

# WRIGHTSVILLE

# SOUND

SMALL AREA PLAN



WS



City Council  
July 12, 2011



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Lumina Hall at Wrightsville Beach



# TABLE OF CONTENTS

<u>1.0 Introduction</u>	<u>1</u>
<u>2.0 Existing Conditions</u>	<u>7</u>
<u>3.0 Recommendations</u>	<u>16</u>
3.1 Environment & Natural Areas	17
3.2 Access to the Water	19
3.3 Historic Resources	20
3.4 Bicycle & Pedestrian Facilities	23
3.5 Character (Sense of Place)	25
3.6 Mix of Uses	27
3.7 Traffic & Transportation	28
3.8 Infrastructure	30
3.9 Community Involvement	32
3.10 Development & Redevelopment	33
3.11 Regulatory Issues	40
<u>4.0 Appendices</u>	<u>41</u>
4.1 Current Land Use Map	41
4.2 Current Zoning Map	42
4.3 Natural Resources Map	43
4.4 Historic Resources Map	44
4.5 Recommended Transportation Improvements Map	45
4.6 Recommended Land Use Map	46
4.7 Building Height Supplement	47
4.8 Resources & Potential Funding Sources	52
4.9 Bibliography	56



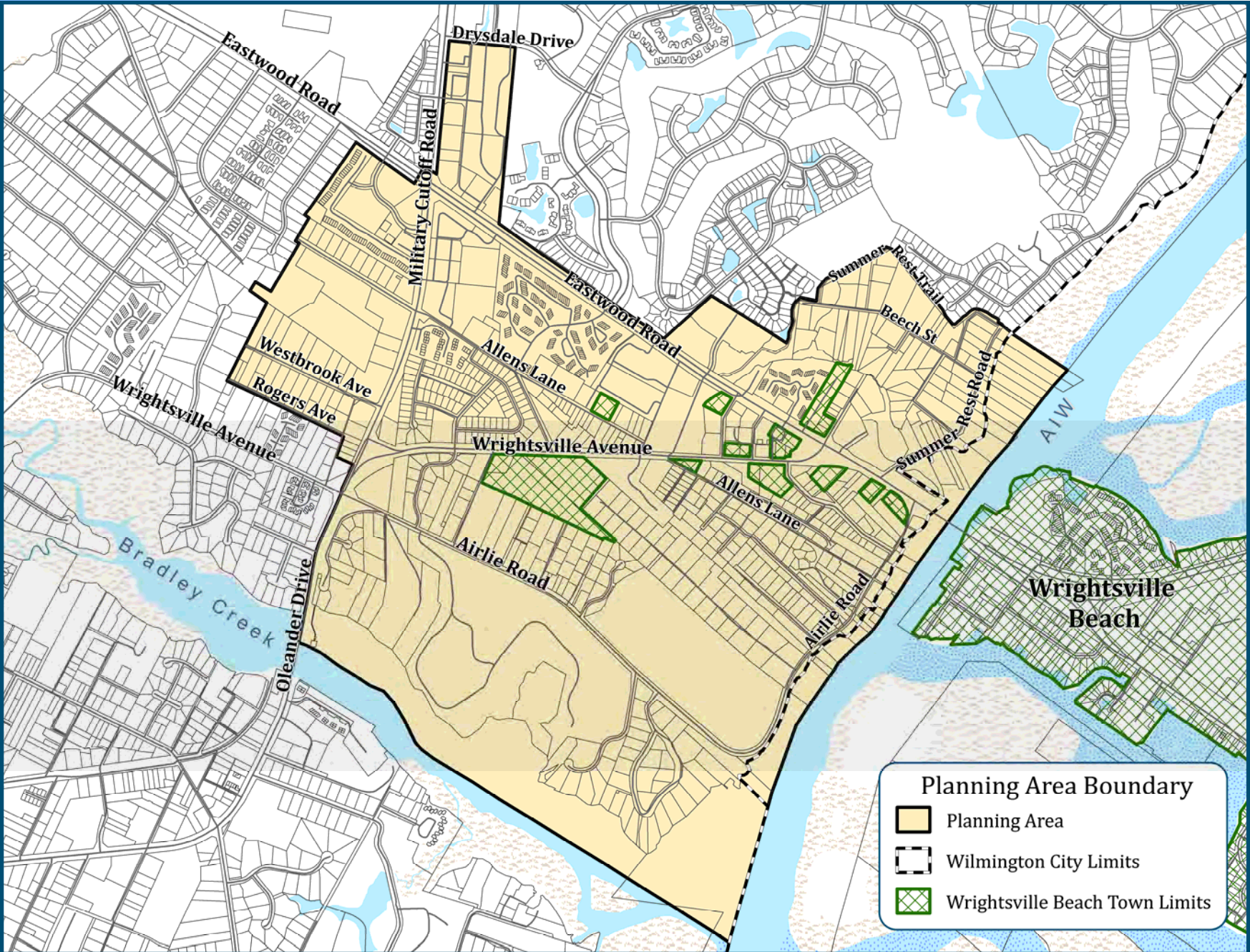
# 1.0 INTRODUCTION

Small area plans provide a collaborative process for citizens to work together to improve their community and ensure a better future. The planning process brings residents together to develop their own interests rather than rely on planners and other experts to determine what those interests are. Citizen participation is critical to the development of the plan since stakeholders know best what the strengths and weaknesses of their communities are. Community involvement assures that the plan is responsive to the residents' needs and provides appropriate solutions to any identified problems.

The *Wrightsville Sound Small Area Plan* is the result of an extensive community-driven planning effort that included residents, property owners, business owners and other community stakeholders. Through this planning process, stakeholders defined a vision for the future of their community and developed goals, objectives and strategies on how to achieve that vision. While some strategies identified in this document will require action by the city or other public agencies, the overall success of this plan depends on the involvement of residents, property owners, and business owners of the Wrightsville Sound community. This plan conveys the community's preferred development pattern and desired public improvements for the area and should be utilized by prospective investors, property owners, planners, and elected officials when making land use and investment decisions. Because the plan is a policy document, it does not guarantee that community improvements or zoning changes will occur. For this plan to be successful, the Wrightsville Sound community must remain actively engaged in its implementation.

## Study Area

The plan boundary was defined by stakeholders at the outset of the planning process. The planning area generally includes all properties from Bradley Creek north to the Landfall subdivision, and from the Atlantic Intracoastal Waterway (AIW) to just west of Oleander Drive and Military Cutoff Road. The area includes the Landfall Center shopping center, the nonresidential properties on the west side of Military Cutoff Road, and the residential areas between Rogers Avenue and Eastwood Road on the west side of Military Cutoff Road.





## Vision Statement

The vision statement for the plan was developed by the Wrightsville Sound community. The statement captures the community's passion and represents what the community wants to be in the future. The statement served as a guide throughout the development of the plan.

