

Shallotte Board Postpones Vote On Street Peddling Regulations

BY DOUG RUTTER

The folks who set up roadside tables to sell crafts, yard sale items and clothes or sell seafood and vegetables out of the back of their pickup trucks are still legal in Shallotte. At least for a couple more weeks. Shallotte Aldermen agreed Tuesday to hold off on approval of an ordinance that would ban most types of street peddling in town and the extraterritorial area, which extends one mile outside the city limits.

Board members voted to table discussion of the proposal until their Oct. 4 meeting.

"We want to see if there's a better way to do it, a more fair way for everyone concerned," Alderman Carson Durham said at Tuesday's town meeting.

"What we'd like to see happen is get people off the street and get them in a farmers' market or vendors' market," Durham said. "It hurts our business people in town who pay the taxes and provide jobs and live in Shallotte."

The ordinance as proposed would prohibit the selling of "any tangible property" along the streets and other public places. It also would ban peddling on private property, even with

the landowner's permission, from any wagon, truck, pushcart, concession stand or tent.

The only exemptions from the proposed rule would be Brunswick County fishermen selling their local catch, farmers selling their produce and sales conducted by political, religious, civic or charitable organizations.

Room For Improvement

Following a recommendation of the planning board, aldermen agreed Tuesday night to establish a "Committee for the Improvement of Shallotte."

The committee, which will be

made up of residents and business owners, will be asked to recommend to the board of aldermen ways to improve the town and its extraterritorial area.

Among other things, the committee will consider beautification, the Shallotte River area and the availability of grants. The group also will examine ways to encourage businesses to locate in Shallotte and how to make the town a place people want to visit.

"We would like to see the downtown area of Shallotte and the surrounding area cleaned up and looking better than it does," said planning board member Shirley Waggoner-Eisenman.

Town officials are asking anyone interested in serving on the committee to contact town hall by Oct. 25.

Shallotte Substation?

Town board members met briefly with Brunswick County Emergency Medical Services Director Doug Ledgett Tuesday to discuss the possibility of a county substation being established in the Shallotte area.

Aldermen are interested in a substation because of the uncertain future of Shallotte Volunteer Rescue Squad.

The squad's lease with the landowners has expired, and squad members aren't sure how long they

will be allowed to continue using the building on N.C. 179 near Shallotte Middle School as a headquarters.

"What we want to do is make sure Shallotte has a terminal here," Durham said. "We are concerned that we're going to lose the Shallotte Rescue Squad. I want a terminal here. We've got one now and I don't want to lose it."

Ledgett said Tuesday he would like to see a Brunswick County EMS substation near the intersection of N.C. 130 and U.S. 17 bypass. That would improve response time to the west end of the county.

"The sooner we can establish a facility in this area the better we can serve the population in this area," he said.

Ledgett and town officials also discussed the possibility of having one building for both the county substation and headquarters for Shallotte VRS.

Durham said the Town of Shallotte owns 5 acres of land on N.C. 130 near the bypass that may be suitable for a substation. Ledgett said a substation would require less than one acre of property.

Because the county is so large, Ledgett said it takes up to 25 minutes for an ambulance to respond from the 911 Center in Bolivia to the far corners of the county.

He said he eventually would like to have substations in the Shallotte, Leland and Southport areas to better serve the growing populations in those areas.

Brunswick County EMS responds to an average of 6,000 medical emergency calls per year, Ledgett said, and about 60 percent of them are in the Leland area.

