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**HENRY VON OESSEN AND ASSOCIATES**  
**CONSULTING ENGINEERS AND PLANNERS**

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LAND USE PLAN ADDENDUM  
FOR THE  
WRIGHTSVILLE SOUND AREA

NEW HANOVER COUNTY, NORTH CAROLINA

SEPTEMBER, 1988  
REVISED DECEMBER, 1988

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Prepared For:

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## PREFACE

The coastal area of North Carolina provides a tremendous natural resource to the citizens of North Carolina and to visitors from other states. The area provides both recreational benefits and food production from the coastal waters. In some areas adjacent to our coastal waters, there is a danger that pollution from the overdevelopment may significantly damage the food production capacity of nearby waters. This potential problem was one of the major reasons that the Coastal Area Management Act (CAMA) was ratified by the North Carolina General Assembly in 1974. The purpose of the Coastal Area Management Act is "to insure the orderly balance of use and preservation of our resources on behalf of the people of North Carolina and the Nation." The Coastal Resources Commission was created to insure that the purpose of the new state law is followed.

Land use plans have been developed by municipal and county governments within the twenty coastal counties under the purview of CAMA. These plans are the administrative tools for carrying out the provisions of the law. A land use plan is a vision of how future development should take place within a community. It defines a set of policies governing the type, location, timing, quantity and quality of future development. A land use plan provides a blueprint for future growth so growth will occur on the community's own terms rather than in a haphazard fashion.

This land use plan addendum charts the course for future growth and development in the Wrightsville Sound area, which is on the mainland adjacent to the Town of Wrightsville Beach. The Town of Wrightsville Beach and New Hanover County both recognize that growth will continue in the area. It is a very desirable place to live and to visit, and more people will undoubtedly come there. At the same time, the residents of Wrightsville Beach and Wrightsville Sound want to maintain the existing quality of life, preserve the area's scenic beauty and the quality of its natural resources, and maintain and improve the economy and services. The people want to avoid the problems that beset other similar coastal area communities, which become overwhelmed by growth, start planning too late, and end up drastically changed - both physically and in spirit. As the municipality closest to the Wrightsville Sound area, and as a municipality which already provides services to a portion of this area, management of growth and development in the Wrightsville Sound area is of paramount importance to the Town of Wrightsville Beach.

The Wrightsville Beach Land Use Plan Addendum for Wrightsville Sound begins with a brief history of the community. It then analyzes existing conditions in the Wrightsville Sound area - its population, its economy, its land use patterns, its natural resources, and its community services. This analysis includes statements of policy regarding these different aspects of development in the community. To summarize development conditions and policies, the plan contains a land classification system that describes the general character of existing land use

and the desired consummate pattern for future land use. The land classification system is enhanced by a map of future land use and a plan for the Wrightsville Sound area which have been adopted to specify the location, type and density of residential, commercial, conservation and open space uses of the land and the location of desired capital improvements. This plan is not an end in itself, but serves as a catalyst to encourage the application of good planning techniques to solve growth and development problems in the area. It encourages a greater cooperative effort between the Town of Wrightsville Beach and New Hanover County in planning and zoning matters.

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## SECTION 1: ANALYSIS OF EXISTING CONDITIONS

### 1.1 Physical Setting

The Wrightsville Sound area is located in eastern New Hanover County astride the Atlantic Intracoastal Waterway and serves as the "gateway" to the barrier island community of the Town of Wrightsville Beach. The planning area is bounded on the east by the Atlantic Intracoastal Waterway, on the north by Eastwood Road and the Summer Rest area, on the west by Military Cutoff Road and on the south by Bradley Creek. To the west lies the City of Wilmington, North Carolina's growing southern port city. The boundaries of the planning area are shown on the accompanying map (Map 1.1).

The topography of the study area is generally flat with the highest elevation contour of twenty-five (25) feet in several locations. The drainage pattern is influenced by Bradley Creek on the south and Motts Creek on the north and the smaller tributaries to these creeks. The only significant relief exists along the Intracoastal Waterway and Airlie Road and along Summer Rest Road. Here bluffs of approximately twenty (20) feet exist which provide scenic vantage points looking out over the sounds and waterway toward the Town of Wrightsville Beach.

Partially developed Airlie Gardens is the largest tract of land within the Wrightsville Sound area. Consisting of landscaped gardens, ponds and pavilions, roadways, and several building structures, it has been designated as a greenspace area and park.

The study area contains several large tracts of undeveloped property. These range in size from 39 acres in the W. Beane Mansion tract along Airlie Road to 2 to 4 acre tracts along Airlie Road, in Summer Haven off Summer Rest Road and along Allens Lane. There are numerous smaller vacant lots throughout the study area which will allow for continued development.

Within the central portion along Allens Lane, Stokley Drive, Wrightsville Avenue, Dick Avenue, and Burke Avenue, very few lots are vacant and lot sizes are typically urban in character ranging in size from 8,000 square feet to 20,000 square feet. Most lots average in size approximately 15,000 square feet. Some occupied lots are not utilized at the present time to their highest and best use compared to current real estate values.

#### 1.2 Brief History of the Wrightsville Sound Area

The origin of the area dates back to the 18th century when George II, King of England, granted Jonathan and Solomon Ogden a considerable amount of property northeast of what today is known as Bradley Creek (formerly Lees Creek). By the 19th century, the area had become further subdivided into several relatively smaller tracts focusing on the soundfront area. This area became known as the Village of Wrightsville, named after the Wright family who by then owned several of the larger tracts of land in the area.

By the 1800's, Wilmingtonians, aware of the pleasures of the waterfront, were flocking to the Village of Wrightsville with enough frequency to create a demand for a hard surface road. In

1874, the Wilmington and Coast Turnpike Company was formed and the following year workers began to build the road that is the present Wrightsville Avenue. In 1885, the present Airlie Road was built as a branch road to the main stem. The materials used in building Wrightsville Avenue and Airlie Road were marl, shells, and limestone. Oyster shells were used because they contain lime and thus have a built-in cementitious material. In the 1800's, this type of road was ideal for carriages and horses because the shells broke and pulverized under traffic and the lime acted as a cement binding the surface. The leisurely ride to the sound from the City on this shell road became quite popular with Wilmingtonians and also contributed to the further development of the Wrightsville Sound area.

As an ever increasing number of persons used the shell road, New Hanover County eventually saw the need for a free public access to the sound and beach and successfully negotiated with turnpike officials for property rights to the road. (The County, however, subsequently relinquished its responsibility for the road in the 1930's when the State became responsible for the County road system).

With the advent of the automobile, the old oyster shell road became outdated. As with other such roads in the area, the old shell road was eventually paved over.

The heyday of the Wrightsville Sound area was in the 19th century when there were many establishments providing lodging, meals and entertainment. The Seaside Park Hotel, the first grand seacoast hotel in New Hanover County, was established in 1884.

Located on 52 acres of land bounded by Bradley's Creek to the south and Wrightsville Sound to the east, this elegant hotel held a formal ball to mark its opening.

During the 1890's, the construction of the Wilmington and Sea Coast Railroad from the City of Wilmington to Wrightsville Sound and the Hammocks (now Harbor Island), and the extension of this rail service across Banks Channel and along the beach by the Ocean View Railroad Company, greatly increased the accessibility of the seaside to the public. This increased accessibility further fueled the growth of the Wrightsville Sound area as a resort attraction. As the area became more developed with facilities to serve tourists, permanent residents followed until it has assumed the character it has today.

### 1.3 Population

#### 1.3.1 Permanent Population

The Wrightsville Sound area population consists largely of permanent residents, with renters and students comprising a small sector of the population. Permanent residents of Wrightsville Sound are generally long-time residents and retirees, or professional and managerial upper middle class families who are relatively new to the Wrightsville Sound area.

Established neighborhoods in Wrightsville Sound are found in the Summer Rest Road and Airlie Road areas. They are characterized by large shade trees and fine older homes, as well as some newer homes and as yet undeveloped properties. "Subdivisions" include Bradley Creek Point, a private community

on Edgewater Lane and several mobile home (trailer) parks. Three (3) multifamily residential complexes are located within the study area; Wrightsville West (60 units) north off Eastwood Road, Lions Gate (168 units) south off Eastwood Road, and MacCumber Station (45 units) off Military Cutoff Road.

Based on 1980 census data provided by New Hanover County, the population in the Wrightsville Sound area in 1980 was 716 persons. With the population of the unincorporated County growing at an average annual rate of 1.73 percent and with the addition of the aforementioned multifamily residential complexes, it is estimated that the population of the Wrightsville Sound area at present (1988) has more than doubled, to about 1,558 persons.

Many lots are available in the study area and it is reasonable to assume residential population growth will continue. The future of residential development in Wrightsville Sound is discussed in Section 4.3, and future projections for the population are discussed in Section 4.1.

#### 1.3.2 Seasonal Population

The influx of a seasonal population is not considered to be significant in the Wrightsville Sound area, as there are relatively few hotels and condominiums and it is difficult to access the number of visitors staying with area residents. This situation could change if the number of overnight accommodations in the area increases. However, the seasonal daily visitor population frequenting Wrightsville Beach also has an impact on the Wrightsville Sound area. The seasonal daily visitor

population boosts the economy of Wrightsville Sound, New Hanover County and Wrightsville Beach by virtue of visitations to the area's restaurants, specialty shops and stores, and other commercial attractions. However, heavy traffic congestion in the Wrightsville Sound area is also a resultant adverse impact of these seasonal daily visitors and those passing through the area enroute to Wrightsville Beach.

US Highway 74/76 in Wrightsville Sound is presumably subject to about the same volume of traffic as the Wrightsville Beach Bridge, in addition to vehicles enroute to and from Wilmington stores, homes, and other parts of Wrightsville Sound. The 1987 average daily traffic counts taken by the North Carolina Department of Transportation for the Wrightsville Beach Bridge are given in Table 1.3.2.1. An average of 32,405 vehicles crossed the bridge per day in July, as opposed to 17,379 vehicles per day in January. The difference, 15,026 vehicles, gives an estimated 46 percent increase in traffic on US 74/76 during the peak summer season.

This increased traffic puts a strain on all intersections where traffic flows into or out of the Wrightsville Sound area (Map 1.3.2.1). Also, many car drivers will elect to drive down scenic Airlie Road, where bikers create "traffic plugs" if they can't be passed. Other cars cut across Stokely Road or Allens Lane to avoid heavy thoroughfare traffic. Inlets and outlets to shopping areas become congested with shoppers, adding to the general increase in traffic.

TABLE 1.3.2.1

1987 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION COUNTS  
FOR  
WRIGHTSVILLE BEACH BRIDGE

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
PLANNING AND RESEARCH BRANCH  
YEARLY AIR SUMMARY

US 74-76 E-DF WRIGHTSVILLE BEACH BR. ALL LANES NEW HANOVER CO.

SIA 048  
AVG WKDAY FACTOR  
AVG SAT  
AVG SUN  
WEDSDAY THRSDAY FRIDAY  
WEEKDAY  
6AM-2PM 2PM-10PM 6AM-10PM  
SHORT COUNT TO 24 HR

MONTH	ADT	AVG WKDAY	AVG SAT	AVG SUN	MONDAY	TUESDAY	WEDSDAY	THRSDAY	FRIDAY	WEEKDAY	6AM-2PM	2PM-10PM	6AM-10PM
JAN	17379	17702	18126	15017	1.06	1.03	1.01	1.01	1.01	1.00	2.32	2.02	1.08
FEB	17860	17757	19305	16935	1.10	1.03	1.01	1.01	1.01	1.00	2.31	2.01	1.07
MAR	21181	19987	25840	22492	1.01	1.03	1.04	1.05	1.05	1.00	2.35	1.99	1.07
APR	23642	23167	26243	23416	1.06	1.05	1.09	1.09	1.09	1.00	2.42	1.96	1.08
MAY	28001	26462	36138	33160	1.00	1.10	1.06	1.03	1.03	1.00	2.47	1.96	1.09
JUN	30704	29028	37000	32790	1.03	1.01	1.06	1.05	1.05	1.00	2.53	1.95	1.10
JUL	32405	30906	37727	34580	1.06	1.04	1.05	1.00	1.00	1.00	2.63	1.92	1.11
AUG													
SEP	21205	20603	24124	21300	1.04	1.05	1.01	1.00	1.00	1.00	2.44	1.95	1.08
NOV	19010	18808	20910	18122	1.05	1.01	1.04	1.04	1.04	1.00	2.31	2.02	1.07
DEC	18090	18331	19423	15557	1.08	1.05	1.05	1.05	1.05	1.00	2.37	2.00	1.08
YEAR	24590	22444	26779	23424									

30th Highest Hour Volume 2710 30th HHHV % To Avr. Daily Traffic 11.0

ADT Trends for 1977 - 1987

Year	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987
ADT	17280	18490	19710	19690	19800	20590	20790	20910	21590	23330	24590
% Change	+4.0	+7.0	+6.6	-0.6	+1.0	+4.0	+6.0	+0.6	+3.1	+8.0	+5.4

Along with increased traffic due to summer daily visitors comes an increased demand for what is already limited parking in the Wrightsville Sound area. Available spaces in shopping centers, especially Plaza East, where a year round problem already exists, are at a premium, and parking areas for specialty shops is minimal. The waterfront commercial district along Airlie Road is especially troubled by traffic and parking problems during the summer season. Congestion here is caused by heavy traffic flow, exacerbated by cars backing into traffic lanes, and further compounded by inadequate space for parking in front or or along side of buildings. Local residents are affected when the neighborhood has to "absorb" the overflow parking and contend with automobile congestion and reduced resident parking.

#### 1.4 Economy

Over the past several years, New Hanover County has been experiencing rapid economic and developmental growth. The County and the City of Wilmington are expanding rapidly as a trade and service center for all of southeastern North Carolina, with recent growth being most significant in the non-manufacturing and trade industries. New industries are realizing the merits and advantages of New Hanover County (such as location and climate), and established industry continues to develop and diversify. Coincidentally, people are being attracted to the area, and the County's work force is increasing. (For further information on, and an overview of New Hanover County's industrial and economic

growth, please refer to New Hanover County 1986 CAMA Land Use Plan Update Report No. 2).

This countywide growth is also being felt within the Wrightsville Sound area. The local economy is boosted by new homes and townhouses in the vicinity. In turn, more people are using their purchasing power on a regular basis in the immediate area, which encourages year-round business prosperity and the desire to locate in the area. Furthermore, there will likely be an increase in property values with decreasing available land, the increasing recognition of the Wrightsville Sound area as a desirable place to live within New Hanover County, and the desire for being near the water.

The New Hanover County tourist income has been increasing at 13 percent per year (1986 New Hanover County CAMA Plan). In 1987, New Hanover County ranked eighth in the state in tourism dollars spent. More than \$226 million changed hands, and statistics from the New Hanover Convention and Visitor Bureau show these dollars "turning over" a minimum of three times, increasing the impact on the area to a figure approaching \$800 million annually. Although it is difficult to assess an actual amount, a percentage of this revenue is received through the Wrightsville Sound area. Visitors to the County and Wilmington as well as tourists enroute to and from Wrightsville Beach will stop to enjoy Wrightsville Sound's restaurants, stores and specialty shops, hotels, and seafood markets. Appendix E lists the businesses and commercial enterprises now located in the Wrightsville Sound area.

## 1.5 Housing

Existing housing types can simply be classified as "mixed" ranging from expensive elegant older homes along Airlie Road to newer single family detached homes located in areas such as Edgewater to trailer parks. Also included in the housing mix are modern townhouses and patio homes. Most of the older single family homes are in good condition, but there are a few scattered structures in a dilapidated condition. There are many mobile homes in dilapidated condition in the area. These mobile homes are located off the main thoroughfares, however, and so are not generally visible to passers-by.

## 1.6 Existing Land Use

### 1.6.1 Current Conditions

The predominant developed land use category in the Wrightsville Sound Study area is residential, followed by commercial uses. Old "established" residential neighborhoods are located in the well shaded Airlie Road and Summer Rest Road areas. Low density, single family residential housing, along with mobile home parks, comprises the largest category of zoned land parcels. Several multifamily housing developments have been constructed in the past few years, however.

Commercial development in the study area is concentrated along the major thoroughfares of Wrightsville Sound: Eastwood Road (US 76), Wrightsville Avenue (US 74), and also along the northern (soundfront) part of Airlie Road. Major shopping

centers include Plaza East and the Galleria. Office buildings and banks are also appearing along these major roads. Somewhat incongruously, there are several residential areas, including mobile home parks, interspersed within these business zones.

Existing land uses are depicted on Map 1.6.1.1. Table 1.6.1.1 presents the existing land use mapping units and the associated acreages.

#### 1.6.2 Land Compatibility Problems

As stated in the Wrightsville Beach, North Carolina CAMA Land Use Plan 1985 Update, "In the conventional land use planning concept, a land compatibility problem is generally identified when two or more land use types are adjacent to each other and one is somehow restricted from expansion because of adverse conditions caused by the other use or uses, thus discouraging additional investment."

A land compatibility problem exists within the Wrightsville Sound area where commercial and residential areas are juxtaposed and/or intermingled (see Map 1.6.1.1). For example, adjacent to restaurants and the Plaza East complex along Eastwood Road there is a mobile home park, and older single family houses dot the convergence of US 74 and US 76 amid gas stations and restaurants (land is zoned for commercial development). Along Stokely Road, houses on the north side of this road abut the commercial area of US 74/76, and are subject to noise (air conditioning units, etc.) and the often unattractive views of the rear of businesses. Similarly, residents along northern Airlie Road are opposite bustling marinas, restaurants and seafood markets. The result is

TABLE 1.6.1.1

## LAND USE MAPPING UNITS AND ASSOCIATED ACREAGES

<u>Land Use Mapping Unit</u>	<u>Acreages of Land<sup>1./</sup></u>	<u>Percent of Total Acreage</u>
Residential, Multifamily	50.8	9.4
Residential, Single Family	204.8	38.1
Office and Institutional	23.5	4.4
Business (Commercial)	28.6	5.3
Mobile Homes	22.0	4.1
Parks/Greenspace	67.9	12.6
Roads <sup>2./</sup>	6.3	1.2
Undeveloped Land	131.2	24.4
Water <sup>3./</sup>	<u>2.5</u>	<u>0.5</u>
Totals	537.6	100.0

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 Note:

- 1./ Acreages derived from planimeter analysis of existing Land Use Map (Map 1.6.1.1). Margin of error is  $\pm 10\%$  including machine error, operator error and abnormalities based on map scale of 1" = 400'.
- 2./ Major thoroughfares and secondary streets only. Many interior streets are too small at 1:400 scale to be tallied.
- 3./ Motts Creek Pond. Ponds in Airlie Gardens are included in Parks/Greenspace mapping unit.

a "hodgepodge" which, in addition to high noise levels and poor aesthetics, causes problems in terms of future land use for those and adjacent properties. Should the trailer park property be maintained for residential purposes, or should the community be ousted for commercial expansion? Should the center area between Stokely Road and US 74/76 be dedicated to commercial development? Should any more of Airlie Road be developed for water dependent commercial uses? Such land use compatibility problems are fairly common to rapidly growing areas, and can be alleviated and avoided through planning with care and foresight.

On a broader scale, the Wrightsville Sound area is experiencing a land compatibility problem between New Hanover County and the Town of Wrightsville Beach, which has been reflected in the recent issues on annexation. The western corporate limit of Wrightsville Beach proper lies on the centerline of the Atlantic Intracoastal Waterway (Map 1.6.2.2) Recently some businesses of Wrightsville Sound have been voluntarily annexed into the Town of Wrightsville Beach. These satellite annexations are scattered throughout the study area as shown on Map 1.6.2.2. In 1988 the Town of Wrightsville Beach proposed an involuntary annexation of the central portion of the study area to consolidate the satellite areas. Lack of public support from both sides of the Atlantic Intracoastal Waterway stopped the action, although it is likely that voluntary satellite annexations into the Town of Wrightsville Beach will continue on a case-by-case basis.

