

WRIGHTSBORO

An Eye on the Past ... A Step Towards the Future

New Hanover County Board of Commissioners

Fred Retchin, *Chairman*

E. L. "Matt" Mathews, *Vice Chairman*

Jonathan Barfield

Robert Greer

William H. Sutton

Planning Board Members

Earnest Puskas, *Chairman*

Kenneth A. Shanklin, *Vice Chairman*

Robert McDonald

Wesley O. Nixon

William Grathwol

C. Richard Boisky

Charles R. Howell

New Hanover County Planning Department

Dexter Hayes, *Planning Director*

Project Staff:

Wanda Cosion, *Staff Planner*

Chris O'Keefe, *Staff Planner*

Martha Faulkner, *Graphics Technician/Mapping*

Lisa Horne, *Layout and Design*

JoAnne Shadroui, *Intern*

Cover Photo:

*The Wrieghsboro School has been the center of the community since its construction in 1924.
Cover illustration courtesy of Wilmington artist Ronald Williams, 1984.*

WRIGHTSBORO

An Eye on the Past . . . A Step Towards the Future



New Hanover County Planning Department

Adopted by the New Hanover Board of Commissioners on November 4, 1991.

Table of Contents

Overview		Zoning and Other Development Controls	17
Overview	1	Zoning Ordinance	17
Community Planning Process	1	Airport Regulations	20
Summary of Recommendations	2	Conservation Overlay District	20
The Wrightsboro Community		Subdivision Regulations	21
History	4	Manufactured Homes	21
Population and Housing	6	Sedimentation and Erosion Control	21
Existing Land Use	8	Floodplain Restrictions	21
Community Facilities and Services		Junk Car Ordinance	21
Road Network	9	Keep America Beautiful System	21
Sewer	10	Public Water Access	21
Water	10	Parks and Recreation	21
Parks	11	State and Federal Controls	
New Hanover International Airport	11	Water Quality	22
Community Resources		Coastal Area Management Act (CAMA)	22
Community Features	14	Department of Transportation	22
Environmental Resources	14	Wetland Restrictions	23
Water	14	Developable Land	23
Soils	14	Issues and Concerns	
Conservation Areas	15	Community Participation	24
Land Use Regulations		Mail Out Survey	24
The County Land Use Plan	16	Community Meeting	24
Land Classification Map	16	Results	24
Policies for Growth and Development	17	Recommendations	27
		Appendixes	30

Figures

Figure 1:	Study Area
Figure 2:	Planning Process
Figure 3:	Population and Housing
Figure 4:	Existing Land Use
Figure 5:	Transportation Network
Figure 6A:	Community Features: Churches and Institutions
Figure 6B:	Community Features: Historical Structures
Figure 7:	Soil Classification
Figure 8:	Conservation Areas
Figure 9:	County Land Use Plan
Figure 10:	Current Zoning
Figure 11:	Zoning Description
Figure 12:	Developable Land
Figure 13:	Growth in Wrightsboro
Figure 14:	Survey Results



Approximate Scale
1" = 3 Miles

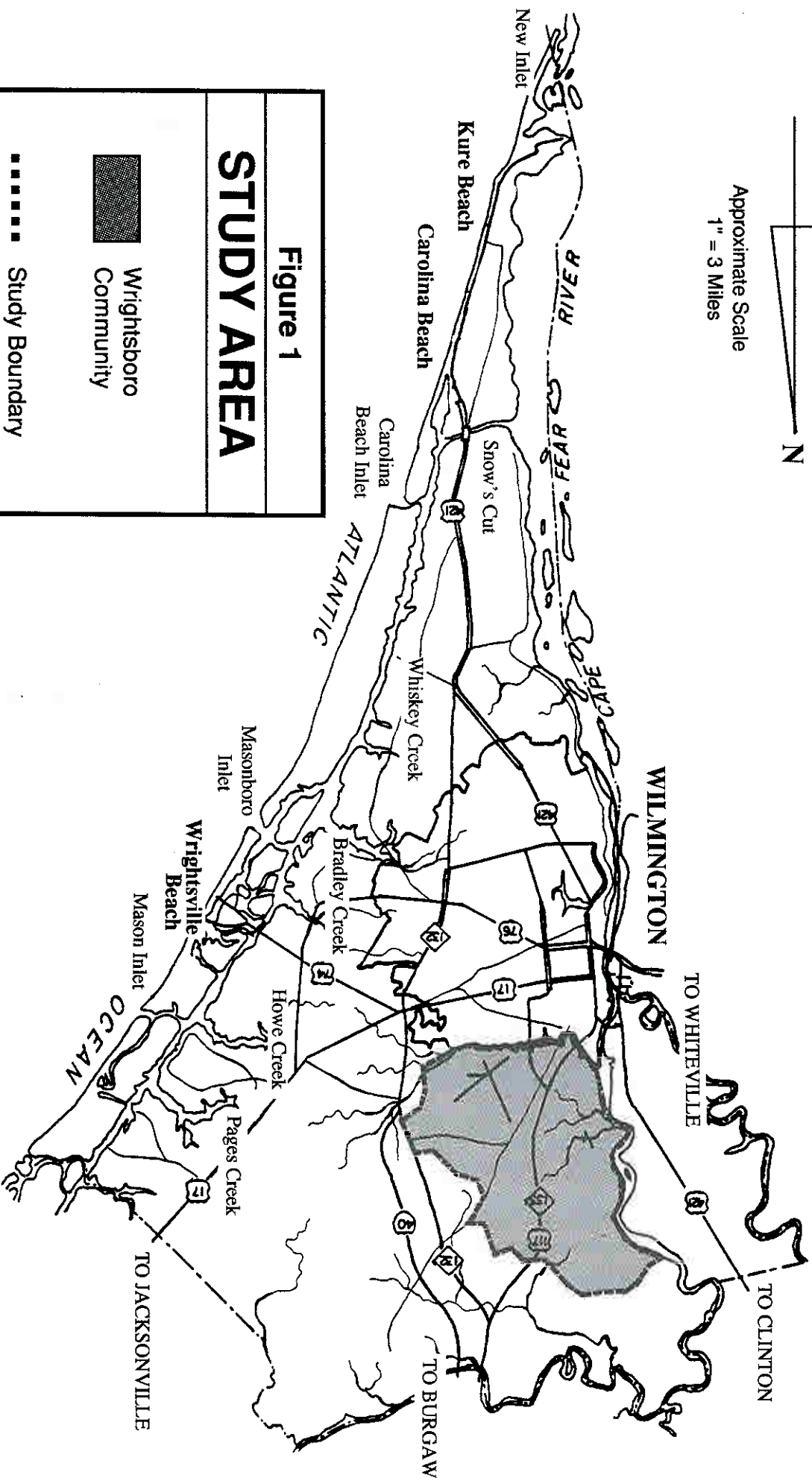


Figure 1

STUDY AREA

Wrightsboro
Community

Study Boundary

Wrightsboro Study
New Hanover County, North Carolina

NEW HANOVER COUNTY

OVERVIEW

Since the turn of the century, the area due north of the Wilmington City Limits has been known as Wrightsboro. The Wrightsboro Community, as defined in this plan (*see figure 1*), encompasses the land and neighborhoods bounded by Smith Creek on the south, the Northeast Cape Fear River to Jackie's Creek on the west, the General Electric Plant and property on both sides of Hermitage Road on the north and the CSX Railroad line to North Kerr Avenue on the east. The study area boundary also includes the New Hanover International Airport complex.

Over the years, Wrightsboro residents have seen their numbers increase along with the amount of commercial and industrial development in the area. The distinctive mixture of low density residential use with intense industrial use and airport uses is beginning to place increasing pressure on the rural character of the community. Long time Wrightsboro residents, as

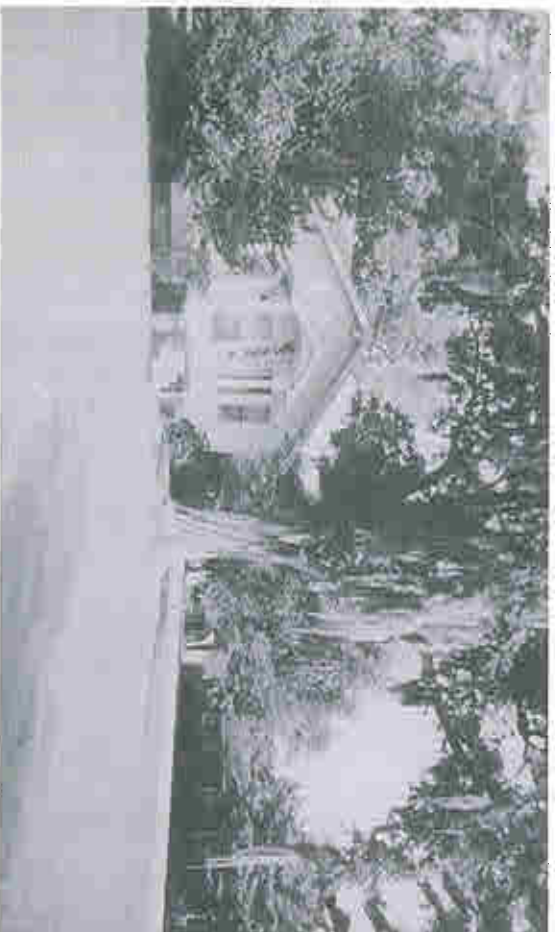
well as recent arrivals, cherish the area's small farms and large lots bounded by various creeks and woodlands. Industries, on the other hand, value Wrightsboro's central location which is within minutes of the City of Wilmington, the New Hanover International Airport, the State Port Facility and I-40. Balancing commercial and residential growth while retaining the rural charm of the area will require careful consideration of all the amenities which attracted growth to the Wrightsboro area in the first place. Growth should take place

rationally, with adequate services and appropriate provisions for the protection of the environment and the overall quality of life residents are accustomed to.

Community Planning Process

This plan is intended as a policy guide for the future growth and development of the Wrightsboro community. The 1986 Wilmington-New Hanover County Land Use Plan mandates that neighborhood-level planning be carried out for all communities within New Hanover County. The Wrightsboro Community plan was developed cooperatively through a joint effort by Wrightsboro Citizens, a neighborhood steering committee, landowners, businesses, County planning staff and others.

The community planning process used to develop the Wrightsboro Plan involved several steps (*see figure 2*). The first step in the process was identification of the planning area.

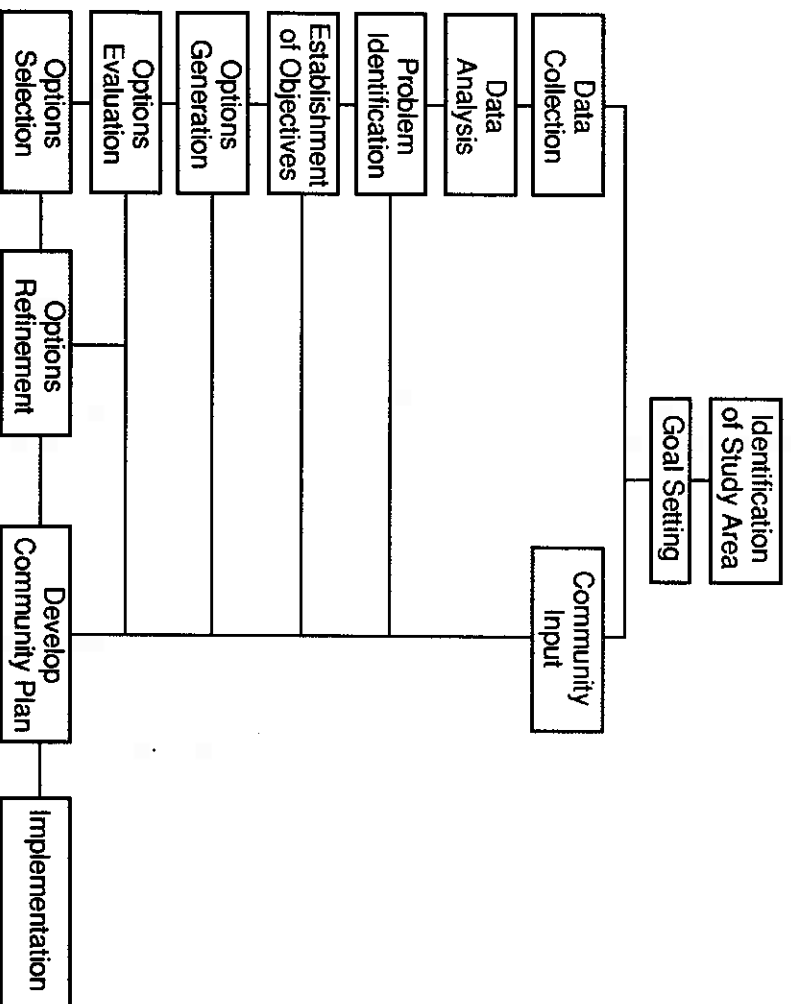


Wrightsboro residents value the rural residential atmosphere which remains in most of the area.

This was difficult because of the many overlapping neighborhoods and the varied land use activities that needed to be included, such as the Airport and the General Electric Facility. After the boundaries were determined, an overall planning goal was established. Simply stated the goal was *"to provide a framework for managing the future growth and development of the area."* Community input played a vital role

Figure 2

Community Planning Process



throughout the planning process. Data gathered from surveys and community meetings was used to identify problems and establish plan objectives. Objectives and problems identified through this process were then studied and refined by planning staff and the Wrightsboro Steering Committee in order to develop potential solutions.

Upon review and approval by the Board of County Commissioners, this document will serve as the blueprint for directing the future growth and development of the Wrightsboro Community. Future land use, urban services, and other policy decisions should reflect the objectives of this plan.