**“Wrightsville Sound fosters a sense of place through the preservation of community character, protection of historic and natural resources, and promotion of a safe and connected community.”**



## Methodology

Active citizen participation is vital to the success of any plan. When the community is directly involved in the planning process, they are more likely to take ownership of the plan and play an important part in its implementation. The *Wrightsville Sound Small Area Plan* was developed through an extensive community-driven planning process with stakeholders providing input and recommendations through a series of workshops. At these workshops, participants established their desired future for Wrightsville Sound, identified the strengths and weaknesses of the community, and determined ways in which to protect and enhance the community.



The planning process began in September 2010. At the first meeting, city of Wilmington and town of Wrightsville Beach planning staff provided some background on the motivation for developing the plan, presented an outline of the public input process, and asked the community to define the boundaries of the Wrightsville Sound planning area. The initial meeting was followed by a series of workshops where participants defined the vision for the future of the community, identified the community's goals, and identified actions that could be taken to achieve those goals. The public input process concluded with an open house in April 2011, where the final draft of the plan was presented. In all, the public input process covered a period of eight months and included six community meetings with over 200 citizens participating.



## Major Issues

Through the public input process, the community identified 11 major issues that were important to the future of Wrightsville Sound. These major issues, or central themes of the plan, were based upon the vision statement and represent what the community found to be most important for the future of Wrightsville Sound. These issues include:

- **Environment and natural areas**
- **Access to the water**
- **Historic resources**
- **Bicycle and pedestrian facilities**
- **Character (sense of place)**
- **Mix of uses**
- **Traffic and transportation**
- **Infrastructure**
- **Community involvement**
- **Development and redevelopment**
- **Regulatory issues**

Maps and photos courtesy of New Hanover County Public Library



Historic photo of Wilmington Beach Car rail line crossing Wrightsville Sound

## History

The origin of Wrightsville Sound dates back over 275 years to 1735 when King George II granted a 640-acre tract of land along Lee's Creek (now Bradley Creek) to brothers Solomon and Jonathan Ogden. The Ogden brothers later sold a portion of this tract to Governor Gabriel Johnston, whereupon the land acquired the name "Governor's Point." In 1800, Judge Joshua Grainger Wright purchased Governor's Point, and by 1815 the area around the sound and Bradley Creek came to be called Wrightsville.<sup>1</sup>

Early access to Wrightsville Sound was limited to sailing by boat or riding by horse and carriage via a dirt road from Wilmington. In 1875, a charter was granted to the Wilmington & Coast Turnpike Company to construct a turnpike that would connect Wilmington to the sounds of New Hanover County. When the turnpike was completed in 1887, the road was topped with oyster shells, and thus earned the



Historic photo of Airlie Road

nickname “Shell Road.” This privately-owned toll road provided a much desired connection between the city of Wilmington and Wrightsville Sound.<sup>2</sup> Shortly after the construction of the turnpike, another charter was granted, this time to the Wilmington Seacoast Railroad Company, for the construction of a rail line from Wilmington to the Hammocks (Harbor Island), with a footbridge to Wrightsville Beach. The new rail line, together with the completion of the turnpike, brought a considerable increase in traffic and visitors to Wrightsville Sound and played a major role in the development of Wrightsville as a summer resort.<sup>3</sup>

Beginning in the mid-1800s, properties along the sounds near Wilmington began changing from farming, salt production, and timber harvesting to quiet summer retreats of prominent Wilmingtonians.<sup>4</sup> This transition can be seen in the variety of homes built throughout the area that date back to this period. One of the more notable property owners that had a profound effect on the development of the area was Pembroke Jones. Jones, together with his wife Sarah, developed a 52-acre tract on the sound as a summer resort. In 1897, Jones renamed his summer resort “Airlie” after his ancestral Scottish home. In 1902, Sarah Jones, with the help of German horticulturalist Rudolph A. Topel, began to transform the grounds, then 155 acres, into gardens designed to complement the natural setting. Around the same time, Jones began purchasing property north of Airlie for a hunting preserve, eventually acquiring 2,200 acres, which was later named Pembroke Park (now Landfall).<sup>1</sup> The historic masonry gates that separated Airlie and Pembroke Park are still standing in what is now the Lion’s Gate townhome development.

The Corbett family purchased the Airlie property from the Joneses in 1948, using the land as their primary residence. The Corbetts opened the gardens to the public several seasons throughout the year, especially when the azaleas were in bloom. In 1999, the Corbett family sold Airlie to New Hanover County. Today, the 67 remaining acres of Airlie are open to the public year-round and the garden is one of the few undeveloped tracts along Bradley Creek.



Historic map of Wrightsville Sound. Maps and photos courtesy of New Hanover County Public Library.

Wrightsville Sound is home to a number of historic churches that were built by and for the residents of the area. The oldest of these churches is the Lebanon Chapel, which was built in 1835. The church was built by Dr. Thomas Henry Wright for the purpose of creating an Episcopal house of worship on Wrightsville Sound; the 6.5-acre tract on which the chapel was built, known as Mount Lebanon, was originally part of the land that was to become the Airlie estate.

Other churches in the area include St. Matthew's African Methodist Episcopal Church and Pilgrim Rest Baptist Church, which were constructed by the community of black families living in the area, and St. Andrew's On-the-Sound Episcopal Church, which was constructed in 1924 to accommodate the growth of the St. James congregation meeting at Lebanon Chapel. St. Andrew's was financed, in part, with proceeds from the public opening of Airlie Gardens. All of these churches hold regular services to this day.

Wrightsville Sound has a rich and storied history. The historic homes, churches and gardens are remnants of an era steeped in tradition. The history of Wrightsville Sound tells a story that is treasured by its residents and the city as a whole. This history defines the character of the community and is worthy of protection.



Airlie Gardens was developed by Pembroke and Sarah Jones, who purchased the land from Thomas Henry Wright. Airlie was later sold to Waddell and Bertha Corbett in 1948. Under the Corbett family's ownership, enhancements continued and access to the public was expanded to year round. In 1999, New Hanover County, with the assistance of the Coastal Land Trust, purchased Airlie, preserving the land for public use.



