



The Residents of Old Wilmington, Inc.

Neighborhood Messenger

September 20, 2007

NEXT MEMBER MEETING

When: Oct. 10 ; **Time:** 7 p.m.; **Where:** Tileston School, 412 Ann St.
Speakers: Airport Director Jon Rosborough
Traffic Engineer James R. Flechtner

Airport Director to Speak to ROW October 10

“Will we be able to hear him over the jet noise?”, many would ask.

Jon Rosborough, ILM director, will address ROW members at the October members meeting, October 10. Mr. Rosborough will answer any questions members may have. To insure that he has the information required he invites ROW members to submit their questions in advance. If you have specific questions please e-mail them to Kevin O'Grady, kogradyl@ec.rr.com, and the questions will be forwarded to Mr. Rosborough. Please submit your questions by September 21. We hope the Director will be forthcoming with information about the airport. Thus far he has taken the position that the airport authority is not required to provide information to the public, except at a profit. (See attached [E-mails with Airport](#)) For more information on these issues see ROW's [Noise Page](#)

BDKT Ready for October 6



Muriel Pearson and Phyllis Baezle staff the BDKT booth.

Preparations for the October 6 Back Door Kitchen Tour are complete. Ticket sales have begun and they are going fast !! ROW members staffed a booth at the Arts and Antique Walk to begin the sales. Don't miss this event !!!

Tickets \$15 until September 28, \$20 thereafter.

Click [Homes](#) for a list of the kitchens and our sponsors.

Forum a Success

ROW, under the leadership of Marilyn Cantarella, put on an informative and successful Candidate Forum on September 10 at Level 5. Over 100 citizens attended to hear 13 of the candidates answer questions from members and the public in general.

The candidates are listed at [Candidates](#). Their responses to a ROW questionnaire are reprinted at [Questionnaire](#).

The city elections are October 9. VOTE !!

New CBD Height Limits Proposed

The City is considering changes to the height limits and zoning requirements in the CBD. The Proposed regulations and height map are linked on the ROW website. The ROW Board is reviewing these changes to make policy recommendations to the members at a future meeting.

Click for:

[Proposed Regulations](#)

[Proposed Height Map](#)

Your Name Here!

Contribute to the *Messenger* and your name could be here, All submissions considered. E-mail or mail to any board member or to webmaster@rowilmington.org

For example, in this issue, read a discussion of [cruise ship management](#).

DPAC Report

by Paul Lawler, ROW's DPAC Member

The Downtown Parking Advisory Committee held its monthly meeting September 20.

Marketing Parking: What would you do to improve the marketing of parking in downtown Wilmington? Your thoughts and suggestions are needed. The DPAC will use its October meeting to review what has been done and what can and should be done in the future. The Market St. deck is running at one-third usage (35% in July 04, 37% in July 05, and 37% in July 07). Unless those numbers are improved the city will be under pressure to raise parking rates again as expenses are only moving in one direction. Do our visitors and other users know their parking options? We'll try to be sure that they do.

VISION 2020: Wilmington Downtown (WDI) reported that the CBD Parking Task Force of the Vision 2020 plan is looking at long range parking needs and will be surveying north side business and developers to try to get a handle on the parking needs and plans. This will be ongoing for the next several months. WDI's representative also mentioned that CBD regulations are being reviewed in the Planning Dept with an expectation of having something for Council in December or January. No details were provided.

North 4th Parking: A request came in to change the parking rules in the North 4th and Walnut St area to extend the parking time limit from 2 hours to 4 hours or more. This issue is tentatively scheduled for action in October or November. There seems to be support for making the change on the portions of Walnut between 3rd and 4th but not beyond 4th.

Riverfest: This festival is coming up soon but there is a change. Parking which has been free in the past will not be free this year. Visitors will need to feed the meters and pay for deck usage.

DPAC Meets again October 18.

Paul

3rd and Ann St Residents Review Crossing Plans

Residents at the corner of 3rd St And Ann St met at the Library on September 19 to review alternative plans for a pedestrian crosswalk across 3rd at that corner. Five proposed configurations were considered and the residents freely expressed their concerns and suggestions on the plans. The consensus proposal will be presented to the ROW members at the October 10 meeting. With ROW support, the hope is that these plans will be included in the City's 2008 Capital Budget.

Family Committee to Organize Halloween Event

At the September 12 ROW meeting, Mona Taylor announced that the Family Committee was planning to produce a "Halloween Map" of homes in the historic district that would be welcoming trick or treaters on Halloween. If you want your home listed on the map, e-mail Mona Taylor.