Summary of Recommendations

Issues identified by the Wrightsboro Community fall into four general categories: Transportation and the Wilmington Bypass; Drainage; Parks and Recreation; and others. Specific recommendations addressing these and other issues are summarized below:

- Develop a drainage plan for the Wrightsboro Neighborhood which would provide improved roadside drainage and a scheduled maintenance program.

- Develop firm plans for the extension of County Sewer service into the Community.
- Widen the lanes of Castle Hayne Road and support the development of a bike path/pedestrian walkway along Castle Hayne Road and other interior subdivision roads.
- Provide secondary access to neighborhoods along Castle Hayne Road to ease congestion at intersections and to provide additional access for residents as well as emergency vehicles.
- Study traffic movements for safety concerns at major intersections such as those on Castle Hayne, Oakley, Rockhill, and Blue Clay Roads, Twenty-third St., and N. Kerr Avenue.
- Preserve open space and provide park facilities to serve the needs of Wrightsboro citizens.
- Coordinate efforts with the Department of Aging, area churches, and the County library to develop programs and facilities for Wrightsboro's older citizens.
- Utilize the Rockhill Community Center for all residents, especially older citizens and the youth.



Traffic has increased steadily on Castle Hayne Road and other roads in Wrightsboro.

- Continue to promote diversified housing opportunities for Wrightsboro residents.
 - Pursue the location of a branch library in the Wrightsboro Neighborhood.
 - Encourage the PTO for the Wrightsboro School and the New Hanover County Board of Education to better maintain the school grounds to preserve the safety and well being of the children in the Wrightsboro Community.
- The plan for the Wrightsboro Community also recognizes that within the next 3-5 years the Department of Transportation may begin construction of the Wilmington Bypass which could bisect the Wrightsboro Neighborhood. If this should occur, the residents wish to retain the sense of community which has bonded the people of Wrightsboro since the beginning of this century. Bypass routes and access locations should be constructed in such a way that they will not disrupt this sense of community.



Children play on the Wrightsboro School grounds.

THE WRIGHTSBORO COMMUNITY

History

Before there were plantations and houses and shops along Castle Hayne Road, Native Americans settled on the high banks of the Northeast Cape Fear River. The fertile land was excellent for growing crops such as corn, the river had abundant fish and the surrounding woodlands were filled with game ranging from deer to wild turkey. Today, some evidence of the Native American people can be found along the banks of the river and alongside Ness Creek. Pottery findings at one site indicate that it was in continuous use from 500 BC through 1200 AD.

The origins of the Wrightsboro Neighborhood, as it is known today, dates back to the Pre-Revolutionary War period. By the 1730's, land owners began cultivating rice on plantations along the Northeast Cape Fear River. The first plantation in the area, San Souci, was north of Smith Creek and was owned by the Hill family. San Souci plantation was on land Hill purchased from Caleb Grainger, son of Joshua Grainger, who was one of the four "founding fathers" of Wilmington.

North of Sans Souci was a large

plantation known as Fairfields. Fairfields was owned by John Hill who was a soldier in the Revolutionary War under General Greene. Today, the rice dykes of this plantation are very much intact and can still be seen east of the River. Nesces Creek plantation, located on what is now Ness Creek, was the residence of Arthur Mabson, a gentleman noted for his great energy and industry. Mabson died during the first year of the Revolutionary War at the early age of forty. Still further north, Rockhill, Rosehill, The Hermitage, and Rocky Run Plantations all were within the area now referred to as Wrightsboro.

Graveyards still mark locations where early plantation families such as the Smiths and Quinces were buried.

During the Revolutionary War many of these plantations were used for the production of naval stores of pine tar, pitch and turpentine. The locations of these plantations along the relatively narrow, navigable Northeast Cape Fear made excellent ventures for the shipping trade.

Many of the plantations that had thrived in the days of slave labor could no longer function after the Civil War. Large tracts of

land were broken up and given to family members or black freemen who previously



Indians settled on sites like this on the banks of the Northeast Cape Fear River.

had been forced to labor on the same land. Although the production of rice continued in some locations into the 1880's, J.H. Hill wrote in his manuscript Stories of the Old Plantation, about visiting Fairfield's and other east bank plantations in the 1840's and finding them for the most part in a very ruined state. It is clear that by the late 1880's rice cultivation was totally gone in the region. Many factors led to the downfall of rice cultivation along the Cape Fear including the lack of willing labor, rice tariff policy, terrible storms in the 1880's which caused saltwater intrusion, and competition from rice growing areas in Arkansas and Missouri where more advanced machinery could be used.

Despite these setbacks, the fertile soil of the Wrightsboro region continued to be the cornerstone for activities which took place after the Civil War. The Trasks, who had achieved a great deal of success with growing strawberries and lettuce in the Masonboro Sound area in the 1890's, bought land in the Wrightsboro area to expand their operations. George Trask, son of Daniel Webster Trask, moved into a brick house built by a Danish immigrant named Christian Heide. Trask grew lettuce and other vegetables on the grounds of the home, which today is

known as the Trask-Collins Home. This produce was shipped by truck to other nearby cities.

About the same time that the Trask family was beginning to produce vegetables for the growing truck farming industry, W.W. Wright bought a large tract of land from George Trask that included land around what is now the intersection of North Kerr Avenue and Blue Clay Road. The railroad depot stood on the Northwest corner of that intersection. Since the area at the confluence of the major roads (Old Winter Park Road, etc) and the railroad depot was owned by the Wrights, the railroad stop and the surrounding area became known as Wrightsboro. The Blake House and the Wright House still stand amongst other historic homes in what is the heart of Wrightsboro.

At the same time that native North Carolina families were beginning to take advantage of the transportation possibilities provided by the Atlantic Coastline

Railroad and the improved highway for sending food crops up to cities northward, Hugh MacRae had formed his North Carolina Development Company. MacRae's company had a plan which attracted European immigrants, mostly skilled in scientific and highly productive farming methods, to the Castle Hayne area to become part of the Castle Hayne Colony.



Greenhouses and nurseries have flourished in Wrightsboro.

One of these farmers was Dirk Swart, coming from Zaandam, Holland, in 1912. By 1917, he owned and operated the Cape Fear Dairy and supplemented it with

growing flowers for quick shipment north by rail. Swart's family members still farm and operate greenhouses in the area.

Eelco Tinga was a native of Holland who had studied horticulture in England. He knew that he wanted to grow nursery stock in America. He came first to Long Island and did some research on what location would be best for his business. He debated between sites in Michigan and Castle Hayne. When he learned that the Michigan sites had rocky soil, he chose Castle Hayne. He came to the area with Hugo Van Ness, another Netherlander. They purchased 10 acres of land and a house from Hugh MacRae through the North Carolina Development Company plan. The two men started the Holland Nurseries at that location. Before long Van Ness got married leaving Eelco Tinga to find a house and start a nursery of his own. Tinga soon found the present site in Wrightsboro, started his business, and built a barn and house which still stand.

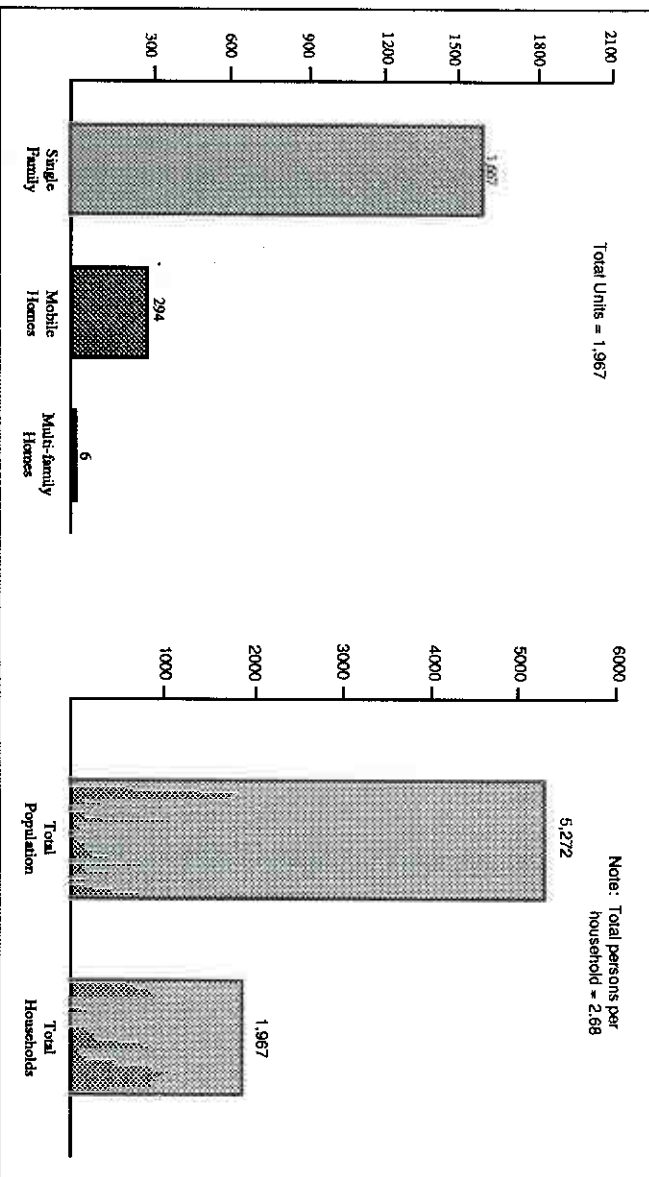
Today, one of the oldest businesses in the Wrightsboro area is the Tinga Nursery. The nursery, which began operation in 1913, is one of the oldest and largest nurseries in North Carolina and maintains a large variety of species used in horticulture.

Population and Housing

According to preliminary figures from the 1990 census, the population of the Wrightsboro community is 5,272. As illustrated in Figure 3, virtually the entire population resides in single family homes or manufactured homes. Due to the existence of large tracts of available land and the rural nature of Wrightsboro, the cost for single family homes has remained

much more affordable than in other areas of New Hanover County. The average cost of a home in the Wrightsboro area is \$59,005 compared to \$91,859 for the entire County, according to the 1990 Census. Recently, the development of several affordable housing subdivisions has increased the area's housing stock and population. However, the majority of the homes in the community still lie on large lots and enjoy a rural life-style.

FIGURE 3
1990 POPULATION AND
HOUSING INVENTORY



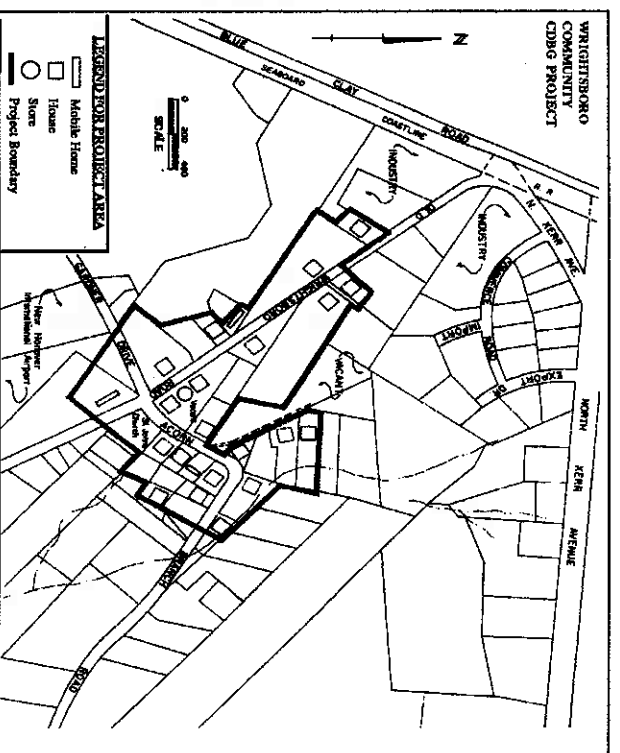
Although the population of the Wrightsboro area is predominantly white, there is a higher percentage of blacks in the area than in the rest of New Hanover County. The 1990 Census CDP (*Census Designated Places*) figures for Wrightsboro (*CDP boundaries do not exactly match study area boundaries*), indicate that 31% of the area's population is black while 20% of the population in the County is black. Blacks chose to settle in the area where many had labored on rice plantations before the Civil War. Many ancestors of present day residents were attracted to opportunities for land ownership resulting from plantation closures in the 1880's.

They farmed their own lands into the 1990's.

According to the 1990 Census, the number of children (0-17 years) in Wrightsboro has dropped from 30% to 25% since 1980. Children comprise 25% of the population of Wrightsboro compared to 23% for the whole County where the number of children has also shown a decline. Wrightsboro should continue to see a higher percentage of children in relation to the County as a result of the



Residential development like this on Old Mill Road provide affordable housing opportunities.



22 houses are being improved in Wrightsboro with funds from a Community Development Block Grant.

of the County's population.

Most Wrightsboro residents live in single family houses with their families. The 1990 Census CDP data shows that 86% of the those living in Wrightsboro live in a household with at least one other family member. The average size family per household is 3.06 people. Of the 1,967 occupied housing units in Wrightsboro, 1,430 (84.2%) are owner occupied. The remaining 267 houses are renter occupied.

