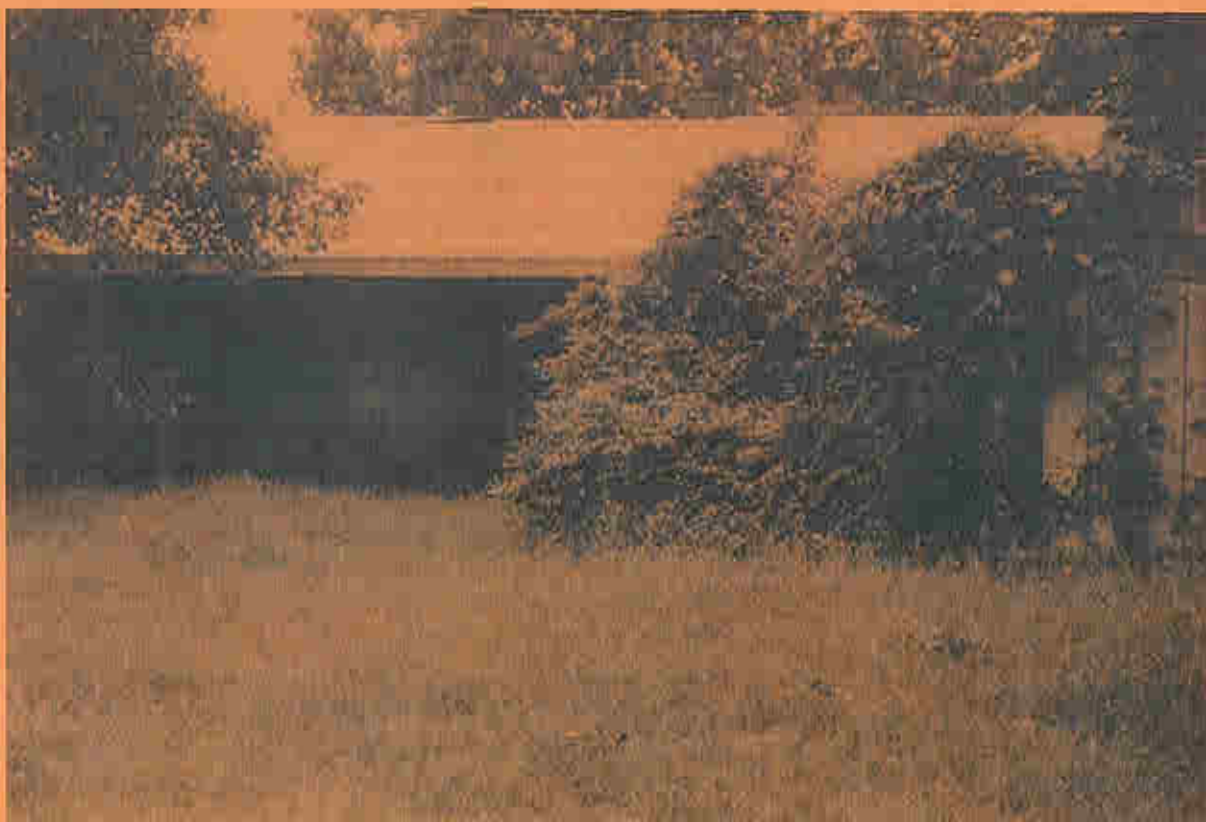

PORTERS NECK ...



Facing the Future

New Hanover County Planning Department
June 1989

New Hanover County Board of Commissioners

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New Hanover County Planning Department

Dexter Hayes, Planning Director

Project Staff:

David Weaver, Assistant Planning Director
Patti L. Parsons, Staff Planner
Wanda B. Coston, Staff Planner
Elaine B. Wood, Planning Technician
Phoebe Saavedra, Secretary

PORTERS NECK ... Facing the Future

New Hanover County Planning Department

Adopted by the New Hanover County Board of Commissioners on September 5, 1989



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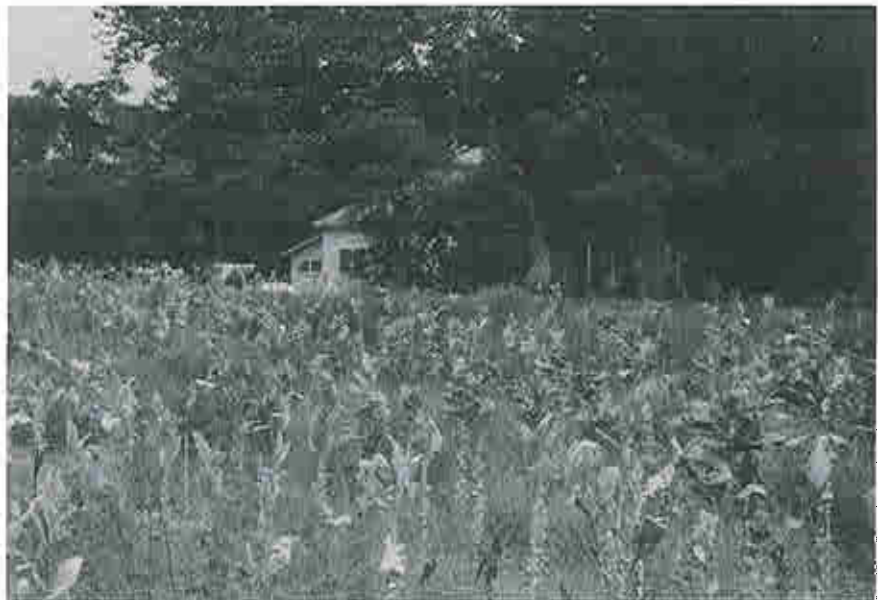
OVERVIEW

A. THE PORTERS NECK COMMUNITY

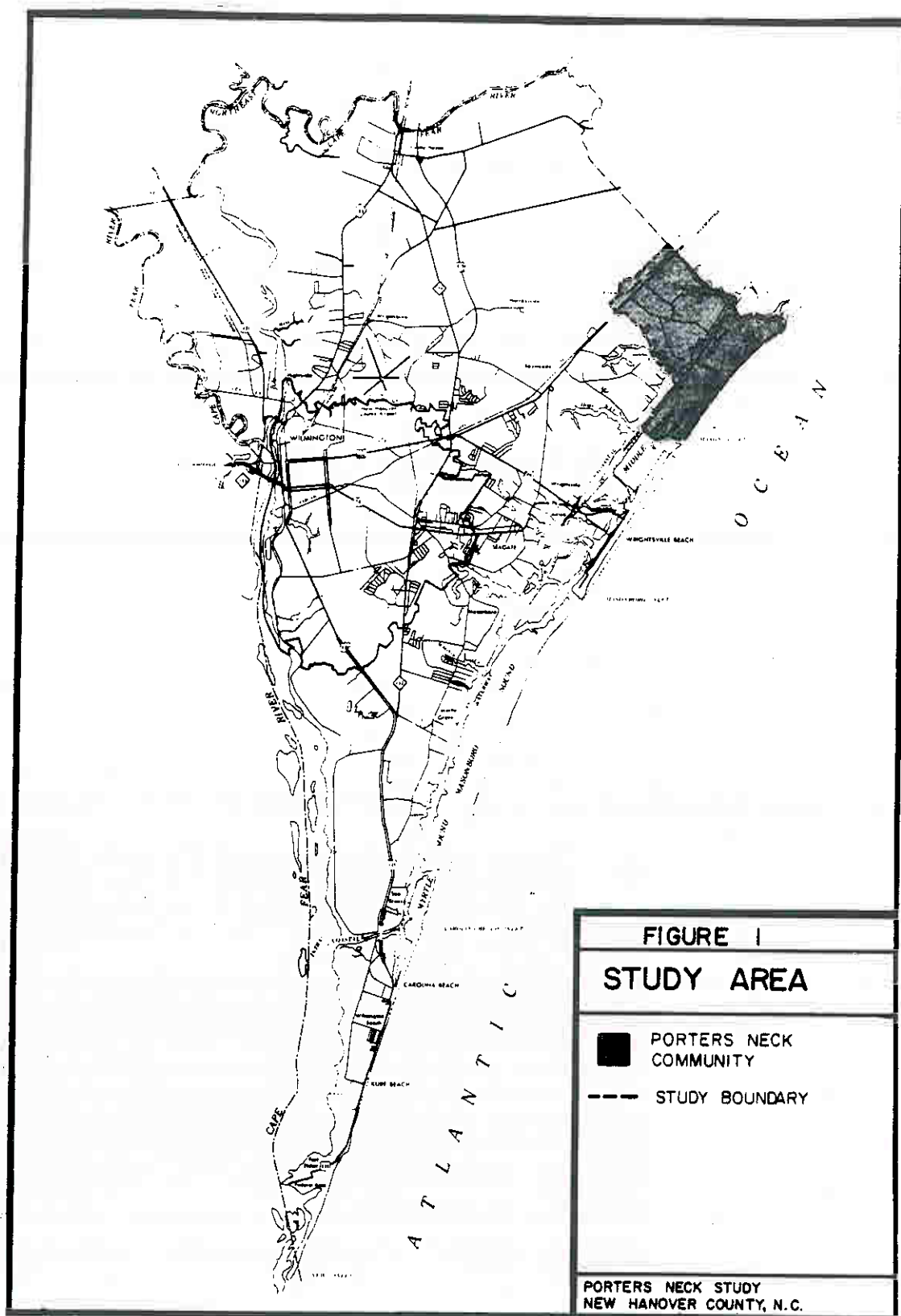
The Porters Neck community, shown in Figure 1, encompasses the neighborhoods and land bounded by Futch Creek and the Pender County line on the northeast, the Atlantic Ocean on the southeast, including Figure Eight Island, Pages Creek on the southwest, and the properties fronting both sides of Market Street on the northwest. The dominant land use generally is low density residential with a scattering of commercial development along Market Street.

The distinguishing characteristic of the Porters Neck community is the attractive rural atmosphere of farms and woodland bounded by the creeks, the Atlantic Ocean, and Middle Sound. This pastoral charm, however, is encountering considerable pressure from develop-

ment and the urbanizing forces that accompany it. New development, if not carefully managed, may be detrimental to the environmental amenities that attracted it in the first place. Growth must take place rationally with adequate services and measures for protection of the environment if the high quality of life is to be maintained.



The attractive rural atmosphere of Porters Neck is one of its most valuable assets.



B. COMMUNITY PLANNING PROCESS

This plan will serve as a policy guide for managing the future growth and development of the Porters Neck community. The plan represents an implementation action of the 1986 Wilmington-New Hanover Land Use Plan Update which mandates the use of neighborhood and community planning. The Porters Neck community plan is the fruit of considerable participation, cooperation, and effort by the residents, landowners, neighborhood groups, developers, officials, County Planning staff, and others as listed in Appendix A. References are listed in Appendix B.

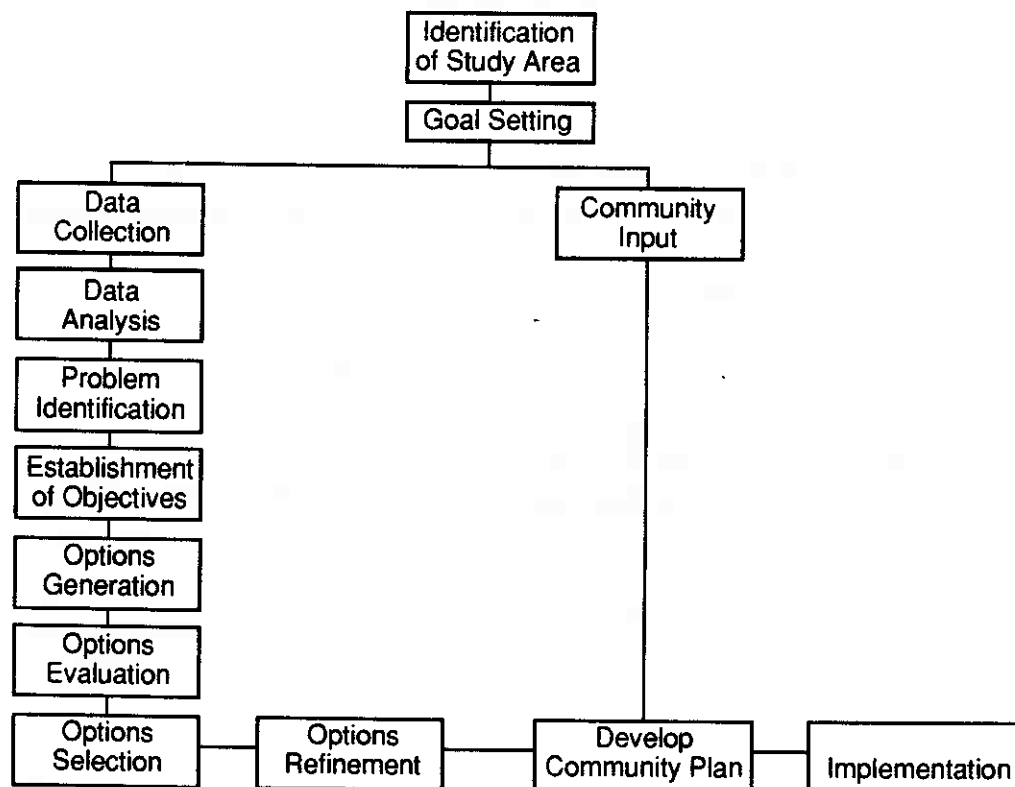
The process for preparing this plan, as illustrated in Figure 2, has involved numerous steps. After the boundaries were delineated, an overall planning goal was established: "to

provide a framework for managing the future growth and development of the area."

Community participation has been a vital element throughout the development of the plan. The concerns of the residents and landowners were solicited and used in the data collection, problem identification, and establishment of objectives. This information was then used to generate, evaluate, select, and refine actions that could be pursued to fulfill the chosen objectives.

This document, upon review and approval by the Board of County Commissioners, will be the blueprint for directing the future growth and development of the Porters Neck community. Future land use, urban service, and other decisions should reflect the objectives of this plan.

Figure 2
Community Planning Process



C. SUMMARY OF RECOMMENDATIONS

This plan addresses three critical areas of concern for the Porters Neck community: environment/aesthetics, transportation, and other community facilities/services. Major recommendations include:

- Continue protection of estuarine water quality, including support of the Outstanding Resource Water nomination of Middle Sound by the State.
- Institute measures to prevent pollution of the Sound, e.g. stormwater runoff controls and setbacks.
- Support efforts to preserve the Community's rural character, e.g. community clean-up campaign and open space preservation.
- Encourage pavement widening and development of a bike path/pedestrian walkway on Porters Neck Road and other interior roads.
- Support improvement of major intersections, including placement of a traffic signal at the intersection of Porters Neck Road and Market Street.
- Support continued four-laning of Market Street.
- Continue to make the Porters Neck area a high priority area for the provision of sewer service by the County.
- Support efforts by the Ogden Volunteer Fire Department (VFD) and Sheriff's Department to improve protection, including possibly more County support for the VFD and increased patrols.

The plan also recognizes that the amount and density of future growth will greatly impact the future of Porters Neck. The plan specifically examined four zoning options and recommends that the County support community initiatives to rezone vacant R-15 zoned property to either R-20 or RA (R-30) in order to reduce the future density of development.

COMMUNITY RESOURCES AND CONTROLS

A. HISTORY

The Porters Neck community was originally part of a royal land grant to Maurice Moore by King George II. Nine hundred sixty acres of the property was sold in 1732 to John Porter and subsequently became known as Porters Neck.

Porters Neck Plantation became a major farming endeavor in the area, well-known for its peanut crops. In 1861, N.N. Nixon netted \$20,000 for his crop. Relic dams are still evident in parts of Futch Creek and elsewhere. These dams were constructed to allow the peanut farmers to dig out the black marsh soil and spread it over the fields. Although parts of the original plantation have been sold off and subdivided in the past century, peanut farming continued on a major portion of the land until the past several years.

N. N. Nixon's grandson, Robert Burns Davis, originally developed the Porters Neck waterfront, according to the *Wilmington Star-News*. His brother, Champion McDowell Davis, who was president of the Atlantic Coastline Railroad, developed the Cornelia Nixon Davis Nursing Home in dedication to his mother.

