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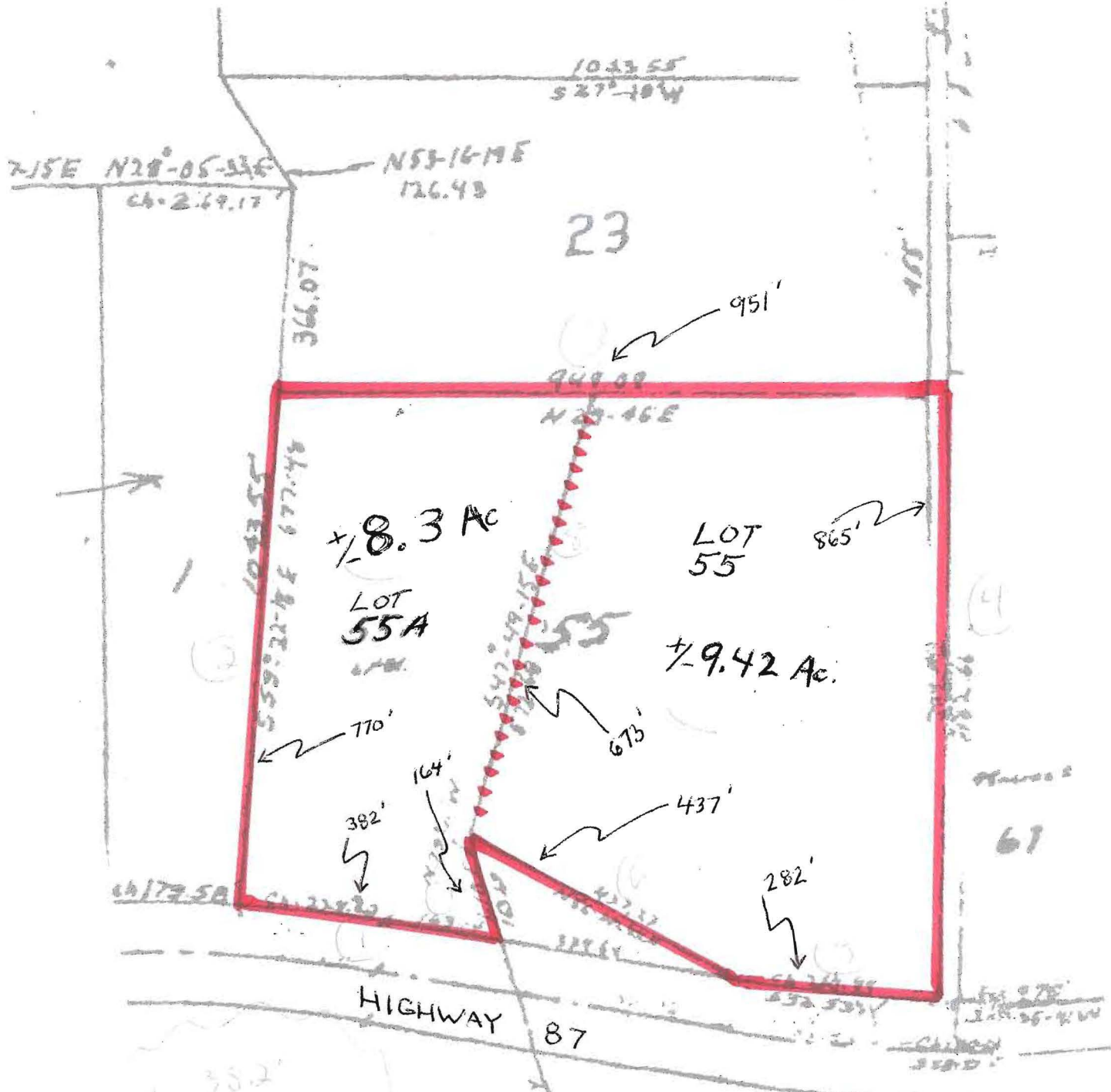
Supplemental Information Packet
17.72 Acres – Highway 87 – Boiling Spring Lakes NC
Absolute Auction – Sat. November 17 2007 –11AM
Boiling Spring Lakes Community Center – 1 Leeds Rd. BSL

Directions To 17.72 Acres on Highway 87, Boiling Spring Lakes, NC

Take Highway 87 to Boiling Spring Lakes. The property is located approximately 1.5 miles north of City Hall on the left. City Hall is located at the intersection of Highway 87 and East Boiling Spring Road in City Center. Look for auction sign.

Directions to Boiling Spring Lakes Community Center – Auction Location

Highway 87 North from Southport to left on West South Shore Drive or take Highway 87 South from Highway 17 to right on West South Shore Drive, Leeds Road on left. Look for Auction signs.



MEASUREMENTS SUBJECT TO VERIFICATION.

- 1 382'
- 2 770'
- 3 951'
- 4 865'
- 5 282'
- 6 437'
- 7 164'
- 8 673'

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Article published Jun 21, 2007

Town hashes out sewer details

Boiling Spring Lakes' plan calls for tapping into county lines

Boiling Spring Lakes | The decision to initiate sewer service to more than 4,000 city residents will be an important one in determining Boiling Spring Lakes' future, Mayor Joan Kinney said. And a five-member committee is taking up the task this week.

A public workshop Tuesday night that focused on scenarios to provide sewer service "cleared up a lot of misconceptions" about whether the town partners with the county or a local developer or begins a lengthy - and costly - independent process to establish local sewer service, she said. Kinney and the four city commissioners used a 90-minute meeting with county public utilities director Jerry Pierce, engineering experts and local development company 3H to hash out details regarding municipal sewer service.

In response to written questions from residents, Pierce said the county's sewer master plan does not include building a once-proposed sewer plant on county land near the Sunny Point Military Ocean Terminal, which would make extending sewer lines to Boiling Spring Lakes more feasible. But sewer capacity is available in two county sewer lines serving the Supply area and in Bolivia. The town must act quickly to take advantage of it, because county sewer allocations are granted on a first come, first-served basis and excess capacity is being quickly taken up by development in other parts of the county, Pierce said.

Boiling Spring Lakes has no citywide sewer system, and uses separate septic systems to serve residential growth, Kinney said.

Matt Harward, principal of 3H Enterprises, said the company's planned Willow Brooke development south of Boiling Spring Lakes will include a package sewer plant to serve its residents. The small sewer plant with a 150,000-gallon-per-day capacity has the capability of being expanded to serve a portion of the town's commercial district. But developers dropped those plans after public controversy over the size of the proposed development and the company's unsuccessful bid to rezone city land to allow the plant outside the development, which borders The Lakes Country Club. Now, according to state permit restrictions on planned residential developments, the package plant can provide service only to Willow Brooke.

