



## CHAPTER 1. INTRODUCTION

### PLAN PURPOSE

There are many important reasons for the preparation of this Coastal Area Management Act (CAMA) Land Use Plan. The planning process serves as a gateway for better understanding of the community and the people within, and what the needs of the community and its people are. Decisions should be made in accordance with a community's various resources, goals and objectives, and budgetary restraints. Gathering community input is vital to ensure that planning is reflective of the community's wishes, even if input can sometimes lead to conflict.

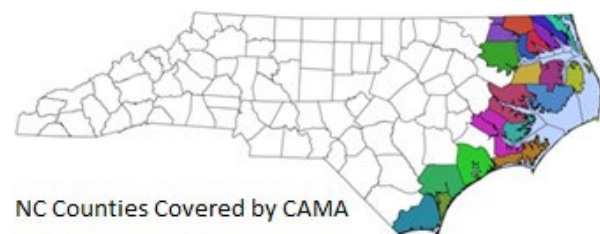
The CAMA Land Use Plan will stand as a guide for future decision-making for the Town of Newport, as well as a legal base for land use regulations. It is intended to be used as an aid to provide comprehensive information regarding Newport's future including its distinct features and characteristics, history, and desired future path. It provides strategies which will enable efficient and responsive implementation of policy so that the goals and objectives of Newport can be met.

Moving forward, future development proposals will be checked to ensure they maintain consistency with the CAMA Land Use Plan, and this document will also stand as a reference point for identifying goals and objectives for public improvements and decisions regarding growth management in the Town of Newport. The plan should be adaptable and responsive to changing conditions, and ideally should be reviewed and updated every five to ten years to ensure that it is up to date with current trends, changing demographics, and ongoing development within the community. The long-range goals and objectives in this plan, as well as the implementation strategies for those goals, will help aid in making the community vision in Newport a reality.

Once this plan is prepared, the town must realize that the plan is not the end of the process. The town must continuously work at accomplishing plan implementation and establishing an effective planning program. The Town of Newport must view the preparation of this document as the first step in a continually evolving process.

### PLANNING PROCESS

This CAMA Land Use Plan was developed to comply with the format outlined in the NCAC 7B CAMA planning guidance. A CAMA Land Use Plan is a long-range policy document with a particular time horizon that generally lasts twenty years. The plan will include an assessment of existing conditions, a summary of public input, projection of future needs for topics relating to land use and development, and a comprehensive listing of goals, policies, and strategies. Because the Town of Newport is in one of North Carolina's twenty Coastal Area Management Act (CAMA) counties, the plan will also address



NC Counties Covered by CAMA



growth issues such as the protection of productive resources (i.e., farmland, forest resources, fisheries), desired types of economic development, natural resource protection, and the reduction of storm hazards.

In North Carolina, a Land Use, or Comprehensive, Plan is the legal foundation for development regulations. Since zoning was first authorized in North Carolina, state law required that zoning be “in compliance with a comprehensive plan.” In 2006, state law started requiring that local governing boards consider plan consistency for zoning amendments, but there was still no mandate that jurisdictions adopt a comprehensive plan. With the adoption of NCGS Chapter 160D in 2019 which consolidates the previous county enabling statutes and the city enabling statutes into a single, unified document, local governments are now required to have a current comprehensive plan in place to enforce zoning. This CAMA Land Use Plan is intended to establish policy regarding land use and development. This document is non-regulatory, except for development proposals situated within Areas of Environmental Concern (AECs). Regulatory permits must be issued by the NC Department of Environmental Quality (NCDEQ) for all development within AECs, which should comply with the standards outlined within this plan. These permits are issued by NCDEQ and CAMA local permit officers.

The following is included as part of the CAMA Land Use Planning process:

- Community and Demographic Profile
- Assessment of Existing Conditions
- Projection of Future Population and Supporting Infrastructure Needs
- Future Land Use and Transportation Needs
- Goals and Implementing Strategies

Preparation of the Town’s CAMA Land Use Plan was guided by a Citizen Participation Plan (CPP) adopted by the Town Council on August 8, 2023 (see Appendix A). The CPP provided a framework for development of the plan, including opportunities for public involvement throughout the planning process. These opportunities included work sessions with the Planning Board, a public visioning and issues identification workshop, and a public hearing at the presentation of the final plan. Public outreach facilitated through the CPP was used to document community concerns and aspirations for the Plan, present key findings, and develop the long-term vision for the Town.

**Newport Planning Board**

Cathy Tomon, Chair  
Christopher Germain  
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Tristan Thomas  
Matt Shortway  
Tawnya Quinn  
Dominick Spadaro  
Williams Eason

## PAST PLANNING EFFORTS

As part of the planning process, past policy documents, capital improvements plans, and comprehensive land use plans were analyzed for significant findings related to the Town of Newport’s future. These past planning efforts help to provide a broader sense of understanding for the issues facing Newport today. Appendix \_ provides a listing of the planning projects which were utilized during this planning process.