### 1.6.3 Problems From Unplanned Development

It is generally felt (according to the results of a citizens opinion survey; see Section 6 and Appendix A) that rapid, poorly planned growth, especially commercial growth, is threatening to ruin the traditional soundfront atmosphere and ambiance of Wrightsville Sound. A major problem stemming from the recent growth spurt of the Wrightsville Sound area and Wrightsville Beach is traffic congestion and inadequate parking. Along major thoroughfares where "strip development" of gas stations, restaurants, shops, etc., has occurred, traffic has become more congested due to the increased number of vehicles turning off and onto the roads. This only compounds the problem of increased traffic in general (population, more beach goers, etc.), and creates an additional traffic safety hazard as well. Parking along Airlie Road to visit the fish markets and restaurants is extremely difficult due to the lack of shopfront space and narrow width of Airlie Road, in this primarily residential district. Traffic and parking problems are also discussed in Section 1.3.2 and Section 3.5.3. Adequate transportation access in case of emergency evacuations during the peak tourist season is also of growing concern. Finally, there is an incongruous "hodgepodge" of commercial and residential areas in the central portion of the study area as described in Section 1.6.2 above.

### 1.6.4 Areas Experiencing or Likely to Experience Major Land Use Changes

Areas adjacent to Military Cutoff Road (U.S. 17 Truck Route), Eastwood Road (U.S. 74), and Wrightsville Avenue (U.S. 76) within

the Wrightsville Sound study area are experiencing a shift from undeveloped and vacant lands towards commercial business and multifamily residential uses. Commercial enterprises, including restaurants and shopping centers are appearing on Wrightsville Avenue, while Eastwood Road and Military Cutoff Road are experiencing multifamily housing development, and some office/industrial growth as well. Vacant properties along these thoroughfares are the targets of future development (see Map 1.6.1.1).

## SECTION 2: CURRENT PLANS, POLICIES, AND REGULATIONS

### 2.0 Introduction

Presently the Wrightsville Sound area falls under the jurisdiction of both the Town of Wrightsville Beach (annexed areas) and New Hanover County. The City of Wilmington, in close proximity, also has plans and policies which affect the area. Thus, the Wrightsville Sound area is influenced by the plans, policies, and regulations of three (3) governing entities.

This situation will likely continue in the future; it is uncertain if or when one party will have ultimate (planning) jurisdiction in the Wrightsville Sound area, or who that party may be. Therefore, applicable current plans, policies, and regulations of the County, the Town, and the City are included in this section of the Land Use Plan Addendum. This matter is addressed in Section 7 on policies.

### 2.1 Current Plans/Policies

#### 2.1.1 Transportation

The Greater Wilmington Area Thoroughfare Plan which includes the Wrightsville Beach area, contains a list of planned improvements to thoroughfares within the Wilmington area, to the year 2005. The plan is prepared by the North Carolina Department of Transportation in cooperation with the City of Wilmington Transportation Planning Staff, and adopted by North Carolina Department of Transportation (NCDOT) and the Metropolitan Planning Organization (MPO), which is the area Transportation

Advisory Committee. The City of Wilmington also has an active Transportation Improvement Program which includes thoroughfares of the Wrightsville Sound area.

#### 2.1.2 Community Facilities Plan

There is no community facility plan per se for the Wrightsville Sound area. However, the following plans deal with the provision of community facilities for the area:

(1) The Greater Wilmington 201 Facilities Plan, 1978.

This plan is intended to "develop a facilities plan for the construction of the most logical, economical, socially acceptable and environmentally sound wastewater treatment and disposal facilities for the Greater Wilmington area including New Hanover County and Wrightsville Beach." The report was prepared by Henry von Oesen and Associates, Inc., Consulting Engineers and Planners.

This report presents a blueprint for the development of sewer service for the area and was the basis for authorization of the construction of the Northeast Interceptor and the Wrightsville Beach Connector which are trunk sewer (forcemains) serving the Wrightsville Sound area. These facilities are operated and maintained by the City of Wilmington and Wrightsville Beach in cooperation with New Hanover County under an interlocal contract agreement.

(2) Annexation Feasibility Study, Wrightsville Sound Area, February, 1988. This report explores the need for water, sewer and storm drainage improvements in the proposed consolidation annexation area identified elsewhere in this

report (see Section 1.6.2 above). The study focuses on other facility needs including drawbridge operations, police and fire protection, street improvements, solid waste collection, building inspection services and recreation facilities improvements. This report was prepared by the firm of Henry von Oesen & Associates, Inc., and the Division of Community Assistance, NC Department of Natural Resources and Community Development. The study was funded by the Town of Wrightsville Beach and the North Carolina Division of Coastal Management. This document serves as a companion resource document to this Land Use Plan Addendum.

#### 2.1.3 Prior Land Use Plans and Policies

The following land use planning documents relate to properties under the jurisdiction of the Town of Wrightsville Beach.

(1) The Coastal Area Management Act (CAMA) Land Use Plan, Town of Wrightsville Beach, 1975, prepared for the Town with assistance from the Local Planning and Management Services Section of the N. C. Department of Natural and Economic Resources. This was the first required CAMA Plan and was an update to the 1970 Land Development Plan. The first CAMA Plan, which contained general policy statements on growth and development, was also adopted by the Town Board of Aldermen and approved by the N. C. Coastal Resources Commission.

(2) The Wrightsville Beach Coastal Area Management Act Land Use Plan, February, 1981, prepared by John J. Hooton and

Associates, was essentially an "update" of the initial 1975 CAMA Land Use Plan. This report represented more of a policy document than the initial CAMA Plan and contained more specific policy statements on such land use issues as protection of and use restrictions in Areas of Environmental Concern (AEC); the location, type, and density of desired development; and, continuing public participation. In addition to the policy statements, specific implementation actions on the part of the Town were included.

(3) Wrightsville Beach, NC CAMA Land Use Plan, 1985 Update, prepared by Talbert, Cox & Associates. This planning document is both an update of the 1981 Plan, and also a "new" plan in that it is intended to reflect policies and implementation actions relevant to current and projected land use trends over the next 10 years. Specific policy statements contained in the plan cover the following key issues:

- Resource protection.
- Appropriate development in AEC's including the Ocean Hazard Area.
- Physical constraints on development.
- Use of package treatment plants (further use prohibited).
- Stormwater runoff.
- Regulation of marinas and floating home developments.
- Development of sound and estuarine islands including Masonboro Island.

- Redevelopment of developed areas.
- Density of development (maximum of 48 families per acre in the C-4 commercial district).

One important new area of the plan update is storm hazard mitigation and reconstruction policy development. Storm hazard mitigation discusses methods of managing development so as to mitigate damage. Reconstruction policy gives the Town a strategy in place prior to storm damage so as to avoid the chaos and confusion experienced elsewhere following storm damage. The opportunity to prevent the reoccurrence of previous development problems is presented through reconstruction policy.

(4) Land Planning Study Wrightsville Sound Area, December 1986, prepared by the Wrightsville Beach Planning Board with the assistance of the NC Division of Community Assistance to investigate the feasibility of nonvoluntary annexation of portions of the Wrightsville Sound area including the cost effectiveness of extending municipal facilities and services. The plan develops specific recommendations and a time frame for action.

(5) Airlie Road Plan, May 1983, was prepared by the New Hanover County Planning Department as a neighborhood development plan for the area bound by Airlie Road and Wrightsville Avenue. The plan seeks to guide future development while maintaining the desirable characteristics of the area. Neighborhood issues and goals are discussed, and policy actions and recommendations are given. (These

policy actions and recommendations are listed in Appendix D of this land use plan). The plan also includes alternative development and future land use alternatives for the Airlie Road neighborhood.

(6) The New Hanover County Land Use Plan (1986 Update) provides a thorough and detailed account of policies for growth and development in effect for the County, including the Wrightsville Sound area. The plan has a main text and several technical reports focusing on specific aspects of community planning (transportation, resources, etc...).

The following plans, policies, and regulations are summarized in Technical Report 5B of the New Hanover County 1986 Land Use Update.

(1) **Capital Improvement Program (CIP)** - The CIP determines when, where, and how the County will spend funds in terms of public buildings and schools, utilities, transportation and recreation.

(2) **Floodplain Management Regulations of New Hanover County** - These regulations govern development within floodplains.

(3) **Master Plan - Parks, Recreation and Open Space** - This Plan analyzes park requirements for the County.

(4) **Thoroughfare Classification Plan** - This document inventories and classifies major roads in the unincorporated County based on their design and traffic counts.

(5) **Wilmington Area Thoroughfare Transportation Plan** - this plan establishes regional priorities for future road expansions and improvements for the greater Wilmington area.

(6) **New Hanover County Sewer Plan and Extension Policies** - These plans set forth the phasing of and requirements for construction of the County sewer system.

(7) **New Hanover County Subdivision Regulations** - These regulations specify the requirements for the subdivision of land and the construction of roads.

(8) **New Hanover County Mobile Home and Travel Trailer Park Ordinance** - This ordinance lists the improvements needed to develop a mobile home or trailer park.

(9) **New Hanover County Sedimentation and Erosion Control Ordinance** - Any development disturbing more than one acre of ground must comply with these grading and drainage requirements.

(10) **New Hanover County Zoning Ordinance** - The Zoning Ordinance regulates density and types of land uses in the unincorporated County.

The County has classified the Wrightsville Sound area as either Resource Protection or Conservation, both of which limit residential density to a maximum of 2.5 units per acre. The County's Conservation Overlay District (COD) is an existing "overlay zoning district" for the waterfront area. The COD, for instance, requires a setback of 75 feet from the marsh line for residential structures, and includes other requirements for the preservation of the waterfront. A third overlay district known as the Special Highway Overlay District (SHOD) requires additional landscaping, setbacks, and signage controls along Eastwood Road. It's intent is to preserve the aesthetic

appearance of this main traffic artery and gateway to Wrightsville Beach. Another landscaping ordinance has stringent requirements for buffering and setbacks between commercial and residential land uses. This provision also requires the retention of trees and tree planting.

#### 2.1.4 Storm Hazard Mitigation Plan/Post Disaster Reconstruction Plan and Evacuation Plan

The Town of Wrightsville Beach has prepared Storm Hazard Plans which were included in the 1985 Update of the CAMA Plan in Section IIE. However, these plans address only the Wrightsville Beach area east of the AIWW.

New Hanover County has developed storm hazard plans which include the Wrightsville Sound planning area and has codified same in Technical Report No. 7, Hurricane Evacuation, Mitigation, and Recovery Plan (New Hanover County). This technical report was produced and is presented on two parts: Phase One - An Analysis of Evacuation Capability and Vulnerability to Hurricanes in New Hanover County; and Phase Two - Hurricane Hazard Mitigation and Post-Disaster Reconstruction Plan.

Phase One consists of the Planning Area's Hurricane Evacuation Plan. Primary components of this plan include: (1) a hazard area map delineating the location of various hurricane hazard areas, such as shorefront and low-lying areas subject to flooding; (2) an analysis and assessment of the vehicle handling capacity of the expected hurricane evacuation routes and emergency shelter centers, given assumptions regarding forecasted storm events; (3) proposed alternatives and/or mitigation

policies if the evacuation routes and shelter sites prove to be inadequate; (4) an update to the operational elements of the existing Hurricane Evacuation Plan prepared by the New Hanover County Civil Preparedness Agency; and (5) promulgation of various evacuation instructions to the public.

Phase Two consists of two main sections: (1) Storm Hazard Mitigation Plan; and (2) Post-Disaster Reconstruction Plan. Components of each of these two sections are summarized below.

Storm Hazard Mitigation Plan

- a. Inventory and analysis of existing land uses and structures in the hazard areas.
- b. Economic risk assessment.
- c. Hazard mitigation policies.

Post-Disaster Reconstruction Plan

- a. Guidelines for post-disaster reconstruction including the phasing of damage assessment, temporary moratoria, and post-disaster development standards.
- b. Establishment of damage assessment teams and standards.

As an outgrowth of these plans, certain policies were developed. These are discussed in Section 5.1.3.

Other useful publications include the 1987 Eastern North Carolina Hurricane Evacuation Study (financed by Federal agencies and the N. C. Division of Emergency Management), and "Before the Storm: Managing Development to Reduce Hurricane Damages" prepared for the NC Division of Coastal Management by UNC Chapel Hill.

## 2.2 Current Land Use Regulations

### 2.2.1 Wrightsville Beach Regulations

The Town of Wrightsville Beach, like other municipalities in the State, has been granted general statutory authority by the North Carolina General Statutes to enact necessary ordinances designed to protect and promote the safety, health and welfare of its citizens. The local plans and policies of the Town of Wrightsville Beach are enforced through ordinances adopted by the Town Board of Aldermen, which is granted this power by the Charter ratified March 6, 1899. Below is a listing of Town ordinances and enforcement provisions related to land use and development which are also applicable to the satellite annexation areas of Wrightsville Sound.

(1) Zoning Ordinance: This is the most prominent land development regulatory device utilized by the Town of Wrightsville Beach and covers all of the area within the Town limits (including satellite annexation areas) and marshlands along the eastern side of the Atlantic Intracoastal Waterway (extraterritorial jurisdiction). The ordinance was originally adopted in 1972, with subsequent amendments. The zoning ordinance is designed to accomplish several purposes, including:

"to lessen congestion in the streets; to secure safety from fire, panic and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate

provisions of transportation, water, sewerage, schools, parks and other public requirements."

(Town of Wrightsville Beach Zoning Ordinance, adopted May 15, 1972).

The ordinance attempts to carry out its functions by regulating the location and height of buildings, establishing minimum building lot sizes, and establishing certain "districts" in which particular uses relating to residential, commercial, or institutional uses, are either allowed or prohibited.

Currently the Town has ten (10) "districts": two (2) residential districts (R-1 and R-2), a Private Club District; four (4) commercial districts, allowing for increasing densities (C-1 through C-4); a public and semi-public district for institutional uses, a shore district for the beachfront area; and a conservation district, which restricts all uses except for piers and marinas.

In addition to the uses allowed "by right" within each district, certain "conditional" uses are permitted on a case-by-case review basis. Conditional use permits have been used quite effectively at Wrightsville Beach.

(2) Subdivision Regulations: The Wrightsville Beach subdivision regulations basically regulate the conversion of raw land into building sites. In conjunction with the zoning ordinance, these regulations help ensure consistent development, by establishing design standards for provision of certain facilities and infrastructure such as streets,

water and sewer service, and drainage facilities. Developers of raw, i.e., unplatted, land, must comply with these standards.

(3) Pierhead Line Ordinance: This is a set of regulations enforced by the Town of Wrightsville Beach concerning how far a pier can extend out into the water.

(4) State Building Code: The Town of Wrightsville Beach has an active building inspections program and enforces the North Carolina State Building Code.

(5) General Enforcement Provisions: The responsibility for enforcing all local land use ordinances, including the State Building Code in Wrightsville Beach, is the responsibility of the Town's Department of Building and Land Use Development. This department is headed by a Director, with three additional full-time personnel. All planning and land development matters are brought before the Wrightsville Beach Planning Board, which meets monthly. The Planning Board conducts reviews and makes recommendations to the Town Board of Aldermen, which has final responsibility for making planning decisions. The Town also has a full-time staff planner to coordinate planning and zoning matters.

#### 2.2.2 New Hanover County Regulations

(1) New Hanover County Zoning Ordinance. The purpose of the zoning ordinance is to regulate the use of land in order to provide for safe, orderly, and harmonious growth and development. The zoning ordinance consists of two (2) components: a zoning map and a text. The zoning map

essentially delineates the entire County into various districts. Each district allows only certain uses, e.g., commercial, industrial, or residential. The text describes the uses allowed and other subjects, such as parking, signs, building heights, and density.

Several major additions have been made to the County Zoning Ordinance in recent years. A Conservation Overlay District was adopted that regulates uses in certain environmentally significant areas and requires a certain amount of preservation and protection of those areas. A Planned Development District was created, allowing a large, well-designed development to mix residential with commercial and light industrial uses. The County recently zoned the Castle Hayne area, using a low density residential district, which completed the establishment of zoning in the entire unincorporated County. Finally, the County adopted landscaping and buffering requirements as part of the Zoning Ordinance. Existing zoning in the Wrightsville Sound area is shown on Map 2.2.2.1.

(2) New Hanover County Subdivision Regulations. The purpose of the County's Subdivision Regulations is to govern the subdivision of land in order to provide for orderly development. The Subdivision Regulations requires individual and developers, who wish to subdivide property into new parcels or lots, to go through a review and approval process with the County Planning Department and Planning Board. Plats of the subdivision must be submitted, approved, and

filed before new lots may be sold or otherwise transferred to new ownership.

These regulations require certain improvements be performed before a subdivision can be approved. For example, roads must meet certain construction specifications. Floodplains, utilities, and certain other areas must be delineated and labeled on the final plat.

(3) New Hanover County Mobile Home and Travel Trailer Park Ordinance. This ordinance regulates the development of mobile home and travel trailer parks where lots are rented to residents. This ordinance requires persons developing a mobile home park to undergo a review and approval process with the County Planning Department and Planning Board. The developer must submit a plan showing locations of all spaces and other improvements. Because of the increased density allowed in these parks, certain additional improvements, related to recreation space and utility systems, are required.

(4) New Hanover County Sedimentation and Erosion Control Ordinance. The purpose of this ordinance is to reduce the potential for erosion and sedimentation associated with land disturbing activities. This ordinance requires developers to meet certain specifications in performing construction activities that disturb at least one acre of soil. The specifications include revegetation practices, use of silt fences and rip-rap, reduction of velocity of discharge of runoff water, and other soil conservation practices.

### 2.3 Adequacy of Existing Regulations

A review of the regulations now on the books as they relate to the Wrightsville Sound area indicates overall adequacy. However, what is needed is a coordinated application of existing regulations and a singular zoning map and law applicable to the Wrightsville Sound area. This is needed to remove certain subtle differences between the Town and County zoning regulations which are causing confusion amongst development interests. Further, these differences are allowing certain advantages to developers who carefully select the best of the two laws as their needs dictate (i.e. choose to annex to Wrightsville Beach or remain "in the County") often resulting in the difficult development incompatibility problems now evident in the area as cited above.

## SECTION 3: LAND SUITABILITY AND DEVELOPMENT CONSTRAINTS

### 3.1 General

Inherent to most any developing area are land constraints; factors and features which do or may impose restraints/limitations on development. This section of the Wrightsville Beach Land Use Plan Addendum identifies and discusses land constraints affecting the Wrightsville Sound area. These are characterized as (1) physical limitations, (2) fragile areas and (3) areas with resource potential.

### 3.2 Physical Limitations for Development

#### 3.2.1 Man-made Limitations

There are no known man-made limitations or hazards in the Wrightsville Sound area which would constrain development.

#### 3.2.2 Land Availability

There is still much open space in the Wrightsville Sound area. However, as the space is fixed and limited, so is the capacity for housing and commercial tracts. Depending on future zoning policies, land availability could become a constraint to future development in the relatively near future (see Section 4.3 following).