After the meeting, Kinney said five residents have submitted their names for appointment to the town's ad-hoc Wastewater Committee, which will have "four or five" members. Appointments will be announced Friday. The five are Ed Borowski, Bill Davis, city planning board member Jim Elswick, Gene Formy-Duval and Matthew Smith.

The committee will meet to discuss sewer options before the next meeting of the board of commissioners on July 10, Kinney said. The group will lead efforts to update costs and a preliminary sewer design plan. The plan was drawn up by the engineering firm W.K. Dickson two years ago, when 25 miles of water lines were installed to provide municipal water service.

Paul Jefferson 538-2955

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Article published Sep 6, 2007

Brunswick: Need to Know

BOILING SPRING LAKES

Town orders study of sewer system

When it comes to the sewer, it's down to three options for Boiling Spring Lakes.

In a report to the city's Board of Commissioners on Tuesday night, the five-member Wastewater Committee listed three choices the city could follow if officials and residents decide to institute a citywide sewer system.

They are: tying into the county sewer lines at the Supply treatment plant, hooking up to a future treatment plant near Sunny Point or building a treatment facility somewhere in the city.

Continued reliance on separate septic systems has the potential of those systems failing and ultimately damaging the city, Bill Davis, the volunteer committee's chairman, said. The committee has been studying sewer options for two months.

At Davis' urging, the commissioners approved a \$13,750 appropriation for a sewer feasibility study by the engineering firm W.K Dickson. The study will be presented to the board later this year.

- Paul Jefferson

St. James

Zoning ordinance
set for hearing

The town of St. James is preparing to adopt its first unified development ordinance.

The town council voted Tuesday to set a public hearing for the ordinance during the next regular meeting at

4 p.m. Oct. 2 . Then the council will consider adopting the ordinance at a special meeting at 4 p.m. Oct. 25.

After 17 months of planning, the newly formed planning board recommended the council adopt the roughly 400-page document that outlines zoning for the town. Planning board Vice Chairman Bill White said the board unanimously agreed the zoning ordinance is in the best interest of the town.

White said the board considered the goals of the town when developing the ordinance, including protecting recreation and open space and leaving out land uses the town might not want, such as heavy industry.

The public can view the document at town offices in the fire station. It will eventually be posted online.

- Shelby Sebens

BRUNSWICK COUNTY

Theology talks begin next week

If you are drawn to theological conversation, join a group that will hold the first in a monthly discussion series at 7 p.m. Tuesday at Mama Brava's restaurant, on N.C. 130 one block east of Wal-Mart in Shallotte.

The discussion will be: "If God is loving and all-powerful, why does evil exist in the world?"

The series, Theology on Tap, will be facilitated by Father Hector La Chapelle of St. Brendan

	<i>R-1</i>	<i>R-1A</i>	<i>R-2</i>	<i>R-3</i>	<i>R-3A</i>	<i>Man. Home</i>
Second floor	Sufficient square feet on the second floor to meet the accumulated minimum footage requirements	Sufficient square feet on the second floor to meet the accumulated minimum footage requirements	Sufficient square feet on the second floor to meet the accumulated minimum footage requirements	no minimum	no minimum	N/A

(Ord. of 10-2-89, § 400; Res. of 4-6-93; Res. of 9-7-93)

Sec. 17-82. Same—R-4, R-5, R-6 districts.

The living area and floor area requirements in the R-4, R-5 and R-6 residential districts are as follows:

	<i>R-4</i>		<i>R-5</i>		<i>R-6</i>	
	<i>Single-family</i>	<i>Duplex</i>	<i>Dwelling</i>	<i>Manufactured home</i>	<i>Dwelling</i>	<i>Manufactured home</i>
Minimum living area square ft.:						
One-story dwelling	1,000	1,600	1,000	750	1,000	750
Two-story dwelling:						
Main floor	800	800	800	N/A	800	N/A
Second floor	no min.	800	no min.	N/A	no min.	N/A

No manufactured home may be placed less than two hundred (200) feet from the intersection of the lot line and the Highway 87 right-of-way line.

(Ord. of 10-2-89, § 400; Res. of 12-5-95)

Sec. 17-83. Construction requirement for residential districts R-1, R-1A, R-2 and R-3.

All phases of construction shall meet all applicable city and state building codes and shall be inspected by the city building inspector.

(Res. of 1-4-94)

Secs. 17-84—17-90. Reserved.

DIVISION 3. C-1, C-2, C-R, C-M, C-S COMMERCIAL DISTRICTS*

Sec. 17-91. Purpose.

The commercial district, as designated on the zoning map, is established as a district in which the principal uses of the land are for:

- (1) Commercial and service use for an urban and rural market area.

***Editor's note**—Res. No. 2002-21, § 2, adopted July 16, 2002, amended the title of Art. III, Division 3 to read as herein set out.

(2) The retailing of both perishable and durable goods, provision of commercial services to surrounding areas and the provision of services to transients. In promoting the general purpose of this chapter the specific intent of this district is to:

- a. Encourage the construction and continued use of the land for commercial uses.
- b. Provide for the orderly expansion of such commercial uses within the commercial district.
- c. Restrict heavier commercial and industrial use of the land and to prohibit uses which would substantially interfere with the continuation of the uses presently in the district or with the orderly growth of the district to meet the needs of increased population in the market area.
- d. Permit a concentrated, intensive development of the permitted uses while maintaining a substantial relationship between the intensity of land use and the capacity of utilities and streets.

(3) If a use is not specifically listed as a permitted or conditional use, then it is expressly prohibited:

(Ord. of 10-2-89, § 401; Ord. No. 27-01-04, 4-6-04)

Sec. 17-92.1. Permitted uses—C-1 district.

(a) The following uses are permitted in C-1 commercial districts:

Arcades

Automobile/motorcycle repair shop (all vehicle parking in rear—Work conducted completely in an enclosed structure)

Automobile dealerships, new and used (no car to be parked closer than 50 feet from the front property line)

Bakery (retail)

Boat sales, repairs (service and maintenance to be totally enclosed)

Book and periodical store

Bowling alley

Car wash

Club

Crafts and hobby shops (toy and games)

Computer sales and repair

Dancing and bingo

Deli

Dinner theaters

Drug stores

Dry cleaning and laundromats
Electrical equipment sales and repair
Electrical repair or contractor (no open storage of materials)
Engine repair (small, including motorcycle)
Exterminating service
Flower shops
Food stores
Farm and garden supply
Farmers market
Furniture retail
Flea market (indoor)
Funeral home
Gifts and souvenirs
Gas station and convenience stores
Greenhouse and plant nursery
General contractors (no open storage of materials)
Groceries
Hardware
Heating and air condition installation and repair (no open storage of materials)
Home appliance dealers
Home appliance repair
Home building supply (retail and contractor)
Hospital
Hotels and motels
Ice cream stand or store
Indoor theaters or auditoriums
Jewelry
Landscaping service
Leather goods
Liquor
Locksmith
Mason