Historic photo of Pilgrim Rest Baptist Church congregation

Photos courtesy of Cape Fear Museum of History and Science

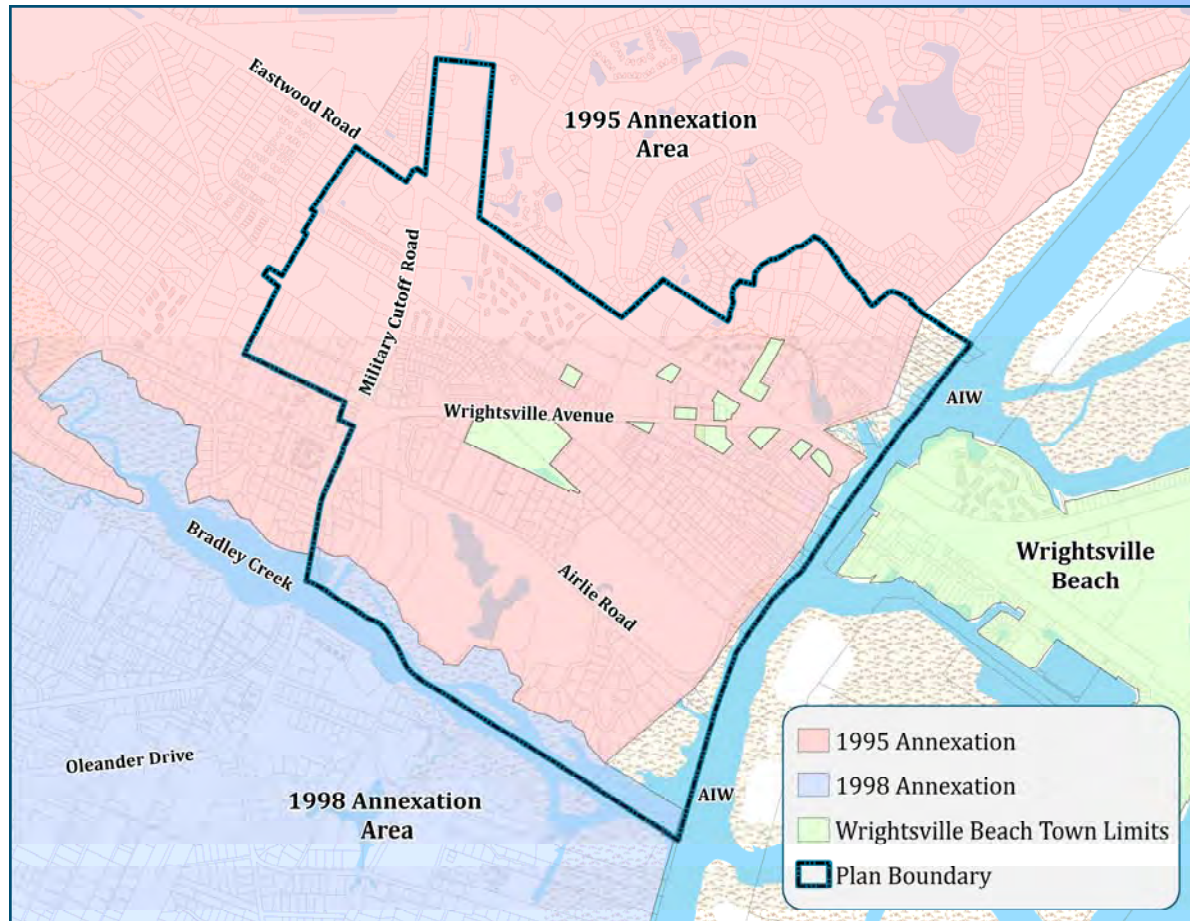


Historic photo of the marshes of Wrightsville Sound

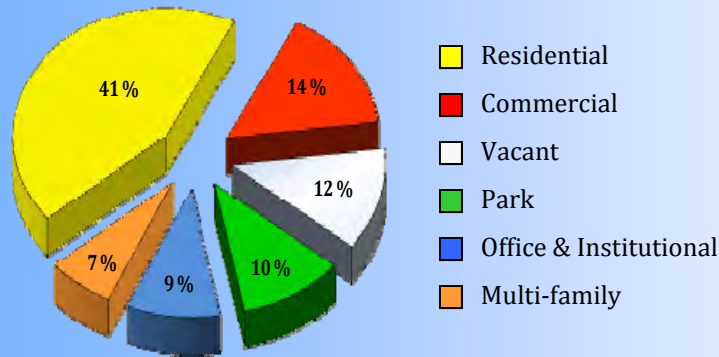
## 2.0 EXISTING CONDITIONS

### Land Use & Zoning

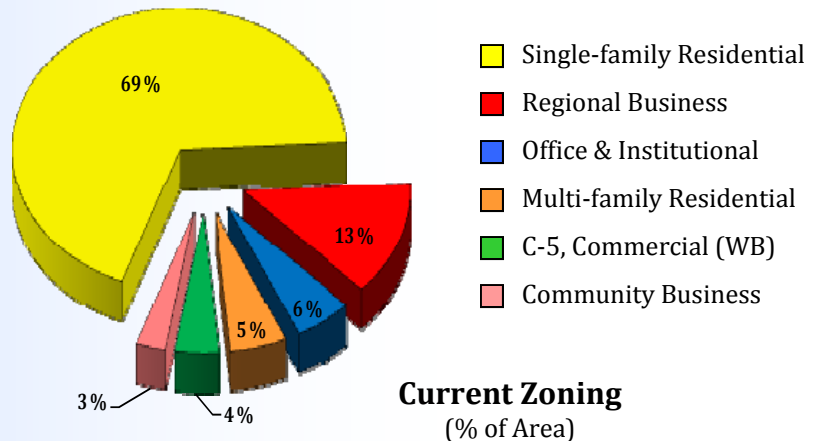
The development of Wrightsville Sound occurred, in large part, under New Hanover County regulations. Most of the area was originally developed with single-family homes, with the exception of the commercial waterfront along Airlie Road. During the 1980s, several tracts within the study area were annexed by the town of Wrightsville Beach and developed under the town's commercial regulations. The entire area, apart from these satellite annexation areas, was annexed by the city of Wilmington in 1995. Most of the study area was zoned for residential uses (R-10, R-15, R-20) under county regulations and these designations were carried over upon annexation by the city. Several areas, including areas along the major road corridors and the waterfront, were zoned for office and commercial uses (O&I, B-1, B-2, PD) in New Hanover County. Upon annexation, these areas were assigned city zoning based upon the districts that most closely matched their previous zoning designations and land uses.



Over 85% of the 606 acres included in the Wrightsville Sound study area is currently developed. The majority of the land in Wrightsville Sound continues to be used or zoned for single-family purposes. Over 40% of the land is currently developed with single-family homes and over 90% of the remaining undeveloped land is zoned for single-family use. Residential lot sizes vary throughout the planning area, ranging from under 10,000-square feet to well over 20,000-square feet in size. The predominant zoning in the planning area is R-15 and R-20. There are two residential subdivisions, MacCumber Terrace, zoned R-10, and One Meeting Place, zoned R-5, which account for most of the smaller lots. The majority of the homes within Wrightsville Sound are less than 40 years old and are located within platted subdivisions. Older homes are located on individually platted lots that were developed ad hoc over the years. Several of these homes, such as the Bradley-Latimer House (1855) and the Weathers House (1910) on Airlie Road, are historically significant and date back to when the area was first developing as a summer retreat.

