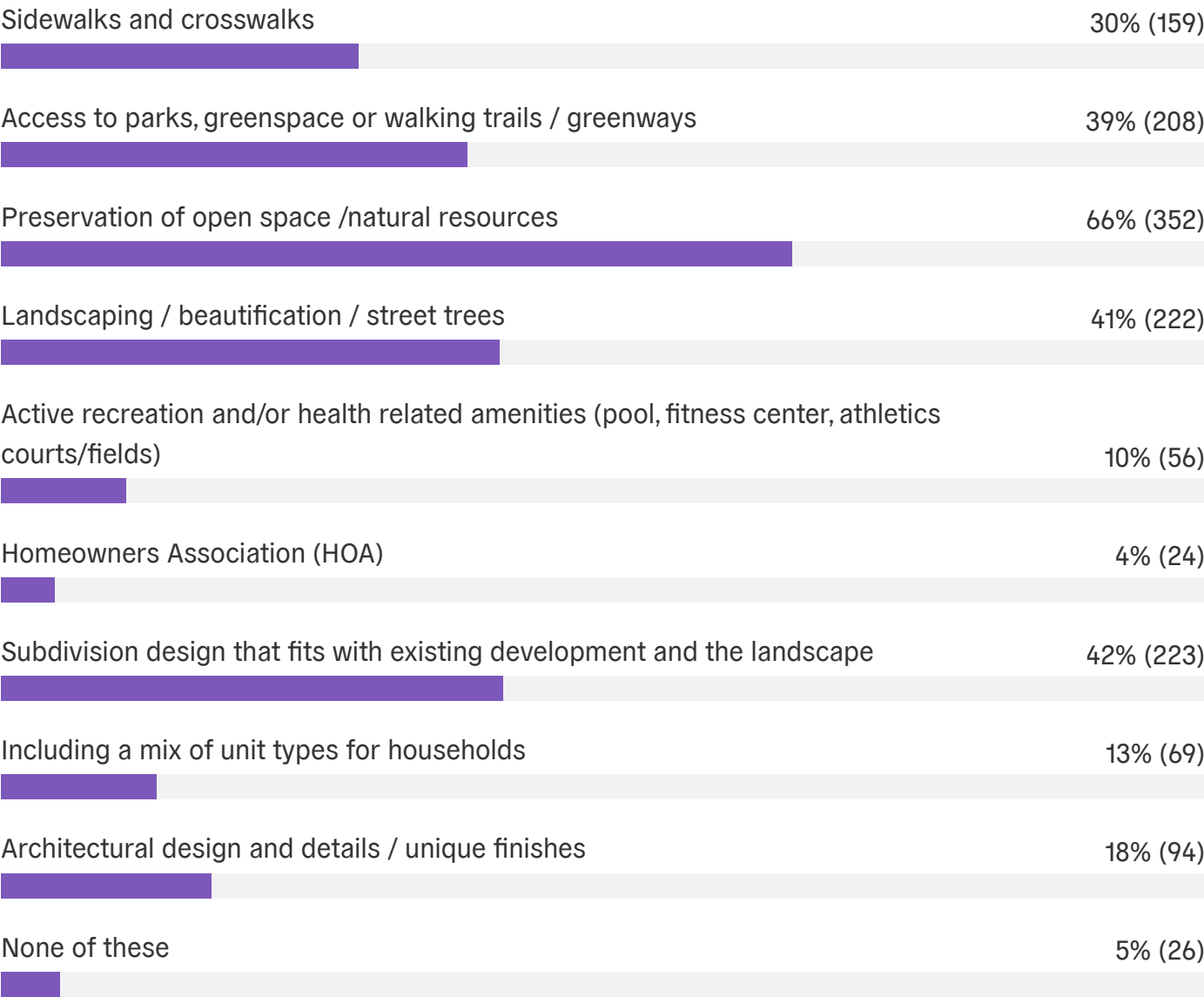


Conservation subdivision (smaller lots, mixed unit cost, more preserved open space)



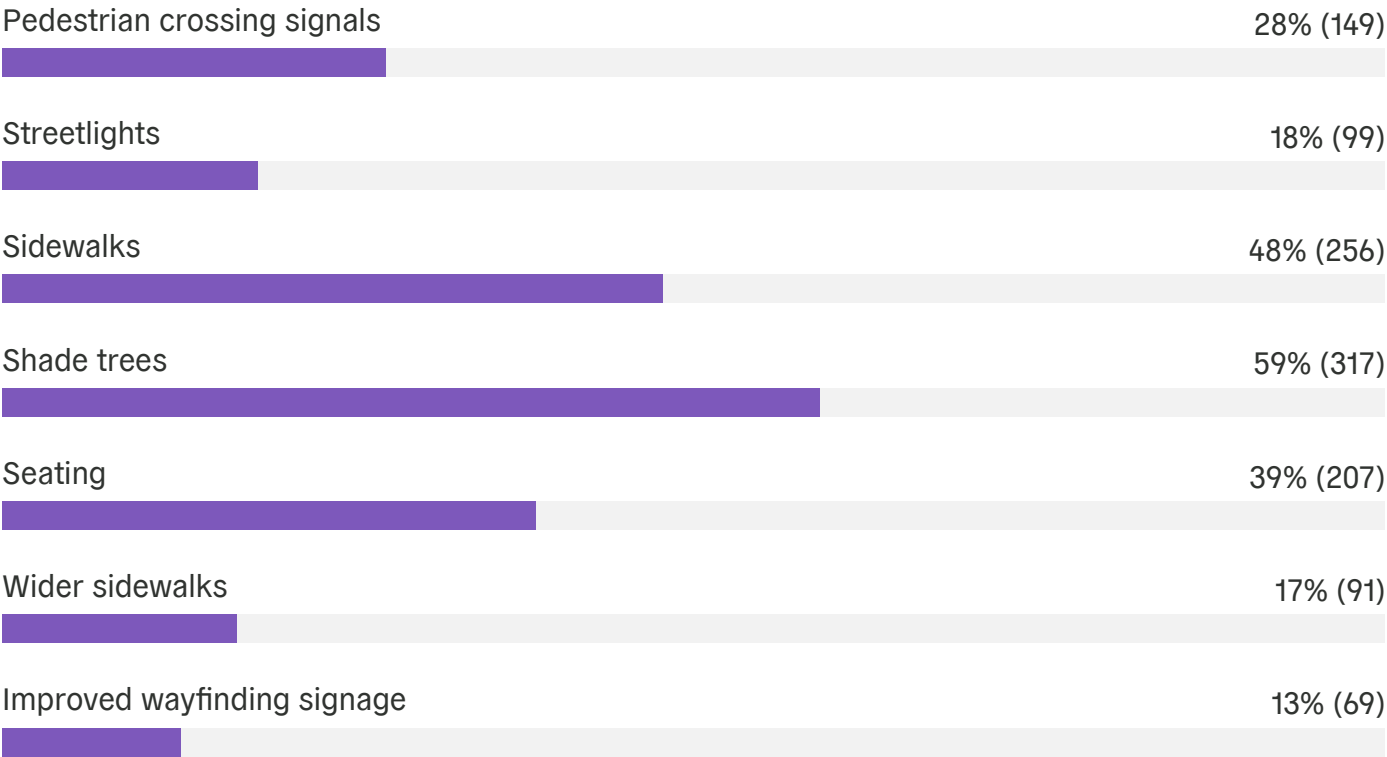


**For new neighborhoods, what qualities do you think are most important?
(Choose up to three or at least one)**





Which pedestrian elements are needed in and around downtown? (Choose up to three or at least one)

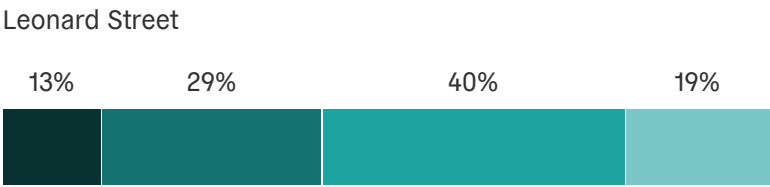
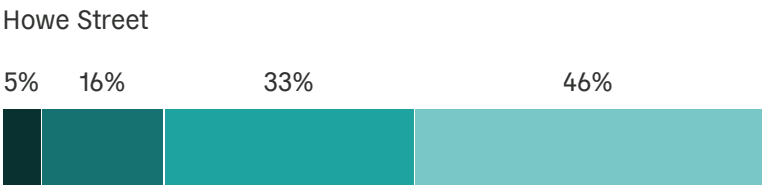
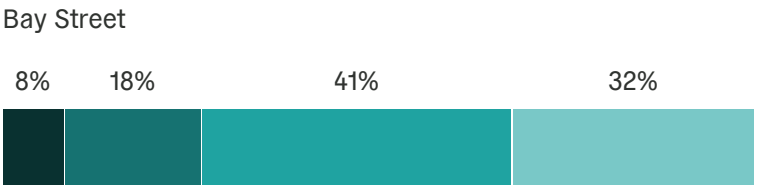




Where would you prioritize new sidewalks or making sidewalk improvements?

Question	No Priority	Low Priority	Moderate Priority	High Priority
Bay Street	8%	18%	41%	32%
Howe Street	5%	16%	33%	46%
Leonard Street	13%	29%	40%	19%
Other	43%	17%	21%	19%

Expand all / Collapse all





Other

43%

17%

21%

19%



If you selected "other" for Question 16, please explain below:

Other side streets downtown area

N/A

Stop the growth

Non-busier streets may not warrant the expense of sidewalks.

Non-busier streets may not warrant the expense of sidewalks.

NA

its not a priority

Side streets

Throughout the core downtown area we need fewer cars and more walking, biking, Carts. Downtown should be more like BHI and only special motored vehicles allowed. Need to encourage more shared rides like shuttles, Uber, Lyft to keep cars out of southport.

Bike paths on howe st

I had to select something

Moore Street

I did not select "other"

Atlantic Ave

NA

No explanation

Yacht basin

I don't think new sidewalks are needed

Cannot think of any

Didn't mean to select other



I have no idea what you mean by "other"

West side of North Lord St

i don't know

Crosswalks in more places downtown

N/a

Not applicable

N/A

I don't know what you want

Where possible

?

None

n/a

A sidewalk is needed on N Fodale Ave. Both pedestrian traffic and vehicular traffic have increased significantly in the last few years. We have more pedestrians walking in the street, and they note that some vehicles move over but many do not, causing some "face-offs" in the street. As an example of the increase in vehicle traffic, today between 3:00 and 3:40 pm, 49 vehicles drove down Fodale Ave between E Leonard and Howe Street. Fodale was considered for a sidewalk some years ago. I believe it should be up for consideration again.

All of Downtown

N/a

Consider a walking area along East Moore St. Lots of traffic. Lots of people walking.

.

Moore

Moore St

The main walking streets with shops should be priority. "Other" would be low priority.

Question didn't make sense

Don't really recall a specific issue



No reason

First of all, We should not change the sidewalks in the residential historic areas. These already have great character. We should add more crosswalks on Howe and maybe even a traffic light or two just for the crosswalks. We should add sidewalks all the way up and down Howe. All the way to the new traffic circle. We should also add sidewalks for the first block or two in each direction on the cross streets of Howe. Some of the existing sidewalks get really narrow on Howe.

Did not select other

Sidewalks seems fine - the roads need to be fixed. Most people walk in the roads on all of the sidestreets and they are filled with potholes.

N/A

Cannot uncheck box

NA

Seems like we are spending too much on sidewalks

None- survey made me select

There are other areas in the town but since the question is nebulous, the answer cannot be direct.

No necessary

Na

Many downtown streets have no sidewalks or ones that need repair. Trim trees and shrubs for obstruction free walking.

Leonard Street needs a sidewalk or at least a bike path or both up to Howe St. People drive fast and there is no shoulder for walkers or bikers.

Lord and Caswell

West, Nash, and Moore

I did not choose "other"

N/A

Moore Street

NA

Yacht basin

No p



Yacht basin pedestrian walkway....maybe a boardwalk style

9th street....school to Howe St

X

Not selected

Pedestrian improvements near the commercial area of intersection of routes 133 and 211.

Rhett St. - Sidewalks on Rhett St is discontinued between Nash and West.

East Moore Street

Areas on Long Beach Rd to Oak Island have great potential for business and tourism attractions. Right now it's looks crappy.

Sidewalk should extend all the way up Howe street to at least Stuart avenue

Add sidewalks to streets without them before expanding on streets with them already.

N/A

Why was Leonard singled out? I understand Howe and Bay

More public bathrooms

Lord St

Lord St

Sidewalks to and from neighborhoods that are about a mile from town to Howe Street.

Depends on where additional parking is created.

Aaaaaa

None

Moore street from downtown to ferry circle

Stewart Ave

We need sidewalks/ bike lanes/ golf cart lanes on Howe from waterfront to light at Famous-Southport should be a walkable town

Moore Street

No new sidewalks needed in historic district

W Brunswick St & Yacht basin

N/A



Moore street -

In the corner of the yacht basin at frying pan, people walk in the road blocking driving

Forced to answer question

SPTs sidewalks are just fine. The only possible exception would be around the Yacht Basin for ped. safety.

Moore st

All streets should have sidewalks on the entirety of both sides.

Extend sidewalks all the way to Walmart at a minimum. Some people don't have a vehicle. Too dangerous to get groceries. I see many people walking and riding their bikes everyday along that route. There are no places to get groceries in town. People should have safe access to food. We need to worry about our citizens and be a REAL small town instead of creating a facade and cater to only tourists and St. James residents.

A mistake in choosing this

Moore St

didn't mean to select it

Yacht Basin area

BSL

Sidewalks need to be extended from 9th Street to the Walmart Shopping center or beyond. Pedestrians and bicyclists have no safe paths to follow today. Too great of an emphasis is placed on accomodating motorists. This is stale, unimaginative thinking. If there were sidewalks and/or bicycle lanes, it could reduce the amount of cars coming into the town requiring parking.

All sidewalks are in a current state of disrepair and have been the cause of pedestrian injuries

our side street sidewalks are in disrepair

All other streets

All streets should have sidewalks on at least 1 side of the street, along with bike lanes. More walking and biking = less pollution, fewer medical issues for residents...

Xxx

E. Moore St - from downtown to the circle



Sidewalk access to walmart

The survey required a selection. So, assuming there may be some requirement, without the survey being clear on what "other" streets meant, I chose Low.

moore street

Traffic calming devices and sideways are required on all city streets particularly "cut through" for ferry traffic has to happen to prevent someone getting killed. Speed limits are posted and ignored. The city is responsible and has a long history of promising much and delivering nothing.

Fix shoulder unsafe pinch points like Smithville Burial Grounds, Walmart west entrance and Rob Gandy right shoulder entrance and Doshier Cutoff Bridge

Moore Street - from ferry(s) to downtown area. All the way.

I think that sidewalks are adequate in all areas except for Bay St. and specifically the Yacht Basin, which is in desperate need of upgrades to physically separate Pedestrian traffic from vehicle traffic.

Bike lanes

The street corners that have those awful looking "pedestrian friendly corners are a Poorly designed HAZARD and an eyesore

Not a big issue with me

Extension of Moore St sidewalks

I believe there should be sidewalks along ninth street toward Indigo. I think sidewalks should also extend to the City offices along Caswell above 9th and from Famous Subs into town along Howe Street past the Trailer Park across from All in Bloom. This makes town more accommodating for walkers. Nine (blocks) is not that far for visitors.

Yacht Basin Dr and Brunswick St need walkways to improve pedestrian safety and not impeded vehicle traffic.

Money could be sent in a better way to help the community.

Confusing question. What do you mean by other?

Fodale Avenue for the many walkers and runners

Null

All of the roads in the historic area should have sidewalks. Keep people safe & off the roads.

Moore st

N/A



Lord street

West Moore St from N. Howe to Yacht Basin Dr

Repair/replace existing broken sidewalks on other streets

Improve existing sidewalks for repairs.

Find ways to have cars stop at crosswalks like having police sit sometimes at the crosswalks instead of hiding at the old rescue building.

I feel all of the sidewalks are in very poor condition

a walkway is needed on Moore St. to the roundabout walking is dangerous on Moore

Ñ

1. E Moore St. from in town to circle - both sides, 2. Bay St from Kingsley to Yacht Basin - both sides.
3. Howe St. from 14th St all the way to Bay St. - both sides.

E. Moore Street

Lord and Atlantic

Most of the sidewalks are uneven around town and I have heard of several people tripping and falling on raised lips of the sidewalk. It seems to me that this is a liability for the town should anyone get hurt.

No answer, survey forced me to answer question.

I don't know where you are talking about so i have no opinion

Moore street could use more sidewalks

People walk in the streets, why add more sidewalks

Fodale near Doshier hospital.

Didn't mean to answer and couldn't back outs

Yacht Basin and Brunswick Street "Riverwalk"

Only Downtown has sidewalks

North Atlantic

Stuart ave because of excess ferry traffic

We need bike paths in this town desperately!



Sidewalks on Moore st needed. Unsafe to walk

East Moore st

The road to the ferry

Keep the charm of the downtown

W. West St., Wider shoulders on Leonard for walking and cycling

Would love to see sidewalks all the way up Howe St to 87.

Long Beach Rd

other

No priority

.

none

Better bike lanes needed

Moore Street needs either sidewalks or multi-use paths for cyclists and pedestrians.

Sidewalks on N Fodale Ave due to amount of vehicular traffic

Howe St to Walmart a sidewalk is needed

Atlantic Ave. from Bay to Doshier Hospital,

Moore St

No Comment

Need more bike and walking paths

Yacht drive and surrounding area.

Moore Street

I didn't select other but this survey makes you choose other to complete it.

Walkways near yacht basin for safety.

Need a path for bicycles and golf carts only.

Handicapped parking along Bay St so people can access all piers.

There are plenty of sidewalk space in all areas.



What do you value most about Southport?

The historic small coastal downtown feel and waterfront park

Quaint downtown with beautiful natural setting and water views

SMALL town

The quaintness of downtown and the waterfront!

The quaintness of downtown and the waterfront!

The once small town feel

The Southportness

Our Downtown reflects the image of small town USA. I want to keep that image even though the surrounding area is booming streets

Peaceful, quiet, nature, trees, water access

The history of the water/town. Not how much the real estate is or how much the boats are but the rich history here in a southern town. Not places to consume consume consume.

The quaint friendly small town feeling

Small town atmosphere and closeness of neighbors and residents.

No fast food. Boutique shops. No franchise restaurants...locally owned and locally sourced dining.

The small town quiet feeling that I valued is quickly fading.

Sense of history and community

small town quaintness

I value the small town atmosphere. I was attracted to Southport from yhe first time I visited. I grew up in a village in New York and was looking for some place in the south that would give me that quaint, friendly feeling of a village. I found it in Southport.

Small town feel and history of town

It's historic quaintness, low crime rate, it's "southernness"(friendliness)

Shops, sidewalks, docks

Small quaint safe atmosphere

The vibe--energy-but controlled, the history and it's retelling by capable groups and people, cool little side alleys.



Small Town living with access to commercial amenities outside of HWY 211/87

I like the history of southport and the low buildings and the skyline that we have. I do not want roof top bars or hotels in downtown. I don't want people building on top of older buildings

That small town feel.

We look out for each other.

Small town, historical fill.

Small town feel.

Small town feel

The people

Home

Small town-no multi family apartment living-do not become Leland, Wilmington or Myrtle beach!!

The coastal character and evergreen forest cover.

Here is why my husband and I moved to Southport: We looked for a small town, on the water, with lots of history, and with a focus of how we could give back. And that is what we found here.

The character and charm.

Charm

Small town atmosphere with riverfront views. Fort Johnston is a treasure.

Slow pace

Easy access to the downtown area and the waterfront

The small town feel

It's mostly safe. There is minimal crime and one can walk around without fear.

Small town feel; no big box stores Or restaurants; more boutique shops & restaurants; more small boutique, shops, and restaurants; clamp down on short term rentals - ruins neighborhood; keep historic area streets as they are as they are so charming & great to walk. All the massive building that is projected for downtown & residential areas is ruining why I moved here.

The peaceful historical walkable downtown. This is why I bought an existing home here

Small city atmosphere friendly people all around



Small town feel with the energy of a thriving visitors destination. Honestly, it would not have the same feel or appeal if it wasn't a tourist town.. We love seeing all the visitors and weddings on the water front. We also love running into our neighbors at American Fish!

The small town, friendly character of Southport

Community of friendly neighbors.

I value the quaint throwback feel of Southport. Safety is also a top priority for my family.

Beautiful small sea town

Community water let's keep it charming

Small town feel, proximity to the water

The natural environment/waterfront

The small town atmosphere and walk ability of the area.

Close to ocean, nice people, plenty of good restaurants, lots to do.

Charm

The small seaport feel. Safe living. Friendly people. Love the "Don't change Southport, let Southport change you" concept.

The walk- ability to the shops, waterfront park, downtown area.

Beautiful small town by the coast

The charm and character of a small, historic town.

The way Southport IS

Scenery

Uniqueness

Small friendly town with gray natural resources including access to the water.

Small town feeling

The quaintness

Older small town appeal

Safe beautiful community

Historical small town feel.



Walkability, the people I know, great restaurants

The small town vibe, it still feels unique and special - not commercial.

The remaining trees

Small town feel

historical quaint homes and neighborhoods

Small town environment/safe community

Historic charm

Quality of life!

It's historic small town charm

Its small town character and eclectic beauty

Charming small town with a beautiful waterfront

Small town and historical significance

The ability to park, walk, and shop at local businesses.

Small town

I miss the Southport of the late eighties/early nineties. The small town feel and uniqueness of shops - not box stores was a big draw to the small town that is now not so small.

Small town charm.

Local charm and history

Low crime rate

Historic Charm of downtown

Character

Salubrious breezes

The way it was!!!

Small coastal town feel.

Small town feel

Small town feeling of community

Community and history

It's quaint small town feel and beautiful scenery. Dog friendly.