Meat butcher
Miniature golf
Musical instrument and service
Mini storage units (no outdoor storage, no individual unit to be larger than 300 square feet)
Novelty shops
Paint/glass/wallpaper
Pawn
Plumbing repair or contractor (no open storage of materials)
Pool hall
Pottery products
Print shop (quick copy, cards, letterhead, etc.)
Quicken lube (all vehicle parking in rear of building and work conducted completely within an enclosed structure)
Radio, TV station
Retail complex—Multi unit center/mini malls
Rental equipment (no outdoor storage)
Restaurants (eat in, drive through or drive in)
Seafood markets
Shoe store or repair
Snack bars
Sporting goods and services
Stationary
Taverns
Upholstery—Furniture repair
UPS and postal shipping and receiving
Veterinarian—Animal clinics (excluding kennels)
Woodworking (retail)

(b) No commercial facility or business shall be constructed within the city until the sponsor of such facility can provide positive proof and assurance that such facility meets all state and federal statutes and guidelines governing the abatement of air and water pollution as determined by the building inspector.

(c) In order to maintain a front facade standard that is aesthetically and architecturally appealing in maintaining the values of the city's business district, the front side of all commercial and business buildings shall be designed and built with a front facade of brick, stucco, stone material or concrete fiber board.

(Ord. of 10-2-89, § 401; Res. of 1-10-95; Res. of 8-4-98, § 1; Res. of 6-8-99, § 1; Res. of 9-12-00; Ord. No. 03-10-02, 2-4-03; Ord. No. 07-01-03, 3-4-03; Ord. No. 12-04-03, 6-3-03; Ord. No. 27-01-04, 4-6-04; Res. No. 04-28.2, § 1(Exh. A), 10-5-04)

Sec. 17-92.2. Setback requirements—C-1 district.

In order to provide safe entrances and exits from commercial property, the main structure should be seventy-five (75) feet back from the front property line. This provides visibility for automobiles leaving or entering the commercial property. There should be a ten-foot setback from each side and the rear of the main structure.

(Res. of 1-10-95)

Sec. 17-92.3. Animal shelter requirements.

All animal shelters shall be sited in Undeveloped (U) zoned areas only. No animal shelter is permitted in residential zoned areas. All animal shelters shall be constructed in compliance with and be subjected to periodic monitoring in accordance with applicable North Carolina state laws.

(Res. of 9-12-00)

Sec. 17-93.1. Permitted uses—C-2 district.

(a) The following uses are permitted in C-2 commercial districts:

Adult and children's day care

Accounting agencies

Advertising agencies

Arboretums and botanical gardens

Art galleries

Attorneys

Audio and video production services

Banks

Barber and beauty shops

Bed and breakfasts

Bodywork therapy practices (licensed pursuant to N.C.G.S. § 90-623)

Chiropractic

Churches and synagogues

Schedule A

Deed description on deed dated October 5, 2004 from Elva Miller Parsons, widow, to James B. Parsons, III (single) and Woodrow Glenn Parsons (single), as tenants in common.

Being located in the City of Boiling Spring Lakes, County of Brunswick, State of North Carolina being described as follows:

Section 25W, Lot 55

Beginning at an iron on the Western right-of-way of N.C. 87, said point being the P.C. of curve number two, running South 33 degrees 57 minutes 30 seconds West 218.46 feet to an iron, thence North 59 degrees 05 minutes West 770 feet to a point, thence North 29 degrees 46 minutes East 950.79 feet to a point, thence South 62 degrees 20 minutes East 864.87 feet to an iron, thence South 32 degrees 53 minutes 30 seconds West 282 feet to an iron, thence South 56 degrees 59 minutes West 436.80 feet to an iron, thence South 79 degrees 11 minutes East 163.69 feet to an iron, thence South 37 degrees 00 minutes West 163.14 feet to the Beginning, being lot 55 as shown on plat entitled, "Section 25, West Boiling Spring Lakes, Timber Tracts and Ranches," which is to be recorded at a later date.

Being the same property conveyed to James B. Parsons and wife, Elva M. Parsons, by deed dated March 23, 1977 and recorded in Book 425 page 315, Brunswick County Registry.



Transportation Access & Improvements

Interstates

Southeastern North Carolina lies within a triangle of interstates, including: I-95, I-40, and the upcoming I-73/74, providing easy access to the southeast, northeast, and Midwest. North Carolina, known as the "Good Roads State," is currently investing billions of dollars to keep its excellent highway system modern. Connection to I-20 is within 30 miles of the region.

Wilmington Port

The Port at Wilmington is an international deepwater port that provides container and bulk shipping to/from most world markets. Key steamship lines serving the port include: Yang Ming, Evergreen, Hatsu Marine, Lloyd Trestino (Italia Maritima), Zim, Cosco, Gearbulk, Hanjin, Saga, PACC, Star Shipping, Bertling, TransAtlantic, Spliethoff, "K" Line, and NYK. The port maintains cutting-edge services customized to meet supply chain and logistics needs.

The Port is in the beginning stages to develop the new North Carolina International Port (NCIP) just north of Southport. This port will have 50' channel depth with capability of handling 2,000,000+ TEUs annually. (twenty=ton equivalent unit containers)

Railroads

Railroads include: CSX, Norfolk-Southern, Aberdeen & Rockfish, Carolina-Southern, Laurinburg & Southern, and Clinton Terminal Railroad.

Air Service

Wilmington and Fayetteville offer full, regional air service, including connections via Delta and US Airways. Wilmington has direct flights to LaGuardia (NY) and Philadelphia. Raleigh-Durham Airport, a full-service international airport, is within a 1-2 hour drive from the region.

Current & Planned Improvements

- 1) **I-73/74** – this corridor is being upgraded to total interstate standard – Highway 74 is currently four-lanes between the Wilmington Port & I-95.
- 2) **HWY 87** - four-laning is underway – this provides another four-lane highway between greater Wilmington and I-95.
- 3) **Wilmington and Fayetteville Bypasses** – these are under construction several segments are completed.
- 4) **I-20 Extension** – a proposal is being advanced at this time to extend I-20 in the region.
- 5) **NC International Port** – planning is underway for a new mega-port to be constructed over the next 8-10 years.
- 6) **Rail Improvements at NC Ports** – This project will increase freight storage capacity and economic opportunities.



