

911 SET TO BEGIN MAY 8

Olde Towne Subdivision Residents Like Old Addresses

BY TERRY POPE

Residents of Olde Towne subdivision near Leland told Brunswick County Commissioners Monday that they want to keep their old addresses under the new 911 program, which is set to begin May 8.

To help emergency personnel locate homes easier, all rural routes are being replaced with street names and house numbers. But Olde Towne already has its own house numbering system that homeowners there claim is adequate.

"This was a surprise to us, in our neighborhood, that our addresses would change," said Barbara Smith. Her address will change from 40 Olde Towne Wynd to 10076 Olde Towne Wynd SE.

Olde Towne subdivision is on Route 3, Leland, but homeowners there do not rely on the route number to get mail.

Approximately 22,000 county residents will get new addresses to prepare for the county's enhanced 911 program. Monitors will automatically display the address of the caller when persons are unable to speak into the phone or to give directions.

Commissioners took no action on a petition Olde Towne residents gave them Monday. However, District 5 Commissioner Donald Shaw said residents have a right to be upset.

"I would be," he added.

Addresses were assigned based on a grid system with house numbers reaching into the 10,000 range in the extreme northern and southern corners of the county—in the Olde Towne area and in the Calabash community. A new number is assigned for every 21.3 feet of land, or 500 numbers within a mile.

"There are other counties, cities that go about this method," said Steve Randone, manager of Brunswick County's Geographic Information System (GIS). "Unfortunately, we do end up with some high numbers."

Changing established addresses is like re-inventing the wheel, said resident Frank James.

Emergency personnel will have to compare old addresses with new ones, he said.

"If we lose one life in the time it takes to cross reference," he added, "then you've wasted your time."

Doug Ledgett, Brunswick County's Emergency Medical Services director, advised commissioners not to make an exception for Olde Towne.

"If we do it for every subdivision that requests an exemption," said Ledgett, "then we no longer have a system. To institute a change would void two years of work. Where do you draw the line with which subdivisions you grandfather and which you don't?"

Approximately 60 percent of county residents have received their new addresses, said County Planner Don Eggett. In Leland, some 1,200 to 1,400 people will get new addresses.

County Manager David Clegg, who lives in Creckside townhomes near Olde Towne, said his address will change from two digits to a six-digit figure.

"It doesn't bother me," he said.

But Olde Towne residents contend they were excluded from the planning process before the new addresses were mailed this month.

"An area established this long should be considered to remain the same," said Lynn Atkinson. She said Olde

Towne's street names were chosen in 1976 and adopted by the county in 1981.

Warren Fraizer said his address will go from 56 to 10005 and that house numbers will count down instead of increase as one progresses into the subdivision.

"It'd be very confusing to me," said Fraizer. "Rescue workers all know Olde Towne like the back of their hand."

Rivercroft subdivision is located on N.C. 133 across from Olde Towne. Resident Walter Kelly said his address will change from 2 to 10212.

"The numbers are ridiculous," said Kelly, "and it's very irresponsible."

The much-delayed 911 program will begin May 8, said Ledgett.

"It's going to happen on that date," he told commissioners.

The program was originally set to begin Jan. 1. Building design setbacks forced a delay until April. When radio consoles were late arriving from the factory, it forced another delay last month.

Developers Who Pre-Sell Lots Are Stifled By New Ordinance

BY TERRY POPE

Developers who pre-sell lots are having a difficult time with Brunswick County's new subdivision ordinance.

Caw Caw Land Corp., which is developing a multi-million dollar golf course community near Hickman's Crossroads south of Shallotte, was given a break from the new rules by the Brunswick County Planning Board last week.



ANDERSON

Partners of Brunswick Plantation, a 600-acre community with a planned 18-hole golf course and 600 to 700 residential lots, asked for permission to keep selling lots without the required improvements in place.

Caw Caw partners are Mason

Anderson, Jimmy McLamb, W.J. McLamb and George A. Sloan III. They had little trouble convincing planners last week to grant their project a modification from the ordinance.

"The intent of the ordinance was never to stifle the development of Brunswick County," said Michael Schaub, planning board chairman. "It was to get a handle on developments that traditionally have not been up to par."

The board approved plans for Phase II of Brunswick Plantation, which will add 61 traditional lots averaging 13,500 square feet and 18 patio lots averaging 8,000 square feet, all served with water and sewer systems.

Anderson told the board that it's not feasible to make required improvements to land before selling lots in a project the size of Brunswick Plantation.

"It's a major undertaking," said Anderson. "It's a major investment. If we have to put everything in place first, we've got serious economic problems."

Anderson also asked that the policy be changed for such large developments. Planning Director John Harvey said he will meet with County Attorney David Clegg to discuss the matter. Schaub requested that it be placed on the board's May 20 agenda.

Federal regulations also keep an eye on companies, such as Caw Caw Land Corp., that pre-sell lots to consumers.