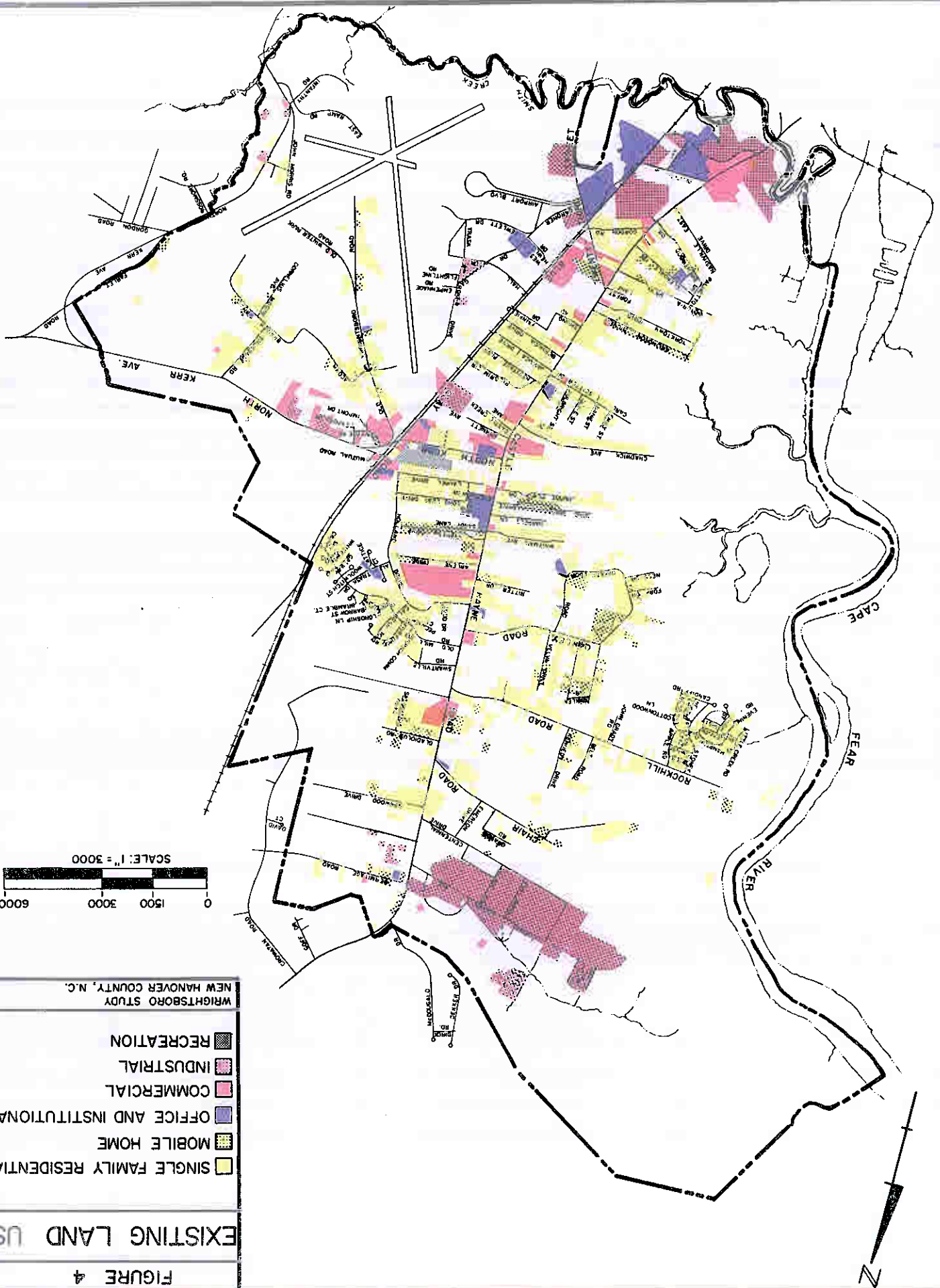
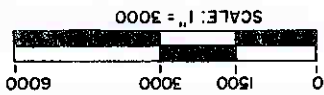
New Hanover County is currently undertaking a Community Development

EXISTING LAND USE

FIGURE 4

- SINGLE FAMILY RESIDENTIAL
- ▨ MOBILE HOME
- ▤ OFFICE AND INSTITUTIONAL
- ▥ COMMERCIAL
- ▧ INDUSTRIAL
- ▩ RECREATION

WRIGHTSBORO STUDY
NEW HANOVER COUNTY, N.C.



Block Grant (CDBG) project to improve housing conditions in the area north of the Airport. This project involves renovating many of the houses along Old Wrightsboro and Acorn Branch Roads. Twenty-two houses will be either restored or replaced as a result of this project. The map above shows the area being improved through the CDBG program.

Existing Land Use

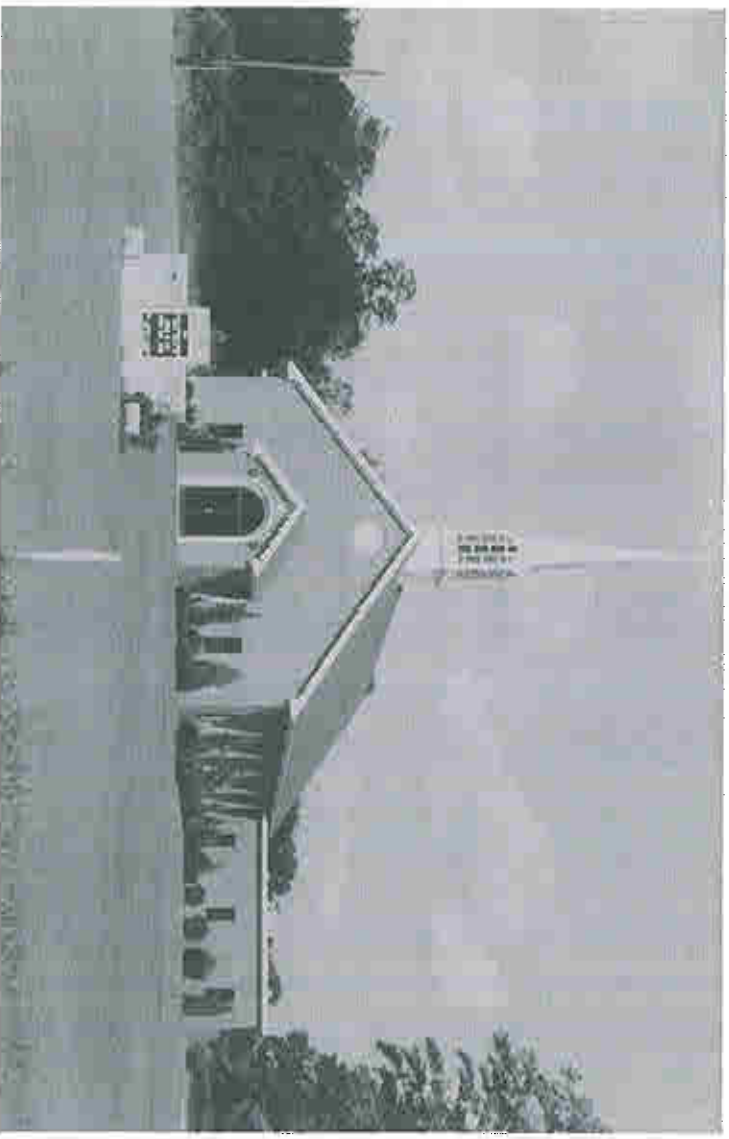
No other area in the County contains the diversity of land use types that exist in Wrightsboro. The continued growth of commercial and industrial uses along Castle Hayne Road and near the airport may change the area's rural, residential and agricultural character. This community which has traditionally been dominated by agricultural uses with scattered single family housing now contains a vibrant commercial and industrial corridor. The existing land uses in Wrightsboro are shown in Figure 4.

Despite the increasing amount of commercial and industrial growth, the majority of the land in the Wrightsboro area is residential. Single family homes on large lots dominate the area west of Castle Hayne Road to the Northeast Cape Fear River. Many of the lots in this area are wooded as they have been for centuries. Other lots have been cleared for landscaping or used for agriculture or grazing.

Residential subdivisions constructed on large lots or contiguous lots have a higher density than older residential areas. Developments such as Walnut Hills, Runnymede and Ivy Woods provide many affordable homes on smaller lots.

Commercial and Industrial uses in the Wrightsboro area range from uranium processing to tulip farming. Among the most distinguishing features of the community is

the New Hanover International Airport. The airport recently opened a new air passenger terminal and has plans for a 266 acre airport industrial park. The General Electric Plant, which is in the Northern section of Wrightsboro, is the largest employer in the County with over 2000 employees. The Wrightsboro area also includes ten churches, numerous cemeteries, the Wrightsboro School and the Optimist Park which has two baseball fields and a concession stand.



St. James AME Church on Castle Hayne Road is one of ten churches in Wrightsboro.

COMMUNITY FACILITIES AND SERVICES

Public facilities are sorely needed in the Wrightsboro area. As the population in the area continues to grow, the need for sewer systems, more park land, and better roadways will also increase. To accommodate this growth, facilities must be provided so that residents can have the same level of services enjoyed in other sections of the County.

Road Network

The road system in the Wrightsboro area has generally been adequate to serve the existing population, however, at peak traffic times and during emergency operations, the need for improvements to the transportation network are apparent.

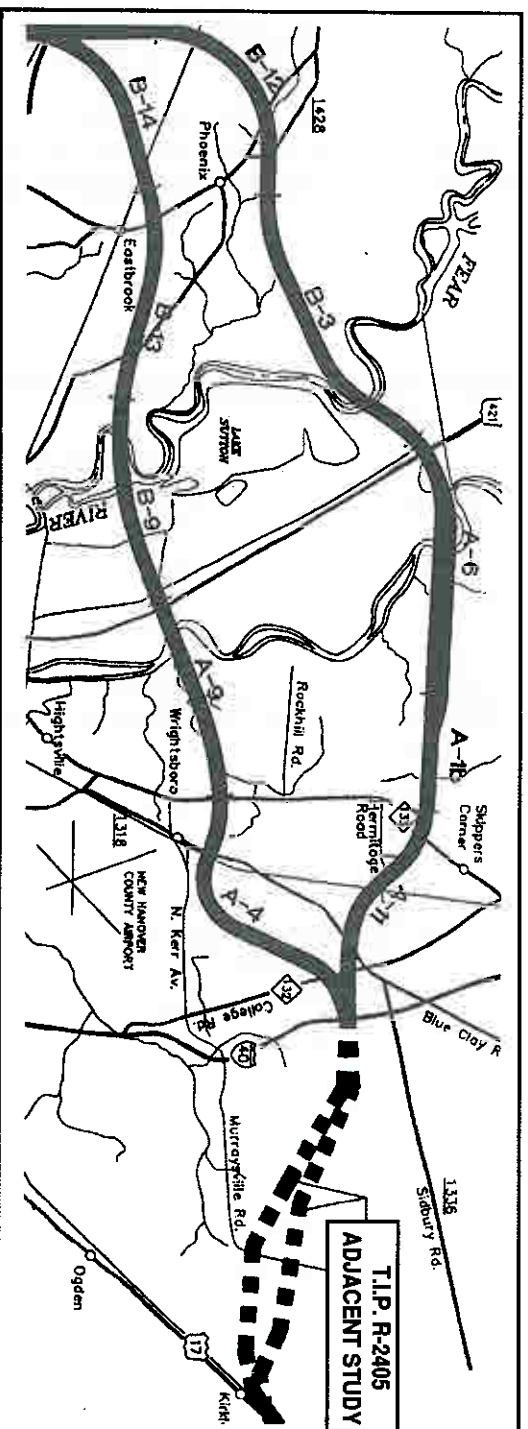
As shown in figure 5, the major arterial road in the Wrightsboro area is Castle Hayne Road (U.S. 117). Traffic on Castle Hayne Road has remained relatively constant according to the most recent traffic

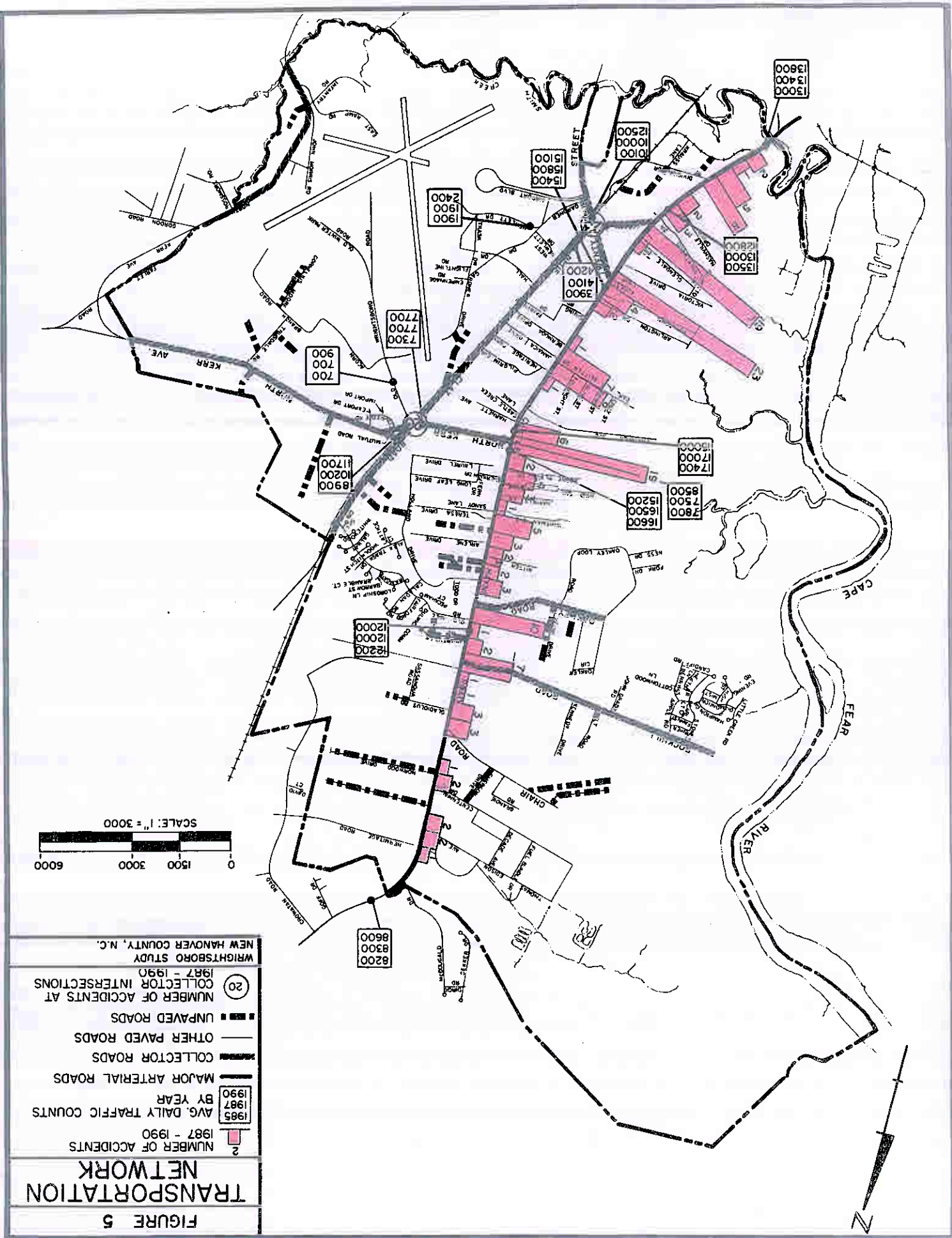
count conducted in 1989 by the Department of Transportation. Continued development in and around Wrightsboro has led to more traffic since DOT's most recent counts. Wrightsboro residents are especially concerned with perceived traffic volume increases on North Kerr, Blue Clay, and Castle Hayne Roads.