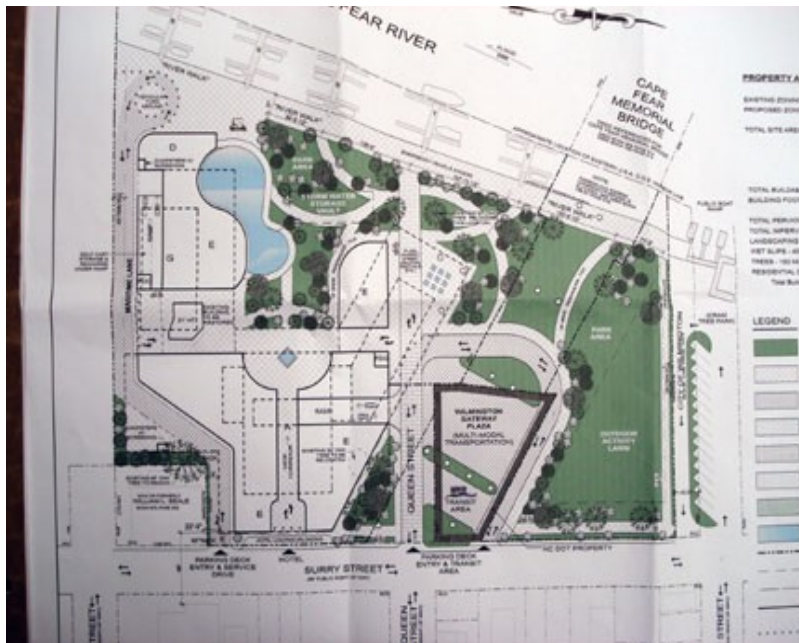
Volunteer Opportunity

Serving Taxpayers for 40 Years!

AARP Tax-Aide is the nation's largest volunteer-run tax assistance and preparation service for low- and middle- income taxpayers, with special attention to those age 60 and older.

Volunteer as a Tax Assistance Counselor and/or as a Leadership Coordinator. To join a great team of volunteers, call our local coordinator Kevin O'Grady, 910-352-8058, or use the online registration form on our website at www.aarp.org/taxaide.

Gateway scheduled for October 3 Planning Commission



The site plan for the Gateway project is currently scheduled to go back before the Planning Commission on October 3. The site plan (see illustration) shows green area to the North of the bridge and a narrowed Queen Street passing through to the river. Also, the cruise dock has been eliminated. The September 17 plans have not been reviewed by the staff. An accompanying Traffic Impact Analysis has been sent back to the consultant due to traffic count errors. It is unclear whether the plans will

be reviewed in time for the October 3 meeting.

Dates to Remember

October 6, Backdoor Kitchen Tour, 12 p.m. to 5 p.m.

October 9, VOTE !!!!

October 10, ROW Members Meeting, Tileston School

E-Mail Sequence with Airport Personnel

The following is a series of e-mail communications with Airport personnel seeking public information. The responses indicated an airport policy of misdirection and interference with the public's right to know.

The e-mails are in the order of last to first.

Kevin:

Gary is my Operations Director and has responded in accordance with my direction. We did respond directly to all of your member's questions and advised him of our practice for copying and providing copies of information requested.

Jon

-----Original Message-----

From: "kevin o'grady"

To: "Jon W Rosborough" <jrosborough@flyilm.com>

Sent: 9/5/07 1:47 PM

Subject: Flights Over Downtown

Jon,

The members of ROW are looking forward to your addressing them at our October 10 meeting. (Tileston School, 413 Ann St., 7 PM). We will be asking our members at this month's meeting to address any fact based questions to you through me so that you can come prepared with the appropriate information.

In that vein. I attach a series of e-mails between one of our members and Gary Broughton. Mr. Broughton's answer is very discouraging to see. I doubt that he is accurately expressing the position of ILM. Surely ILM wants to be more forthcoming with information to the public and wants to comply with NC General Statutes Sec. 132-1(b) that "...it is the policy of this State that the people may obtain copies of their public records and public information free or at minimal cost unless otherwise specifically provided by law. As used herein, 'minimal cost' shall mean the actual cost of reproducing the public record or public information..."

I ask that you address this issue with Mr. Broughton and have him provide a more substantive response to the request for public information, especially questions 1 and 2.

Thank you. We look forward to meeting you on October 10.