History and old buildings

Small town charm

Small town life

The support for small business and the arts

Small town living but southport could take note from Downtown Statesville NC and it would be absolutely amazing. Start gearing events toward younger families and not 82 year olds

Preserving history and protecting it.

Love the small town aspects (quaint, southern) along with the beautiful live oaks and waterfront.

I value the family environment however i have a disabled child and would love to see more accessibility in shops, sidewalks, parks, and more.

Small hometown feel and many trees

Access to the waterfront.

Coastal living. Easy access to parks, water, history, small businesses

Slower pace of life

The people and downtown

The salubrious breezes, the history & the small town feeling

Small town - Southports history

Small safe town

The historic character.

Beautiful waterfront

Waterfront restaurants

Winter, when the population is smaller.

Cater to permanent residents, not tourists

Its "remote" location in the region. I wish I could also say its pervading green-spaces, serenity and the yesteryear feel of quiet neighborhoods and safe, peaceful walks, but those qualities are severely and I fear irrevocably threatened.

I used to value the peace and quiet and slow pace

Small town feel



Our sense of community.

THE PARKS 7 LOOK FAORWARD TO THE ALL-INCLUSIVE PLAYGROUND

Quaint home town feel. But this is quickly evaporating due to the exploding number of newly constructed housing developments.

The Cape Fear River

Quiet

Small coastal village.

Small town ambience

Natural beauty and historical significance

Walkable to an extent.. low crome

Tradition, history, and nature. Prevent the building of new structures within downtown and promote a safer pedestrian environment.

Beautiful seaside town

The historical aspect, the water access, small business growth and opportunity.

Views and access to water

Small town with coastal culture

Small town coastal life!

Small town charm.

Southern charm

Small town feel with many options for shopping and engaging outside. Love the big trees and laid back lifestyle.

Small town, focus on people

Welcoming lively community with parks, art, live music - Yacht Basin is beautiful but needs dredged

Small town atmosphere

The small, safe charm of the town.

Small town environment

Small town feel

Small town character and waterfront beauty.



Maintaining the small time charm and ensuring the usable and accessible riverfront is protected

Character and small town feel

Small town nautical historic charm

Small town, friendly environment

The small town local feel

Small town feel. Quaint, easy to walk, people always happy. Voted happiest seaside town for good reason!

The small town on the waterfront feel. The sense of small community.

The variety of small businesses

The small town feel and local business

Unique historic feel with waterfront and small town charm

Waterfront

Lots to do.

I love the coastal small town living. Even though it's small Southport offers people lots of choices in restaurants, shops and entertainment.

Quant, charming, Historic Sea Coast Town

Small town feel

Non touristy...(although that's being ruined day by day) small town feel ... quaint and safe ... the oak trees!!

It's history, beauty and quaintness.

Our great residents and small business owners.

Small town living

Friendly and slow pace

Small town feel

It's quaintness

Quaint historical character, Mayberry by the sea

Small town

Small town, friendly neighborhood vibe, safety and trees.



Walkability and ease (usually) of parking.

Small town chatm

I value what is left of the natural environment and history.

Small town character.

ability to walk from my home to the downtown shops and resturants

It's small town charm.

Friendly people, small town feel, slower pace.

Small town feel

Franklin Square Park and keeping vendors and markets out of it. The NC 4th of July Festival needs to be rethought and smaller. The town can't handle all of the people and it has become a state fair instead of a festival.

Small town charm, friendliness, natural beauty

history and nature

Small town charm on the water

It's small town fishing village atmosphere

The historic charm and sense of small town community

Small town feel

Community, entertainment

Its character and walk ability, would like to see LSV expansion

Small town feel

small walkable town

Small town feel

Small town atmosphere, shops and restaurants, beauty of the water

Small, quaint town with one-of-a-kind waterfront view

Small historic town

Small town community for raising our children

I value the charm, the people and the community of Southport. To me Southport's leadership has gotten power hungry and losing its small town for the people touch.



The character and charm of downtown.

The small town feel

people

Quaint neighborhoods, seaside village, waterfront and historic areas.

The small town, close knit community feel.

The waterfront. Followed closely by a casual small town lifestyle.

Born and raised here, high value in knowing everyone in the neighborhood. Limiting the pace at which growth and development is occurring without proper planning as the town has long been known to do.

It's low density, small town charm with access to the water.

Not losing the small town feel

The ability to walk to shops and restaurants. The view!

Safety

Its a small town

Small town charm

Small town vibe

LOW DENSITY housing

The culture

Hometown feel

Small town appeal. Downtown waterfront

Small town. Quiet.

Small family town with some tourism. Green spaces and farmers market, museums

The small town charm, the slower pace, small locally owned businesses and the feel of Downtown. All of these would be threatened by over development and overly populated additions to the area.

Its quaint character

Small town feel with TREES!

The small town vibe!!



Less growth

The small town feel and walkable community

Unique, historic, back porch feel. I love the trees and do not want any destroyed for more neighborhoods!

The maritime history (would love a memorial to that on the waterfront!) & quaintness (which is eroding due to too much construction & increasing population).

Small town atmosphere, Live Oak trees, open space and keeping city right away open for parking.

The small town charm and the people

Small town charm

Restaurants and waterfront

Everything about life is easier than where I came from.

Small, beautifully tree lined town; no tall buildings, historic vibe; safe.

Small town feel, natural marshes and waterfront

Small town feel

Small town atmosphere/living

The small town feel on the water.

Local shops and restaurants

The feel of quaintness of the town and access to the water for paddling to BHI

History and vibe

It's comfortability

Small town with strong character and sense of community.

Keeping it small and peaceful

Sense of community and vibrant downtown

Quaintness

Small town, friendly atmosphere with access to green space and water

Small town atmosphere, access to water, trees and natural beauty

Small town feel



Small town lifestyle

Small family oriented

Small town, conservative feel.

I used to value the neighborhood but recently a developer was allowed to build a building so close to my bedroom window that I have no privacy and I'm now living behind a wall. This was a result of getting a waiver permit even after I sent a letter of non support and my reasoning. Which I later was told my letter was not read by the board so not entered in the record. There is more to the story but the city failed me by letting a developer submit multiple plans and get exceptions without considering impact on my property. I want these practices and lack of consideration for existing properties to be changed.

I value the small town characteristics, which are rapidly disappearing with the out-of-control growth and influx of national retail businesses.

Small community friendly people and art and festival events.

Sense of community

Community

small town with attractive waterfront

Small, residential community, natural beauty and access to quality healthcare and services

Small town feel

The historic nature and how the residents have allowed Southport to be Southport

Small town life with incredible natural beauty

Small coastal town vibe

Small town atmosphere

Small town feel with local shops restaurants. Few chains

Location to coast.

Cape Fear River, proximity to Caswell Beach, NC

Keeping the height restrictions and therefore controlling possible change towards city feel.

The Entire Character/ History/ and the great people

Small town, friendly feel with local businesses

The small town coastal and historic feel



The small town community. It's so great to live here!! We do not need to try to cater to tourists and what they might want. We don't need more shopping centers and more stores and development. We have plenty. If people need something they can go to Leland or Wilmington. We live here for the small community. The full time residents r the only ones that should have a say in things!!

Small town, All-American feel. Not many remain. Don't try to 'make it better'. Let it be what it is.

The small town vibe on the water with shops and restaurants

Its charm

It's seaside small town appeal

Small, hometown feel and young families having the ability to live here

The hometown feel!! We chose Southport as our forever because it had the hometown feel, a great and safe community, and fun nearby activities.

Small town charm and history

maintaining the integrity of our small town

This is where I grew up. It is home.

The vibe when we got here. Small town by the sea.

Knowing everyone and being known by everyone.

Small town living with access to the water

The small town feel, variety of natural fauna and the maritime activities and anything attracting visitors to the river front.

Small town feel. Walkability.

Quaint, small town character, genteel Southern charm and friendly atmosphere.

The economy generated from visitors

Lovely neighborhoods shaded by oak trees. Walkability. Peace and quiet.

small town atmosphere and proximity to water

Community

Character of the downtown businesses and the waterfront

Its historic character and the ambiance created by conservative and thoughtful preservation.



The people! Don't choose policy over people. The residents make this town so special and beautiful!

It's small historic town

Historic architecture and small town feel

Small town living

Since of community - the involvement of the residents

MOVED HERE FROM AN AREA STUDYING THE WALKABLE URBAN MODEL FOR GROWTH. SOUTHPORT HAS THE WALKABLE URBAN MODEL WITHOUT LIGHT RAIL, ETC. EXCEPT FOR A GROCERY STORE WITHIN THE CITY LIMITS, MOST OF MY DAILY NEEDS ARE MET WITHOUT GETTING INTO A CAR. MAKING MORE AREAS ACCESSIBLE BY BICYCLE BY ESTABLISHING DEDICATED BIKE LANES WOULD BE A PLUS.

Location, art vibe, small town living

Safety, conservation, affordability

Small town, historic, friendly, beach and maritime vibe

Small historic town free of crowds. I am extremely concerned that overbuilding in this area will destroy the city of Southport with overcrowded conditions and overcrowded bars and resaurants and no place to park

Small town feel

Small town feel. It's going away Politicians want \$\$\$ we want old town charm

Small town atmosphere

Friendly people, volunteering, relaxing life

Small town charm and quaint feel.

It's character and closeness to the beautiful waterfront

it is where I live and work

Quaint small city with inviting characteristics

The eclectic nature and small town feel of Southport without the HOA intrusion on personal freedoms (although some Board and Planning Development individuals seem determined to ruin



The small city feel. Protecting our waterfront

The unique character and feel of a small Oceanside town. The lack of corporate chain retail adds to the charm and patronizing locally owned is preferred. The "Don't change Southport. Let Southport change you" signs are the absolute best example of the feeling we have and why we were immediately drawn here. Identifying those qualities and preserving them is the #1 most important thing to do.

Small town living

The waterfront and the quaintness

Walkability

Small town charm

Small, but vibrant town feel.

It's small town feel which is quickly eroding

Charming small town feel

Small town atmosphere

The small town neighborhood atmosphere near the water.

Access to the Waterfront and local businesses that make it seem quaint

small town

It is a condensed community with excellent small business and locally owned restaurants. I value my access to the water for paddle boarding and the ability to ride my bicycle throughout town.

Small town with great shopping and dinning and access to water

Community feel, historic architecture, water beauty.

Small town living not over regulated

Waterfront character

Walkable Downtown

The way it was not the "theme park" it has been allowed to turn into....this city is out of control!

character of the city and safety

Water views, wildlife, historic preservation, and safety.

The people and culture



Walk ability, but that is getting less safe.

I once valued the small town charm, however in the past three years the charm is quickly diminishing. It's being over-populated, I the town can't keep up with the over population and housing is quickly taking over.

Small town living

Small costal town with many local small business and restaurants for residents and tourists to enjoy

Beauty of River and properties

Small town character and limited development

Natural beauty and charm

Historic homes charm (got this way without any city directives), oak trees, river views. I also enjoy high quality restaurants that are an anomaly for such a small town.

Small historic town charm, great neighbors, good restaurants.

Unique town w history

Small town

Small town feel. I love how quaint the town is and I don't want it to become a Carolina beach

Home

Small town atmosphere

Small town atmosphere; unique shops & restaurants

Small town feel, appreciation of town center and water view, community events like concerts on the green, local cultural events.

Climate, small town atmosphere

Small town charm and friendly residents.

small town coastal charm

small town charm

Small town atmosphere with healthy small businesses core

Quiet neighborhoods and slower pace.

It's sense of history.

Its charm, nice neighborhoods, no chain stores in city.



Restaurants

Small town feel and free parking.

Access to boating and fishing

Small town feel, people are friendly, local vendors & business people.

Great music, art and small town vibe

Small town feel. Large town ammenities.

Small town and historic history

Small town feel with local boutiques and restaurants.

Character, including capped development

Preserving history and small town atmosphere

Downtown and the people

Uniques Small Home Town USA

Southern coastal small town vibe, stores and restaurants

Small town feel with local businesses

Small town feel

Keeping the small town feel and the historic houses. No fast food or chains in the downtown.

Food and kindness

walkable, quaint, safe

it's small town feel and charm. Southport is a very unique town because of its history and location. So far, Southport has done a good job of maintaining its charm, but there seem to be influencers that want to make money from developing Southport. No to that! SP doesn't need to be all things to all people. We don't want it to become another Oak Island or Leland. I believe in the saying "let Southport change you, don't change Southport." There are very few spots left on the East Coast one can call "quaint". Don't destroy the quaint feeling of Southport by over developing and changing it character. There is a lot of room outside of Southport developers can ruin and make ugly. Send them outside the Southport city limits with their big developments. I don't want to see that in Southport city limits!

Small town feel

Lots of local businesses gives it the unique charm.



Lots of local businesses gives it the unique charm.

The small town feel

Charming Family Friendly Coastal Town with a vibrant arts and restaurant scene.

Quiet. Fewer weekly rentals than other coastal communities. Small.

Small town coastal, historical, cultural feel. Local businesses.

Trees and neighborhoods

Friendly, small town, "All American" feeling

This is a loaded question. Southport has a beautiful waterfront and does many things well. Traffic in and out of downtown is a disaster. And while preserving the character, it certainly needs to attract new businesses and commercial enterprises and some of the eyesores that are vacant or need to be condemned on Howe St., the City needs to deal with it - buy them and sell them - just improve the overall look of the corridor coming into downtown. This is a common statement I hear as a resident, whether expressed to you in this survey or not.

Small town

Small town living & the ability to walk everywhere.

Water. Size.

Being able to walk to places of interest to me: library, shops, post office, dining, grocery or convenience store

Small town feel

Historic neighborhoods and friendly neighborhoods.

Small town vibe, water views, history, charm, local restaurants and shops, hospital.

the historical houses and buildings

Historic preservation

Historic neighborhoods.

The small town environment

It's a relaxing town

The people

Sense of community and coastal living



The people

Identity, sense of community, and size

Small quaint town with local businesses

Small town living

Small town friendly

Friendships

Small town feel

The citizens. Mostly friendly and amazing.

Unique shopping, waterfront views

The people. The walkability downtown.

Historic, small town character

That is a small town and a lovely community by the water

Small community town, not a beach town.

Small town charm and values. Access to the water

Friendly people

Small town feel.

Small town charm

Friendly relaxed atmosphere

Small charming friendly town

small town feel

Downtown

Small town

Natural beauty

Safe, small town, local/small businesses

Small town, beautiful waterfront and historic district

I value that Southport is a small town. I moved here specifically because of that.

Low violent crime



Small town feel and friendly people. Natural beauty. Please preserve the trees, marshlands and animal habitats!

We loved the small town feel of Southport and affordable cost of living when we moved here 12 years ago. All of that has changed drastically.

Small town, friendly feel.

The small town characteristics. The historical, cultural and uniqueness of the town.

small town feel and access to water

River walk

Small town sitting.

The quaint non commercial small town feel

Free parking

Free parking and being able to sit in the blue chairs at Fort Garrison watching the river.

The small town feel, slower pace living

I used to value the small town feel. It's too crowded and the city govt only cares about gentrification. Generations for poor citizens are being taxed out.

Small town vibe

Location and small town vibe

Small town feel

Small home town environment

Close to beach and small town but needs quaint modernization

Small town and natural environment

Not commercialized but growth thru tourism

History and small coastal town vibe

It's small town and friendly atmosphere.

Small town feel & beauty of riverfront

Small town feeling.

Small town, good people, safe, historic and places of business.

Being in a coastal town is a little bit of heaven for me



The natural beauty and charm. Small town feel.

Charm, size, Small businesses. Restaurants, walkable, friendly, safe

The trees access to water and the Small town community and business owners.

The small town quaintness (which is now endangered due to overdevelopment)

Small town.

Small, unique, safe town

Small town friendliness

Historic charm and safe living

Small downtown charm

Small town vibe/weather

I love the rich history of Southport and access to the water. I love the small town feel that seems to be slipping away.

Walkability; close community; integrated charm

Small town charm and natural feel. Big beautiful trees

Small town close knit community. Really wish it would stay small and limit growth of large commercial space and more housing developments

Small town living

Small coastal feel

Walkable, access to amenities, i.e. restaurants, shops, cultural opportunities

Old historic town

Small town walkable feel safe. Something to do sometimes. Water front restaurant. Shopping. I can use my golf cart.

Peaceful waterfront

the historic vibe, the quaint city, the trees - the tall pines, planned development that keeps Southport as Southport



Small town charm

Quaint small town feel, historical homes, natural beauty and all local business in downtown

It's where I grew up, and it has many small businesses that I care about. It also has historic value that is important to the development of the United States as we know it and it would be a shame if we covered that up with ugly new houses and no new jobs.

Easy lifestyle with slower pace

It is where I grew up and where my family lives.

Small town feel

Small, friendly town with natural beauty and historic homes

Welcoming community

Quality of life

Small town atmosphere

Walkability, Historic Homes, Restaurants, Entertainment

the waterfront

pace

Ease of walking, to restaurants, retail, the water

Small town historical charm.

Friendly, small town atmosphere

Small town ambiance with historical character present in the general downtown commercial area. Still a generally friendly population.

Safe small town charm and friendly people

Being able to walk around a beautiful downtown.

small maritime town feel

It's character, shops, activities and location at the water

Small town living with adequate amenities and entertainment ootions

Small town feel

It's my home town. Having said that, I am distraught at what I'm seeing take place now - TOO much traffic, TOO many people, & the quaintness disappearing.



Small Historic place

Appreciation of the volunteer spirit that so many bring to Southport - pride so many of us have in our town

Small town living

Small town feel

Downtown area

Quaint and small nautical city with a lot of history and locally-owned stores, restaurants and drinking establishments. A fun place to visit and spend time, especially with out-of-town visitors (we live in St. James).

Being born and raised here

Generally a quiet, safe place to live and access to downtown and the River front. Love the water, city pier, watching the ships and water access.

Don't change Southport let Southport change you

Small town living

Small town feel

Small Town Character

It's small town charm that is the hidden gem

Small town hallmark feel. Safe to walk around without worry.

The feel and ease yo move around

It's small town character, which is rapidly disappearing.

Small Southern town charm

Small residential town, non-commercialized feel.

location

There is enough of a variety of things to do here. Anything from small restaurants and bars to the outdoors.

Small town feel

The character and charm that is slowly going away with over-growth.

Small town atmosphere



It's small town character, which is rapidly disappearing.

Small Southern town charm

Small residential town, non-commercialized feel.

location

There is enough of a variety of things to do here. Anything from small restaurants and bars to the outdoors.

Small town feel

The character and charm that is slowly going away with over-growth.

Small town atmosphere

What is the most important issue the City will face in the next 5, 10, or 20 years?

poorly done overgrowth

Keeping the tax rate down. Infrastructure

Too many people

Infrastructure keeping up with growth.

Infrastructure keeping up with growth.

To much growth.

to many people, mismanagement

Streets for the traffic. Services like Doctors police nurses firemen and all the equipment that goes with it. No one will be able to afford living here. I saw it happen in Long Beach Island NJ. And Sag Habor NY

Not overly catering to tourists.

Over crowding and failure of infrastructure

Traffic control and affordable housing for workers.

Growth



Over development. I get it. I wanted to move here for all Southport has to offer but without proper planning development will turn this lovely area into another overgrown, overpriced, congested town that used to be quaint and inviting.

Over development and becoming just another waterside town over run by tourists.

Growth and Infrastructure

manage growth

Road system not adequate for the number of vacationers that come to this area from May thru December. Parking is also an issue too.

Traffic and parking

Overpopulation, lack of ingress/egress(ability to evacuate in emergencies), infrastructure not keeping up with population

Population

How to manage overdevelopment of Southport while managing the influx of visitors from overdevelopment in all of Brunswick County.

Population growth

Infrastructure Improvements

Keeping development at bay and developers with thier blood thirsty longing

Growth and infrastructure

affordable housing

Too much expansion, too fast. Infrastructure cannot support at the rate we are going.

Excessive development. Rising sea level and climate change.

Protecting property owners

Overdevelopment of residential uses

Insurance

Direction of growth-maintaining integrity of the community or selling out to growth

Over-intrusive development/traffic Proliferation of harsh LED lighting ignored by city administration.

Juggling quaint town with growth



Infrastructure upgrades

Affordable housing

Infrastructure for the growth we really can't stop.

Over development with services being developed at the same pace or quicker. It is very hard for new arrivals to find doctors / dentists now

Growth, yes it's going to happen, but let's make sure the new development matches the old so it all blends and the city keeps its charm.

Zero infrastructure. Decision makers who are unqualified to make decisions

Growth.

Building/Population explosion that is out of control projected buildings downtown will ruin downtown charm which is so sad & residential areas.

Preserving the historical charm of this quaint little fishing village

Not being the small quiet Little town.

Tourism and growth bring tax dollars. If we don't have the tax dollars, it is much harder to meet the demands of a small town on the water front.

Rampant growth and accompanying traffic

Development of dense housing that doesn't have the same architecture or landscape of the existing town. It has already happened with the Haven development downtown and all the housing down 11th.

Overgrowth that could undermine the small town feel that so many residents and visitors value.

Population growth and access via 211

Drinking water -growth -over building -long term town plan is needed. Sunset Beach did a good job - commercial has a look, the developments- common areas landscaped beautifully

Overdevelopment, traffic, high utility bills

Tax base to support growth. There are not enough commercial businesses to lessen the residential burden and residential taxes will not be able to provide needed services

The town will definitely face issues with infrastructure unless those areas are included in the long term plans. Also, having to pay taxes in both Brunswick and in the town, limits the people who can afford to live here. No simple answer, but it is a concern.

Overbuilding



Raising costs

Maintaining/building infrastructure ahead of population growth. Fixing water quality.

Traffic is becoming a problem. There needs to be a parking lot somewhere off Howe Street for visitors to downtown . Please do not put in ugly parking meters anywhere!!!

Rapid growth and development

Development and affordability

Managing growth

Too many homes.

aging population - workforce

Traffic associated with continued growth.

Money, spending money you don't have

Growth

Controlled growth

Growth

Having an honest, transparent, board representing the citizens desires. Capitalizing on tourism through paid parking.