#### 3.2.3 Soils Limitations

The general pattern of soil types in the Wrightsville Sound area is shown on Map 3.2.1 Each soil type is discussed in detail in the New Hanover County Soil Survey, published by the USDA Soil Conservation Service. Collectively, the soils of the

Wrightsville Sound area and similar soundside regions in the County belong to the Murville-Seagate-Leon association. These soils are described in the County Soil Survey as being "very poorly drained to somewhat poorly drained", having a "fine sand to sand surface layer and a fine sand, sand, sandy loam, and clay loam subsoil." The soils are nearly level, and lie in flat or "slightly depressional" areas.

Descriptions of each of the soil types in terms of limitations for development using the Soil Conservation Service (SCS) classification system are shown in Table 3.2.1. The most significant limitations for development due to soils are for septic tank suitability and building site development. There are areas within Wrightsville Sound that are unsuitable for septic tank placement, especially along creeks and in the western portion of the study area. However, since the County sewer system servicing the entire area is scheduled for completion in 1989, soil suitability for septic tanks need not be considered as a practical limitation on development in the Wrightsville Sound area provided existing and future development taps into the system. Some of the soils in the area (especially Johnston, Lynnwood and Murville) are subject to frequent flooding and wetness. This places some constraints on building site development, particularly in terms of subsurface and surface features.

#### 3.2.4 Water Supply

Presently there are three (3) providers of water to businesses and residents of the Wrightsville Sound area: Cape

TABLE 3.2.1  
LAND SUITABILITY

I. SOIL AND WATER FEATURES

<u>Soil name and Map Symbol</u>	<u>Flooding Frequency</u>	<u>High Water Table Depth (Feet)</u>
Baymeade: Be, <sup>1</sup> Bh	None	4.0 - 5.0
Borrow Pits: Bp.	-----	-----
Johnston: <sup>1</sup> JO	Frequent	( <sup>2</sup> ) - 1.5
Kureb: Kr	None	>6.0
Lakeland: La	None	>6.0
Leon: Le, <sup>1</sup> Lo	None	0 - 1.0
Lynn Haven: Ly	Frequent	0 - 1.0
Murville: Mu	Frequent	0 - 1.0
Seagate: Se	None	1.5 - 2.5
Tidal Marsh: TM.	-----	-----
Wakulla: Wa	None	>6.0

<sup>1</sup>This mapping unit is made up of two or more dominant kinds of soil. See mapping unit description for the composition and behavior of the whole mapping.

<sup>2</sup>Water table is 1.0 foot above the surface of the soil.

Table 3.2.1, Continued  
Land Suitability

II. PHYSICAL AND CHEMICAL PROPERTIES OF SOILS

<u>Soil Name and Map Symbol</u>	<u>Depth (In)</u>	<u>Permeability (In per hour)</u>
Baymeade: Be, Fine sand	0 - 36 36 - 49 49 - 78	6.0 - 20.0 2.0 - 6.0 6.0 - 20.0
Borrow Pits: Bp.	-----	-----
Johnston: JO Floodplain Loam	0 - 42 42 - 64	2.0 - 6.0 6.0 - 20.0
Kureb: Kr - Sand	0 - 89	6.0 - 20.0
Lakeland: La Sand	0 - 48 48 - 80	>20.0 >20.0
Leon: Le, <sup>1</sup> Lo Sand	0 - 6 6 - 30 30 - 80	6.0 - 20.0 0.6 - 6.0 >20.0
Lynn Haven: Ly Fine sand	0 - 24 24 - 64 64 - 75	6.0 - 20.0 0.6 - 6.0 >20.0
Murville: Mu Fine sand	0 - 8 8 - 60 60 - 70	6.0 - 20.0 2.0 - 6.0 6.0 - 20.0
Seagate: Se Fine sand	0 - 12 12 - 28 28 - 36 36 - 40 40 - 66	6.0 - 20.0 6.0 - 20.0 6.0 - 20.0 0.6 - 2.0 0.6 - 2.0
Tidal Marsh: TM. Clay loam	-----	-----
Wakulla: Wa Sand	0 - 30 30 - 48 48 - 64	6.0 - 20.0 6.0 - 20.0 6.0 - 20.0

<sup>1</sup>This mapping unit is made up of two or more dominant kinds of soil. See mapping unit description for the composition and behavior of the whole mapping.

Table 3.2.1, Continued  
Land Suitability

III. BUILDING SITE DEVELOPMENT

<u>Map Symbol and Soil Name</u>	<u>Dwellings</u>	<u>Local Roads and Streets</u>
BaB Baymeade	Moderate: wetness	Slight
Kr - Kureb	Slight	Slight
Mu Murville	Severe: ponding	Severe: ponding

Table 3.2.1, Continued  
Land Suitability

IV. SANITARY FACILITIES

<u>Soil Name and Map Symbol</u>	<u>Septic Tank Absorption Fields</u>
Baymeade: Fine sand Be, <sup>1</sup> Bh	Moderate: wetness
Borrow Pits: Bp.	-----
Johnston: <sup>1</sup> JO Floodplain Loam	Severe: floods, wetness
Kureb: Kr - Sand	Slight <sup>2</sup>
Lakeland: La Sand	Slight <sup>2</sup>
Leon: Le, <sup>1</sup> Lo Sand	Severe: wetness
Lynn Haven: Ly Fine sand	Severe: wetness
Murville: Mu Fine sand	Severe: wetness, floods
Seagate: Se Fine sand	Severe: wetness
Tidal Marsh: TM. Clay loam	-----
Wakulla: Wa Sand	Slight <sup>2</sup>

<sup>1</sup>This mapping unit is made up of two or more dominant kinds of soil. See mapping unit description for the composition and behavior of the whole mapping.

<sup>2</sup>Water table is 1.0 foot above the surface of the soil.

Fear Utilities Company (serving the central portion of the study area), private individual wells, and the Town of Wrightsville Beach. The City of Wilmington constitutes a possible future fourth provider. The water here and throughout most of New Hanover County is derived from wells. Water is drawn from a Tertiary system of limestone which lies 60 - 190 feet below the land surface. Overlying this aquifer is an unconsolidated sandy layer some 60 feet thick, the Post Miocene aquifer. Here water is abundant but often brackish. The shallow nature of this water table aquifer in the Wrightsville Sound area could result in dampness or flooding. Below the Tertiary system aquifer, (190 - 1,100 feet) lies the Cretaceous system aquifer. Brackish water is present in this sandstone aquifer.

The Tertiary system aquifer water supply is considered sizable, and is drawn primarily from the Castle Hayne Formation. The aquifer receives recharge from infiltration through the overlying sediments and from upland recharge areas to the west (Wrightsboro area). Primary recharge areas may be located within the Wrightsville Sound area also. Efforts to control stormwater runoff must be made to protect the water supply from pollutant laden waters. Care and consideration must be taken not to overtax the water supply; excessive pumping and depletion of the fresh water will likely result in salt water intrusion into the aquifer.

#### 3.2.5 Floodplain Hazard Zone

A portion of the Wrightsville Sound area along the Intracoastal Waterway and Bradley Creek lies within the 100-year

floodplain high hazard zone (Map 3.2.5.1). There are federal, county and state regulations which apply certain restrictions and limitations on the development in these zones. Sources of information on these regulations include the New Hanover County Planning Department and the Town of Wrightsville Beach.

### 3.2.6 Estuarine Shoreline Erosion

None of the estuarine shorelines in the Wrightsville Sound area are considered to be particularly vulnerable to erosion. The sound areas are relatively narrow and defined and so the usual wind generated wave action is nominal and results in very little shoreline erosion. Estuarine erosion should not constrain development in the Wrightsville Sound area.

### 3.3 Fragile Areas/Areas of Environmental Concern

"Fragile areas" are those which could easily be threatened or damaged by careless or poorly planned development. The lagoons and ponds in Airlie Gardens and the saltwater lagoon/pond adjacent to the former Babies Hospital are environmentally fragile areas supporting a variety of sensitive or possibly rare wildlife and plant communities. The many large trees which canopy the Airlie and Summers Rest neighborhoods can also be considered a "fragile area". (In Section 7 a policy is developed to protect vegetation).

The following discussion on Areas of Environmental Concern is extracted largely from the Wrightsville Beach 1985 CAMA Update Land Use Plan. One of the most important features of the coastal landscape in relationship to land use planning are Areas of

Environmental Concern or "AECs", as defined by the Coastal Area Management Act (CAMA). Areas of Environmental Concern which affect the Wrightsville Sound area, as defined by North Carolina General Statutes, come under the categorical grouping of the Estuarine System AECs. There are four components in the Estuarine System AECs - coastal wetlands, estuarine waters, estuarine shorelines, and public trust waters. These are discussed below:

- (1) Coastal Wetlands: These are defined as any salt marsh, or dry marsh, subject to regular or occasional flooding by tides, including wind tides, whether or not the tide waters reach the marshland areas through natural or artificial watercourses, not including hurricane or tropical storm tides. Coastal wetlands, or marshlands, also contain some, but not necessarily all, of specific marsh plant species. Basically, all of the marsh areas in the Intracoastal Waterway/Wrightsville Sound and Bradley Creek are considered coastal wetlands.
- (2) Estuarine Waters and Estuarine Shorelines: Estuarine waters are defined in G. S. 113A-113(b)(2) as "all the waters of the Atlantic Ocean within the boundary of North Carolina and all the waters of the bays, sounds, rivers, and tributaries thereto seaward of the dividing line between coastal fishing waters and inland fishing waters, as set forth in an agreement adopted by the Wildlife Resources Commission and the Department of Natural Resources and Community Development filed with

the Secretary of State, entitled Boundary Lines, North Carolina Commercial Fishing -- Inland Fishing Waters, revised to March 1, 1965."

Estuarine shorelines are those non-ocean shorelines which are especially vulnerable to erosion, flooding, or other adverse effects of wind and water and are intimately connected to the estuary. This area extends from the mean high water level or normal water level along the estuaries, sounds, bays, and brackish waters as set forth in an agreement adopted by the Wildlife Resources Commission and the Department of Natural Resources and Community Development, for a distance of 75 feet landward.

As an AEC, Estuarine Shorelines, although characterized as dry land, are considered a component of the estuarine system because of the close association with the adjacent estuarine waters. Estuarine waters and adjacent estuarine shorelines are significant components of the estuarine system in the Wrightsville Sound area. The significance of the estuarine system is that it is one of the most productive natural environments of North Carolina. It not only supports valuable commercial and sports fisheries, but is also utilized for commercial navigation, recreation and aesthetic purposes. Species dependent upon estuaries include menhaden, shrimp, flounder, oysters and crabs. These species make up over 90 percent of the total value

of North Carolina's commercial catch. These species must spend all or part of their life cycle in the estuary. The preservation and protection of these areas are vitally important.

Within the study area, the Intracoastal Waterway, Bradley Creek, and all of the other natural creeks and channels within the marshland areas, are all estuarine waters. There are no estuarine shorelines which are particularly vulnerable to "erosion, flooding, or other adverse effects of wind and water" in the immediate Wrightsville Sound area.

- (3) Public Trust Areas: Public trust areas are partially defined as all waters of the Atlantic Ocean and the lands thereunder from the mean high water mark to the seaward limit of State jurisdiction; all natural bodies of water subject to measurable lunar tides and lands thereunder to the mean high mark; all navigable natural bodies of water and lands thereunder to the high water level or mean water level, as the case may be. In other words, public trust areas are waters and associated submerged lands, the use of which, benefits and belongs to the public.

In the Wrightsville Sound area, all of the waters described as estuarine waters are considered public trust waters.

Currently, all development and development-related activities within Wrightsville Sound's designated Areas of Environmental Concern are subject to regulations from the State, Federal and

local levels. At the State level, the CAMA major and minor permit processes are enforced. The U. S. Army Corps of Engineers regulates development in "404" wetland areas including "isolated wetland" areas. Locally, the major development regulating tool is the New Hanover County Zoning Ordinance. The Town of Wrightsville Beach zoning ordinance also regulates development within AEC's. However, it should be noted that CAMA regulations allow for the development of local policies regarding development in Areas of Environmental Concern through the Land Use Plan. Local policies may be more restrictive than State standards, which are considered minimal, but not less restrictive. CAMA major and minor permit decisions may be guided somewhat by those local policies.

Historical and archaeological areas having scientific and/or cultural significance are also considered to be fragile areas. Within the Wrightsville Sound area, several homes and buildings are recognized by the N. C. Division of Archives and History, and by the Historic Wilmington Foundation as having historic architectural value. The locations are shown on Map 3.3.1, and specific sites are described in Table 3.3.1. Two (2) of these, the Mt. Lebanon Chapel and the Bradley-Latimer Summer House, are listed in the National Historic Register. Two (2) prehistoric archaeological sites have been documented in the Wrightsville Sound area. A zone of "archaeological sensitivity", where prehistoric and early historic sites are likely to occur, occurs along and adjacent to Bradley Creek and the Atlantic Intracoastal Waterway (Map 3.3.1).

TABLE 3.3.1

HISTORIC ARCHITECTURAL STRUCTURES IN THE  
WRIGHTSVILLE SOUND AREA

- (1) Bradley-Latimer Summer House. South side of SR 1411, 0.1 mile east of junction with US 76, down 0.2 mile drive. Built ca. 1855. Rare surviving example of unpretentious and commodious sound houses built by wealthy residents of Wilmington during mid-nineteenth century. Listed in National Register of Historic Places on July 20, 1987.
- (2) Mt. Lebanon Chapel and Cemetery. South side of SR 1411, 0.55 mile east of US 76. Oldest known surviving religious structure in county, built in 1835. Also significant for Greco-Gothic architecture and historical association with development of Greenville, Masonboro, and Wrightsville Sound regions of county. Listed in National Register on October 16, 1986.
- (3) (Former) Babies' Hospital. North side of junction of US 74 and US 76. Three-story brick structure with tiled roofed portico and decorative brickwork. First two stories built in 1927 after original hospital burned. Third floor added 1955-56. Hospital closed in 1978.
- (4) St. Andrew's On-The-Sound Episcopal Church. Northeast corner, junction of US 76 and SR 1411. Spanish-influenced church designed by notable Wilmington architect, Leslie Boney. Built in 1924.
- (5) Edgewater. 1101 Airlie Road. Two-story frame structure. Core of house believed to date from ca. 1835. Large irregularly-shaped front section with Federal Revival style entrance added about 1904, interior and further exterior changes made about 1955.
- (6) Pearsall House. 1205 Airlie Road. One and one-half story frame bungalow built in 1919 as summer home for Mrs. Melva Carr Pearsall.
- (7) Craft House. 1207 Airlie Road. Two and one-half story frame structure built in 1913 for Edward C. Craft, Sr.
- (8) (Former) Gray Gables Servants' Quarters. West side of SR 1411, 0.3 mile south of junction with US 74. Mid to late nineteenth century single story, two-room frame structure believed to have been servants' quarters for Charles Steadman's Gray Gables summer house. Restored in 1985. Also, property former site of restaurant created from one and one-half story frame summer house built in nineteenth century. Destroyed by fire in 1982.

Table 3.3.1, Continued

- (9) Weathers House. 1405 Airlie Road. Two-story frame house built ca. 1908-10. Said to have been disassembled and moved from the southwest corner of Third and Chestnut Streets, Wilmington, by C. M. Weathers in 1929.
- (10) Croom House. 307 Summer Rest Road. One and one-half story, frame Gothic Revival style cottage moved to current site ca. 1900 from Pembroke Jones estate. Extensive alterations made in 1942.
- (11) Cooper-Smith House. 311 Summer Rest Road. One and one-half story frame structure built as summer house for W. B. Cooper ca. 1890. Later converted for year-round use. Board and batten siding, shingled gable ends, and decorative bargeboards remain.
- (12) Cronly-Vezina House. 403 Summer Rest Road. Northwest corner of junction of SR 1417 and SR 1416. One and one-half story board and batten clad Gothic Revival summer cottage. New front porch and rear additions.
- (13) Cronly-Powell House. 407 Summer Rest Road. Late nineteenth century one-story board and batten late Victorian cottage. Extensive work ornaments front porch.

Source: North Carolina Department of Cultural Resources Division of Archives and History.

Directly across from the Galleria on Wrightsville Avenue there is an old wooden frame building, which was at one time a schoolhouse, but is uncertain whether this structure holds any historical or cultural significance to the area. Presently the building is in a state of considerable disrepair. The Town of Wrightsville Beach may want to determine whether there is sufficient public interest in further researching its background and even restoring the building.

#### 3.4 Areas With Resource Potential

Bradley Creek has been determined unsuitable for the harvesting of shellfish and has remained "closed" for many years. Currently the Division of Marine Fisheries is transplanting young shellfish from Bradley Creek beds to the cleaner waters of Wrightsville Sound where they can mature untainted for ultimate harvest. Bradley Creek has resource potential in that the area could continue to provide juvenile shellfish to grow and harvest from cleaner waters. The waters near the Wrightsville Beach bridge are likely too devoted to boat traffic and development to see a reversal in the historical closure to shellfishing in that area of the Intracoastal Waterway.

Waters of the Sound and Bradley Creek continue to offer opportunities for commercial and recreational fishing, boating and other water sports, and scenic natural vistas.

The large tract of land north of Eastwood Road and other undeveloped tracts of land could have forestry and/or

agricultural resource potential. There are no known mineral resources in the Wrightsville Sound area.

### 3.5 Capacity of Community Facilities

In this section, the design capacity and level of utilization of existing community facilities are examined and analyzed to see if existing and future demands can be met.

#### 3.5.1 Water Supply System

The hydrogeology of New Hanover County was described in Section 3.2.4 above. Presently, the Town of Wrightsville Beach, Cape Fear Utilities Company, and private individual wells provide service to the Wrightsville Sound area. The City of Wilmington has a water line running along Eastwood Road, but its service at this time is limited to Landfall. Cape Fear Utilities Company's wells are located to the west of Wrightsville Sound and the 8-inch water line serves the central portion of the study area. The Wrightsville Beach well (on Allens Lane) and water mains serve the Town's satellite annexation properties.

The Town's distribution system in the Wrightsville Sound area connects the Town's mainland water treatment facility and supply well located on Allen's Lane with the twelve (12) tracts of land annexed by satellite procedures. The distribution system consists of 12-inch, 10-inch and 8-inch mains with fire hydrants and valving required to serve the existing annexed tracts.

A 14-inch subaqueous waterline connection beneath the Intracoastal Waterway gives the Town flexibility of utilizing its eight (8) water supply wells and combined elevated and ground

storage of 1.5 million gallons east of the Waterway to keep its water supply needs within its total jurisdiction.

The Town's overall peak day supply capability is estimated at 1,519,200 GPD. The Town's most recent past peak usage was 1,554,000 GPD. Thus, there is inadequate reserve capacity for future growth at this time. However, in order to provide additional capacity and a better balanced system to back up the mainland ground storage, the Town is soon planning construction of a 0.5 MGD elevated storage tank at its water treatment site on Allen's Lane, and an additional well site on the mainland is presently under development.

Thus, the water supply to Wrightsville Sound is deemed adequate at present, with Cape Fear Utilities and individual private wells providing water to most of the area's homes and businesses. If, however, growth proceeds at a rapid pace and/or the groundwater aquifer is troubled by salt water intrusion, the water supply could become a constraint to future development. Also, in the near future it could become more practical and efficient to have one single, consolidated supplier of water to the Wrightsville Sound area.

### 3.5.2 Wastewater Disposal

The Wrightsville Sound area has historically used septic tanks as its primary means of wastewater disposal. New Hanover County is in the process of installing a county-wide sewer system, with Phase I for the area including Wrightsville Sound now installed and scheduled to be operating in 1989. This central sewer system will reduce the risks of groundwater

pollution from septic tank effluents. The County sewer system will accommodate Wrightsville Sound's current sewage-disposal demands, and is expected to have the capacity to handle the area's future needs as well.