Kevin O'Grady
President, Residents of Old Wilmington
207 Nun St
Wilmington, NC 28401

Cell 910-352-8058

----- Forwarded message -----

From: Gary Broughton <gbroughton@flyilm.com>
Date: Aug 31, 2007 1:15 PM
Subject: RE: Flights Over Downtown
To: Dan Camacho
Cc: Jon Rosborough <jrosborough@flyilm.com>, Julie Wilsey <jwilsey@flyilm.com>

Mr. Camacho,

The answers to your request for information are as follows:

1. The FAA does not track arrivals and departures by runway.
2. The FAA did an Environmental Assessment and a copy will be provided to you subject to the following:
 - (a) Labor cost at time and one half for our employee to copy.
(We estimate about 3 hours)
 - (b) \$.25 per page copied. (Approximately 200 pages)
 - (c) We will provide you the estimated cost and expect payment in advance.
 - (d) If we over estimate the cost, you will be reimbursed the difference, likewise if we under estimate, the additional cost will be passed on to you.
No Part 150 Study required.
3. No public hearings were required.
4. Estimated elevation of aircraft passing over 2nd and Orange is approximately 1,000 feet. No Noise Exposure Maps were required.
5. No Noise Abatement Program is required.

Please let me know if you wish us to proceed with number 2.

Sincerely,

Gary W. Broughton
Director of Operations
Wilmington International Airport
Wilmington, NC 28405
910-341-4333 ext 1004 (office)

910-620-6999 (cell)

From: Dan Camacho
Sent: Thursday, August 23, 2007 12:14 PM
To: Gary Broughton
Cc: Julie Wilsey; Jon Rosborough
Subject: Re: Flights Over Downtown

Mr Broughton,

Thanks for your response. I was wondering if you could provide me with a few pieces of information:

a.. Exactly how many more approaches and take offs are going over downtown since you switched 6-24 to the primary runway (# per day versus similar periods in previous years)?

b.. Would you please provide me with a copy of the Environmental Assessment you completed before installing the ILS on 6-24 and designating it as your primary runway? Did you also prepare a Part-150 report when evaluating this change? If so, would you also include that? My address is: Dan Camacho, 206 Orange St., Wilmington NC 28401.

c.. Were any public hearings held regarding this change?

d.. What are the average elevations of your larger/noisier aircraft when passing near the corner of 2nd and Orange, and what did you calculate the volume of the noise impact directly below to be? If you prepared any noise exposure maps not included in the above assessments, would you please include these in your mailing to me.

e.. Does ILM have a Noise Abatement program in place or in planning?
Thank you.

Dan Camacho

On 7/31/07, Gary Broughton <gbroughton@flyilm.com> wrote:

Dear Mr. Camacho,

I received your recent email regarding a "drastic increase in traffic over downtown at a lower altitude". First let me say, in case you do not already know, that the direction of arriving or departing traffic is based on wind direction. Flights land and takeoff into the wind which dictates the active runway to be used. We have 2 runways which are runway 6-24 and runway 17-35. We resurfaced our primary runway 6-24 late last year during which this runway was closed for a period of time and therefore no traffic landed or departed on this runway and therefore no traffic over the city. With runway 6-24 now open, traffic over

downtown has resumed. We have also had an increase in the number of flights into and out of ILM as we continue to grow and support the travel needs of the community.

Finally, there are regulations governing altitudes over populated areas

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Wilmington Candidates

Mayor

Justin LaNasa, 36, 13 Market St., Wilmington. Occupation: owner of Hardwire Tattoos & Body Piercing. Political affiliation: unknown. Political experience: none.

Harper Peterson, 58, 212 Orange St., Wilmington. Occupation: businessman. Political affiliation: Democrat. Political experience: mayor 2001-03, Council member '95-'99.

Bill Saffo, 46, 1807 Odyssey Drive, Wilmington. Occupation: Broker in charge of Hanover Realty. Political affiliation: Democrat. Political experience: elected as council member in 2003; appointed mayor in 2006.

City Council (three seats)

Susan E. Clarke, 53, 3406 Bethel Road, Wilmington. Occupation: attorney. Political experience: previously ran unsuccessfully for local office.

Michael DeHart, 50, 3409 Sparrow Hawk Court, Wilmington. Other information was not immediately available.

Kevin Joseph Delahunty, 62, 1410 Bexley Drive, Wilmington. Other information was not immediately available.