Castle Hayne Road has served as the major route to points north of New Hanover County. The road provides direct access to the New Hanover International Airport, The City of Wilmington and the General Electric Plant. In addition, since the completion of I-40 in 1990, Castle

Hayne Road has served as an access road to the Interstate and the ports. The N.C. Department of Transportation in their 1990 Traffic Improvement Plan (TIP), included a feasibility study for the widening of Castle Hayne Road. The project would conceivably transform Castle Hayne Road to a multi-lane roadway with turning lanes. However, the TIP does not list a construction date for any improvements.

Transportation patterns in the community may be drastically altered if the construction of a proposed U.S. 17 Bypass runs through Wrightsboro. The map below shows two routes which are cur-





rently being considered by the North Carolina Department of Transportation along with a "no build" option. DOT hired Greiner, Inc., a transportation consulting firm, to aid in the route selection process. Greiner, together with DOT representatives, held several public meetings in the Wrightsboro community and other locations near bypass routes in order to aid them in choosing an acceptable route.

Although some Wrightsboro residents feel that the bypass may provide an economic boost to the area by increasing traffic, most residents feel that already congested roads in the area will be worsened. Residents also fear the end of the peaceful "country" atmosphere, which many consider to be Wrightsboro's most positive feature according to the community survey.

Figure 5 shows the number of reported accidents which occurred at various points along roads in Wrightsboro between August, 1987 and August, 1990. These figures highlight the need for traffic flow control mechanisms at several problem intersections identified by the survey of Wrightsboro residents. The intersections which were the most dangerous according to The Department of Transportation were: 23rd Street and Castle Hayne Road;

North Kerr Avenue and Castle Hayne Road; and, 23rd Street and Blue Clay Road. Other dangerous intersections along Castle Hayne Road include Oakley, Rockhill, and Old Mill Roads.

Comments included in the Survey indicate that some roads in the area are being used by pedestrians and cyclists. As the number of children and senior citizens grows, this trend can be expected to continue. Unfortunately, there is a lack of paved right-of-way suitable for walking and biking along roads in Wrightsboro.

Sewer

Until money is appropriated to extend County sewer to the Wrightsboro area, citizens will continue to rely on septic systems and existing package treatment plants for their sewer disposal. Wrightsboro was originally scheduled to be connected to the County system by mid 1993. However, due to increased construction costs, the project has been postponed. In order to extend County sewer service to Wrightsboro more quickly, it may be necessary to share the costs of the service with developers building in the area. Other revenue sources such as assessments and fees may also be necessary to pay for the cost of extending sewer lines



Workers in the CDBG area install public sewer system.

Water

The majority of the Wrightsboro area relies on individual wells as their main source of water. Well-water quality in the area varies from very good to bad according to comments from the survey conducted by the Planning Department in October, 1990 and January, 1991. Although the County has no plans for a central water system, several commercial and private systems operate in the Wrightsboro area. Generally, these systems are built as community systems along with the development of new subdivisions. It is likely, however, that groundwater will continue to be utilized as the main source of water.

Groundwater in Wrightsboro is taken from the Castle Hayne aquifer. This aquifer, occurring near the land surface, is particularly susceptible to pollution. Water quality depends on continued protection of the aquifer not only in Wrightsboro but also in adjacent areas further north.

Parks

The County maintains one park in the Wrightsboro area. The Cape Fear Optimist Park located on North Kerr Avenue near Blue Clay Road is an eleven acre park used mostly for baseball, softball and Pop

Warner Football. This facility is owned by the Cape Fear Optimist Club and is leased and maintained by the County.

Although the Optimist park provides recreational opportunities for some Wrightsboro residents, it is generally considered inadequate to serve the needs of the entire community. The County Parks Department has been studying potential park sites in the Wrightsboro area, including a site utilizing airport property which would provide amenities for passive recreation such as walking and nature trails and picnicking facilities. The



The terminal at the New Hanover International Airport was opened in September 1990.

site would also provide residents with access to Smith Creek for fishing. However, another more centrally located park is needed to address the active recreational needs of Wrightsboro residents.

The New Hanover International Airport

In 1926, New Hanover County purchased 70 acres of pine and scrub oak which was to become the New Hanover Airfield. In 1928, the Airfield was named Bluethenthal Field after Arthur Bluethenthal, a pilot who was killed while serving for the French Field Service. Bluethenthal was the first Wilmingtonian to die in World War I.

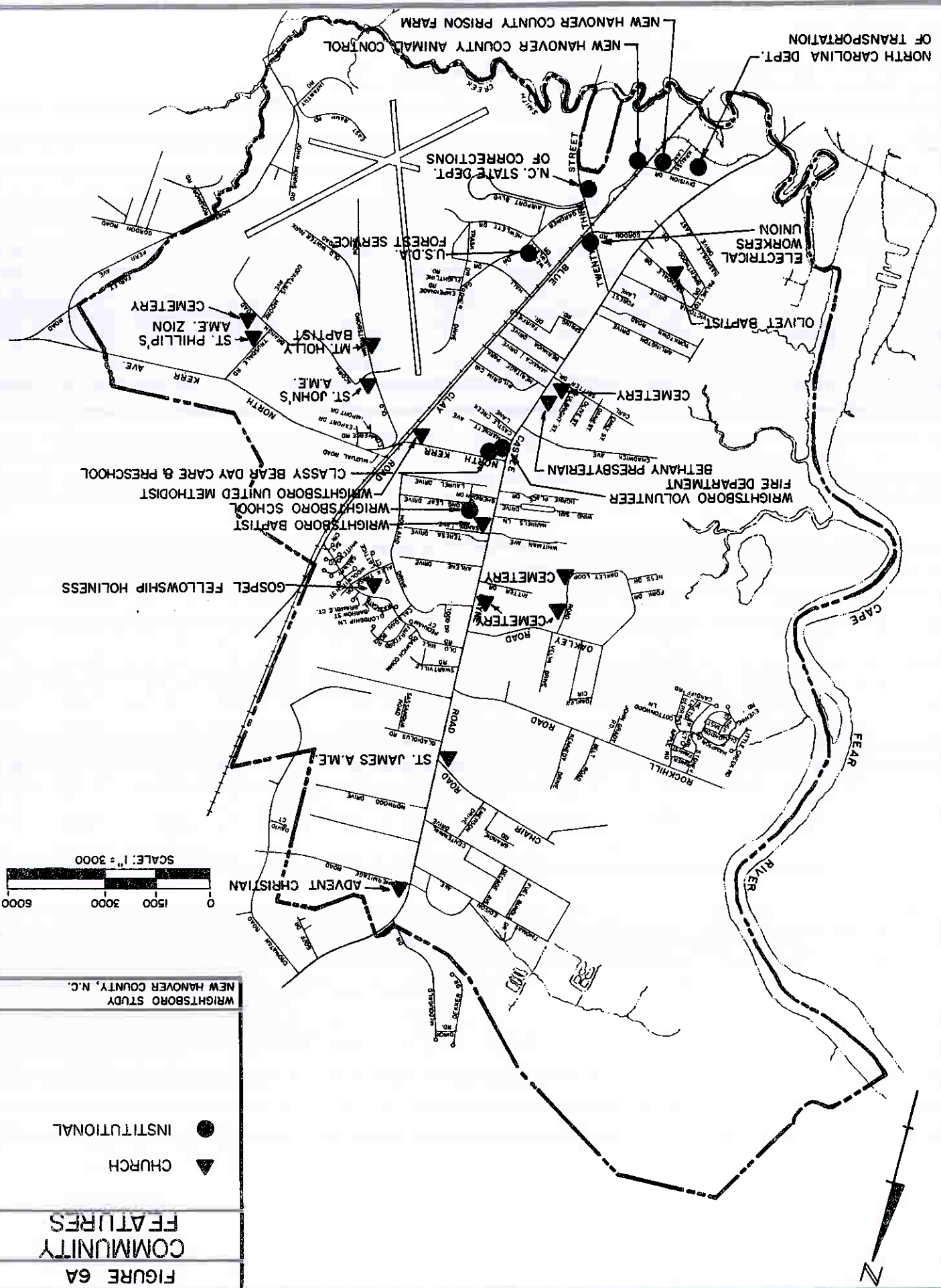
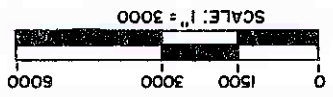
The year 1930 saw the construction of the first airplane hanger at the airfield. The hanger was built for Coastal Plains Airways. Coastal Plains held air shows on weekends for residents and visitors to the area. During the Depression further improvements were made to the airfield by the Works Progress Administration (WPA). Families who aided workers in clearing land for the airstrip were rewarded with the wood cut in the process.

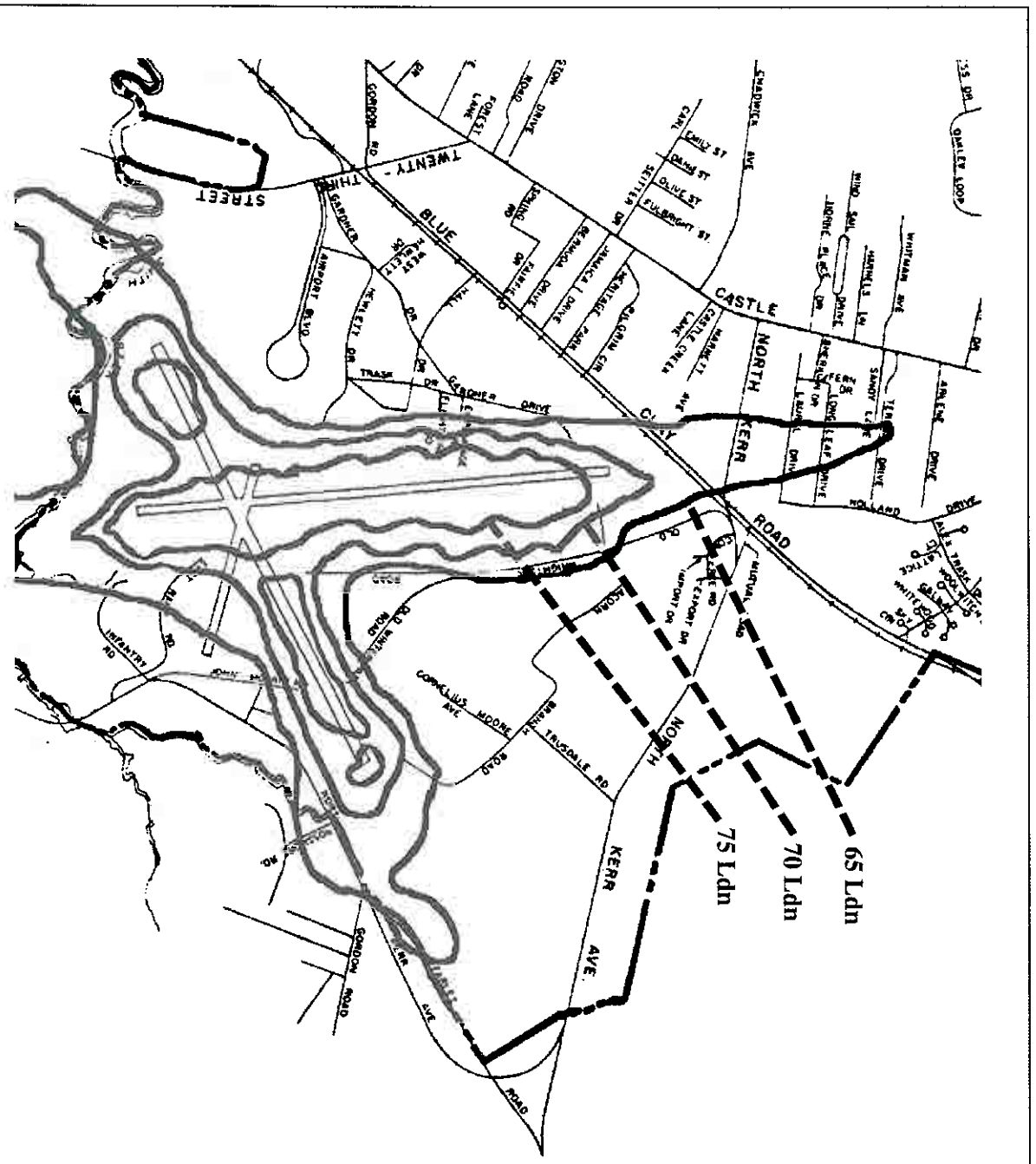
The U.S. Army Air Corps took over the airport in 1942 to protect the strategic

FIGURE 6A
COMMUNITY
FEATURES

- ▲ CHURCH
- INSTITUTIONAL

WRIGHTSBORO STUDY, N.C.
NEW HANOVER COUNTY, N.C.