Market Street was originally a crooked

winding plank road located northwest of where Market Street presently is aligned. It has been said that George Washington stayed in Porters Neck at a place, no longer in existence, called the Rouse Inn. The construction of the rail line and the need for a straighter, wider road, however, resulted in Market Street being shifted to its present alignment. A railroad stop called Kirkland, which was no more than a shed, existed on Market Street in the Porters Neck area. Several old homes built in the late 1800s and early 1900s still stand in this area.

Porters Neck Road originally was maintained by covering it with shells. Mock orange trees still mark the original alignment. It was first paved in 1930. Futch Creek Road, Bald Eagle Lane, and the portion of Porters Neck Road below its intersection with Edgewater Club Road were not developed as improved public roads until 1949.

James Moore was the first owner of Figure Eight Island, receiving it by virtue of a royal land grant in 1762. In 1775, the land passed into the ownership of Cornelius Harnett, one of the signers of the Declaration of Independence. In 1795, ownership passed to the Foy family, who owned it for 160 years. The Island became a prominent feature in the history of the area, with

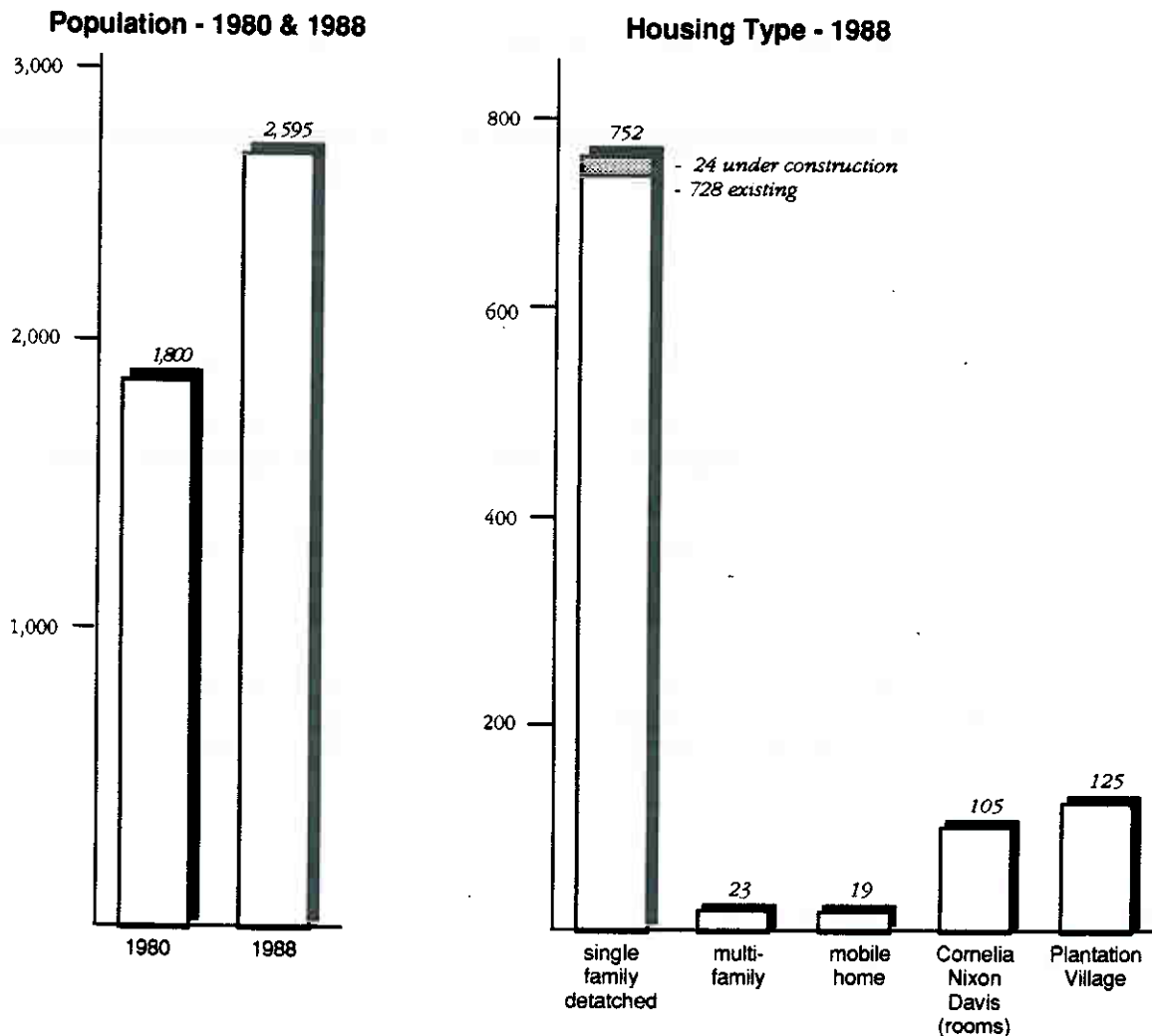
its abundant fish and shellfish, as well as a site for summer picnics and camping trips.

During World War II, the Island was used by the Army as a site for gunnery practice for pursuit planes. The Foys sold the island to Bruce and Dan Cameron, Dick Wetherall, and Raiford Trask. This group put together the Island Development Co. in 1955, which acquired property rights for the access road and paid for dredging and the construction of the bridge. Lots which originally sold for around \$5,000 now go for as much as a quarter of a million dollars on the oceanfront.

B. POPULATION AND HOUSING

Approximately 2,595 people live in the Porters Neck community, based on a 1988 housing survey. As indicated in the survey results in Figure 3, single family houses are the predominant type of housing in the area, with 752 single family houses compared to only 23 attached multi-family dwelling units and 19 mobile homes. The average household size, based on 1980 census data, is approximately 2.93 persons per household. The Cornelia Nixon Davis Nursing Home and the expanding Plantation Village life care facility also contribute sig-

Figure 3
Population and Housing Estimates



nificantly to the population. This present population of 2,595 persons represents an increase of 44% over the 1980 census population of approximately 1,800 persons.

The population in the Porters Neck area consists mainly of white families living in single family housing. A significant number of black families, however, live along Edgewater Club Road and along Market Street and private roads leading off Market Street. The population in the Porters Neck community is probably older than the general County population due to the community's popularity with retirees, and is reflected in the single-family housing and the retirement/nursing home facilities that continue to expand. Although most of the families live in the community on a year-round permanent basis, the majority of dwellings on Figure Eight Island are for seasonal use. Approximately forty families live on Figure Eight Island on a year-round basis. These and other trends should be clarified when the 1990 census is completed.

C. EXISTING LAND USE

Existing land use in the Porters Neck community, as shown in Figure 4, reflects the transition that the area has undergone for the past fifty years. Originally a farming community with scattered housing, much of the land is still either agricultural or forested, which gives the community a rural character treasured by the residents.

This rural character has come under increasing pressure in recent years, however. The scenic waterfront lots along the Waterway and the exclusive cottages on Figure Eight Island were the first major projects to be developed. Efforts are now mounting to develop some of the large interior parcels. The most notable effort is Porters Neck Plantation subdivision which has received preliminary approval to construct 1,352 residential units and 27 holes of golf on 747 acres. This property extends from Futch Creek Road to across Porters Neck Road and backs up to existing housing on Bald Eagle Lane.

The Porters Neck area also has scattered commercial and small-scale industrial development along Market Street. Among the most distinguishing features of the community are the Cornelia Nixon Davis Nursing Home and the Plantation Village retirement community. The Porters Neck area also includes several churches, but no schools or public recreation areas.

D. ROAD NETWORK

The road system in the Porters Neck area has generally been adequate to serve the existing populations but continued growth in the area may begin to strain it.

As shown in Figure 5, the area is fortunate to have two different but interconnected roads, Futch Creek Road and Porters Neck Road, that provide access to Market Street. Although these two roads help reduce traffic waiting to exit onto Market Street, the absence of traffic lights creates delays and possibly contributes to the relatively high incidence of accidents at these intersections, particularly at the Porters Neck Road intersection. The N.C. Department of Transportation, after performing a study, has issued a work order for a traffic signal for the Porters Neck intersection which likely will be installed by the end of 1989. Turning lanes on Porters Neck Road will also likely be added.

Figure 5 shows not only the incidence of accidents but also the increase in traffic in the area. From 1983 to 1987, average daily traffic increased by almost one-half from 2,600 vehicles per day to 3,800 vehicles per day on Porters Neck Road. Such developments as the recent Plantation Village and the planned Porters Neck Plantation will dramatically increase the traffic.

Finally, the major roads in Porters Neck are experiencing increasing use as pedestrian and bike ways, at least partially as a result of the increased retiree population in the area. Unfortunately, there is a lack of paved right-of-ways suitable for walking and biking.

E. COMMUNITY FACILITIES

The Porters Neck community is lacking in community facilities, due primarily to its present rural status with scattered low density housing that is away from the growth areas around the City of Wilmington. Concern for these facilities, including sewer, water, and parks and water access will likely grow as development pressures increase.

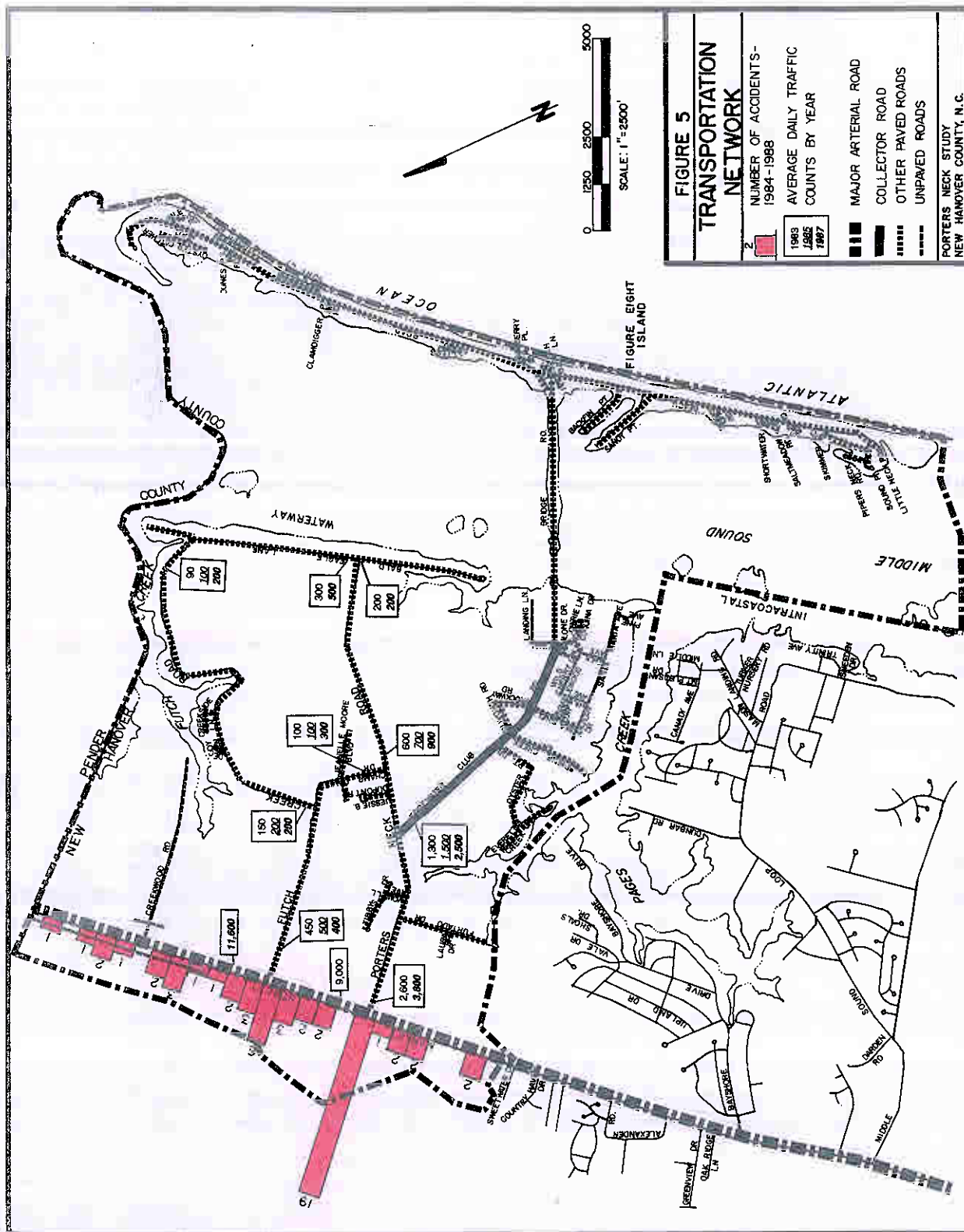
1. Sewer

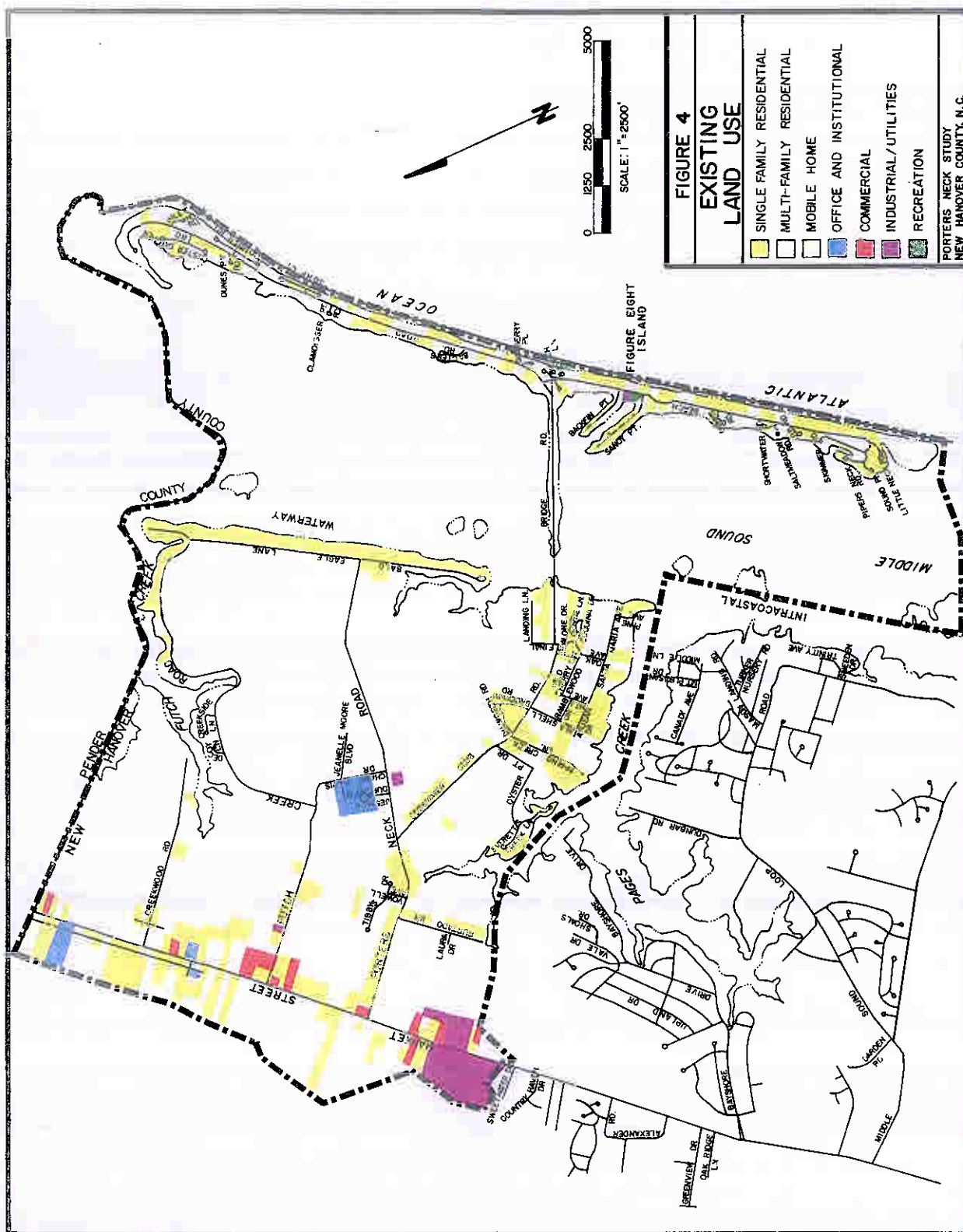
The County is presently constructing a County-wide sewer system. Originally, the Porters Neck community was scheduled for service by mid-1991. The County, however, is in the process of revising this schedule due to increased construction cost estimates. Based on



While much land in the Porters Neck community remains agricultural and forested, the area is developing. The predominant land use is low density residential, with housing types ranging from mobile homes to large beachfront homes on Figure Eight Island. There is also a scattering of commercial and industrial uses along Market Street.







a recent study, the Porters Neck area, although it has relatively high priority, will not receive sewer service before 1995 or later. The area may receive service more rapidly, however, if the cost of extending the sewer main from the existing service area were to be shared with developers. This possibility may occur with the planned Porters Neck Plantation.

