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BEACH ACCESS DESIGNS

wrightstsville beach, nc

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U. S. DEPARTMENT OF COMMERCE NOAA
COASTAL SERVICES CENTER
2234 SOUTH HOBSON AVENUE
CHARLESTON, SC 29405-2413

COASTAL ZONE
INFORMATION CENTER

JOHN J HOOTON AND ASSOCIATES
WILMINGTON, NC

INTRODUCTION

Wrightsville Beach serves not only as a permanent and secondary home for many but also as a regional and statewide recreational outlet for thousands of visitors each year. This influx of seasonal population, particularly at peak times, can be both an asset for the local economy and a liability in terms of traffic congestion and overcrowding. Town officials have recognized the necessity of planned accommodations and control of visitors in order to minimize negative effects but also to maximize their recreational opportunities at the beach. To accomplish this, the 1976 Coastal Area Management Act Land Use Plan adopted a beach access policy and made recommendations for development of a beach access plan. The policy adopted in the 1976 plan (and readopted in the 1981 update) is - to provide reasonable means and opportunity for all members of the public to have access to the beach and other public trust lands and waters, provided such means do not conflict with the rights of residents to the use and enjoyment of their property. In accord with the recommendations of the 1976 plan, the Wrightsville Beach Access Plan was prepared and accepted by the Wrightsville Beach Board of Alderman in 1979.

The Wrightsville Beach Access Plan had several objectives. One was to inventory existing access at the beach. Another was to establish standards for evaluating the adequacy of this access in terms of legal protection of existing points, availability of parking, maintenance, and adequacy of number of points. This evaluation resulted in several conclusions. First that while there were a sufficient number of points to accommodate existing as well as projected visitors which were well protected from a legal standpoint, the availability of parking would be a limiting factor in future beach use. A second conclusion was that future visitor populations would have to rely on alternative transportation modes and to avoid conflict with resident property owners (and to protect the dune and berm) would have to conform, voluntarily or involuntarily, to established pedestrian circulation patterns. To encourage this the Access plan recommended the development of various access points for different levels of intensity of use. These recommendations are summarized on the pages which follow. A final conclusion of the Access plan was that there was little or no opportunity for disabled handicapped persons to enjoy the experience offered of the shore. Although practical considerations would limit this opportunity future planning and construction of access structures should accommodate handicapped individuals to the maximum extent feasible.

THE ACCESS DESIGNS

The access designs are a specific attempt to incorporate and promote the policies and recommendations in the Access plan. Two design alternatives are presented. The first is a larger structure intended for high use areas and includes specific accommodations for the handicapped such as appropriate width and slopes of ramps as well as a shaded platform in proximity to the beach. The second design is a smaller version for use of moderate use access points. Both designs are intended to serve as focal points for pedestrian beach users not only through added convenience and comfort but through use of vertical elements and attention getters such as colored pennants and canvas awnings. Further encouragement for pedestrian vs. auto oriented traffic is provided at the parking area where bike racks, bollards and benches are provided.

It is hoped that through the construction and use of these structures the public's recreational experience at the beach will be maximized and conflicts with property owners will be minimized.

COST ESTIMATES

HIGH USE-HANDICAPPED

8 - 8x8s	\$1,600	
BENCHES	1,000	
ROOF	625	
CONNECTORS	800	
BOLTS	50	
NAILS	50	
TOP FRAMING	200	
FRAMING LUMBER	680	
4x12s	700	
MISC FRAMING	400	
CANVAS & FASTENERS	150	
2x6 CEDAR	50	
	<u>\$6,305</u>	
	3,200	Labor
	<u>\$9,500</u>	
	250	taxes
	<u>\$9,750</u>	
	1,425	15% contractor's fee
	<u>\$11,175</u>	
	1,177	10% contingency
	<u>\$12,352</u>	TOTAL

MODERATE USE STRUCTURE

2x6s	255	
2x12s	135	
2x10s	75	
2x8s	40	
2x6s	175	
2x6s	135	
2x10s	75	
6x6s	400	
3x12s	175	
CANVAS	250	
CEDAR	50	
BOLTS	25	
NAILS	25	
	<u>\$2,320</u>	
	350	Contractor's Fee
	<u>\$2,670</u>	
	267	10% Contingency
	<u>\$2,937</u>	TOTAL
	\$1,135	
	50	Tax
	<u>\$1,185</u>	
	1,135	Labor
	<u>\$2,320</u>	