### 3.5.3 Streets and Roads

The present transportation routes in the Wrightsville Sound area are fairly numerous. Three (3) major thoroughfares pass through the area (US 74, US 76 and Military Cutoff Road) and several "side streets" cross through the central portions of the area (Stokely Road and Allens Lane). Traffic routing can seem somewhat confusing at intersections, especially where the major thoroughfares converge and diverge.

The use of these roadways frequently exceeds their capacity. As mentioned in Section 1.1.3, traffic congestion is often a major problem in the Wrightsville Sound area, particularly during the summer months. Average daily traffic counts for points within the Wrightsville Sound area are shown on Map 1.3.2.1 (attached). Table 1.3.2.1 lists traffic counts on the Wrightsville Beach Bridge throughout the year. During summer peak days, such as Saturdays in July, an average of 37,727 vehicles can cross the AIWW bridge. Traffic often backs up Eastwood Road to or past Lion's Gate, especially if the draw bridge goes up to allow boat passage.

Increasingly heavy traffic along Airlie Road is frequently slowed by the growing number of bicyclists riding in the road and/or along its shoulder, presenting a serious safety concern. The possibility of a bike path (see Sections 4.4.1 and 7) would

alleviate much of this problem. The narrow width of Airlie Road and lack of space for parking places a limit on the extent of development which can occur along the northern portion of the road adjacent to the AIWW. Limited land area, wetlands, trees, and residential homes prevent the widening of this part of Airlie Road. Large trees may also impede the construction of a bike path along Airlie Road (see Section 4.4.1).

Not all portions of the study area, particularly the interior of Airlie Road neighborhood, are accessible by roadways, be they paved or unpaved. This may tend to slow development of vacant undeveloped residential areas.

Further study of traffic and roadway issues is warranted.

#### 3.5.4 Solid Waste Disposal

There is no County trash collection system in the unincorporated County segment of Wrightsville Sound. Private waste collection services are contracted to remove solid waste from homes and businesses. This arrangement is presently adequate and will probably continue. The collected solid waste is disposed of in the County incinerator facility or, if the unit is down for repairs, in the County Landfill. These facilities are deemed adequate for current and near term future needs. However, the Town of Wrightsville Beach recommends having one provider of this service in the area; the County.

The Town of Wrightsville Beach collects solid waste from those properties at Wrightsville Sound under its purview. Solid waste is disposed of in the Town's incinerator facility or is

transported to the County facility or landfill during peak seasonal period, if necessary.

### 3.5.5 Educational Facilities and Services

Basic public education services are provided by the New Hanover County School System. Wrightsville Sound grammar school children attend the new Bradley Creek Elementary School, which opened in 1986. Junior high school age students attend the Noble, M.C.S. School, which has a capacity of 630 students and an enrollment (1985-1986) of 693. Senior high school students from the Wrightsville Sound area attend the Emsley A. Laney High School. Here, capacity (1,080 students), is also exceeded by enrollment (1,222 students in 1985-1986).

As growth continues in the eastern and northeastern portions of New Hanover County, additional schools or expansion of existing facilities will probably be required.

Other educational services in addition to and beyond the public school system include several private schools (primary, secondary, and special education), the University of North Carolina at Wilmington, and Cape Fear Community College.

### 3.5.6 Fire Protection Services

New Hanover County has developed a Fire Service District for its unincorporated areas, funded by a separate property tax and based on the premise that the greater financial stability will improve efficiency and insurance ratings (now at "9") by facilitating the purchase of new equipment. There are eight (8) volunteer fire departments serving the unincorporated areas. The Wrightsville Sound area lies within the Seagate Fire District

(and would receive assistance from the Ogden Fire District as well, if necessary). The Seagate Fire District is staffed with 23 volunteers, and is equipped with three (3) pumpers, one (1) tanker, and two (2) other vehicles.

Wrightsville Beach's Municipal Fire Department services the Town's satellite annexation areas at Wrightsville Sound. The Wrightsville Beach Fire Department is staffed with five (5) full time employees and many (25) volunteers, and it operates three (3) pumpers. This level of service is adequate to meet the Town's needs year round.

Fire protection services in the Wrightsville Sound area are adequate at present. Mutual assistance agreements between New Hanover County, the Seagate Fire District, and the Town of Wrightsville Beach exist to help insure adequate services in extreme situations.

#### 3.5.7 Police Protection

The New Hanover County Sheriffs Department within the unincorporated areas of the County is divided into twelve (12) sectors. Each sector is patrolled by the sheriff's deputies, with a total of 52 marked and unmarked vehicles. County law enforcement is generally considered adequate in the Wrightsville Sound area.

The Wrightsville Beach Police Department is staffed with 19 full time officers and five (5) part time auxiliary officers. Its size is considered adequate to serve the Town and its satellites in the Wrightsville Sound area year round.

The Ogden/New Hanover Rescue Squad provides medical emergency services to Wrightsville Sound. Their equipment includes eight (8) ambulances, four (4) boats, two (2) 4-wheel drive utility vehicles, and two (2) crash/rescue vehicles.

In the future it would be more efficient to have one fire department and one law enforcement department serving the area. This would reduce confusion and complexity, and increase efficiency.

### 3.5.8 Recreational Facilities

There are no public parks or recreational facilities per se in the Wrightsville Sound area (except for the month of April, when Airlie Gardens opens to the public for a fee). There is no public boat access to the Intracoastal Waterway or Bradley Creek. While there is some citizen demand for various recreational facilities as gleaned from the citizen survey effort (see Section 6.2 and Appendix A-4), available space for such does not exist at this time in the study area, as suitable lands are privately owned. New Hanover County has, however, identified sites in the vicinity of Wrightsville Sound now privately owned but which could potentially be acquired and directed towards public access to the area's waterways. Proximate to but outside the study area, they are Riptide Drive, Old Military Road and Circular Drive at Bradley Creek and, within the Wrightsville Sound area, a 10-foot right of way at the end of Allens Lane.

## SECTION 4: ESTIMATED FUTURE DEMAND AND CARRYING CAPACITY

### 4.1 Population Projections

As described in Section 1.3 above, the population in unincorporated New Hanover County had been steadily increasing at about 1.7 percent per year through 1980. Applying this rate to the Wrightsville Sound area, the 1988 population of Wrightsville Sound would be estimated to be 821 persons. Including the three recent multifamily developments in the area and allowing an average of 2.7 persons per each of the 273 units, the 1988 population within Wrightsville Sound is estimated to be 1,558 persons.

The trend in the Wrightsville Sound area is towards continued population growth. Extrapolating the 1.73 percent per year rate of increase forward to the future, the population of the Wrightsville Sound area will be an estimated 1,587 persons in 1990, 1,746 persons in the year 2000, and 1,935 persons in 2010. (See Table 4.1). These estimates do not account for any further multifamily housing developments, for which one may add approximately 2.7 persons per unit.

The seasonal population component of Wrightsville Sound will become more prominent if future hotel and/or condominium development occurs.

### 4.2 Local Objectives Concerning Growth and Development

A key objective evident from the results of the citizen survey questionnaire (see Section 6.2) is the strong desire to

TABLE 4.1

POPULATION ESTIMATES FOR THE  
WRIGHTSVILLE SOUND AREA

<u>YEAR</u>	<u>POPULATION</u>
1988	1,558
1990	1,587
2000	1,746
2010	1,935

limit the extent of future commercial and residential development in and to maintain the soundfront village character of the Wrightsville Sound area. The survey results indicate that most of the residents of Wrightsville Beach and Wrightsville Sound would prefer the area to be a low to medium density residential area with commercial development limited to nodes located along the major thoroughfares with a moderate amount of open space.

With prudent, diligent planning, growth and development can continue in the Wrightsville Sound area at an acceptable pace and to a reasonable extent, while preserving the character of the area. However, this goal will not be realized without a more concerted effort on the part of the applicable governmental entities involved to cooperate on matters of land use and zoning.

#### 4.3 Future Land Use Needs

There are presently numerous vacant lots available and numerous tracts of undeveloped property in the Wrightsville Sound area, primarily west of Summer Rest Road and within the interior of the Airlie Road area. These tracts of land will allow for continued residential growth. There is ample land currently zoned for commercial development to allow for business growth to the extent acceptable to the Wrightsville Sound community.

#### 4.4 Community Facilities Needs

##### 4.4.1 Recreational Facilities

There is some desire to have public recreational facilities within the Wrightsville Sound area, particularly a bike-jogging path along Airlie Road, parks, and boat access to Bradley Creek and the Intracoastal Waterway. No such facilities exist at present. A primary obstacle to providing public recreational facilities is that suitable lands for such developments are privately owned. The many large trees along Airlie Road might impede development of a bike path along Airlie Road, although it may be possible to develop a path that would "snake around" the trees. (See Policy 8 and 9 in Section 7). The City of Wilmington has a Bicycle Advisory Committee, and Airlie Road has been designated by the County as a bicycle route.

##### 4.4.2 Streets, Roads and Parking

The streets, roads, and parking areas of the Wrightsville Sound area are frequently congested, overcrowded, and confusing. (See Sections 1.1.3 and 3.5.3 for further discussion and specific problems). The area would benefit from an evaluation of the traffic problems with recommendations for improvements. Such recommendations are found in the policies implementation section of this plan to follow (see Section 7). The Wilmington Transportation Improvement Plan should be reviewed, and the County, Wilmington, and Wrightsville Beach should hold mutual consultation on this issue.

#### 4.4.3 Community Water Supply

The Wrightsville Sound area would benefit from having a single provider of water. Presently, the Town of Wrightsville Beach supplies its satellite annexations areas, Cape Fear Utilities serves some central properties, and private individual wells provide water to the remainder of the community. A community water supply, with sufficient well and above ground storage tank capacity, would insure potable water for everyone and an adequate source for fire protection needs. A future interconnection to the City of Wilmington water system has some potential due to the presence of a large trunk main serving the Landfall Development along the northern boundary of the planning area.

#### 4.4.4 Drainage

The report entitled Water, Sewer and Storm Drainage Requirements, Town of Wrightsville Beach, NC, December 1987 which is included in the 1988 Annexation Feasibility Study, Wrightsville Sound Area indicates that certain drainage improvements are needed in the Wrightsville Sound area. One of the key problems is a drainage restriction at the Plaza East Shopping Center/Highways 74/76 intersection. Recent flooding in the area due to heavy rains has been severe. A master drainage plan for the area is recommended as the first step towards a finite resolution of the problem. (See Section 7, Policy No. 18).

## SECTION 5: LOCAL POLICY ON LAND USE ISSUES<sup>1./</sup>

### 5.1 Resource Protection

#### 5.1.1 Constraints to Development

Within the planning area of Wrightsville Sound, Areas of Environmental Concern (AEC) present a major constraint to development. These AEC's are Coastal Wetlands, Estuarine Waters, Estuarine Shorelines, and Public Trust Waters. There are no other Areas of Environmental Concern within the planning area as currently defined by the Coastal Resources Commission.

Other constraints include those imposed by storm vulnerability and environmental protection regulations. Included in this latter category are new State regulations relative to stormwater runoff and drainage. The following paragraphs elaborate on these constraints.

#### 5.1.2 Specific Local Resource Development Issues Relative to AEC's

The Coastal Wetlands AEC is discussed within the Fragile Areas section of this report (see Section 3.3). Only limited use of the Coastal Wetlands should occur. The Town believes appropriate uses such as piers and boat docks are reasonable, uses within coastal wetlands. Although the total acreage of wetlands in the planning area is not great when compared to the

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<sup>1./</sup> Note: Important policy statements contained in this section are highlighted by being underlined. Please refer to Section 7.2 for a recapitulation of policy statements.

total acreage of wetlands in coastal North Carolina, the area does benefit from these wetlands. These areas contribute greatly as nurseries for fish and shellfish. In addition, these areas contribute greatly to the scenic beauty of the Wrightsville Sound area. New Hanover County has classified these areas as conservation areas and will protect these areas in the local zoning ordinance. Town and County officials also believe that the State of North Carolina has a responsibility to protect these areas.

The Estuarine Waters AEC is also discussed in detail in the Fragile Areas section of this report (Section 3.3). These waters are extremely important to the Wrightsville Sound area. These waters provide recreation, commercial and sport fishing, and scenic beauty. The Town believes that the only appropriate uses of estuarine waters are piers, boat docks, boat housing, marinas, sports fishing, commercial fishing, and recreation. It also believes that Town, state and federal protection of these waters are needed. The Town protects these waters through zoning, as reflected in the above statement, the State protects the water quality and the federal government keeps the channels worked and navigable.

The Town also has Estuarine Shoreline AEC'S. Within this area, water related activities such as docks, boat houses, marinas, bathing facilities, commercial and residential development consistent with AEC regulations are appropriate.

Public Trust Areas are those areas seaward of the high water mark of high tide. Also included in this AEC are all navigable

natural bodies of waters including Bradley Creek and the Atlantic Intracoastal Waterway and its adjacent sound areas. The area's entire local economy rests in part on the protection of these areas from inappropriate development on the land and in the Estuarine Waters and Estuarine Shoreline AEC's. Town, county, state and federal protection is necessary for the protection of Public Trust Areas.

It is the Town's policy not to allow the development of AEC's in a manner which is inconsistent with the Coastal Area Management Act (CAMA). While CAMA does not permit development that is more intensive than that allowed by minimal use and performance standards for each AEC, it is permissible for local governments to develop standards more restrictive than the CAMA use and performance standards. The Town of Wrightsville Beach has, as yet, not elected to exercise this option with respect to the AEC's within the Wrightsville Sound area. Thus, implementation of these policies is accomplished through existing county, state state and federal regulations and the Town's zoning and subdivision ordinances which are consistent therewith. The Town has adopted a policy to work with New Hanover County to further protect these AEC's, as described in Section 7. Where each AEC provides its own unique constraint to development, environmental protection regulations impose additional constraints. Newly promulgated regulations governing stormwater runoff may preclude certain types of development within certain areas (see Section 5.1.5 following).

### 5.1.3 Hurricane and Flood Evacuation Plans

The Town and New Hanover County both have hurricane and flood evacuation plans, within Storm Hazard Mitigation and Post Disaster Reconstruction Plans (see Section 2.1.4 above for details). It is the Town's policy to work closely with New Hanover County to coordinate these two plans with respect to the Wrightsville Sound area. As an outgrowth of these plans, the following policies were developed.

(1) The County shall continue to discourage high-intensity uses and large structures from being constructed within the 100 year floodplain, erosion-prone areas, and other locations susceptible to hurricane and flooding hazards.

(2) The County shall consider purchasing parcels located in hazard areas or rendered unbuildable by storms or other events, for the purpose of public water access.

(3) The County Board of Commissioners, after a hurricane strikes, shall be established as the recovery task force.

(4) In the event of a hurricane, the County Board of Commissioners may declare a moratorium up to 180 days on the acceptance of any request for rezoning other than for rezoning to a less intense use, unless that rezoning request is initiated by the County.

(5) In the event of extensive hurricane damage to public utilities requiring replacement or relocation of these utilities, efforts shall be made to locate damaged utilities

away from hurricane hazard areas or to strengthen their construction.

(6) Priority shall be given to those repairs that will restore service to as many persons as soon as possible.

(7) The Board of Commissioners may request that a new assessment of hazard areas be performed, depending on the extent of flooding and the changes to shoreline and inlets caused by the hurricane.

(8) The Board of Commissioners may declare a moratorium up to 180 days on the permitting of any new construction, including new utility hook-ups, or redevelopment construction that would increase the intensity of the land uses existing before the hurricane.

These latter plans and policies as they apply to the Wrightsville Sound area are directly applicable and are incorporated into this plan by reference. They will, however, require the closer coordination with the Town of Wrightsville Beach particularly with respect to the satellite annexation areas.

Also, as described above, the major destructive forces in a hurricane or other severe coastal storm are high winds, flooding, waves, and erosion. Each of these factors presents specific additional considerations for storm hazard mitigation in the Wrightsville Sound area.

- Mobile homes are particularly vulnerable to destruction by high winds and tornadoes generated by hurricanes. The high number of trailer homes in the study area increases the

potential for extensive damage and flying metal debris. The State of North Carolina has regulations and building codes specifically for mobile homes which include special requirements for those in hurricane prone areas. These regulations should be enforced in the Wrightsville Sound area. Code compliance inspections should be conducted for the mobile home parks in the area.

- Fallen trees and limbs along Airlie Road and Summer Rest Road could pose a threat to waterfront residents and business persons evacuating to higher ground via these routes. Special consideration needs to be given to cleanup in this area.
- Waterfront flooding along Airlie Road and Summer Rest Road could hinder soundfront evacuation. These areas should be evacuated early on in the Hurricane Warning period.
- Inland flooding and ponded waters could affect all evacuation routes.
- Boats, loose pilings, ramps, or floating docks, etc., in the Intracoastal Waterway could be hurled up onto the mainland by waves, wind, and storm surge. All boats and non- attached docking facilities should be secured or removed from the water hazard area upon warning/serious threat of severe storm conditions.
- Erosion of the shoreline in Wrightsville Sound could adversely impact the estuarine AEC's. Efforts should be made to preserve these areas. This includes enforcement of laws and regulations protecting these wetland areas.

(Efforts to control shoreline erosion along Wrightsville Sound need not be limited to vertically-built bulkheads; planting marsh grass or placing rip rap in erosion prone areas are environmentally sound and less expensive alternatives).

- Traffic crossing over the Intracoastal Waterway bridge from Wrightsville Beach will affect the efficiency and expediency of a sound side evacuation if called for. An estimated 5,040 plus vehicles would cross the four-lane bridge over onto the mainland/US74-US76 during an island evacuation (New Hanover County 1984 Report F). Cooperation and coordination with the Town of Wrightsville Beach should be sought. Specifically, traffic control at vital outlet intersections (Summer Rest Road and 74/76, for example), and areas where traffic is typically a problem should be provided to insure sound side evacuees have the chance to get out.

#### 5.1.4 Protection of Potable Water Supply

The Town of Wrightsville Beach relies on groundwater for its potable water supply. When groundwater resources are used extensively, it is possible to use more water than the aquifer can replenish through infiltration. Without sufficient recharge of the groundwater, wells can go dry or saltwater from the ocean or estuaries can be pulled into the aquifer. Salt-contaminated water cannot be used for drinking, posing a serious problem.

For this reason, the NC Environmental Management Commission has the authority to designate "capacity use areas" -- aquifers where withdrawals must be regulated in order to prevent the groundwater from being overused. (At present, the Wrightsville Sound area has not be designated as a capacity use area). Thus, for potable water supply protection the Town must in large measure rely on the advise and regulatory authority of state agencies to insure protection. It is the policy of the Town of Wrightsville Beach to work closely with the State Regulatory Agencies to protect the integrity of the potable water supply.

#### 5.1.5 Stormwater Runoff/Drainage

The N. C. Environmental Management Commission (NCEMC) adopted regulations to control stormwater runoff on November 12, 1987. The regulations have an effective date of January 1, 1988. The regulations impose certain constraints on development in the 20 coastal counties of North Carolina with special emphasis on controls on development proximate to estuarine waters classified SA (for shellfishing). One such body of water, behind Masonboro Island adjacent to Wrightsville Beach, has been nominated to the category of Outstanding Resource Waters. Following is a summary of the regulations.