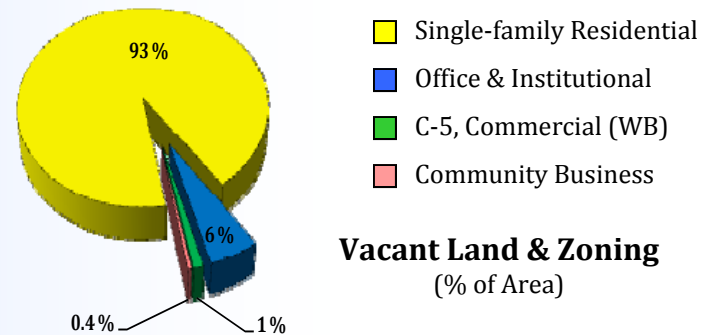


**Current Land Use**  
(% of Area)

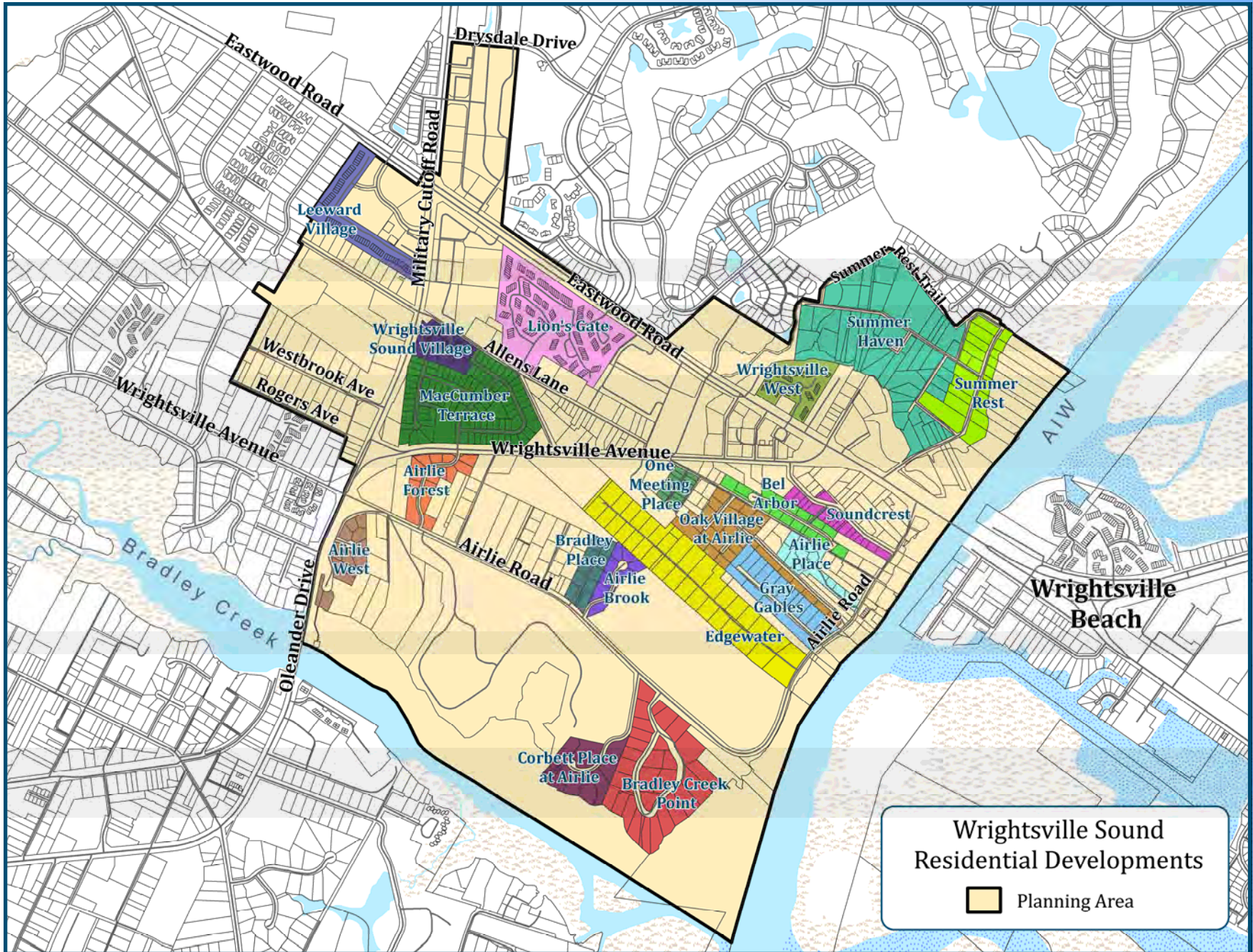


**Current Zoning**  
(% of Area)

Other residential uses found within the area include several multi-family townhouse developments. These developments were built under county regulations and include Wrightsville West (1983), Lion's Gate (1984), Wrightsville Sound Village (1987), and Leeward Village (1993). Each of these developments are zoned Multi-family Low Density (MF-L), with the exception of Wrightsville Sound Village, which is zoned R-10.