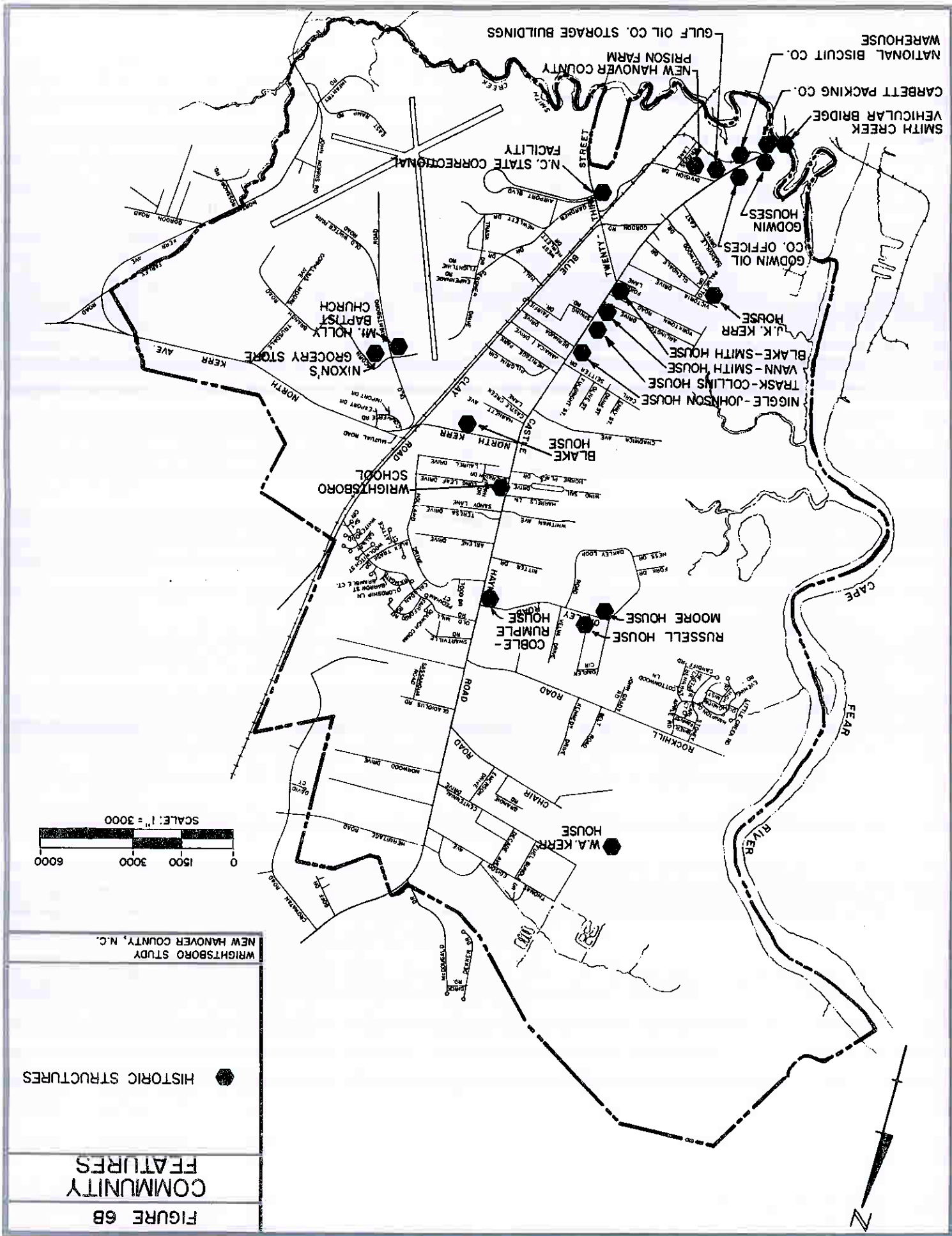




Contour lines indicate noise levels in the Wriggsboro area.

area of Wilmington during World War II. The facility was transformed into a military airfield at a cost of \$11 million of federal government money. Shortly after the war, the federal government declared Bluehenthall Field surplus property and in 1947-1948 the facility was deeded to New Hanover County free of charge.

Since being deeded to the County the airport has progressed to become the focal point for commercial and private aviation for the Cape Fear Region of North Carolina. The Airport has seen a dramatic increase in the number of scheduled airline and air cargo operations. In 1990, a new air passenger terminal complex was completed to handle anticipated increases in air passenger traffic. Projections in the 1989 Airport Master Plan anticipate the number of passenger enplanements to double in the next 15 years. To manage the expanding airport facility, the



County created the New Hanover County Airport Authority.

The socioeconomic and environmental impacts of the New Hanover International Airport range from jet engine noise and exhaust to increased jobs and spending in the entire region. A 1985 study by the UNCW business school indicated the Airport contributed over \$20 million to the local economy annually.

The map on the previous page shows noise contour lines which have been used as the basis for recommending land use near the Airport. Federal Aeronautics Administration (FAA) guidelines for land use compatibility near airports have been set based on Day/Night Average Sound Levels (Ldn). Generally, the guidelines suggest that only commercial, manufacturing and transportation uses should occur within areas where the Ldn level exceeds 75. Some recreational uses, including amusement parks, camps, and outdoor sports arenas, may be added to the above uses in areas where the sound level is between the 70-75 Ldn contours. Where the noise levels are between 65-70 Ldn, governmental services and additional recreational uses are compatible. The FAA guidelines consider all land uses, including residential uses, to be compat-

ible with noise levels outside the 65 Ldn contour. In a number of land use situations, noise reduction measures implemented in design and construction, allow compatibility with higher noise levels.

Zoning in these areas generally encourages uses which conform to the

FAA guidelines. According to the survey results, Wrightsboro residents living in the proximity of the airport seem not to be disturbed by the level of noise generated by airport activities. As the region continues to grow in population, air traffic may increase which may necessitate greater controls on continuous development.



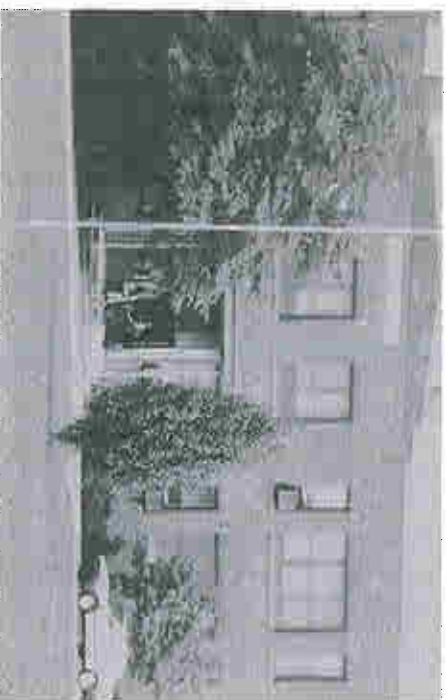
The Airport Industrial Park will provide excellent access to airport facilities for transportation based industries.

COMMUNITY RESOURCES

Community Features

Wrightsboro has a rich historical foundation which can be seen in many distinguishing features throughout the community. The Wrightsboro School, which has been on its Castle Hayne Road location since 1924, is one of the area's many historic buildings. Ten churches and numerous cemeteries are located in Wrightsboro. The history of Wrightsboro families can be traced back to Pre-Revolutionary War periods through exploring some of the cemeteries in the community. The J.T. Kerr House and the Blake Smith House are two of the area's historic homes. Both were built around the turn of the century. Figures 6A and 6B show the locations of historic buildings.

Perhaps the most predominant features of the Wrightsboro area have been constructed in more recent years. The New Hanover International Airport and the General Electric Plant both have a huge impact on their surrounding environments. The area's proximity to the Airport, the City of Wilmington, I-40, and CSX rail lines make Wrightsboro a transportation



Wrightsboro School has been in the same location on Castle Hayne Road since 1924.

hub for the entire Cape Fear Region. The community's convenient location has led to the development of several new subdivisions.

Environmental Resources

The greater Wrightsboro area is characterized by a variety of environmental resources that add to the quality of life shared by the residents. These resources include the waters of the Northeast Cape Fear River, Ness and Smith Creeks, nutrient rich soils and the natural conservation areas.

Wrightsboro's rural nature and agricultural tradition are two additional qualities enjoyed by many residents.

1. Waters

Waters in the greater Wrightsboro area have been classified by the North Carolina Division of Environmental Management. Smith and Ness Creeks and the Northeast Cape Fear River north of Ness Creek are classified as C-Swamp. These waters are best used for aquatic life propagation and survival, fishing, wildlife and secondary recreation and agriculture. The northeast Cape Fear River south of Ness Creek, out to its confluence with the Cape Fear River, is classified as SC-Swamp which has the same uses as C-Swamp but is classified as saline rather than fresh water. It should be noted that shellfishing is not allowed in any of these waters.

2. Soils

The soils of the Greater Wrightsboro area consist of a diverse mixture with regard to drainage, septic tank suitability and agricultural potential. Soils range

from excellent agricultural lands to mucky soils with several feet of partially decomposed organic material.

Figure 7 shows the classes of soils for the area as related to their suitability for septic system use. Class I soils are generally very suitable for septic systems, while Class IV soils are unsuitable under any conditions. Classes II and III fall in between these two.

Large amounts of Class II and Class III soils in the study area account for some of the drainage problems that concern many of the residents. As of this writing, there are no scheduled plans to extend the



Fertile soils have benefited generations of farmers.

County's sewer system into this area, with the exception of the Old Wriggsboro Area, located just north of the Airport. A sewer system is being constructed in this area as part of the County's Community Development Block Grant Program.

3. Conservation Areas

Several biotic communities have been identified in the planning area. These include pocosins, swamp forests and marshes, each defined by specific types of vegetation, wildlife and physical features. Figure 8 depicts these wetland communities, which contribute to the area's natural setting and aid in stormwater retention, groundwater recharge, and promotion of the area's ecological diversity.

The pocosins consist of a diffuse canopy of pond or long leaf pine and a thick understory of evergreen shrubs and briars, including mostly hollies and bays. Swamp forests are particularly abundant along major and minor streams and have canopies of cypress, gums and maples. The widespread brackish marshes are dominated by needlerush, sawgrass, cordgrasses and thickets of wax myrtle. Wild rice, cattails and knotweeds are dominant in the nearly fresh water



Cypress trees line the banks of the Northeast Cape Fear River.

marshes that are found along such tributaries as Ness Creek.

It is important to note that these conservation resources were mapped primarily using aerial photographs, which may result in some discrepancies between the maps and actual field conditions. Field verification is required prior to development in accordance with the County's conservation overlay zoning district.

LAND USE REGULATIONS

The development of land and its related impacts in the County are governed primarily by the County's Land Use Plan, County development ordinances, and State and Federal laws.

The County Land Use Plan

The County's Land Use Plan, most recently updated in 1986, consists of two parts: (1) a Land Classification Map, and (2) the Policies for Growth and Development report.

1. Land Classification Map

According to the County's Land Classification Map, land in the greater Wrightsboro community has been designated Conservation, Resource Protection, or Transition, as shown in Figure 9.