AUXILIARY STRUCTURES

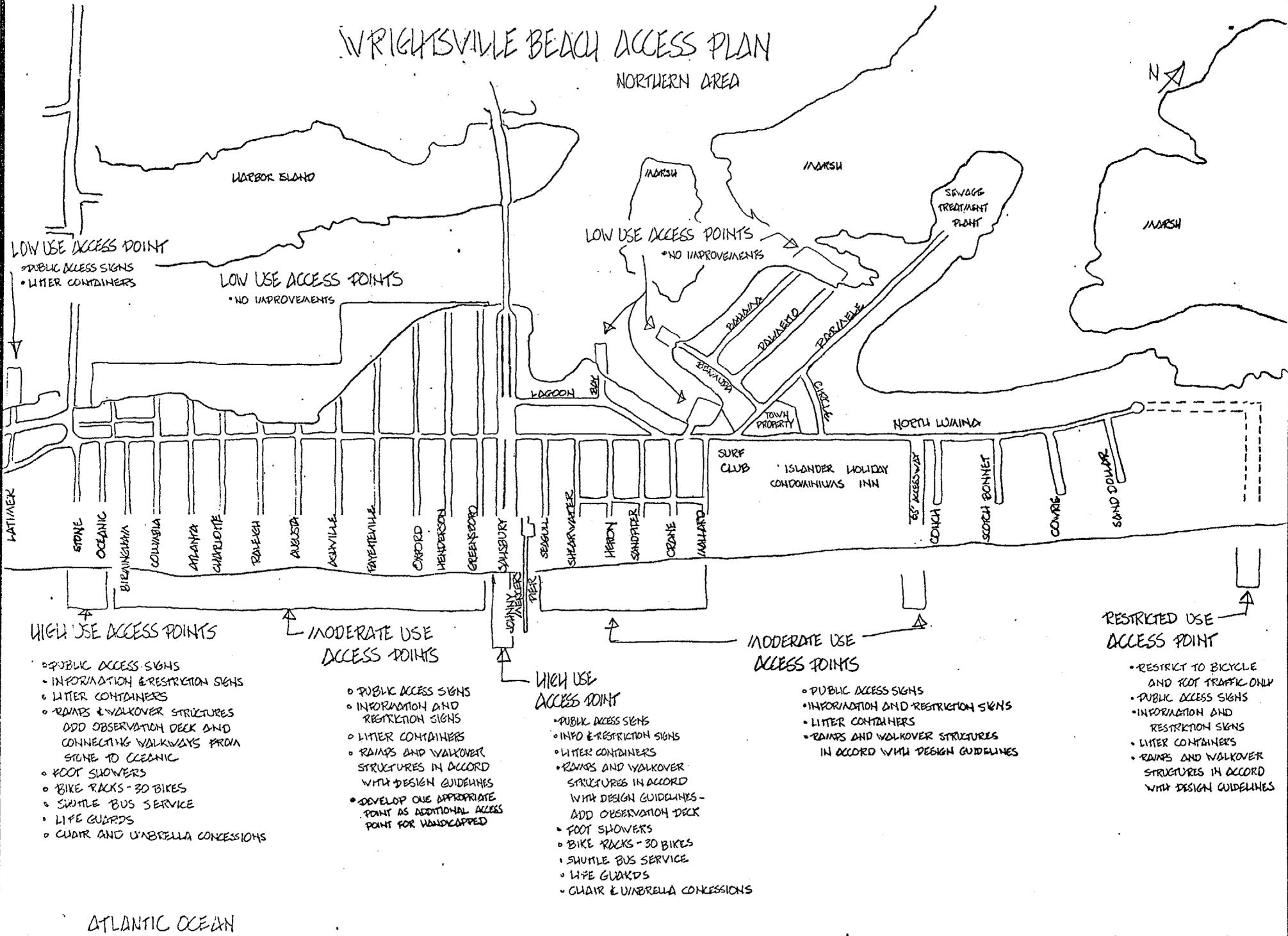
ADD \$450/50 linear feet for board walk

ADD \$300 lump sum for unused area

ADD Current estimates for trash receptacles, bike racks, bollards and other desired miscellaneous amenities

WRIGHTSVILLE BEACH ACCESS PLAN

NORTHERN AREA



LOW USE ACCESS POINT

- PUBLIC ACCESS SIGNS
- LITTER CONTAINERS

LOW USE ACCESS POINTS

- NO IMPROVEMENTS

LOW USE ACCESS POINTS

- NO IMPROVEMENTS

HIGH USE ACCESS POINTS

MODERATE USE ACCESS POINTS

HIGH USE ACCESS POINT

MODERATE USE ACCESS POINTS

RESTRICTED USE ACCESS POINT

- PUBLIC ACCESS SIGNS
- INFORMATION & RESTRICTION SIGNS
- LITTER CONTAINERS
- RAMPS & WALKOVER STRUCTURES
- ADD OBSERVATION DECK AND CONNECTING WALKWAYS FROM STONE TO OCEANIC
- FOOT SHOWERS
- BIKE RACKS - 30 BIKES
- SHUTTLE BUS SERVICE
- LIFE GUARDS
- CHAIR AND UMBRELLA CONCESSIONS