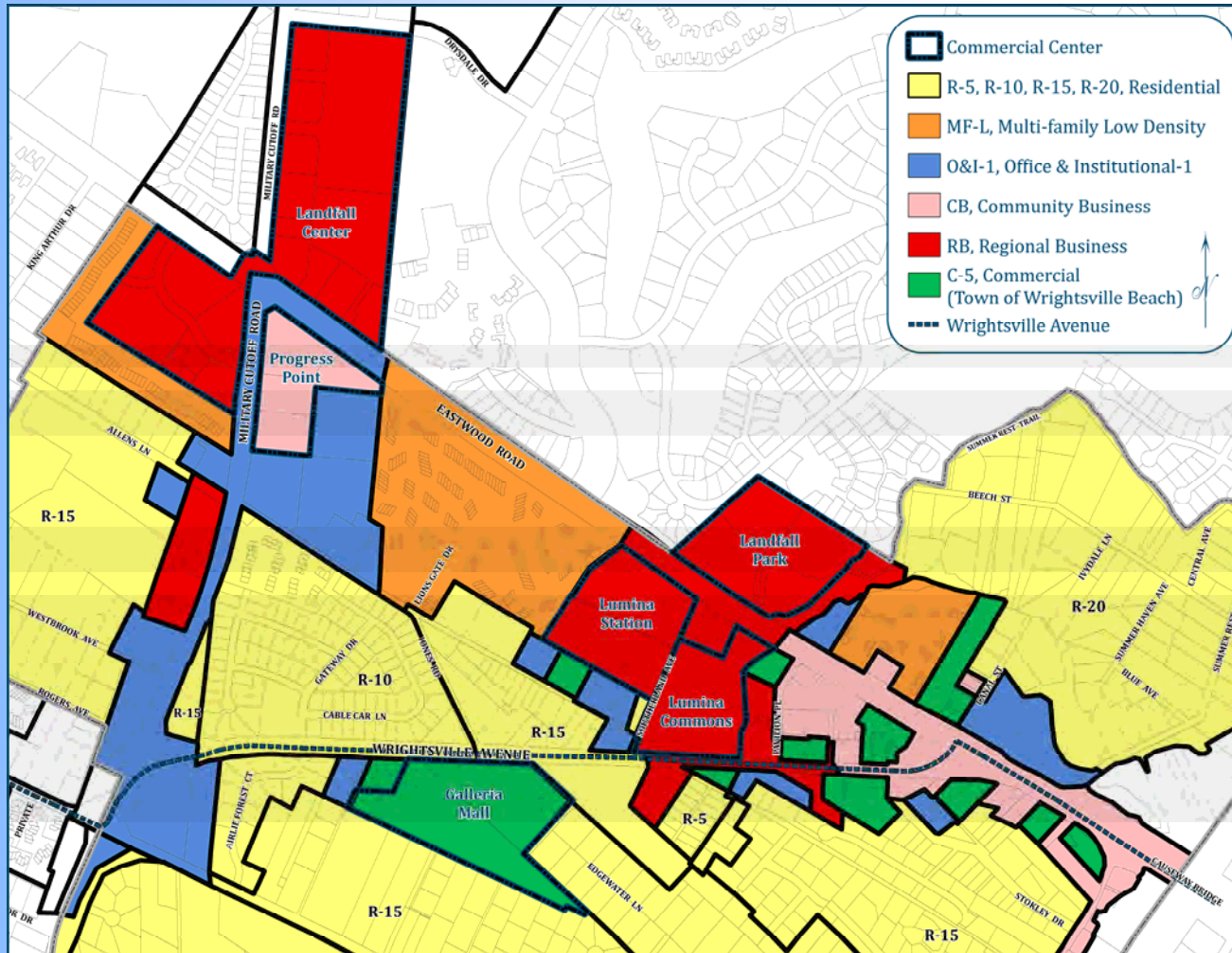


**Vacant Land & Zoning**  
(% of Area)



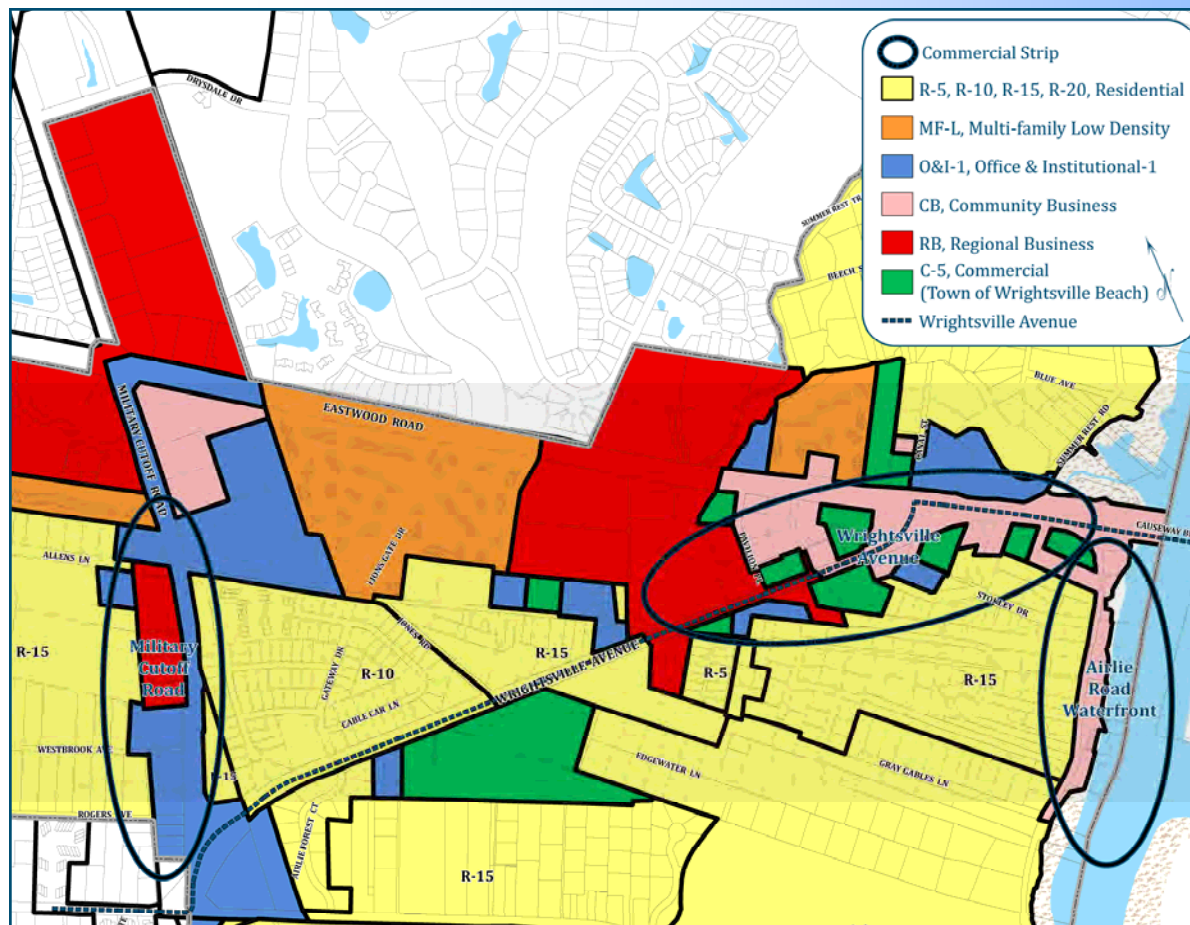
2.0 EXISTING CONDITIONS

Approximately 23% of the land within the Wrightsville Sound study area is currently developed with nonresidential uses. Nonresidential uses within the planning area are generally located within large commercial centers or commercial strips along the area’s major road corridors. Commercial centers located within Wrightsville Sound include Galleria Mall, Landfall Center, Landfall Park, Lumina Commons, Lumina Station, and Progress Point. These commercial centers include a variety of retail establishments, such as drug stores, restaurants, and clothing stores, as well as professional offices, personal services, and lodging. Most of these centers are zoned Regional Business (RB), with the exception of Progress Point, which is zoned Community Business (CB) and Galleria Mall, which is within the corporate limits of the Town of Wrightsville Beach and is zoned Commercial (C-5).