Pat Delair, 53, 511 N. Third St., Wilmington. Occupation: former downtown business owner. Political affiliation: Democrat. Political experience: elected to city council last October in a special election.

Charles Denson Jr., 42, 4616 Fillmore Drive, Wilmington. Other information was not immediately available.

Andy Koepfel, 3409 Red Berry Drive. Occupation: Realtor. Political affiliation: Republican. Political experience: served on the Cape Fear Public Transportation Authority board.

Jeffrey S. Kohl, 39, 1181 Brougham Drive, Wilmington. Occupation: owns Kohl's Frozen Custard. Political experience: previously ran unsuccessfully for local office.

Ricky Meeks, 38, 3610 Caswell St., Wilmington. Occupation: on disability. Political affiliation: Republican. Political experience: has run unsuccessfully for political office numerous times and member of mayor's committee for people with disabilities.

Laura Padgett, 58, 210 Castle St. Occupation: financial consultant. Political affiliation: Democrat. Political experience: three terms on Wilmington City Council.

Ronald Sparks, 52, 206 N. 13th St., Wilmington. Occupation: professional engineer. Political experience: none.

Kristi Tomey, 38, 6420 Green Arbor Lane, Wilmington. Occupation: project manager with IBM. Political experience: ran for city council in 2003.

J. Todd Turner, 35, 4905 Pine St., Wilmington. Other information was not immediately available.

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Back Door Kitchen Tour Homes, 2007

311 S Front St., Sara and Lyle Strassle,
5 Church St., Alan and Beverly Smith,
10 Church St., David and Kathy Spetrino,
520 S. 2nd St., Linda and Ben Moore,
320 Nun St., Lou and Jeanne Criscuolo,
322 S 5th Ave., Rob Powers and Sidney Penny,
219 S 5th Ave., Pat and Tom Debello,
215 S. 5th Ave., Alice and Tom Mitchell, and
609 Dock St., Peggy and Dar Ferry.

...and our Sponsors



**Rob Zapple Design
and Build**

Hollingsworth Cabinetry



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Planning for Cruise Ships

by Kevin O'Grady

The proposed Gateway Project was the first plausible proposal to bring cruise ships to Wilmington. According to the developer's representative, they had contacted Norwegian cruise lines and were discussing bringing “mid-sized” cruise ships to a dock at the foot of Queen and Wooster Streets. “Mid-size”, per the developer, will carry 2000 passengers to Wilmington with each arrival. The plan was for Wilmington to be a “port of call.” Passengers would not embark from Wilmington; they will visit for a day only. Typically with a morning docking and a mid to late afternoon sailing.

Although the cruise ship dock has now been deleted from the Gateway proposal, the arrival of large cruise ships is possible in the future.

Will Wilmington be ready for 2000 daily visitors?

How will we prepare Wilmington for 2000 guests? What will be the traffic, ecological, and neighborhood impacts? How can we accommodate these guests and still preserve our quality of life? Will the economic benefits compensate our citizens sufficiently to justify the plan?

The social impact of cruise tourism are well known:

“Social impacts may result from high volumes of cruise tourists occupying the same geographical area (i.e., that area immediately surrounding the cruise ship terminal) during similar times of day (usually mid- to late morning until late afternoon). To illustrate, Jaakson (2004) describes a “tourist bubble” within which a majority of cruise ship passengers will spend their time while in port, with the core of the bubble experiencing a dramatic increase in pedestrian traffic when cruise ships are in port. Jaakson describes the tourists exhibiting pack behavior—acting as though they were connected by a “behavioral umbilical cord,” disembarking from the ship as a group, proceeding down the pier together, and heading toward the city center en masse. Overcrowding caused by this behavior can inconvenience and annoy local residents, causing the locals to alter their daily behavior to avoid the central business district while cruise ships are in port. Although difficult to quantify, these social and economic impacts should be taken into account by decision makers in port states, particularly island ports of call...¹

Fortunately, Wilmington is not the first city to welcome cruise ships. The experiences of other cities, have taught several lessons. Wilmington can learn from these lessons and have plans in place when the first ship arrives that other cities took years to create.

Lessons from Experience

Key West

The cruise industry found Key West in 1990. Initially using the Naval “Mole “ for a dock, the industry spread to docks at Mallory Square and other docks near the tourist-centric Old Town. Cruise landings grew eight-fold by 2003; Over 1.1 million cruise passengers visited Key West in that year.²

All was not good, however. An element of Key West citizens were disenchanted with the impact cruise tourism was having on the Key West quality of life. After an administrative challenge to the use of Naval facilities in 2000, the citizens and City reached a settlement agreement. As part of that settlement, the City agreed to commission an independent study of the impact of Cruise tourism on the Key West quality of life. The study was completed in 2005.