Stormwater control measures are required on any development activities in the area of jurisdiction which require a CAMA major development permit or a sedimentation/erosion control plan with the following exceptions:

- (1) The project site is one acre or less;

- (2) The project site drains to SA waters or unnamed tributaries to SA waters and has a built upon area of 25 percent or less;
- (3) The project site drains to waters other than SA and has built upon area of 30 percent or less;
- (4) The runoff from the project site is controlled through an off-site stormwater system meeting certain provisions of the proposed regulations and permitted;
- (5) The project has (boat ramps), public roads and public bridges which minimize impervious surfaces, divert stormwater away from surface water as much as possible and employ other best management practices to minimize water quality impacts; or
- (6) The Director of NCDEM certifies that the site is situated such that water quality standards and uses are not threatened regardless of the type and degree of development.

For size and design of stormwater systems, all impervious and pervious surface waters draining into the system must be taken into account. Standard (non-innovative) stormwater control measures which can be approved according to the proposed regulations include:

- (1) Stormwater infiltration devices including infiltration basins/ponds and swales;
- (2) Wet detention ponds.

For projects draining to Class SA waters, the following design criteria must be observed:

- (1) Direct outlet channels or pipes to SA waters are prohibited unless otherwise permitted in accordance with the regulations.
- (2) Infiltration control systems must be designed to control the runoff from all impervious surfaces generated by one and one-half (1.5) inches of rainfall. The size of the system must take into account the runoff from all pervious and impervious surfaces draining to the system.
- (3) Runoff in excess of the design volume must flow overland through a vegetative buffer with a minimum length of 50 feet measured from the mean high water line of SA waters.

For projects not draining to Class SA waters, the following design criteria are to be used:

- (1) Infiltration control systems must be designed to control the runoff from all impervious surfaces generated by one (1) inch of rainfall. The size of the system must take into account the runoff from all pervious and impervious surfaces draining to the system.
- (2) As a design alternative, wet detention ponds may be designed for 85 percent removal of total suspended solids.
- (3) Additional control measures may be required on a case-by-case basis to protect sensitive waters or specific water uses.

Infiltration systems may be designed to provide infiltration of the entire design rainfall volume required for a site or a

series of successive systems may be utilized. Infiltration may also be used to pretreat runoff to wet detention ponds. A wet detention pond can be used as a primary treatment device or as a secondary device following an infiltration system. Wet detention ponds must be designed for a specific pollutant removal according to modeling techniques approved by the Director of NCDEM. Vegetative buffers can be used as a non-structural method for providing additional infiltration, filtering of pollutants and minimizing stormwater impacts.

The regulations allow for the application of innovative measures for controlling stormwater which are not well established through actual experience. Such measures may be approved on a demonstration basis under the following conditions:

- (1) There is a reasonable expectation that the control measures will be successful;
- (2) The projects are not located near sensitive waters;
- (3) Monitoring requirements are included to verify the performance of the control measures; and
- (4) Alternatives are available if the control measures fail.

It is the Town of Wrightsville Beach's policy to support the intent of the NCEMC stormwater control regulation to protect water quality and the integrity of shellfishing waters.

Properties within the Town of Wrightsville Beach are subject to 100 percent retention of all stormwater runoff for up to 4 inches of rain water in a 24 hour period.

#### 5.1.6 Marinas

The NC Division of Coastal Management recently adopted new regulations governing the placement of marinas.<sup>1./</sup> This regulation defines marinas as any publicly or privately owned dock, basin, or wet boat storage facility constructed to accommodate more than 10 boats and providing any of several customary services such as permanent or transient docking spaces, dry storage, fueling facilities, haulout facilities and repair service. Boat ramp facilities allowing access only, temporary docking and none of the aforementioned services are excluded. Existing facilities slated for expansion must also comply with the new regulations.

The regulations govern siting of new marinas and encourage placement in non-wetland areas, in deep waters where dredging is not required or in upland areas and not in or adjacent to areas documented as having natural shellfish beds. Dry storage marinas are encouraged where feasible. The regulations define certain design criteria to promote flushing minimization of adverse effects on navigation and public use of waters, and provisions for future maintenance dredging (spoil areas).

In addition to new rules adopted by NCDCM, the US Environmental Protection agency and representatives of five southeastern states, including North Carolina, have agreed on specific steps to reduce marina-shellfish conflicts in coastal waters.

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1./ Use Standards (for marinas) 15 NCAC 7H 0.208.

The new steps will allow early and more formal data gathering on the presence of oysters and clams at sites being considered for marinas. Decision makers should be able to uphold the EPA's anti-degradation policy. Coastal developers will benefit from the changes in information gathering, because they will know ahead of time where marina-siting problems are going to occur.

The anti-degradation policy, based on the federal Clean Water Act, calls for keeping shellfish harvesting waters open to harvesting. This policy arose from controversies in South Carolina over the last three years and has now been made known nationwide.

To ensure uniformity in the policy's application, the agreement, endorsed by officials from Alabama, Florida, Georgia and the two Carolinas, contains the following provisions:

- Because of the difference between shellfish resources in the various states, "no rigid criteria" is appropriate.
- The understanding is firm that water quality and existing uses have to be maintained.
- The phrase "existing uses" means the growing of harvestable oysters, clams and mussels - regardless of whether or not they are actually being harvested by humans.
- The agency in each state responsible for managing shellfish will determine the extent of the oysters, clams and mussels in any proposed development site.
- The resource agency will then make recommendations formally and publicly to the agency responsible for maintaining water quality and existing uses.

It is the policy of the Town of Wrightsville Beach to encourage the developers of marinas in the Wrightsville Sound area to abide by the NCDCM regulations and the associated anti-degradation policies now in effect relative to marina siting and development. Expansion of existing marinas will be considered although new marina development in the Wrightsville Sound area will be discouraged.

## 5.2 Resource Production and Management

### 5.2.1 General

Agriculture, forestry and mining resource production and management policies are not pertinent issues in the planning area because these activities do not occur within the Wrightsville Sound area. Because of the nature of the geography of the area, these activities will not occur in the future. However, fisheries and recreational resources are of particular interest to the area.

Recreation is one of the basic reasons why the Wrightsville Sound area has developed as it has. Its proximity and easy access to the beach, combined with its charm and beautiful soundside view provide recreational benefits to both day visitors and permanent residents. It is the Town's policy to continue to encourage use of these recreational resources. Because tourism is so important to the local economy, the alternative of discouraging uses of these recreational resources is considered inappropriate.

### 5.2.2 Commercial, Sports and Recreational Fisheries Including Nursery Areas

Commercial, sports and recreational fishing is consistent with the recreational resources of the Wrightsville Sound area. Limited commercial fishing activities do occur in the area. Some limited commercial seafood processing also occurs along Airlie Road. However, because of odors associated with commercial fisheries processing operations such as fish houses, shucking houses, etc., and the potential for conflicts, commercial seafood processing operations do not fit well into the local economy. For this reason, the Town does not encourage the development of any additional local seafood processing facilities. Furthermore, docking facilities for commercial fishing vessels along the AIWW are limited. Most of the available space within this area is utilized for recreational boating. The Town supports the protection of waters adjacent to the Wrightsville Sound area for the benefit of both commercial and recreational fishermen. Therefore, it is the policy of the Town of Wrightsville Beach to support the prudent development of commercial, sports and recreational fishing in area waters with the caveat that this policy excludes the development of additional seafood processing facilities within the Wrightsville Sound area.

Related to the protection of fisheries resources is the issue of the protection of primary nursery areas. Such protection is normally the joint purview of NCDWM and the NC Division of Marine Fisheries bolstered by local support for such protection. Basically current State regulations prohibit any manipulations

(including dredging, filling, etc.) of primary nursery areas, thereby insuring a high level of protection. Thus, the Town of Wrightsville Beach supports the efforts of these state agencies to preserve the integrity of primary nursery areas for fisheries production.

### 5.2.3 Sound and Estuarine Islands

There are numerous undeveloped low lying spoil or marsh islands located adjacent to the Intracoastal Waterway within the Town's one mile extraterritorial jurisdiction. It is the policy of the Town of Wrightsville Beach to discourage any and all development of these islands by private interests and to encourage the preservation of the areas as wildlife sanctuaries and conservation areas.

## 5.3 Economic and Community Development

### 5.3.1 Local Commitment to Provide Municipal Services to Development

The Town of Wrightsville Beach is committed to providing municipal level services to future development within the Wrightsville Sound area which is within its municipal jurisdiction. Future voluntary annexation requests will be entertained on a case-by-case basis. The Town has adopted service and extension policies with provisions for developer cost sharing and/or installation and dedication for Town operation and maintenance.

### 5.3.2 Urban Growth Patterns/Types Desired

Based on the desires of the local populace as gleaned from the results of the citizens survey questionnaire and from public input received at the public meetings held during the development of this plan, the apparent preferred future development pattern for the Wrightsville Sound area is one of a low to medium density residential area with appropriate commercial development limited to specific nodes located along the major thoroughfares along with a moderate amount of open space. Industrial development is considered undesirable. It is the policy of the Town of Wrightsville Beach to consider in earnest the desires of the local residents of the Town and the Wrightsville Sound area when making future applicable land use and zoning decisions affecting the area.

### 5.3.3 Redevelopment of Developed Areas

In view of the relative youth of the Wrightsville Sound area as compared to other developed areas of New Hanover County, there are currently no developed areas slated for or in dire need of redevelopment. However, as development continues to occur and land values rise, redevelopment of areas now occupied by mobile homes may give way towards more permanent structures associated with high quality residential or commercial development, consistent with the policies developed in this plan.

### 5.3.4 Commitment to State and Federal Programs

The Town of Wrightsville Beach is interested in greater participation in federal and state programs, including highway environmental protection and recreation programs as appropriate.

The N. C. Coastal Area Management Act (CAMA) includes a Beach and Shoreline Access Program, and North Carolina has the Governor's Coastal Initiative Program, both of which have funds available for promoting wise recreational use of these resources. The North Carolina Wildlife Resource Commission may provide public boat access to waterways upon purchasing waterfront property for conservation and study. The N.C. Department of Transportation has a bike way program which may apply to Airlie Road. The Town should endeavor to be aware of and receptive to such programs which may benefit the Wrightsville Sound area.

#### 5.3.5 Assistance to Channel Maintenance Projects

The Town is interested in and supports appropriate channel maintenance projects for the area. It is the Town's policy to continue to support channel maintenance projects by providing spoil areas or easements for dredge pipelines, etc.

#### 5.3.6 Tourist Access to the Sound

Promotion of tourism is a key factor in the area's economy. While many tourists are day visitors, some rent motel rooms in the area. Sound access has been a continual issue within the planning area. However, given the limited land area within the Wrightsville Sound area and the relatively high cost of land, finding suitable sites for public parking to complement possible future estuarine water access points will be most difficult. The citizen survey questionnaire returns indicate support for providing more public access to the sound. Thus, it is the Town's policy to work cooperatively with New Hanover County to

explore the possibilities and potential for more public access to the estuarine waters of Wrightsville Sound. To this end, the State of North Carolina sponsors the CAMA Beach and Estuarine Waters Access Program which presently has funds for land acquisition. Also, the Town of Wrightsville Beach supports the Governor's Coastal Initiative, whereby State funds are granted to local governments for certain such projects. The objectives of the Coastal Initiative are to (a) increase protection of ecologically and environmentally sensitive areas; (b) promote the marine waterways system; (c) stimulate waterfront investment in existing Towns to protect natural areas and draw development away from them.

#### 5.3.7 Offshore Oil and Gas Exploration

The offshore production of gas and oil could provide some national economic benefit through increased energy sources. However, the additional burden which would be placed on local government to support the needs of this industrial activity, and the environmental and economic (tourism) impacts of a possible oil spill, indicate that offshore production would carry more risks than benefits.

The Town of Wrightsville Beach is presently reviewing a policy which opposes Outer Continental Shelf Energy Siting and related facilities along the North Carolina coast.

#### 5.3.8 Future Land Use Classification System

A land classification system has been developed as a means of assisting in the implementation of policies adopted as a part of this plan. By delineating land classes on a map, local

government officials and private citizens can locate those areas where certain policies (local, state and federal) are applicable. The land classification map for the Wrightsville Sound area is shown on Map 5.3.7.1.

The Coastal Area Management Act requires that lands within the jurisdiction of a local government be classified as either Developed, Transition, Community, Rural or Conservation. While these general classifications tend to fit almost all common circumstances, sometimes, as is the case with the Wrightsville Sound area, a new classification needs to be created to better fit the real world situation pertaining in the area. Thus, for the area of concern, the following classes are applicable: Developed, Transition, Community/Resource Preservation and Conservation. The definitions of each of these are as follows:

- (1) Developed - Areas which provide for continued development or redevelopment of urban land uses and higher intensity land uses which require traditional urban services such as public water, sewer, recreational facilities, police and fire protection. Densities in these areas exceed 10 families per acre.
- (2) Transition - Areas which provide for existing and future urban development on lands which are most suitable and that can be provided with the necessary urban services to support urban development. These areas are primarily located adjacent to major thoroughfares with a maximum allowed density range of between 5 to 10 families per

acre. Provisions for further appropriate commercial development are also implicit in this classification.

- (3) Community/Resource Preservation - Areas which provide for development or redevelopment of low density residential uses which are a part of important natural, historic, scenic, wildlife, and recreational resources. These areas are primarily located adjacent to minor collector and thoroughfare roads with a maximum allowed density of 2.5 families per acre. Commercial development is strongly discouraged in these areas.

- (4) Conservation: Lands which provide for effective long-term management of significant or irreplaceable resources. These areas may have natural, cultural, recreational, productive or scenic values. Required by the Coastal Resource Commission to be included in the conservation classification are "major wetlands; essentially undeveloped shorelands that are unique, fragile, or hazardous for development; necessary wildlife habitat or areas that have a high probability for providing necessary habitat conditions; publicly owned water supply watersheds and aquifers; and forest lands that are undeveloped and will remain undeveloped for commercial purposes."

Lands in the developed class are already developed to urban densities and are provided the full range of urban services and infrastructure.

Lands classified transition may include: (1) lands currently having urban services, and (2) other lands necessary to accommodate the urban population and economic growth anticipated within the planning jurisdiction over the ensuing ten year period.

Lands classified transition to help meet the demand for development, anticipated population, and economic growth must: (1) be served or be readily served by public water, sewer, and other urban services including public streets, and (2) be generally free of severe physical limitations for urban development. In addition, the transition class should not include: (1) lands of high potential for agriculture, forestry, or mineral extraction, or land falling within extensive rural areas being managed commercially for these uses, when other lands are available; (2) lands where urban development might result in major or irreversible damage to important environmental, scientific, or scenic values; or (3) land where urban development might result in damage to natural systems or processes of more than local concern. Lands where development will result in undue risk to life or property from natural hazards or existing land uses shall not be classified transition.

The area within the transition class is where detailed local land use and public investment planning must occur in the Wrightsville Sound area. State and federal expenditures on projects associated with urban development (water, sewer, urban street systems, etc.) will be guided to these areas. Based on utility service availability and current growth trends, the area

along the major thoroughfares are classified as transition. Appropriate uses are those uses allowed by the County and Town zoning ordinances. The County has a Special Highway Overlay District (SHOD) which requires additional setbacks, landscaping, and signage controls. The SHOD is presently applied to Eastwood Road. Land in transitional class should be designated as residential, commercial, office or institutional, or as open space or for community facilities. An ordinance held by New Hanover County places stringent requirements for buffering and setbacks between commercial and residential uses.

Land uses such as power plants and chemical storage facilities, which are either hazardous or non-conforming to the character of Wrightsville Sound, should not be considered for the area.

The Community/Resource Preservation class has been created to give special consideration to the unique low density soundfront residential area at Wrightsville Sound. This class reflects a low density character with ample greenspace and no further commercial development. The County has classified the area as resource protection or conservation. Within the Wrightsville Sound area, major wetlands, the estuarine shoreline, and high hazard flood areas, are designated as conservation. However, some development is allowed within the conservation land area consistent with CAMA Guidelines and regulations. Small docks and piers or raised boardwalks which would not threaten water quality or the estuarine ecosystem may be permitted in the estuarine AEC conservation areas. The County also has Conservation Overlay

District (COD) restrictions and requirements for development in the waterfront area. Development within the 100-year floodplain must follow strict county regulations.

## SECTION 6: PUBLIC PARTICIPATION

### 6.1 Description of Methods Used for Public Education on Public Issues

Continuing public participation was a key element in the development of this plan. Specific methods used to educate the public on planning issues and to receive public input included the wide distribution of a citizen survey questionnaire early in the planning process along with the holding of two (2) well advertised public meetings. Both of these meetings were structured as joint meetings of the Town Board of Aldermen and the Planning Board. Also, the local press gave good coverage of key policy issues during the planning process thereby educating other segments of the public who did not attend the public meetings.

Public education on planning issues will continue by providing several copies of this document at the Town Hall and the County Planning Department for public use and continual discussions of important issues at public meetings of the Planning Boards. (In addition, New Hanover County will have this document and is encouraged to use it/refer to it when considering the Wrightsville Sound area).

### 6.2 Results of Citizen Survey Questionnaire and Summary of Public Desires Regarding the Land Use Plan

A sample copy of the Citizen Survey Questionnaire used to solicit public comment is shown in Figure 6.2.1. The contents of

CITIZEN SURVEY QUESTIONNAIRE  
 1988 ADDENDUM TO THE 1985 LAND USE PLAN  
 TOWN OF WRIGHTSVILLE BEACH, NEW HANOVER COUNTY, NORTH CAROLINA

• Introductory Remarks

In recent years, the Town of Wrightsville Beach has annexed several properties in the Wrightsville Sound area west of the Intracoastal Waterway, at the request of the property owners under a process known as "satellite annexation". Last fall, the Town initiated an "involuntary annexation" action to consolidate these satellite areas of the Town. Following a feasibility study and public hearing concerning this Town-initiated action, the Board of Aldermen decided not to complete this annexation. However, the Town still sees the need for additional information to guide the management of future development in the area and to form the basis for zoning and land use decisions related to those satellite areas which are currently part of the Town. Thus, the Town of Wrightsville Beach is currently involved in the preparation of a land use plan for a portion of the Wrightsville Sound area west of the Intracoastal Waterway. The Town has received a planning grant from the N. C. Division of Coastal Management to assist in the preparation of the plan. The Planning area is bounded on the east by the Atlantic Intracoastal Waterway, on the north by Eastwood Road and the Summer Rest area, on the west by Military Cutoff Road and on the south by Bradley Creek. The boundaries of the planning area are shown on the accompanying map.

Town officials and our planning consultants (Henry von Oesen and Associates, Inc., Wilmington, NC) have identified several key issues on which we would like to have your opinion. As a concerned citizen, your opinions are very important in establishing a plan which will accurately reflect the direction that area citizens want their community to take during the next several years. The opinions which you offer through your responses to the attached questionnaire will be available to the public when they have been compiled. The results of the questionnaire will also be presented and discussed during an upcoming public meeting (location, date and time to be announced), during which additional comments from the public will be encouraged. Your responses to the attached questionnaire will be an essential part of the land use plan being developed by the Town. Answers to the questionnaire, and the completed land use plan, will be shared with New Hanover County and the City of Wilmington and will help guide local government decisions affecting the future of the area.

Therefore, we would appreciate your taking a few minutes to answer the following questions. We thank you in advance for giving us your feelings on these issues. Please return the questionnaire to the Wrightsville Beach Town Hall by close of business on June 10, 1988.