The areas classified as Conservation are located along the Northeast Cape Fear River, Ness and Smith Creeks. The purpose of this classification is to minimize the intensive development of these areas because they are either vulnerable to flooding hazards or are environmentally sensitive. This class includes all land

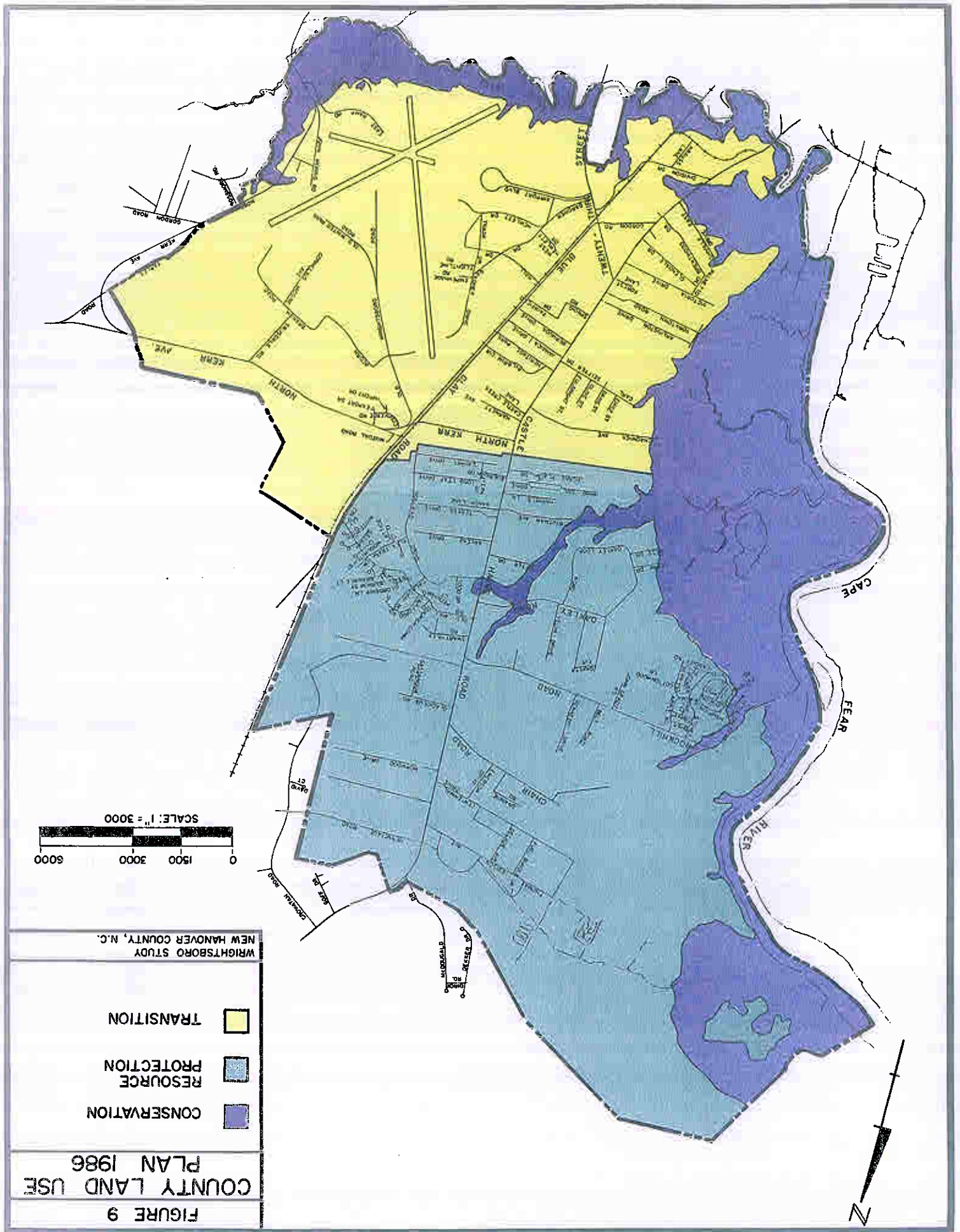
within the 100 year flood plain, which is defined by Federal agencies as land which is likely to be completely flooded at least once every 100 years. The Conservation class also incorporates wetland areas such as the swamp forests, pocosins and tidal marshes located along the creeks and rivers of the area. Federal regulations limit the development of wetlands under Section 404 of the Clean Water Act. The County's Conservation Overlay District (COD) ordinance also governs many of these areas.



Agricultural land has been classified Resource Protection by the Land Use Plan. This classification limits development density on the land.

Resource Protection land is located in the northern half of the study area. This classification protects land that has cultural, agricultural or environmental significance. Residential density is not to exceed 2.5 dwelling units per acre and certain constraints may require it to be as low as one unit per acre. Much of the Resource Protection land in the study area is cultivated farmland, some of which is defined as "prime farmland" by the Soil Conservation Service.

Land in the Transitional class is located in the southern half of the Greater Wrightsboro area and includes the New Hanover International Airport. The transition classification allows future urban development of land that is expected to receive adequate public services. Developments that exceed 2.5 dwelling units per acre may be located in this classification if they are adequately served by private or municipal water and sewer systems and have direct access to a minor or major transportation arterial, as classified under the New Hanover County Thoroughfare Classification System. If a development is within an Airport Overlay Zone it must also conform to restrictions set forth for these areas.



2. Policies for Growth and Development

Like the neighborhood plan, the County's Policies for Growth and Development report identifies planning issues and prescribes policies which address those issues. The broad range of subjects covered in the Land Use Plan includes natural resource protection and management, traffic congestion, economic and community development, citizen participation, and storm hazard management. As the County's population continues to grow, these policies will serve to protect and enhance the quality of life enjoyed throughout New Hanover County. De-tailed plans such as this are the result of adopted policy mandating planning at the neighborhood level.

Zoning and Other Development Controls

The policies for growth and development described in the Land Use Plan are implemented through the creation and enforcement of zoning and development ordinances. The County's major ordinances deal with zoning, subdivision of land, mobile home and trailer parks, sedimentation and erosion control, and floodplain management. Other ordinances, such as

the junk car ordinance and sign regulations, have been developed to control specific concerns impacting the County.

The Zoning Ordinance

The most accepted instrument used for controlling development in New Hanover County is the Zoning Ordinance. This ordinance consists of a map delineating districts for prescribed land uses and text which describes permitted uses in the districts. As indicated in figure 10, there are nine different zoning categories in the Wrightsboro area. The majority of the land in the area is either zoned R-20 residential or industrial. The area also includes R-10,

R-15 and A-R residential zoning. Three classes of industrial zoning and two business zones make up the balance of the land in Wrightsboro. These districts are discussed below. Residential districts are summarized in Figure 11.

R-10 Residential District

The purpose of the R-10 Residential District is to insure that residential

development having access to a state approved public water system, but dependent upon septic tanks for sewage disposal will be developed at densities that insure a healthful environment. The maximum allowable density is 3.3 units per acre. The minimum lot area is 10,000 square feet for single-family dwellings and 15,000 square feet for duplexes, which are allowed by Special Use Permit. Mobile home parks also require special use permits which are issued only after a public hearing and review and approval by the Board of County Commissioners. Individual mobile homes on individual lots are permitted by right, however.



Walnut Hills is one of two R-10 Residential Districts in the community.

Performance Residential Development is permitted within the R-10 District. Performance Residential is typically a cluster development of small lot patio homes or attached dwelling units. In some cases, Performance Residential standards are used by developers to vary the size of lots to conform with environmental conditions. Performance Residential Developments can result in increased environmental protection and open space. No Performance Residential Development, however, can have more dwelling units than would be allowed in a similarly zoned conventional subdivision of the same size. In an R-10 district no more than 3.3 units per net tract acre can be constructed. In addition, buffer areas are required between new attached housing units and existing single-family houses.

R-15 Residential District

The R-15 Residential District insures that residential development not having access to public/community water systems and dependent upon septic tanks for sewage disposal will be developed at sufficiently low densities. The minimum lot area for a single-family dwelling or a mobile home is 15,000 square feet, and for a duplex, 25,000 square feet. Performance Residential Development is allowed at a

maximum density of 2.5 dwelling units per acre.

Mobile home parks are allowed only by special use permit and may have no more than 2.5 spaces per acre if they are outside the transitional area.

R-20 Residential District

The R-20 District is intended for low density residential development. The minimum lot area for a single family structure is 20,000 square feet. Duplexes

Figure 11
Existing Residential Zoning

Zoning	Conventional Residential - Minimum Lot Size	Performance Residential - Maximum Density	Single Family Dwelling	Duplex	High Density	Mobile Home	Mobile Home Park ²
R-10	10,000 sq. ft.	3.3 units/acre	P	S	P	P	S
R-15	15,000 sq. ft.	2.5 units/acre	P	P	P	P	S
R-20	20,000 sq. ft.	1.9 units/acre	P	S	P	P	—
A-R	43,560 sq. ft.	1 unit/acre	P	—	—	P	—

P = Permitted
S = Special Use Permit Required
— = Not Permitted

Notes:

¹ High Density Developments are permitted in areas designated transition by the Wilmington - New Hanover County Land Use Plan. It is important to note that separate density factors exist for high density development in each zoning district

² Mobile Home Parks with a density greater than 2.5 units per acre are not permitted in Resource Protection and Conservation classes.

are allowed only by special use permit on lots with at least 35,000 square feet. In this district, mobile home parks are not permitted under any condition and individual mobile homes require a special use permit. Performance Residential Development is also allowed, with a maximum allowable density of 1.9 dwelling units per acre.

B-1 Business District

The purpose of the B-1 District is to provide convenient shopping facilities, primarily for necessity goods and personal services, to serve a neighborhood. Most retail uses are permitted in the B-1 District, including convenience stores. A B-1 district must be at least 2 acres in size.

B-2 Highway Business District

The B-2 District provides for the appropriate clustering and development of roadside business uses (*e.g. automotive services and regional shopping*) and accommodates the needs of both the motoring public and businesses which generate high traffic volume. In this district, the primary means for vehicle access is along collector roads, minor arterials, and major arterials as designated on the County's Thoroughfare Classification Plan. A B-2 District must be at least five acres.

I-1 Light Industrial District

The I-1 Light Industrial District was created to provide locations for industrial and warehousing activities that do not create an excessive amount of noise, odor, smoke, dust, or other impacts which might be detrimental to the surrounding areas. Some retail uses are also permitted in the

District. An I-1 District must be at least five acres.

I-2 Industrial District

The I-2 Industrial District provides locations for heavy industrial uses which produce excessive noise, smoke, odor, dust, air borne debris, or any other



The General Electric Plant on Castle Hayne Road produces aircraft engines and nuclear fuel.



Many Wrightsboro residents must contend with noise from large commuter aircraft like this USAir 737-200.

so that it does not interfere with airport operations. Areas affected by the Approach and Vicinity Plan lie within runway takeoff and approach zones.

The following Zoning regulations pertain to property in close proximity to the New Hanover International Airport, and generally coincide with Land Use recommendations established by the FAA.

objectionable characteristics which might be detrimental to the health, safety, and welfare of surrounding neighborhoods. The minimum size for an I-2 District is five acres.

Airport Zoning Regulations

Although the Federal Aviation Administration (FAA) does not specifically regulate land use surrounding Aviation facilities, they provide land use compatibility recommendations based on average day/night perceived sound levels (*Ldn*).

In addition to a noise contour plan, the Airport Master plan includes an Approach and Vicinity Plan which recommends the maximum height a structure should be built

AR Airport Residential District

The Airport Residential District was established to encourage compatible land use by limiting the development of land within the vicinity of the Airport to low density residential. This zoning district is intended to protect the health, safety, and welfare of the inhabitants of the County and to prevent the creation of hazards to users of the Airport and occupants in the vicinity of the Airport. The minimum lot area for a single family structure in the District is 43,560 square feet (*1 acre*).

AI Airport Industrial District

The Airport Industrial District is established as a planned restricted industrial district in which the principal use of land is for indoor manufacturing and distributive type operations that are compatible with airport facilities and which require sites adjacent to railroads and/or major thoroughfares. This zoning district encourages the development of industry which has the maximum compatibility with airport operations. The Airport Industrial District is also intended to provide the maximum amount of safety to area residents and users of the Airport. The minimum lot area within the AI Zoning District is 1 acre.

Conservation Overlay District

The County's Conservation Overlay District (*COD*) designation protects important environmental and cultural resources within the conservation areas shown in Figure 8. Protection of these resources is necessary to maintain the County's diverse and ecologically important natural systems. These regulations require setbacks for structures (*e.g. 75 feet from the marsh*), stormwater retention, and preservation of 50 to 100 percent of the conservation resource. In addition to wetlands, conservation resources protected by COD designation include archeological and historical sites, open space, and the estuarine system.

Subdivision Regulations

The Subdivision Regulations govern the dividing of larger parcels into building lots, generally for residential purposes. Although the Zoning Ordinance governs the size of lots and the number of dwelling units, the Subdivision Regulations help specify the types of improvements installed and other design requirements. These improvements include the location of and standards for construction of new roads in subdivisions and the installation of fire hydrants, sewage, and water systems.

Manufactured Homes

These regulations control the development of mobile home and travel trailer parks in the unincorporated County, and contain appropriate density and design controls.

Sedimentation and Erosion Control

The Sedimentation and Erosion Control Ordinance regulates the way that land is developed in order to minimize the impacts of sedimentation and erosion. This Ordinance controls the velocity of discharge of stormwater runoff from a construction site, but does not govern the amount or the rate of stormwater runoff discharge.

Floodplain Management Regulations

These regulations include standards for construction within the 100 Year Floodplain. They also control requirements for flood insurance and specify the minimum elevation of structures built in the floodplain as represented on the County's floodplain maps.

Junk Car Ordinance

The County has adopted a junk car ordinance. This ordinance makes it illegal for any person to have on their property more than one inoperative vehicle, unless that property is a legally permitted junk yard.

Keep America Beautiful System

This organization is dedicated to promoting clean-up and beautification campaigns within the County. They will aid community groups by arranging pick-up of trash and junk appliances and cars, with the assistance of local industries and County employees.

Public Water Access/Boat Access in New Hanover County

Through the 1986 Land Use Plan Update and the Public Water Access Plan,

New Hanover County promotes public access to the area's natural recreation amenities such as the rivers and sounds and the Ocean. The Public Water Access Plan outlines strategies for implementation of policies and the identification and acquisition of public water access sites.

New Hanover County Master Plan for Parks and Recreation

This 1988 plan includes an inventory of existing park facilities, establishes park standards, and contains recommendations for new facility development based on needs within the County. The plan highlights the need for more park space throughout the County. Recently, the County passed a bond issue making available three million dollars for park land acquisition. Currently, several tracts of land in Wrightsboro are being considered as potential park sites.

State and Federal Controls

The principal State and Federal ordinances controlling development are North Carolina water quality regulations, North Carolina Coastal Area Management Act regulations, North Carolina Department of Transportation regulations and Federal wetland restrictions.

State Water Quality Regulations

The North Carolina Department of Environment, Health, and Natural Resources (*DEHNR*), through its implementing agency, the Division of Environmental Management (*DEM*), has regulatory responsibilities for two aspects of water quality protection. First, *DEM* regulates all activities that discharge wastewater into surface waters, e.g. sewage treatment plants. Second, *DEM* regulates stormwater runoff from such uses as parking lots and streets in residential developments.