The study concluded:

- Environmental impacts – The study found no evidence of illegal discharges and that federal and state regulations, along with cruise line activity, protected the environment. Turbidity was a concern, however.
- Fishing and Boating industries – Commercial and Sport fisherman and water operators agree that changes have occurred in the local marine environment. The charter boat operators and flats fishing guides contended that the impacts are a result of cruise ships.
- Citizen Survey – Both business owners and residents had mixed feelings about cruise visitors.

The effect of general tourism on business operations was deemed positive by 90.9 percent of respondents and negative by 1.9 percent. For cruise ships, only 49.2 percent indicated a positive

effect, while 21.8 indicated a negative effect. For residents, in terms of impacts on quality of life, 60.3 percent of residents had a favorable response for general tourism, while 25.2 percent had an unfavorable response. For cruise ship tourism, however, only 38.4 percent of responses were favorable, and 43.7 percent of responses were unfavorable. Old Town residents, who live near the heart of the cruise ship docks, had less favorable responses to both types of tourism than the city as a whole.

- Recommendations - The study recommended adoption of “Best Management Practices”, the imposition of cruise ship, port development, infrastructure and environmental conservation fees and potentially imposing limitations or quotas on cruise ship visits.

Juneau's Best Management Practices

The conclusion to adopt “Best Management Practices” was a lesson learned from other cruise destinations. In the United States, the model is Juneau, Alaska. By 1997 cruise tourism in Juneau had created concerns by both residents and industry. To overcome the growing concerns, the tourism industry created its “Best Management Practices” (“BMP”)³. In their own words:

“This program is a cooperative effort of Juneau tour operators, cruise lines, transportation providers and the City and Borough of Juneau (CBJ). Begun in 1997, Tourism Best Management Practices (**TBMP**) are intended to minimize the impacts of tourism in a

manner which addresses both resident and industry concerns and enhances our visitors' experience in the Capital City. These guidelines, however, do not replace applicable city, state, or federal regulations. By actively participating in this voluntary program, operators demonstrate their commitment to address key community concerns. It is equally important for residents to help operators and the CBJ monitor the success of this program by providing constructive feedback via the **Tourism Best Management Practices Hotline** (907-586-6774) or through direct contact with the operators. You may also e-mail your comments to **tourism_hotline@ci.juneau.ak.us**. TBMP encourages the community to utilize the hotline to register comments (see item #52). Being informed of residents' concerns allows operators to modify the way in which they conduct their business to minimize impacts on the community.”

The BMP are not theoretical. They are extraordinarily detailed agreements on how the cruise tourism business is to be conducted in Juneau. For example, this is a portion of the BMP regarding transportation and vehicles:

“For purposes of this program, **vehicles** include motorcoaches, buses, mini-buses, limos, vans, trolleys, taxis, motorcycles, and pedi-cabs. Residents should remember that tour vehicles are sometimes used for non-tour activities, including charters, government service contracts, school field trips and charity work. While this program focuses on tour activities, operators agree to conduct all activities in a courteous manner and to emphasize these guidelines during pre-season training.

1. TRAFFIC FLOW: Drivers agree not to impede normal traffic flow by slowing down or stopping for sightseeing opportunities anywhere within the City and Borough of Juneau. Drivers will be especially attentive not to slow down or stop in front of the Governor's House, when transiting 12th Street/ Calhoun Avenue, Glacier/Willoughby Avenue between 12th Street and the State Museum/Egan Drive, or along South Franklin Street in the core of downtown.

2. Taxis, Crew Shuttles, and Pedi-Cabs should avoid stopping in the roadway, even when flagged for a fare. Vehicles should attempt to stop out of the flow of traffic to prevent congestion in the area.

3. Drivers attempting to accomplish a “quick drop-off” using the curbside lane adjacent to the Marine Park Plaza should pull completely off the roadway so as not to block traffic on Egan Drive. Vehicles should not pull over or park in a manner that blocks the entrance to Marine Park.