PO Box 2556 Elizabethtown North Carolina 28337 Phone (800)787-1333 (910)862-8511 Fax: (910)862-1482
Website: www.ncse.org

Proposed Container Port



87

Boiling Spring Lakes

Subject Property



Image NASA

Image © 2007 New Hanover County, NC

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Pointer 34°01'48.97" N 78°04'07.51" W elev 49 ft Streaming ||||| 100% Eye alt



NORTH CAROLINA STATE PORTS AUTHORITY

**2202 BURNETT BOULEVARD PO BOX 9002
WILMINGTON, NC 28402
www.ncports.com**

NEWS RELEASE

March 17, 2006

NC State Ports Authority plans NC International Port Brunswick County container terminal to handle 2 million containers a year, help create thousands of jobs

WILMINGTON, NC – At its meeting in Wilmington Dec. 29, the Board of Directors of the N.C. State Ports Authority authorized the CEO to negotiate the purchase of 600 acres of riverfront property in Brunswick County. If the purchase is completed, the Authority plans to build a new port terminal, the North Carolina International Port, to handle 2 million containers (20-foot equivalent units, or TEUs) a year.

“This is a once in a lifetime opportunity,” said Board Chairman Carl J. Stewart Jr. “No other property available in the South Atlantic compares to this property, with good access and compatible zoning already in place.”

Development of this facility would coincide with the projected doubling of the North American container market between now and 2015.

“It’s a unique opportunity to catapult North Carolina into the ranks of major U.S. ports,” said Tom Eagar, Ports Authority CEO. “We are responding to the needs of world trade on a large scale, to the benefit of the entire state.”

The new terminal would multiply the number of jobs already generated by the Ports, both local and statewide – currently estimated at more than 48,000 jobs statewide, as well as creating new local and state tax revenues – now almost \$30 million annually.

The project will also provide a gigantic boost to economic development. Major manufacturing and assembly plant site-selection criteria require proximity to deepwater port facilities with global service coverage – such as the DaimlerChrysler plant announced recently in North Charleston, S.C.

This location also affords the opportunity to develop an industrial park for distribution centers or related operations – adding additional jobs to the local economy.

Building a new terminal on the Brunswick County property also provides a better alternative, environmentally and economically, than dredging the Cape Fear River to 48 feet to the Port of Wilmington and enlarging the Port’s footprint. Forecast growth in container traffic worldwide would require a deeper channel for Wilmington to remain competitive. The new property is nine miles from the ocean, while Wilmington is 26.

The location, next to the Military Ocean Terminal at Sunny Point, also supports Department of Defense strategic initiatives.

Besides economic development, the region would also benefit from infrastructure improvements, particularly access to and improvements of Highway 87.

The property, currently owned by Pfizer Inc., is 600 acres, 9.5 miles from the Atlantic Ocean, zoned heavy industrial. It includes 4,000 linear feet of frontage on the Cape Fear River for berths, with highway and nearby rail access.

Port of Wilmington Container Terminal Expansion Program

The \$130 million enhancement program under way to double capacity at the Port of Wilmington continues as planned. This expansion will meet the demand of increasing container traffic and increase business and revenues at the Port over the 10 years before the new terminal goes into operation. The project includes:

- Four new 100-ft gauge container cranes
- New container handling equipment
- New terminal operating system
- Berth, dock and paving improvements
- Phase 1 complete by April 2007. Entire project complete in five years.
- Will continue to serve general cargo business after new terminal is complete.

Port of Morehead City and Radio Island Expansion Program

The Port of Morehead City and Radio Island are ideally situated to handle the bulk/breakbulk market growth and cargo displacement by other ports. Work continues to expand facilities at the Port and a new terminal on Radio Island. At the Dec. 29 meeting, the Board also:

- moved forward on a lease agreement for a new 177,000 square foot warehouse at the Port of Morehead City
- awarded a \$962,260 design contract initial engineering and environmental design for the development of the port terminal on Radio Island.

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ABOUT THE NORTH CAROLINA STATE PORTS AUTHORITY:

North Carolina's Ports in Wilmington and Morehead City, plus inland terminals in Charlotte and the Piedmont Triad in Greensboro, link the State's consumers, businesses and industry to world markets and serve as magnets attracting business and industry desiring access to these markets. Cargo handling activities contribute statewide to thousands of jobs and millions of dollars in tax revenues.

Top trading partners are Brazil, China, Japan, Korea, Hong Kong, India, Venezuela, Canada, the United Kingdom, Italy, Europe and Scandinavia. Primary exports include chemicals, forest products, food, phosphate and general merchandise. Top imports include animal feeds, chemicals, fertilizers, metal products, lumber, rubber, steel, furniture and general merchandise.

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NEWS RELEASE

November 30, 2006

STATE OF THE PORTS 2006:

Expansion Plans Continue as Business Volumes Increase

Remarks by Thomas J. Eagar

CEO, North Carolina State Ports Authority

*N.C. World Trade Association – Cape Fear Chapter
November 30, Bluewater Grill, Wrightsville Beach, N.C.*

After finishing fiscal year 2006 with record revenues, the North Carolina State Ports Authority is moving forward with plans to meet steadily increasing market demand. Major expansion projects continue at the State's Ports at Wilmington and Morehead City to meet short-term demand. Continued demand forecast over the next 15 years is also being answered, with long-term plans to develop a new terminal at Radio Island in Morehead City and the North Carolina International Port in Brunswick County.

Continued market growth during fiscal 2006 drove container moves up 24 percent, and general cargo volumes up 13 percent at the Port of Wilmington. Breakbulk cargo at the Port of Morehead City rose 19 percent. Breakbulk cargo refers to commodities like rubber, lumber, steel and woodpulp, shipped in units such as bundles, pallets or bins. General cargo includes both breakbulk and bulk commodities, things which flow, such as salt, fertilizer, or grain. With container tonnage included, the Authority's total volume for fiscal 2006 was 5.8 million tons.

For fiscal 2007, we are projecting a five-year compounded annual growth rate of 18 percent in container volume and 16 percent in general cargo numbers, although cyclical fluctuations in certain key commodities such as forest products and rubber have required adjustments to our market forecast.

The Port of Wilmington is marking an important milestone this week. Four new 100-foot gauge container cranes are being loaded on a ship at the ZPMC facility in Shanghai, China, for delivery in early 2007. These cranes are the linchpins of the \$143 million container-terminal expansion, which includes significant upgrades to the dock infrastructure to support the cranes, which are electric rather than the traditional diesel power. A new terminal operating system is also being implemented.

At the Port of Morehead City, construction began in October on a new 178,000 square foot general cargo warehouse, expected to be ready for business in August 2007. A rail improvement project is nearing completion. New rail has been installed, and road crossings are being upgraded. The Port's main access road, outside storage and truck parking areas are scheduled for repaving in early 2007. This repaving will nearly double the amount of outside storage capacity adjacent to the entry road. These projects improve the Port of Morehead City's ability to meet the needs of existing customers and help attract new ones.

We have updated our economic impact calculations this year. Business coming through your Ports now supports about 85,000 jobs and \$299 million a year in state and local tax revenues. Here in the Southeast region alone, Ports activities support more than 21,000 jobs and nearly \$100 million a year in tax revenues.