Under the Interstate Land Sales Registration Act, such companies must first register the project with the U.S. Department of Housing and Urban Development (HUD), Interstate Land Sales Registration Division and give full disclosure of all relevant facts concerning the real estate offering.

"Full disclosure" involves identifying any uncompleted streets, sewer systems, drainage systems and any developer-promised improvements or amenities—such as clubhouses, swimming pools, tennis courts—with a scheduled date of estimated completion.

Federal law contemplated that de-

velopers would offer lots for sale to the public prior to the land improvements being in place, and Congress acted to protect the consumer, said Anderson.

He said other county projects have also filed under the Interstate Land Sales Act, including Lockwood Golf Links near Holden Beach and Sea Trail Plantation at Sunset Beach. The Act also requires the company, in its sales documents, to contractually obligate itself for the completion of the required and promised improvements.

Caw Caw Land Corp. has complied with the Act in offering for sale the first two phases of its subdivision, containing approximately 180 lots.

"Over the years, this is the way we've done business," said Anderson, an attorney who handles Caw Caw's contracts and filings under the Land Sales Act. HUD must approve the federal property report before developers can pre-sell lots.

"Ninety-nine percent of property offered in this county has never seen the likes of a federal contractual report," said Anderson.

A master plan for Brunswick Plantation was approved by the planning board in October 1990 and the preliminary plat was adopted March 20, 1991. The one-year period under the old subdivision rules, which did not require prior street and drainage improvements, expired last month.

However, lots in the development between U.S. 17 and No. 5 School House Road (S.R. 1305) more than meet the requirements of the new subdivision ordinance, said Harvey.

"Their requirements or setbacks are more protective than the minimums in the ordinance," said Harvey.

Setbacks refer to the location of homes from property lines and street right-of-ways.

The first nine holes on the golf course have been completed and opened for play last week, said Anderson. The remaining nine holes will open in the fall.

Anderson said Caw Caw has invested in excess of \$6 million in the project and directly employs 21 persons. Contractors, marketing and

sales agents employ another 75 people.

"In short, this is a major industry providing substantial employment in the area," said Anderson.

If the development was defined as an industrial or manufacturing company providing the same number of jobs, the Resources Development Commission for Brunswick County and other agencies would feverishly attempt to provide funds or infrastructure needs to promote the project, he said.

The intent of the ordinance should not be to interfere with the "normal business operation of a creditably-run corporation and a creditably-run project such as this," he argued.

In other business, the board waived a 60-foot right-of-way requirement on the Theodore Applegate and family tract on the Cape Fear River near Southport. A home is under construction in the path of a proposed 60-foot right-of-way but is on an existing 20-foot road.

The family-owned tract cannot be further subdivided along the 20-foot road, the motion stipulated.

ASKING FOR ADVICE

'Make Suggestions,' Asks Redwine Of ABC Dilemma

BY MARJORIE MEGIVERN

N.C. Rep. David Redwine feels like a well-gnawed bone pulled in both directions between the teeth of two bulldogs.

He's asking for advice from his Brunswick County constituents about how to solve the problem of ABC (Alcohol Beverage Control) store operation in Brunswick County.

Presently nine municipalities and the county each operate one ABC store, with town establishments in Belville, Shallotte, Ocean Isle Beach, Sunset Beach, Calabash,

Long Beach, Yaupon Beach, Boiling Springs Lake and Southport, and a county store on Holden Beach Road.

Since the legislator met April 16 with municipal representatives who want no part of his proposed county-town ABC merger, Redwine has just about despaired of compromise.

The nine municipalities realize a hefty part of their incomes from ABC store revenues each year—\$4.9 million in fiscal year 1990-91—and are not convinced a merger would not pull the rug out from under this source of funds.

Redwine's quandary really began in 1989, when Brunswick County voted in liquor by the drink.

"State law mandated that a 'wet' county could establish as many ABC stores as it wanted," he said. "Most counties have only county systems, only municipal systems or a merger of the two kinds."

His recommendation was a merger, but municipalities persuaded him to introduce legislation, instead, prohibiting the building of a county store within seven miles of a town. That law expires July 1 and Redwine had hoped town ABC boards would have changes of heart by that date and have reached a compromise with the county ABC Board.

Not so, Brunswick County's nine flourishing (for the most part) municipal ABC boards are still locked in solid and unified opposition to a merger.

When the county built its first facility near Holden Beach two years ago, the result was a 40 percent loss in revenues at the Shallotte store, according to its manager, Ron Cooper.

"Then, when the county proposed to set up another in River Run Shopping Center on Long Beach Road, that got the attention of the towns," Redwine said. "The county brought in a man who had arranged a merger of Winston-Salem and Forsyth County, but he did not convince anyone. The resulting talk of Brunswick County merger stimulated a lot of fear."

