

Holden Beach West Developer Says Project Limits Density

BY TERRY POPE

A private subdivision on the west end of Holden Beach will "have the least density per acre of any development of its size" along the Brunswick County coast, said Jim Griffin Jr., principal partner in the Holden Beach Realty Corp.

In an interview last Wednesday morning, Griffin defended his company's move to close the west end of Holden Beach to property owners only and to develop the subdivision called "Holden Beach West."

A barricade was placed across the private road three weeks ago, preventing motorists from using the west end for beach access. Since 1978, Griffin said, three gates have been placed across the private road at different times, but they have been "run down and trampled down."

"It is private and has always been private," he added. "The people who are complaining about it should appreciate the time we've allowed them to use it."

The west end tract of land was originally platted with 300 lots, Griffin said, but was later replatted to contain 173 lots, 120 of which will be developed. The smallest lot on the west end will measure 69.87 feet in width, he said.

"If that's expansionism, or if that's creating a density problem to have a nice clean subdivision down there," he added, "then I don't know what's not."

Griffin said there are no condominiums planned for the area, that it is restricted in the deed to only one house per lot. The entire west end tract is zoned residential, or R-1, allowing single and duplex construction.

If town officials adopt the policy of "planned unit development," or a program that involves the town in working with developers to plan projects that would be more attractive to the landscape, then it's possible it may come into effect on the west end.

"We may cluster some and leave some open areas, which I think would enhance Holden Beach," Griffin said. "It would be the only time we would increase the number of units on one lot, but the overall density would remain the same."

Coastal Area Management (CAMA) officials like the idea of leaving open areas while the general trend is toward leaving open lands whenever developing large tracts, he added.

An investigation by CAMA officials into reports of filling of wetlands on the west end by the realty com-

pany was a misunderstanding, Griffin said, involving an area 30 feet by 100 feet wide.

Griffin said he showed the west end area to Holden Beach building inspector Dwight Carroll, who also serves as the town's CAMA official, before the lots were actually cleared. The lots in question, lying on the west side of the road, were filled with dirt taken from other high areas.

The lots were later determined not to be wetlands, but a CAMA permit for clearing the lots was still needed because the setbacks had been increased on the lots since they were initially platted. It was not an "intentional breach," Griffin said, "and has now been straightened out."

"When we found out we had done something wrong, we immediately stopped work and restored what we had done wrong," he added.

Griffin said that developing a private subdivision is not creating an "exclusive beach."

"I have always thought of Holden Beach as an exclusive beach," he added. "We have excluded honky-tonks, commercialism and high-density projects."

"We think it's going to be a nice addition to Holden Beach to have a nice subdivision like that," Griffin said.

"We're not telling people they can't use the beach or go on the beach."

Residents along the west end pay taxes to the town for services such as police protection and water service, he said, the same as anyone else.

"The only difference down there is the fact that the road is private," he said. "They still enforce the laws on private property the same as they would on anyone's private lot."

The town does have easement rights to the water lines on the private subdivision, to repair pipes as needed, he said. The water lines were installed under the regional system rather than the municipal system, with intentions at one time to cross the Shallotte Inlet with the lines to tie in with Ocean Isle Beach, he added.

"The town gets revenues from it," he said.

There are already 22 homes in Holden Beach West, and 40 additional lots have been sold, Griffin said. "So there is a lot of interest."

The realty company will very shortly go in and complete the subdivision, he said, including paving the roads, landscaping and constructing a guard house where the state road ends.

Bridge Jams

(Continued From Page 1-A)

supervisor for Brunswick and New Hanover counties said that the swing sections had dropped before Bland could manipulate the pull-in cable to align them properly. A strong tide had pushed the floating section eastward, he said.

Shortly after arriving on the scene, Cox and other crew members used a railroad jack stored on a nearby maintenance barge to inch free the pontoon section of the bridge. Prying with the jack relieved pressure where the edges were jammed, allowing Bland room to work the pontoon portion back into position, said Cox.

Earlier Bland, Brunswick County Emergency Management Coordinator Cecil Logan and other volunteers such as Potter had tried prying the jam loose with a 30-pound sledge hammer.

In another attempt, Tom Tucker drove his four-wheel drive vehicle against wedges placed against the pontoon section. It didn't budge.

Workers had predicted the bridge would free itself at high tide, but Cox said he doubted it.

"I don't think so, not the way it was jammed," he said.

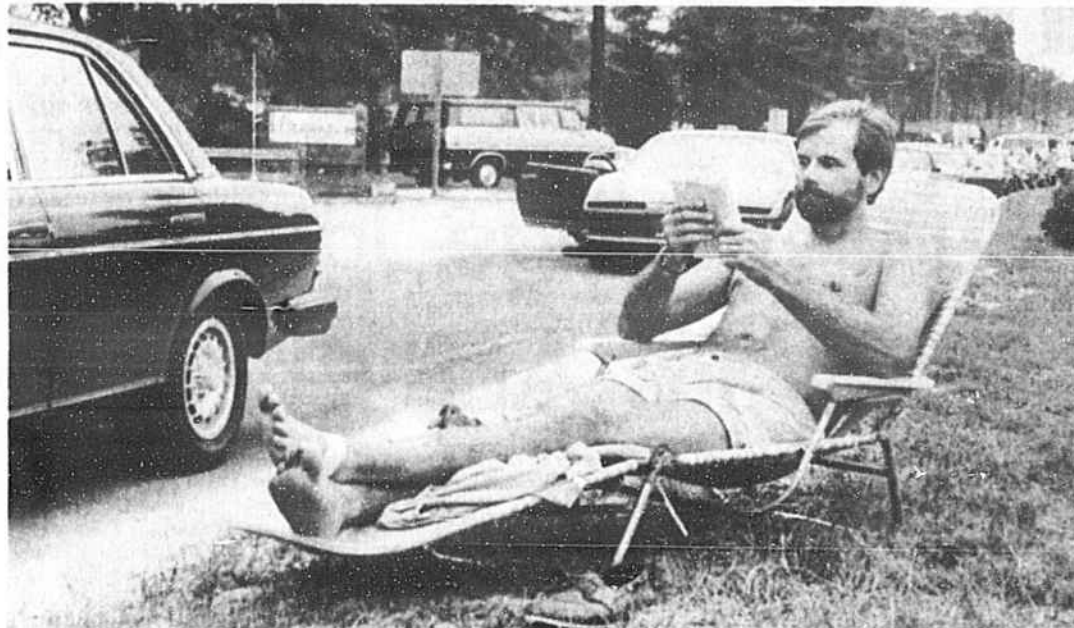
Opponents of a high-rise bridge argue that improved access is a key to future development of the island, one that would be followed quickly by a change in ordinances to allow construction of condominium high-rises there.