Stormwater runoff can be a major source of bacterial and other pollutants. Present

regulations require that new developments either be of low density (25% maximum impervious surface and 30 foot setbacks from the water with no stormwater collection system) or retain the first 1.5 inches of runoff on site, using such mechanisms as holding ponds. These regulations, however, are under revision.

North Carolina CAMA Regulations



Water quality regulations protect Smith Creek (above) from harmful discharges.

North Carolina's CAMA (*Coastal Area Management Act*) regulations cover such aspects as ocean setbacks for buildings, pier and bulkhead construction and marina development. CAMA regulations, which are formulated by the North Carolina Coastal Resources Commission (*CRC*) and implemented by the Division of Coastal Management (*DCM*) are closely connected with *DEM* water quality regulations.



The division offices for the North Carolina Department of Transportation are located at Division Drive and Highway 117.

Department of Transportation

The location and standards for construction of new roads are handled through the County's subdivision review process. The County, however, is prevented by state law from participating in road-building or maintenance. Major transportation improvement projects in New Hanover County (*such as widening roads*) are handled by the State, through the North Carolina Department of Transportation (*DOT*). However, several opportunities for citizen participation do exist in *DOT*'s planning process.

On the local level, two committees composed of local representatives prioritize transportation improvement projects for the Wilmington Urban Area (*Wilmington, Wrightsville Beach, New Hanover and Brunswick Counties*). The Technical Coordinating Committee (TCC), made up of local and state government agency staff, makes recommendations to the Transportation Advisory Committee (TAC), which is made up of local elected officials. Both the TCC and TAC hold quarterly public meetings coordinated by the Wilmington Transportation staff. Citizen participation is encouraged at these meetings.

Another opportunity for citizen involvement is through the annual Transportation Improvement Program (TIP) public meetings. Conducted by the NCDOT in March or April of each year, these regional hearings (*New Hanover County is in Division 3*) play a major role in the allocation of funds for road projects statewide. While the Wilmington Urban Area TAC in conjunction with the County and Mayor's Task Force on Transportation makes a unified request each year, public interest at the TIP meetings also helps determine which projects are funded.

Minor projects, such as road maintenance, drainage, traffic signals, speed and safety controls, speed limit assignments, and bikeways do not always require the lengthy TIP process. Contact agencies are listed in Appendix C.

Federal Wetland Restrictions

The U.S. Army Corps of Engineers implements wetland regulations established in Section 404 of the Clean Water Act. These regulations severely limit the filling and/or draining of any qualified wetlands, such as for road or building construction. Wetlands designated through Section 404 of the Clean Water Act roughly correspond to the those designated in the County's conservation resources map depicted in Figure 8. The 404 regulations, however, are undergoing major revisions.

Developable Land

The amount of land that remains to be developed has been tabulated to give residents an idea of the growth potential for Wrightsboro. It should be noted that this is not a recommendation that land be developed to its fullest extent. Currently there are 2,600 acres of land that have not been developed to the maximum density permitted by the County's zoning ordinance. Of that 2,600 acres, approximately 73 acres are zoned R-15, 190 acres are R-10, 325 acres are AR, and 1262 acres are zoned R-20. The remaining 850 acres are zoned Commercial or Industrial.

With so much undeveloped land in the community, there is great potential for new growth and expansion. However, one factor which may limit development in Wrightsboro is the ability of the soil to accommodate septic tanks. Figure 7 indicates that much of the land which is considered undeveloped has moderate to severe limitations for septic tank suitability. This land requires either connection to the county's sewer system or construction of smaller package sewage treatment plants before building permits can be granted.

Figure 13 shows all of the land which is suitable for development. However it does not take into account existing large estates and agricultural lands which may never be subdivided. Also, some land may be developed at lower densities than the maximum allowed.



Much of the land in Wrightsboro will remain undeveloped.

ISSUES AND CONCERNS

The residents of Wrightsboro have expressed significant concern over several issues. Although most residents are generally pleased with their community, their concerns are likely to be heightened with increased pressures from development. The following discusses the community participation process used to evaluate these concerns and the results of that evaluation.

Community Participation Process

In order to discover what the residents' concerns are, the County Planning Department utilized three forms of citizen interaction: A mail out survey; community meetings; and, the Steering Committee.

Mail Out Survey

A survey was mailed out to approximately 1,718 property owners and residents in the Wrightsboro Community. Three hundred forty-three persons completed and returned the survey for a return rate of almost 20%.

Community Meetings

Community meetings were held on November 19, 1990 and February 11, 1991, at the Wrightsboro School. Each meeting

was attended by approximately 125 persons. The second meeting was the result of the Wrightsboro study area being expanded. At both meetings, the County Planning Department presented background and resource information to those in attendance. An opportunity was then given for the residents to voice their concerns and to give directions to the County on how they wished their community to develop. Input from Wrightsboro residents was extremely helpful in discussing the mail-out survey results, and in providing additional information about the community and its resources.

At the second meeting participants were asked to list and then to rank their top ten concerns for the neighborhood. This ranking procedure was useful in prioritizing specific issues to be addressed in this plan.

Results

The results of the mail-out survey are summarized on a copy of the survey form in Figure 14. Generally speaking, most of the residents appear to be satisfied with their community. Question one of the survey asked residents to rate 18 different aspects of their community in terms ranging from

very acceptable to very unacceptable. Approximately one-third (31%) of the residents on the average feel that these 18 aspects of the community were, on the average, unacceptable to very unacceptable while over one half (54%) feel that these aspects are very acceptable or acceptable. The remaining 15%, on the average, are neutral or did not respond.

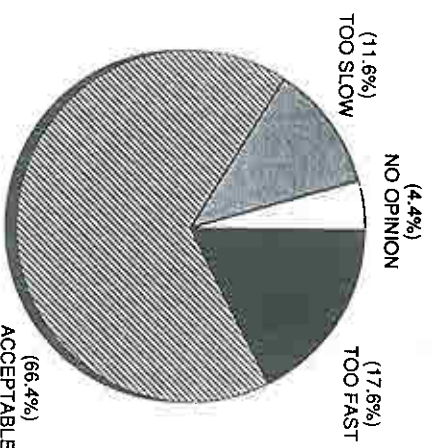
The results of the survey can be broken down further into five separate groups: growth, development concerns, community concerns, protective services, and public services. The following discussion analyzes each category by how they were rated on the survey.

Growth in Wrightsboro

According to U.S. Census figures, the population in Wrightsboro has increased from 4,631 in 1980 to 4,973 in 1990. This 6.8% increase over the ten year period is relatively slow compared to the growth rate for New Hanover County (16%) and the City of Wilmington (26%). A majority of Wrightsboro residents (66.5%) found this growth rate to be acceptable while 17.6% thought the community to be growing too fast, 4.4% had

no opinion, and 11.6% feel Wrightsboro is not growing fast enough. Written comments referring to the "Country atmosphere" and the "rural feel of the area - open spaces" support the notion that Wrightsboro residents are satisfied with the current growth rate.

Figure 13
Growth in Wrightsboro



Development Concerns

Concerns with *development* are consistent with survey results on the overall growth rate of the community. The majority (57%) of the citizens in the Wrightsboro community found the rate of development to be acceptable. Almost one-third (32%) of the citizens re-

sponding to the survey consider the amount of shopping in the area to be unacceptable. Several written comments specifically criticize the lack of a large grocery store and shopping center in the area.

Housing conditions received the highest number of acceptable votes (67%) out of all categories. However, only 4% of the responses considered housing conditions to be very acceptable. There was no general consensus regarding the number of mobile homes in Wrightsboro. One-third (33%) of those responding feel the number of mobile homes in the community is acceptable while just over one-third (38%) feel there are too many.

Community Concerns

Concerns for *traffic, drainage, parks, and litter* generated a majority of the unacceptable responses in the survey. Almost three-fourths of the surveys returned listed traffic conditions as either unacceptable (34%) or very unacceptable (35%). Many written comments referred to specific traffic concerns ranging from congestion on Castle Hayne Road to the speed limit on Rockhill Road. Drainage in the community is also considered unacceptable by a majority (59%) of respondents. People that commented on drainage also referred to specific areas where drainage is particularly poor. Many of the comments suggested that maintenance and cleaning of roadside ditches

would improve drainage throughout the area. Although the survey did not identify litter as a major problem in the area, comments pointing to the amount of litter in drainage ditches and backyard dumps in the area indicate that the situation could be improved.

Parks and recreation facilities received the third highest percentage of unacceptable responses (53%). According to survey comments, residents desire parks with active recreation opportunities such as basketball, baseball, soccer, and swimming.

Protective Services

Protective services in the Wrightsboro community are acceptable to most residents of the area. Fire protection is acceptable to 90% of those responding, while rescue service is acceptable to 82% and police protection 78%. However, several comments sighted traffic flow and access problems in subdivisions as a hindrance to fast, reliable rescue service. Fire protection received the highest ranking of all items in the survey. Despite the inaccessibility of several subdivisions and the lack of a convenient water supply, efficiency and dedication allow the Wrightsboro Volunteer Fire Department to maintain a high level of service.

Public Services

Another question on the survey asked residents to rate the desirability of water, sewer, and bus service in Wrightsboro. Public sewer service was rated by two-thirds (66%) of the residents as the most desirable of the three. Public water is sought by 63% of the community and bus service is wanted by only 36% of the community. Several citizens commented that some form of transportation for senior citizens is needed in the community.

Figure 14
Wrightsboro Community Survey Results

1. How do you feel about the following aspects of your community? Please circle the appropriate number.

	very acceptable	acceptable	no opinion	unacceptable	very unacceptable
a. Drainage	3%	36%	3%	26%	33%
b. Degree of litter and trash in area	5%	51%	7%	30%	7%
c. Shopping facilities	8%	51%	10%	23%	8%
d. Amount of development	7%	50%	18%	19%	6%
e. Wellwater quality	11%	34%	9%	19%	27%
f. Mobile home development	3%	30%	29%	19%	18%
g. Park/recreation facilities	3%	26%	18%	28%	26%
h. Amount of traffic	2%	25%	4%	34%	35%
i. Airport noise	3%	55%	16%	15%	10%
j. Crime rate	2%	43%	20%	26%	9%
k. Preservation of farming & large lots	10%	43%	29%	14%	5%
l. Loss of historic community landmarks	4%	25%	51%	12%	8%
m. Housing conditions	4%	67%	16%	10%	3%
n. Fire protection	25%	65%	5%	5%	1%
o. Police protection	11%	67%	9%	11%	2%
p. Rescue squad service	15%	67%	9%	7%	1%
q. Road maintenance	3%	56%	6%	25%	9%
r. Amount of taxes	1%	47%	11%	27%	18%
s. Other ()					

2. How do you feel about the need for these services in your community?

	very desirable	desirable	no opinion	undesirable	very undesirable
a. Public water	39%	24%	9%	18%	10%
b. Public sewer system	43%	23%	9%	15%	11%
c. Bus service	15%	21%	35%	19%	10%

3. Do you feel the Wrightsboro community is growing:

18% too fast
66% at an acceptable rate
11% too slow
4% no opinion

OBJECTIVES AND ACTIONS

Each of the following sections gives a summary of the problems, a list of objectives, and an outline of possible actions which will help accomplish each objective.

Transportation

Transportation problems received the most emphasis from residents through the mail-out survey and at community meetings. The issue which drew the greatest concern was the proposed construction of a bypass which would redirect traffic around the City of Wilmington. Other transportation issues include unsafe conditions and traffic delays at intersections with Castle Hayne Road, Blue Clay Road, 23rd Street, and North Kerr Avenue; narrow interior roads with speed limits that are too high; and, too much traffic. As discussed earlier, major street improvements must be decided upon and implemented by the North Carolina Department of Transportation (NCDOT). The County and citizens also have influence through the transportation planning process where recommendations can be made to address specific transportation concerns.

a. Objective: Assure that the placement of the Wilmington Bypass will benefit and not divide residents of the Wrightsboro community.

Action:
Continue community involvement in the transportation process and keep communication lines open between citizens, NCDOT, and various consultants.

Action:
Support the location of an interchange on Blue Clay Road rather than Castle Hayne Road.

b. Objective: Improve safety and reduce traffic delays at major intersections along Castle Hayne Road, Blue Clay Road, North Kerr Ave., and 23rd Street.

Action:
NCDOT should study signalization and traffic flows at major intersections.

Action:
NCDOT should construct turning lanes at some of these locations.

c. Objective: Widen Castle Hayne Road.

Action:
The County Transportation Advisory Committee and interested citizens should encourage NCDOT to give this project a high priority in the Transportation Improvement Plan (TIP).

d. Objective: Provide secondary access to major subdivisions along Castle Hayne Road.

Action:
The County and citizens in cooperation with NCDOT should work with developers in requiring more than one access road to new and existing developments.



Heavy traffic on Castle Hayne Road causes delays at intersections throughout Wrightsboro.

e. **Objective:** Explore the possibility of providing public transportation and other alternative modes of travel.

Action:
Encourage large employers like General Electric to implement ride-share programs and staggered shift times.