- PUBLIC ACCESS SIGNS
- INFORMATION AND RESTRICTION SIGNS
- LITTER CONTAINERS
- RAMPS AND WALKOVER STRUCTURES IN ACCORD WITH DESIGN GUIDELINES
- DEVELOP ONE APPROPRIATE POINT AS ADDITIONAL ACCESS POINT FOR HANDICAPPED

- PUBLIC ACCESS SIGNS
- INFO & RESTRICTION SIGNS
- LITTER CONTAINERS
- RAMPS AND WALKOVER STRUCTURES IN ACCORD WITH DESIGN GUIDELINES - ADD OBSERVATION DECK
- FOOT SHOWERS
- BIKE RACKS - 30 BIKES
- SHUTTLE BUS SERVICE
- LIFE GUARDS
- CHAIR & UMBRELLA CONCESSIONS

- PUBLIC ACCESS SIGNS
- INFORMATION AND RESTRICTION SIGNS
- LITTER CONTAINERS
- RAMPS AND WALKOVER STRUCTURES IN ACCORD WITH DESIGN GUIDELINES

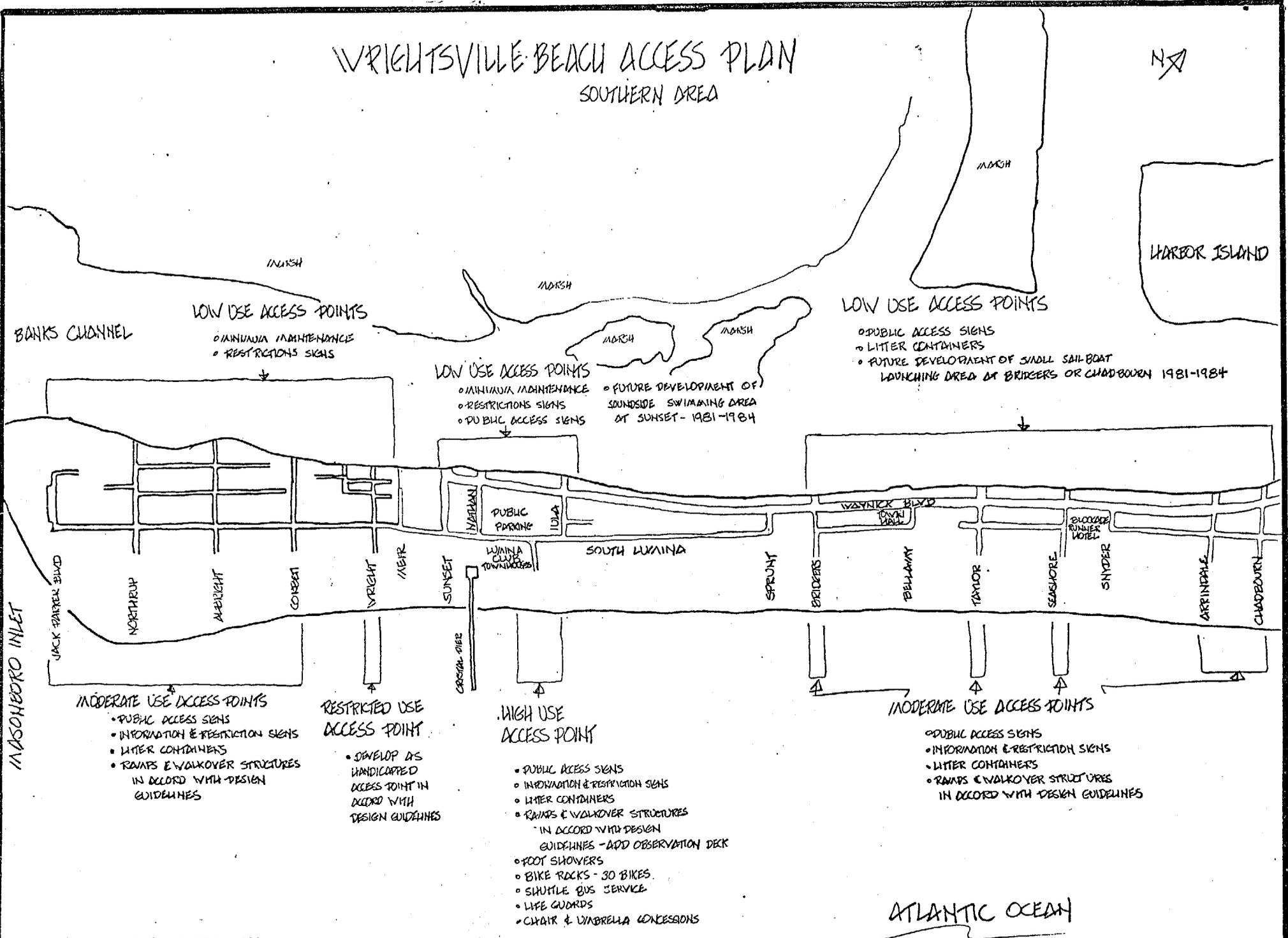
- RESTRICT TO BICYCLE AND FOOT TRAFFIC ONLY
- PUBLIC ACCESS SIGNS
- INFORMATION AND RESTRICTION SIGNS
- LITTER CONTAINERS
- RAMPS AND WALKOVER STRUCTURES IN ACCORD WITH DESIGN GUIDELINES