Development.

Limiting big box store take over or major expansion

To many road ways leading toward a already crowded Southport

No infrastructure to accommodate the growth.

too much growth. stop building sub divisions!!!!

Overcrowding

Traffic, new developments

Growth

Over population

overdevelopment in Brunswick county

Parking

too much building of poor quality high density housing



The lack of well-considered thought AND honestly good intentions AND an EARNEST love of HISTORIC Southport. (Walk the talk, people.) Also, catastrophic storm flooding, extreme storm damage, loss of natural landscape, ecosystem/wildlife due to destruction of wetlands and indiscriminate mass clearcutting of trees, careless ignorance, lack of foresight, brashness and sheer greed.

Overpopulation. Collapse of infrastructure. Even more inflated costs.

Traffic, parking

Growth outside the City, along the HWY 211 and 133 corridors.

THE SAME ISSUES IT FACES NOW. THE BOA CAN'T EVEN MAKE A DECISION FOR OR AGAINST THEY JUST PUT OFF EVERY DECISION NEEDED TO BE MADE!!!!

Rapid growth

change through overpopulation and traffic

Politicians

Improve the structural continuity and esthetics river shoreline. Public parking structure might help.

Growth

Managing growth to preserve the character of the community

Over expansion/lack of medical professionals and similar

Population growth and modernization.

Rapid population growth

Over development, loss of environmental habitat, loss of trees

Control growth and rising costs

Leadership

Managing development in a way that expands the town without losing its charm. Dealing with traffic

Increasing frequency of tropical storms/hurricanes.

Population surge

Allowing for growth without restricting people who currently live in town too much.

Getting a decent city manager in here who works well with others.

Development outside of downtown, congestion coming into town, and parking



Unsustainable growth

Managing the over development. Balancing need for income with greed of developers. Tax tourism items/uses more could help with income.

TRAFFIC

Population growth and infrastructure

Overpopulation turning the area into Myrtle beach

Growth

Too much development, taking away the charm. Limited green space and too much traffic already.

Over growth of business with no one to work. Over elderly population

Growth and infrastructure. Historic downtown needs to remain quaint and quiet. No 3 story bars

Affordable housing & bringing in younger families

Making changes that would affect tourism.

Stressors from overdevelopment

matching the need for shopping and eating resources with appropriate locations

Sea level rise and over population

Over development and loss of character that drew people here in the first place

Balancing Growth and Change

Over population, rising housing costs and getting workers to work here due e higher housing costs,

Effects of climate change

OVERDEVELOPMENT

Overcrowding. Unaffordable

Traffic flow, maintaining the charm

To much growth with realizing that infrastructure, schools , medical , safety need to be considered

unchecked growth

Urban forestry preservation

Over crowding

Traffic due to over growth



It will lose the quaint village feel with all the building of new neighborhoods /townhomes

Over development

Traffic

Infrastructure decline

Traffic , not enough people who use town pay taxes

Over crowded

Generational transition as the population is widely regarded as very old. What happens to the businesses and properties as they pass away? Need to encourage younger blood to come into town by encouraging those opportunities.

Too many people who don't understand the value of keeping a small town small!!

Controlling growth for infrastructure and crime.

Too many yankees & illegals

Overgrowth

Sea levels rising

Controlling the growth and managing infrastructure

Size

Over development and expansion

Managing Growth

Rapid population growth

Growth

Preserving 250 years of history

Mix of affordability for residents and environmental and climate issues - hurricanes as only part of the issue.

Population

Development

Affordable housing, aging population, lack of workers for local businesses

Infrastructure



How to keep development from changing the town ethos.

Infrastructure to maintain tourism industry

Pedestrian safety, due to lack of sidewalks. Crosswalks, a lack of traffic signals, & speeding issues.

Over population/ loss of everything that defines Southport as a quaint small town.

Growing too big too fast

Infrastructure

Infrastructure to support city growth

Expansion

Paid parking, against it

Storm impact.

Taxes, they are very high, yet the historic downtown is not showing of a vibrant well manicured city.

Good management at City Hall

Development!!!! Tacky fast food and horrible signage.. Southport is being ruined by developers and real estate agents that sit on the board and vote themselves rich.

Development, parking, traffic

Dealing with incoming visitors on Howe street and downtown, as developers build more and more homes along 211, 87 and other tracts. We are in a gridlock situation already on Howe not sure that the 211 widening will reduce our traffic jams on Howe.

Subpar building requirements.

Over development

Slowing development!

Over crowding and clear cutting

Growth! Crowding, traffic, need historical preservation, need stricter building codes for both comm and resd. In order to preserve character. Stricter on commercial signage, and choice of business allowed downtown. Need a vision statement to adhere to.

Over development

Overdevelopment and unbalanced budgets.



Accommodating growth (traffic, parking, etc)

Overcrowding and infrastructure

Continued influx of new residents to the area and lack of space and infrastructure to support them.

Affordable housing.

budget issues. getting the alderman to make decisions

Over development

Managing growth, maintaining small town charm

Controlling growth

Traffic and tourism. Southport doesn't need a tourism department or festivals every month to attract people. This town is out of control!

Parking, too many people, traffic

historical and nature preservation

Residential development and infrastructure challenges

Overdevelopment

Population growth and maintaining the charm when faced with the rise of new development that doesn't fit the existing architectural landscape.

Transportation infrastructure

Over development, missing infrastructure

Environmental, storm surge, etc

Population growth, potential crime

traffic

Uncontrolled growth and lack of infrastructure

Traffic and overpopulation

Funding to maintain and improve infrastructure.

Traffic/population

Development

High fines for the citizens and over development



Responsible growth

Overdevelopment

growth, taxes, loosing its charm

Traffic. NEED TO SLOW DOWN TRAFFIC! Enforce and give out tickets, control visitors. Love tourists but the tourists cannot control, damage, disregard, or make it unsafe for others. The two biggest issues to me is traffic control(slow down!) and compelling house remodels to either finish the job in a reasonable timeframe or tear down the structure (eye sores!). Pick up your lot property and maintain the Beauty of Southport and Oak Island.

Rising cost of services

Managing growth. Containing it if possible and making it palatable as a minimum.

Growth, and building/development, higher buildings shouldn't be permitted and ordinance on neon signage needs to be implemented, so we dont look more like oak island and myrtle beach... tacky.

Unrestrained growth!

Over development

Growth

Growth

Climate change/natural changes like flooding damage

Overdevelopment

Affordable housing

Rampant overdevelopment. Developers desiring high density.

Growth

Managing city budget and controlling costs.

Population growth

Development and the push for more resources that will drive pressure to raise taxes and increase tax base through growth.

Over growth

Overpopulation and excessive growth.

Growth and traffic



Controlling the housing growth. We need more healthcare options.

Overgrowth.

Population explosion

Southport needs to stop overdevelopment and eliminating forestry Development only causes bigger headaches with infrastructure and traffic.

Land/tree/waterway preservation

Keeping up with infrastructure & avoiding over building/population.

Providing enough Parking needed for the volume of visitors and traffic issues with Hwy 211 becoming 4 lane and dumping traffic into Southport's two line roads.

Lacking infrastructure for growth and not making financial preparations for the repair and replacement of infrastructure as it ages. There also needs to be more emphasis placed on keeping this a family friendly location with amenities that serve children and families, not just the retirement age residents.

Population explosion and AFFORDABLE HOUSING FOR SERVICE WORKERS!

Overdevelopment all around

Affordable housing

Too many homes being built, too many people, too many vehicles, all with one way in and one way out of the area.

Population growth, maintaining its small town charm, utilities

Growth

Residential development

Congestion, loss of open acreage for wildlife and flooding.

Overcrowding of people and cars

Waterfront stabilization

Infrastructure

Overpopulation/development

Rapid development.

Over development



Managing traffic and development

Overdevelopment and overcrowding on roads. Especially 211

How to plan for and then manage growth, including creating the needed infrastructure

Traffic and congestion, public utilities, storm water and flood control.

over development

Overwhelming Tourist Population

High water

Rich newcomers ruining the small town vibe.

Having a city plan that encourages minority participation that protects property owners from builders that manipulate regulations that reduce other property owners value. Southport development has no plan.

Out of control growth.

Growth can damage small town feel

Mitigating development and clear cutting of trees in downtown and surrounding area to make way for neighborhoods.

Sustainability

control of housing spread

Focusing on serving the folks that actually pay taxes; streets, stormwater drainage, sidewalks, etc instead of tearing up neighborhoods that have been maintained and beautified by owners at their own expense. The unchecked development along 211 is creating dangerous evacuation issues as well.

Growth

Overcrowding, erosion, and lack of parking and resources to accommodate everyone

Overdevelopment and influx of residents at a rate it cannot handle

Infrastructure given projected growth

Over crowding, traffic, taxes.

Climate change

Affordable housing



Affordable housing

growth and parking

The money this town takes in due to tourism that is dispersed throughout the entire county divided by population that cannot be used to maintain our small tourism town. Why can't this be addressed to solve some of our ongoing huge issues?

Over development for housing

Too many people won't remain small town (don't be like other towns near by that used to have the same qualities but valued growth and money and have ruined the feel of the area

Over development. The house building needs to be stopped as much as possible!!!

Trying to bring in more people and become something it isn't.

Too much growth/traffic

Traffic

Transportation in and out of southport. Access

Lack of workforce

Retaining the hometown feel. But it is extremely important.

Traffic and Storms

new residents trying to change Southport.

Population boom and inadequate infrastructure

Effects of global warming. Population growth.

Funding, funding, funding.

Population growth

Overspending with tax hikes and overstaffing. Failing to be judical with small town resources.

Buckling to PUDs.

Stable infrastructure

Controlling & managing Growth & Development.

Need more recreation

Traffice due to over development. Too many t-shirt and souvenir shops downtown instead of actual businesses that serve the needs of the local townspeople.



too much development for infrastructure (primarily roads) to support; water quality

Controlled growth

Control of growth and infrastructure

Deterioration of historical buildings and the loss of traditional values in favor of money making schemes. I.e. paid parking.

Over development

Sea level rise

Not overbuilding

Infrastructure and overcrowding

Aging infrastructure

HOW WILL SOUTHPORT MANAGE ITS INFRASTRUCTURE. WITH THE LOSS OF ETJ AND THE INABILITY TO EXPAND (ANNEX) THE CITY IS FROZEN IN TIME. THE INDIGO DEVELOPMENT MAY BE GRANDFATHERED IN FOR SOUTHPORT TO CONTROL - HARD TO TELL FROM MEDIA REPORTS. IN THE NEXT FIVE YEARS: FINISH CONVERSION TO UNDERGROUND UTILITIES CITY WIDE. BRING IN COMPETING ALTERNATIVES TO SPECTRUM (ATT, FOCUS) WITH HIGH SPEED BROADBAND. ENCOURAGE UPGRADE FOR BETTER CELL SERVICE FROM THE MAJOR PROVIDERS. RESOLVE THE ISSUES SURROUNDING THE PUBLIC RIGHT OF WAY USES, THEN ENFORCE THEM. THERE ARE 90' RIGHT OF WAYS THAT SERVE TWO MASTERS - THE OWNERS WHO IN SOME INSTANCES HAVE NO OTHER PARKING AVAILABLE, AND THE PUBLIC NEED (RIGHT) FOR USING THAT SPACE. TEN YEARS: GET FUNDING FROM THE STATE AND CREATE WIDER LANES AND BIKE LANES ON EAST LEONARD ST., MUCH THE SAME AS EAST MOORE ST. WIDEN FODALE AND STUART TO THE SAME WIDTH AS 11TH ST. SIDEWALKS THAT CAN ALSO FUNCTION AS BIKE PATHS ALL THE WAY TO OUT HOWE ST. TO AT LEAST WAL-MART.

Parking

Managing growth and development, traffic patterns and flow

Over growth, development, over crowding

Without a doubt, over crowded conditions

Overpopulation

Overpopulation



Population growth

Infrastructure upgrades, parking, historical preservation, control development sensibly and find ways to generate more income from tourism.

Development and the challenge to maintain the small town feel.

Infrastructure maintenance and improvements.

I guess we will see

Managing the traffic inflow after the 211 project is complete

1. In 5-10 years, it will be an aging population (average age is above 65). The healthy older folks will need to be able to walk to small stores and cafes (with small packages). Better streetlights and sidewalks are necessary. 2. 10 - 20 years, Southport will be seeing new families as they inherit homes or the sons and daughters sell them for inheritance. SP will in 20 years be competing with Holden Beach and Calabash which are beaches for families. To be different, SP should remain small town, walking, picnicking, and creating an old time feel for a day. There will be the threat of overdevelopment from St. James and the subdivisions along 211 who clamor for more businesses in downtown SP. If SP overdevelops, then it will lose its character and uniqueness and because it has no tourist beach, it could become a dying town.

Where to begin? Infrastructure. Waterfront, lack of parking

Understanding what made Southport special and maintaining that at all costs. Southport is why people are here.

Too much Housing growth

Make necessary improvements for current and future Flooding as well as pedestrian safety along Yacht basin and Bay St.. Find a way to help drivers understand that yacht Basin and Brunswick st is one way! As it has become a terrible safety concern and creates frustration with those visiting southport. Return Short st back to its original direction. it has been a needless frustration for anybody traveling along yacht basin. It is a hazard for all of us! it is nothing more than a private street for only a few residents. We need trash cans and regular liter clean up. The liter around Fishy Fishy is ridiculous! The entrance into Southport is a joke! Our sweet little town deserves something much more charming and welcoming than what's there. Golf cart drivers need to be subject to all moving vehicles. They drive like the laws do not apply to them. Deal with this. Lastly, we need a small, charming food market within the city limits.

Losing it's charm and the vibrant, small town quality



Handling growth and infrastructure. I have lived in two other "charming communities". Both were ruined by unbridled growth/sprawl and unaffordable housing for working people.

Waiting for the long time residents who want zero improvements and that think they run Southport to die.

Overdeveloped

Boating access to local businesses

Getting to big & crowded

Ability for the services (water, sewer, roads, medical and schools) to support growth

Traffic. Littering (including messes left by road work)

Commercialization

Congestion. Lots of people moving to the county and the town is not set up for parking, and traffic coming in/out of town. I wish there was an alternative way to get in/out of town besides N Howe to 211

Excessive development

Parking, controlling expansion

Managed growth

Overdevelopment, commercial retail chains pricing small stores out of business

Flooding

1. Managing parking and access. 2. Preserving the historic architecture and overall small town "feel"

Over development, infrastructure and grocery stores unable to support the growth.

Too much development especially of "cookie cutter" houses.

Sea water rise, housing cost

expansion without services, e.g. medical

Managing and controlling development. Set high standards to save the history and charm. That means preserving the historic buildings, parks, businesses, trees, scenery, waterfront, and neighborhoods. Have strict building codes to preserve the look and feel of Southport. No high rises, no McMansions. Preserve Southport - don't change it.



Keeping up with infrastructure along with growth of population and development

Maintaining the growth within reason. Keeping trees, do not destroy the character of Southport.

Traffic/parking

Keeping Southport safe, addressing homeless issues.

Too much expansion.

Unmanaged urban sprawl not consistent with the charm of a small coastal town. Lack of preservation of natural habitat.

Adding more sidewalks increases in shops and restaurants

Affordable housing

TRAFFIC

Lack of enough medical care.

Lack of parking. The city should have out of town parking with a trolley service to designated stops downtown.

Uncontrolled growth, piecemeal decision without using a vision mapped through the master plan for decision making and traffic(lack of parking but lack of public transportation.

no answer

Stop clear cutting and developing

Infrastructure and beach erosion

Growth that the current infrastructure will not support

Overdevelopment. Let's first better maintain and improve what we already have before considering new projects.

Over expansion and problems with infrastructure

Overdevelopment which will lead to loss of charm

People moving from other cities and towns and wanting to change Southport to the way it was were they came from

Cars from new neighborhoods within 25 miles from Southport

Infrastructure-no accountability from developers

cost of living - high taxes



Poor condition of City facilities

Traffic and parking. I like to ride my bike but no bike lanes make it unsafe

Overdevelopment out of character development of the downtown historic district, waterfront

Over development/congestion

Preservation of our character and appearance.

Traffic & Development, Infrastructure

Too damn many people!!!!

traffic

Infrastructure of safe water, replacement of pipes for sewage disposal and reasonable property taxes.

Flooding and utility usage/service

Turning into a over populated Jersey

Over-population and rising sea levels

Traffic

Preserving history and ambience of Southport

traffic in and out of Southport

Sea level rise and dense development

Infrastructure updates

Indigo 2 development and the fact that we have polls like this that give us two options where neither option is palatable. Just stick with the current zoning.

Controlling growth, development, tourism, traffic.

Traffic congestion

Underground power lines and water issues with drainage. Need to be addressed.

Growth. I'm sick to my stomach at the growth I have seen since moving here

Positive cash flow

Stopping all the development

Uncontrolled growth; requiring new neighborhoods to preserve the environment including adding trees or not cutting existing trees down. Making sure city services keep up with growth



over population and 'short term renters'

Infrastructure

Rising tides especially in the Yacht Basin. The Town needs to start thinking ahead and making plans for the high tides. It's only going to get worse.

effects of climate change and traffic in downtown

overgrowth of town without needed infrastructure to maintain

?

water level rise, infrastructure maintenance, keeping people living downtown

Unhinged development

Over development and taxes too high for maintaining small town overrun with tourists.

Over-development, infrastructure that cannot keep up with demand, growth in Brunswick county that will burden the tax paying citizens of Southport, and overcrowd our amenities, roads, infrastructure.

keeping developers at bay. if they are to build, make them contribute to traffic problems and/ or infrastructure

Population ! Stop building & make into parks!

Controlling growth.

Economic impact on tourism

Traffic flow & parking

Over growth

Traffic and over development out 211 and 87

Infrastructure

New developments and traffic issues

Over population

Expansion

Traffic overpopulated crime

Finances but don't want needs totally paid for by only property tax increases

Growth of population

Loss of natural resources/habitats



Managing growth and infrastructure

The aging population without sufficient resources. Not enough EXCELLENT doctors.

traffic

Maintaining the character

Uncontrolled growth of developments without proper planning. Development plans approved 5 years ago moving forward without any oversight on changing priorities and landscape

Maintaining affordability as the population explodes

Retaining small town charm with pressure to add more housing stripping away trees etc

Too much expansion

Getting in and out of town efficiently and maintaining Southport's character

Population growth

Growth traffic

degrading infrastructure,

Growth management

Containing growth

Dealing with over development

Overcrowding, over population, lack of infrastructure (small roadways into/out of town)

Growth without character

How to manage development

Greed and selfishness

Exponential and/or careless growth that will destroy the reasons why people want to come here. And continuing that growth without addressing the needs infrastructure. It's challenging though because residents feel burdened already by increased taxes, insurance rates, etc. Finally, please don't charge for parking in downtown Southport. The Oak Island fee is already limiting my beach time. Who can afford \$20 a day just to park at the beach?

Unrestricted growth and costs associated with climate change (home insurance premiums)

Over development, over crowded roads

The city of Southport will face many challenges in regards to being able to preserve our city from becoming too commercialized and losing its uniqueness and charm.



growth while keeping small town charm of Southport

Old buildings not being kept will be empty eyesores and damage from storms.

Traffic control

Growth. Traffic. Congestion. Ugly billboards to many bars and fast food.

Overgrowth

Cost

Would like to have sidewalks on Howe and Leonard so we would be able to safely walk into town.

Hurricane destruction due to the deforestation of the natural habitat that would normally help protect. Over population, without proper medical or emergency provisions.

Over development

Jobs

Learn how to live in budget. To much money wasted on consultants

Infrastructure

Not enough quality services

Population growth unaffordability

Residents not wanting change and/or trying to fight tourism instead of embracing and controlling it for proper growth.

Too many homes and people

Uncontrolled growth

Over development

Growth

Uncontrolled Overdevelopment! Drinking water problems are serious

Providing transportation, recreation and safe ways to get around town for the rapid influx of people

Overgrowth and overdevelopment

Population growth, infrastructure will not support growth, professional services, i.e. limited, doctors, etc.,

Uncontrolled or unplanned growth



Becoming overpopulated and over commercialized.

Ppl changing the basic fixture of Southport n making it bigger. Keep it the same. Update infrastructure the most important issue with this town! Stop trying to make it bigger and changing it!

The over/mis-managed development of Southport

Traffic — it's here now

Affordable housing

Overdevelopment

Over crowding

The amount of people moving here with not enough medical and dental facilities. The infrastructure is not set up for the growth now and it's only going to get worse with traffic and accidents

Aging population and infrastructure not keeping pace with building demands.

To many new residents. Overcrowding and greater need for resources

Overcrowding

Over growth with lack of medical services

Infrastructure

5 years- affordable housing and need for higher density ; 15-20 years... climate change and preservation of environmental resources

Too many people from up North trying to change things

To many New homes being built. Not enough medical physicians or hospitals. Crowded streets, no parking. Schools over crowded. Lower quality of life, higher crime. Trash everywhere. Leading to people leaving.

Over development

No trees, uncontrolled housing development, uncontrolled growth, increased crime with increased population

Influx of traffic and tourism

1) Tax revenue and infrastructure 2) allowing development that fits in to architectural look of Southport

Overcrowding, pricing locals out of the area, losing the "small town feel"

Too much growth too quickly



Developers

Growth

Controlling growth

Overdevelopment

Development

Overgrowth of entire 211 corridor

Like most coastal towns, Climate Change flooding and growth

loss of younger population - dying city w no diversity

retiree money leaving

Infrastructure improvements,

Outdated infrastructure and damage from overpopulation and tourism.

Uncontrolled growth

Development, in City, in adjacent areas, and the Rt 211, corridor. Also must control development along Rt 87 and 133, especially if Rt 211 is developed or restricted (unintended consequences)

Handling growth while maintaining small town charm

having enough young people to work the service industries

Climate change

Population growth and keeping the infrastructure up to date.