Action:
Encourage the use and expansion of the Community Transportation Service (CTS) for elderly and disabled citizens of Wrightsboro.

f. **Objective:** Stop speeding and unsafe driving

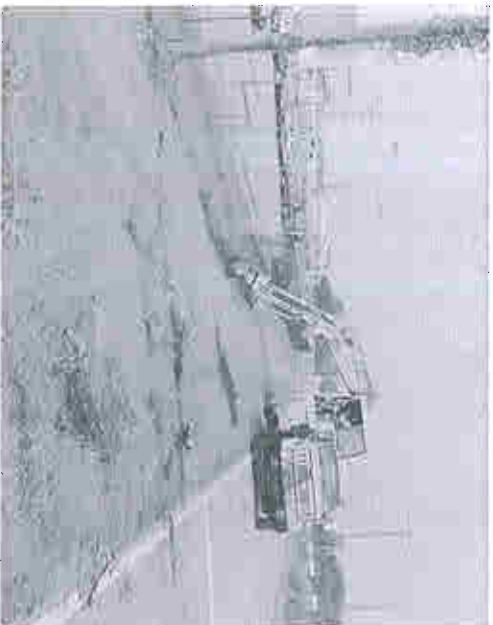
Action:
Ask the County Sheriff's Department to put more resources into speed limit enforcement in Wrightsboro neighborhoods.

Action:
NC DOT should consider reducing the speed limit on the interior roads in Wrightsboro and possibly using more warning signs for sharp curves and dangerous intersections.

DRAINAGE

Drainage has been identified as a major concern throughout the Wrightsboro community. Many of the problems identified

in the survey are from roadside ditches which should be maintained by the Department of Transportation. Alternatives to DOT maintenance are presented as possible actions.



Regular clearing of drainage ditches would prevent much of the flooding which occurs after heavy rains.

a. **Objective:** Develop a drainage plan for the entire Wrightsboro Neighborhood which would provide improved roadside drainage and a scheduled maintenance program.

Action:
Work with DOT to develop a plan using DOT employees, property owners, and prisoners to perform regular maintenance of ditches.

Action:
Work with Keep America Beautiful to develop neighborhood clean-up programs.

Action:
Examine the feasibility of a county wide drainage system.

b. **Objective:** Fast clearing of spot drainage problems which cause flooding during storms.

Action:
Encourage DOT to place a higher priority on spot maintenance of drainage ditches, especially in residential neighborhoods identified at the community meeting.

Action:
Establish an ongoing dialogue with DOT to maintain ditches and prevent problems from occurring during storm incidences.

Parks and Recreation

Recreational opportunities in Wrightsboro are inadequate to serve the needs of this young and vibrant community. Although Optimist Park provides fields for baseball, softball and football, playgrounds for small children in addition to more athletic facilities for older children and adults, are needed.

a. **Objective:** Provide park facilities to serve the Wrightsboro community.

Action:

The County will seek locations for parks in the Wrightsboro area.

Action:

Wrightsville residents should seek representation on the Parks Advisory Board.

b. Objective: Provide recreational activities for Children and Senior Citizens in Wrightsville.

Action:

Utilize organizations such as the Cooperative Extension Service, the 4-H program, and the Department of Aging to coordinate activities for Wrightsville residents.

Action:

The Rockhill Community Building should be used by groups such as those listed above. These groups should be responsible for some maintenance and operation of the facility.

Action:

The County should perform whatever work is required to make the Rockhill Community Building usable.

Action:

Hire a Program Director in Parks and Recreation to organize athletic leagues, summer camps, and other activities for area children.

OTHER COMMUNITY CONCERNS

Many concerns of Wrightsville residents could not be categorized into specific groups. The following list contains concerns ranging from a library to Schools and sewage.

a. Objective: Build a library facility which serves the needs of Wrightsville residents.

Action:

Appoint a resident of the Wrightsville area to serve on the Library Advisory Board.

Action:

Conduct a study to determine which areas of the county are not adequately served by the county library system.

b. Objective: Extend public sewer to Wrightsville.

Action:

Encourage the continued pursuit of financing for the construction of a county wide sewer system.

Action:

Wrightsville should be a top priority for the installation of a new sewer system.

c. Objective: Make the grounds of the Wrightsville School safe for children to play in.

Action:

The Board of Education should inspect and maintain school grounds throughout the county on a regular basis.

Action:

The Wrightsville School PTO and other concerned parents should act as watchdogs for unsafe conditions on school grounds and also should perform minor maintenance and clean up when possible.

D. Objective: Maintain the moderate growth rate that Wrightsville has experienced over the past two decades.

Action:

Continue established zoning pattern which emphasizes zoning for single family housing.

Action:

Consider establishing conditional use zoning districts to mitigate potential business and industrial development especially along the proposed Bypass and existing major thoroughfares.

Appendix A

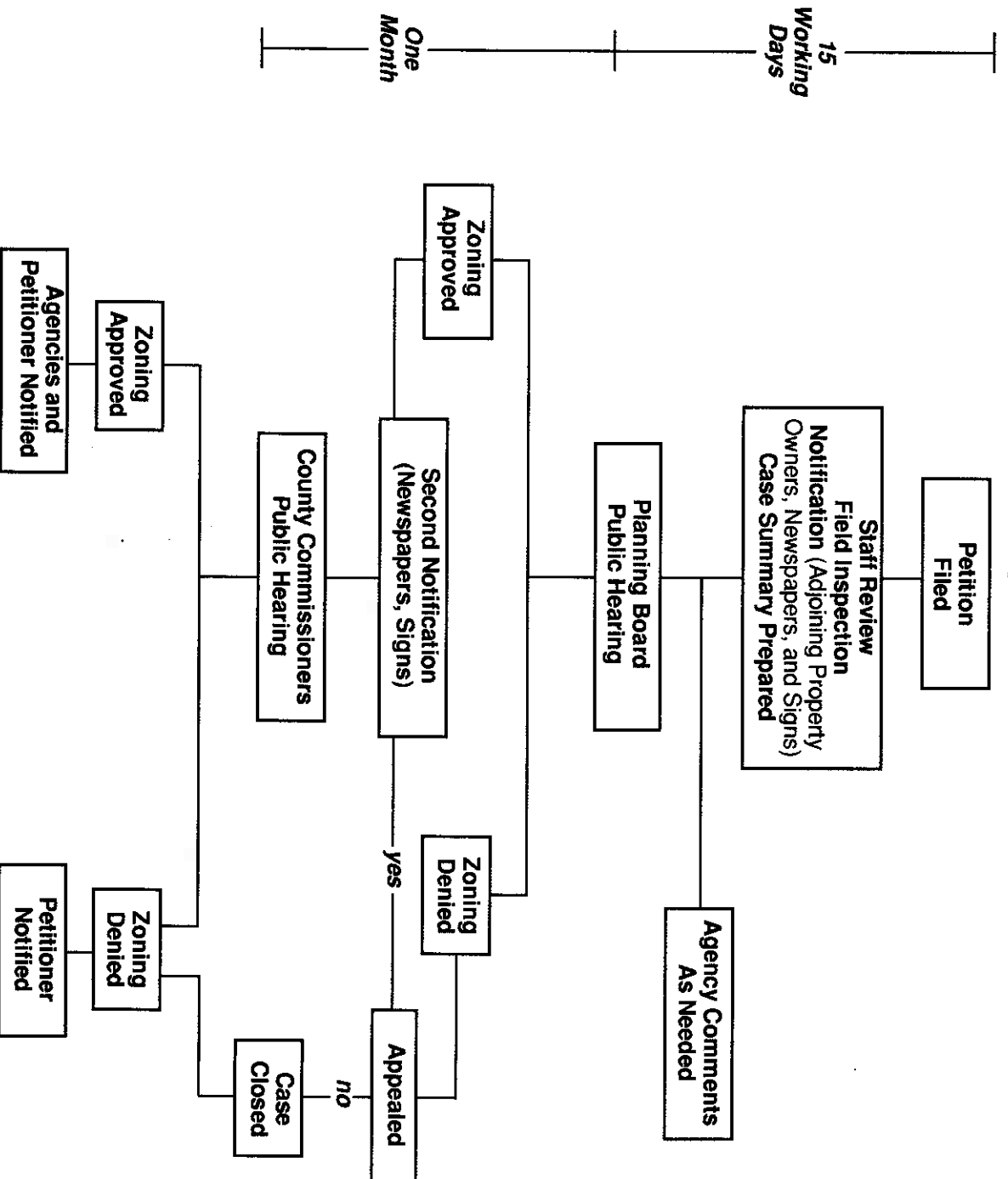
Many Wrightsboro Citizens and County Officials gave generously of their time in attending meetings and/or providing information for this plan. Their contributions are gratefully acknowledged.

* Members of the Wrightsboro Steering Committee

Rev. And Mrs. A. J. Watson *	Marion Robinson *	Mr. & Mrs. Lamar McChain
R. L. Batts	Mary Leonard	Jim LaBrecque
Pat Holliday *	Tyrone Mitchell	Ralph Bordeaux
Bill Pate	Laura Mitchell	Jim Bordeaux *
Jack Newton	Laura Anderson	Teresa & Ricky Miles *
Bill Dupré *	Mr. & Mrs. A. F. Sims	Larry Croom
Darryl Shipman	Mr. & Mrs. Harold Butcher	James Whitted
Bill Weiss	Eleanor Jarreau	Earl and Marilyn Wyson
Estelle Whitted *	Trudy Van Luyt	Roger Woods, Jr. *
Ernest Hill	James fisk	Roger Woods, Sr.
Phillip & Jennifer Messer *	Evelyn Caison	John & Mary Tinga
Cerilla James	Aldyth Baker	Charlie Podgett
Nannie Doyle	Lloyd L. Moore	Samual Grady
Jack Doyle	Charles Brown	Evelyn Grady
Dennis Bordeaux	Carl Whitted	Larry Davis
Fred Justice *	W. C. Rivenbark	Danna Britt
Mr. & Mrs. Alton Bass	E. K. Rivenbark	Billy Catrello
Katie Grady	Mrs. Herbert Jackson	Jeanette Futrell
Timothy Fauser	Mr. J. T. & Patty Marley	Roger Seitter
Craig Myers	Edward Williams	Marguerite M. Brown
T. F. Cauenaugh	Jim Wilson	Mary McAllister
C. W. McBride	Gertrude Moore	Michael & Earla Pope *
L. C. McBride	Mr. & Mrs O. J. Phillips	Betty Biggs
Helen Braswell	Edna McChae Jordan	Thomas Keyes McGee
Annie Grady	Willie McGhee	Charles Swart
Margaret Robinson	Mr. & Mrs. Fred Ingram	Steve Vosnock

David Abernathy	Wm. & Linda Buck	Faison Lewis
Mr. & Mrs. Arthur Moore *	Harvey Whaley	Mr. & Mrs. George Powell
Ken Chamblee	Cynthia Avery	Johnny McKoy
Barny McDonough	William English *	Robert Leonard
Luther M. Whitted	Jim Spivey	James Pickett
Norman Phillips	Lillian Odum	Marilyn Dyson
Arlene Grady	J. C. & Eva Bullard	Robert Collins
Faye Grady	Ernestine Tart	Bernice Herring
Essie M. Boney	Bobby & Alice Albea	Daniel Grimsley
J. C. Miller	Marvin & Betty Mclean	Inez Kerr
Lillie B. English	Hattie Krochmalny	Elizabeth McLaughorn
Doris Lanier	T. P. & Rebecca Winslow	Helen Jenkins
James Robeson	Ed & Nancy Ennis	Erv Dehn *
Caryway Robeson	Carol Jones	Richard Dixon
Alton Bass	Brice Miller	Charles Mixon
Parnell Sims	Keith Lankford	Bernard Williams
David Sims	Vadie Sikes	Barbara K. Moore
G. S. Worley	David Lowe	Barbara Miller
Florence Boyden	Darrell Fulcher	Ken Inman
G. Todd	Wade Pope	I. E. Sikes Sr.
Elizabeth Allen	Annie Beatty	Mary Leonard
Carl & Peggy Currie	J. H. Long	Annie Montgomery
R. F. Rockwell	Muril Inman	Billy & Dot Miller
Martha Herring	Alexeaner Logan *	Jimmy Price
Robert J. Kerr	Charles Stanland	Arthur & Lisa Malpass
Corrina & Randy Richardson	Robert Moore	James Coleman *
Sherry Dixon	Lila Mae Sharpe	
Chris King	Mr. & Mrs. J. C. Pennington	
Alcenia Holmes	Fleurette M. Morse	
William Powell	Ernest Puskas *	
Loretta White	Wade & Annette Groves	
Mildred Benton	Camilla Kelly	
Lennis Benton	Grady Barnes	

Appendix B Rezoning Process



Appendix C: Contact Agencies

Zoning & Subdivision Review

**New Hanover County
Planning Department
Current Planning Section**
320 Chestnut Street
Wilmington, NC 28401
341-7165

**New Hanover County
Inspections Department**
Zoning Inspector
414 Chestnut Street
Wilmington, NC 28401
341-7118

Transportation

Joe Hugey
Transportation Planner/
Bicycle Advisory Committee
Wilmington Traffic Engineering Division
P.O. Box 1810
Wilmington, NC 28402
341-7888

Maryllyn Williams
DOT Board Representative - Division 3
5900 Greenville Loop Road
Wilmington, NC 28409

Department of Transportation - Division 3
124 Division Drive
Wilmington, NC 28401
763-5133

Maintenance Office
Department of Transportation - Division 3
124 Division Drive
Wilmington, NC 28401
762-3854

Environmental

**Department of Environmental Health
and Natural Resources**
Division of Coastal Management;
and Division of Marine Fisheries
127 Cardinal Drive Extension
Wilmington, NC 28405
395-3900

**U.S. Army Corps of Engineers -
Wilmington District**
Regulatory Branch Permits
P. O. Box 1890
Wilmington, NC 28402
251-4000

**Keep America Beautiful System
of New Hanover County**
320 Chestnut Street
Wilmington, NC 28401
762-0965

**New Hanover County
Animal Control Center**
220 Division Drive
Wilmington, NC 28401
763-0586