North Carolina's Ports have a tremendous window of opportunity to expand operations, increase business and profitability and create significant economic benefits to the State of North Carolina.

With international trade projected to double by 2020; container volumes expected to grow even faster, and adjacent ports running out of room and with limited ability to expand, the Ports Authority took advantage of a golden opportunity which presented itself in late 2005. We purchased 600 acres of industrial property on the west bank of the Cape Fear River, just 14 miles from the sea buoy, and intend to build a major international container port to capture that new business.

The North Carolina International Port will catapult North Carolina into the ranks of major East Coast ports, comparable to Virginia, South Carolina and Georgia. The Authority has hired CH2M Hill, an international engineering firm, to plan, design and construct the new port.

We are in the preliminary stages of planning the project, and expect to be able to service the new, much-larger container ships being built now to handle the tremendous growth in container traffic. Next week, the largest container ship ever to visit Wilmington is scheduled to arrive, moving into one of our regularly scheduled calls. It holds 5,000 TEUs – 20-foot equivalent units. It's big, but last month a ship was launched that carries 12,000. The International Port will allow us to keep up with the growth in traffic, and with the growth in ship sizes.

Most importantly, the International Port will enable our State to compete more effectively for major manufacturing and assembly plants, comparable to BMW and Daimler Chrysler in South Carolina and Airbus in Alabama. Additionally, the International Port will attract distribution centers similar to those being built for Ikea, Target, and other major retailers at the Port of Savannah. All of those projects – bringing with them thousands of jobs to the chosen states – require a world-class port, and we plan to build that port for North Carolina.

And as other port facilities are being converted from bulk and breakbulk to container, these cargoes are looking for a home. Anticipating this new business, the Ports Authority is looking across the Newport River from the Port of Morehead City to Radio Island. We have completed preliminary studies and design of a new port terminal, with a site layout, traffic analysis, and environmental surveys in place.

The Port of Wilmington's profile may shift a little when the International Port opens, but it will stay busy – definitely with general cargo, and very likely with continuing service from smaller container ships.

These vital economic engines are in full throttle to build economic prosperity for citizens across the State – additional jobs, income and tax revenues. Our State's leaders – Governor Easley and the General Assembly, thanks to the leadership of our local delegation – recognized the importance of the State's Ports this year, investing a \$7.5 million appropriation, and \$3 million in repair and renovation funding.

The time is right for North Carolina's Ports to move to the forefront of East Coast ports. And we are ready, with the support of our communities and our leaders, to make that move.

- 30 -

ABOUT THE NORTH CAROLINA STATE PORTS AUTHORITY:

North Carolina's Ports in Wilmington and Morehead City, plus inland terminals in Charlotte and the Piedmont Triad in Greensboro, link the State's consumers, businesses and industry to world markets and serve as magnets to attract new business and industry. Port activities contribute statewide to 85,000 jobs and \$299 million in annual tax revenues. The proposed NC International Port and Port expansion projects in Morehead City and Wilmington will make North Carolina a key player in international trade, and multiply related jobs and economic impact in the state.

Top trading partners are China, Venezuela, Colombia, India, Germany, Indonesia, Italy, Korea, Taiwan, the United Kingdom and Turkey.

Primary exports are fertilizers, woodpulp, forest products, general merchandise, food, chemicals and metal products.

Top imports are forest products, chemicals, natural rubber, cement, scrap metal, steel, coal and general merchandise.

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NEWS RELEASE

April 12, 2006

North Carolina International Port reaches major milestone

WILMINGTON, N.C. – The property for the new North Carolina International Port (NCIP) on the west bank of the Cape Fear River in Brunswick County now belongs to the N.C. State Ports Authority.

On April 12, Ports Authority officials closed on the purchase of a 600-acre undeveloped industrial site, nine miles from the Atlantic Ocean, and adjacent to the Military Ocean Terminal Sunny Point and Progress Energy's Brunswick Nuclear Plant.

Conceptual plans for the NCIP envision a major international port terminal, which would catapult North Carolina into the ranks of major U.S. ports. The facility would have a capacity of 1.5 million 20-foot equivalent container units (TEUs), 4,000 linear feet of berthing and an industrial park on site for distribution centers or related operations.

"The new terminal will multiply the number of jobs already generated by the Ports, both local and statewide," said Ports Authority Board Chairman Carl J. Stewart Jr. More than 48,000 jobs statewide are related to activities at the Ports of Morehead City and Wilmington.

"The N.C. International Port also will create new local and state tax revenues, which are now almost \$30 million annually," Mr. Stewart said. "It will provide a gigantic boost to economic development, as major manufacturing and assembly projects must be near deepwater port facilities with global service coverage."

The Authority is moving forward quickly to plan development of the new terminal. Among the tasks required before the new port could open are dredging the navigational channel, design and construction of terminal facilities, and working with state and federal authorities to ensure highway and rail access.

"We plan to launch the environmental impact study process as soon as possible to give the public opportunities for input at the earliest possible stage," said N.C. State Ports Authority CEO Tom Eagar. "In the meantime, we have been actively seeking input from elected officials and community leaders around the area."

Representatives from the Ports Authority have discussed dredging the Cape Fear River navigational channel to 50 feet with the U.S. Army Corps of Engineers. The Corps has agreed to Congressional resolution language to authorize a "reconnaissance study."

"The reconnaissance study is the prerequisite to a feasibility study which the Corps must perform for the dredging to be authorized," Mr. Eagar said. "We are working with the North Carolina Congressional delegation, especially Senators Elizabeth Dole and Richard Burr and Representative Mike McIntyre, to secure the necessary authorizations and funding for the project."

Representatives from the Authority also have met with officials with the N.C. Department of Transportation and state and local elected officials to discuss highway and rail access to the NCIP. A working group is being established to coordinate this effort.

– MORE –

The Authority is also in the process of selecting a firm to manage the design and development the N.C. International Port. Recommendations for approval of the designer selection will be presented to the State Building Commission at its May meeting followed by presentation of a design contract to the Ports Authority Board of Directors for approval

Financing to purchase the property was obtained through investors' purchases of port facilities revenue bonds. The Ports Authority plans to seek a private-sector partner to invest in the development of the actual port facility.

- 30 -

ABOUT THE NORTH CAROLINA STATE PORTS AUTHORITY:

North Carolina's Ports in Wilmington and Morehead City, plus inland terminals in Charlotte and the Piedmont Triad in Greensboro, link the State's consumers, businesses and industry to world markets and serve as magnets attracting business and industry desiring access to these markets. Cargo handling activities contribute statewide to thousands of jobs and millions of dollars in tax revenues.