2. Water

The County has no central water system nor any plans for one. Although Figure Eight Island has the only community system in the Porters Neck area, these systems can be built and made available by commercially operated public utilities. In addition, there is some speculation that Porters Neck Plantation may cooperate with the City of Wilmington in extending a City water main to the area. At the present, however, it is likely that the main source of water will continue to be individual wells.

3. Parks and Water Access

The County has neither public parks nor public water access in the Porters Neck area. A three million dollar bond referendum, however, is being discussed for parks in the County within the next year. Several potential park sites have been inventoried in the Porters Neck area.

Public water access is very limited in the area. Present access generally is through deeded water rights and limited private easements. Although Figure Eight Island has more than four miles of ocean front beach, a marina and a boat

ramp, access to the Island can be obtained only through a private road with a guard house. As growth occurs in the interior of Porters Neck, however, there will likely be greater pressure for public water and boat access.

A boat launching area used by the public was located at a place called Porters Neck Landing on the present Bald Eagle Lane. This boat access site was eliminated during the development of existing houses.

F. ENVIRONMENTAL RESOURCES

Residents of Porters Neck are able to enjoy an outstanding variety of environmental resources that add to their high quality of life. These resources include the waters of Middle Sound and the creeks, the excellent soils, the natural conservation areas, and the excellent groundwater.

1. Waters of Middle Sound and the Creeks

The waters surrounding the Porters Neck community have provided the residents and others with outstanding opportunities for swimming, finfishing, shellfishing, boating, and other water-oriented activities. But as the pressure for development increases, the outstanding water quality will be threatened from failing septic systems, stormwater runoff, and possibly marinas and package sewage treatment plants. The present water quality can be described by the following State-established parameters:



While the Porters Neck area offers excellent water quality, there are limited opportunities for public access to the water.

a. Nursery Areas

Figure 6 shows the locations of primary and secondary nursery areas as determined by the N.C. Division of Marine Fisheries. Nursery areas are critical in providing habitat and food for the proliferation of important species of finfish and shellfish. Primary nursery areas are generally considered more productive than secondary nursery areas due to such factors as creek bottom characteristics.



The waters surrounding the Porters Neck community have provided residents with excellent opportunities for fishing, swimming, boating and other water-oriented activities.

b. Closed Shellfish Beds

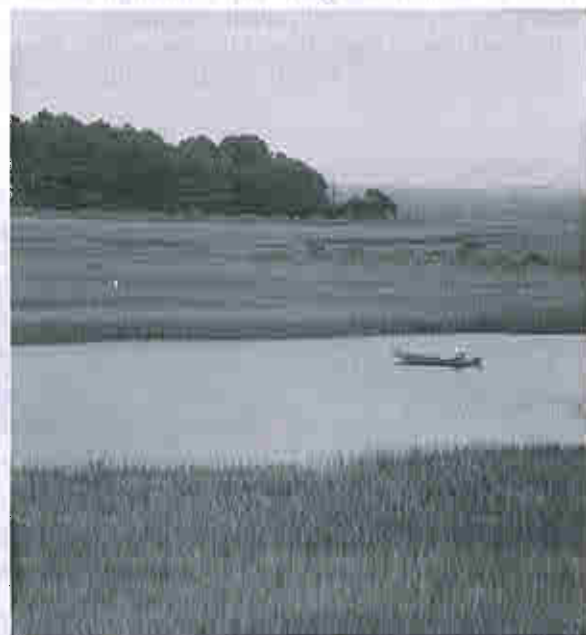
Figure 6 also shows the location of shellfish beds that are presently closed to harvesting. Presently, only the upper reaches of Futch and Pages Creek are closed. The remaining waters generally are open. The closing of shellfish beds, which is determined by the N.C. Division of Health Services-Shellfish Sanitation, is usually due to pollution from one or more sources. These pollutants include organic wastes, fecal coliform bacteria, and other pathogens from malfunctioning septic tanks, human waste discharges from boats, and stormwater runoff from impervious surfaces. The incidence of closed shellfish beds due to fecal coliform bacteria has been the most frequently used indication of coastal water quality for many years. Increasing concern, however, is being raised over the impacts of other pollutants,

including heavy metals, pesticides and fertilizers, that generally originate from stormwater runoff.

c. Water Use Standards

The N.C. Environmental Management Commission (EMC), through its implementing agency, the Division of Environmental Management (DEM), has classified the Middle Sound waters around the Porters Neck area as SA. The SA classification presently is the highest saline water classification available and indicates that these waters are suitable for shellfishing and swimming.

These waters have also recently been designated as an Outstanding Resource Water (ORW), primarily through the efforts of the Northeast New Hanover Conservancy. The ORW classification is new in the State and is available only for pristine waters with excellent water quality and superlative resources. DEM initially gave an informal positive recommendation for Middle Sound to be classed as an ORW but, in May 1989, that recommendation was withdrawn. The Conservancy continued to push for the ORW designation. Considerable support was demonstrated for the ORW designation at a public hearing held by DEM on January 8, 1989. Largely as a result of this community support, the N.C. Environmental Management Commission designated Middle Sound waters as an ORW on September 14, 1989.



Middle Sound has been designated as an Outstanding Resource Water due to its excellent water quality.

2. Soils

The soils of Porters Neck generally are among the best in the County with regard to good drainage, septic tank suitability, and building potential. In contrast to this predominance of dry, sandy soils, however, the area's soils do include marshy soils with several feet of partially decomposed organic material.

Figure 7 shows the classes of soils for Porters Neck as related to their suitability for septic system use. Class I soils are generally very suitable for septic systems, while Class IV soils are unsuitable under any conditions. Classes II and III fall in between.

Porters Neck, as shown in Figure 7, has a large amount of Class I soils along the water. Nearly all Class IV soils consist of black, mucky soils associated with marsh. Generally, the worst land-based soils are those concentrations of Class III soils on both sides of Market Street.

3. Conservation Areas

The Porters Neck community has a number of different biotic communities defined by specific types of vegetation, wildlife, and physical features. The major wetland communities, depicted in Figure 8, can aid greatly in stormwater retention, groundwater recharge, and promotion of the area's ecological diversity.

The salt and brackish marshes are dominated by such species as *Spartina alterniflora* and black

needle rush. The swamp forests have canopies of cypress, gums, and maples. The pocosins are defined by a pine overstory with a thick shrub understory and are occasionally supported by deep organic soils. Savannahs have a scattered pine overstory with wiregrass underneath. Natural ponds are interspersed within these areas. It should be noted that these areas were mapped using primarily aerial photography, which may result in some discrepancies with actual field conditions.



Conservation areas, such as marshes and natural ponds, are important environmental resources. They are protected by the County's Conservation Overlay District Ordinance.

4. Groundwater

The groundwater in the Porters Neck area generally is of excellent quality, although some treatment may be necessary for aesthetics, e.g. to alleviate water "hardness". Groundwater is provided by two different but interconnected aquifer systems. The upper aquifer is unconfined in unconsolidated soil material which may extend 60 feet. The lower aquifer, called the Castle Hayne aquifer, extends several hundred feet. Both aquifers together should provide more than adequate water to the Porters Neck area for the long-term future, unless some land use activity requires massive withdrawal of water without any subsequent recharge.

G. COMMUNITY FEATURES

Porters Neck has a number of special features that distinguish it from other communities. These include such historical structures as the houses shown in Figure 9. In addition, the community is the location for the Cornelia Nixon Davis Nursing Home, Plantation Village, which is a long-term life care facility for retirees, and several fine subdivisions. Figure Eight Island, also in the study area, is an exclusive, low density development on a barrier island offering such amenities as a limited service marina, restaurant, and tennis courts.

H. LAND AND WATER QUALITY REGULATIONS

The development of land and its related impacts in the County are governed primarily by the County's Land Use Plan, County development ordinances, and State and Federal laws.

1. The County Land Use Plan

The County's Land Use Plan, most recently updated in 1986, consists of two parts: a Land Classification Map and the Policies for Growth and Development.

a. Land Classification Map

According to the County's Land Classification Map, the Porters Neck community is designated Conservation, Resource Protection, and Rural as shown in Figure 10.

The Conservation class is located along Futch Creek, Howe Creek, and Middle Sound waters. The Conservation class includes all land within the 100 year flood plain and within the Estuarine Area of Environmental Concern (AEC).

The 100 year flood plain, which is defined by Federal agencies, is that land which is likely to be flooded at least once every 100 years. The Estuarine AEC, as defined by the N.C. Coastal Area Management Act (CAMA) program, is that land within 75 feet of the mean high water line.

The purpose of the Conservation class is to minimize the intensive development of these lands because they are either vulnerable to flooding hazards or are environmentally sensitive due to their proximity to the estuarine system.

Resource Protection lands extend between the Conservation areas and Market Street. The purpose of the Resource Protection class is to protect land that has cultural, agricultural, or environmental significance. Residential density is not to exceed 2.5 dwelling units per acre, and certain constraints may require it to be as low as 1.0 unit per acre.

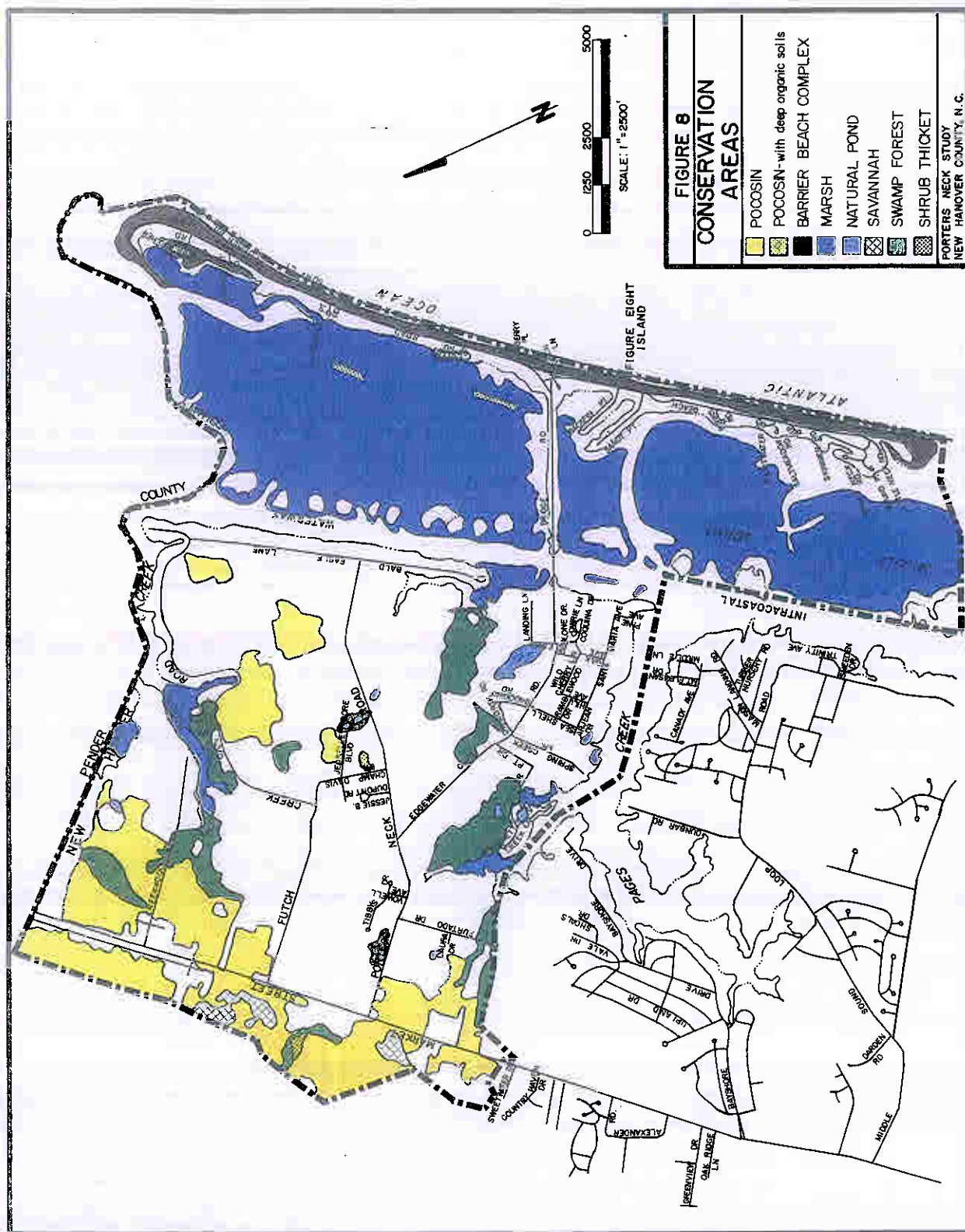
Land in the Rural class is located on the west side of Market Street. The purpose of the Rural class is to provide for an area of low intensity land uses, such as agriculture, forestry, and low-density residential development, in order to discourage the premature conversion of these lands into urban-type uses. Extending urban services into the rural area is considered inefficient, consequently, residential densities greater than 2.5 units per acre are not permitted.

b. Policies for Growth and Development

The County's Policies for Growth and Development contain more detailed information on the Conservation, Resource Protection, and Rural land classes. These policies also provide direction and guidelines for future growth. Policies cover such topics as natural resource protection and management, economic and community development, and storm hazard planning. Detailed studies such as this one are the result of a policy mandating the use of neighborhood planning.

2. County Development Ordinances and Controls

County development ordinances and controls are the tools that actually determine how new subdivisions and other land uses are established. The major ordinances deal with zoning, subdivision of land, mobile home and travel trailer parks, sedimentation and erosion control, and floodplain management. Other controls include the junk car ordinance and the Keep America Beautiful program.