Affordable housing; historic preservation

Losing the small town feel by the development and growth along HWY 211 and surrounding areas.

Too many to list! I think it's crucial the City find ways to grow financially without raising taxes on a mostly retired, fixed income population. Paid parking would help.

Golf carts

Maintaining a small town pride and spirit

Overgrowth, crowding less small town feel

Maintaining small town feel

To many golf carts



Overdevelopment and sprawl.

Over population

Sea level rise, increased police needs due to population increase, paving streets with potholes and problems, maintenance of city property, and continued pollution of creeks and waters

Growth

Over expansion

Over development with major traffic issues

Expansion and Infrastructure

Over growth without unified and smart planning

Changing the feel and density of Southport.

Bike and walk ways in town and connecting towns.

Uncontrolled, rapid growth leading to a loss of identity. Large commercial retail establishments are turning Southport into Myrtle Beach.

Growth and the positive and negative impacts that comes with it

Modernization (architecturally) and higher operating costs

developing new roads to accommodate the increased volume of traffic.

Availability of affordable housing and availability of water

Affordability

Controlling growth, infrastructure that already an issue

Overgrowth and lack of infrastructure

Improved development, attracting businesses to stay open longer & parking

Infrastructure with all the growth.

Overcrowding/over populated takes away small charm

vandalism, crime

211

Parking, street maintenance, utilities

The constant expansion and building. With no thought about the impact on the town, people or nature, or storm impacts.



If you selected "other" for Question 20, please explain below:

Volunteer & to enjoy the waterfront

Library

I enjoy walking along the waterfront. Occasionally go to restaurants. All shopping is catered to tourists so I don't shop in Southport except at Potters for seafood

Library, post office, coffee shop

I enjoy walking for exercise and the waterfront along with the streets surrounding downtown make for some nice walks.

I volunteer on many committees and spend lot of time downtown

Walking & enjoying the waterfront

We walk daily downtown. We have no sidewalks in BSL

Walking/exercise

In addition, it is just a charming downtown with beautiful views of the water. It's great to walk around, people watch and take in all of gods beauty.

Walking just for the pleasure of being on foot--and to reminisce about how it used to feel to walk downtown. On a weekday anyway. I stay away on weekends so I can pretend I still live in a small town.

Walking along the water

Walk down to library and post office, walk by the water

Waterfront

Walking 4-5 days each week, volunteering

Marina

Seaside

Just to relax along the waterfront and attend an activities . This area is under used

Library

Just to enjoy the scenery

Library, walking for exercise



Church

Attend church

Church and our children attend A Nesting Place preschool downtown

I like to take visitors to Southport.

Walking dog daily and bike riding

I live within a few blocks of downtown. I go downtown mostly just walking & taking my dog to the waterfront & FSP.

Childcare / Elementary school

Walking around southport

Daily walks along the river

Monthly board meetings at Indian Trail Meeting Hall.

Taking walks along the water and through town

Work

Volunteer

I walk or bicycle downtown with family and friends that visit. We eat out and enjoy the pier and view.

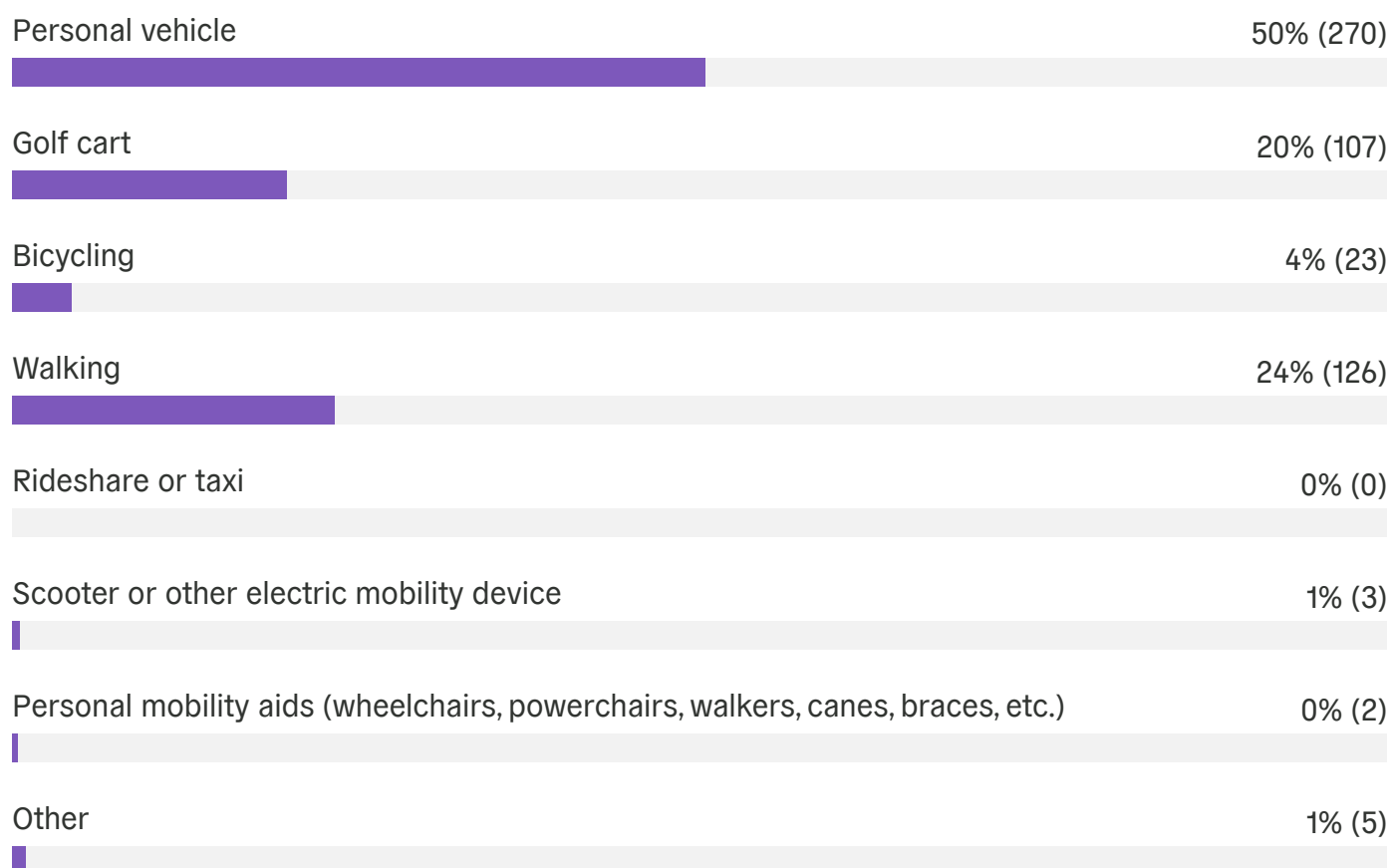
Walking exercise, Dog walking, enjoying the town esp when there are no tourists

It is one of the few ways to entertain visitors

Cultural events



What is your primary mode of transportation when traveling to or around downtown?



If you selected "other" for Question 23, please explain below:

personal car

We drive to town then walk 2-4 miles 4-5 times each week. I also volunteer once a week and we come several times for meals or entertainment.

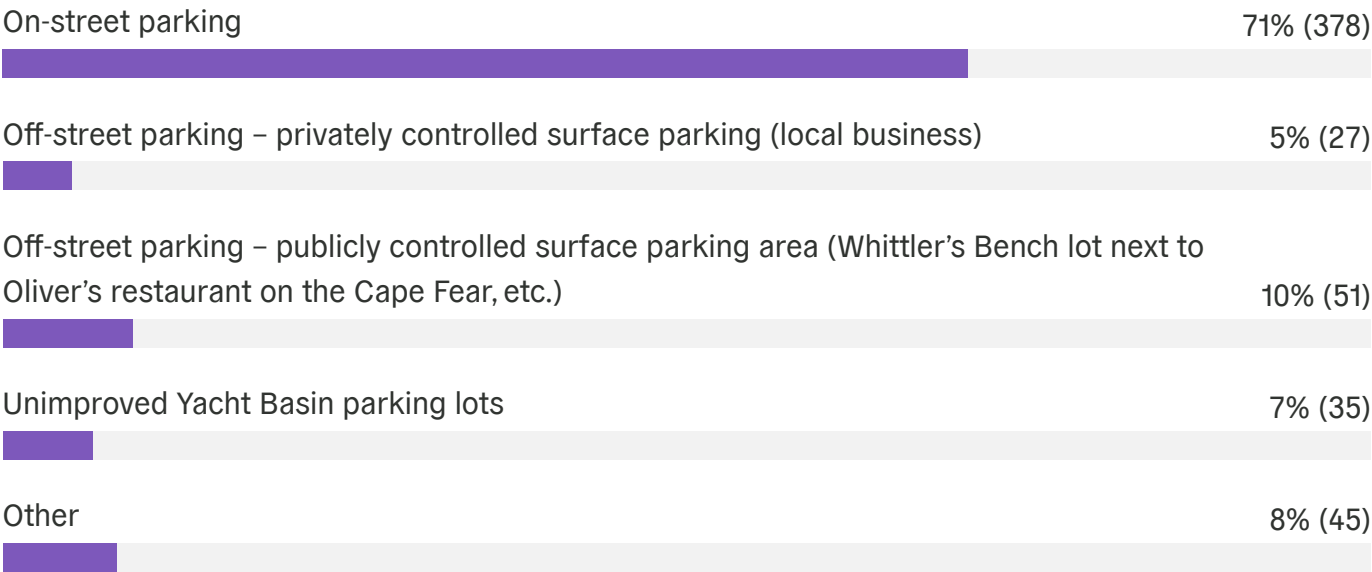
Walking or golf cart

Car to get to downtown

Golf cart, personal vehicle and bicycle



**Where do you typically park when you come to Downtown Southport?
(Select one.)**



If you selected "other" for Question 25, please explain below:

- I walk or ride my bike. Leave my car home.
- In front of restroom, nash
- in front of my house
- I park at my house and walk
- My house on W Nash street
- Whatever is available
- Live in downtown so n/a
- Home
- Usually on a bike.
- Home
- We live in Downtown Southport and walk
- Side streets
- We normally park behind the rec center or on the street by Trinity church or on St George



I walk

Bike racks

On my driveway.

My driveway

My house or a family member's house.

My family owns Lois Jane's. I park there. If not there, I park on Moore Street parking. You may have to circle around twice but there is always parking.

Live downtown and park in my driveway. Walk or bicycle to all places around downtown.

My house

I park in my own driveway.

Golf cart parking spaces which are great

My driveway

I live on W. West St. So, I park in my driveway.

usually walking so no need to park

My house

Live 2 blocks away. Walking

Right of way

Home as I live on W. Moore st

At a family member's house or wherever I can find a place to park.0

I don't park

I do not park. I walk.

I walk.

at my house

I walk!

I live downtown

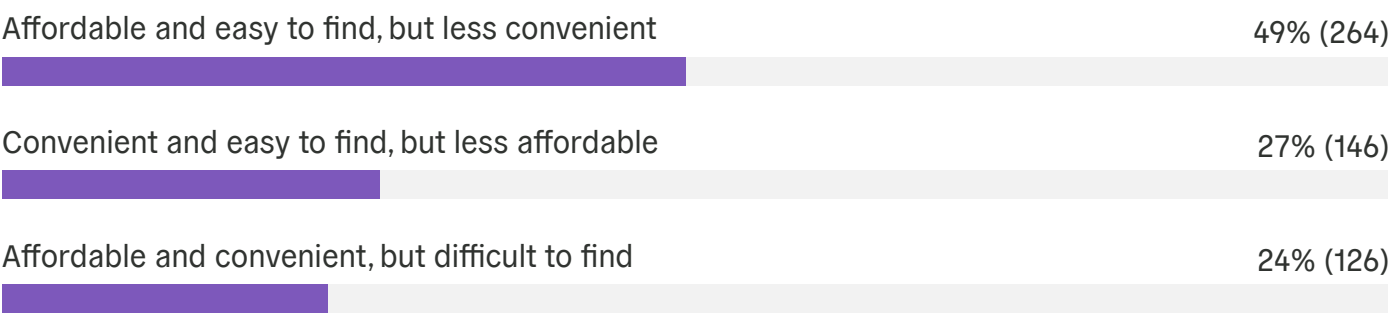
driveway. live within walking distance to all downtown

Anywhere I can find

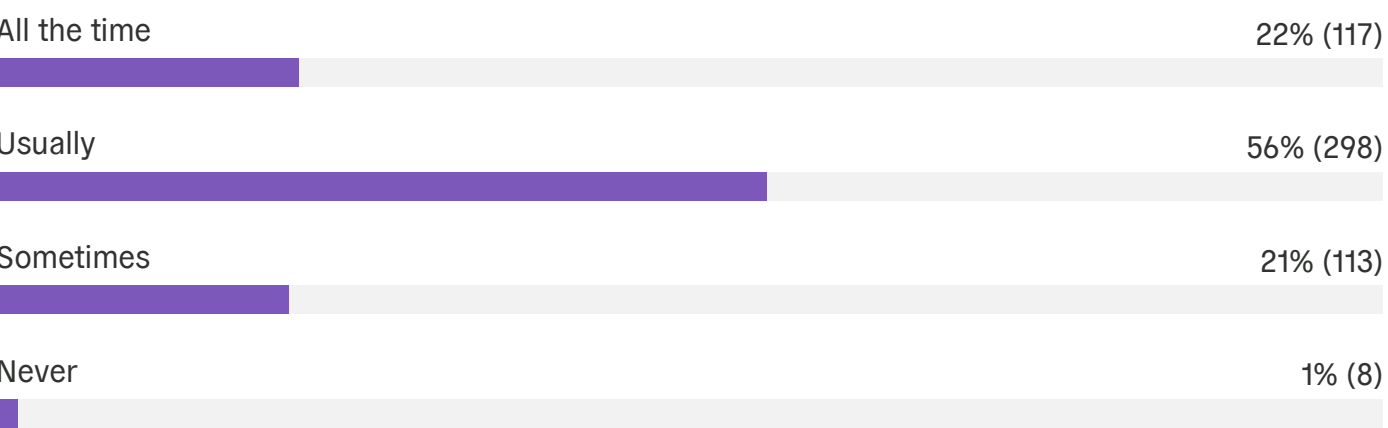


- Our house is downtown
- Park at our home
- Wherever I can find a place lg. enough for my golf cart
- Lock the bikes up
- My own driveway.
- Park in right-of-ways

If you could only choose one option for parking needs, which one would you choose? (Select one.)



I can find parking where I prefer to park:





Please rank the following based on what is most important to you when parking in the downtown area.

Question	5 - Most Important	4 - Very Important	3 - Important	2 - Somewhat Important	1 - Least Important
ADA accessibility from parking to my destination	7%	11%	19%	25%	38%
Proximity to destination	13%	23%	34%	22%	7%
Certainty parking will be available	21%	25%	29%	18%	7%
On-street parking	15%	24%	34%	18%	9%
Off-street parking	5%	14%	30%	29%	21%
Security / safety of myself and/or my vehicle	27%	28%	24%	10%	11%
Paved (improved) versus unpaved (unimproved) parking areas	7%	10%	16%	29%	38%

5 - Most Important

4 - Very Important

3 - Important

2 - Somewhat Important

1 - Least Important

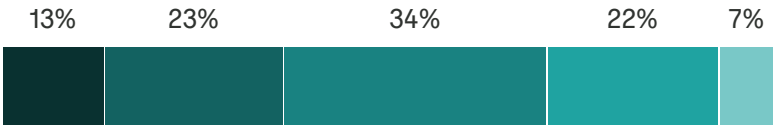
ADA accessibility from parking to my destination

7% 11% 19% 25% 38%





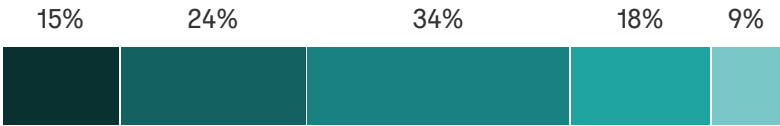
Proximity to destination



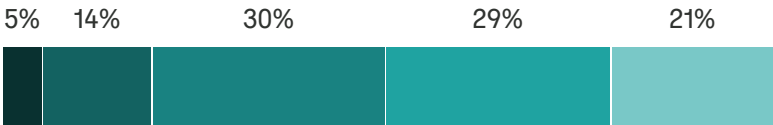
Certainty parking will be available



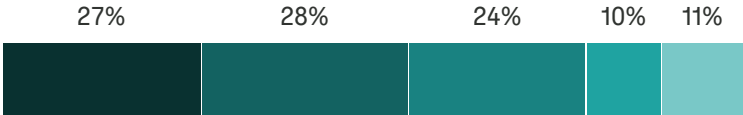
On-street parking



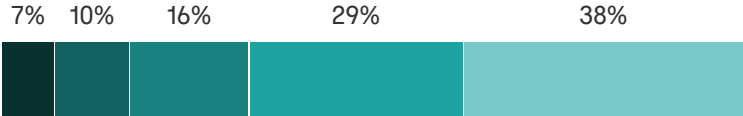
Off-street parking



Security / safety of myself and/or my vehicle



Paved (improved) versus unpaved (unimproved) parking areas





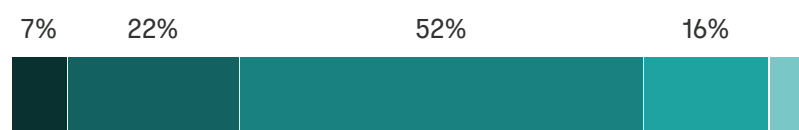
Please rank the quality of parking and pedestrian wayfinding signs in the downtown area.

Question	Excellent	Above Average	Average	Below Average	Poor
Parking	7%	22%	52%	16%	4%
Pedestrian Wayfinding	8%	22%	56%	10%	4%

Expand all / Collapse all



Parking

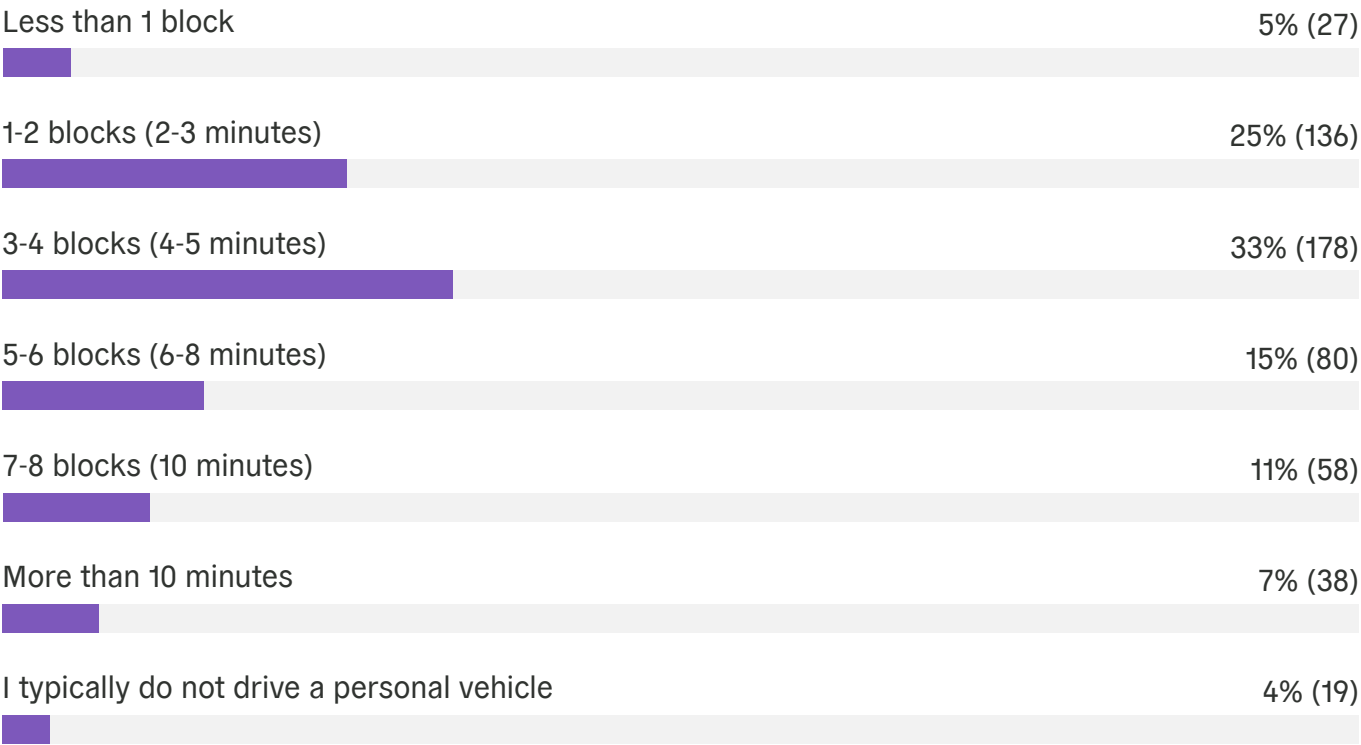


Pedestrian Wayfinding

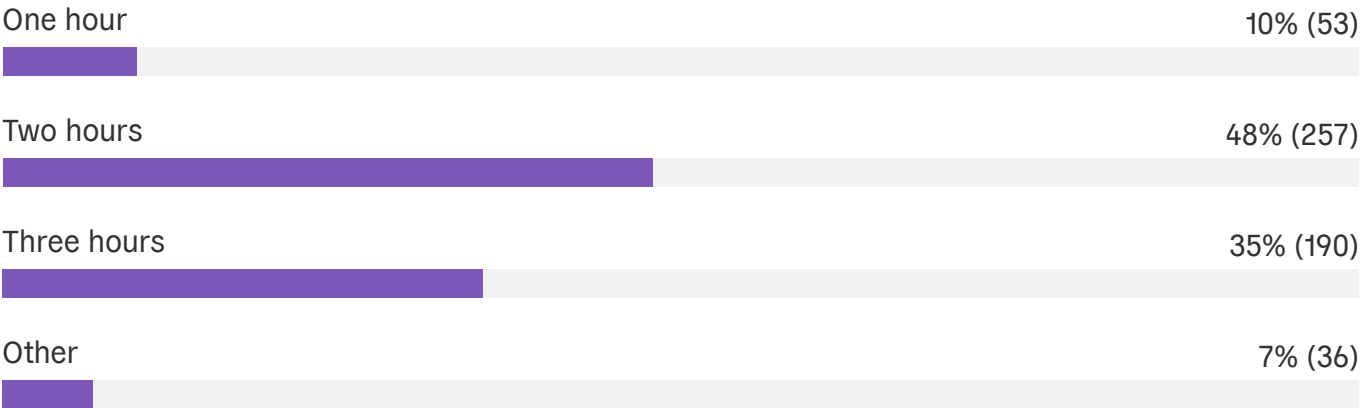




For non-work activities, how far are you willing to walk from your vehicle to your destination? Time estimates are based on average walking speed and ability. (Select one.)