Top trading partners are Brazil, China, Japan, Korea, Hong Kong, India, Venezuela, Canada, the United Kingdom, Italy, Europe and Scandinavia. Primary exports include chemicals, forest products, food, phosphate and general merchandise. Top imports include animal feeds, chemicals, fertilizers, metal products, lumber, rubber, steel, furniture and general merchandise.

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Infrastructure Is The Big Story In North Carolina's Southeastern Region

By Sandy Daussin

Outlook for North Carolina's southeastern region: sure and steady growth. Several contributing factors are coming together to put this part of North Carolina on the map, both nationally and internationally. Over the past year, the region has enjoyed improvements in infrastructure, expansion to existing industries, and has attracted some new businesses. And, things are just beginning to heat up.

Improvements in infrastructure, namely, transportation, are key for the area. The North Carolina Ports Authority announced last year that it is developing a 600-acre site at the mouth of the Cape Fear River. Located just north of Southport in Brunswick County, this site will be home to the North Carolina International Port, a deep-water port which will give access to the largest of seafaring cargo ships. The impact of this port will be huge. It is the largest remaining site on the East Coast compatible with this type of development, and it will be an enormous boost to the regional and state economies. Traffic at the port is expected to rival that at Norfolk, Virginia and Charleston, South Carolina.

"It will put North Carolina on the map," according to John Swope, executive director of the Sampson County Economic Development Commission. Jim Hinkle of the Columbus County Economic Development Commission shares Swope's enthusiasm. Even though development of the NC International Port is expected to take 6 to 8 years, Hinkle has already noticed increased interest in the area from outside companies. "Because so many firms are either exporting or importing goods more, they want to be closer to the ports. Transportation ranks up there with labor and livability," Hinkle explains. Many companies frustrated at the wait times in Norfolk and Charleston ports are anxiously awaiting a new opening to import and export their goods. In addition, the North Carolina International Port will provide the most centrally located entry along the U.S. eastern seaboard.

Hinkle also anticipates some significant economic growth when US Highway 74, which starts at Wilmington and intersects I-95, becomes a designated interstate. Plans are to convert the highway to an interstate in 5 years time. As the picture starts to focus, the chatter of developing distribution centers along the highways in the southeast region make perfect sense. In a few years time, distribution centers should be cropping up like mushrooms. And, for economic growth, that's big. At distribution centers, "employment is in the hundreds," Swope explains. Typically occupying facilities ranging in size from 300,000 to 500,000 square feet, company investments are often at \$30-50 million.

But developers aren't having to wait to see some significant improvements at the seaports. In April of this year, four new container cranes went into service at the Port of Wilmington. These cranes, manufactured at the Zhenhua Port Machinery Co. in Shanghai, China are electrically powered and can load up to 18 containers across a ship. The older cranes can only load 13 containers at once. Jimmy Yokeley, Director of Distribution Services at the North Carolina Ports refers to the cranes as "post-Panamax cranes." They can accommodate the largest vessel that can currently pass through the Panama Canal, he explains. Already, the post-Panamax cranes have drawn in some new business for the area. According to Yokeley, a container vessel service that makes shipments to and from North China has just announced it will begin using the Port of Wilmington, instead of Norfolk, starting in mid-June.

Improvements at the Port of Wilmington, and the planned International Port near Southport are "drawing a tremendous amount of attention" Yokeley says, from new companies and those wanting to expand their operations. "The North Carolina ports are a major economic engine in North Carolina," Yokeley says, "and at the end of the day, they will create thousands of new jobs."

Like a wave that is slowly building momentum, the region is already seeing some developments that may be attributed to the current and planned improvements in

infrastructure. For example, General Electric, headquartered since 2003 in Wilmington, has expanded its operations. In March of 2007, GE opened its new advanced reactor technology design center at that site. Because of a renewed interest in nuclear power, GE is ramping up to fill orders for the first new nuclear power plants constructed in the United States in over 30 years. Nuclear power, once shunned as too dangerous, is getting another look. Energy demands must be met, and current energy sources, primarily foreign oil, are becoming increasingly problematic. The risk benefit ratio for nuclear power is tipping in its favor. This design center, housed in a 40,000 square foot building, will employ more than 250 engineers, project managers and support staff, and is poised to become a major player in the region.

Two new projects in Sampson County are examples of how the region is attracting new businesses. One of the companies coming to the area is Aludisc LLC, a subsidiary of the Venezuelan company Alunio del Centro. This company manufactures aluminum discs, round slabs of metal varying in size from a nickel to a dinner plate. These discs are sold to end-use manufacturers who use them to produce such items as soda cans or fire extinguishers. Aludisc intends to employ 70 workers at the 181,000 square foot facility located in Clinton formerly occupied by Interpane Glass. The facility has stood empty since the glass company left in 2005. The total investment by the company will be in total \$7 million. A job with Aludisc will pay, on average, \$16 an hour, or \$33,280 annually.

Hinkle explains why the metal working industry is growing in a region which is peppered with farmland. Metalworking operations require people who are good with their hands. "Farmers make good metal workers," Hinkle says. In addition, historically there has been a local presence of metal workers.

Because of the large amounts of timberland in the southeast, wood workers have also historically been a presence in the region. That might explain why the wood products industry is also growing. Another new company coming to Sampson County is Trussway, a Georgia-based company that manufactures wooden trusses for floors and roofs. The company will pay workers between \$8 and \$11 an hour and plans to hire 60 people within the next 3 years. Trussway will occupy a 25,000 square foot facility in Clinton. The company's start-up investment is over \$1.5 million.

Another contributing factor to the region's success is the solid community college system. The education offered there puts this rural region on more equal footing to the metro area. Although advanced degrees aren't offered there, what is available is more than adequate to provide new and expanding businesses a well-trained labor force.

The U.S. Census Bureau anticipates that by 2030, North Carolina will move up from 11th to be the 7th most populous state in the country. Don't be surprised if many of those new residents will set up shop in the southeastern region. The improvements in the transportation infrastructure are about to increase exponentially with the opening of the International Port. Although 6 to 8 years may seem like a long way off, the planning has already begun and wise investors are taking note.



Subject Property

Boiling Spring Lakes

Southport

Proposed International Container Port

Cape Fear River

Bald Head Island

Image © 2007 DigitalGlobe
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Pointer 33°56'39.16" N 78°02'22.73" W elev 10 ft Streaming ||||| 100%

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Pointer 34°02'40.61" N 78°04'44.70" W elev 52 ft Streaming ||||| 100%

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Subject Property

George II Highway

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Subject Property

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Subject Property

Highway 87

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Strategic Highway Corridors Concept Development Report



Outside

How will this initiative be implemented?

