

THE STATE PORT PILOT

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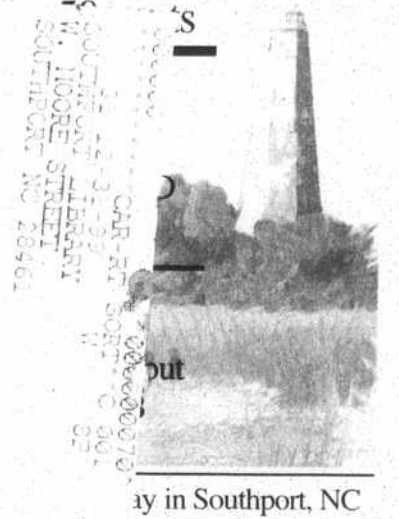
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County pushing for sand

By Terry Pope
Staff Writer

County officials want to help land 7.75 million cubic yards of sand for area beaches from the Wilmington Harbor Project.

Hary Simmons, chairman of the Brunswick Beaches Consortium, won the support of the Brunswick County Board of Commissioners last week for BBC's goal of securing dredge spoil from the project, scheduled to begin in March, 2000.

"It would greatly help our beaches that are suffering the effects of erosion," said Simmons.

The BBC has been actively involved in getting sand from the dredging project which will deepen, widen and straighten the Cape Fear River channel, resulting in a new 6.7-mile ocean channel for vessels reaching the State Ports docks in Wilmington. It will result in a one-time deposit of 7.75 million cubic yards of sand plus a yearly amount of one million cubic yards from routine maintenance.

In a resolution approved last week, county commissioners have asked U. S. Congressman Mike McIntyre and state legislators for help to secure both federal and state funds for the project. Programs now exist to jointly provide matching funds of up to 87.5 percent of the total costs for placing the sand from the U. S. Corps of Engineers' project on adjacent beaches.

Simmons said this is a once-in-a-lifetime chance for the entire county to benefit from the dredging. The BBC and area beach communities See Project, page 10

Oak Island Town Council meets Mainland revelers cause for concern



Photo By Jim Harper

Go fly a kite

Frank and Barbara Seidita filled the sky with color and the beach with fun last week as they launched wave after wave of nylon on west Oak Island. More on their kiting exposition in the "Neighbors" section.

No jurisdiction, but some effort is forthcoming

By Richard Nubel
Staff Writer

They ride noisy all-terrain vehicles on the mainland along the Yellow Banks. They get drunk, get loud, cuss, litter and even get naked.

And, the Town of Oak Island can do nothing directly about them.

Residents of the Yellow Banks section of Oak Island told their new town councilors Tuesday night they can no longer enjoy their homes because of the revelers occupying the area across the Intracoastal Waterway from them at all times of the day and night. Aggrieved Oak Island owners of Yellow Banks property know their town has no direct jurisdiction across the waterway, but it is to the town they look for assistance.

"Give us something that will stop the noise pollution," pleaded Tim Jones, of 108 West Yacht Drive. "We're just asking for help."

Council said it would weigh in on Yellow Banks property owners' behalf, but promised no quick or satisfying solution.

In an unrelated matter, Oak Island Town Council, at its first regular business meeting since the consolidation of Long Beach and Yaupon Beach, refused to approve the slate of officers elected by the Oak Island Volunteer Fire Department. The department's bylaws call for council to ratify its list of elected officers. Council refused to do so, noting none of the officers had obtained state certification as firefighters.

Residents of the Oak Island side of the Yellow Banks told council Brunswick County Sheriff's Department and county central communications personnel had been no help in ending the loud parties and loud vehicle use that goes on throughout the night on the mainland side of the Intracoastal Waterway. The banks structure is being torn away and debris — including old mattresses — is being washed into the waterway.

"What we can do is ask other people to enforce their ordinances," mayor Joan Altman told the Yellow Banks owners. "Where they don't have ordinances, we will ask them to create them."

Later in the meeting, council directed co-mayors Dot Kelly and Altman to write Brunswick County sheriff Ronald Hewett and county commis- See Oak Island, page 16

Alterations needed City aldermen don't buy commercial 'zones' plan

By Richard Nubel
Staff Writer

Design guidelines for large-scale commercial development were not in a form to be adopted as an amendment to Southport's zoning ordinance Thursday night, city attorney Mike Isenberg told a disappointed crowd observing a monthly meeting of the city board of aldermen.

Isenberg will refine language in the draft "Commercial Design Guidelines" and members of a special task force and the planning board Thursday may revise the ordinance for possible adoption by the board of aldermen August 12. The planning board and task force will meet at 7:30 p.m. at City Hall.

The city attorney told supporters of the

ordinance amendment that vagaries in the document drafted by a special task force, formed in reaction to location of Wal-Mart outside the city, would render it useless. He cited language in the document that purported to set out guidelines for parking, but said only that each circumstance was "preferred."

Another instance of an unenforceable guideline: "It is preferred that buildings should be located closer to streets to minimize the scale of the overall development."

Language like that allows the city no actual control and the draft ordinance prepared by the task force and alderman Meezie Childs was riddled with this

See Southport, page 6

'This is what ... cities are demanding. This city has a right to demand it, too.... The basic premise of this document is sound.'

Paul Swenson
Southport resident

Secondary roads are board priority

By Terry Pope
Staff Writer

While some areas of the state are begging for new highways, Brunswick County officials are more concerned about the repair and upgrade of roads which are already here.

It is a concern shared by N. C. Department of Transportation officials, who for now are locked into a formula for disbursing road construction funds. That formula often doesn't reach the areas of greatest need quickly enough to satisfy residents or elected officials.

"One of my missions is to see if we can get some more funds for See Roads, page 13

Caswell Beach caution Close eye on visual rules

By Richard Nubel
Staff Writer

Some accommodation should be made to owners who cannot build on their lots because of the combined requirements of septic tank placement, CAMA setbacks and the Caswell Beach visual barrier ordinance, commissioners agreed Tuesday. But, that offer of relief should be made more cautiously than the town's planning board has suggested.

The town's visual barrier ordinance — established shortly after incorporation in 1975 but only codified in 1992 — was created to prevent owners from building homes so as to block the ocean and marsh views of adjacent homeowners. On smaller marsh-

side lots, it is nearly impossible to build homes of size while meeting spatial requirements for septic tanks, the CAMA setback from the marsh and the visual barrier ordinance.

Commissioners Thursday directed town attorney Elva Jess to toughen proposed revisions of the town's visual barrier ordinance the planning board had suggested. The planning board sought to establish guidelines for those who encounter placement "hardships."

The visual barrier ordinance has caused homes along Caswell Beach Road to be built in a line, with no structure extending forward of another. The planning board said homes on smaller lots that could not fall in line and meet septic and CAMA require- See Barriers, page 14



World War II uniform

Children of Seaman 2nd Class Garfield C. Potts, a survivor of the fiery sinking of the tanker John D. Gill off Southport in 1941, visited the Southport Maritime Museum this week to deliver Potts' uniform to display with other mementos already on exhibit. Left to right are Robin Potts of Fayetteville, Tenn., Joyce F. Pollock of Kansas City, Mo., and Roger W. Potts of Fort Worth, Texas. More on this story in "Waterfront."