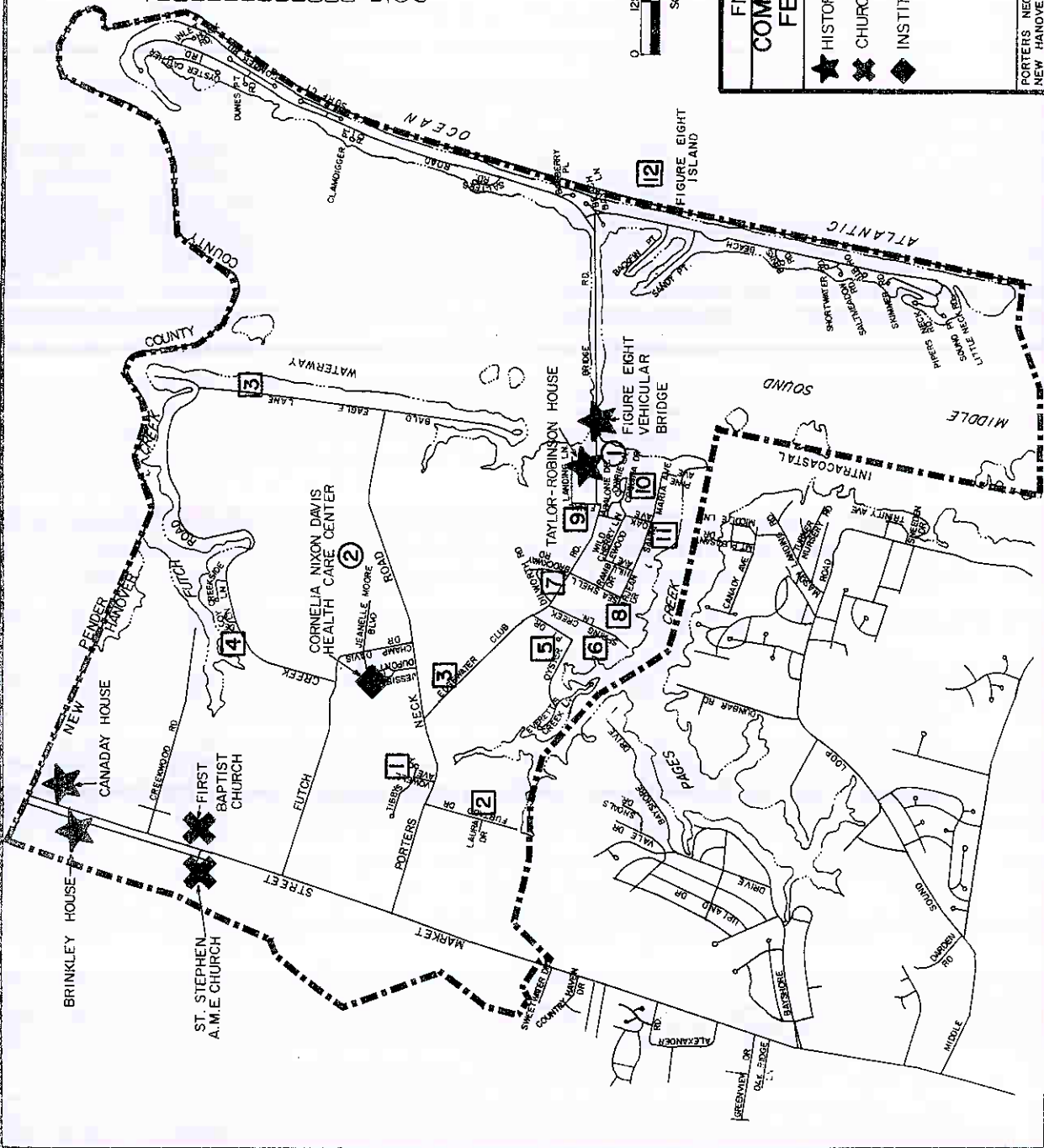
- SUBDIVISIONS**
- 1 TIBBYS BRANCH
 - 2 SWEET WATER
 - 3 PORTERS NECK PLANTATION
 - 4 OREKESIDE
 - 5 OYSTER POINT
 - 6 SPRING CREEK ESTATES
 - 7 KIMBERLY ESTATES
 - 8 ARJEAN
 - 9 EDGEWATER
 - 10 SHELLBANK
 - 11 SANTA MARIA
 - 12 FIGURE EIGHT ISLAND
- MULTI - FAMILY HOUSING**
- 1 FIGURE EIGHT HARBOR
 - 2 PLANTATION VILLAGE



**FIGURE 9
COMMUNITY
FEATURES**

- ★ HISTORIC STRUCTURE
- ✕ CHURCH
- ◆ INSTITUTION

PORTERS NECK STUDY
NEW HANOVER COUNTY, N.C.



a. Zoning Ordinance

Zoning is probably the major implementation tool in controlling the future development of an area. The Zoning Ordinance consists of a map that delineates different zoning districts and a zoning text that lists permitted uses within each district and standards. As Figure 11 indicates, the existing zoning districts in the Porters Neck area are R-15, R-20, and R-20S Residential Districts, B-1 and B-2 Business Districts, and an I-1 Industrial District. These districts are discussed below. Residential districts are summarized in Figure 12.

R-15 Residential District

The R-15 District insures that residential development not having access to public community water systems and dependent upon septic tanks for sewage disposal will be developed at sufficiently low densities. The minimum lot area for a single-family dwelling or mobile home is 15,000 square feet, or for a duplex, 25,000 square feet.

Mobile home parks are allowed only by special use permit and may have no more than

2.5 spaces per acre. Special use permits are issued only after a public hearing and review and approval by the Board of County Commissioners. Individual mobile homes on individual lots are permitted by right, however.

Performance Residential Development is permitted within the R-15 District. Performance Residential is typically a cluster development of small lot patio homes or attached dwelling units. In some cases, Performance Residential standards are used by developers to vary the size of lots to conform with environmental conditions. Performance Residential Developments can result in increased environmental protection and open spaces. No Performance Residential Development, however, can have more dwelling units than could be built in a conventional subdivision which, at 15,000 square feet per lot in an R-15 district, equals no more than 2.5 units per acre. In addition, buffer areas and increased setbacks are required between new attached housing and existing single-family houses.

R-20 Residential District

The R-20 District is intended for low density residential development. The minimum lot area

Figure 12
Existing Residential Zoning

Zoning	Conventional Residential - Minimum Lot Size	Performance Residential - Maximum Density	Single Family Dwelling	Duplex	Multi-Family ¹	Mobile Home	Mobile Home Park ²
R-15	15,000 sq. ft.	2.5 units/acre	P	P	P	P	S
R-20	20,000 sq. ft.	1.9 units/acre	P	S	P	S	—
R-20S	20,000 sq. ft.	—	P	—	—	—	—

P = Permitted

S = Special Use Permit Required

— = Not Permitted

Notes:

¹ Multi-Family Development is permitted only under Performance Residential. It is important to note that no more units may be built in a Performance Residential Development than can be built in a conventional subdivision.

² Mobile Home Parks with a density greater than 2.5 units per acre are not permitted in Resource Protection and Conservation classes.

for a single-family structure is 20,000 square feet, and for duplexes, which are allowed only by special use permit, 35,000 square feet. In this district, mobile homes also require a special use permit, while mobile home parks are not permitted under any condition. Performance Residential Development is allowed. In the R-20 district, the maximum allowable density is 1.9 dwelling units per acre for all types of dwelling units.

R-20S Residential District

The R-20S District is similar to the R-20 District except that mobile homes, double-wide mobile homes, duplexes, multi-family and Performance Residential Development are not allowed.

B-2 Highway Business District

The B-2 District provides for the appropriate clustering and development of roadside business uses, e.g. fast food restaurants, which accommodate the needs of both the motoring public and businesses which generate high traffic volume. In this district, the primary means for vehicle access is along collector roads, minor arterials, and major arterials as designated on the County's Thoroughfare Classification Plan. A B-2 District must be at least five acres.

B-1 Neighborhood Business District

The purpose of the B-1 District is to provide convenient shopping facilities, primarily of necessities and personal services, to serve a neighborhood. Most retail uses, including convenience stores, are permitted in B-1 Districts. A B-1 District must be at least two acres.

I-1 Light Industrial District

The purpose of the I-1 District is to provide areas for industrial and warehousing activities that do not create an excessive amount of noise, odor, smoke, dust, or other impacts which might be detrimental to the surrounding areas. Some retail uses are also permitted. An I-1 District must be at least five acres.

Conservation Overlay District

The County's Conservation Overlay District (COD) protects the conservation areas shown in Figure 8. These regulations require setbacks for structures, e.g. 75 feet from the marsh, stormwater retention, and preservation of 50 to 100 percent of the conservation resource.

b. Subdivision Regulations

The Subdivision Regulations govern the dividing of larger parcels into building lots, generally for residential purposes. Although the Zoning Ordinance governs the size of lots and the number of dwelling units, the Subdivision Regulations help specify the types of improvements installed and other design requirements. These improvements include the location of and standards for construction of new roads in subdivisions and the installation of a fire hydrant system under certain water storage and water main conditions.

c. Mobile Home and Travel Trailer Park Regulations

These regulations control the development of mobile home and travel trailer parks in the unincorporated County, and contain appropriate density and design controls.

d. Sedimentation and Erosion Control Ordinance

The Sedimentation and Erosion Control Ordinance regulates the way that land is developed in order to minimize the impacts of sedimentation and erosion. This Ordinance controls the velocity of discharge of stormwater runoff from a construction site; it governs neither the amount nor the rate of stormwater runoff discharge.

e. Floodplain Management Regulations

These regulations list construction standards for structures within the 100 year floodplain. It also controls flood insurance rates and the elevation of structures within the floodplain, in conjunction with the 100 year floodplain map.

f. Junk Car Ordinance

The County has adopted a junk car ordinance. This ordinance makes it illegal for any person to have on their property more than one inoperative vehicle, unless that property is a legally permitted junkyard.

g. Keep America Beautiful System

This organization is dedicated to promoting clean-up and beautification campaigns within the County. They will aid community groups by arranging pick-up of trash and junk appliances and cars, with the assistance of local industries.

h. Public Water Access/Boat Access in New Hanover County

This subject is covered by two plans prepared by New Hanover County. Both plans inventory existing public access sites. Both also indicate the need for public water access, particularly boat access, in the northeastern part of the County.

i. New Hanover County Master Plan for Parks and Recreation

This 1988 Plan inventories existing park facilities, establishes park standards, and makes recommendations for new facility development based on County needs. The Plan recognizes that the area of the County that includes Porters Neck is lacking in neighborhood, medium and regional park facilities. A three million dollar bond referendum for parks will be decided on in the near future.

3. State and Federal Ordinances and Controls

The principal State and Federal ordinances controlling development are North Carolina water quality regulations, North Carolina Coastal Area Management Act regulations, North Carolina Department of Transportation regulations and Federal wetland restrictions.

a. North Carolina water quality regulations

The North Carolina Environmental Management Commission (EMC), through its implementing agency, the Division of Environmental Management (DEM), has regulatory responsibilities in several aspects of water quality. First, DEM regulates all activities that discharge wastewater into the water, e.g. sewage treatment plants. Because Porters Neck waters are classified SA, however, no new discharges will be permitted. Second, DEM regulates stormwater runoff from such uses as parking lots and streets in residential developments. Stormwater runoff can be a major source of bacterial and other pollutants. Present regulations require that new developments either be of low density (25% maximum impervious surface and 30 foot setbacks from the water with no stormwater collection system) or retain the first 1.5 inches of runoff on site, using such mechanisms as holding ponds. These standards will likely be strengthened due to the recent designation of Middle Sound waters as an Outstanding Resource Water.

b. North Carolina CAMA regulations

North Carolina's CAMA (Coastal Area Management Act) regulations cover such aspects as ocean setbacks for buildings, pier and bulkhead construction and marina development. CAMA regulations, which are formulated by the N.C. Coastal Resources Commission (CRC) and implemented by the Division of Coastal Management (DCM) are closely connected with DEM water quality regulations.



The construction of piers, docks and bulkheads are governed by North Carolina's Coastal Area Management Act (CAMA) regulations.

c. North Carolina Department of Transportation

The location and standards for construction of new roads are handled through the County's subdivision review process. The County, however, is prevented by State law from being in the road-building or maintenance business. Major transportation improvement projects in New Hanover County (such as widening roads) are handled by the State, through the North Carolina Department of Transportation (DOT). Opportunities for citizen participation exist at

several steps in their planning process.

On the local level, two committees composed of local representatives prioritize transportation improvement projects for the Wilmington Urban Area (Wilmington, Wrightsville Beach, and New Hanover and Brunswick Counties). The Technical Coordinating Committee (TCC), made up of local and state government agency staff, makes recommendations to the Transportation Advisory Committee (TAC), which is made up of local elected officials. Both the TCC and TAC hold quarterly public meetings coordinated by the Wilmington Transportation staff, and citizen participation is encouraged.

Another opportunity for citizen involvement is through the annual Transportation Improvement Program (TIP) public hearings. Conducted by the NC DOT in March or April of each year, these regional hearings (New Hanover County is in Division 3) play a major role in the allocation of funds for road projects statewide. While the Wilmington Urban Area TAC in conjunction with the Mayor's Task Force on Transportation makes a Unified Request each year, public interest at the TIP meetings also helps determine which projects are funded.

Minor projects, such as road maintenance, traffic signals, speed limit assignments, and bike ways do not require the lengthy TIP process. Contact agencies are listed in Appendix C.

d. Federal wetland restrictions

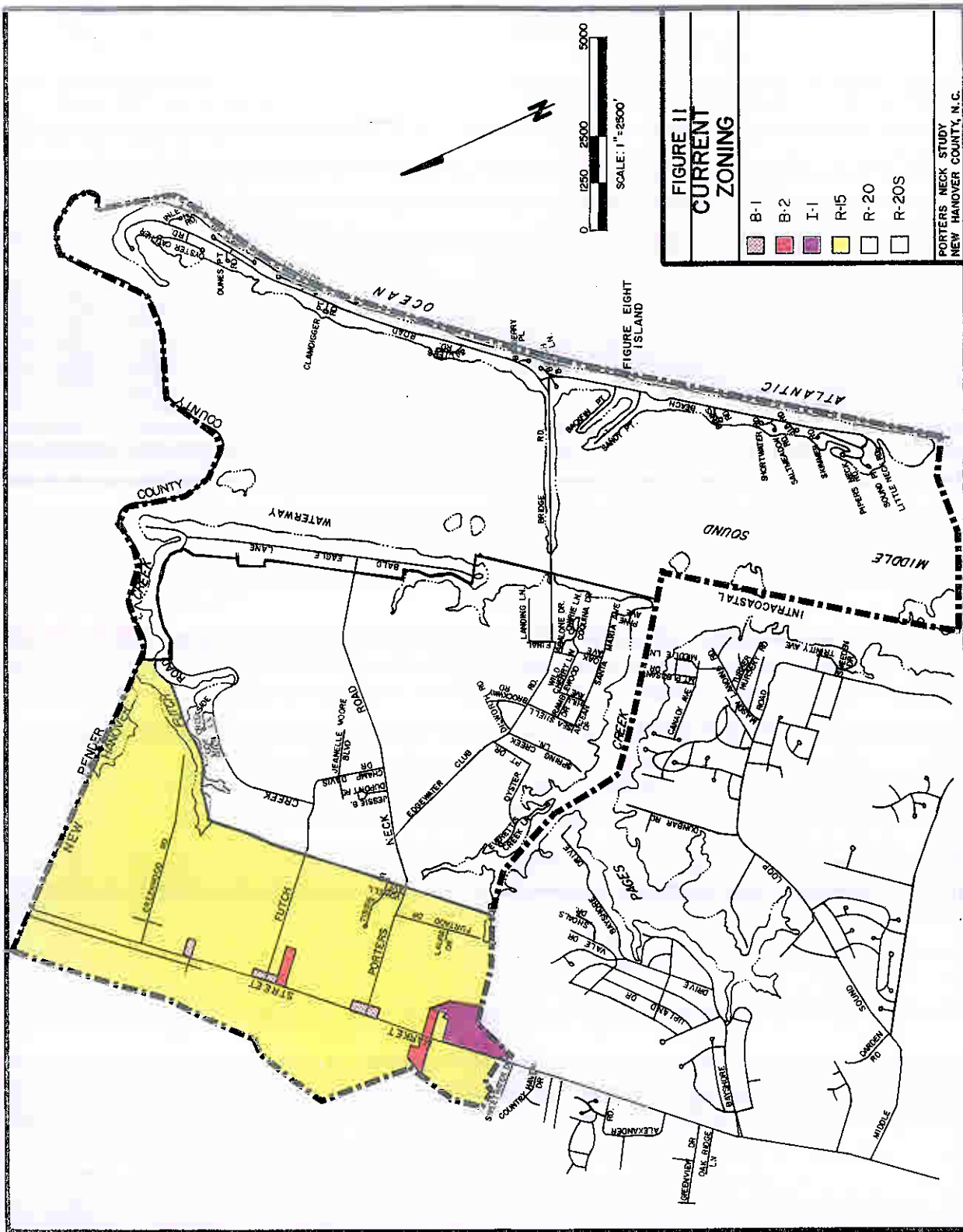
The U.S. Army Corps of Engineers implements the wetland regulations established through Section 404 of the Clean Water Act amendments. These regulations severely limit any filling in the wetlands, such as for road or house construction, and no longer allow wetlands to be drained. The Section 404 wetlands roughly correspond to the County's conservation resources depicted in Figure 8.