The Strategic Highway Corridors initiative will be implemented through a variety of different measures. These include:

- **Education.** Ongoing efforts are being made to educate all stakeholders about the initiative. Education needs to occur on a continual basis to ensure that those involved are aware of the latest activities and policies.
- **Long-Range Planning.** Local Comprehensive Transportation Plans will incorporate the long-term vision of the Strategic Highway Corridors initiative. Additionally, a series of corridor studies may be undertaken to define needs, issues and unique challenges of each corridor. These studies give all stakeholders an opportunity to be involved at the beginning of the planning process.
- **Project Planning and Design.** Projects along Strategic Highway Corridors will be developed in a manner to achieve the long-term vision and goals of the initiative.
- **Land Use.** Consistent and compatible land use decisions are needed to support the goals of the Strategic Highway Corridors initiative. Mechanisms will be developed to assist local jurisdictions in helping to protect mobility along the corridors.
- **Corridor Protection.** Managing development along Strategic Highway Corridors is essential for achieving the long-term vision for each facility. Tools, techniques and strategies will be identified for protecting the corridors, such as the use of access management.
- **Driveway Permits and Traffic Signals.** All driveway permits and traffic signal requests along Strategic Highway Corridors will be carefully examined for consistency with the long-term vision for the corridor. Driveway consolidation and sharing will be highly encouraged, and alternative solutions to traffic signals will be sought.

The SHC initiative was developed with input from the public during forums held in 2003 and 2004. The initiative was adopted by the North Carolina Board of Transportation and endorsed by the Department of Commerce and the Department of Environment and Natural Resources in 2004.



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Mobility & Connectivity

Economic Prosperity

Environmental Stewardship

What is the Strategic Highway Corridors Initiative?

The Strategic Highway Corridors initiative seeks to identify, protect and maximize the use of highway corridors that play a critical role in regional or statewide mobility in an ongoing effort to enhance transportation, economic development and environmental stewardship throughout North Carolina.

What are the goals?

- Protect North Carolina's taxpayer investment in critical highway corridors
- Enhance major corridor mobility within and to destinations just outside North Carolina
- Enhance connectivity of travel within and just outside North Carolina
- Partner with stakeholders and all vested agencies to create a clear vision for each corridor
- Influence the project level decision-making process to achieve broader goals through funding, project planning, design, access and land-use decisions
- Support a statewide vision and identification of a desired facility type—freeway, expressway, boulevard or thoroughfare—for each corridor

How was the concept developed?

The selection of the Strategic Highway Corridors focused primarily on four objective criteria:

- **Mobility.** The corridor has significant traffic volumes and is vital to the state's and/or region's interest.
- **Connectivity.** The corridor provides a connection between major activity and service centers.
- **Interstate Connectivity.** The corridor provides a connection between existing and/or planned interstates.
- **Interstate Reliever.** The corridor currently serves, or has the potential to serve, as a reliever route to an existing interstate facility.

Inside

Freeways

- 55 mph or Greater
- Minimum 4 Lanes with Median
- Access Only Provided at Interchanges
- All Cross Streets are Grade-Separated
- No Traffic Signals
- No Driveways

Expressways

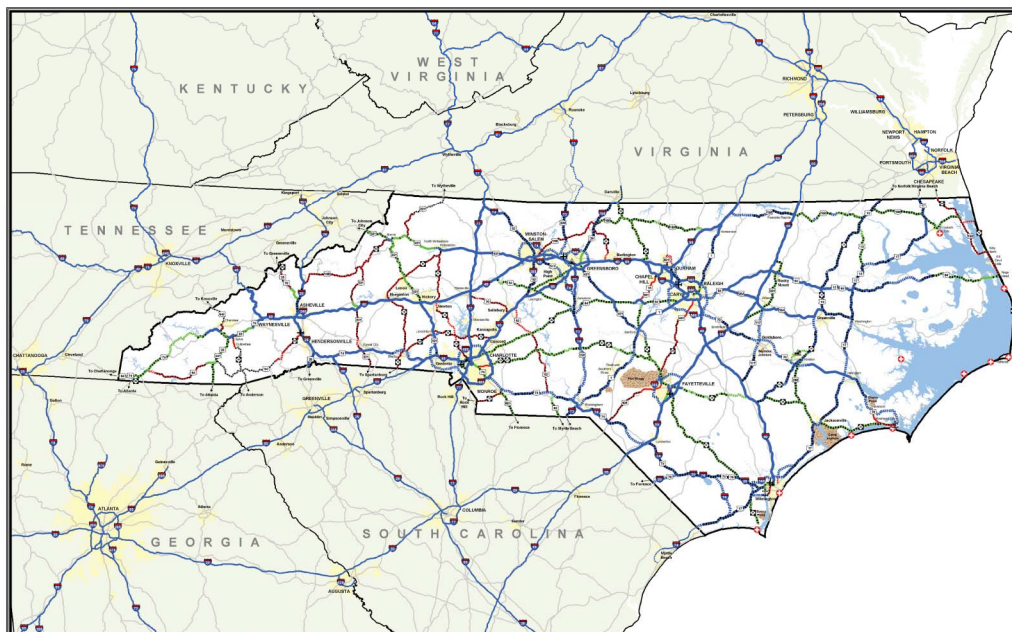
- Speed Limit: 45 to 60 mph
- Minimum 4 Lanes with Median
- Access at Interchanges for Major Cross Streets, At-Grade Intersections for Minor Cross Streets, Median Breaks for U-turns
- No Traffic Signals
- Limited/No Driveway Access Encouraged

Boulevards

- Speed Limit: 30 mph to 55 mph
- Minimum 2 Lanes with Median
- At-Grade Access at Major and Minor Cross Streets
- Traffic Signals Allowed
- Limited Driveways Allowed but Access may be Restricted to Right-in/Right-out

Thoroughfares

- Speed Limit: 25 to 55 mph
- Minimum 2 Lanes; No Median
- Uncontrolled Access onto facility
- Traffic Signals Allowed
- Driveways with Full Movements
- Continuous Left Turn Lanes optional



Vision Plan

Adopted by The North Carolina Board of Transportation
Plan Date: September 2, 2004