## PLAN OVERVIEW

The Town of Newport CAMA Land Use Plan is divided into seven (7) chapters that focus on various aspects of the community. The following provides a brief synopsis of what will be addressed within each plan element:

### ***Chapter 1. Introduction***

This plan element provides a general overview of the plan, planning process, and enabling legislation regarding the establishment and use of comprehensive/CAMA Land Use Plans in local government decision-making.

### ***Chapter 2. Community Profile***

This chapter provides a general overview of demographic information for the Town of Newport such as population, housing age and condition, and economic indicators. This section serves as a basic overview of the town's current situation and as a baseline for discussion regarding growth, development, and public policy.

### ***Chapter 3. Environmental Resources***

This plan element focuses on existing environmental and land use conditions within the Town of Newport. Documentation provided in this chapter will provide the necessary data and analysis needed to develop the Town's Future Land Use Map.

### ***Chapter 4. Community Facilities & Services***

This chapter provides an overview of the Town's existing community facilities and services, with a focus on future growth and demand which may have an impact on land use and transportation.

### ***Chapter 5. Future Land Use***

The Future Land Use section defines the framework for future growth and development throughout the Town of Newport.

### ***Chapter 6. Goals & Strategies***

The discussion of goals, policies, and strategies will serve as a guide for the integration of the CAMA Land Use Plan into the Town's day-to-day decision-making process. The goals and policies defined within this chapter will establish an organized and thorough listing of implementation strategies intended to provide for sound principles relating to future growth, economic development, environmental factors, modifications of service delivery, and infrastructure expansion. Citizen input collected throughout the planning process is also summarized in this chapter.

### ***Chapter 7. Tools for Managing Development***

This plan element provides narrative and tools for implementing the strategies outlined in Chapter 6 of the plan. It is intended that this document be an integral part of the Town of Newport decision-making process concerning future land use.



## REGIONAL LOCATION

Newport is located within Carteret County, which is situated in the tidewater region of North Carolina. Carteret County is bordered on the east by the Pamlico Sound, Bogue Sound, Core Sound and the Atlantic Ocean to the south and east, on the northeast by the Neuse River, on the west by Craven County, on the northwest by Jones County, and the southwest by Onslow County. The county is primarily comprised of flat and poorly drained areas that feed into a complex estuarine system.

Newport is located along the Newport River with Highway 70 running north to south through town. Newport is just 10 miles to the northwest of the state port of Morehead City. The county seat of Carteret County is Beaufort, which is located 13.5 miles to the southeast along Highway 70. The beach communities of Emerald Isle, Pine Knoll Shores, and Atlantic Beach can be accessed through Newport along Highway 70 and Highway 24. See Map 1 for the regional location of the Town of Newport.