4. 12TH STREET & CALHOUN AVENUE: Drivers agree to avoid transiting 12th Street/Calhoun Avenue in empty buses and to avoid this area during morning and afternoon commute hours (7:30–8:00 a.m.; 4:30–5:00 p.m.). If a transfer or tour does not specifically include the Governor's House, drivers will use Egan Drive as the preferred route to/from downtown and will refrain from transiting 12th Street/Calhoun Avenue. Operators of large buses agree to minimize use of this area for regularly scheduled tours and transfers. ... “

This extraordinary detail continues for 21 directives regarding transportation and vehicles. In addition, best practices are detailed for :

- Flightseeing
- Walking, Hiking, Bicycling and Zipline Tours
- Cruise Ships (P.A. Announcements, emissions, litter etc.)
- Docks, Harbors and the Airport
- Marine Tour and Sightseeing operators, and
- General Agreement

The BMP has been regularly updated with its most recent publication in 2007. Is the Juneau BMP model too detailed for a small cruise port? Charleston does not think so.

The Charleston Experience

Cruise tourism represents only 1% of the total visitors to Charleston.⁴ Nevertheless, after several year's experience, that City formed a Cruise Ship Task Force to address both the existing and potential impact of the cruise ship industry and present its findings and recommendations to the Mayor and City Council. The Task Force was to “make certain that Charleston avoids experiencing the negative experiences of cities like Key West and Juneau, Alaska.”

In 2003, the Task Force recommended that the City:

Improve the management of both origination and port-of-call cruise ship activities and lessen any undesired impacts of this industry on the city and the environment.

Enhance the experiences of cruise ship passengers visiting the City.

Establish an advisory subcommittee of the Tourism Oversight Committee known as the Cruise Ship Advisory Council, which will continuously monitor the cruise industry in Charleston.

The specific recommendations included adoption of “Best Management Practices”, environmental, commerce, quality of life, security, and traffic (both automobile and pedestrian) recommendations. Further, the Task Force recommended the establishment of a Cruise Ship Advisory Council for continuous monitoring and recommendation of local regulations concerning the cruise industry in that City.

The lessons from these experienced Cities is that prompt oversight and the development of specific local practices is the best method of managing a successful cruise ship industry with minimal negative effect.

Economic Benefits

This review of municipal cruise experiences has assumed thus far that the benefits of the cruise experience justify its costs. Before embarking on a path of regular cruise visits, this assumption should also be examined. The economic benefits are not necessarily as positive as one might imagine.

A survey in Charleston, for example, showed a mean expenditure per port-of-call passenger (the same as expected at Gateway) of only \$42.60.⁵ In Key West “Cruise ship passengers surveyed during 2004 and 2005 spent an average of \$27.41 per capita while in Key West. The largest expenditures were for clothing (\$6.05), souvenirs (\$5.88), and jewelry, china, perfume (\$3.99).”

A review of the fiscal benefits of the extensive cruise program in Key West is that it generates \$1.52 for the City for each dollar spent by the City directly on cruise tourism.

Will Wilmington learn from experience?

If Wilmington is to permit a cruise ship dock, the City should learn from the experience of other cities. The primary lesson is that The City needs to adopt management practices designed to mitigate negative effects of cruise ship arrivals. These must be formed by a representative group of residents and businesses with an eye on allowing this new economic activity while protecting the life style we have come to love.

Kevin O'Grady
kogradyl@ec.rr.com

References

¹“OVERVIEW OF THE SOCIOECONOMIC IMPACTS OF CRUISE TOURISM”, Christy Loper, University of Delaware, Proceedings of the 14th Biennial Coastal Zone Conference, New Orleans, Louisiana, July 17 to 21, 2005

²“THE IMPACTS OF THE CRUISE SHIP INDUSTRY ON THE QUALITY OF LIFE IN KEY WEST”, RFQ No: 04-001, City of Key West Naval Properties Local Redevelopment Authority, Thomas J. Murray & Associates, Inc., April 8, 2005 (*This report is the prime source of the facts cited about Key West in this article*)

³ 2007 Tourism Best Management Practices, found at <http://www.juneau.org/tourism/bmp.php>

⁴ Cruise Ship Task Force – Final Report (Draft), City of Charleston, December 2003. (With thanks to Stephen W. Litvin, DBA, Professor, Hospitality and Tourism Management, The College of Charleston, School of Business and Economics)

⁵ Economic Impact of the Cruise Ship Industry, 2003, Presented by Dr. Al Parrish, CSU With Dr. John Crotts, The College of Charleston. (With thanks to Stephen W. Litvin, DBA, Professor, Hospitality and Tourism Management, The College of Charleston, School of Business and Economics)

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