This fear is over the expected loss of funding for town law enforcement, as well as money they allocate to the schools in the area where stores are located. In January, Redwine asked town representatives to look at some options, so a committee, headed by Ben Thomas of Long Beach, was organized. It was this group that invited him to meet with them last week.

"I tried to open lines of communi-

cation," Redwine said of that meeting. "Nobody was talking to each other, but two actions came out of the evening: the town representatives asked me to re-introduce the seven-mile limit bill, and Jennie Mau, lawyer for the state ABC Commission, said she would draw up a plan for consolidation just to give them a starting point."

Representatives of some towns, notably Long Beach, have said they were not interested in merger, but Redwine still hopes some negotiation can take place.

"If only the county could get the towns to reduce that seven-mile figure some, and there could be discussion about what funding towns would get from a merger, we might get somewhere," he said. "In a merged system, towns can arrange to get the same percentage they received as a town system."

Redwine pointed out there is ample space in Brunswick County to build enough stores. There simply needs to be a meeting of minds, he said, on the best system for everyone concerned.

John Ramsey, chairman of the county ABC board, who did not attend the April 16 meeting because of

business conflicts, said his board will meet April 28 to discuss its position fully.

"We favor a merged system," he emphasized, "but we need to get out the details on how municipalities could keep their share of the money."

Ramsey added, "This is really just a territorial problem. I have some alternatives to suggest that will come out at the meeting."

He noted that 80 percent of the county population live outside municipalities, so county stores are needed.

Redwine observed that "county commissioners have been silent on this issue". Board of Commissioners

Chairman Kelly Holden could not be reached for comment.

"I sure am open to suggestions from anybody," said Redwine.

Weather Forecast Wasn't Available

A weather report was not available for the South Brunswick Islands this week.

Shallotte Point meteorologist Jackson Canady, who provides weekly forecasts for *The Brunswick Beacon*, was out of town.

The weather report will return next week.

Bridge Openings Prompt Debate

(Continued From Page 1-A)

Fluegel said Friday she and Mayor Mason Barber had discussed the issue after learning about the resolution through the newspaper.

"We can't do anything else," she said in reference to the hourly opening. "All you have to do is go out there this weekend and see what's happening."

"If they really want to help the town, they ought to adopt a resolution supporting construction of the high-rise bridge," she said.

Easter weekend traffic was extremely heavy, with vehicles backed up at various times on the mainland, island and waterway.

Sunset Beach police officers have to direct traffic on both approaches to the bridge at busy times during the tourist season, especially on weekends.

Most of the time, she said traffic

"flows through very nicely," unless traffic is extremely heavy or a DOT crew is working on the bridge, either of which can cause additional delays.

Sunset Beach residents and visitors have learned to plan around the bridge schedule.

"They don't go buy milk and ice cream and get stopped at the bridge," she said.

If Ocean Isle Beach Commissioners pursue their resolution, she said, they're going "to stir up a hornet's nest" at Sunset Beach.

"We're not going to sit back and take it lightly," she said. "Nobody knows the situation until they've lived with it."

Opening of the bridge involves not only the time involved in boats passing through, but the time necessary to swing the bridge barge in and out of position.

Two S.C. Residents Killed On U.S. 17

(Continued From Page 1-A)

Stanley was traveling south on U.S. 17, Lewis stated. The impact knocked the Glover vehicle into a 1989 Nissan stopped on N.C. 904 and driven by Shonda Smith Ward, 22, of Shallotte.

Both Stanley and a passenger in the Glover car, Geraldine H. Glover, 66, received serious injuries and were taken to The Brunswick Hospital by ambulance. Ms. Smith received minor injuries.

Damage was listed at \$3,500 to the Glover car, \$2,500 to the Stanley vehicle and \$600 to the Smith car.

No charges were filed.

Bolivia Wreck
A Maryland man was charged following a four-car accident on U.S. 17 in Bolivia Saturday.

Michael Thomas Cataldo, 32, of Edgewater, Md., was charged with following too closely by State Trooper C.E. Ward.

According to Ward, several cars had stopped for a vehicle making a left turn into the Bolivia Post Office driveway when the 12:30 p.m. accident occurred.

Cataldo's vehicle struck the rear of a 1991 Nissan driven by Guilford Stanley Ide, 46, of Wilmington, Del., Ward stated. That started a chain reaction that involved two other vehicles.

Also damaged in the wreck were a 1990 Lincoln driven by Robert D. Ott, 56, of Marlborough, Mass., and a 1988 Honda driven by Robert Arthur Discker III, 23, of Winston-Salem, reported Ward.

Ide and two passengers in his car, Rachael Elizabeth Ide, 17, and Elizabeth C. Ide, 47, each received minor injuries.

Damage was listed at \$3,200 to the Ide car, \$1,800 to the Cataldo car, \$250 to the Discker car and \$200 to the Ott vehicle.

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