I. DEVELOPABLE LAND

Developable land in the Porters Neck area, shown in Figure 13, is defined as those large, vacant or nearly vacant properties that could be subdivided for residential use. There are approximately 1,100 acres of undeveloped land zoned R-15 and 1,350 acres of undeveloped land zoned R-20, plus approximately 500 vacant lots in existing subdivisions.

Figure 13 shows the large amount of land in the Porters Neck area with potential for develop-

ment. It is important to note that Porters Neck Plantation subdivision with 1,352 lots is planned for 747 acres of the R-20 developable land.



ISSUES AND CONCERNS

The residents of Porters Neck have expressed significant concern over several issues. Although most residents are generally pleased with their community, their concerns are likely to increase with increased pressures from development. The following discusses the community participation process used to evaluate these concerns and the results of that evaluation.

A. COMMUNITY PARTICIPATION PROCESS

In order to determine what the residents' concerns were, the County Planning Department developed three means of citizen participation. Active participants are listed in Appendix A.

1. Establishment of the Porters Neck Steering Committee

This Committee was composed of nine citizens who were chosen on the recommendation of a County Planning Board member who is also a Porters Neck resident. These members represented a cross-section of the community, including long-term residents, heads of neighborhood groups and developers. Meetings were held periodically to elicit their opinions and to obtain their help in the planning process and in organizing community support. Several existing groups within the community were also impor-

tant in providing support and direction. The Northeast New Hanover Conservancy, a non-profit association, is dedicated to preserving the natural resources of the area. Several neighborhood associations, representing Porters Neck, Figure Eight Island, and Arjean by the Sound, have also been instrumental in helping.

2. Mail-out Survey

A survey was mailed out to 1,073 property owners and residents in the Porters Neck community. Three hundred fifty-one persons completed and returned the survey for a very good return rate of nearly 33%.

3. Community Meetings

A community meeting was held February 7, 1989, at Ogden Elementary School. Approximately 250 persons attended. The County Planning Department presented background and resource information to the audience. The residents then voiced their concerns and provided direction to the County on how they wished their community to develop. Their opinions were extremely helpful, not only in discussing the results of the mail-out survey, but in providing additional information and clarification about the resources of the community.



In addition to several meetings with the Porters Neck Steering Committee and a mail-out survey, two community-wide meetings were held to encourage community involvement.

A second meeting was held July 17, 1989, with approximately 170 persons in attendance. The draft plan was presented and was well received overall. Discussion centered on the issues outlined below; in particular, preservation of the rural low density atmosphere, traffic, and environmental protection.

B. RESULTS

The results of the mail-out survey are summarized on a copy of the survey form in Figure 14. Written comments are listed in Appendix D. Generally speaking, most of the residents appear to be satisfied with their community. Thirty eight percent, however, feel that the community is growing too fast versus

only 1% for too slow, as indicated in question three.

Question one, as indicated in Figure 14, asked residents to rank 15 different aspects such as drainage, in terms of being acceptable or unacceptable. Only 18% of the residents, on the average, feel that these aspects of the community are either unacceptable or very unacceptable; while 55% feel that these aspects are very acceptable or acceptable. Twenty-seven percent, on the average, are neutral or did not respond.

Question two, on the form in Figure 14, asked each person to state whether any of the seven listed subjects, e.g. closed shellfish beds, are considered a present or potential problem. These results indicate a possible concern for the future; in that 60%, on the average, consider these seven subjects to be a major problem or a problem, compared to only 40% who consider them to be no problem, have no opinion, or did not respond.

The results of question one and two can be further examined by whether they deal with environment/aesthetics, transportation, or other community facilities/services.

1. Environmental/aesthetics issue

Environmental/aesthetics issues of the community that were rated in the first question include drainage, water quality in the creeks and Sound, wellwater/groundwater quality, and overall physical appearance. Of these, water quality in the creeks and Sound is considered to be the most unacceptable aspect. The overall physical appearance was felt to be the most



Residents and landowners are concerned about preserving the rural atmosphere and environmental issues such as the need to protect water quality.



Figure 14 Survey Results

Figure 14: Survey Results

Porters Neck Community Survey

This survey is to seek your opinions and advice concerning the present and future of the Porters Neck community.

1. How do you feel about the following aspects of your community? Please circle the appropriate number.

	very acceptable 1	acceptable 2	neutral 3	unacceptable 4	very unacceptable 5
a. drainage	18 %	48 %	18 %	8 %	2 %
b. water quality in the creeks and Sound	9	34	28	15	5
c. shopping facilities	16	48	17	14	4
d. preservation of historic community landmarks	9	41	40	5	0.9
e. road maintenance	10	45	17	15	4
f. wellwater/groundwater quality	13	43	19	12	6
g. park/recreation facilities	8	23	31	21	14
h. pedestrian walkways/bicycle routes	7	15	26	27	20
i. road signs/traffic signals	6	43	18	21	9
j. public access to water for boating, fishing, etc.	13	29	24	19	13
k. housing conditions	27	52	18	1	0
l. fire protection	14	52	19	9	3
m. police protection	9	44	29	10	3
n. rescue squad service	19	52	22	3	1
o. overall physical appearance	22	60	12	4	0
p. other					

2. Do you feel that each of the following is or is becoming a major problem, problem, or no problem in your community?

	major problem	problem	no problem	no opinion
a. closed shellfish beds	22 %	32 %	18 %	20 %
b. litter and trash dumping	14	48	26	6
c. crime	4	31	45	16
d. increasing traffic	34	44	13	3
e. development pressures	31	32	20	9
f. increasing local taxes	25	38	18	8
g. preservation of rural atmosphere	24	38	24	5
h. other				

3. Do you feel your community is growing...

(36) too fast (9) too slow
(48) at an acceptable rate (5) no opinion

4. a) Imagine the year is 2000. What changes, if any, would you like to see from the present in your community?

SEE APPENDIX D

b) What ways, if any, do you suggest to accomplish these changes?

SEE APPENDIX D

5. Do you reside in the Porters Neck study area?

(69) Yes (2) No

6. In the Porters Neck community, do you:
(62) Own your home (2) Rent your home
(19) Own vacant property (15) Own second/vacation home

Please feel free to include other comments.

SEE APPENDIX D

Thank you for your cooperation in completing this survey. Please return to the address on the reverse. No additional postage is necessary.

NOTES: 1. ALL NUMBERS SHOWN ARE PERCENTAGES.

2. PERCENTAGES FOR A GIVEN QUESTION MAY NOT TOTAL 100% DUE TO THE EXISTENCE OF NO ANSWER.

1,073 surveys mailed out
351 returned

acceptable. In question two, more than half, however, feel that closed shellfish beds, litter and trash dumping, and preservation of the rural atmosphere are presently or are becoming problems.

The comments provided in the survey returns provide additional clarification and valuable suggestions. With regard to environment/aesthetics, approximately 15 persons specifically desire better estuarine water quality and open shellfish beds, while three times that number seek the preservation of natural areas and retention of natural vegetation. A number stress the need to control stormwater runoff, prevent septic tank pollution, and support the ORW nomination. Several mentioned poor groundwater quality in terms of naturally occurring odor and mineral concentrations, while approximately ten persons talked about the litter problem and recycling. Others mentioned the need to consider sea level rise, restrict the use of bulkheads, and ban net trawling in the Sound.

comments have been received concerning lack of maintenance on some private drives and public roads near the Pender County line. As evident in question two, 78% feel that increasing traffic is or is becoming a problem or major problem.

Most comments in the survey returns were directed toward needed improvements for traffic control. Nearly 40 persons want a traffic light at the intersection of Porters Neck and Market Street and several want one at the Futch Creek Road intersection. Around 30 persons wanted Porters Neck Road widened or a bicycle/pedestrian way added. Twenty-six persons want reduced speed limits on the roads within Porters Neck, along with better enforcement. Over 20 want Market Street to be widened or a turning lane added, while several wish to see the Outer Loop or a similar bypass constructed. Finally, a few wish to have better school bus service, including designated stops and an adequate turn-around at the south end of Bald Eagle Lane.

2. Transportation issues

Transportation issues that were rated in the first questions include road maintenance, pedestrian walkways/bicycle routes, and road signs/traffic signals. Of these, the need for walkways/bike routes is of greatest concern, with 47% considering the lack of them as unacceptable or very unacceptable. Road maintenance is considered by 55% as being acceptable or very acceptable, although



Transportation concerns include the need for a traffic signal at the intersection of Porters Neck Road and Market Street, bike and/or pedestrian walkways, and better school bus service.



3. Other community facilities/services

Community facilities and services, other than transportation and sewer, that were rated in question one, include shopping facilities, preservation of historic/community landmarks, park/recreation facilities, public access to water, housing conditions, fire protection, police protection, and rescue squad service. Of these, the lack of park/recreation facilities and public access to the water are considered the most unacceptable aspects of the Porters Neck community. All of the other aspects showed fairly high levels of acceptability. As evident in question two, 63% feel that both development pressures and increasing local taxes are becoming or are problems. Only 35% feel similarly about crime.

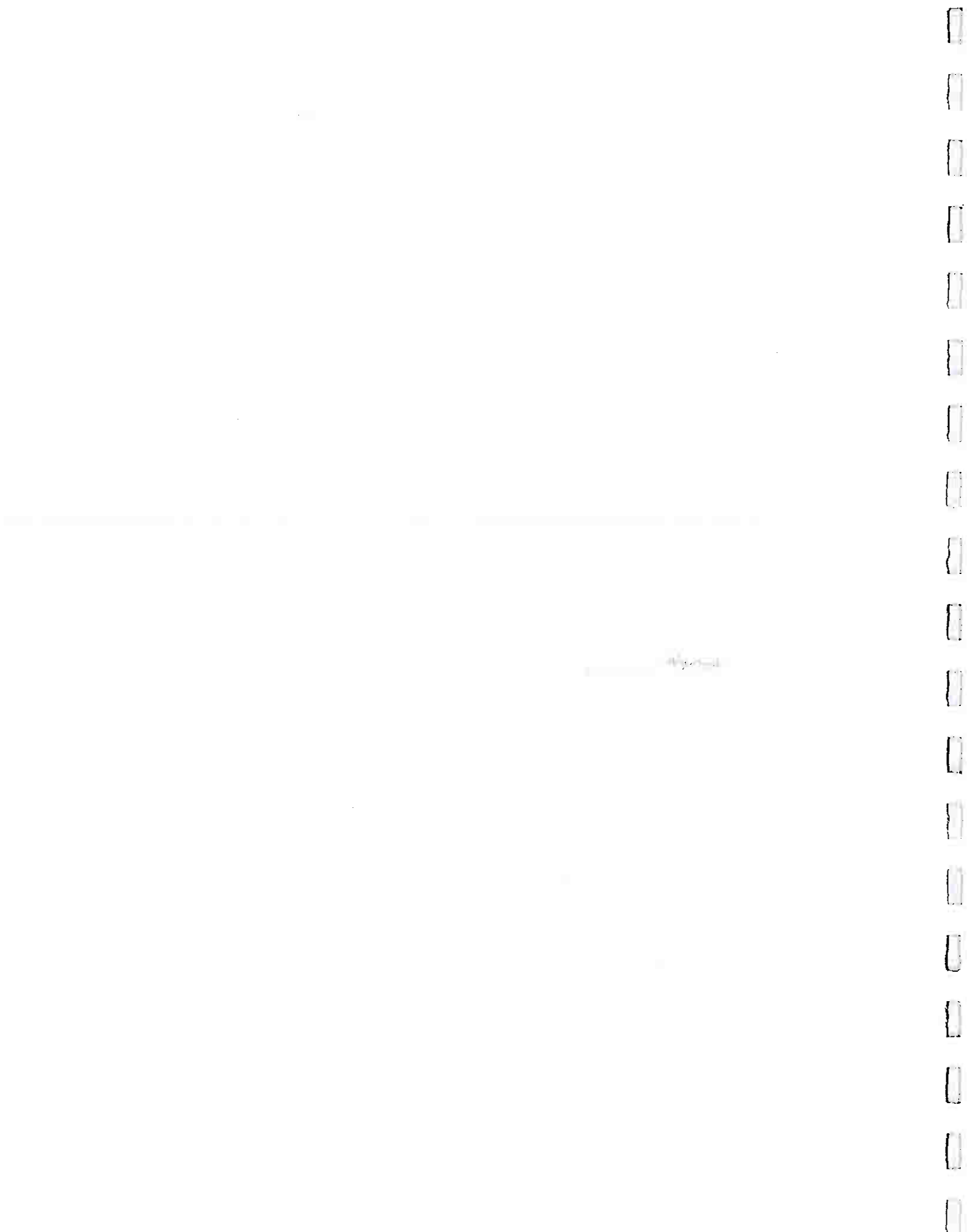
The survey respondents provided numerous comments on community facilities and services. Nearly fifty persons listed a desire for public sewer and water. Twenty-three persons stressed the need for park and recreation facilities, including recreation centers, golf courses, and other facilities. A nearly equal number pushed strongly for boat and water access. More shopping, medical offices, and similar services on Market Street are desired by 17 persons, but most also want to limit strip development. Nine persons want increased fire protection, primarily to reduce fire insurance rates. Similarly, approximately ten persons wish to see better police protection or to establish a community watch.

Many persons stated that they are against high density development with attached housing and mobile home parks. Other persons wish to see more reliable electric service, undergrounding of utilities, natural gas services, outlawing of guns and hunting, control of recreational vehicles and boats, construction of an elementary school, and incorporation of the Porters Neck area. There were also comments both against and for taxes.

The residents and property owners were also asked an open-ended question as to how they would like to see their community change by the year 2000. Generally, the people do not wish to see any significant change and would like to use ordinances to control development, although there were several who want to see fewer regulations. These and other valuable comments are listed in Appendix D.

C. PLAN OBJECTIVES

As discussed earlier, the overall goal of the Porters Neck community plan is "to provide a framework for managing the future growth and development of the area". Based on the survey of residents and property owners and discussion with the Steering Committee and other groups, specific objectives and possible solutions have been established in the next section for the following major areas of concern - environmental/aesthetic issues, transportation issues, and other community facilities/service issues.



OBJECTIVES AND ACTIONS

Each of the following sections gives a summary of problems, states the objectives, and outlines the advantages and disadvantages of some possible actions.

A. ENVIRONMENTAL/AESTHETICS OBJECTIVES AND ACTIONS

1. Summary of Problems

The Porters Neck community has demonstrated a heightened concern for nearly all environmental and aesthetic issues. Possibly the most immediate concern facing the community is the preservation of estuarine water quality in the creeks and Sound. Development pressures may alter the excellent water quality primarily through increased stormwater runoff and septic system pollution.

The residents and property owners also feel strongly about maintaining the rural character and natural aesthetics of the area. These concerns include preservation of the vegetation and open space and elimination of litter and trash dumping.

2. Objectives and Actions

a. Objective: Preserve the excellent estuarine

water quality of the creeks and Sound, including the maintenance of open shellfish areas.

- The County will support the Outstanding Resource Water (ORW) designation by the State for Middle Sound.
- The County will adopt more stringent stormwater runoff and drainage controls for Middle Sound. The actual requirements may depend upon the standards adopted by the State for the ORW but likely will involve increased stormwater retention and support for community initiatives to relieve residential density through zoning.
- The County will emphasize enforcement of septic system regulations in the Porters Neck area.
- The County will continue to designate the Porters Neck community as a high priority area for expansion of the County sewer system.
- The County will continue to implement and enforce both the Conservation Overlay District (COD) of the Zoning Ordinance and the Sedimentation and Erosion Control Ordinance.
- The County will support and strive for closer cooperation with State and Federal agencies that have environmental permitting functions.



The County will continue to support measures that protect the water resources surrounding Porters Neck.

- The County will examine the potential for regulating bulkhead construction and changing setbacks in order to anticipate the future impacts of sea level rise.
- The County will restrict the development of new marinas or boating facilities that involve dredging or commercial boat service facilities (e.g. painting), or that encourage the use of boats with heads but provide inadequate land-based sewage treatment and disposal facilities.

b. Objective: *Protect the highly valued rural character of the Porters Neck area.*

- The County shall continue to support the Keep America Beautiful program in its efforts to assist communities in clean-up campaigns.



