

## Annexation Questions

### 1) How were the population figures and projected demographics outlined within the annexation report compiled?

A field analysis of existing conditions within the proposed annexation area serves as the basis for the demographic information outlined within the City of Southport Annexation Plan and Report. The field analysis involved a thorough review of existing "on-the-ground" land use conditions documented through a combination of windshield surveys and door-to-door verification. Once the data was compiled, existing land uses were cross-referenced against aerial photography completed by Brunswick County in 2004. The report employs several demographic factors, which were all derived from the results of this analysis. The following provides a summary of these factors:

**113 total lots and tracts:** This figure serves as the basis for the subdivision test required by statute as discussed at the Public Information Meeting. The 113 properties includes all individual tax parcels encompassed by the proposed annexation boundary. According to the results of the field analysis discussed above, land use within the annexation area by tract can be defined as follows:

Commercial Properties:	19
Industrial Use Properties:	4
Office and/or Institutional Use Properties:	9
Residential:	48
<u>Vacant Properties:</u>	<u>33</u>
<b>Total Properties:</b>	<b>113</b>

The properties outlined above are accounted for throughout the plan with respect to the provision of city services. Additionally, the properties contain the following variety of functions with respect to their land use designation:

**Residential:** single family, multi family (duplex and above), mobile homes, and mobile home parks

**Industrial:** Progress Energy properties, concrete distribution, and manufacturing

**Office and Institutional:** office space, churches, daycare facilities, and government uses

**Commercial:** retail establishments, gas stations, and restaurants

**Population:** The population forecast outlined within the Annexation Plan and Report is based upon an estimated count of residential units located within the proposed annexation area. Based on the results of the field analysis, there are an estimated 106 residential units located within the annexation area, including all building types outlined for residential land use (single family, multi-family, mobile home park, and mobile home). In order to estimate the population increase resulting from the annexation, the overall residential unit count was multiplied by the

City of Southport's average household size as reported by the 2000 US Census as follows: 106 total residential units \* 2.08 average household size = 221 additional persons.

**2) If a sewer line is currently immediately accessible to a property within the annexation area, will the respective property have to tie in to the existing line based on the City's standing sewer allocation policy?**

There are properties within the proposed annexation area that are currently located adjacent to an existing city-maintained sewer line. Several of these properties are located along North Howe Street, which is adjacent to an existing force main. Under the city's existing sewer allocation policy, all properties located adjacent to existing services will be required to tie in to sewer within sixty days of effective annexation. This is the simple answer to a complex question.

However, if the current sewer allocation policy remains unchanged, and the annexation moves forward, the city would not immediately take action to require properties located along North Howe Street to tie in, because establishment of a lift station would be required.

Upon completion of the sewer reversal project outlined at the Public Information Meeting this pump station will not be required because a gravity feed sewer line will then the North Howe Corridor. The City would at the time of completion require tie-in to the central wastewater treatment system.

This answer is based on the language outlined within the City's existing allocation policy. Properties are required to pay an impact fee upon annexation to supplement the overall cost of construction and maintenance for the overall system, regardless of when various components are constructed. Property owners within the annexation area should take into account that the City does not anticipate moving forward with the annexation process prior to revisiting this policy. There are several factors that may impact how the city handles annexed properties with regards to city sewer service.

The Board of Alderman is in the process of reviewing alternatives for the treatment of properties affected by the proposed annexation with respect to the City's exiting sewer allocation policy.

**3) What is the best methodology for addressing concerns related to the acceptance of private streets by the city?**

Historically, the City of Southport has accepted private streets through a formal request by the property owner to the Board of Aldermen. A request can be made at any point in time for private streets located within the existing corporate limits. The request should be made to the

City of Southport City Manager. The request can be made by an individual or property owners association depending upon who has ownership of the streets.

Consistent with the City's current policy concerning acceptance of private streets, upon annexation, property owners with private streets may make a formal request that the City assume responsibility maintenance of the right-of-way including street lights.

The City cannot accept the streets if a respective property is located outside the corporate limits. It should be noted however, that the City has historically accepted streets that are designed and constructed to City standards. According to the Public Services Director, there are several private streets located within the proposed annexation area that currently meet city design standards. However, The City may require appropriate engineering inspection and certification of any and all private streets seeking inclusion onto the City of Southport municipal street system. Certification of all private streets will ensure that these right-of-ways meet or exceed municipal design and construction standards.

The following right-of-ways within the proposed annexation are currently private:

Bonnet Way  
Downing Court  
Canterbury Court  
Forest Oaks Drive  
Champion Court

**4) Can the Southport City Police access private streets?**

With respect to private streets within the proposed annexation area, the city police cannot enforce traffic laws. The police department will patrol these streets on a periodic basis to ensure public safety. Additionally, the police will respond to calls for assistance on all private streets.