Outside of these commercial centers, there are several commercial strips located along a number of the area’s roadways. These commercial strips are located along the west side of Military Cutoff Road, along Wrightsville Avenue east of Allens Lane, and along the Airlie Road waterfront. The commercial strip located on the west side of Military Cutoff Road primarily consists of medical and professional offices and is zoned Regional Business (RB) and Office and Institutional-1 (O&I-1). The commercial strip on Wrightsville Avenue east of Allens Lane includes several medical and professional office uses, personal service uses, and a variety of retail businesses. This area is zoned RB, CB, O&I-1, and C-5. Uses located in the C-5 district, within Wrightsville Beach town limits, include the Early Bird Food Mart, Martino’s Fine Italian Foods, the Cross Point Plaza commercial center, a Scotchman gas station, Jerry’s Food, Wine & Spirits, Manhattan Bagel, and the Waterway Lodge. The commercial strip located along the AIW waterfront on Airlie Road includes several restaurants, marinas, professional offices, and residential condominiums and is zoned CB.



One of the most important and well known properties located within Wrightsville Sound is Airlie Gardens. The gardens, created by Sarah Jones in 1902, are now owned and operated by New Hanover County and are open to the public. The property consists of approximately 67 acres located along Bradley Creek and is zoned R-20.



Entrance to Airlie Gardens



Airlie Oak

## Demographics

According to the 2010 census, the population within Wrightsville Sound includes approximately 1,150 residents, up from approximately 1,000 residents in 2000. This represents a 15% increase in population between 2000 and 2010, slightly less than the city’s overall growth, which was approximately 18% during the same time period. There are 785 housing units located in the area and approximately 48% of these units are owner-occupied. According to the New Hanover County Tax Office, the average value of a single-family home has increased from \$337,092 in 2000 to \$659,890 in 2010, a 96% increase from 2000. The average value of a single-family townhome has increased from \$124,461 in 2000 to \$255,937 in 2010 (106% increase) and the average value of a condominium has increased from \$96,769 in 2000 to \$177,738 in 2010 (84% increase). From this information, it may be inferred that the Wrightsville Sound community is strong and growing. Although the housing tenure data indicates that less than half of the existing housing stock is owner-occupied, the demand for housing in the area has not declined, as property values continue to rise and population continues to increase.

## Transportation

The transportation system within the area includes a diverse road network made up of local and collector streets and arterial roadways. Arterial roadways include Eastwood Road (US 74/76), Military Cutoff Road (US 76), and Wrightsville Avenue, all of which are currently maintained by the North Carolina Department of Transportation (NCDOT). Each of these roadways is designed for a specific capacity and function. Table 1 below provides a summary of the existing condition and function of each arterial roadway. Both Eastwood Road and Wrightsville Avenue are currently functioning at acceptable levels of service (LOS); however, Military Cutoff Road is currently functioning above its designed capacity.

Roadway	Segment	Cross-Section	Estimated Capacity	Average Daily Volume	Date	Volume to Capacity Ratio	Estimated LOS
Eastwood Road	Between Military Cutoff Road & Wrightsville Avenue	Four-lane divided with curb and gutter	29,300	11,383	1/27/11	0.39	B
Military Cutoff Road	Between Airlie & Eastwood roads	Four-lane, center turning lane	29,300	37,427	2/24/11	1.28	F
Wrightsville Avenue	Between Military Cutoff & Eastwood roads	Two-lane undivided with shoulders	15,400	11,146	2/24/11	0.72	D

Table 1. Wrightsville Sound area arterial roadway performance

Another important roadway located within the Wrightsville Sound area is Airlie Road. Airlie Road began as a dirt path that connected Wilmington to the sounds of New Hanover County. Over the years, the road has been improved with wooden planks, oyster shells, and finally concrete pavement. The road currently functions as a neighborhood collector street and provides access to a number of residential neighborhoods, the commercial waterfront along the waterway, and Airlie Gardens. The road is currently being considered for designation as a North Carolina Scenic Byway due to its historic and intrinsic value.



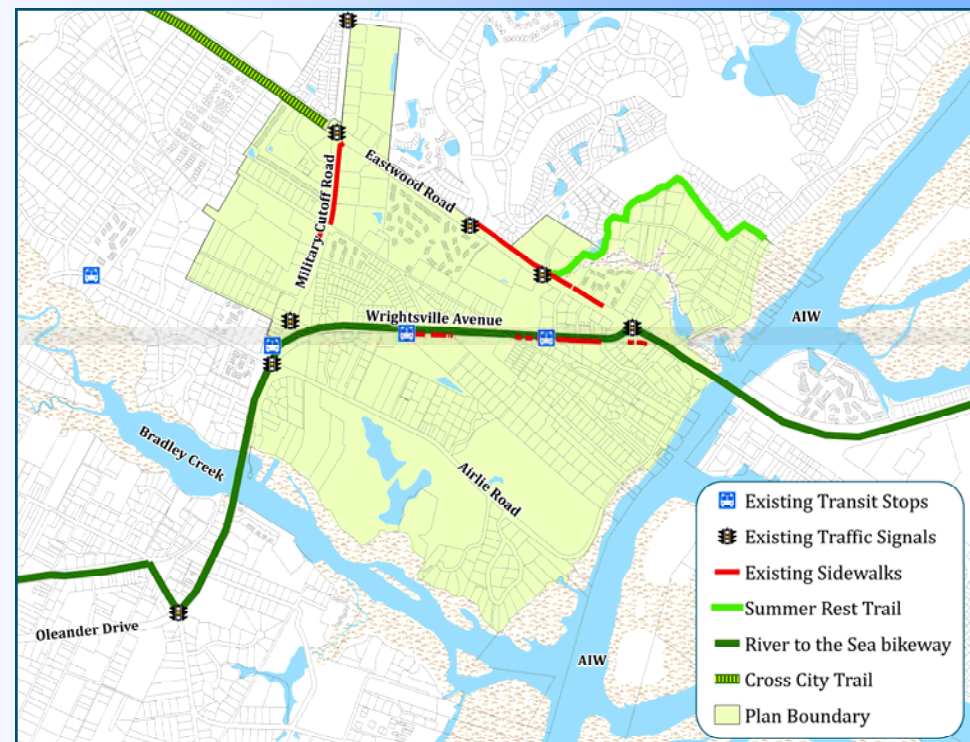
Historic photo of Airlie Road



Airlie Road today

Bicycle facilities within the Wrightsville Sound area include several off-road trails and on-road bicycle lanes. The River to the Sea Bikeway, which connects downtown Wilmington to Wrightsville Beach, runs through the Wrightsville Sound area via bike lanes along Wrightsville Avenue. The Summer Rest Trail, which is part of the New Hanover County parks system, runs along the northern boundary of the planning area and connects Eastwood and Summer Rest roads. Future plans to complete the Gary Shell Cross-City Trail include connecting the existing leg of the trail, which terminates at the intersection of Eastwood and Military Cutoff roads, with the River to the Sea Bikeway and ultimately Wrightsville Beach. When complete, the Gary Shell Cross-City Trail will provide a 20-mile long off-road trail that connects numerous recreational, cultural and educational destinations throughout the Wilmington area.