Measures that preserve natural areas and open space will be upheld.



Community clean-up programs including Adopt a Highway can be organized to improve the aesthetics of the area.

- The requirements of the Conservation Overlay District that further the preservation of natural areas will continue to be implemented by the County.
- Zoning options will be supported that both reduce the allowable number of dwelling units and encourage preservation of open space and other environmental amenities. These options are discussed in Section D.
- Tax breaks for the preservation of agricultural land will be upheld.
- No regulations will be adopted that would restrict existing agricultural operations that may be considered a nuisance to new residential development.

B. TRANSPORTATION OBJECTIVES AND ACTIONS

1. Summary of Problems

Transportation problems received the most emphasis from residents through the mail-out survey and at the meetings. The major issues included unsafe conditions and traffic delays at the intersection of Porters Neck and Market Street; narrow interior roads, particularly Porters Neck Road; lack of adequate bike-ways and pedestrian walkways; vehicles driving at unsafe speeds; and too much traffic. Other problems included lack of maintenance of private residential roads, provision of additional access to Market Street, and poor school bus routing. As discussed earlier, major street improvements must be decided upon and implemented by the N.C. Department of Transportation (NCDOT), although the County and citizens have some influence through the planning process and recommendations.

These traffic problems will likely worsen as development pressures increase and the number of persons living in the Porters Neck community increases.

2. Objectives and Actions

The issue of controlling growth through zoning action, a County function, is discussed in Section D. Other actions are outlined below.

a. Objective: *Improve the safety and reduce traffic delays at the intersections of Porters Neck Road and Market Street.*

- NCDOT should install a traffic signal light.
- NCDOT should install additional turning lanes out of Porters Neck Road onto Market Street. This action must be accompanied with widening of Market Street to have any benefits.

b. Objective: *Widen Market Street.*

- NCDOT should continue its project of four-laning Market Street past its intersection with Futch Creek Road. The County and interested citizens should encourage this project at appropriate steps in the State Transportation planning process.

c. Objective: *Construct turning lanes from Market Street, both south and north onto Porters Neck Road.*

- NCDOT should construct appropriate turning lanes in conjunction with or without widening of Market Street. This project would help relieve rear-end collisions and traffic congestion.



Several measures could be undertaken to improve the safety at the intersection of Porters Neck Road and Market Street, including installing a traffic signal, widening roads, and constructing turning lanes.

d. Objective: *Widen major interior roads in the Porters Neck community, particularly Porters Neck Road.*

- NCDOT, in its next major resurfacing of Porters Neck Road, should consider either adding a middle turning lane or, at the minimum, increasing the pavement width.
- The County, in cooperation with NCDOT shall work with developers in requiring turning lanes from Porters Neck and other major interior roads into new subdivisions.



The North Carolina Department of Transportation should consider lowering speed limits and other measures to improve safety, while the Sheriff's Department should enforce speed limits.

e. Objective: *Plan a bike way/pedestrian pathway along the major interior roads in Porters Neck.*

- NCDOT should allow for the paving of at least one shoulder of Porters Neck Road, Bald Eagle Lane, Futch Creek Road, Edgewater Club Road, and Champ Davis Road in any future major improvement of these roads. The County shall work with the State in planning for this project.

f. Objective: *Stop speeding and unsafe driving.*

- The County Sheriff's Department will be asked to put more resources into speed limit enforcement in Porters Neck.
- NCDOT should consider reducing the speed limit on the interior roads in Porters Neck and possibly using more warning signs and flashing lights, particularly along sharp curves and at major intersections, e.g. Porters Neck Road and Edgewater Club Road.

g. Objective: *Upgrade private roads whenever possible.*

- The County shall inform interested residents of the correct procedures to follow and the

road standards that must be met before NCDOT will take over responsibility for maintenance of roads.

- The County shall assist in the provision of adequate street name signs for private roads in cooperation with residents.

h. Objective: *Improve school bus routes.*

- The New Hanover County Board of Education will be contacted to examine potential problems with present routing.

i. Objective: *Plan additional connecting roads to Market Street from the Porters Neck community.*

- The County shall review future subdivisions in the Porters Neck area for the feasibility of requiring connecting roads to Market Street.

C. OTHER COMMUNITY FACILITY/SERVICE OBJECTIVES AND ACTIONS

1. Summary of Problems

The residents of Porters Neck, possibly in response to increasing pressure for development and urbanization, are placing greater emphasis on community facilities and services besides sewer and transportation. The greatest emphasis appears to be on a need for park facilities, public access to the water, and a central water system. Other needs expressed by at least several persons include more shopping facilities, although carefully controlled, on Market Street, and better fire and police protection. Numerous other needs were expressed by individuals, as evident in Appendix D.

2. Objectives and Actions

a. Objective: *Provide park facilities to serve the Porters Neck community.*

- The County will hold a bond referendum for parks.
- The County will continue to pursue alternative means of revenue generation for parks development.

b. Objective: *Provide public water access, particularly boat access, for the Porters Neck area.*

- The County will continue to support the recommendations of its public water access studies that have found the need to provide

adequate access, particularly boat access, to be critical.

- The County, however, will provide boat access in the Porters Neck area only if the impact to the outstanding water quality of Middle Sound can be minimized through such means as the development of boat ramps suitable for use only by small boats.
- Available State and Federal funds for public water access will continue to be aggressively pursued by the County.

c. Objective: *Continue to provide adequate opportunity for Porters Neck residents to obtain good drinking water.*

- Although the County voted down a bond referendum for a County water system in 1979, and the Board of County Commissioners recently decided not to pursue such a system at this time, the County will commit itself to periodically examine the potential for a system.
- The County will support extension of the City's water systems into the unincorporated area, including Porters Neck, as long as the County will not be obligated to participate financially and only if unincorporated County residents will not be required to connect.
- The County will cooperate with commercial utilities in providing water service to those residents of Porters Neck who desire the service.
- The County will develop groundwater protection regulations by mid 1991.

d. Objective: *Encourage the orderly development of shopping and similar facilities along Market Street.*

- The County will provide adequate opportunity for commercial development on Market Street through the Zoning Ordinance but only if that development is controlled to prevent strip development and to

prevent encroachment and impact into residential areas.

e. Objective: *Ensure adequate fire protection service and response to the Porters Neck area.*

- The County will contact both the Ogden Volunteer Fire Department and the County Fire Service District Commission to determine if service to the Porters Neck area should be improved and by what means.
- The subdivision regulations requiring fire hydrants in new subdivisions, when appropriate, shall continue to be implemented.

f. Objective: *Provide the Porters Neck community with the most effective law enforcement and crime prevention services practical.*

- The County Planning Department will work with the County's Sheriff Department and neighborhoods in the Porters Neck area in setting up Community Watch Programs, in addition to supporting the existing one.

D. RESIDENTIAL ZONING OPTIONS

The present problems in Porters Neck concerning the environment, aesthetics, transportation, and other community facilities and services quite likely will worsen as the area develops. As more and more people construct residences, traffic will increase, estuarine water quality will be threatened, and the rural character will vanish.



As more homes are built, the problems associated with such growth will likely increase.

Controlling growth in the Porters Neck area to minimize these impacts will require a balancing of private property rights with the need for development regulations. Allowing the landowner complete freedom to do what he wishes with his land, at one extreme, would result in harsh and unnecessary impact on his neighbors. Imposing a building moratorium or extremely restrictive development regulations, at the other extreme, would deny the landowner use of his land and would limit

Figure 15
Proposed Zoning Options

	Maximum Potential Housing Units ¹	Single Family Dwelling	Duplex	Multi- Family ²	Mobile Home	Mobile Home Park ³
OPTION 1: R-15 Leave as is R-20	6,830	P P	P S	P P	P S	S —
OPTION 2: Rezone R-15 to R-20	6,166	P	S	P	S	—
OPTION 3: Rezone R-15 & R-20 to R-20S	6,166	P	—	—	—	—
OPTION 4: Rezone R-15 & R-20 to RA	3,960	P	S	P	S	S

P = Permitted

S = Special Use Permit Required

— = Not Permitted

Notes:

¹ Includes current housing stock of 1,024 units, of which 230 are in either the Cornelia Nixon Davis Nursing Home or the Plantation Village Life Care Facility.

² Multi-family development is permitted only under Performance Residential. It is important to note that no more units may be built in a Performance Residential Development than can be built in a conventional subdivision.

³ Mobile home parks with a density greater than 2.5 units per acre are not permitted in Resource Protection and Conservation classes.

the County's potential to offer adequate housing opportunities and to continue its economic growth.

Four zoning options, as shown in Figure 15, have been examined. The maximum potential development of housing units was calculated based on the number of acres of vacant developable land and the maximum allowable density of each zoning district. It should be noted that these calculations do not take into account numerous factors, including the following:

- Wetlands and conservation areas that may remove land from development
- Existing "permanent" large estates that may never be developed, such as family farms
- Future developments that might be built at densities lower than maximum allowable densities
- Non-residential uses (e.g. recreation)

The maximum potential number of housing units shown in Figure 15 for the different options, therefore, are probably liberal estimates of what might eventually be developed in the

Porters Neck community. Figure 15 also indicates which housing types are permitted under each zoning option.

There are presently approximately 1,024 housing units in the Porters Neck community. If the community's zoning was left "as is", in option one, the number of housing units could eventually increase by an additional 567% to 6,830 units. If, as in options two and three, all the vacant developable land was rezoned to R-20 or R-20S, the number of housing units could still increase by slightly over 500% to 6,166 units. In option four, however, if all the land was rezoned to RA (R-30), the potential increase in the number of units would drop significantly to an additional increase of 287% or 3,960 units. The total number of units eventually allowed, of course, will affect traffic, stormwater runoff, and other factors.

One of the most important considerations in selecting the appropriate zoning option for the Porters Neck community is the effect of the zoning district on the rural character and natural aesthetics of the area. If the area is rezoned to R-20 or RA (R-30), or remains zoned as R-15, Performance Residential Development is allowed. Performance Residential Development can be instrumental in preserving the rural character and aesthetics because it allows the preservation of sensitive environmental areas, recreation areas, and open spaces, in return for permitting the clustering of dwelling units or the construction of attached dwellings without increasing density.

Allowing only conventional subdivisions, however, which occurs when all the land is cut up into individual lots, would eventually eliminate any significant areas of open space and



Residents and landowners may want to consider petitioning the County Commissioners for rezoning.

present a "checkerboard" effect of housing, as in R-20S zoning. It is important to emphasize that Performance Residential Development allows no more dwelling units to be constructed for a given acreage of land than can be constructed through conventional subdivision development.

The advantages and disadvantages of each zoning option are listed below:

a. Option 1: Leave as is (R-15 and R-20 Residential Districts).

Advantages

- Provides the opportunity for diversified housing types.
- Lengthy political process of rezoning would be avoided.

Disadvantage

- Allows density that may not be compatible with the existing transportation network or preservation of estuarine water quality and rural character.

b. Option 2: Rezone all undeveloped R-15 land to R-20 Residential District.

Advantage

- Permits lower density development than R-15 zoning.

Disadvantage

- More difficult to provide a variety of housing types.

c. Option 3: Rezone all undeveloped R-15 and R-20 land to R-20S Residential District.

Advantage

- Insures that only single-family housing will be developed.

Disadvantages

- Creates a checkerboard pattern of development.
- Negatively impacts the environment by discouraging the preservation of open space and natural amenities.
- Extremely difficult to provide a variety of affordable housing.

d. Option 4: Rezone all undeveloped land to RA (R-30) Rural Agricultural District.

Advantage

- Limits the density of development to the greatest extent of all options.

Disadvantage

- Difficult to provide a variety of housing types at an affordable cost.

Recommendation

It is recommended that the vacant R-15 land be rezoned to R-20 or, for maximum reduction in potential dwelling units, to RA (R-30). These two zoning districts will allow some flexibility in housing while significantly reducing future impacts. One variation may be to allow all R-15 property on the west side of Market Street to remain R-15 because of that area's lesser impact on the environment and on the traffic problems of the interior roads within Porters Neck.

Any effort to rezone property in the Porters Neck area will be much more effective if initiated by landowners or by citizen groups. Petitions (applications) for rezoning property must be reviewed by County Planning staff before acceptance. After a petition has been accepted, it is referred to the County Planning Board and, if approved, the request is then referred to the Board of Commissioners. However, if a petition is denied by the Planning Board, it may be appealed to the Board of Commissioners. Petitions and supplementary information must be received by the Planning Department fifteen (15) working days before the Planning Board meeting to provide adequate time for processing and advertisement. The steps involved in the rezoning process are illustrated in Appendix E.

APPENDIX A

CREDITS

Many officials and citizens gave generously of their time in attending meetings and/or providing information. Their contributions to the Plan are gratefully acknowledged.

* Members of the Porters Neck Steering Committee

Virginia and Derrick Sherman
Mr. & Mrs. Glenn Crews
Mr. R. E. Brown
Ms. Gloria Hoeppner
Mr. & Mrs. Warren Basday
Mr. Regis Hersey
Mr. John Barrows
*Jack Stewart
Mr. Alan P. Sullivan, Jr.
C. L. & Betty Pubern
Mr. John Barrows
Mr. Art Kaffee
Ms. Patricia Robertson
*Ms. Lyn Hickox
Ralph Nordquest
Grace Arero
R. E. Brown
George D. Young
W.L. Prunty
Alton & Joan Porter
Ray & Doris Berthrong
Laura and Phil C. Smith, Jr.
Dick & Harriet Stulz
Sidney & Phyllis Smith
Robert & Eileen Rock
Doyle Penley/Ellan Hibbard
Grady Hobbs
Jim & Ann Watters
Glenn R. Boyette
Bill & Pat Morrison
Mary Jo Pope
Hilda B. Worth
Henry Foy
Branch Crawford
E.D. & Rose Ham, Jr.
Bobbie & John Jefferies
Richard Bass
Parks Downing
Kathryn & Otis Johnson
Ed King
Conrad H. Lowman
Ray & Florence Spinneweber
John M. Clarke
Joe McMillan

Mr. & Mrs. Reinhold Hoffer
Mr. & Mrs. Ronald Rumble
Mr. & Mrs. Dan Shapiro
Mr. John R. Harrison
Mr. Arthur Schuette
Kay & Sam Smiley
*Ralph Mork
*Tom Jones
Betty & Ted Hobbs
John and Helen Pearre
John and Helen West
Mr. George Green
L. R. Carlson
Mr. R. F. Kloppel
Jean & Martin Croom
George A. Birrell
John & Tina Youngs
Ken L. Brady
John & Janet Camardu
Dennie & Marcie Backer
T.H. Hall
M. and B. Jetmar
Doris M. LaGarde
Susan Stern-Batchelder
Howard & Billie Usher
David & Sandra Haskell
Tim Haywood
Penny & Bob Tiernan
Jack & Kay Vanfuroom
Bobby & Lyn Schupp
Kay & Will Ross
Willie B. Walker
Glenn & Grace Avery
Pierre de LesPinois
Art & Doris Schlueter
Pat Schlegel
Frank & Dot Ballard
Jerry Johnson
Harry & Carol Comeskey
Pamela Kittredge
Vernon M. Batson
Dr. Herbert Darlington
Woody & Fannie Rae Allen
*Frank & Ruth Sutton

APPENDIX A

Mr. & Mrs. James A. Green
*Paul & Coco Foster
Emily Ezzell
John & Ann Howard, Sr.
Don F. MacMillan
Charles Wilson
M. V. Somerset
Gene & Betty Gregg
Johnnie C. Parker
Mr. & Mrs. R. Leon Crouch
*Robert & Emma Murray
Graham & Mae Omie Mosely
James & Lydia Braye
David M. Andrews
Arthur Kappes
Merle Chamberlain
Bill Mansfield
Maime Nixon
Hatie Nixon
Mr. & Mrs. Simon L. Lawrence
Mr. & Mrs. Samuel C. Wells
Raya Oscarson
Carol Huntzinger
Mr. Duffy Taylor
Bobbi Crawford

and many others....