When considering the need for parking on-street, how much time would be an acceptable duration to typically meet your needs downtown? (Select one.)





If you selected "other" for Question 32, please explain below:

3-5 hours

there shouldnt be a time limit

I don't want any parking in downtown

As I live within a 10 minute walk from downtown, if I am driving (car or golf cart) it's usually just for a quick errand-no need for a longer parking space.

All depends picking something up - a minute eating dinner a couple hours- working 6-8 hours

IF YOU FACTOR IN THE WALK, THE WAIT TIME FOR RESTURANT & ETC THE DURATION SHOULD BE NO LESS THAN 4 HOURS

5 or more hours

Daily

There should be no time limits on parking

I work in downtown (but live outside of city limits) and therefore I need to have access to all day parking.

I do very little shopping/ business downtown, & usually I'm walking- no need to park

It depends why I am in town. It could be 30 minutes or 3 hours.

More than 3 hours

Sometimes we come for the day -don't make it pay to park it will ruin Southport's charm

all day

usually walking so NA

none

What the **** would I do looking for a parking spot for more than a few minutes

We like to shop and eat a meal (the meal usually includes a wait) - so 4 hours

No restrictions on time. Downtown is walkable from Oliver's to 9th Street and the yacht basin all the way down to Kingsley Park

No limits please

8 hour shifts



Make a parking lot

I don't want parking meters infrastructure anywhere

I have to work at my shop all day and unload merchandise from my vehicle

5 hours option and an all day pass

10hr work shift

Unlimited amount of time for parking. NO PAYING TO PARK IN OUR CITY!!

Both my wife and I are in our 80's. She is handicapped and cannot walk more than 100 feet without consequences. I can do about 500 feet but slowly.

Just depends on what I'm downtown for - shopping, eating, browsing, walking my dog, etc.

All day.

shopping 1 hour, meetings up to 3+ hours

All day free parking

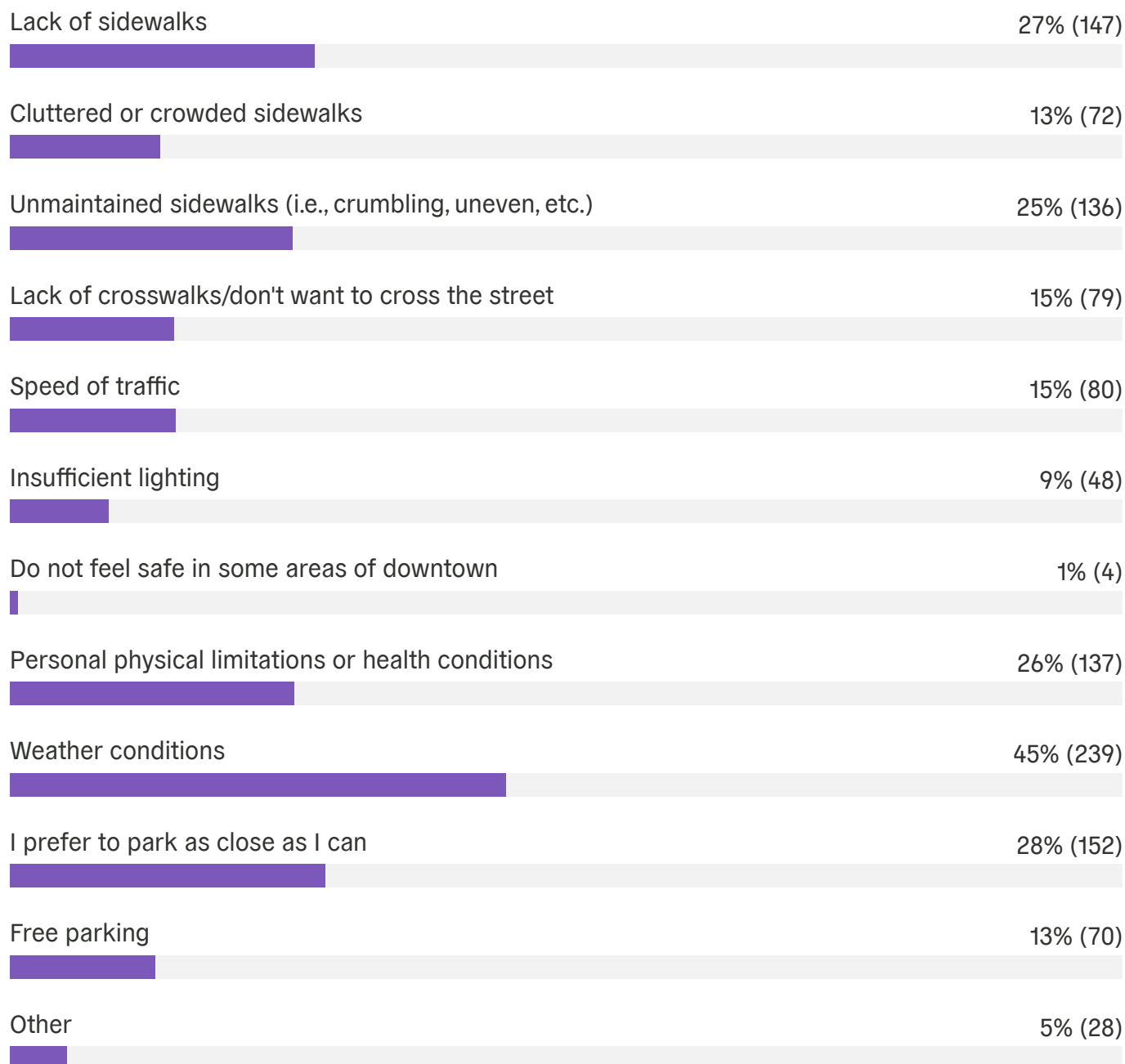
It varies between 1 hour and four-five hours, depending on why I am downtown.

No limit, no meters

4 hours. There is always at least 1.5 hour wait for the few restaurants. If parking isn't close by you need to factor that into the time as well as waiting and eating.



What barriers or reasons discourage you from walking farther? (Select all that apply)





If you selected "other" for Question 34, please explain below:

nothing prevents me from walking

I don't know what you want

As a local downtown resident I generally walk or ride my bike. When I do drive downtown it is only when I am picking stuff up or the weather is bad and therefore I don't want to be far from the location.

Time constraints, such as starting time for an event or time available to run an errand to a shop.

The waterfront area by the restaurants (Fishy Fishy, Provision Co and etc) is really bad with very sloppy parking areas and the one way way marking is poor with out of towners going the wrong way often. This area REALLY NEEDS WORK ASAP.

Time availability

None, I would walk farther if I have to park farther away from destination. The question does not have a N/A answer.

It's hot sometimes

I do not have a problem with walking downtown or parking. holidays are the exception but that is typical anywhere that you go. I hope paid parking is not implemented. We moved to this area because it is easy to walk downtown.

Sometimes I don't feel like walking

It's nice to park relatively close

Traveling with small children

Parking should not be a priority, period.

Weather & time & who I am with

Not that much to do Downtown

I would not feel like my car was safe - that far from me and I could not carry shopping bags very far - especially if I bought something heavy or cumbersome

I live 1.5 miles from the waterfront. Due to travel time I don't walk but I do use my bicycle instead of my car when the weather is fair.

Time. Mostly taking kids to the library and lessons on a schedule. Walking farther cuts into being on time.

I have no problem walking anywhere in Southport.



Nothing

Walking with small children

Event type/ wardrobe

I have no problem walking further as long as I get to park for free

When you have a quick errand to do you don't want to spend a lot of time looking for a parking spot and then walking a long distance to your destination. If you are going to Moore Street you don't want to park at Leonard !

I visit early mornings in season or any time off-season with no parking issues (except for special events which negates everything).

I have no problem with downtown parking

heat

I typically walk downtown, or park in a lot provided for where I'm going or don't mind walking from where I find a space.



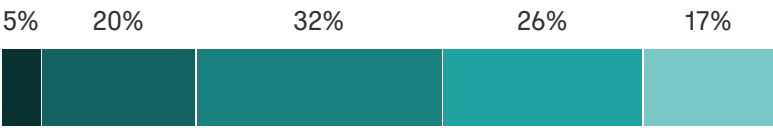
Public right of way space is limited in Downtown Southport. Please rank the following right of way uses based on what you believe is the most important infrastructure to provide in this limited space.

Question	Most Important	Very Important	Important	Somewhat Important	Least Important
Curb cuts and ramps	5%	20%	32%	26%	17%
Sidewalks	32%	37%	23%	7%	2%
Green space & landscaping	25%	36%	23%	12%	4%
Vehicle parking stalls	10%	23%	31%	20%	16%
Passenger pick up and drop off zones	2%	12%	28%	32%	27%
Package and commercial delivery zones	2%	12%	34%	31%	21%
Bicycle lanes and bicycle storage	11%	18%	29%	22%	20%
Golfcart and motorcycle parking stalls	9%	16%	21%	23%	31%
Other	6%	4%	15%	11%	65%

Expand all / Collapse all

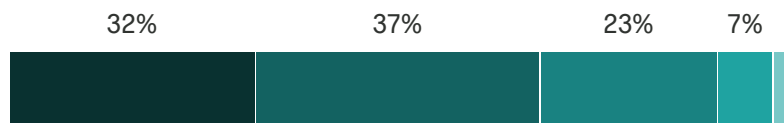


Curb cuts and ramps

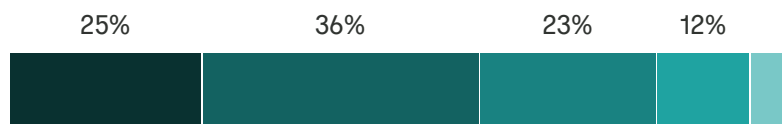




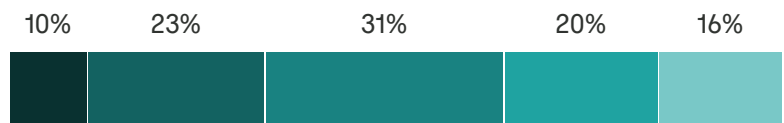
Sidewalks



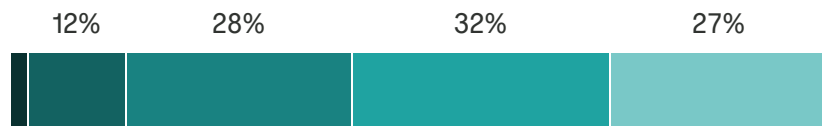
Green space & landscaping



Vehicle parking stalls



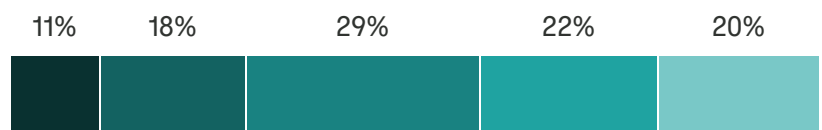
Passenger pick up and drop off zones



Package and commercial delivery zones

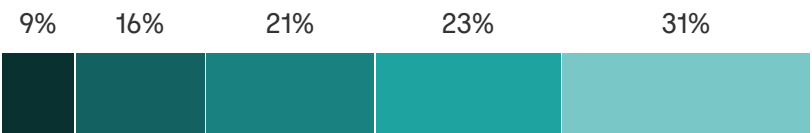


Bicycle lanes and bicycle storage





Golfcart and motorcycle parking stalls



Other



If you selected "other" for Question 36, please explain below:

Other would be bicycle and scooter parking and possibly rentable scooter and bicycle stations at parking areas that are further from downtown

No explanation

No repercussion to people who don't obey parking rules

Survey forced me to make a sekection

Survey forced me to make a sekection

Not applicable

its not that big of deal

Side streets

Because it forced me to

Trolley, ride share

Had to give an answer.

Public Seating areas

I did not select other

Parking at parks



NA

No reason

More right of ways available for public to use. Land is the city and should be available for parking

Off site parking w/ transportation

Couldn't remove

Didn't mean to select other

I have no idea what "other" is.

Wider Sidewalks

i don't know

Keep free parking!

n/a

Not applicable

Unable to deselect Q36 other response.

I don't know

Bike racks

?

None

n/a

x

NA

N/a

Consider on way streets and closed off walking streets

.

Safe cross walks at every corner on Howe St and be enforced

N/a

there is no answer

Question does not make sense



Some parking areas need to be stripped out

It needs to be pedestrian friendly and tastefully done

Did not select other

It is important that the right of way use rules are uniformly applied.

N/A

Cannot uncheck box

It's a small walkable town you either find parking or not Would not want valuable green space paved or pay to park. People that need to be have been dropped and assisted into businesses.

NA

Survey made me select

Seems most areas were covered

Sidewalks not necessary everywhere

Na

The questionnaire made me pick something. I don't have an "other"

Leonard St desperately needs sidewalks. There's no shoulder and it's quite narrow for biking or walking. Howe Street needs sidewalks up to the Walmart Shopping Center. And would wonderful to continue the sidewalks up to Food lion and the new Hobby Lobby and big Lots shopping center.

None

Survey forced me to select a response to each option, including Other.

Do not change existing green space in neighborhoods

N/A

i don't have an other

NA

Selected by accident

Trollies

Preservation and adding additional parks

accidentally selected

C



More light controlled crosswalks and sidewalks

Lower speed limit or pedestrianise zones

Least important

Sidewalks here are nonexistent in many places, and dangerous in others.

Bicycle racks

Couldn't leave it blank

N/A

N/a

More handicap parking

Just trying to submit survey

Error in the survey and had to put something.

None

Golf cart and bike space

None

The Right of Way is too large. Off street parking makes the town "cool".

Idk why it asked this

Clearly marked parking and no parking areas

Nothing

We should be a self sustaining town. We have sun, wind and water sources available

No opinion

Null

Pedestrianize the yacht Basin.

Bike parking racks

Having a public transportation means that is cute and easy - like a trolley or golf carts to take people back and forth from the marinas (ferries) or farther away parking. A public dock would really help with parking because folks that could drive their boats would - it's much faster to travel downtown by boat in many cases than by car



Would not let me unselect it

wont finish survey without picking it

Way finding signage

If you want locals to ride bikes and golf carts so out of town visitors can use parking provide lanes and a place to park

Since the residents maintain their rights_of-way because the city crew certainly doesn't, leave them alone. I'd the residents did t maintain their rights-if-way the town would look awful!

N/A

Just need to fix our nice cross walks to educate people

Sidewalks

No other suggestion.

It made me answer that

I don't have any suggestion for other but survey makes me fill this in

Handicapped parking spaces where people can see the water

Bike parking and use right of way for bike paths.

What does other mean?

L

N/A

More cross walks

Easy parking for us old people

na

The sidewalks can be maintained as is.

Safety

Bike lock up areas

Free parking

Didn't mean to select other. Could not remove choice.



N/A

None

I don't totally understand your intent here

Figure out how to develop parking on the way into town and support with sidewalks or private businesses ferrying passengers that don't wish to walk.

other

Since I can't think of a specific answer, it can't be that important to me.

I don't know

none

people need to be informed where optional parking is available if no marked on street parking is available

No Comment

Bike racks

Southport should prioritize bicycle safety and use.

I didn't choose "other" but survey considers it incomplete if not marked

We should have an automated robotic public parking deck designed to fit in with the historic architecture and an electric trolley from the ferry and yacht basin

shuttle bus

Handicap parking and sidewalks

?



How would you recommend improving peak season parking conditions in Downtown Southport?

shuttles/trolleys from further parking areas to restaurants

Pave and engineer best parking at the fields by Fishy Fishy, Provisions and restaurants by the water

Residents & worker parking as a priority, Remote parking with shuttle service for visitors

Maybe a shuttle service

Maybe a shuttle service

Well paid parking is not the solution. That's not going to add anymore parking space's just because you put a meter in front of what we have now. The town is just going to have to bite the bullet and buy a lot some place and make parking out of that. I mean the town seems to have the money to keep moving the police station from building to building

deal with as usual

Just not enough space

Reduce the number of cars coming into Southport

Trolleys

Having designated parking areas and or lots 1 block behind Howe St. Also near Bay St. Especially when weddings or events are taking place at the Community center.

Parking areas close but outside of downtown with free transit into the downtown areas via trolley or small busses.

There used to be a free trolley that went up and down Howe street. Not only did it help with parking in the center of town it encouraged people to park once and still get to all of the businesses further from the Howe/Moore street intersection.

I don't see where we have a shortage of parking. If tourists want to come to town they should be prepared to park where space is available and walk to their final destination in town. We speak about holding development down, yet we seem to be concerned about adding parking. ?????

Block off streets for pedestrian traffic only then have field parking maybe with shuttle like Doshier does.

PARKING RAMP



Parking garages could definitely help but then it quite possibly could distract from the quaintness of village life. Also too many golf carts. Maybe have a separate parking area set aside for golf carts.

Better use of right of ways. Maybe shuttle service

Southport NEEDS offsite parking with tram/trolley service to two locations-downtown & yacht basin. Also paid parking for nonresidents downtown

I don't see a problem at the moment , I guess to control growth

Need more parking. Make a few golf cart and motorcycle sized parking stalls to maximize use of parking spaces. Such a waste to see a regular sized space taken up by a single golf cart. Paid parking for summer months as long as installation & implementation isn't a hefty budget item.

Reasonable hours per space (1 hour, 2 hours, etc.) and enforced through ticketing.

Close certain roads downtown and allow for parking on those roads i.e. the road is blocked to thru traffic but many vehicles can park

no idea

Nothing- locals know how to deal with it

that's above my paygrade

I am not sure. I just know Dourdan see you soon. It is crazy and we definitely need more parking.

Variety of locations with clear signage.

Buy some space near fishy fish for parking

Paid parking

Shuttles

I don't think it should change

n/a

Use the tennis courts by the Community Center for parking (why do we have a community center with no parking anyway)? Or make parking available next to the community college. Is Taylor Park unavailable for parking. It would be a great spot.

Paid parking

Paid parking for non-residents and non-City staff

Use street Right-of-Way everywhere. Next step is a parking garage. Visit St. Augustine, they got it right.



It's seems fine to me

Paid parking

unknown!

Utilize open spaces like at corner of Moore & Caswell for parking.

Off site and a trolly

Business should be made to have certain parking area for their staff, instead of parking in front of other business .

encourage parking a block or two off howe. It could also be good to eventually build a "free" parking deck that is very attractive and tastefully done. Good examples of this are Blowing Rock, NC and Franklin, TN.

Having a shuttle service to bring people from surrounding area to downtown Southport

Visitors can have a special parking lot with a shuttle service to downtown.

I'm not sure.

Signs

It is what it is

Open the parking lot down by Yacht Basin free to visitors

Provide parking outside of downtown for those willing to walk or charge for shuttle service

Limit parking time

Parking on outskirts with public transport shuttles to downtown

Na

Allowing reserved spaces for residents especially in front of their residence. Only needed for large events like July 4

We need a parking lot or two...perhaps charge a fee per hour .

Shuttle system

I do not have any suggestions.

I wouldn't change anything

Tear down old city hall and build a 3story parking garage. Literally solves all problems. Charge 10 a vehicle.

shuttle



The use of continuous of a trolly(s) to ferry people (tourists) from parking lots to downtown drop off points.

Parking on city owned easement

During peak season, I expect it to be busy and need to look for a spot.

Maybe impose time limits via low cost parking fees

Prioritize residents...free parking for residents. All others should pay to park. St James, BSL, Oak Island, County residents are not residents...true Southport residents. Question 27 does not differentiate between true citizens of Southport and all the visitors we get. I don't think there was a good answer for residents.

Paid parking for visitors. Minimal fee for residents.

No ideas!

We typical ride our bicycles and have a hard time finding good spots to lock our bikes. Would love to see additional racks around the city! More places to park/lock bicycles may free up vehicle parking too.

Illimate golf carts

Trolley service from parking lots outside of downtown Southport.

stop building sub divisions!!!! There are too many people here for this small community!!!!

More crosswalks on Moore st (closer to cemetery)

N/a

More golf cart parking/ shuttles to yacht basin

Make it clearer where parking is allowed

I think the parking lots and shuttle buses used during 4th of July work pretty well.

The town should buy available property and convert it into parking lots.

Charge a toll for no Southport residents as they enter the city

Do we have any empty land left on our little edge of the world? Evacuate all the locals and let the tourists "have at it" and park in our driveways? Turn the big park into a 6-story paid parking garage and pave over the cemeteries? Imagine the city coffers overflowing with \$\$\$. Ever listen to the song "Big Yellow Taxi"? If so, listen again and refresh the memory. It's happenin' as I write. Quaint Southport is evaporating and will be gone before you know it. Then where shall we go?

Two hour parking maximum for non-residential vehicles



Parking lot

No suggestions

I DONT THINK THERE IS AN ISSUE WITH PARKING. I ALWAYS FIND A PARKING SPOT & IF NOT I FIND ONE & THEN WALK. I THINK WHAT NEEDS TO BE ADDRESSED IS SIDEWALKS SO PEDESTRIANS AREN'T WALKING IN THE STREETS. GOLF CART & BICYCLE PATHS.