## HISTORY

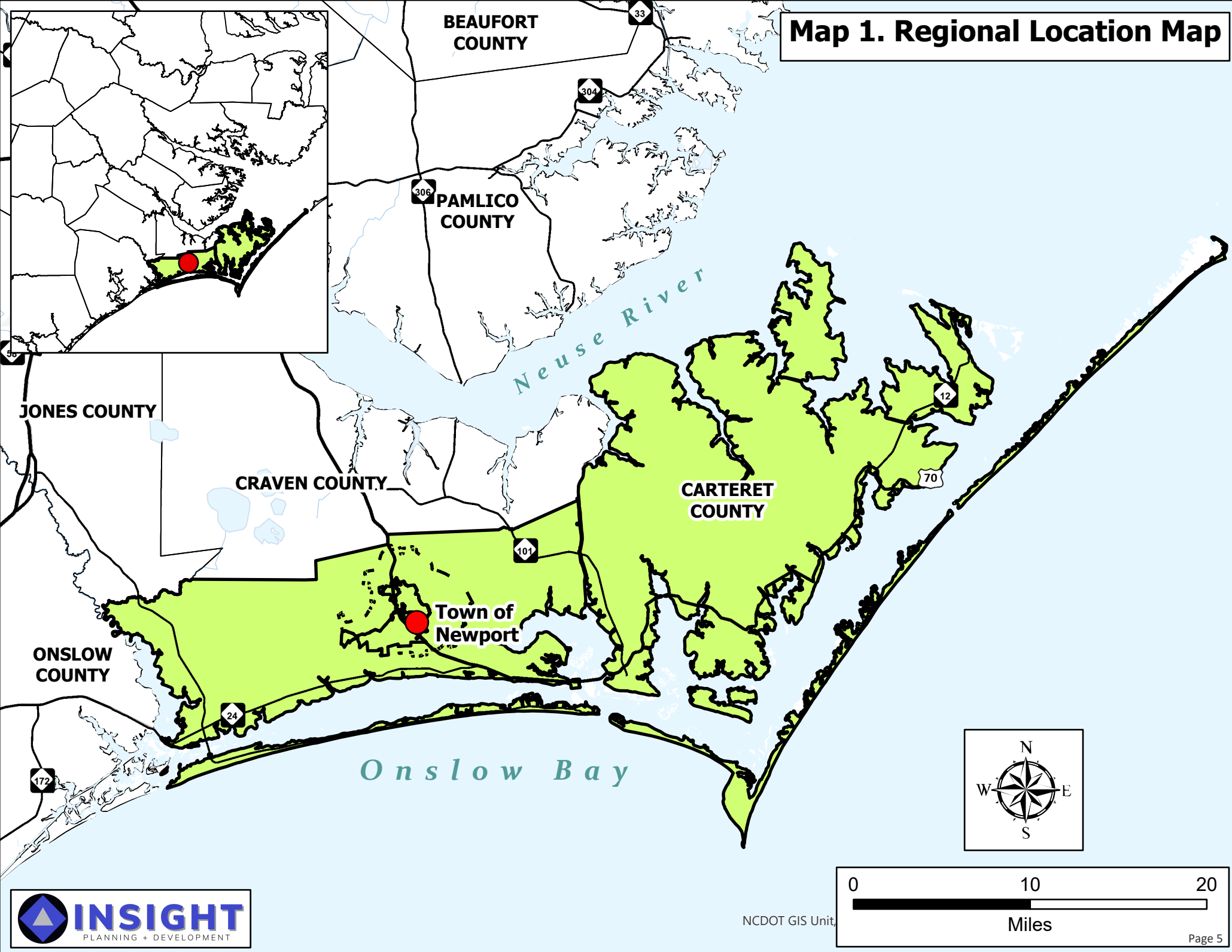
The Town of Newport was granted a charter from the State of North Carolina on January 30, 1866, but its history begins almost 150 years before that. The river, called Newport, which rises in the Lake Pocosin and empties into Beaufort Inlet, was the highway over which early settlers traveled to the “rich upland country.” But the country was mainly pine forest, not the cleared land where farmers grow brightleaf tobacco today.

Around a landing at the upper part of the river, the Town of Newport sprang up. There, barges unloaded products landed at the port, Beaufort, and took on lumber and naval stores to be shipped from Beaufort to other colonial ports or to the West Indies.

Near the Newport River landing, where a road from Harlowe connected with a road to Cedar Point, a general store was established by a man named Bell – one of three Bell brothers, Ross, Jasper, and George, who held early land grants in what is now western Carteret County. Naturally, this point came to be known as Bell’s Corners. In the early part of the 18th Century, the settlement was also called Shepardsville, supposedly a connection with a man by the name of Shepard, who was also a large landowner.

The name Newport is said to have come from two sources. One, that it was called “the new port,” to distinguish it from the “old port” at Beaufort; and two, that the place was so called by Quakers who came here from Rhode Island and named it for their native Newport in that New England state. The Quakers arrived between 1720 and 1733. However, if they did call the settlement Newport, it was not an established name, for the first post office in the community was called “Shepardsville” and was so designated on June 27, 1859. That was more than a hundred years after the Quakers had left the county, migrating westward, seeking territory in which there was no slavery.

# Map 1. Regional Location Map





According to records in the Library of Congress, the post office name was not officially changed to Newport until March 29, 1866. That the name, Newport, preceded the coming of the Quakers and perhaps even the founding of the “old port” at Beaufort town, is borne out by land grants of 1700 which describe land in what is now western Carteret County as bordering on “Newport Sound.”

Forebears of the present Town residents engaged in lumbering and production of naval stores, rosin, turpentine, and tar, all from the abundant pine. There were sawmills and grist mills. W.S. Bell is said to have been the first mill owner to change from the sluggish water wheel for power to the new-fangled steam engine. As forests were cleared and cotton came on the scene, he operated a cotton gin in connection with his mill on the river.

Through the American Revolution and into the mid-19th Century, Newport remained as little more than a crossroads town. Then the train came in 1858, a year after the first lots were sold in a new little town to the east, called by John M. Morehead, its founder, “The City of Morehead.” The train passed through Newport carrying in the summertime passengers from the west, bound for the coast where they could enjoy the salt air. In addition to carrying them back home again, it transported products of the sea to the inland cities of North Carolina.

During the Civil War, both Confederate and Federal troops lived in barracks north of Newport. The barracks were built by their first occupants, the Confederates, who during the winter of the war, moved to town to live in crudely constructed log huts. The men were of the Seventh North Carolina Regiment and were ordered to New Bern in March 1862 to defend that town against invading Yanks. The victorious invaders then moved southward into Newport. A small group of Confederates who remained at the barracks fought a retreating action, firing Newport’s railroad trestle and wooden highway bridge, in the hope of holding off the Yankees. The trestle burned but an advance force of Union men saved the highway bridge.