The taxpayers' association has taken a stand against increased density in the town and in favor of a family-oriented, single-family residency.

"I think it's a shame," he said of attempts to change the beach. "We think it's important to keep some of the nice things as long as we can."

Said Knapp of Saturday's jamming at check-in and check-out time, "It couldn't come at a more unfortunate time—or a more fortunate time for the developers."

Vacationers were encouraged Saturday to walk across the bridge between repair attempts and register at realty offices, then cross back over.



STEVE SMALLMAN of Raleigh saw no need to let three hours of a fine Saturday afternoon go to waste. He pulled out a lawn chair and book, took off his shoes and

caught some rays while they lasted. Check-in time came late Saturday for several hundred beach guests.

STAFF PHOTO BY MATTHEW FLYER

Supply Man Charged In Furniture Drive-Off

A Supply man was charged with felonious larceny after he allegedly drove away from the Shallotte Furniture Store Thursday afternoon with two pieces of furniture that someone else had bought.

Pamela Hewett told Shallotte Police Lt. Rodney Gause that a sofa and love seat had been placed outside the back door of the store to be readied for customer pickup.

When Ernest Hewett stepped back inside the store about 1 p.m., she said, Jackie Simmons drove up, loaded the two items on top of his truck and drove away.

When Ernest Hewett stepped back outside the store, he saw Simmons driving across the parking lot of the Shallotte Red & White, she said.

Simmons was stopped and the police called. He was charged and placed under \$300 secured bond.

The furniture was valued at \$895. On Monday, Wayne Long of the Shallotte Red & White food store

reported that a customer had forged a signature on someone's check and cashed it at the store.

Lt. Rodney Gause is investigating the forgery and uttering.

Officers charged four motorists with driving while under the influence last week.

On Wednesday, Officer Eddie Reynolds charged Bobbie Dean Davis, 35, of Route 3, Leland, with DWI and driving while his license is permanently revoked after stopping his 1981 Datsun truck on U.S. 17 near its intersection with N.C. 130 east.

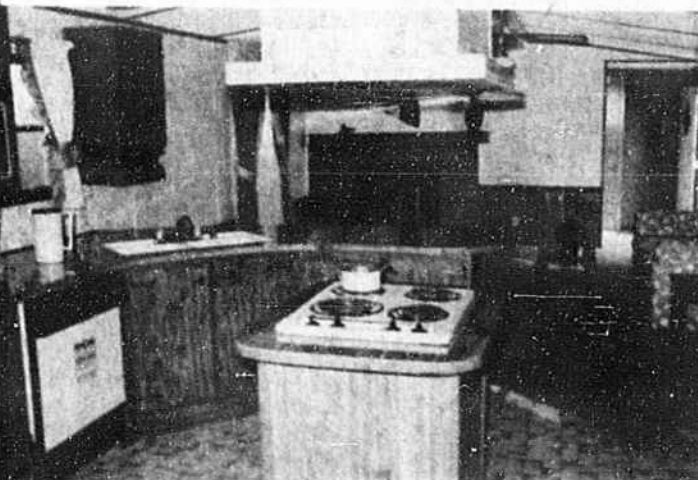
On Saturday, Reynolds charged Grover Charlie Snyder, 56, of Route 2, Polkton, with driving while im-

paired. He stopped Snyder's 1983 Ford truck on Mulberry Street near Bridgers Road at about 8:43 p.m.

Early Saturday, at about 1:59 a.m., Officer Nellie Evans charged Carl Lynn Inman, 26, of Route 3, Shallotte, with DWI and simple possession of marijuana. She had stopped his 1980 Ford at the Wilson's Food Store parking lot.

Officer Evans charged Gregory Alan Long, 25, of Shallotte, with driving while consuming a malt beverage after stopping him on U.S. 17 near its intersection with Smith Avenue at about 3:20 a.m. Sunday. He was released from the Brunswick County Jail under \$100 unsecured bond.

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South Brunswick Islands Weather Remains Near Normal

Near-normal weather conditions are expected over the next few days in the South Brunswick Islands, predicts Shallotte Point meteorologist Jackson Canady.

"The way it looks right now, it's going to be nice," he said Tuesday.

Temperatures should range from near 70 degrees at night into the upper 80s during the daytime, with about three-fourths inch of rain expected.

For the period Aug. 13-19, Canady

recorded a maximum high temperature reading of 90 degrees on the 13th, with a minimum low of 68 degrees occurring on both the 15th and 19th.

An average daily high of 87 degrees combined with an average nightly low of 70 degrees for a daily average temperature of 78 degrees, which Canady said was about two degrees below normal.

Precipitation was near-normal, with .71 inch of rain recorded on Canady's backyard gauge.

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