Not sure but I would really object if paid parking was implemented as it has been done at OKI.

Parking lots with tram service and paid parking for nonresidents

Paid parking

Paved parking lot and/or structure near yacht basin shoreline restaurants.

Not sure as there isn't a lot of parking space

Designated parking garage to get cars away from parking on residential streets and parking wherever they can find

Free trolley?

Leave it alone.

Public surface lots

Shuttle in from outside downtown

Not sure

Resident permits

More parking maybe further away so locals could park there instead of fighting for those close spots.

Timed parking spots for restaurants

Idk

Clear signs and maybe time limits?

Better signage, correct right-of-way issues that SOME homeowners have been allowed to ignore repeatedly, have a police force that actually enforces rules/laws.

encourage entertainment development a little north of waterfront so everyone isn't trying to park by provisions

Shuttle

See 39



Enforcement of local laws

NA

Provide regular public shuttle service around town with parking out of town limits (deep point marina, parking behind Walgreens etc)

extended parking hours

Limit golf cart on busy streets, great for neighborhoods but not for downtown. Parking lots or labeled spots on some of the secondary streets, behind the church or near Doshier?

3 hour parking

Consider remote parking lot with trolley service

Light up crosswalks

Trolley would pick up and drop off for small fee.

Two level Parking deck across from fire department and the main entrance to Doshier. Formal parking at Longshoreman building (city purchase it, raze it and create more spaces?) Trolley running from the Big Lot's Shopping Plaza every 30 minutes through a route in town with strategic stops. City purchase land on Rob Gandy Blvd. and run trolley from that location as well.

metered parking in premium locations ONLY during peak season

Trolley to other parking lots maybe. The trolley to oak island is a great thing to save on parking fees in oak island

Discourage businesses and their employees from parking downtown, taking up visitor parking

Parking Deck or Paid Parking for Nonresidents

Have specific, marked areas for golf carts. They take up a lot of space.

I haven't really found it to be a problem, but I'm willing to walk a bit.

Install sidewalks further up Howe and parallel streets so it's easier for residents who are 1+ miles away from the water to walk instead of drive

Send the tourists home

Not an issue

Parking further away with a trolley to downtown.

remote parking lot with shuttle service

Another unimproved lot



Leasing green spaces near the community college area. During the 4th of July possibly adding more buses from Southport Elementary. The main problem with the 4th is lack of direction patterns. Howe, Leonard, Lord, Moore, etc should be set up as one way like many colleges and event centers do.

Transport from outside of city

I have no suggestions at this time

Parking time limits or paid parking with tax paying citizens receiving free parking permits.

Shuttles

Parking garage near Moore, W. Bay , and S. Caswell

Limit time allowed to park

Put in more parking

Converting empty rundown lots into off street parking

Don't know

Paid or free Parking passes for annual residents during peak season. If paid the money can go towards improvements.

Stop blocking streets for special events

More side street parking

Any additional parking should be created away from the heart of downtown with good signage and sidewalks leading people back downtown.

More places to park

Create a parking lot.

Local passes

Add more golf cart parking

Funnel traffic parking away from downtown to encourage walking and also maybe golf cart carriages

I'll refer back to check out what DSDC did in downtown Statesville NC to handle parking issues.

Have ALL businesses contribute for improved parking . No need for all taxpayers to pay for it when it benefits businesses the most !!!



Shuttles from a nearby lot for major events. Limits on parking time (3 hour max?). Use easement on some side streets to create additional street parking.

Extend more side by side parking

Don't spend a penny on it

Time limits and enforcement by the police

Wayfinding signage to lots further from downtown with bike paths

Offer shuttles to parking that is not in downtown. Downtown does not need more parking lots.

Parking garage needed. 2 hour parking limit on main streets.

Add Gravel parking in easements on side streets.

Have designated locals parking spots- locals can have stickers on their car that show they are residents of Southport. Have some sort of off site parking with a shuttle- have a shuttle that runs continuously up and down how St / yacht basin and people can hop on and off

Do Not make people pay!!

Paid parking for tourists, free parking for tax payers.

Build a huge. Parking deck in yacht basin lots - incorporate housing on top and businesses at street level

Municipal lots

NA

Have paid parking for non residential.

Nice paved parking by Taylor's Field, Fishy Fishy(dirt lot) and by the community center

More free parking

It doesn't need improvement. Peak Season is temporary.

See answer to question 39

There should be a two hour time limit that in effect until 7 pm daily.

Trolly to a visible space on Howe Street near Go Gas

Not sure

Wish I had an answer!!

Residents and tourists

Parking lot outside of town and offer trolly



Parking in city right of way off Howe and Moore street

Create paid parking lots at the outskirts of downtown Southport with clear directions where to find it and how to walk downtown. In addition create drop off zones to accommodate less mobile people.

Shuttle bus to/from parking lots

Low level parking garage.

I would recommend areas of paid parking for tourists during peak season. It would also be wonderful if golf cart /motorcycle parking can be limited to smaller, more compact golf cart only spaces. Additionally, it would be wonderful to have access to some sort of drop off zone for passengers. This is especially helpful for us public cultural institutions that are in the downtown area.

Paid parking would manage peak times.

encourage certain business to allow evening and off hour parking . ie banks, churches with signs

I don't see a parking issue downtown.

I guess I thought there is enough, maybe I'm wrong

Having a lot for parking - By community college in town and the old union building. Then provide shuttles

Offer shuttle services.

Improve parking area in the yacht basin area by making designated parking spaces. Maybe paved?

have a lot outside of downtown and a shuttle to downtown

More available parking on side streets

Shuttle during busiest business hours

No suggestions.

Add more golf cart parking

Offer shuttle bus from outside of town lot

Commercial deliveries in the back off Main Street, do not put in parking meters but put time limitations, if spending day have those spots little further away in a parking lot. For tourism, owners, workers, etc.

Time parking

we need paid parking!



Improve signage so visitors know where parking is allowed/available

Don't know. Maybe a parking garage.

Off site parking with trolley system

Designate specific area on Howe St golf cart only for special events. This will allow much more parking.

More public parking

I am not sure.

N/a

Not sure

xxxxxxxxxxxxxxxxxxxxxx

No opinion

Peak season, like Oak Island, may require paid parking. Citizens with property in the SPT / Oak Island and people that work down town be allowed to purchase town parking pass.

No suggestion.

Better directions for options of parking or marked parking, there is plenty of parking but tourists dont know their way around to bathrooms, restaurants etc so they believe parking is hard to find based on limited knowledge.

Peak season parking in Southport is a nightmare, but I don't know how it can be improved.

We do not need more parking, when all the parking spots are full the town is full.

Including more street parking.

Not sure

Trolley ride from designated parking lots around /outside of town

Don't know

Encourage walking and use of bicycles

Don't allow residents who live downtown to block the right of ways in front of their homes preventing parking.

2 story garage in the field by the yacht basin



Patience

Right of way parking in front of private homes should be made available in downtown district

I don't know.

Keep it as it is. Maybe better parking signs

Prioritize parking for Southport residents with a sticker. Southport tax payers should get some consideration. Impose parking fees for nonresidents.

Parking meters in season only

Open up some of the ROW areas that residents have closed off with rocks, curbs, and shrubbery.

Paid parking

Limit parking times

Update the small lot and cut back the foliage and possibly pave the lot no one uses on Atlantic St, improves signs to direct to that parking lot and sides streets like Nash by the post office and yacht basin. Repaint the lines to smaller width spots, some of the spots are huge on Howe St especially in front of the Amuzu and Port City coffee. You could pick up a spots from Nash to Bay St by repainting. Reclaim right of way that has been landscaped illegally and doesn't allow for parking. If the city owns any of the Yacht Basin parking area, it needs improved with signs and directions to it. A packed gravel base would be okay. I would rather see a golf cart shuttle system before any paid parking or parking police.

I don't know. I love it the way it is, but it does get crazy in the summer now.

Off site paid parking with shuttle service to downtown & YB

Have off site pay to pay parking available and provide shuttles to Downtown.

More signage to direct visitors to less obvious parking areas (ie. Near Taylor Field, along the sides of the Smithville Cemetery, etc. - specs that are within 2-3 blocks of downtown, but not frequently utilized by visitors)

Do parking survey to determine efficiency of current available space to make improvements

Charge to park

Open the lot in the yacht basin to all parkers removing any restrictions. Prevent residents from blocking right of way spaces with cones or other temporary barriers. Install parking signs on right of way spaces.



Personally, I never had a huge issue with parking in town. I do have problems with traffic flow in and out of town though. I am definitely not an advocate of paid parking. I do not think it will add any value to Southport, and will actually detract from its charm.

Build a parking area outside of town and offer a trolly service.

Times spaces

Time limits

Maybe have offsite parking with free transportation to central area

Not sure what to say

Clear our right of way areas and let them be designated parking

Fix the right of way problem

Nothing

Consider a small parking deck. Easy way to raise city revenues and provide consolidated parking in a centralized location.

No comment

Shuttles should be used from outside the downtown area, ie parking at Indigo vacant lots or ferr vacant lots. Non residents should have to pay. They create messes and leave trash that the city has to clean up.

Develop more parking in the Marina area.

Create parking areas away from central downtown and operate reliable trolley or other transport service

Paid parking for non southport residents

parking outside of town with a shuttle bus

More walking to a business parking areas. No need to be so close to business.

Marked parking in the gravel area near the fishy fishy area. People park all over and often take up an area where 2 cars could park instead of one! Parking lots outside of town with Trolly system from lot to town

Police presence

Not sure



Provide parking lots on the outer edges of town and provide shuttle services to/from the lots to downtown. If paid parking is implemented, then fulltime residents should be exempted from paying.

No thoughts on this

Increased parking

A lot or garage

put time limits on parking spaces, don't need to charge, just let people know they can get a ticket if not moved

Charge for parking like other communities. Source of revenue. Please stop concentrating on parking for non-residents and start serving the residents

paid parking

Overflow areas with maybe some larger golf carts to shuttle people around

Two story deck location for those visiting to park.

More fees, perhaps shuttles of some sort

Free parking

Expand

Signage indicating time limits

Increase parking at SPT BCC campus, provide paved parking at yacht basin "field" which could be paid parking

parking lots with trolley support

Paid parking for visitors/ not residents

Gravel or something at the Yacht Basin so it's not a muddy mess between rain or high tides.

It's fine as is

I don't think there is much to improve. There is limited space so the parking is sufficient for what we have space for. I have never had a problem parking in town.

Additional lots further out, for those looking to walk.

I don't know

I personally wouldn't increase parking. I feel we are maxed out on the number of cars trying to get in and out of this tiny town. Especially residents trying to get back and forth to work, emergency vehicles trying to get through etc



Community trolley. Timed route intervals to pick up and drop at designated parking areas

There is no recommendation. During tourist seasons locals know not to fight with downtown. We enjoy it off season. It's the ebb and flow of a tourist community. I prefer a community of tourism vs catering to retirees

Direct tourists to specific parking areas. I am adamantly opposed to charging for parking as that takes the 'hometown' feel away but I am a proponent of directing tourism to designated parking areas.

Shuttle to a parking lot outside of downtown

shuttle from somewhere else

Parking as it is, is fine.

Off site parking.

Shuttle busses.

Parking is not a problem for us

Eminent domain taking of Fishy Fishy Provision parking and build a expandable (height wise) deck

Leave as is. Same issue in every small town. Folks just have to park down streets and walk further. Assure handicap parking is available.

Purchase the empty lot at Moore/Caswell/Bay, pave it and create a paid parking lot.

Add a city owned parking area (free) near City hall and provide a trolley (paid service) to the downtown area on a continuous loop.

Parking lot farther away. Shuttle Trolley.

shuttles

The trolley is a great idea

Parking lot out of downtown with shuttle service

I have no specific recommendations.

Public transportation. Get a trolley with a parking lot further out of town. I live on the busiest corner of Southport without a designated parking spot for my house. Parking is never an issue except for 4th of July. We always can find parking only a block away.

Parking deck, then a shuttle to the downtown area

Paid parking

Public parking lot with shuttle services



Parking further away and either shuttle or walk. Don't screw up the charm of Southport for a few days a year

CREATE PARKING AREAS SUCH AS BCC OFF LORD ST, THE UNION PROPERTY AND OTHER OPEN SPACE, WITH TRAM SHUTTLES. CONSIDER PARTNERING WITH THE OWNERS OF THE OLD FOOD LION AND LOWES PROPERTIES FOR PARKING, AGAIN WITH TRAMS/SHUTTLES TO DOWNTOWN.

Parking garage and shuttles

Parking isn't the issue, traffic and speeding are. No right of way for crossing Howe, no crosswalks. Also, traffic is funneled too much on Howe, need alternate routes

Timed charged parking. Resident discounted yearly passes

I believe that we will eventually have to have a large parking lot away from city center with means to transport people from this lot to city center. Shuttle vehicles, bike lanes, bike rentals

Valet or more off street parking

Stop building

Remote parking with continuous shuttle

Building a 3 story parking garage

I don't know.

More use of trolleys. This is a fabulous option.

none

See above, get pedestrian traffic under control in Yacht Basin

First, some of the choices in this survey only allow low priority or neutral. There are some questions that should have negative answers. Without negative answers, politicians, Development Planners, and City Officials may interpret the answer as go forth s-l-o-w-ly, rather than a hands off answer. Please keep that in mind. I would say leave parking as it is. The most recent Aldermen vote was to take away hardscapes because of parking, now they want a vision to get more parking which suggests that visitors are more important than local residents. I would recommend parking over by the cemetery and encourage walking past stores and cafes for small businesses. This is a small town. Keep it a small town. Outsiders shouldn't have it easy to just show up and use all of our services.

No idea. no room for a garage or anyplace for parking.



I would support a parking pass system that could fund the identification and development of parking areas

Resident only parking spaces

Trolleys at various pick up and drop off sights.

Regularly scheduled mini buses running on batteries.

Time limits

Build on the guy with the new trolley idea.

A parking location ie, hospital area , away from town with free shuttle service to downtown.

More access

Have a large parking area outside of downtown with a shuttle service

Charge for parking and use funds to create procure additional parking space

Charge

It's already good

The free lots by Fishy Fishy and Provisions are spacious, but so much area is wasted due to massive puddles and holes people can't park in.

Designated resident parking

Yacht basin parking

Don't know

Police directing traffic

Signs pointing to parking lot areas

Time limits

I don't go downtown during peak season. Too crowded for me.

Limit free parking to 2 hours

It is what it is

not sure

I understand that a trolley service is beginning. That's a great idea! People can park in remote lots and trolley into town. That should be encouraged for summer visitors and tourists.



Resident passes?

2 hour limit in paid parking areas.

New parking lot

Maybe shuttles during events

Two hour limit.

Increase boat docking access. Resident parking privileges

Build parking garage

A parking deck or two on the fringe of downtown

Use the government's authority and buy properties that are located in areas where Parking is needed.

Keep the tourists out

Out of town parking lots & scheduled trolley bus transporting into town at designated stops.

Outside city limit parking and downtown shuttles, trollers etc with set schedules and drop offs

no answer

Have a few more signs to show people where else they can park

Public docks - or alternate transportation methods

No recommendations at this time

Provide remote parking lots with trolley system to shuttle people in and out of downtown.

Unknown as tourists take up most of the space along those who work at the restaurants

Not sure

Ensure there is appropriate signage for right of way parking and directions to local shops, parks, and waterfront

Don't change anything. Limited parking discourages more traffic

Maybe designated parking areas somewhere else

not much to do - how many more people can yo squeeze in before its miserable

Paid parking with well marked spots. Signage to encourage use of designated side street parking areas.



Have a large area to park with a golf cart taking to to stops. Yacht basin should be blocked off for all cars walking and sitting outside only

Open city parking lots further from city center allowing people and tourists to walk or offer shuttle. The sheer number of cars allowed to park in the historic district and lots in yacht basin take from the character and charm of Americas prettiest seaside village. More parking in the historic district is not the answer.

Leave it as is we're fine, best thing about Southport no paid parking!

Off street parking

Have a big parking lot a few blocks from downtown with signage starting at the ferry terminal to direct as much tourist traffic to one big lot. Leave more on-street/downtown parking for locals going about their business.

There is no longer a “peak season”...it is peak season all year long.. Put up a gate and charge for every car that is not a tax payer or work downtown to pay a fee for coming into town. Since this town is now an amusement park, do what all amusement parks do.

limit parking times

Less golf carts with 1 person taking up parking spaces. Return parking spaces that are blocked in front of former City Hall.

County residents vs visitor spaces

There is not a problem people need to walk a little

I live in downtown Southport and I honestly never have issues finding the parking I need. What I would recommend is law enforcement pay more attention to detail about cars parking the wrong direction on Bay Street, I've never been in a town where cars park the wrong direction without penalty. As well as cars parking within the roadway throughout the town. It seems cars and golf carts just do as they please even if it means parking within the roadway. In addition, I feel law enforcement should pay more attention to protecting the pedestrians walking within the crosswalks. Our crosswalks are not being monitored enough to stop the constant running of them by cars and golf carts.

Replace community center tennis courts with parking. Enforce city right of way/easements by residential homes to use for parking.

Make all parking in yacht basin open to everyone and not give lots to individual restaurants

No improvement necessary



No improvement necessary

Shuttle from off site

Tram or trolley from further lots

Make the visitors pay to park, but don't charge the tax paying residents any additional fees. Listen to the residents and stop prioritizing the tourist economy over the locals way of life.

Utilize parking lots outside of downtown and run shuttles into town.

Main parking area w a shuttle to the down town and return to parking. Eliminate the traffic issue and help maintain the population.

Create a shuttle/bus service

Get there earlier to get a spot

Parking deck

I think they are doing a good job already with parking downtown because I don't want any more parking lots

Create a parking lot away from main downtown streets and provide small trams to pick people up and drop off on main streets for a small price. Hop on Hop off!

Shuttle service?

Identify & signage for right of way parking

Shuttle service running to a parking area away from the middle of town with plenty of shuttles busses. Improve the parking at the Yacht Basin - open those roped off areas for access at all times.

slow development

Limit parking times in high usage areas.

Be sure all right of way parking was available and marked as such

Allow, encourage people to park in right of way in close-in residential areas.

Run trolleys

Off site parking and transportation in. Currently done for 4th of July.

PAID PARKING for visitors. Parking passes for tax paying / voting residents. Also, a new trolley is picking up passengers in Southport and transporting them to Oak Island. This has the potential to usurp parking spaces for hours on end. The city should work with the trolley operator to designate trolley parking to specific locations only (e.g., the parking lot behind famous Sub, which seems plentiful).



N/a

I don't think any improvement is needed, especially at citizens cost.

Have more availability

Downtown trolley service from parking areas to anywhere in town

Use city right of ways

Shuttles from ferry landings, additional trolley for park and ride from long Beach road, time limits

Enforce right of way

Charging tourists

Don't have an answer

Off street parking

Don't know

We need paid parking

Timed parking

Idk, trolley from Walmart to downtown

Pay parking lot

On the weekends provide parking at the elementary school (or BCC?) and run a shuttle every half hour. Stops could be at 9th and Howe; Leonard/Brown Street and Howe; Nash Street and Howe; and the Yacht Basin.

satellite lots with shuttle service from the lot to downtown

I think the current situation is fine

Implement time restricting in most populated areas especially around restaurants

Finding more spaces is the only solution. Limitations on visitors isn't desirable and going to pay parking is nothing but a money grab that won't make more spots. If anything, more spaces will be available because fewer people are coming downtown, which is exactly the opposite of what everyone wants

Timed reasonable paid parking

Remote parking with a shuttle or utilize Marina parking with a shuttle.

Take more advantage of the space in the yacht basin and use similar strategies like a trolley that's used during July 4 to encourage parking further out.



Reserve resident parking spaces

Not sure

I dont see where there is space for improvement downtown

Take back downtown right of ways for public parking

Shuttles maybe

Alternative transportation.. free trolley on Howe St

Police traffic control around summer holidays, signage for parking areas

Paid parking

The new privately owned trolley and businesses like these are great. Perhaps shuttles downtown from surface parking lots (such as Robert Ruark & 211) would alleviate parking issues.

Mow down ugly abandoned and make parking lots

Please don't charge for parking!

Seems to be working well as it is.

Limit parking time

I recommend to limit further development.

parking outside of downtown with trolley service

It should not be any different. Parking conditions and access should be available year round.

More trolley access from remote parking areas

No. I do not support parking decks, or ugly parking lots.

Free parking lots

Parking lot with a shuttle to downtown. Maybe Famous Subs or Walmart area.

Don't let the restaurants control all the area near their location.

Allow residents to have free parking and charge everyone else.

Use the yacht basin field. No parking garage!!!

Don't know

The city can purchase land and build a parking garage. Tyeb have a shuttle service go thru town

No suggestions



Pave the parking lots by the restaurants as they look terrible. And have other parking facilities

Shuttle could be an option from certain areas which would limit need for parking and sidewalk and bike lanes

Utilize parking lots. Paid parking and no long term parking

Need more parking areas

Not sure as we have limited space to work with.

More public parking lots. A trolley or cute bus that went around often to parking areas

Parking meters

Charge for parking. I'll ride my bike

Don't allow people to rope off the grass or rock area in front of their yard.

Designated space that people can be shuttled from

Manage and better regulate golf carts.

More public transportation options

There's just too many people. Not much you can do now.

I wouldn't. God gave us so much room. You have the Yacht Basin as open for parking. Or you could offer at the old longshoreman property. Ppl can walk or encourage trolley service from those areas to downtown for those who can't or don't want to walk.

Provide free parking near the dog park, few people actually use the dog park, so it won't create a problem for access to the park.

Good luck with that !!

I have no idea, but am totally against paid parking for downtown

Paid parking for non-residents

Make free parking lots in common areas

Having assigned parking for restaurants and retail stores

More signs indicating TRAFFIC and WAIT TIMES before getting to congested downtown area
Indicate PARKING AVAILABILITY in lots. Have PARKING AMBASSADORS to wrangle traffic jams and improve flow while reducing tensions for people unfamiliar with traffic, parking on streets, and parallel parking. Southport in the summer is so hot... no wonder no one want to walk far or be outside. More shade and water stations and cooling areas will convince people to park further away from their end destination—if off-location is what people think will solve the problem.