The history of public schooling in Newport does not quite span a hundred years. Although effort was made to teach the three R’s in little one or two-room schools, the Peabody Education Fund was the financial aid that had been lacking. Prior to 1870, two small schools were located in the vicinity. The Union Point School was in the Deep Creek section where the present road branches just north of the Canal Bridge. The Vanolia School was at the junction of the Nine-Foot and Roberts Roads. Built by Richard and Randolph Roberts, it was used by Yankees as field headquarters during the civil war.



Although the river gave the town a reason for existing in the early days, the river plays hardly any role today in transportation. Mainly fishing skiffs and small trawlers traverse it, but no major docks line its shore. The river is broad, shallow, and meandering.

A road eventually connected Onslow County to Newport. It crossed the White Oak River at Stella. Even by the end of the 18th Century, most roads in Carteret County were little better than trails. For 92 years after the arrival of the railroad, passengers could ride the train from Goldsboro, through Newport, to Morehead City. The passenger service was discontinued March 31, 1950.

On January 12, 1932, town residents voted to sell their electrical system to Tidewater Power Company for \$4,950. One hundred ten voters registered. Eleven didn't vote. All of the others were in favor of the sale.

In 1949, the town bought a water system that had formerly been used by the Marine Corps at nearby Bogue Field. Over the next few years, it was gradually installed. In 1958, voters authorized borrowing \$120,000 to complete installation of a new water tank and water lines to all areas in the town limits. In July 1961, voters authorized borrowing \$15,000 to extend to annexed areas the water system and another \$20,000 to build the town hall and fire station. Extension of the water lines was completed in mid-1962 and plans were immediately laid to get federal assistance to install a town sewage system and make more improvements to the water system.

The first church in Newport was the Primitive Baptist Church, built in 1783, and still existing in the form of two congregations. The original church burned during the War Between the States and later the federal government paid damages amounting to \$170.

With foresight, town officials in 1955 set aside town-owned land that would serve as desirable locations for industry. Located on 12 acres of that property was Conner Industries, manufacturer of mobile homes. Construction of the plant was started in May 1964 and mobile homes were rolling out by September. The business observed its first anniversary in the fall of 1965 with plans for expansion under way. Conner Industries went out of business in 1989. However, a new industry, Veneer Technologies, Inc., resides at the present location.

Newport and its immediate vicinity have well over four thousand (4,459) inhabitants. It is the first established town in western Carteret County. While much of the town's impetus may come indirectly from the nearby Cherry Point Marine Corps Air Station, native Newporters have a vision and inner drive that defy anyone's calling them residents of "a sleepy southern town."





## COMMUNITY CONCERNS AND ASPIRATIONS

Citizens' concerns and aspirations unique to the Town of Newport were identified early in the planning process and referenced often, helping ensure the document remains specific to the community's expectations and needs. The initial list of concerns and aspirations to be addressed in this planning process was developed during the initial project kickoff meeting with the Town Council and Planning Board. This list was presented to the public during subsequent work sessions throughout the planning process and revised to reflect comments expressed during these meetings. Final revisions to the list were made after responses were received from a citizen survey disseminated via the project website and available in hard copy format at Town Hall (see Appendix C).

The following provides the final list of community concerns and aspirations which would guide future decisions in the planning process:

- To be completed.

## NEWPORT'S VISION

The following vision statement was included in the Town's 2006 Core CAMA Land Use Plan as an expression of the community character that the Town of Newport would like to maintain and develop over the ten years following that plan's adoption. This vision will be reviewed and updated through this planning process.

### *Town of Newport CAMA Land Use Plan Vision Statement*

*Newport desires to achieve balanced growth, with a focus on maintaining the quiet, rural, and residential nature of the community. In the past, residents of Newport have strived to create a safe, healthy, and secure place for people of all age groups and ethnic backgrounds. The town will seek to maintain this character while maintaining a consistent population growth rate. This growth will be managed in a way that will enrich the lives of its citizens, as well as attract new citizens. The town will refrain from aggressive annexation, and will maintain a conservative annexation policy that will respond to responsible requests for the provision of municipal services. The town's primary efforts will be focused on improving the quality of existing services, while seeking opportunities to expand services such as recreation, law enforcement, and infrastructure. Newport will continue its economic development efforts through the promotion of commercial development along the Highway 70 and Old Highway 70 corridors, as well as the recruitment of light to medium industry. Growth will be directly linked to sustaining/expanding the Cherry Point Marine Corps Air Station.*





Specifically, Newport will strive to accomplish the following:





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