ATLANTIC OCEAN

WRIGHTSVILLE BEACH ACCESS PLAN

SOUTHERN DREA

N



LOW USE ACCESS POINTS

- MINIMUM MAINTENANCE
- RESTRICTIONS SIGNS

LOW USE ACCESS POINTS

- MINIMUM MAINTENANCE
- RESTRICTIONS SIGNS
- PUBLIC ACCESS SIGNS
- FUTURE DEVELOPMENT OF SPANDEE SWIMMING AREA AT SUNSET - 1981-1984

LOW USE ACCESS POINTS

- PUBLIC ACCESS SIGNS
- LITTER CONTAINERS
- FUTURE DEVELOPMENT OF SMALL SAIL BOAT LAUNCHING DREA AT BRIDGERS OR CHADBOURN 1981-1984

MODERATE USE ACCESS POINTS

- PUBLIC ACCESS SIGNS
- INFORMATION & RESTRICTION SIGNS
- LITTER CONTAINERS
- RAMPS & WALKOVER STRUCTURES IN ACCORD WITH DESIGN GUIDELINES

RESTRICTED USE ACCESS POINT

- DEVELOP AS HANDICAPPED ACCESS POINT IN ACCORD WITH DESIGN GUIDELINES

HIGH USE ACCESS POINT

- PUBLIC ACCESS SIGNS
- INFORMATION & RESTRICTION SIGNS
- LITTER CONTAINERS
- RAMPS & WALKOVER STRUCTURES IN ACCORD WITH DESIGN GUIDELINES - ADD OBSERVATION DECK
- FOOT SHOWERS
- BIKE RACKS - 30 BIKES
- SHUTTLE BUS SERVICE
- LIFE GUARDS
- CHAIR & UMBRELLA CONCESSIONS

MODERATE USE ACCESS POINTS

- PUBLIC ACCESS SIGNS
- INFORMATION & RESTRICTION SIGNS
- LITTER CONTAINERS
- RAMPS & WALKOVER STRUCTURES IN ACCORD WITH DESIGN GUIDELINES

ATLANTIC OCEAN

INTRACOSTAL WATERWAY

WRIGHTSVILLE BEACH ACCESS PLAN HARBOR ISLAND

NA

LOW USE ACCESS POINTS
• NO IMPROVEMENTS

NORTH CAROLINA
WILDLIFE RESOURCES
BOATING ACCESS AREA

SPOIL
ISLAND

MARSH

FEEDS
KEEL

CHANNEL
WALK
TOWNHOUSES

MARSH

MOTT'S CHANNEL

HARBOR

SHUTTLE
BUS PARKING

SALINE
WATER
RESEARCH
PLANT

MARSH

WRIGHTSVILLE BEACH
TOWN PARK

LEES CUT

PHEASANT

MARSH

MARSH

HARBOR ISLAND
& BIRD SANGUARY
MARBH

TOWN MINI-PARK

ISLAND

LOW USE ACCESS POINTS
• NO IMPROVEMENTS

JOHN J. WOOTEN & ASSOCIATES
JULY 1979 1"=800'

SHOVEL
POINT

CYPRESS

MARSHINE

LIVE OAK

CHANNEL

CORAL

NORTH CHANNEL

HULL

HANS

BANKS CHANNEL

TOWN SAILING CENTER

FIRST

SECOND

THIRD

FOURTH

LOW USE ACCESS POINTS
• NO IMPROVEMENTS
• MINIMUM MAINTENANCE