Don't know

Close a dollar general or car wash, turn it into a parking garage w shuttle to downtown

Leave well enough alone

Time limits

Shuttle services from outside city limits

The restaurants have so many employees. They should park off street so that the other business owners can at least have one space.

More Parking on streets . Park at the community college or elementary school maybe have shuttle. I see a huge empty parking lot when I ride my bike all the way down pass the marina nothing is there when ever I ride my bike.

Patience

I find peak season festive, not huge problem - it's a small town with tourists - we get it - they get it

Provide edge of town parking and a shuttle downtown.

Encourage business owners/employees to leave spaces closest to their business open for visitors and to park a little farther away.

I've only ever noticed issues during the 4th of July and I do not know how to mitigate that

Shuttle from larger parking areas, less golf carts

Please don't charge anyone to park in Southport. The town is all but lost and that would be the end of the town.

Signage directing traffic to lots that are not as close but easy to access

Shuttle from remote lot away from downtown

Keep parking free

Parking structure

Pay parking

Maybe a shuttle service from remote parking lot.

park and ride

buy more land

It is what it is. I wouldn't change a thing.

Stop advertising for so many people to move here or vacation here.



More golf cart parking locations.

Ban non-resident autos from downtown. Establish very low/free parking beyond town, that is, beyond Walmart and/or beyond Duke property. Run very low cost/free scheduled buses/trolleys/etc on published routes to pick up/drop riders from parking to various and numerous stops within City proper. Contract to a qualified urban transportation planner to set up this system. Example I can relate to exists at Harper's Ferry.

Shuttle service from out of town

Outside of town free parking with a shuttle service

more parking options

Seasonal time limits on spaces with monitoring

Find space for public parking lot or lots bordering downtown area. Either property already owned by Southport or by purchasing/leasing vacant lot.

hard to answer

SPT needs an off site paid parking facility w/ shuttle service to areas downtown

Eliminate golf carts

Make tennis courts in front of Community Center a parking pad.

Charge for parking, maybe trolleys for large events

.

No golf carts.

Live nearby so can choose when to visit Southport, so parking rarely a problem (don't visit at peak times).

Not sure

Have a parking lot outside of downtown Southport and offer a shuttle service for a minimal fee. Maybe use the Elementary School parking lot or develop one at Steven's Park. Or notify/direct visitors they can park in public right of way along streets.

No response

I do not want paid parking

More off street parking

All Day Parkers have designated areas



Nothing. It's not that bad.

Maybe have a parking large parking area and use a shuttle or trolley with stops to several area locations downtown. Make it available to jump on and off as needed.

As is

Allow more parking on side streets

Provide more clearly designated parking areas

There is no one perfect solution. Best practices for directions, signage, time limitations, event management. Ultimately and unfortunately, premium close in parking comes at a cost to the town and ultimately the user.

More handicap parking spaces. better use of business parking areas when businesses are closed .

There is a serious lack of ride sharing. I often speak with tourists who cannot find a safe ride home after an evening of drinking. I wish more could be done to ensure the people who are attempting to return home safely have a method of doing so that doesn't endanger other people.

Don't feel there is an issue

See Question 39

charging

An automated robotic parking deck

Have designated parking areas with shuttles to take people back and forth.

Pave the lot by frying pan and make paid parking during season for tourist, BC residents free or reduced parking fee

it's fine.

Poor

Charge for out of town guests

More shuttle services. So you can park and ride.

Good question

Residents get priority

Paid parking. Marking the city's right of way so that visitors may park in front of homes downtown.



Limit parking time

Fine the way they are

Communicate that right of ways are for everyone to park, not owned or controlled by the residence next to that right of way.

If there's no where to park go back home, southports full.

What action should the City of Southport take to manage parking demand related to future growth and development challenges?

Just make sure all developments have plans and encourage more use of golfcarts and walkways for locals and maybe shuttle type service during season for visitor parking

Find off street parking where can develop parking lots or parking garages. Keep downtown untouched

stop the growth - parking & traffic are bad enough now

Survey is a good start.

Survey is a good start.

If you stop developing maybe we wouldn't have take action. But as always townships build before they plan them they want citizens to bow down and change their way of life because the town wanted more tax revenue. Basically the town put the cart before horse again and now they want a bailout

none, we are a small town and we need to stay that way

Million dollar question

Boomers love their cars but every generation after cares less. Stop catering to the past and look to the future. Downtown should be pedestrian only, more European feel.

Suck up losing money

Perhaps buying up some lots and making small parking areas in and around downtown.

Parking areas for tourists and non-residents particularly during peak season with free transit into downtown areas as stated in question 38. Perhaps even a parking deck in an area similar to the strip shopping center where the old Lowes Supermarket was located.



Resume free trolley service...at least from Memorial Day to Labor Day. Resist any temptation to install parking meters or other paid parking ideas.

Give resident free parking passes and let tourists pay to park. Solves the budget problem.

Create a system that makes pedestrian friendly spaces

multi level parking structure with handicap parking and safe well lit side walks to get to shops and restaurants.

Definitely need to have a plan that will provide more parking while still fitting in with a village setting.

Shuttle during peak seasons

See answer to question 38

Control growth

Obtain land, create parking lots, use shuttle system. Limit downtown parking to 2-3 hours.

Get experts in and come up with a plan, then follow that plan. Unless it turns out to be a really unworkable plan.

Possibly build a large surface lot or parking deck and provide a free shuttle ride to downtown area stop taking away spaces

Parking garage somewhere on N Howe with a shuttle

talk to multiple planning experts

At the rate we are going this issue will never be resolved. Future growth and development has to slow down. There is no infrastructure to support the growth at the right it's a curvy

Improve sidewalks and clear parking signage.

Consider the property owners next to downtown- they need parking near their homes. In major holidays they have no parking either

Don't add more parking due to limited activities or restaurants to go to. More people with nowhere to go



NO PAID PARKING, PLEASE. That will kill the small town vibe everyone loves here. We need to find a space for parking because right now I only have seen us eliminate parking (note: Southport procured a grant for pedestrian walkway on Moore Street across Dry Street. It took out several parking spaces in front of the Episcopal church and the former city hall (which will become a viable location again). We need to be careful what we do because some things have consequences we did not consider..

Paid parking

Paid parking

Consider a parking garage within walking distance to downtown.

..

Limited time parking on Moore and Howe Streets

Paid parking

Are there empty lots around town that can be used for lots ?

Don't ruin the residential streets in Historic area - find open areas outside of historic area for parking. Put up BIG directional signs for parking.

Parking demand and traffic will be less if you don't have so many people in a small area.

Concentrated housing

Certain areas paid parking

Seriously consider a nice parking deck. Keep it free if possible so people will use it. If you charge for parking, people may avoid it. If the parking deck is free, people will drive straight to it.

Implement a shuttle service. Establish parking lots at which visitors from outside downtown Southport can park and then ride a shuttle.

Town resident only parking spots would be helpful.

I'm not sure.

Require they have obligations to beautify the area they develop, ie design, trees and sidewalks.

Again not to take precious green space to pave- in 20 years we have found parking and Not to charge. This is a small town No big paid lots in empty spaces. Maybe that hop on hop off trolley will help folks.

Create more free parking areas, close to downtown



Please no parking garages in the downtown area. A hop on and off trolley to off site parking/garage could be a solution

In addition to limiting parking times, Provide town residents parking passes to alleviate them being shut out from parking in their own town.

Same as above

Na

Priority for residents over visitors

Provide access to a parking lot...could be a paid parking lot for the day or several hours.

Establish a shuttle system

I do not have any suggestions.

None

Tear down old city hall and build a 3story parking garage. Literally solves all problems. Charge 10 a vehicle.

ask if there is truly a parking problem

Same as my answer to question 38. Maybe paid parking, but as a last resort.

Enforce the easements and codes, for all

Leave Southport the way it is.

Only allow future development to happen if appropriate parking exists

Paid parking for all visitors. Free parking for true residents only. I think the thousands of people who live around us think downtown Southport is their downtown....they are visitors just luck the vacationing beach goers.

Initiate paid parking . Promote cheaper remote parking. Initiate shuttle service.

More planned approach to development

Same as answer to question 38

Don't allow golf carts

Trolley service from parking lots outside of downtown Southport.

stop building more homes!!!!

Maintain parking but please not paid parking



STOP NEW DEVELOPMENT

Shuttles to beach/ to yacht basin

Maybe create a few parking lots that blend with the existing space. Not so visible as to be unattractive but signage to make them easy to locate off some side road.

multi- story parking and shuttle buses somewhere up Howe St. or the Yacht Basin???

Create more parking

see #38

Ask Beaufort. I'm sure they must've already had thoughts--though apparently none of them worked.

Two hour, paid parking meters within downtown. Howe St. can be three hours. Davis St. 20 minutes. FREE parking for tax-paying residents living within the City limits. Parking permit stickers for said residents. A small, one-time fee (less that \$100) per vehicle sticker. Designated parking areas for business/restaurant employees, and designated parking for golf carts. And for the love of god please pay more attention to the residents' needs as opposed to the outsiders/tourists!

Parking lot

No suggestions

ALLOW LESS GROWTH

That's easy ... do a better job of limiting growth.

Prioritize parking lots and paid parking for nonresidents

Paid parking, residents get decal

Paved parking lots

Not sure but parking is a problem and some lots are only for certain restaurants. If city owned the lots they would be open to more people

Invest in parking structure

Free

Do not build a parking garage. Leave it alone. First come first serve. People figure it out.

Add more lots and street parking

Shuttle service

Not sure

Get good advice



Get good advice

Same as above

Feels like during the summer, the main streets are at capacity. Adding more parking will just lead to more traffic. Growth needs to be focused on area where it be least harmful to the existing residents, away from downtown.

Free shuttle to downtown

Make parking areas clear.

Think ahead about paid parking. Put in parking lot with shuttle to handle parking limitations.

see above

Shuttle

Trolley access parking areas. For instance an area like in front of Wingate hotel.

Write more tickets

NA

Implement public shuttle services

require new buildings to have parking lots

Exactly what you are doing. Surveys and finding professional help. We can't be the first small town to need to figure this out. Less development. Less people in too small of an area.

3 hour parking

Should consider more remote parking with trolley service

More parking

Utilize parking in places in places when they are closed or not being used. Church, bank , schools, PLEASE DONT make locals pay. We utilize and support all local businesses all year around. Hit the tourists and day trippers. If I have a Southport address, I shouldn't have to pay. See answer to question 38.

be mindful of development's plan regarding parking allocations within design

Limit access to side streets during high event turnout. Those side roads become very over cluttered. Better to have a shuttle or trolley to an outside larger parking lot.

Make drivers aware parking on side streets is permitted and stop residents from blocking, discouraging cars to park in front of their residences.



Parking Deck or Paid Parking for Nonresidents

Perhaps charge small parking fee for tourists. Have a NO fee sticker for residents to distinguish residents from non residents but do not charge locals for parking in their own town,

I don't know.

Parking is fine for the size of the town now. Don't overdevelop and you won't have an issue.

Stop development. Save southport.

Have never had an issue

Maybe a parking garage ??

see answer above

Walkability around town

Charging for parking will not make more spaces. A deck might be a good addition. Many cities have paid covered decks and people are willing to pay for those just to be in the shade. Unfortunately you will alienate those that live close to Southport and shop, dine, etc if paid parking is mandated. But if you're mostly interested in tourist I guess that is the way to go.

No answer

Limit the growth

Seek out additional parking areas

Timed parking

Look at the examples of other similar coastal towns.

Limit how long you can park

Don't take away any existing parking!

Better non -auto options to get downtown comfortably

Don't know

If possible, plan further out instead of the immediate need when the traffic study results come in. Build a parking deck outside of town and visitors can walk to town (must have a sidewalk to town from parking) or provide a City of Southport mini bus to downtown for a fee.

None

More side street parking



Prioritize parking in most crowded areas for alternate transportation choices (bike, golf cart, motorcycle) and handicapped access, pushing personal vehicles to outer parking locations

More designated parking areas

Parking lot.

None. Parking is sufficient for limited resources

Public transportation

Invest in land for parking make driving scarce for downtown only using public transportation modes like golf carts or rickshaws

Kick out some of the old businesses that don't make more than 6 sales a year and add parking.

Have ALL businesses contribute to parking improvement. They benefit the most.

Additional lots needed downtown. Not sure otherwise.

.

None

I big, paid parking lot somewhere downtown would be great. No idea where it could be put but something needs to be done.

Parking lots away from downtown with bike paths

Improve public transportation options from beaches to cut down on individual parking needs and street traffic.

Parking garage

Add Gravel parking in easements on side streets that are put in & maintained by the city

Limit the growth- it's gotten out of hand- city officials who continue to allow more and more housing are destroying our beautiful town

Slow down the growth!

Paid parking

Encourage on street parking every street south of Leonard

Remote parking with a shuttle

Do not charge for parking

The city owns property that they are not using. If possible develop parking lots and charge to park

Find locations within 5 blocks of downtown to have an organized paved and pretty parking lot



No clue

Future growth needs to be curtailed. Development needs to level off. Why ruin a place for money? City of Spt needs conservationists and natives on the board. Not people who make decisions to enrich themselves Save the town!!!

Use shuttle/trolley type transport from outlying parking locations to transport visitors into downtown areas. Add additional parking spaces for golf carts. This encourages the use of environmental friendly transport as well as gives Southport residents/taxpayers improved opportunities at finding available parking spaces.

Ideas, paid parking, off sight parking with a shuttle, time limits, enforcement of parking restrictions by the Police.

Small town charm is good, why entice more cars, keep it as is

Not sure

Possible shuttle service, reliable!!

Not sure

Improve sidewalks and cleanup avail parking. Monitor speed on Fodale n HOWE. Put mobile sign outside when town is full, backed up, to detour entering town during peak tourist season

Stop allowing homeowners to prevent parking through landscape choices

Create and prioritize sidewalks, bicycle / golf cart lanes to facilitate easy and safe commuting for locals. Enforce parking of vehicle off street.

Parking meters that are easy to use (smartphone payments). Encourage workers to park farther and shuttle them to/from.

Parking garage

If the population continues to grow at the current rate, at some point a city parking garage may need to be built.

Institute paid parking with City residents having a pass to park, not charging them.

street or two east and west of Howe

None

Slow the growth so we can keep up

Use yacht basin or by the Wingate hotel



Don't build a parking deck!!!! It would only encourage more tourists!!!

Discourage future growth in downtown area

sell day and season passes to locals at discounted rates, increase visitor rates to pay for improvements

Take back easements/right of ways for parking

See above. Also limit overdevelopment

No input.

Transportation infrastructure for cars and golf carts

See above

Parking lots for business owners, workers, longer term visits for tourists. Short term free parking with time limitations. I would hate to see parking meters every where. It's important to support tourism and capture those dollars to support preserving such a beautiful place. Tourism tax on purchases for Southport?

Resident stickers

paid parking

Look at needs of development and try to require appropriate parking spaces

Same as above

Off site parking with trolley system

Not sure/encourage golf cart driving/adding golf cart parking

Timed parking

I am not sure.

N/a

Residents would have parking permit stickers for their cars

xxxxxxxxxxxxxxxxxxxxxxxxxxxx

Parking garage

Possibly starting a trolley or bus service with remote parking lot.

Not able to comment.

Give better directions and marked parking areas, smithville cemetery, down moore st, on nash st, etc



Restrain growth! I know y'all love the increased tax base, but no one wins if going into Southport is a miserable experience.

None, if the parking is full the town does not need any more people in town.

Add meters

Not sure

Expand public transportation around town

Don't know

Clear encroachment on city right of ways

Property owners downtown who currently block right of ways should not be permitted to do so. This will open up parking spaces owned by the city of Southport.

Add spaces, possibly make bay street one way

Require parking be planned for new growth

Shuttle service during peak times

Charge for non-resident parking.

We already have construction being done. Maybe traffic light to manage flow

The addition of tasteful and esthetically appealing parking structures. Offsite parking areas with a shuttle into Downtown.

Limit growth within downtown area

Reclaim the off street parking in the ROW from residents who have taken it over for their personal use.

Paid parking

Don't know

Slow growth and development it is the cause of the problems parking, traffic, sewer and water , electricity .

See above

Paid downtown parking (residents excluded) & off site /shuttle

Have off site pay to pay parking available and provide shuttles to Downtown and to shopping Centers.



Creating more bicycle routes and clearer walking paths to the popular downtown locations.

See question 38

Will take more info

Improve the right of way to make parking more obvious and restrict any and all resident improvements that would prevent parking.

There is a lot of side street parking, but it can be confusing as to where you can park. Perhaps that can be managed better.

See above.

Timed spaces

Time limits

Parking time limits

Not sure what to say

Better traffic flow...make lord and Caswell one way streets

Low cost paid parking

We wouldn't need more parking if we stop developing

Stop the HB that will effectively remove Southport's ability to manage the ETJ district.

Improving out streets with curbs and parking spaces

Initiate a study and prioritize the needs of the downtown residents. If you make it difficult to live downtown, no one will want to live here full time..

Develop more parking in the Marina area.

See above answer, in other words develop transportation service to transport people from parking area

Work harder to prevent future growth and development. Sidewalks down East Moore to ferrys and up Howe street to Walmart. Paid parking for non southport residents who don't pay city taxes.

maintain free parking

Do not install paid parking.

Parking garage,, trolley buses from parking lots into town, also designated areas for golf carts so as not to take up car parking spaces. Hopefully NOT considering paid parking, I would not pay to park



and visit establishments in my own town especially at the already high prices of gas, eating out etc. as a BSL resident, we are still a Southport address and it is considered our downtown as well.

Please do NOT add parking meters

Not sure

New developments/buildings should be required to provide a parking plan/solution as a condition of approval. It shouldn't be the city's / taxpayers' responsibility to fund problems created by private, for-profit developers.

No thoughts

Increase free parking

Buy a lot and build da garage

same as #38

Always make the people who live here the priority. Instead of tearing up landscaping and other beautifications that people have been allowed to do at their own expense for 50 plus years, hire an expert to advise on existing public parking and possible public transportation solutions

paid parking

Possible golf cart shuttles to move people around

Begin with looking to other fast growing towns and communities for ideas on how they have improved their traffic influx.

Spaces and fees

Development of comprehensive plan

KO

Provide adequate parking space as part of growth

Increase parking availability and make it paid parking; citizens of SPT could be offered RFID "parking passes" (like UNCW, etc..) that are paid annually or semi-annually...

securing unimproved parcels for suture parking

Paid parking

For specific events, use the elementary school parking lot with shuttles. There's also potential parking at the Longshoremen's building which mostly sits empty.

No parking meters keep parking free



No parking meters keep parking free

There is not really any extra space for more parking so the extra growth and development that I hope gets stopped as much as possible will just have to deal with it. I would agree with paid parking for people that do not live in city limits. Anyone who lives in the city and pays the in city taxes should get a pass but anyone outside the limits could pay, locals maybe with a discount. Tourists should defiantly have to pay. Otherwise there is not much to do about parking, it is what it is. Leave it be.

Don't need future growth. I can find that in any other city, don't need it here.

I don't know

The city of Southport should put that responsibility on the developers not tax payers

Consider a trolley system. W off site large parking area and pick up and drop off around town and back to designated parking area

Slow down growth and over development(subdivisions) KEEP PARKING FREE

Not much, the current parking arrangement is part of the "hometown" feel we love in Southport. I would only suggest directing special event parking locations. I am adamantly opposed to charging for parking.

Shuttle to a parking lot outside of downtown

open up more areas to park

I'm really not sure. There is just too many people period

Make downtown a pedestrian zone.

Enlist private enterprise for solutions

Charge a toll to tourists



Parallel parking down Bay street between Pilot office and marsh.

Prepare side streets for more off-street parking. DO NOT put meters up. GET FOOD TAX APPROVED.

Purchase the empty lot as above.

Add a city owned parking area

Establish parking areas outside of town and provide a shuttle trolley with designated stops and pick up areas. Parking ticket grants you free access to trolley

more lots, less individual spaces - add greenery to lots

Off site lots

Take steps to acquire location for public parking lot

I have no thought-out suggestion.

Do NOT take away green spaces for parking. Require new business developments to meet a higher parking space requirement.

Parking deck

Resident permit program

Should've thought about that long before now. The growth is happening and Southport can't grow any bigger. Definitely not a parking garage

Consider parking further from downtown

SEE #38 RESPONSE. PARTNER WITH PRIVATE PROPERTY OWNERS IN TOWN OR OUTSIDE CITY LIMITS FOR SPACE.

Parking garage and shuttles

Eliminate on street parking and have more off street/side street parking. People know where to park, but the overwhelming congestion creates the distraction for drivers

See 38

create a remote parking lot as described above

add more parking spots

Stop building

Maintain all on street parking

Build a 3 story parking garage where the tennis courts are in front of the Communities building



I don't know.

Continue to research options, discuss them and seek feedback from residents.

none

Perhaps consider remote parking area with a shuttle service to downtown

If you have to, build a parking garage somewhere outside of City Hall or near Doshier Hospital Helicopter port, charge for parking and provide signs for direction. Another location would be the Bald Head Ferry parking lot. Consider a Trolley or encourage Uber near the parking garage.

Idk as there isn't any solace to put a parking garage.

I would support a parking pass system that could help develop new parking areas and perhaps a multiple level garage etc. Without easy access to quality parking the small local business community would suffer. The easier it is for people to patronize them the more likely they are to do so.

Parking tickets

Parking structure with trolley pick up and drop off much like Doshier hospital does.

Provide city wide alternate transportation and block car usage within town limits

Time limits

Stop making it a bigger deal than it is. There's plenty of parking.

Keep free parking as it part of the charm of Southport, offer shuttle's services so the, don't have to drive downtown.