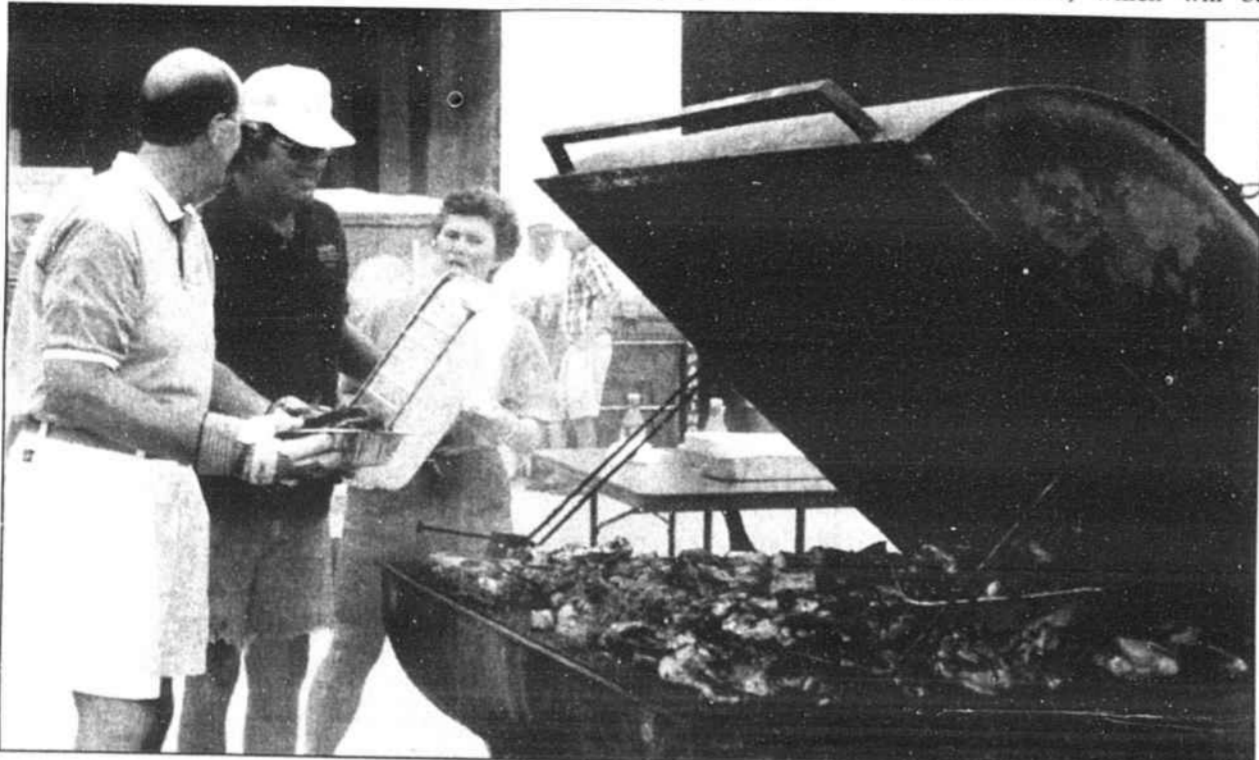
Other Business

In other business Tuesday, aldermen:

■ Approved a Planned Unit Development (PUD) ordinance, which sets forth regulations for large developments that include residential, commercial and other land uses.

■ Discussed the need for a meeting with U.S. Postal Service officials. Aldermen want the postal service to find a different location for Shallotte Post Office. They say traffic flowing in and out of the present post office is unsafe.

■ Recessed the meeting until Wednesday at 5 p.m. Officials were expected to pass a resolution accepting the facilities plan for sewer system expansion. Aldermen propose enlarging the sewer plant's capacity from 206,000 to 750,000 gallons per day to accommodate projected growth for the next 20 years. The project will cost about \$1.9 million.



STAFF PHOTO BY SUSAN USHER

Chief Cook And Chicken Flipper

Chief cook Fred Watts (center), assistant Bill Benton and Martha Benton dish up barbecued chicken Saturday for the 150-plus volunteers who participated in the Ocean Isle Beach Property Owners Association annual "Trash Bash" held in connection with the statewide Big Sweep program.

Charlotte Judge Was To Hear DOE Appeal To Accept Fuel Rods Here

BY SUSAN USHER

A federal appeals court judge in Charlotte was to hear at 1 p.m. Wednesday (Sept. 21) a request by the U.S. Department of Energy to stay a South Carolina judge's order blocking entry of foreign research spent reactor fuel into the United States.

The first four casks of rods are aboard two commercial vessels en route to Sunny Point Military Ocean Terminal near Southport. The "spent" or used fuel rods are being shipped from European research reactors that make items such as radioactive isotopes for medical purposes. They are very similar to fuel assemblies used by United States reactors and routinely shipped to the U.S. Department of Energy's Savannah River Site near Aiken, S.C., for storage after use.

Due to arrive here in mid-September, the two ships will not be allowed to enter territorial waters under an injunction issued by South Carolina U.S. District Court Judge Matthew Perry.

DOE spokesman Jayne Brady confirmed Tuesday that the ships are still under way, but for security reasons DOE will not release their location or estimated time of arrival at the 12-mile offshore limit.

Perry's injunction resulted from a lawsuit filed against the DOE by the

State of South Carolina on Sept. 9. The state argues in its suit that a full environmental impact statement, rather than an environmental assessment, should have been prepared under the National Environmental Policy Act.

DOE contends a full-fledged statement is not necessary. An EIS is being developed to address the United States' long-term policy for receiving similar spent fuel shipments in the future, which it contends is a separate issue.

The Council on Environmental Quality, which oversees federal agencies' compliance with NEPA, advised last year that an EIS was not required for interim shipments designed to offer "urgent relief" to the reactors, which are running short of on-site storage for rods while awaiting action on the long-term plan.

The shipments come under efforts to revive a shelved United States non-proliferation agreement to accept return of used fuel rods in exchange for helping the reactors switch to a fuel that uses a less enriched uranium, fuel that cannot be reprocessed and used by others to make nuclear weapons.

Accepting the immediate shipments is considered vital to the United States' diplomatic efforts to reduce the availability of nuclear weapons material on the world mar-

ket, and to maintain U.S. options as it addresses the long-standing policy of encouraging use of low enriched uranium fuel by European research reactors rather than highly enriched uranium fuel that can be reprocessed and used in nuclear weapons manufacture.

DOE has asked the 4th Circuit Court to expedite review of Perry's

decision and to stay the injunction.

If the issue is settled in the Energy Department's favor, the two ships are scheduled to arrive at Sunny Point's U.S. Army docks on the same day, and to stay at the terminal no more than 24 hours before shipment by rail to DOE's Savannah River Site near Aiken, S.C., for underwater storage.

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