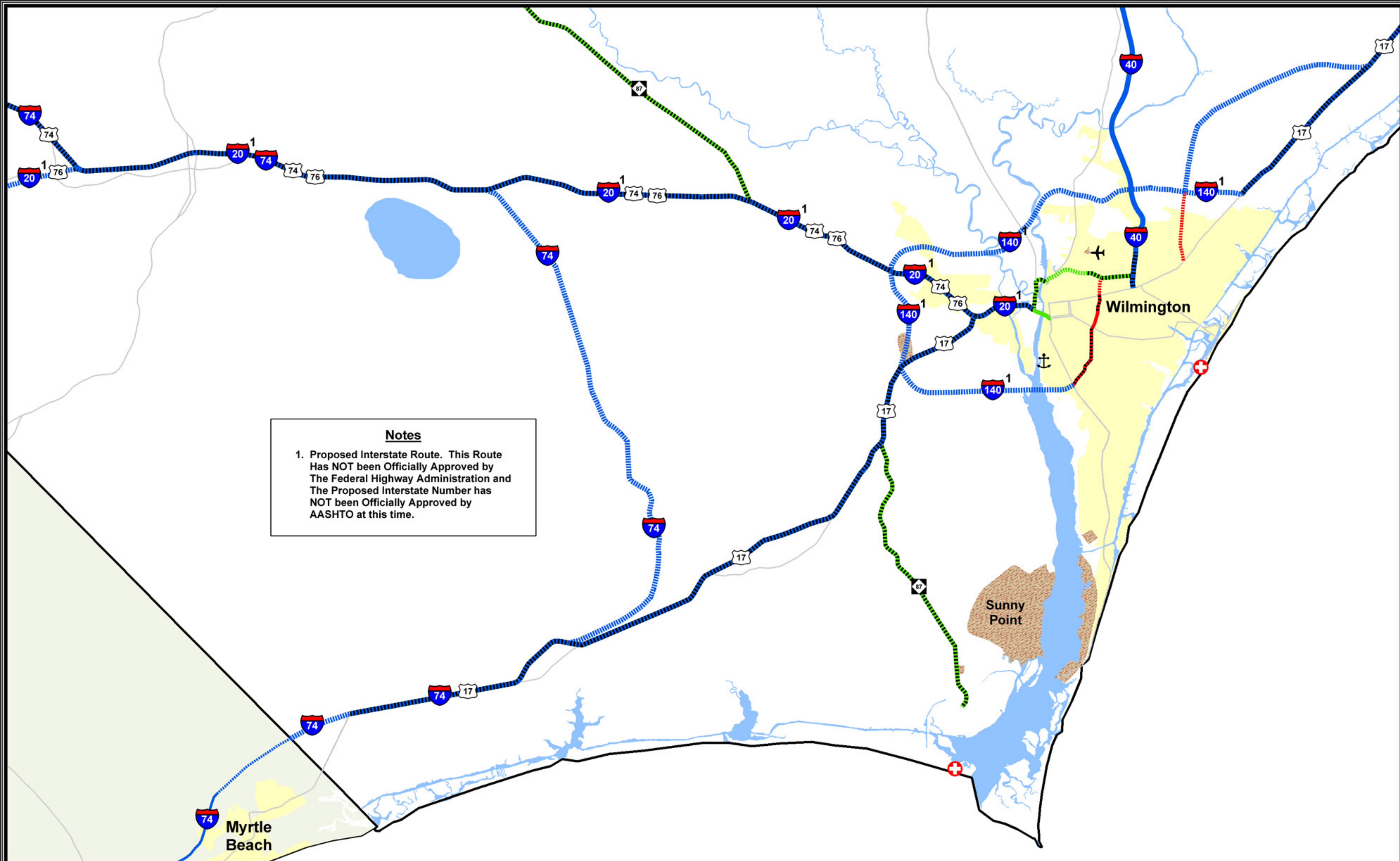


Legend

- Freeways**
 - Existing
 - Needs Upgrade
 - Recommended
- Expressways**
 - Existing
 - Needs Upgrade
 - Recommended
- Boulevards**
 - Existing
 - Needs Upgrade
 - Recommended
- Thoroughfares**
 - Existing
 - Needs Upgrade
 - Recommended
- US/Other Route
- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features

Scale: 0 10 20 30 40 50 Miles
Prepared by:
The North Carolina Department of Transportation
Transportation Planning Branch
Date: March 20, 2004

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**Vision Plan
Southeastern NC**

Adopted by The North Carolina
Board of Transportation

Plan Date: September 2, 2004



Legend	
Freeways	Boulevards
Existing	Existing
Needs Upgrade	Needs Upgrade
Recommended	Recommended
Expressways	Thoroughfares
Existing	Existing
Needs Upgrade	Needs Upgrade
Recommended	Recommended
US/Other Route	State Port
Major Airport	Intermodal Connector
Coast Guard Station	Major Military Base
Urban Area	Water Features

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Port for Southport: Part 2

Feb 10, 2006, 12:50 PM EST

SOUTHPORT-- State leaders want to build an international container port near Southport in Brunswick County at a price of one billion dollars. Several people have looked to a similar project in Mobile, Alabama as an example of how to get it done.

Mobile, Alabama is a growing city of about a half million people. Located right along the Gulf Coast.

"Mobile's always been a maritime city, a port city," Bill Sisson, of the Mobile Area Chamber of Commerce said.

For years boat building and the Port of Alabama have served as the city's main draws. Two industries that have pushed the city's economy.

"The port is what kind of brings everything together. It's the, the entity that pulls our entire region together. It's the center of our metro area," Sisson said.

After almost 80 years in operation times are changing at the port. Experts believe the future is in containers, and that's why port officials in Alabama decided to expand the operation there. They're spending 300 million dollars to build the container facility.

It took a lot of convincing for the community. Even the port CEO had to be sold on the idea.

Port for Southport: Part 2



News

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[Jury deliberates in child](#)

"We studied this thing pretty carefully," Alabama State Ports Authority CEO, James Lyons said. "And I'll tell you the truth I was not, necessarily an advocate from the first day. It was, you've got to prove it to me."

Lyons said it would not be happening without private money. In this case the terminal company, ADM joined the project.

Port officials in North Carolina say that also has to happen for the Southport facility to get off the ground.

Mr. Lyons told us there is another important piece of the puzzle.

"You've got to have the infrastructure that's the hat-trick. You've got to have it," Lyons said.

A major advantage for Mobile's port is not their location so much, but as to what they have to offer. They have two major highways as well as five different railroads, that they can get the goods off the ships and on to land.

That's not the situation in Southport. There are rail connections. But when it comes to roads, highways 133 and 87 are only two lanes each.

"If we do the right engineering of (Highway) 87 South we can minimize the impact on 133, for example moving into Southport. Either an overpass, underpass," North Carolina Ports Authority CEO, Tom Eagar said.

That's one of the biggest concerns for residents. They want to know what a large international port will mean for an already growing area.

"I enjoy the growth because I know it will bring a lot of shops and restaurants. But I'm concerned about them updating the roads," resident, Cornelia Wood said.

"I guess it's good and bad for this area," resident, Sion Wicker said. "I know Southport as a quaint town, you know, I don't know how it's going to be now."

Leaders of North Carolina's Port Authority say they will listen to citizen concerns about the Southport project. There are a lot of things that must fall in line before the first ship unloads along the Brunswick County coast..

Port officials say they are talking to four or five companies about joining this new project.. They still have years of studies and permitting, and getting the federal government to pitch in with dredging the Cape Fear River.

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Port officials estimate it will be at least 2015 before the port is open.

By: Jeremy Godwin (jgodwin@wwaytv3.com)



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