Develop parking garage

Have a free shuttle service from Parking that is 1 mile plus from downtown

Be careful on how fast you grow. Infrastructure needs to support growth.

Charge

Keep growth to a minimum

Build a parking garage or two. If they need to be over a 5-10 minute walk from downtown then have shuttles.

Limit future growth

Don't know

Limit parking time



Public paved lot

Designate parking areas and sign them

Identify parking lots which offer shuttle service

Maybe parking lots a few blocks from downtown.

Try to find area for larger parking lots

Don't allow it, peak demand

I have no idea

I like the idea of parking lots outside of the city with a trolley that people could get on and off as needed.

Create a city parking lot

Underground parking options

Build paved parking lots

Consider trolleys or shuttles

Reduce future growth.

Seasonal paid parking go for non residents

Parking garage

Hire expert consultants after gathering data from stakeholder surveys

See 38 above

Stop promoting Southport. Tourists are infesting this area. The locals can't even get out to eat or find a place to park anymore.

Make the yacht basin pedestrian only with commercial delivery times for the businesses.

Make phase in approaches consistent with the master plan and start addressing the issue thru prioritization and implementation.

no answer

Absolutely do not charge for parking.

Alternate transportation methods (boating, trolley, public bikes or scooters)

Limit growth as much as possible. Publish establish parking areas and on-street parking maps showing parking on all surrounding streets of downtown. Like I mentioned before, downtown is very walkable.



Slow growth as much as possible. See priorities to improvement existing infrastructure first.

Again unknown

Not sure

You good judgment when planning, do not put in parking meters, work with residence to achieve a successful parking availability

Buy the property across from Fishy Flshy and Frying Pan and make it city paid parking

Have no idea at this point

don't go overboard - there is a maximum density that Southport can handle and its not a large city.

Work with private land owners to provide more downtown parking. Enter into a paid parking program with enforcement provided by contractors.

Encourage biking to locals with more bike lanes. Offer main parking area with golf cart taking to main locations. Something like Wilmington waterfront has just walking no cars

Of site parking lots - 2 hour parking downtown to elementary people parking all day and not allowing bald head workers and other tourists to park all day and sometimes for multiple days at a time downtown without any ticketing

I would leave downtown alone best thing about Southport is no paid parking.

Limit growth

Please don't do paid parking. Or at least offer free parking stickers for Brunswick Co residents. I don't live in Southport but nearby and have to be there 1-3 days a week and it will be unaffordable to pay for parking just to go to the library etc...

Quit marketing Southport!!!

provide additional parking spaces in existing right of ways

Buy land for paid parking lot and shuttle visitors from said lot to town.

Prioritize county residents, do not over commercialize our beautiful town

Help people to walk more instead of only going to eat

I currently do not have a problem finding parking. However I do not mind walking a block to go to the places I want to visit. I think many people feel they need to park directly in front of the facility. Take a nice stroll, enjoy the town! *Also this survey seems to be missing numbers of questions such as the questions go from number 1 to number 3, with number 2 missing. Continued throughout this survey



I like it the way it is.... I really don't have much difficulty except 4th of July week and then we just walk more

Cannot and should not expand downtown parking

Stem development first, increase sidewalks and bike paths to areas outside downtown, provide out of town parking if possible with shuttle service or walkways

Use available land further out with tram/trolley

Parking meters on all city streets (not with coins - use mobile apps). Local residents exempt.

Paid parking on downtown streets using mobile app, with resident exclusions. Utilize shuttles from out of town lots.

Offer transit service. Trolley type to and from areas within the district Shopping and surrounding area

They need a shuttle or bus or even trolley that can run people back and forth from parking to downtown

Add more spots

Parking deck

I would rather not see any more development

Parking lots away from downtown; trams for a small amount of money—hop on/hop off

Don't sacrifice the small town feel for tourists. It is the reason they come in the first place. They enjoy the architecture, walking around our town center and a few places to grab refreshments. Myrtle Beach can attract those wanting something different.

Parking lot

A parking lot away from the downtown area with plenty of shuttles running. Paid parking if necessary. Residents should be able to have low cost or free passes for parking. Open up some of the parking in the ROW areas where residents have blocked parking with decorative items and shrubs.

it's too late

Provide parking nearby when planning new businesses.

See above

indicate that parking is available in right of way and encourage people to walk on improved sidewalks.



Parking at Walmart and a shuttle

Encouragement of other modes of transportation, biking and walking.

PAID PARKING. I believe OKI brought in approximately \$1M in their first year. Our infrastructure, fire department, and police department would benefit from revenue collected by parking meters; and perhaps, squelch the need to raise taxes for SPT residents.

shuttles or buses

N/a

Not needed, everyone can't be in SP.

More availability as well as encouraging biking

Trolley service and off site parking

Public transport

Park and ride, from parking lots out of the business district

Parking garage

Have parking spaces outside downtown and offer shuttle service at reasonable price to tourists.

Limited the growth limit growth and see

Not sure

Don't know

We need paid parking

Good luck

Idk

Parking garage

Insist developers pay into a shuttle bus service.

satellite lots with shuttle service from the lot to downtown

Just to plan for the increased traffic

Define public parking areas

See question 38

Parking garage

Same as peak season answer.



Shuttle based parking

Carefully study outlying areas for expanded parking spaces

Not sure

it would depend on what the City of Southport has in mind for future growth and/or development

Take back downtown right of ways for public parking

We manage well now

Not sure

In busy season, find large parking outside of town and provide shuttle services into downtown

Paid parking

Paid parking is NOT the solution. Seek out current parking lots / areas that are not well indicated and create more signage to those.

Free parking, less new homes

Please don't charge for parking!

More public transport (trolley) from remote parking area

Trolley system

Limit future growth and development.

build parking outside of downtown with trolley service

Improve what is already available and add more to vacant spaces.

Do not take away established areas of downtown to create more parking. Create remote parking areas and provide shuttle service from the remote areas. The city can't be expected to provide parking on Main Street for every visitor. Limited space limited parking.

Curtail the future growth ... keep Southport like it is!!!

Business will suffer with paid parking

Remote park and ride

Don't know

Paid parking.

No parking garage!!

Don't know



See above answer

No suggestions

Provide nice lots

Add small parking lots around town to keep the small town feeling

Pave lots, charge and garages within 4 blocks of downtown

Limited time parking

Not sure. We have limited space in the city.

I appreciate downtown and keeping it nice, but the rest of Southport looks really trashy (ie at Long Beach & Southport- Supply). It needs updated and beautified. The gateway to downtown is ugly

Take back city right of ways from private residents who plant flowers etc and make it available for parking. Install parking meters and time restrictions in downtown area and use trolleys.

Charge visitors and residences for parking. Lower annual fee for residence.

I think y'all have already goofed up. The key to growth is planning for it, not tryna catch up!

Set limitations for development

Impose time limits in high volume area, limit golf carts.

More public transportation options

Stop the developing. An area can only handle so much before it gets overpopulated and miserable.

City of Southport needs to realize most residents don't want changes.

Manage the development to begin with.

No idea but definitely NOT paid parking

No idea

Find more parking, golf carts parking, just a few spaces, currently they take up a full size parking spot.

Stop building housing

I don't like the idea of paid parking but with the extreme amount of visitors and residents It might have to be considered



I've lived in dense urban/tourist environments with heavy traffic usage. Off-site parking works if people have things to view/engage with along the way. Trolleys (free!) work moving people through dense neighborhoods. Traffic managers — actively directing traffic — works. Cape Cod towns swell by the tens of thousands every year and it's done by having multi-modal options, traffic management (humans and clear signs/messaging), and an active and positive PR campaign to reinforce the slow down and enjoy Southport messaging.

Don't know

Quit building housing developments to ease the demand on downtown

Quit developing or we will all be under water and won't need parking!

?

Better designated parking areas.

Limit restaurant employees parking in the few on street parking spots in front of the shops that have only one employee.

Allow parking on all the streets or have people shuttle in from other parking lots. Open up the roped off area in the yacht basin.

Control overdevelopment

Control future growth, calm down

Provide edge of town parking and a shuttle downtown.

Perhaps develop parking farther out on cheaper land and develop relationships with the new Oak Island/Southport Trolley to make it a regular stop for a small fee. In other words, parking free and visitors could choose to walk or ride trolley. No ongoing cost to the city but potential income for private trolley businesses. City could even sell annual passes or other for the trolley in lieu of paid parking.

Stop developing or offer ridesharing like public transport (buses/trolleys)

Develop shuttle for busy times like 4th of July & summer tourists

Please don't charge anyone to park in Southport. The town is all but lost and that would be the end of the town.

Create more parking in ROW

Limit size and density of residential development in city limits and adjacent areas through a collaborative and comprehensive master plan with OKI and BSL, and limit large hotels and commercial retail spaces



Provide a free shuttle that runs frequently for tourists. Provide locals with parking passes and do not charge them.

Parking structure

Pay parking

Carefully consider parking in future development models.

NOT A GARAGE

buy more land

Limit the growth in our area

None! It's a small town. First come gets a parking spot, otherwise come back on a different day.

Consider a trolley service, of sorts, from the larger outside communities to downtown.

See Question 38

Shuttle service

No cars allowed on the streets near the water, so offer shuttle from CVS area where the The Wingate Hotel is currently

increase prices

Include necessary parking design in future development plans

Develop public parking lots

hard to answer

See answer #38

Again eliminating golf carts

Curb growth.

Stop the over development of Southport

.

No golf carts

Would not strongly oppose paid on-street and public parking as long as targeted toward weekends and the summer season, when parking demand is highest.

Not sure



Make more handicap access parking spaces, and make parking spaces noticeable on public right of way for parking. People, me included, generally look for marked spaces to park and generally don't park as much on unmarked public right of ways where people can park. (except on holidays and for events when there are more people in town)

No response

I do not want paid parking

Develop more off street parking

Comprehensive Plan Purchase available property

As Southport grows more FREE parking should be added

Please no paid parking. It will ruin the Southport feel and laid back feel. I've heard so much negative feedback since OKI installed paid parking.

Require parking as part of development

Reduce the need for private automobiles by increasing bicycle lanes, sidewalks, and public transport (trolley cars).

Newly built buildings should have required minimum parking space for expected volume the type of business creates.

Allocate bike lanes to encourage safe bike riding. With improved reliability and availability of pedal assist e-bikes people get where they want to go easily and less time. Bikes take up a lot less parking space and our climate supports being outdoors.

parking garages in close proximity to frequently used areas.

Howe street will continue to become more and more congested. Management of traffic and parking in this area will likely have the most significant impact.

Require parking with development

First, Control new construction. Second, Use the elementary school parking lot during summer like you do now over the 4th of July or another lot out of the way and provide a form of transportation to Moore St like the new trolley someone came up with. Cuts down on cars in the downtown area and people can walk to visit all of the small businesses. A parking building would make our sweet, quaint town ugly. Paid parking signs are also unsightly. Both of these options would ruin the character of Southport.

Limit growth

Same as 38 and 37



Provide more public transportation to reduce the number of cars in the downtown area.

See above answer

Include bike/scooters/shuttles from one zone to another.

Help the resident's we need temp traffic lights on 211 till the construction is done.

Charge for out of town guests

For every new building the owner has to build a parking lot/space for their customers.

Slow down development and growth

Visitors park outside of town

Paid parking.

Discourage business owners from parking on the street

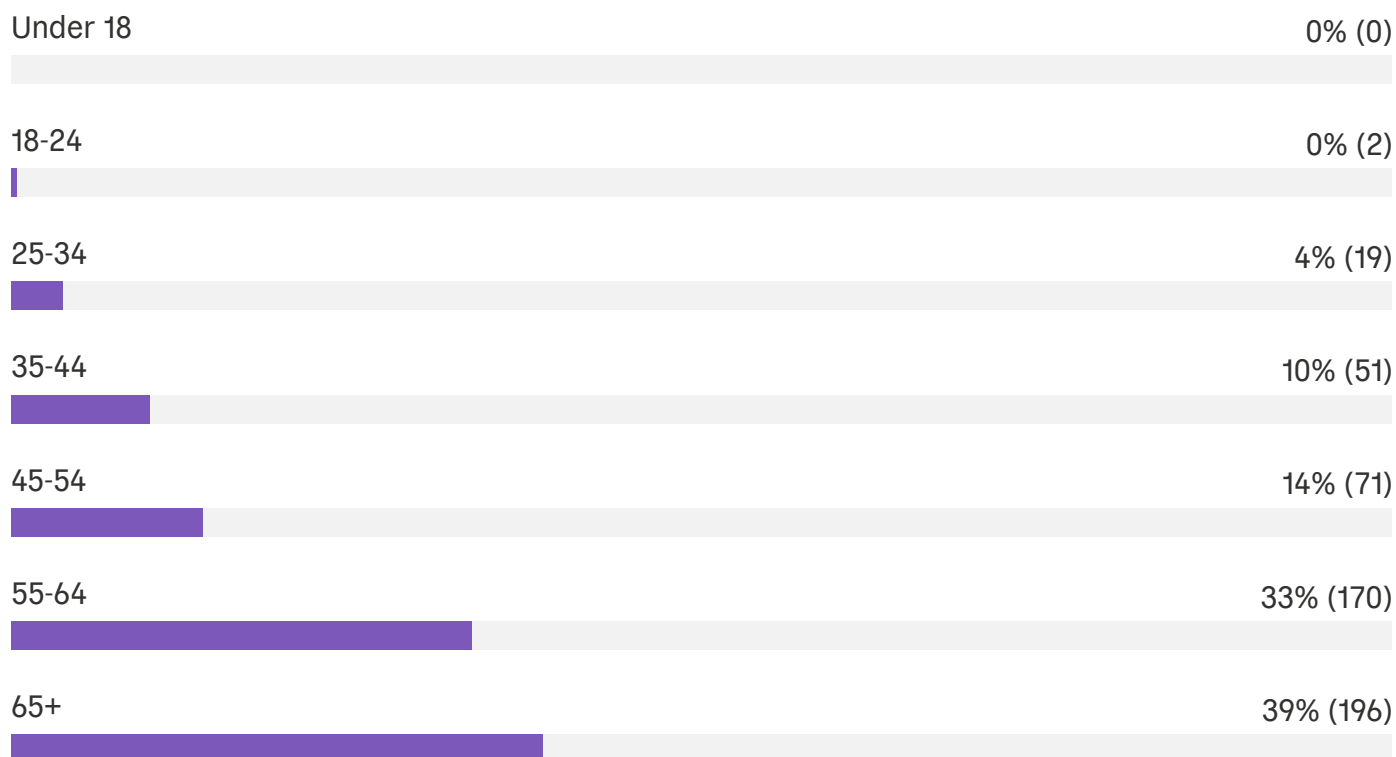
None

I believe we have sufficient parking and at busy times it can be a challenge to find parking - but one might have to walk further. We have limited space downtown, that is a fact. I do not want to see pay for parking. During peak times we should look into shuttles and such for the downtown area.

Tighten development restrictions. No more subdivisions.

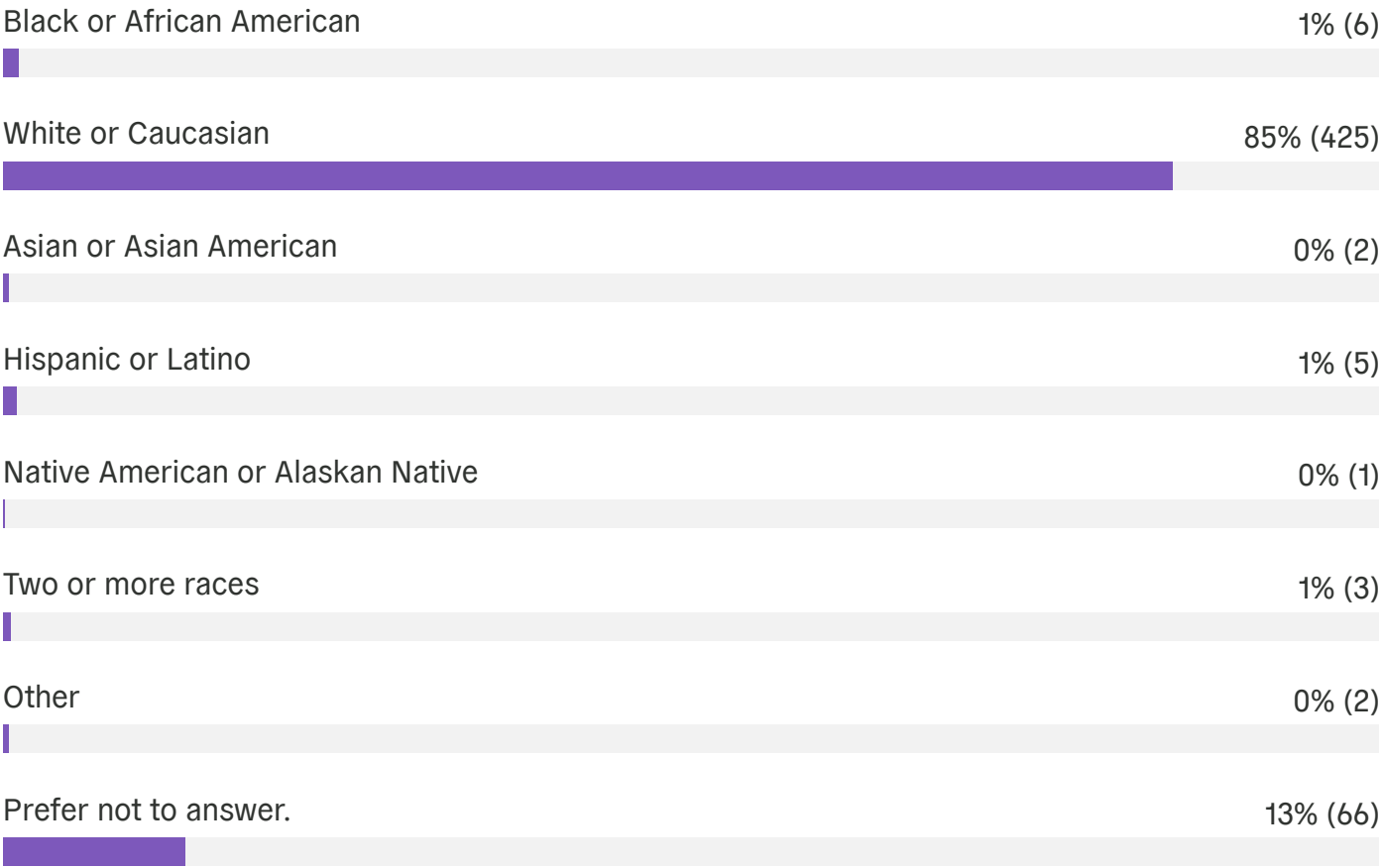


How old are you?



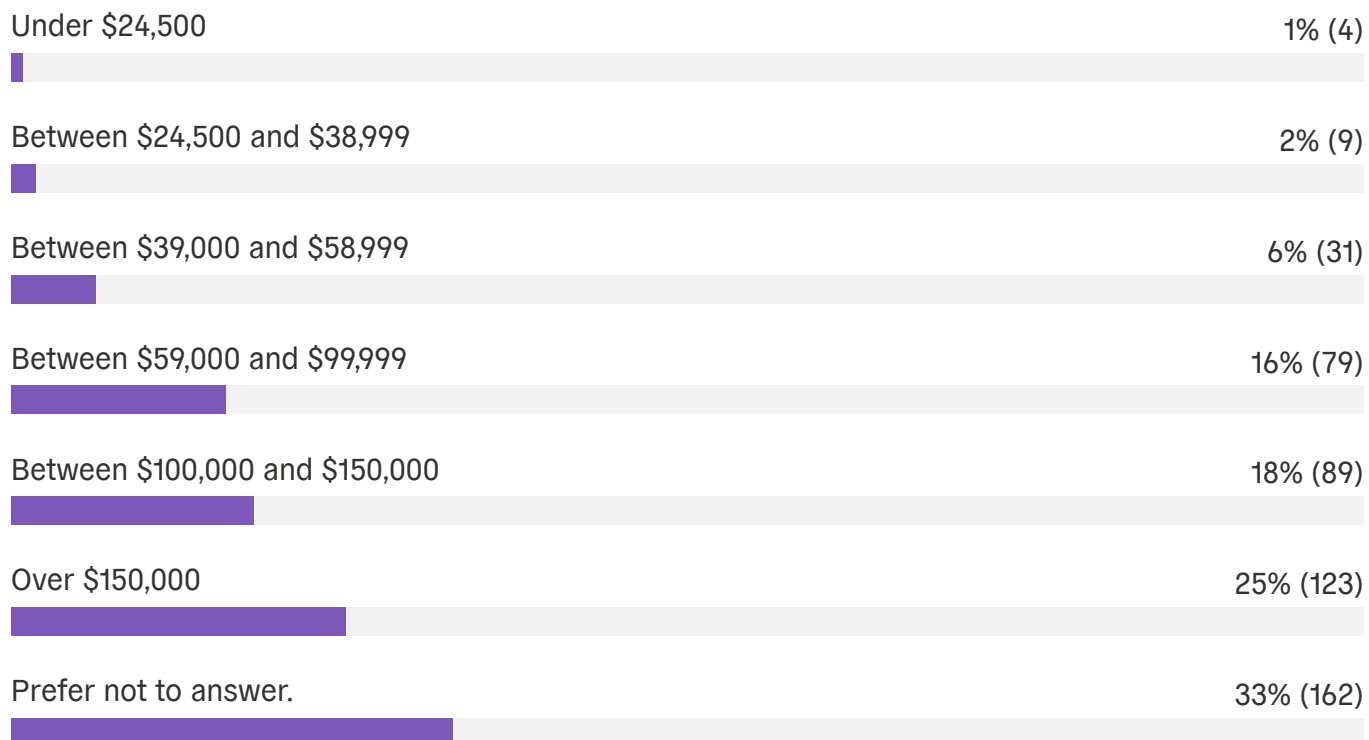


What is your race and/or ethnicity? (Select all that apply.)





What is your household income?







PLAN 50UTHPORT

Adopted: October 9, 2025 | Certified Date