Sincerely,

WRIGHTSVILLE BEACH BOARD OF ALDERMEN

\_\_\_\_\_  
 W. W. Golder, Jr., Alderman

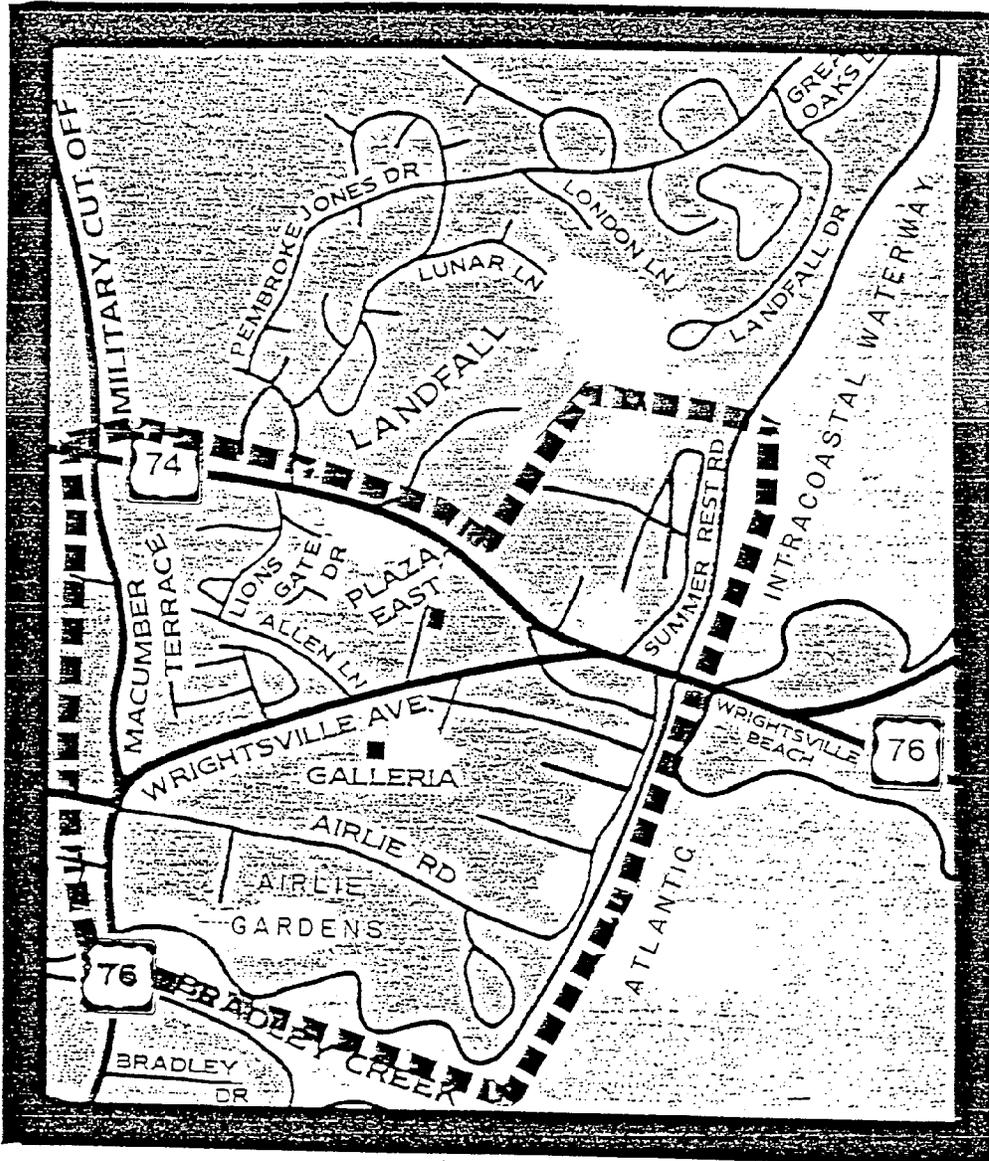
\_\_\_\_\_  
 Carlton G. Hall, Mayor

\_\_\_\_\_  
 Roy A. Sandlin, Alderman

\_\_\_\_\_  
 Frances L. Russ, Mayor Pro-Tem

\_\_\_\_\_  
 John W. Sherrill, Alderman

FIGURE 6.2.1, CONT'D.



### STUDY AREA

1988 ADDENDUM TO 1985 LAND USE PLAN  
TOWN OF WRIGHTSVILLE BEACH, N.C.



STUDY AREA BOUNDARY

Instructions: Please circle or underline your answer to the following questions. Please note that some questions have special instructions. Please answer all questions.

A. GROWTH AND DEVELOPMENT:

Q1. What do you like most about the Wrightsville Sound area?

- a. Proximity to Wrightsville Beach.
- b. Coastal environment/water/climate.
- c. Proximity to City of Wilmington.
- d. Friendly people/family atmosphere.
- e. Proximity to shopping centers.
- f. Safety/security.
- g. Recreational activities.
- h. Cost of living.
- i. Other (Please specify) \_\_\_\_\_

Q2. What do you like the least about the Wrightsville Sound area?

- a. Traffic.
- b. Too crowded/noisy/population explosion.
- c. Nothing/no problem.
- d. Density/growth/condos.
- e. Police/laws.
- f. Tax rate/waste of taxpayers' money.
- g. Population/litter.
- h. High cost of property/expensive cost of living.
- i. Parking.
- j. Lack of recreational facilities.
- k. Don't know/not sure.
- l. Other (Please specify) \_\_\_\_\_

Q3. Ten years from now I would like the Wrightsville Sound area to look like:

- a. A commercial/multifamily residential area with minimal open space.
- b. A high to medium density residential area with a minimum of commercial development and some open space.
- c. A low to medium density residential area with commercial development limited to major thoroughfares and a moderate amount of open space.
- d. A low density residential area with very little additional commercial development and lots of open space.
- e. Other (Please specify) \_\_\_\_\_

Q4. What do you think are the two (2) most important problems now facing the Wrightsville Sound area? (Please select two (2) answers).

- a. Traffic.
- b. Density/condos/overdevelopment/rapid residential growth.
- c. Increasing commercialization along major thoroughfares.
- d. Poor planning/poor construction/other development concerns.
- e. Lack of recreational areas/parks.
- f. Lack of adequate police/fire protection.
- g. Cost of water and sewer services/utilities.
- h. High rise buildings along the soundfront.
- i. Lack of waterfront access areas.
- j. Other (Please specify) \_\_\_\_\_

B. ZONING:

Q1. Which jurisdiction would you prefer to manage land uses and development in the study area?

- a. New Hanover County.
- b. Wilmington.
- c. Wrightsville Beach.

Q2. Do you feel that the land areas in Wrightsville Sound which are currently zoned commercial are appropriately located.

- a. Yes.
- b. No.
- c. No opinion.

Please explain your answer: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Q3. Do you feel that there is other land in the Wrightsville Sound area that would be appropriate for commercial use?

- a. Yes.
- b. No.
- c. No opinion.

Q4. If you answered "yes" to the above question, please specify the area(s). (Please define by street names or other familiar landmarks as identified on the attached map).

\_\_\_\_\_  
\_\_\_\_\_

Q5. Do you feel that there are any locations in the Wrightsville Sound area which would be appropriate for future multi-family development?

- a. Yes.
- b. No.
- c. No opinion.

Q6. If you answered "yes" to the above question, please specify the areas (please define by street names or other familiar landmarks).

\_\_\_\_\_  
 \_\_\_\_\_

Q7. Do you feel that a special zoning district should be created along Bradley Creek and the Atlantic Intracoastal Waterway?

- a. Yes.
- b. No.
- c. No opinion.

Q8. If you answered "yes" to the above question, what factors should this special zoning be designed to regulate?

- a. Density (number of dwelling units per acre).
- b. Setbacks from the water's edge.
- c. Building heights.
- d. Types of permitted uses such as residential, commercial, etc.
- e. Greenspace requirements/landscaping.
- f. Other (please specify) \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_

Q9. What do you feel should be a maximum vertical height of future structures located along Bradley Creek and the Atlantic Intracoastal Waterway?

- a. Single story.
- b. Two stories.
- c. Three stories.
- d. Four stories.
- e. More than four stories.
- f. Other (Please specify) \_\_\_\_\_

\_\_\_\_\_

C. PUBLIC SERVICES:

Q1. Are you currently satisfied with the following public services available in the Wrightsville Sound area? (Please circle or underline all answers which apply).

a. Water Supply	Yes	No
b. Sewage Disposal	Yes	No
c. Solid Waste (Trash) Removal	Yes	No
d. Police/Fire Protection	Yes	No
e. Government Administration	Yes	No
f. Streets/Roads	Yes	No
g. Drainage	Yes	No
h. Recreational Facilities	Yes	No

Q2. If you answered "no" to any of the above items, how would you like to see those services improved? \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_

Q3. Are there additional public services that you would like to see provided to the Wrightsville Sound area? If so, please list what they are.

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Q4. Are there other services you think would benefit the Wrightsville Sound area that could be provided by private businesses and which do not currently exist in the area? If so, please list them.

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D. ACCESS TO BRADLEY CREEK AND INTRACOASTAL WATERWAY:

Q1. The Wrightsville Sound area is bounded on two sides by Bradley Creek and the Atlantic Intracoastal Waterway. Do you think that public access to these water bodies is adequate?

- a. Yes.
- b. No.
- c. No opinion.

Q2. If you answered "no" to the above question, what type of public facility or facilities would you like to see and where?

- a. Facility Type: \_\_\_\_\_  
\_\_\_\_\_
- b. Location: \_\_\_\_\_  
\_\_\_\_\_

E. RECREATIONAL FACILITIES:

Q1. \_\_\_\_\_ From the list of following facilities, please select and  
Q2. \_\_\_\_\_ rank in order of importance those for which you feel  
Q3. \_\_\_\_\_ there is a strong enough need to justify their being  
Q4. \_\_\_\_\_ provided at public expense. (Please place the most  
important facility in the space at the top to the left,  
second choice below it, etc. Leave blanks if you do not  
wish any more of these facilities at public expense).

- a. Marinas and boat access.
- b. Parking for waterfront access.
- c. Playgrounds.
- d. Tennis courts.
- e. Ballfields.
- f. Picnic facilities.
- g. Jogging and walking paths.
- h. Bikeways.
- i. Other (Please specify) \_\_\_\_\_



Thank you for answering these questions. Please return your completed questionnaire to:

Mr. Dale H. Ralston, Town Manager  
Town of Wrightsville Beach  
Municipal Complex  
321 Causeway Drive  
P. O. Box 626  
Wrightsville Beach, NC 28480

the questionnaire was developed with the assistance of Town staff members.

A total of 2,500 questionnaires were mailed. A random cross section of residents and businessmen at Wrightsville Beach and at Wrightsville Sound selected from the County list of registered voters received copies. A total of 488 of the forms were returned during the planning period. This represents an overall response rate of 19.5 percent which is average for this type of survey effort. Of the 488 total responses, 74 percent received were from Wrightsville Beach citizens and 26 percent were from Wrightsville Sound residents. This latter segment of responses was used to formulate the fabric of public opinion summarized hereinafter.

It should be noted that many of the forms were returned with additional narrative comments on issues of special concern to individual citizens. These comments were also taken into consideration in the planning process where appropriate. The results of the survey were reviewed at a joint meeting of the Wrightsville Beach Town Board of Aldermen and the Planning Board held on July 28, 1987. The text of meeting is found in Appendix A (please see Appendix A for details on the results of the citizen survey).

### 6.3 Summary of Public Meetings

As indicated above, two (2) public meetings addressing the land use plan were held over the span of the planning period. The results of each are summarized below:

- Special Joint Meeting of the Town Board of Aldermen and Planning Board Held On July 28, 1988: A complete summary of this meeting is found in Appendix A. This meeting was well attended by the public.
- Special Joint Meeting of the Board of Aldermen and Planning Board held on September 20, 1988. A complete summary of this meeting is found in Appendix B. This meeting was also attended by a representative of the County Planning Department. Public attendance was sparse, but supportive of the draft policies which were discussed in detail.

Press coverage of the two (2) public meetings was good, which helped to inform the public about the development of this plan.

(See Appendix C).

## SECTION 7: PLAN IMPLEMENTATION

### 7.1 Implementation of Policies Developed In the Plan

In the previous sections of this Land Use Plan Addendum, several key issues were identified and discussed. Here follows a statement of policies developed in response to these issues, along with proposed methods and schedules of implementing these policies. Specific actions which will need to be taken are described, and, where feasible, a proposed time schedule for these necessary actions is outlined. Many of the policies below are contingent upon the development of close working relationships between the Town, New Hanover County and the City of Wilmington.

### 7.2 Summary of Policies and Implementation Schedules

- (1) Policy Statement: The Town of Wrightsville Beach recognizes the design and intent of State policy, that areas which develop to urban densities adjacent to an existing municipality should be provided with municipal services which are extended from the existing municipality. As the municipality closest to the Wrightsville Sound area, and as a municipality which already provides services to a portion of this area, management of growth and development in the Wrightsville Sound area is of paramount importance to the Town of Wrightsville Beach. It is also recognized that New Hanover County also provides services to the Wrightsville

Sound area and exercises appropriate jurisdiction over planning, land use and zoning. Furthermore, the City of Wilmington has extended a major water trunk line into the area. Therefore, it shall be the policy of the Town of Wrightsville Beach to seek a close working relationship with New Hanover County and the City of Wilmington through either formal or informal agreements by which planning, land use, zoning and other local governmental decisions will be coordinated, whether such decisions involve areas within or outside the municipal boundaries of Wrightsville Beach in the Wrightsville Sound area.

Implementation: Upon acceptance of this Land Use Plan document by the Town of Wrightsville Beach and the North Carolina Division of Coastal Management, the Town will seek to work with New Hanover County and the City of Wilmington to develop the specific mechanisms by which the cooperative effort will be instituted.

Schedule: The Draft Land Use Plan Addendum for the Wrightsville Sound area will be submitted to the N. C. Division of Coastal Management by September 30, 1988. The document should be approved by the Division of Coastal Management by March, 1989. The cooperative agreement with New Hanover County concerning land use planning and zoning should be drafted by April, 1989 and approved by June, 1989. The cooperative planning activity and decisions between the Town and the County should be in progress by September, 1989.

(2) Policy Statement: It is the policy of the Town of Wrightsville Beach that it will consider in earnest the desires of residents of the Town and the Wrightsville Sound area when making applicable land use decisions affecting the Wrightsville Sound area and that the apparent desired future development pattern for the area is one of a low to medium density residential area with commercial development limited to major nodes located along the thoroughfares. At least a moderate amount of open space should be preserved in the area.

Implementation: The Town of Wrightsville Beach will conduct public hearings to receive public input on the intention and implementation of this policy and, in cooperation with New Hanover County, to develop specific changes in the zoning laws by which to fulfill this policy.

Schedule: Upon the implementation of policy #1, the Town in corporation with New Hanover County will schedule a public hearing addressing this policy (Fall 1989). Upon approval by the Town Board and the New Hanover County Board of Commissioners, the policy will be implemented.

(3) Policy: It is the policy of the Town of Wrightsville Beach to encourage select office and institutional development as an alternative to commercial development in the Wrightsville Sound area. "Select" indicates compatibility with the character of the area.

Implementation: The Town of Wrightsville Beach will actively encourage the ideas of developers having plans for office or institutional land use in the general area, and will promote the advantages and appealing merits, aims, and goals of the Wrightsville Sound area for future office and institutional development as appropriate.

Schedule: This policy can be implemented as soon as the proposed cooperative planning vehicle is in place to regulate planning and development in Wrightsville Sound area (Fall, 1989).

- (4) Policy: It is the policy of the Town of Wrightsville Beach to encourage residential zoning designations in the Wrightsville Sound area to remain as they are at present (mostly low density) in keeping with public desires and to preserve the quality of life in the area.

Implementation: A public meeting should be held to define public opinion on Planned Unit Development (PUD's) such as Wrightsville West, mobile home parks, etc., with regards to this policy. The Town will then set forth any "subpolicies" for residential zoning that arise from this meeting.

Schedule: The public meeting on this policy can be held after the implementation of Policy #1, scheduled for September, 1989. Additional provisions of this policy may be enacted soon thereafter (October, 1989).

- (5) Policy: It is the policy of the Town of Wrightsville Beach to investigate and encourage measures to alleviate

traffic congestion and improve "trouble spots" along thoroughfares and at major traffic nodes. Both non-structural and structural measures will be explored.

Implementation: The Town of Wrightsville Beach will request the North Carolina Department of Transportation to perform a study of traffic in the Wrightsville Sound area, and to present recommendations for future improvements. The Town of Wrightsville Beach will work cooperatively with New Hanover County and the NC Department of Transportation towards the funding and construction of any appropriate structural improvements. Also, the Town in cooperation with the County, the City of Wilmington, and NCDOT will actively encourage the mitigation and amelioration of traffic problems by means of appropriate non-structural land use and zoning decisions.

Schedule: The Town of Wrightsville Beach will hold a public meeting to solicit input regarding specific traffic problems within Wrightsville Sound (September, 1989). The Town will present these findings along with its request to N. C. Department of Transportation (September, 1989). The Wilmington and New Hanover County Transportation Departments will be included in review of these findings. Specific traffic improvement plans can be scheduled thereafter.

- (6) Policy: It is the policy of the Town of Wrightsville Beach to develop a special zoning district along the

Atlantic Intracoastal Waterway and Bradley Creek, for the purposes of regulating growth and development, protecting the estuarine AEC's, and preserving the aesthetics and scenic vistas associated with this area. This will be done in cooperation with New Hanover County. Where Town and County development standards differ, the more restrictive regulation will be observed.

Implementation: The Town of Wrightsville Beach will hold a public hearing to solicit public input on specific restrictions for building height, impervious surface areas, greenspace requirements, density, setbacks from the road and from the Sound, and other such items of concern.

Schedule: Upon the implementation of Policy #1, the Town of Wrightsville Beach will hold the public hearing as described above (September, 1989). Policy formulation can take place in the Fall of 1989, and the regulations for the special waterfront zoning district may be adopted in early 1990 (February).

- (7) Policy: It is the policy of the Town of Wrightsville Beach to retain as conservation areas and not permit development in Wrightsville Sound areas which include estuarine shorelines and/or other areas of environmental concern, until such time that the Town in cooperation with New Hanover County has developed a consistent set of

regulations and policies for development within and adjacent to these areas.

Implementation: Prior to entertaining any annexations of property which contain an AEC, the Town and the County will develop a set of regulations as above.

Schedule: This policy can be effective immediately, and these regulations may be developed at any time.

- (8) Policy: It is the policy of the Town of Wrightsville Beach to work closely and diligently with New Hanover County to enforce all tree and vegetation protection and landscaping and preservation ordinances, with regards to all present and future development, land use, or construction activity within the Wrightsville Sound area.

Implementation: The Town of Wrightsville Beach will require any party who plans or desires to destroy or remove trees or vegetation to request the approval of the Town, such approval being contingent upon compliance with the County's regulations and landscaping ordinances.

Schedule: This policy can be implemented upon the adoption of the Land Use Plan (Spring 1989).

- (9) Policy: It is the policy of the Town of Wrightsville Beach to explore the possibility of developing a bicycle/jogging path or sidewalk along Wrightsville Avenue or Airlie Road (possibly with a scenic vista/sound overlook where the road meets the AIWW), in order to improve the safety for cyclists and pedestrians and to

enhance recreational facilities in the Wrightsville Sound area.

Implementation: The Town of Wrightsville Beach in cooperation with New Hanover County and the N. C. Department of Transportation will hold a public meeting to discuss the details of the proposed bikeway, including the reduction of speed limits on Wrightsville Avenue or Airlie Road and the nature and extent of the facilities (bench, bike rack, deck area, etc). The Town of Wrightsville Beach and the County will also work with the NC Division of Coastal Management to fulfill all permit requirements, and may request CAMA grant assistance for land acquisition and construction. The Town will contact the Wilmington Area Bicycle Advisory Committee on all bikeway proposals.