Barbara Christmas
Sheree Hutson
*Charlotte Dexter
Robin H. Grover
David G. Lindquist
Victor Orlikowski
Marian & Bob Huck
Chester Jones
Merrill and Bonnie Holden
Thomas F. Jones
Robert & Rosemary Pollock
*Marlyn Mallette
John R. Jefferies
Charles E. Stroud
Mr. & Mrs. Glenn Crews
*Judy Womble
Eleanor Spicer
Lizzie Nixon
Mr. & Mrs. J. F. MacRae, II
Mr. & Mrs. R. P. Davis
Robin & Claudia Spuhler
John & Karen McDonald
Gary B. Locklear
Mr. G. E. Hougg
J. G. Beck

APPENDIX B

REFERENCES

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- Wilmington-New Hanover Planning Department. "Classification of Soils in New Hanover County for Septic Tank Suitability." 1980.

APPENDIX C

CONTACT AGENCIES

1. Zoning and Subdivision Review

- a. New Hanover County Planning
Department
Current Planning Section
320 Chestnut Street
Wilmington, NC 28401 341-7165
- b. Zoning Inspector
New Hanover County Inspections
Department
414 Chestnut Street
Wilmington, NC 28401 341-7118

2. Transportation

- a. Transportation Planner/Bicycle Advisory
Committee
Wilmington Traffic Engineering Division
P.O. Box 1810
Wilmington, NC 28402 341-7888
- b. Tommy Pollard
DOT Board Representative - Division 3
1014 Richlands Highway
Jacksonville, NC 28540 355-5552
- c. Department of Transportation -
Division 3
124 Division Drive
Wilmington, NC 28401 763-5133
- d. Maintenance Office
Department of Transportation -
Division 3
124 Division Drive
Wilmington, NC 28401 762-3854

3. Environment

- a. Division of Coastal Management;
Division of Environmental Management;
and
Division of Marine Fisheries
7225 Wrightsville Avenue
Wilmington, NC 28403 256-4161
- b. U.S. Army Corps of Engineers -
Wilmington District
Regulatory Branch Permits
P. O. Box 1890
Wilmington, NC 28402 251-4000
- c. Keep America Beautiful System of New
Hanover County
320 Chestnut Street
Wilmington, NC 28401 762-0965
- d. New Hanover County Animal Control
Center
220 Division Drive
Wilmington, NC 28401 763-0586

APPENDIX D

WRITTEN COMMENTS

Do not let this area become another Monte Beach of Green Lake. Between Pottsville & Hwy 17 should be this purpose a survey & do much in favor to have any plans occur a road to be built. If the paper & the County have obligation to provide this even using in my property 1991.

I think you for visual conservation. Would like to see the shallow water areas dredged for access to the inland waterway.

We have this area - hope we can retain quality while improving & reaching needs.

IT'S A GREAT COMMUNITY, ESPECIALLY ON BALD EAGLE LANE. NEED TO BE VERY CAUTIOUS IN ALLOWING ANYTHING LIKE A GOLF RESORT DEVELOPMENT & GOLF COURSE. DRINKING WATER FOR EXISTING RESIDENTS MAY GET RUINED. ALSO RUNOFFS COULD SPOIL THE EXISTING PRISTINE MARSH & NATURAL AREAS.

Would like to see an automatic traffic light at US 17 and Porter's Neck Rd.

At present we do not have any public/amenity facilities or public access to water for boating, fishing, etc.

Porter's Neck #2. This area has extreme high tax rates and we receive almost nothing for our money - No sewer - no fire dept. - poor police coverage.

Although we have plenty of trees & green open space now, it might be a good idea to set aside some such areas for future public use.

I fear for H & County (and the entire County). Too much power over individual life and property has been assumed by government. This area should be for single family homes only. No multiple units or mobile home parks should be allowed. Any development must insure that the water quality in creeks and sounds is not lowered.

In my view the most important county need, especially near salt water marshes is municipal sewer and I don't even see the word in this survey. I hope county will address this problem promptly. The Porters Neck area is most attractive and people will move there, and I hope the county will provide for safe and sanitary growth.

HWY 17 needs 4 laning to county line, has always been and is still dangerous highway. Adequate sewer lines needed. Increasing taxes acceptable if money used for basic services such as water, sewer, fire & police protection.

The problems we have are water quality, traffic increase, strip development on Hwy 17 N. Keeping the shellfish beds clean.

Keep business in shopping centers.

We would like to see the area improved but not degraded. We feel Porter's Neck is one of the few county communities that has a unique, uncorrupted residential quality, worthy of preserving. Stringent regulations on development should be incorporated in any forthcoming land use plan. Considering the limited number of highway access roads, any further development, whether it be residential or commercial, would drastically affect existing traffic problem.

Porter's Neck community should be kept as a single family home type community.

NEED TRAFFIC LIGHT AT MARKET ST. & PORTER'S NECK RD.

A road straight across the highway from Porter's Neck to Castle Hayne.

We need a traffic light at Porter's Neck road and highway 17 junction.

Use of guns should be prohibited, since this is not a hunting area.

Can MVD justify the 55mph speed limit on Porter's Neck Road - 45mph would be much safer on a narrow 2-lane road with no shoulder.

Why does the County not enforce the litter law on all new construction sites and road sides. These buildings should be fined for keeping the sites so awfully messy and throwing trash out of their trucks!! (There is one building inspector on Hwy 17) there is a County litter law.

Construction Survey of this type annually could help.

Need traffic light at intersection of Porter's Neck Rd. & Rt. 17.

Traffic light is needed at Porter's Neck Rd. & Rt. # 17.

PLEASE Reduce speed limit on Porter's Neck Rd. (from 55). Also need a stop light at Porter's Neck Rd. & Rt. 17. (or caution light)

We need a traffic light at Route 17 and Porter's Neck Rd.

The area does not lend itself to public access to the waterway. Development should therefore be directed away from promises that such access will be available.

Need protection bicycles, routes especially near that many Plantation Village residents are riding on the roads.

Waterway boating access badly needed for residents not on deep water.

One resident has prohibited school buses from travelling to the south end of Bald Eagle Lane to pick up children. He doesn't like buses turning around at end of street.

Put Power - Tel. wires UNDER GROUND

Porter's Neck road is too narrow & will not be able to handle future traffic load.

Public beach needs cleaning up. Litter thrown out from cars on roads.

NO DOWNTOWN NEW DEVELOPMENT. UNTILL WE HAVE BETTER ROADS & HI-WAYS

APPENDIX D

Hope not to see upper Market Street become a strip development like lower Market Street, i.e. from Highway Office to River Avenue!

Continue on Main Street from River Avenue
A stop light at Rt 17 N + Porter Neck Rd is absolutely essential

Lovely place to live, let's maintain its character

(PLANTATION VILLAGE) DANGEROUS INTERSECTION
AT ROUTE 17 + PORTER NECK RD NEEDS TRAFFIC LIGHT
Better access to Waterway

1. a super market at Hwy 17 + Porter Neck Rd. 1. b poor shoulders
1. c No mobile homes on FRACS 1. d 55 mph too fast for road condition
2. b Construction filter

Increased amount of spending on trees etc + cars on Porter Neck Rd - 2. No speed limit signs. It should be 35 mph. Please call caution to watch for pedestrians

I feel that Planning & Zoning Dept. is out of line when telling people it is a violation to sell their auto in the neighbors property.

PENDER COUNTY MUST COOPERATE WITH FUCH CREEK POLLUTION PROBLEMS. ZONING, SEPTIC REQUIREMENTS MUST BE MET BY PENDER Co. ALSO.

NEEDS TO BE EYED CONSTANTLY, ESPECIALLY IF A GOLF COURSE IS BUILT OR SEPTIC "LEAKS". ALSO, WELLS ON NORTH POINT OF BALD EAGLE LAKE IS SALTY OR TASTES LIKE SUGAR.

1. i Traffic signal needed at intersection of US 17 + Bald Eagle Rd.
1. j Car accident prevention needed in area.

1. a Rules should be changed to allow residents to accompany wife to hospital for emergency delivery

2. b Instruments should be updated at reasonable times to new regulations, close to market values.

WELLS ARE A PROBLEM - I WOULD HOPE THAT PLANS ARE BEING COMPLETED TO FURNISH COUNTY WATER - I WOULD BE INTERESTED IN A PROPOSED COMPLETION DATE FOR A WATER SYSTEM.

Retain present zoning --- do not allow higher density than is presently allowed.

Would like to see sewer system

removed since we see trash needs lowered from the incinerator waterway because of immature bird destruction

Dog feces should be removed by dog owners who walk them on a leash on the same route twice a day on road right of ways.

Edgewater Club Road should be posted at 35 MPH in the vicinity of Neighborhood 10 Ar. 1000, Spring Creek & Kintzley Est.

County planning to reinforce action to have the early and early classified Outstanding Resource Waters by the State Environmental Management Commission

I would be very disappointed to find more commercialization.

I've found Wilmington to be very provincial & narrow minded. People are suspicious, rude and somewhat ignorant. We have all or at least most of the problems of a small city and none of the benefits. A little tolerance & open mindedness would go a

The reason we chose Porter Neck was its rural atmosphere. Would like to keep it that way.

There is a need for two lanes on 17 between Porters Neck & County line. Lower speed limits in residential community - Build up shoulders of road.

I feel special use permits for multi-family dwellings are not in the community's best interest

I would like to see this area developed in a controlled way. No multi-family housing

THU AT LEAST 2-30

Not new 30,000 sq ft lot homes.

40 ft in a community watch system, I really feel my own eyes in this area

New medical traffic light on 17 + Bald Eagle Rd. Roadside used in at eye level and 2-3 ft above ground which is safe and more visible and more secure.

The patching (extension) of the Bend on Porter Neck Road was done poorly.

More Flowing bushes are needed.

We plan to settle to this area. We love waterfront & want nothing to interfere with it. Including government action to affect our deed which extends into the waterway.

SPEED LIMIT ON PORTER NECK RD. IS TOO FAST AT 55. SHOULD DEFINITELY BE 45. FIGURE EIGHT CURVED SPEEDS

Lower speed limit from Hwy 17 to Edgewater Club Rd.

Worried to meet requirements for lower insurance rates. It appears that many homes will require individual pumps due to inadequate installation of Co. System. These pumps are notoriously prone to problems and result in continuous problems for entire community.

We don't care about water, we care about trash collection from county. We don't want any incinerator in town.

*We need a light at the entrance to road going to Porter Neck Community at intersection going to Holly Ridge.

THANK YOU! THIS SURVEY & THE COMMITTEE IS A GOOD IDEA

Old roads to sound with lots and trees. Fencing on sand roads have been blocked or destroyed by excavation leaving no access to present tract owners.

I do not feel that the homeowners Assoc. should invest its opinion on other landowners. I do not like the attitude of "I've got mine, you've got yours."

A traffic light is badly needed at Route 17 and Porter Neck Road.

don't screw up a good thing

Fig 8 & 9 PORTER NECK ARE TWO ENTIRELY DIFFERENT AREAS & NEED DIFFERENT WATER INFRASTRUCTURE OR THE OTHER.

Full Fee should be an indefinite reservation on any new development on subdivisions.

Thank you for your efforts. I hope they are not too late.

The dump off from road at 9241 Market needs to be filled in.

Need spotlight at Hwy 17 & Porters Neck Rd. intersection. Also dangerous intersection at Porters Neck Rd & Edgewater Club Rd. Speed limit SHOULD BE REDUCED TO 45 MPH ON Rm ABOVE MENTIONED RDS.

Speed bumps at STOP signs at Plantation Village and intersection of Porters Neck Rd & Edgewater Club Rd. Motorist will have to stop.

We are in need of fish savings if we are to preserve shell fishing and other water sports as well.

There are many people who are coming to the area and they are looking for a place to live. They are looking for a place to live.

There are many people who are coming to the area and they are looking for a place to live. They are looking for a place to live.

Due to poor maintenance & encroachment - CARS CANNOT TURN AROUND SMOOTHLY THUS (SCHOOL) NO UNDER SERVICE THE COMMUNITY OF FISHING BECAUSE THEY CANNOT TURN AROUND WITHOUT BACKING ONTO PRIVATE PROPERTY.

We need a public boat ramp accessible from Edgewater Club Rd. We can have boats day and night, but have to travel to Middle Sound or south side to launch.

We need a water sewer system very much. Controlled growth and underground utilities, rural appearance. Keep out commercial stores & other businesses.

Home building is becoming too ostentatious at Porters Neck.

I commend the Planning Department for their foresight in controlling the development of a truly beautiful area one safeguard for my home.

Wonderful place to live want to keep it that way need to protect our environment.

Too much development, too much traffic for access road to Highway 17 will be a disaster at Ogden Area.

We look forward to building in this area and wish to maintain the quiet character of the neighborhood as much as possible - no high density development. Need a light at corner of MKT & Porters Neck. Also MKT ST should be 4 lanes all the way to the Kenilworth. Need to widen Porters Neck Rd.

Speeding cars and trucks on Edgewater Club Road has claimed the lives of children and pets. We need speed signs and the law enforced. Most of the speeders are going to and from Figure Eight Island. OUR CHILDREN ARE IN DANGER!

WE NEED OUR MAIL BOX NUMBERS OR ADDRESSES IN ORDER. JUST ASK ANY MAIL CARRIER.

Could rescue squad members find us if we were in trouble. HEART ATTACKS DON'T WAIT.

Need someone speed limits on Edgewater Club Rd. Please take shell home.

We are in the path of the 17th. We are in the path of the 17th. We are in the path of the 17th.

At the present time it is a very desirable community, however unrestricted growth could result in the mess that they have in Middle Sound.

I believe the County should require that water, sewer and utility lines be put underground before any new roads are either housing built even if there is no intention of future development.

I wish this had been the case in my own development. Why tear up all the streets to do this at a later date?

Need stop sign at Porters Neck Rd & Hwy 17.

A TRAFFIC LIGHT AT THE INTERSECTION OF PORTERS NECK RD AND MARKET ST IS ESSENTIAL!!

Need to have some planning considerations for the "acoustic effect" since the rising water should be noticeable in 10 years.

On the whole the planning is timely so far so good but looking forward and anticipating problems is excellent.

55 MPH IS TOO FAST WHEN ENTERING FROM RT 17. (RT 17, A MAJOR ROAD, IS 45-55 MPH MAXIMUM!)

Supplies needed along Rt. 17 - trees, landscaping, etc. The house is a beautiful one. The house is a beautiful one. The house is a beautiful one.

We appreciate your effort to assist in the planning for reasonable development so as to protect the quality of life.

Desperately need a traffic light at intersection of Porters Neck Rd & Hwy 17. too many accidents have happened.

Stop light needed at Rt. 17 and Porters Neck Rd.

Example - we try to improve on the County. They have to already get involved in administration with a sign in front of it and with certain plans in the County would be "left alone".

Too much non-residential traffic. OCCASIONALLY LATE NIGHT (2-3-4 AM) HEAVY.

RESIDENTS OF PLANTATION VILLAGE WALK RAILCY ON PORTERS NECK ROAD (55 MPH LIMIT). SPEED IS TOO GREAT. NO CAUTION PEDESTRIAN SIGNS - ACCIDENTS WAITING TO HAPPEN!

Relative to (1). Need traffic light & overhead sign at Porters Neck & 1st. 17. Also visible sign at Fork Creek Rd & Rt. 17.

Caroline Beach is a disaster. It is a disaster. It is a disaster.

Speeding on Rt. 17 & Hwy 17 far exceeds speed limit (45). Speeding bumps at intervals would help.

Deers are crossing the main road. I am concerned about deer crossing at one time. If I had been driving so much per hour I would have hit some of them.

On concerned about commercial fishermen getting all the oysters in the area. We are having fewer and fewer for the next year. I believe we need more control.

Fork Creek has been closed to fishing since for more than 10 years. Closure of any problems about have been made in the time. However, they have not been. The reason is that we are, over the potential availability of oysters & oysters in our "front yard" - the restriction and the problem should be approached and handled by law immediately.

It seems to me that improved roads & county facilities would encourage quality growth & increase the tax base, thereby lowering the tax rate in time.

we need a fire station in Porters Neck!! This would give the area much better fire & life saving protection and would lower the extremely high insurance rates. I would be more than willing to contribute to a fire station.