Pedestrian facilities within the Wrightsville Sound area are, for the most part, incomplete and unconnected. The majority of the roadways within the area do not include sidewalks. Few crosswalks exist and none of the intersections are equipped with signalized pedestrian crossings.



## Natural Resources

Significant natural features located in the Wrightsville Sound area include the AIW, Bradley and Motts creeks, Airlie Gardens, and a abundance of saltwater and freshwater wetlands. Bradley Creek is currently classified as SC waters (Aquatic Life, Secondary Recreation, Salt Water) and the AIW and Motts Creek are classified as SB waters (Primary Recreation, Salt Water) by the state of North Carolina. Classifications are based upon the “best usage” for each water body. Class SC waters are best used for aquatic life propagation and survival, fishing, wildlife, and secondary recreation. Class SB waters are best used for primary recreation, such as swimming. All of the surface waters adjacent to the Wrightsville Sound planning area are currently closed to shell fishing.



Bradley Creek

## Historic Sites

Historic sites in the area include a number historic churches and homes. Historic churches located in the area include the Mt. Lebanon Chapel (1835), St. Andrew’s On-the-Sound Episcopal Church (1924), Pilgrim Rest Missionary Baptist Church (1935), and St. Matthew’s AME Church (1944), all of which hold regular services to this day. Mt. Lebanon Chapel is currently listed on the *National Register of Historic Places*. There are also a significant number of historic homes in the area, some of which date back to well over 100 years. Two such homes include the Bradley-Latimer Summer House (1855) and Gabriel’s Landing (1936) located on Airlie Road, each of which are



Gabriel's Landing (1936)  
*National Register of Historic Places*



Historic photo of St. Andrew's On-the-Sound Episcopal Church  
*Courtesy of New Hanover County Public Library*

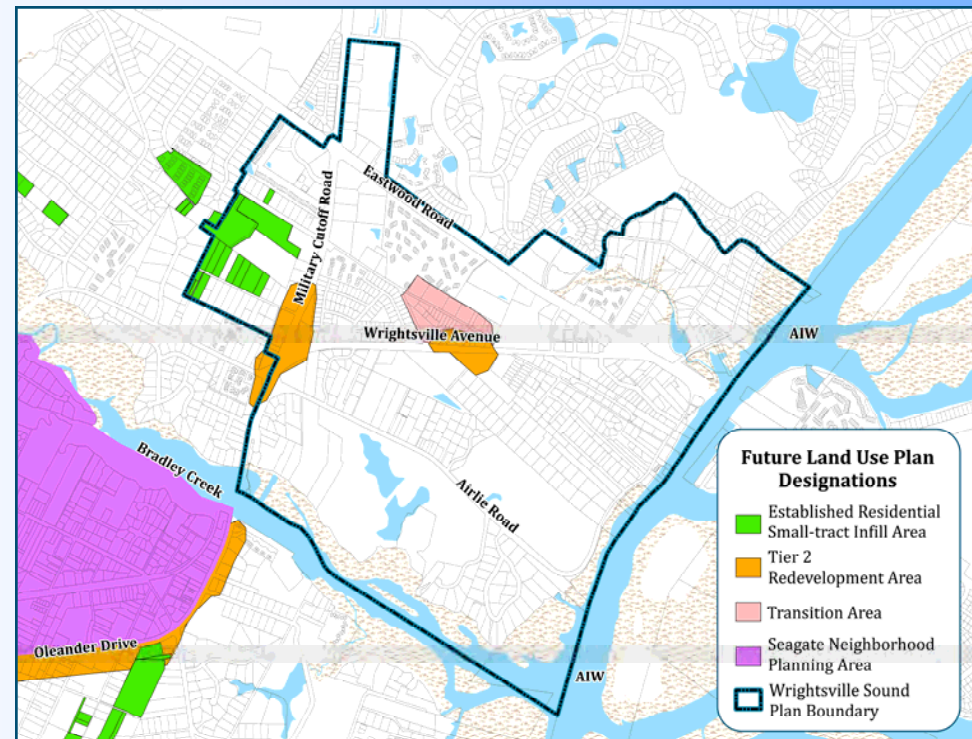


Edgewater House (1849)

## Relation to Other Plans

Several areas within the Wrightsville Sound planning area are identified within the city's *Future Land Use Plan* (FLUP). The FLUP identifies two *Tier 2 Redevelopment Areas*, one located along Military Cutoff Road between the Bradley Creek Bridge and Allens Lane, and the other along Wrightsville Avenue between Jones Road and Allens Lane. Tier 2 areas typically have little to no landscaping, neglected buildings and facades, unattractive signage and, in some cases, do not meet current zoning standards. The FLUP identifies the area bounded by Jones Road, Allens Lane and Wrightsville Avenue as an area suitable for transition from single-family residential uses to commercial and/or higher-density residential uses. The FLUP calls for nonresidential uses, including offices, retail, and restaurants, as well as up to high-density multi-family uses in this area. The FLUP also identifies the vacant residentially-zoned tracts located on the west side of Military Cutoff Road between Westbrook Avenue and Allens Lane as "Established Residential Small-tract Infill." The plan stresses the importance of preserving the character and value of the surrounding neighborhoods when this area develops. The plan recommends that no rezoning to more intense uses be considered for this area unless the change would be beneficial to the community and not disrupt or substantially change the exiting road network in and around the adjacent single-family neighborhoods. The planning process for the *Wrightsville Sound Small Area Plan* provided a chance to take a closer look at these sites and provide more area specific recommendation for each location.

In 2010, the Wilmington City Council adopted an update to the 1990 land use plan for the Wrightsville Avenue corridor. The updated plan, *Wrightsville Avenue 2030* (WA 2030), addresses land use and transportation issues along Wrightsville Avenue from S. 17th Street to Oleander Drive. The far eastern end of Wrightsville Avenue, from Oleander Drive to the Heidi Trask Drawbridge, was studied as part of this effort; however, this area was not included in the adopted WA 2030 plan. As a follow-up to the WA 2030 plan, the Wilmington City Council directed staff to do an in-depth study of the far eastern end of Wrightsville Avenue and the surrounding area, which has produced this plan.



## 3.0 RECOMMENDATIONS

The recommendations of the plan are based directly on input received during an extensive public input process that included residents, property owners, business owners, and other community stakeholders. Through this process, participants defined a vision for the future of the community, identified goals to reach this future, and developed a set of actions that could be taken to achieve these goals. Although complete agreement was not reached on every issue, there was a general consensus on what the future of the community should be.