Schedule: The public meeting can be held in October, 1988. Coordination with N. C. Division of Coastal Management, land and permit acquisition, and design should be completed by February, 1989. Construction should be completed either prior to April, 1989 or during the fall or winter of 1989, so as not to interfere with the Azalea Festival season or summer tourists.

- (10) Policy: It is the policy of the Town of Wrightsville Beach to encourage that the most desired additional recreational facilities for the Wrightsville Sound area - bikeways/jogging paths, parks, and boat access (as

gleaned from the citizen survey) - be provided by future developers.

Implementation: The Town of Wrightsville Beach will encourage and give preference to those developers seeking opportunities in the Wrightsville Sound area who are willing and able to provide recreational opportunities through prudent and creative land use and design.

Schedule: This policy can be implemented in the Fall of 1989.

- (11) Policy: It is the policy of the Town of Wrightsville Beach to work cooperatively with New Hanover County and the City of Wilmington relative to the coordination and provision of central sewer service (County) and water supply (City) within the Wrightsville Sound area so as to protect the public health and to eliminate costly duplication of services.

Implementation: The Town will work with the County and City to develop future needs surveys, projections, etc., and to explore the feasibility of a future interconnection to the City water supply system if deemed appropriate.

Schedule: This policy can be implemented immediately.

- (12) Policy: It is the policy of the Town of Wrightsville Beach to offer the possibility of municipal water service to the Wrightsville Sound community in its entirety, to allow residents and businesses the opportunity to receive municipal water in lieu of water from their individual

wells or Cape Fear Utilities and to benefit from potentially lower homeowner's fire insurance premiums that are likely to result from the greater water volumes of fire fighting use available from the Town's system.

Implementation: Public support on Wrightsville Sound regarding this policy should be ascertained through a public meeting. With interest, the Town of Wrightsville Beach should then authorize an engineering study to determine the needs, capacities, costs and funding methods involved with the extension of services provided by this policy and to site future well and storage tank locations.

Schedule: The Town of Wrightsville Beach can offer this opportunity to Wrightsville Sound residents and businesses and proceed with implementation at a pace synchronized with public desires. The desire for water service to the Sound residents and businesses could be assessed by June, 1989, an engineering study begun in August, 1989, and measures to appropriate construction funds and schedule construction and completion dates could begin in February, 1990 or as public desires deem appropriate. The Town is currently requesting an evaluation of its fire defense system and services by the Insurance Services Office (ISO) of North Carolina which may result in an improvement from the Town's Class 6 rating.

(13) Policy: It is the policy of the Town of Wrightsville Beach to work cooperatively with New Hanover County to develop an improved appropriate, coordinated joint plan for Hurricane Evacuation and Post Disaster Recovery for the Wrightsville Sound area, to insure public safety and efficient procedural operations during storm evacuations and storm recovery.

Implementation: The Town of Wrightsville Beach and New Hanover County Planning Department will jointly discuss the refinement of existing plans, and may then choose to contract with a private firm and/or seek CAMA funding to develop a revised master plan, if needed.

Schedule: Preparation and plans for implementing this policy may commence as soon as the joint planning entity is established (Policy No. 1). It would be prudent for the Town, however, to pursue this policy even if Policy #1 is not realized. In this case, implementation can begin immediately (September, 1988).

(14) Policy: It is the policy of the Town of Wrightsville Beach not to initiate involuntary annexations in the Wrightsville Sound area until such time as the public expresses support for such actions.

Implementation: This policy has already been implemented; following a Town initiative to involuntarily annex the central portion of the Wrightsville Sound area so as to consolidate the Town's satellite annexations, lack of public support led to the annexation being

dropped by the Town Board. Voluntary annexations will still be considered, however, with specific attention being given to the subject property location in relation to existing Town utilities and satellite annexations.

Schedule: Not applicable.

- (15) Policy: It is the policy of the Town of Wrightsville Beach to review and respect the policies and jurisdictions of New Hanover County as they apply to the management of the Wrightsville Sound area, and to incorporate those policies applicable to the area into this plan as appropriate.

Implementation: The Town of Wrightsville Beach will review the Land Use Plan and policies of New Hanover County, and will implement them in the future as deemed appropriate.

Schedule: This policy can become effective immediately.

- (16) Policy: It is the policy of the Town of Wrightsville Beach to review policies set forth in New Hanover County's "Airlie Road" plan, and to incorporate any of those policies appropriate to the Wrightsville Sound area into the policies of this Land Use Plan Addendum (Appendix D lists Airlie Road Plan policies and recommendations).

Implementation: The Town will review the said plan and policies, selecting those appropriate and will refer to and abide by them in the future as necessary. The Town of Wrightsville Beach should consider the goals and

desires of the area stated in the Airlie Road Plan (especially for any future satellite annexations) regardless of whether Policy No. 1 is implemented.

Schedule: This policy can be come effective immediately.

- (17) Policy: It is the policy of the Town of Wrightsville Beach to review the policies set forth in the Wrightsville Beach CAMA Land Use Plan 1985 Update, and to incorporate into this Addendum any of those deemed appropriate and desirable for the Wrightsville Sound area, provided that any included policies and/or recommendations are in keeping with the public interest, aesthetics, and goals of the Wrightsville Sound area.

Implementation: The Town will review the said plan and policies, selecting those appropriate, and will refer to and abide by them in the future as necessary. The Town of Wrightsville Beach should consider the goals and desires of the area regardless of whether Policy No. 1 is implemented.

Schedule: This policy can be come effective immediately.

- (18) Policy: It is the policy of the Town of Wrightsville Beach to work cooperatively with New Hanover County to develop a single consistent zoning law and map for the Wrightsville Sound area as a whole with the aim of encouraging prudent growth and development within the area consistent with this plan.

Implementation: The Town and County will review their respective zoning classifications applicable to

Wrightsville Sound in concert with the implementation of Policy No. 2.

Schedule: See Policy No. 2.

- (19) Policy: It is the policy of the Town of Wrightsville Beach to work cooperatively with New Hanover and local private interest to develop a master drainage plan for the Wrightsville Sound area.

Implementation: The town will assume the role of lead agency to direct the completion of a detailed engineering study of drainage and stormwater management for the area. Grant funds to support the study/report may be available from the N.C. Division of Coastal Management.

Schedule:

- Develop scope of work by March, 1989.
- Apply for CAMA grant funds by March 30, 1989.
- Receive grant funds by June, 1989.
- Award engineering contract by September, 1989.
- Complete study/report by June, 1990.

APPENDICIES

APPENDIX A: TOWN OF WRIGHTSVILLE BEACH BOARD OF ALDERMEN  
JOINT MEETING WITH PLANNING BOARD TO RECEIVE PUBLIC COMMENTS FOR  
USE IN PREPARING LAND USE PLAN ADDENDUM - JULY 28, 1988

AND SUMMARY OF CITIZEN SURVEY QUESTIONNAIRE RESULTS  
1988 ADDENDUM TO THE 1985 LAND USE PLAN:  
WRIGHTSVILLE SOUND AREA  
TOWN OF WRIGHTSVILLE BEACH, N. C.

APPENDIX B: SUMMARY OF JOINT MEETING  
BETWEEN TOWN BOARD OF ALDERMEN AND PLANNING BOARD HELD ON  
SEPTEMBER 20, 1988

APPENDIX C: ADVERTISEMENTS FOR PUBLIC MEETINGS AND LOCAL PRESS COVERAGE

APPENDIX D: AIRLIE ROAD PLAN POLICY ACTIONS AND RECOMMENDATIONS

APPENDIX E: BUSINESS AND COMMERCIAL ENTERPRISES IN THE  
WRIGHTSVILLE SOUND AREA (MAY 1988)

APPENDIX A

TOWN OF WRIGHTSVILLE BEACH BOARD OF ALDERMEN  
JOINT MEETING WITH PLANNING BOARD TO RECEIVE PUBLIC COMMENTS FOR  
USE IN PREPARING LAND USE PLAN ADDENDUM - JULY 28, 1988

AND

SUMMARY OF  
CITIZEN SURVEY QUESTIONNAIRE RESULTS  
1988 ADDENDUM TO THE 1985 LAND USE PLAN:  
WRIGHTSVILLE SOUND AREA  
TOWN OF WRIGHTSVILLE BEACH, N. C.

TOWN OF WRIGHTSVILLE BEACH BOARD OF ALDERMEN  
JOINT MEETING WITH PLANNING BOARD TO RECEIVE PUBLIC COMMENTS FOR  
USE IN PREPARING LAND USE PLAN ADDENDUM - JULY 28, 1988

Mayor Hall opened the public hearing at 8:20 p.m. and recognized the Planning Board members that were present. He introduced Mr. Bill Burnett, Planner for Henry von Oesen and Associates. Mr. Burnett gave a brief philosophy of planning and the importance of public participation. He also presented the following results of the questionnaire responses and summarization for the citizen survey questionnaire sent out.

Haskell Rhett of the Division of Coastal Management stated this was an addendum to the current 1985 Land Use Plan update and was being partially funded by the State Division of Coastal Management.

Dr. Kent Webb commended the efforts being made; however, he expressed concern that the survey went only to registered voters and not to property owners as well. He also stated he owned property here and felt he should be able to voice an opinion on such matters whereas someone that might be living here and was a registered voter would be a tenant only and not a property owner.

Ms. Eda Fitzpatrick questioned the amount of funding by the State, the amount of the Town's contribution, and how a particular area identified on the Wrightsville Sound area had been used. Mr. Burnett explained that the study area included the Town's satellite annexations and entrance to the Town.

Ms. Claire Funderburg asked since Mr. Burnett was with Henry von Oesen and Associates, the Town's engineers, if this was a conflict of interest. Mr. Burnett assured her it was not. Ms. Funderburg also questioned if this was a prelude to annexation as the Town's people already stated how they felt about annexation. Mr. Burnett stated this is not a prelude to annexation and that one of the important questions was to see if there was an interest or need to petition the county for extra-territorial jurisdiction (ETJ). Ms. Claire Funderburg stated she was not interested in zoning or having anything else to do with the area on the mainland.

Ms. Eda Fitzpatrick asked for an explanation of the term ETJ and also if it was a first step to annexation and if there was a limit of how much could be involved in that area. Mr. Burnett explained that ETJ was not construed to be a part of annexation. It was simply to exercise zoning control and was frequently done to manage growth in an area immediately outside a town's boundaries. He also pointed out that ETJ would have to be granted by the County. Mr. Wessell explained the limit of the Town's ETJ would be a maximum of one mile from the current city limits.

Mr. Henry Swain expressed concern that the planning done by Wrightsville Beach so far had yielded a yogurt shop, a whiskey store, and septic tanks. Most of the septic tanks were gone in the area because of the county-wide sewer system. He pointed out only 20 percent from the Wrightsville Sound area

responded to the questionnaire and only one-half of this 20 percent had been in favor of any type of planning.

Ms. Sue Bullock stated she did not feel it was an accurate survey, and New Hanover County had stricter control. Whether beach residents wanted to admit it or not, they were affected by that area and someone needed to take control of the area and zoning. Right now it is in very poor condition, but Wrightsville Beach residents were the ones who had to live with it.

Mr. Bill Stallings of Summer Rest Road expressed interest in the Town's ETJ in the area; however, he asked if residents in the ETJ would have any say in zoning of the area such as representation on the Planning Board. It was explained that it was required that a representative from the ETJ be placed on the Planning Board.

Mr. Carl Durham felt Wrightsville Beach had a large concern in the area because of it being in the front yard and that it was even more important because of this reason for the Town to be interested in what happened to the area.

Ms. Johnnie Baker stated she felt it was too little too late, and she questioned if the previously established extra-territorial jurisdiction line had been established because they felt the Intracoastal Waterway was a natural boundary.

Ms. Lisa Overby questioned if the County was stricter on buildings. It was stated they were; however, they were more strict on density requirements than Wrightsville Beach was.

Mr. Ralston pointed out that this Land Use Plan addendum area had been started concurrently with the planned comprehensive annexation which had been tabled. However, he said it was basic for the town's needs that they be aware and sensitive to what was happening in the Town's front yard, particularly since several of the areas were already within the Town's jurisdiction.

Mr. Herb McKim stated if ETJ was being considered that perhaps the Town would consider the northern tip of Masonboro Island and could protect this area as there were comments being made about developing it at this time.

Mr. John Stirewalt expressed concern about the results from the survey indicating that the height of the buildings should be restricted. He felt the number of buildings that could be built was the key point.

Mayor Hall then closed the public hearing at 9:29 p.m. Mr. Wessell reported that the local bill that had been introduced to the General Assembly to provide for the adoption or ordinances by initiative and the referendum had died in the Senate Local Government Committee when the legislature adjourned.

SUMMARY OF  
CITIZEN SURVEY QUESTIONNAIRE RESULTS

1988 ADDENDUM TO THE 1985 LAND USE PLAN:  
WRIGHTSVILLE SOUND AREA  
TOWN OF WRIGHTSVILLE BEACH, N. C.

(Where percents do not add up to 100 percent, not all surveys had a response. Where percents exceed a total of 100 percent, some surveys had multiple responses.)

A. Key Points of Survey Responses

- A total of 2,500 surveys were sent to citizens of Wrightsville Beach and the Wrightsville Sound study area. Four hundred eighty-eight, or 19.5 percent, were returned.
- The things liked best about the Wrightsville Sound area were: Coastal environment/water/climate (46 percent) and proximity to Wrightsville Beach (28 percent). Twenty-one percent of the sound area residents said they liked the friendly atmosphere best.
- Traffic (44 percent), Crowds/noise/population explosion (28 percent) and Density/growth/condos were what people said they liked least about the Wrightsville Sound area.
- Traffic was cited as a major problem now facing the Wrightsville Sound area (49 percent), followed by Density/condos/ overdevelopment/rapid growth (45 percent).
- Fifty-two (52) percent of the respondents said that in ten years they would like the Wrightsville Sound area to look like a low density residential area with very little additional commercial development and lots of open space.
- Thirty-six (36) percent preferred a low to medium density residential area with commercial development limited to major thoroughfares and a moderate amount of open space.
- Wrightsville Beach's jurisdiction over development and land management in the Wrightsville Sound area was favored by 49 percent of all respondents (30 percent, Wrightsville Sound respondents; 56 percent, Wrightsville Beach respondents). On the other hand, 62 percent of the Sound respondents favored New Hanover County, as did 38 percent of Wrightsville Beach respondents. Three (3) percent of the respondents favored jurisdiction by the City of Wilmington.
- Sixty-two (62) percent of the respondents said there was no other land in the Wrightsville Sound area suitable for commercial development.

- Forty-six (46) percent felt that at present, commercially zoned land is properly located.
- Sixty-four (64) percent of the respondents said there were no appropriate locations for future multifamily residential development in the Wrightsville Sound area.
- Creating a special zoning district along Bradley Creek and the Atlantic Intracoastal Waterway (AIWW) was favored by 65 percent of the respondents to regulate density, water setbacks, building heights, zoning classification, and green space.
- A maximum height of two stories for future structures along the AIWW and Bradley Creek was preferred by 46 percent of the sound respondents and 35 percent of Wrightsville Beach respondents (38 percent of the total). Twenty-six (26) percent (of the total) favored a three-story restriction.
- Forty-two (42) percent of the Wrightsville Sound area respondents indicated they were satisfied with all public services, as did 28 percent of the Wrightsville Beach respondents. Overall, dissatisfaction was primarily with streets and roads (25 percent), drainage (18 percent), government administration (18 percent), and recreational facilities (17 percent).
- Public access to the AIWW and Bradley Creek was considered adequate by 49 percent of all respondents, inadequate by 33 percent. Eleven (11) percent had no opinion.
- Bikeways (24 percent), jogging and walking paths (19 percent), boat access (18 percent) and parking for waterfront access (14 percent) were the recreational facilities felt most needed in the Wrightsville Sound area.
- Other popular responses were: Library; Recreation building; Lighted tennis courts; Racquetball; Basketball.
- Twenty-four (24) percent gave no response indicating none of the recreational facilities listed should be provided at public expense.

B. Principal Written Comments

- Other reasons for liking the Wrightsville Sound area: Country living; Trees; Atmosphere/ambiance; Peaceful areas.
- Other things liked least about the Wrightsville Sound area: Commercial development; Trailer parks; Annexation threat; Destruction of the environment.
- Other important problems facing the Wrightsville Sound area: Need for new bridge over the Atlantic Intracoastal Waterway (AIWW).

- Commercial zoning problems and opinions: Commercial zones incongruous and mixed with residential areas; Over-developed - needs to be controlled; Creates traffic congestion; Eyesore - in poor taste; Don't know zoning locations.
- Areas thought appropriate for future commercial use: Mobile home parks; Major thoroughfares/U.S. 74/U.S. 76; Galleria expansion.
- Areas thought suitable for future multifamily residential development: Mobile home parks, Stokely and Allen Roads; Summer Rest Road - Babies' Hospital area.
- Other factors which zoning should regulate along Bradley Creek and the AIWW: Trees; Environmental preservation; Water quality.
- Other suggested restrictions for future structures along Bradley Creek and the AIWW: No more buildings; No commercial; No residential; One story on waterfront, two stories across the road.
- Public service improvement suggestions: Improve runoff drainage; Widen/repave roads; Enforce speed limits; Increase parking; No response/don't know.
- Suggested additional public services that could be provided to the Wrightsville Sound area: None; Library; Public transportation; Bridge; Parks and picnic areas; Handicap facilities.
- Beneficial services that could be provided by private businesses in the Wrightsville Sound area: Car wash; Charter fishing; Bookstore; Bakery.
- Public facilities to increase access to Bradley Creek and the AIWW suggested were: Boat ramps; Waterfront parks and picnic areas; Access for small sailboats and windsurfers; Parking; Fishing pier.
- Locations suggested: Wherever; Airlie Road; Summer Rest Road; Bradley Creek; Near bridge.

#### Demographic Information

- The "typical" respondent to the survey was a white male with a college or post-graduate education and family income of greater than \$50,000 per year, who is either a working professional or retired.
- Seventy-two (72) percent of the respondents were Wrightsville Beach residents, 26 percent Wrightsville Sound residents, and 8 percent owned/operated a business in the area.
- Fifty-three (53) percent of the surveys returned were answered by males, and 43 percent by females.

- Primary occupations given were: Retired (28 percent), Professional (28 percent), and Managerial/Administrator (15 percent).
- 1987 Total family income reported: 19 Percent, less than \$30,000; 25 percent, \$30,000 to \$50,000; and 42 percent, more than \$50,000.
- Twenty-four (24) percent of the respondents had a post-graduate education. Thirty-six (36) percent were college graduates, and 20 percent had some college.
- The age distribution of the survey respondents (in years):

18 - 29	8%	50 - 59	17%
30 - 39	16%	60 - 64	15%
40 - 49	19%	65+	20%

APPENDIX B

SUMMARY OF JOINT MEETING  
BETWEEN TOWN BOARD OF ALDERMEN  
AND PLANNING BOARD HELD ON  
SEPTEMBER 20, 1988



# TOWN OF WRIGHTSVILLE BEACH

MUNICIPAL COMPLEX 321 CAUSEWAY DRIVE • P.O. BOX 626  
WRIGHTSVILLE BEACH, N.C. 28480 • 919-256-2245

## A G E N D A

SPECIAL CALLED MEETING  
WRIGHTSVILLE BEACH BOARD OF ALDERMEN  
AND

WRIGHTSVILLE BEACH PLANNING BOARD  
SEPTEMBER 20, 1988

7:00 P. M.