Get scrutiny of developers' plans for their impact on existing residents & ecology.

Expanding authority of CAMA.

Stricter enforcement of existing Zoning Regulations.

Sewer - County Water, Walk Way / Bridge center -

better County Planning

Better residential planning & traffic conditions.

Keep low income housing & rental duplexes out

Lower speed in residential areas & better traffic signs

1) Used Community Sewage & water

2) Used Walkways / Bicycle paths

Appropriate public funds or bonds

Water Access available
Highway Construction Complete
Street lights
Cracks and potholes unpaved

low density planning, stricter regulations, runoff control

- Sewers & water

- Rte 17 Slower to Hempstead

Zoning and planning - no illegal use, increased growth and even businesses and food stores.

the future implications - no more - no more commercial use such as 12, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

Public concern and interest

Education -

orderly growth!

growth plan established - adhere to!

- Widened Porters Neck Road Get D.O.T. to do its job

- Split light at Rte 17

- 5 Lane Rte 17

bike paths and ease of access to highway

- Lights at this intersection at Porters Neck Rd & Hwy 17

- State funds for bicycle paths into Porters Neck and down Hwy 17

Public Parks, and Boat Access, County Sewer

Improvement in State & Local Roads
Four Lane Highway 17

Preservation of the low density rural type life style with minimum possible pollution to the high quality land & water natural resources

Maintain the present zoning of 26' building set back for waterfront development. Areas that any golf course development is done in a manner not to pollute the water. Little Creek and the marshes.

Lighted County Park

High Water Quality

Plenty of Outer Bays, Clams etc

Keep it neat clean & small

Say no to High density growth

Preservation of Wetlands

Wildlife

Community recreation center - swimming pool

b) bicycling

better infrastructure i.e. roads, traffic signs & signals

Pedestrian Walkways, public access to water & sewage

system. Along with water system.

Developers should cost & judicious application of

taxes.

So be able to get on Highway 17 without waiting 10 minutes

when we are entering from a secondary road!

More roads, properly

maintain the ones we have & new.

Not too much growth to fast.

Stay with single family housing as much

as possible

No further development to ruin our country

atmosphere. Golf course, housing, etc. (Sign's are

also becoming a problem

at the entrance to Porters Neck Road off of Hwy 17.

The high speeds on Edgewater Road are a

problem

set back of building to accomplish trails along Bayway

side walks for Bike Trails

CENTRAL SEWAGE SYSTEM, ALSO

WATER -

Close access to shopping & a restaurant

+ Medical emergency care

Underground utilities

Shopping Center to be built close to community.

Less Govt + Bureaucracy over our lives
Elect. responsible representation in govt.

THINK IT'S FINE THE WAY IT IS

Leave it alone - look at how downtown

Cotton Exchange etc had to be re built after progress

Improved shopping

to come Hwy 17 w/ 5th lane for turning

to serve the water available to Harbor Neck area.

C. city accelerate plans to provide sewer & water services to area

City Water & Hwy 17 to County Line

More Shopping Centers

Cotton Shopping, Clean up of Skunk, Area

ON US 17

CHANGE Zoning ON 17 TO ALLOW FOR PROPER

DEVELOPMENT. SHOULD BE BUSINESS.

I would like to see a complete sewer

system to improve the quality of the

water in the sounds.

Central water & sewer, By County Govt

I WOULD LIKE TO SEE A MUNICIPAL

SEWER AUTHORITY CAPABLE OF HANDLING

THE GROWING POPULATION. THE GOAL, OF COURSE,

WOULD BE TO

INCREASE TAX FOR

SPECIAL PROJECTS.

PROTECT THE

WATER WAYS.

1. County Water & Sewer

2. Less traffic pressure on Mkt. St.

Increased Local Taxes & Eminent Domain

Possibly Special assessments.

Stay as is - but since development is inevitable,

it should be planned and controlled. zoning should

be such as to have

80% of families in single

family residences, no

commercial development

more than 300' in from

the highway and

provision for local traffic

roads parallel to the

highway.

By Pass around Wilmington

Widen Rt. 17

Already too much development pressure. Woods

cleared for Craneside, etc. would prefer as

little further dev. as possible. Need outer highway

loop from Scotts Hwy to I-40 to downtown to

alleviate traffic on U.S. 17.

County water & sewer, Put power lines underground.

Porters Neck one elementary school.

TIGHTER CONTROL OF DEVELOPERS!

TOO MANY CONDOS & SPEC. HOUSES.

MORE STAINFANT BUILDING & EMINENT DOMAINS.

COUNTY TAXES STILL AFFORDABLE, SO A

FAMILY IS NOT DARNED OUT TO MAKE MORE MONEY.

CONSOLIDATION OF COUNTY AND CITY

EXPENSES, SPENDING PUBLIC MONEY MORE WISELY

MORE SERVICES - food, shopping, medical

Better police supervision of traffic violator more surveillance

We need a community water system now

① OUTER LOOP HIGHWAY,

② UPDATED US 17 HIGHWAY

THE LEADERS OF OUR COUNTY & STATE

SEEK BETTER WAYS TO ACCOMPLISH THESE NEEDS

RETAIN RURAL ATMOSPHERE AND NATURAL AREAS/
GOLF COURSE, SWIMMING POOL, TENNIS COURTS.
CONTINUE INDEPENDENT HOUSING, LIMIT MULTIPLE HOUSING
LESS TAXES ESPECIALLY NEAR
WATERWAYS

Less pavement control and lower taxes

natural and area for Porters Neck protection of quality of water
light at Rt. 17 + needed in Sand - vital!!

- Designate Middle Sound as Outstanding Resource to be kept pristine
- limit signposting in area to reasonable number
- traffic light at Rt. 17

VERY FEW RESTRICTIVE ZONING - NO EXCEPTIONS

wider Roads - bicycle + walking paths -

CITY WATER + NATURAL GAS LINES COMMUNITY DEMANDS + BACKING
STRICTER WATER CONSERVATION

WOULD LIKE TO RETAIN PRESENT IMAGE.

No more multi-family, STRICT RESTRICTIONS ON GOLF
COURSE DEVELOPMENT TO RETAIN CLEAN WATER + NATURAL
BEAUTY.

Slower growth. Absolutely no multi-family
dwelling

Zoning

NEED COUNTY'S SEWER SYSTEM TO PROTECT ground water
AND CREEKS

Want no change Just keep area sound clean!

NO GROWTH + CLEANER ROADS
SHORT NEWCOMERS + LITTERERS

GOT DOT involved in Hwy 17 and TRAFFIC CONTROL
Better and wider road entrance into the Porters Neck area
Nikon Rd. - have some shoulder

that it stays a residential neighborhood good + enforceable zoning

Less cookie-cake growth. There's not much here now, but it will come.
Landfill is already putting pressure on our water table, not to mention
all the chemicals runoff from these golf courses.

Try to limit growth to single family residential. Why do we need so
many centers? They can go down to that area beach - Carolina Beach!!

PAVED ROAD ON CROSBY + ONE AVE. Water + Sewer
WE PAY TAXES FOR THESE SERVICES

Want alternative route to 17! Better traffic conditions.

NO FURTHER DEVELOPMENT, BETTER ROADS AND TRAFFIC
CONTROL.

Planned commercial growth
+ taxes to pay for services (protection)

DO NOT LOWER DENSITY RESTRICTIONS, IN FACT, MAKE
MORE RESTRICTIVE. PRESERVE OPEN GREEN SPACES.

Traffic light at intersection of Market St. + Porters Neck Rd.
Tie in with County water + sewer system.

Closer shopping - convenient +
crime protection better

Better roads Increase in property tax
Water + sewer

Do not increase density zoning
Good long range planning

"Remain basic with normal development
without disturbing natural surroundings
"Have strict development codes
maintain spacing of housing and development to tolerate

"Upscale shopping Keep the large developer out - (Better Zoning)
Sewer system as little as possible

"Restrict development to the limits
(reasonable) of the infrastructure
Adequate roads, water, sewer, & fire and police protection in
in order to provide for high quality growth.

"Push for sewer along waterways to keep water clean. Industrial
& commercial growth kept on main highways and provide for
residential density in the R-20 range

Sustaining problem of power outages. Problem with
CP&L equipment quality. Need for Country Club complex
for residents - open membership, need for
city water/sewer.

NEED
PARK &
MORE BOATING
RAMPS

STRICT ZONING TO KEEP DENSITIES LOW.
(SUGGEST R20S ZONING FOR AREA)

Installation of water + sewer, thereby improving water quality

IN EXERCISE OF THE POWER OF THE BOARD OF
COUNTY COMMISSIONERS TO ENFORCE THE
ZONING ORDINANCE OF THE COUNTY OF
PORTER'S NECK, THE BOARD HAS
RESOLVED THAT THE FOLLOWING
BE THE ZONING ORDINANCE FOR
PORTER'S NECK, VIRGINIA.

balance of controlled growth a strong + effective planning board

None

1. I HAVE US 17 N. TO JACKSONVILLE
2. Water + Sewer to Porters Neck
3. Encourage N.E. Tourist Trade on 17
4. Get down a shore municipality to resolve the problem
5. Our County AREA of N.E. As to Tourist + Industry
+ HAVE THEM make this a priority -

Stop development slow development

Steel lights
Porters Neck Road widened. Surely no extra tax

I would like to see it remain very much the
same, with no further high-rise or high density
development

Good planning + zoning - hopefully, public officials
who will not be awayed by developers' dollars.

Better Communication - Slow spread with
less traffic.

HOSPITAL
SCHOOL
SHOPPING CENTER PROVIDE FAVORABLE TAXES TO ENCOURAGE
BUSINESSES TO LOCATE IN AREA

GOOD ZONING PROVISIONS -- TRAFFIC LIGHT AT RTE 17 --
SPEED LIMIT ON PORTER'S NECK -- widened and safe 17 --

More, except keep it better and crime free; also no more
noise, litter!!

Had about some community laws and innovations
as elsewhere in the country? Let's get off the pot!

John + Mary Ann, I like it at the moment (if) City of 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 115, 120, 125, 130, 135, 140, 145, 150, 155, 160, 165, 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000

8. Had the bus that morning - Better access to better water

Greater care observed in building on waterfront.

Density held to a minimum.

Tougher regulations & enforcement of same

Had Stop light at Porters Neck Rd + Hwy 17

Trucks along the highway and roads, and in shopping areas
to park under. Green patches for public use, especially on
some front.

Planning and government regulations regarding cutting of trees and
public, natural areas.

I think developers should maintain a tree line of twenty feet
along main roads to keep the roads more rural looking

Desire Super Store between Porters Neck Rd and
Hamstead.

APPENDIX D

County sewer system. Reduce speed limit on Porters Neck Rd. and Edgewater Club Rd. from 55 MPH to 45 MPH.

Bond issue with supporting taxes for sewer system.

A Community Community Bldg for use of all community organizations

elect better leaders. (Good Ole boys don't call it, in new cult time.)

Less Government interference

Abolish this Committee

VERY FEW | PRESERVING NATURE |

Clear water in creek & sand.

Slow down development.

Keep Development in harmony with Nature

Careful Planning & well thought out Development

More productive estuarine waters. More wildlife sanctuaries

More restrictions on pollution by marinas, golf courses.
Public acquisition of sensitive areas.

1. $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$ or 25% of the population is affected.

STRICT CONTROL OF WETLAND USAGE.
MARSH SANCTUARY. STRICT ZONING

Hold down commercial development!

put picture on our political representation
in foreign architecture

2. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840.

Letter train develops Route 17 to 4 lanes

allocate more tax money to build them "see us."

RESTRICT COMMERCIAL
DEVELOPMENT I.E. WRIGHTSVILLE

zoning Traffic easement

Reinforce road and traffic maintenance; attempt to retain
an undeveloped rural setting; continued efforts ~~to~~ to expand
commerce, development and zoning changes. Overall water quality survey

Collective intervention by community and county - to regulate growth, with emphasis on preserving the residential ~~quality~~ quality of the land - limiting land use to its existing state.

More stringent controls on pollution

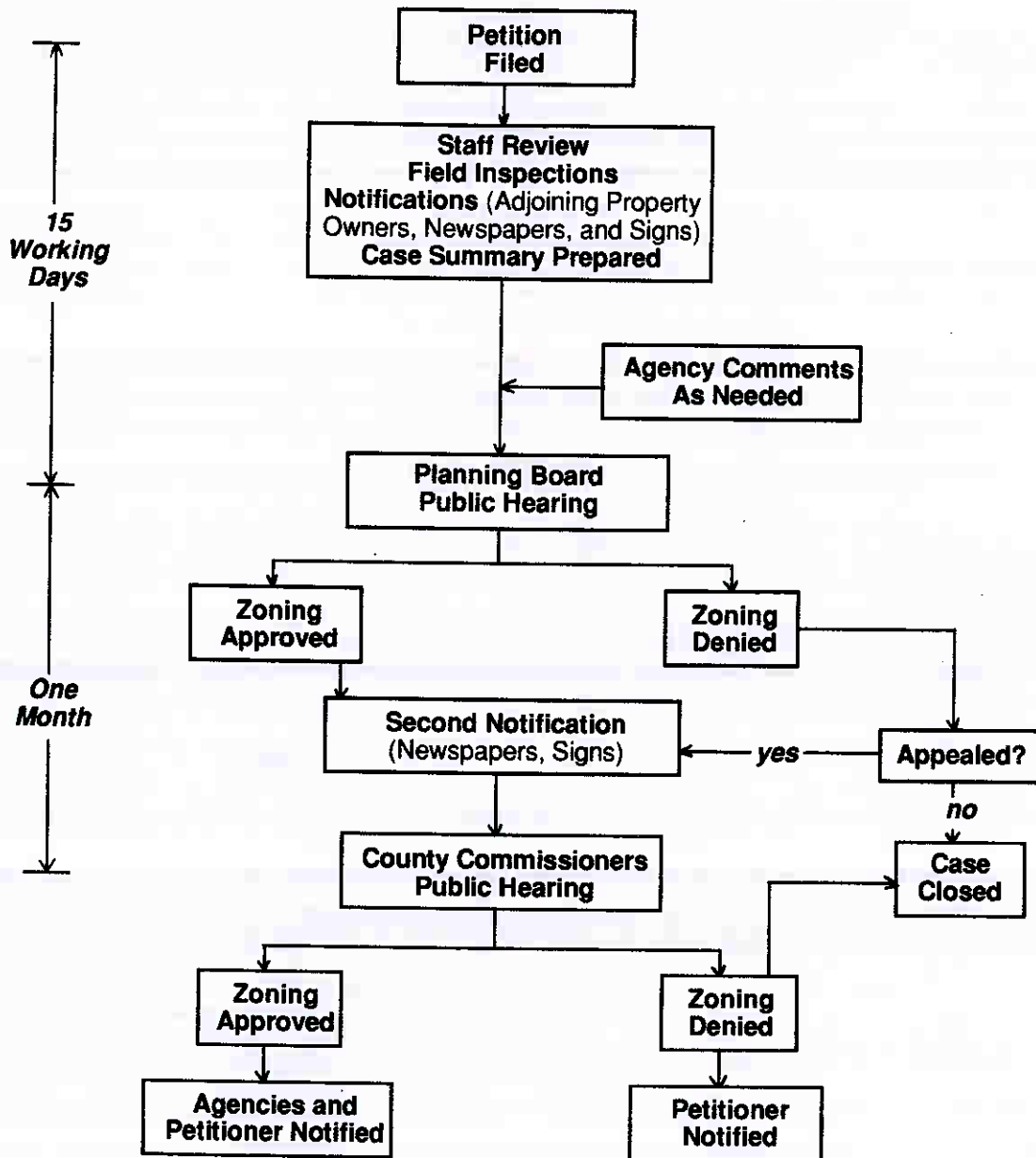
Make new laws and enforce them strictly

Bottle Red. STEEL with Spud Expt. Shipping
ARCH Group STRE

Don't fail to inform the above and Reem. 17
Shipp. 7 Dec 58

APPENDIX E

REZONING PROCESS



APPENDIX E TRAINING PROCESS