COUNCIL CHAMBERS OF TOWN HALL  
321 CAUSEWAY DRIVE, WRIGHTSVILLE BEACH, NC

- A. JOINT PUBLIC MEETING OF THE BOARD OF ALDERMEN AND PLANNING BOARD TO RECEIVE PUBLIC COMMENTS TO DISCUSS PROPOSED POLICIES FOR MANAGEMENT OF GROWTH AND DEVELOPMENT IN THE WRIGHTSVILLE SOUND AREA.
1. Mayor welcomes public and introduces consultant, Bill Burnett, of Henry von Oesen and Associates.
  2. Bill Burnett:
    - (a) Description of steps remaining in preparation of the Land Use Plan Addendum.
    - (b) Brief summary of the preliminary draft plan of the Land Use Plan Addendum with emphasis on policy statements relating to land use within the study area developed from responses to citizen questionnaires and comments from the public meeting of July 28, 1988.
  3. Public comments - maximum speaking time 3 minutes per person, please.
  4. Questions and comments by Planning Board members and Aldermen.
  5. Summary by Bill Burnett.

APPENDIX C

ADVERTISEMENTS FOR PUBLIC MEETINGS  
AND LOCAL PRESS COVERAGE

## **PUBLIC NOTICE**

THERE WILL BE A JOINT PUBLIC MEETING HELD BY THE WRIGHTSVILLE BEACH BOARD OF ALDERMEN AND WRIGHTSVILLE BEACH PLANNING BOARD JULY 28, 1988, 8:00 P.M., TOWN HALL, COUNCIL CHAMBERS, 321 CAUSEWAY DRIVE, WRIGHTSVILLE BEACH, NC. THE PURPOSE OF THIS PUBLIC MEETING WILL BE TO REPORT THE RESULTS OF THE CITIZEN'S QUESTIONNAIRE AND RECEIVE PUBLIC COMMENTS CONCERNING LAND USE ISSUES WITHIN THE WRIGHTSVILLE SOUND STUDY AREA. THE RESULTS OF RESPONSES TO THE QUESTIONNAIRE AND COMMENTS RECEIVED AT THIS MEETING WILL BE USED IN THE PREPARATION OF THE FIRST DRAFT OF AN ADDITON TO THE TOWN'S EXISTING LAND USE PLAN.

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FOR FURTHER INFORMATION, PLEASE  
CONTACT TOWN HALL, 256-2245.  
LINDA ROSS, PLANNING ASSISTANT

### **PUBLIC NOTICE**

There will be a joint public meeting held by the Wrightsville Beach Board of Aldermen and Wrightsville Beach Planning Board, July 28, 1988, 8:00 o'clock P.M., Town Hall, Council Chambers, 321 Causeway Drive, Wrightsville Beach, NC.

The purpose of this public meeting will be to report the results of the citizen's questionnaire and receive public comments concerning land use issues within the Wrightsville Sound study area. The results of responses to the questionnaire and comments received at this meeting will be used in the preparation of the first draft of an addition to the town's existing Land Use Plan.

For further information please contact Town Hall, 256-2245.

Linda Ross  
Planning Assistant

## Wrightsville Beach to discuss land use plan

In recent years, the Town of Wrightsville Beach has annexed several properties in the Wrightsville Sound area west of the Intra-coastal Waterway, at the request of the property owners, under a process known as "satellite annexation".

Last fall, the Town initiated an "involuntary annexation" action to consolidate these satellite areas of the Town. Following a feasibility study and public hearing concerning this Town-initiated action, the Board of Alderman decided not to complete the annexation.

However, the Town still sees the need for additional information to guide the management of development in the area and to form the basis for zoning and land use decisions related to those satellite areas which are already a part of the Town.

Thus, the Town of Wrightsville Beach is currently involved in the preparation of a land use plan for a portion of the Wrightsville Sound area west of the Intra-coastal Waterway.

The Town has received a planning grant from the N.C. Division of Coastal Management to assist in the preparation of the plan.

The planning area is bounded on the east by the Atlantic Intra-coastal Waterway, on the north by Eastwood Road and the Summer Rest area, on the west by Military Cutoff Road and on the south by Bradley Creek.

Town officials and their planning consultants, Henry von Oesen and Associates, Inc. of Wilmington, have identified several key issues on which they are gathering public opinions.

As a means of obtaining public opinion for use in preparing an ad-

dendum to the Town's existing land use plan, the Town recently mailed a questionnaire concerning land use issues in the Wrightsville Sound area to registered voters and business owners and operators, both in the Town and the Wrightsville Sound area.

The results of the questionnaire will be presented and discussed during a joint public meeting of the Board of Aldermen and the Planning Board on July 28, at 8 p.m., in Council Chambers of Town Hall, Wrightsville Beach, during which additional comments from the public will be encouraged.

The results of the returned questionnaire and public comments received at the public meeting on July 28 will be valuable in the preparation of a plan that will accurately reflect the direction that area citizens want their community to take during the next several years.

Answers to the questionnaire, and the completed land use plan, will be shared with New Hanover County and the City of Wilmington for their use in making decisions which will affect the future of the area.

For further information, contact Linda Ross, Planning Assistant, Town Hall, 256-2245.

# Wrightsville Beach ponders land uses

By Si Lawrence, III  
News Editor

WRIGHTSVILLE BEACH—At a public hearing to be held here tomorrow, the Board of Aldermen is expected to review the results of a public questionnaire regarding land use issues.

The town of Wrightsville Beach is currently involved in the preparation of a land use plan for a portion of the Wrightsville Sound area west of the Intracoastal Waterway.

The questionnaire, mailed to registered voters and business owners, was designed to provide public participation in the preparation of the addendum to the town's existing land use plan.

According to town planning assistant Linda Ross, the results of the questionnaire will be valuable in

the preparation of a plan that will accurately reflect the direction that area citizens want their community to take in the future.

The survey will also provide Henry von Oesen and Associates, a Wilmington planning firm, with vital public input on key issues the town has addressed.

The town of Wrightsville Beach recently received a planning grant from the N.C. Division of Coastal Management to assist in the updated land use plan.

The area under consideration is bounded on the east by the Intracoastal Waterway, on the north by Eastwood Road, on the west by Military Cutoff Road and on the south by Bradley Creek.

At Thursday's meeting, the Board of Aldermen will hold a

(CONTINUED ON PAGE 3)

## Land use

(CONTINUED FROM PAGE 1)

public hearing at 8 p.m. to review the results of the questionnaire and open the floor to public comment.

Town officials say the questionnaire and public comment will be submitted to the planning departments of New Hanover County and City of Wilmington for use in the future planning of areas affected by Wrightsville Beach.

## Survey isn't sneaky step toward annexation, beach residents told

By Kelvin Hart  
Staff Writer

WRIGHTSVILLE BEACH — A consultant for the town told 40 to 50 people at a public hearing Thursday that a recent survey on future development in Wrightsville Sound was not a step toward annexing mainland property.

A list of questions had been mailed at random to registered voters and business owners in Wrightsville Beach and Wrightsville Sound.

Of the 2,500 surveys mailed, 488 were completed and returned. The responses will be used to help the town add Wrightsville Sound to the existing land use plan.

A land use plan helps municipalities manage an area's development and forms the basis for zoning.

"Is this a foot in the door to annexation?" asked Wrightsville Beach resident Edith Friedberg.

Bill Burnett, hired by the town as a consultant in the matter, said annexation is not the issue. The survey and public hearing were to help

determine whether residents want extraterritorial jurisdiction over Wrightsville Sound, he said.

The area is currently controlled by New Hanover County, which has less stringent zoning regulations than does Wrightsville Beach. The town would have to petition New Hanover County for jurisdiction over the area.

The main difference between extraterritorial jurisdiction and annexation is that Wrightsville Sound residents would receive town services and pay town taxes under annexation.

Forty-nine percent of the respondents to the survey want Wrightsville Beach to control development and land management in the Wrightsville Sound area, said Burnett, a contracted planner with Henry Von Oesen and Associates.

Forty-six percent said what they like most about Wrightsville Sound is its proximity to the ocean. Forty-four percent said what they like least is the traffic congestion and noise, Burnett said.

"Whether we address annexation or not, we are affected by what happens in that area," said Wrightsville Beach resident Sue Bullock. "We may not want to annex it, but we need to control it."

Mayor Carl Hall said the residents should not want to control development in Wrightsville Sound if they don't want to annex it into the town.

Bill Salling, who lives in Wrightsville Sound, asked whether the area's residents would be allowed on the planning board to help make land management decisions. Town attorney John Wessell said someone from Wrightsville Sound would be required by law to serve on the planning board if extraterritorial jurisdiction was granted.

Wessell said jurisdiction can be granted up to one mile beyond the town limits.

Town Manager Dale Ralston said the land use plan is necessary to help manage the already annexed parcels of land.

# Beach considers land use

By Si Lawrence, III  
News Editor

**WRIGHTSVILLE BEACH--** Nearly 50 people attended a public hearing held here recently to receive and review input for an addendum to the town's land use plan.

The town is currently considering potential uses for Wrightsville Sound, an area which a number of residents hope will not be annexed by the town.

Bill Burnett, a consultant with Henry von Oesen and Associates, reviewed the results of a questionnaire mailed to local residents for input in the proposed addendum.

The town mailed 2500 questionnaires to registered voters and business owners in Wrightsville Beach and Wrightsville Sound.

Of those, only 488 surveys were completed and mailed back to the town.

According to Burnett, the survey will help determine whether residents want the town to extend its extraterritorial zoning jurisdiction to the Wrightsville Sound area.

"It is not a question of annexation," said Burnett, "but rather, the survey will help prevent future problems, give us an analysis of present land use and help develop policies for future growth in an area where the town can plan prudently."

Currently, the Wrightsville Sound area is controlled by New Hanover County, which reportedly has less stringent zoning regulations than the town of Wrightsville

Beach.

In order to extend its zoning jurisdiction, explained Mayor Carlton Hall, the town would have to petition the county for the authorization.

Zoning jurisdiction over Wrightsville Sound, if ever approved, would not enable the town to impose taxes for extended services on residents of the area, as it would if parcels were annexed.

Of those who responded to the



Mayor Carlton Hall

survey, 46 percent said the thing they like most about the area in question was the coastal environment, water and climate.

Twenty-eight percent said they liked Wrightsville Sound's proximity to Wrightsville Beach.

As was expected by the Board of Aldermen, traffic congestion was among the least-liked aspects of the area cited by the respondents.

Approximately 49 percent said traffic was a major problem facing

Wrightsville Sound.

Fifty-two percent of the respondents said they would like Wrightsville Sound to look like a low-density residential area within a decade, with little additional commercial development but ample open space.

Nearly half of those who responded said they favored Wrightsville Beach's jurisdiction over development and land management in the area, though the majority of that percentage came from beach residents.

Beach resident Sue Bullock said she was concerned about how the area directly affects Wrightsville Beach.

"We may not want to annex (the area), but we better control it because we're not getting good control from a county level," she said.

Town officials say zoning control over the entire area would help manage a number of parcels that were voluntarily annexed.

Although extending the town's zoning jurisdiction was favored by a number of people attending the meeting, Mayor Hall said he had reservations about such a move.

"I feel morally adverse to telling folks 'we don't want you to be a part of our town, but we want to tell you what to do,'" Hall said.

Town manager Dale Ralston said the town should consider a more-active role in the planning of Wrightsville Sound.

"We need to be aware of and sensitive to what's going on over there," he said.

"It's in the town's best interest to be looking at the area since it does affect Wrightsville Beach very much."

The town will share the survey and public comments with the planning departments of New Hanover County and the City of Wilmington.

## The Region ★ Wilmington/New Hanover

### Wrightsville land plan debated

By Kelvin Hart  
Staff Writer

WRIGHTSVILLE BEACH — The Board of Aldermen and the Planning Board discussed Tuesday the policies of a land use plan for Wrightsville Sound that would help the town control zoning and development.

Wrightsville Beach is adding Wrightsville Sound to the existing land use plan to help the town manage the already annexed parcels of land. A land use plan helps municipalities manage development and forms the basis for zoning.

Bill Burnett, a contracted planner with Henry Von Oesen and Associates, is helping the town draft the plan. Burnett read a list of concerns and policies that would be drafted into the land use plan after additional information from officials and residents was added Tuesday.

A list of questions had been mailed at random to registered voters and business owners in Wrightsville Beach and Wrightsville Sound. The responses were used to help town officials and planners decide what is most wanted and unwanted in the area.

Responses indicated the people want to limit commercial development and want to restrict development to Wrightsville Avenue and Eastwood Road.

Burnett said the town should consider developing land for office buildings instead of commercial

use, because offices would not increase traffic on the congested thoroughfares.

Other recommendations for the land use plan included a master plan for drainage in the Wrightsville Sound area, where homes and businesses recently were flooded after a heavy storm.

Funds from the state Division of Coastal Management are available to finance a study of the drainage problem, he said.

Listing policies to which the town would adhere, Burnett said the town may want to create a joint planning board consisting of county and town officials for projects in Wrightsville Sound.

The town also could create a special zoning district along the Intra-coastal Waterway to protect estuarine property and the town would work with New Hanover County to protect live oak trees on Airlie Road.

"A man was just camped out in a tree to prevent it from being cut down," Burnett said, "and he got the legislators' attention."

Wilmington resident Jo'son Bell had demonstrated in that way his stand against a Department of Transportation decision to cut down a live oak on Oleander Drive.

A land classification map also will be added to the plan to help with zoning matters in Wrightsville Sound.

The land use plan must be sent for approval to the Coastal Resources Commission by Sept. 30.

APPENDIX D

AIRLIE ROAD PLAN POLICY ACTIONS AND RECOMMENDATIONS

## AIRLIE ROAD PLAN POLICY ACTIONS AND RECOMMENDATIONS

### ● Policy Actions

- Maintain the existing zoning mix of residential and commercial districts.
- Establish an R-20S Residential district.
- Restrict expansion of the existing B-1 Business district
- Revise Zoning Ordinance:
  - Permit only neighborhood commercial uses in B-1 Business district.
  - Establish a Floor Area Ratio Standard of 0.5 for B-1 districts in order to control bulk and density.
- Make zoning ordinance changes consistent with the Conservation and Rural Services Classifications.
- Encourage City/County cooperation regarding annexation, extra-territorial jurisdiction and the provision of utilities.
- Encourage the gradual phasing-out of existing non-conforming B-1 district in order to reduce the amount of truck traffic and parking problems.
- Encourage stricter enforcement of the County's parking regulations.
- Make Airlie road an Historic/Scenic road by acquiring easements and controlling rights-of-way.
- Preserve the older residential homes and scenic vistas in the area by establishing a Historic Properties Commission.
- Eliminate pollution of Inland Waterway by reducing both the impervious surface area and the number of septic tanks.
- Consolidate ingress and egress points, curb cuts, and driveway entrances in the commercial area along Airlie Road.
- Establish common parking areas on existing commercial vacant land or on State-owned and maintained property.
- Discourage additional traffic and preserve existing shade oak trees by not widening Airlie Road.

Appendix D, Continued

- Discourage tractor-trailer traffic on Stokley Drive by petitioning the State Department of Transportation to close this drive to truck traffic.
- Improve Allen's Lane by widening the right-of-way and by paving the road to an acceptable width while retaining trees.
- Accommodate additional local residential, commercial, and through traffic by providing alternative access routes to Airlie Road.
- Extend the northern segment of Allen's Lane from Military Cut-off across Wrightsville Avenue to Airlie Road near the vicinity of Airlie Gardens.
- Close-off Airlie Road at the U.S. 76 and Oleander Drive intersection except for an entrance ramp, and install a cul-de-sac.
- Encourage the enforcement of traffic laws by the State for motorists and bicyclists.
- Establish alternative bike paths along Allen's Lane and Airlie Road using acquired sewer easements.
- Establish jogging trails and sidewalks along Airlie Road from U.S. 74/76 intersection to Edgewater Lane Subdivision.
- Establish pedestrian crosswalks.

● Recommendations

- Retain the R-20 classification.
- Do not expand the commercial areas.
- Amend the B-1 classifications, allowing only neighborhood uses and imposing height or bulk controls on structures.
- Establish means and methods to retain public access and protect waterfront vistas.
- Minimize the adverse impacts of developing the large vacant acreages along Airlie road.
- Provide better traffic control for access to and from the business areas.
- Restrict further truck traffic associated with wholesaling.

Appendix D, Continued

- Enforce parking and traffic regulations.
- Eliminate parking along the shoulders of Airlie Road.
- Develop easements, paths, and crosswalks for pedestrians and bicyclists.
- Encourage the provision of a public sewer system.
- Initiate and improve drainage and run-off systems in the neighborhood.

APPENDIX E

BUSINESS AND COMMERCIAL ENTERPRISES IN THE WRIGHTSVILLE SOUND AREA  
(MAY 1988)

BUSINESS AND COMMERCIAL ENTERPRISES IN THE  
WRIGHTSVILLE SOUND AREA (MAY 1988)

The Galleria

Woodmen of World  
C.L.G. Joe Belton  
George Alsina, AIA  
Adger Wilson Realty  
William G. Wetherill Co.  
J.M.T., Inc.  
Credit Management Systems  
J. D. Herring Realty  
Doug Boykin  
D. B. Developments  
Hanover Atlantic Land Co.  
Kerr Drugs  
Network  
Nello Fillippini  
Commanding Lead  
Cape Fear Interiors  
Galleria Mall, Inc.  
Southern Net, Inc.  
Harris Teeter  
Papagayo's  
Wall Street  
Aeronautics Sales  
Ray Matthis Real Estate  
Canal Trading Co.

Wrightsville Crossings

Mem/Roberts Advertising  
The Sholar Company  
Mathtec-MicroCom  
Seaside Sweepers  
Paramount Ins. Services, Inc.  
John Venters & Sons, Inc.

Sea Towers

Happy Hanger & Company  
Dr. Stallings, Dentist  
Cape Fear Builders, Accent Int.  
Coastal Sands Realty  
Bolt Travel & Tours  
Totally Tan  
Sea Towers Realty  
Aerobics Unlimited  
J. Kaufman, Lawyer  
Coast to Coast Trading Company  
New Tech Manufacturing  
L & D, Inc.  
Vista Shores Development  
Summit Real Estate & Marketing  
Inches, Ltd.  
Prime Computer, Inc.

The Galleria, Continued

Tommy Vann, Inc.

Jay G. Jordan Company

Coastal Alliance

Standard Register

Airlie Road

Bridge Tender Marina & Rest.

Hieronymus Seafood

Airlie Marina

Carolina Yacht Sales

Seacoast Seafood

Dockside Marina Store

Dockside Restaurant/Quick Mart

Wrightsville Gulf Terminal

Plaza East

Hills Food Store

Revco

Maxway

Cato

David's Deli

Coastal Photo II

Eggroll House

Hardee's

OPO

Craft Hardware

Putto's Ice Cream

Plaza East Laundromat

US 74, US 76, US 74-76

Waterway Lodge

Action Casting

Pelican Yacht Club

School Kids Records

Ship's Store

Domino's Pizza

ABC Store

Kentucky Fried Chicken

Texaco Store

Waterway Capital

Scotchman's Store/Shell Oil

Peoples Bank

Crocker Marine

Giuseppis

Quartermaster

First Citizen's Bank

Tri Con General Contractors

Robert O. Way & Associates

John Banner & Associates

Tideland Signal Corp.

Western Hemisphere Yacht

Delivery & Brokerage

Todd M. Shaffer & Assoc. Ins.

Clemmons Corporation

James Overton, D.D.S.

Plaza East, Continued

Ryan Stanley, D.D.S.

The Sampler

Plaza East Optical

Karma Hair Creation

Adventure Land Video

Edwards Hallmark Shop

Outrigger Boutique

J.B.'s Newsstand

Deb's Animal House

Floral Gallery



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