During the public input process, stakeholders identified 11 major issues that are critical to achieving the community's vision for the future. These issues include: environment and natural areas, access to the water, historic resources, bicycle and pedestrian facilities, character (sense of place), mix of uses, traffic and transportation, infrastructure, community involvement, development and redevelopment, and regulatory issues. These major issues form the basis for the plan's recommendations. Each major issue includes a goal that represents the community's long-term aspirations, objectives that aim to achieve these goals, and strategies, or steps, that can be taken to realize the objectives. These major issues convey the community's preferred development pattern and desired public improvements and should be utilized by prospective investors, property owners, planners, and elected officials when making land use and investment decisions.



## 3.1 ENVIRONMENT & NATURAL AREAS

**GOAL:** To protect and preserve the area's existing natural resources.

**Objective:** Improve water quality and protect existing wetland resources.

### Strategy 3.1.1

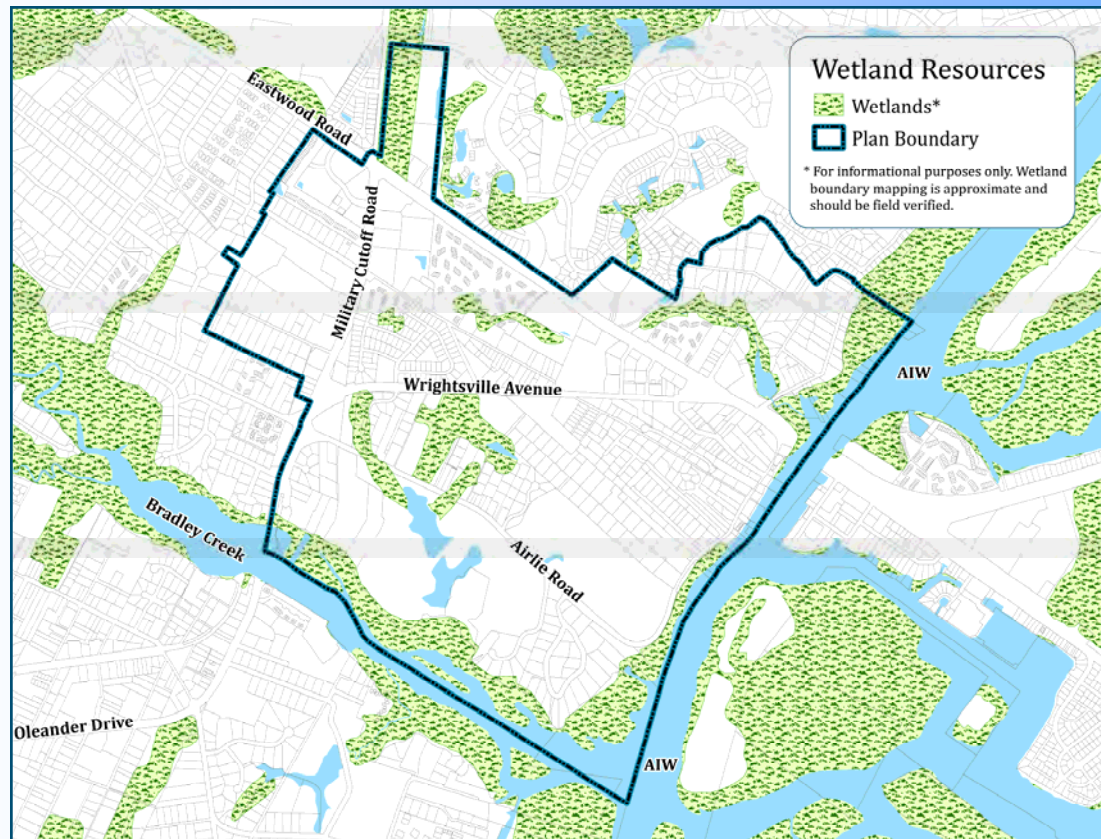
Encourage the reduction of stormwater runoff by incorporating low impact development (LID) techniques and reducing impervious surface coverage.



Cistern to collect rainwater for future use

### Strategy 3.1.2

Develop a comprehensive plan to improve and maintain water quality in waterways and creeks.



**Objective:** Preserve existing sensitive, natural areas.

### Strategy 3.1.3

Preserve Airlie Gardens in perpetuity by means of an endowment or conservation easement.

### Strategy 3.1.4

Evaluate the potential for a conservation zoning classification that would limit or prohibit future development of environmentally sensitive areas and significant green space (see *Natural Resources Map*).

### Strategy 3.1.5

Support the use of conservation easements as a method to preserve existing natural areas and open space.

### Strategy 3.1.6

Preserve natural stands of indigenous trees as development/redevelopment occurs.

### Strategy 3.1.7

Preserve open vistas including views of the water and other significant natural features.

### Strategy 3.1.8

Evaluate vacant properties within the planning area for potential park space.



Airlie Oak



View of AIW from Summer Rest Road



## 3.2 ACCESS TO THE WATER

**GOAL:** To improve access to water resources.

**Objective:** Increase public access to the Atlantic Intracoastal Waterway (AIW) and Bradley Creek.

### Strategy 3.2.1

Protect and improve free and open access to the AIW and Bradley Creek via public docks and/or open space.

### Strategy 3.2.2

Support water access via Airlie Gardens for non-motorized watercraft.

### Strategy 3.2.3

Identify areas along the water for potential public access, including existing public rights-of-way (see *Natural Resources Map*).

### Strategy 3.2.4

Encourage the continued use of the AIW waterfront for water-dependent uses such as marinas and fish markets.

### Strategy 3.2.5

Consider modifying building spacing requirements, including side yard setbacks, along the waterfront to maximize views of the water.



View of Airlie Gardens from Bradley Creek



Commercial waterfront along AIW

## 3.3 HISTORIC RESOURCES

**GOAL:** To protect the historic character of Wrightsville Sound.

**Objective:** Preserve the historic resources located within the Wrightsville Sound community and promote their historic significance.

### Strategy 3.3.1

Support the preservation of Airlie Gardens in perpetuity by means of an endowment or preservation easement.

### Strategy 3.3.2

Support the preservation of Oak Point Farms and its agricultural farm status.

### Strategy 3.3.3

Support the preservation of historic churches, including Mt. Lebanon Chapel, Pilgrim Rest Baptist Church, St. Andrew's on-the-Sound Episcopal Church, and St. Matthew's AME Church.



**Mt. Lebanon Chapel (1835)**  
*National Register of Historic Places*

Erected in 1835 to provide seasonal services for the summer communities along Greenville, Masonboro, and Wrightsville sounds, Mt. Lebanon Chapel is the oldest church structure in New Hanover County.<sup>4</sup>



**St. Matthew's AME Church (1944)**

First established in 1881, St. Matthew's AME Church moved and rebuilt the existing church building at its current location on Wrightsville Avenue in 1944.



**Pilgrim Rest Church (1935)**

Established in 1908, the Pilgrim Rest Baptist Church has been serving the Wrightsville Sound community for over 100 years. The existing buildings were erected at its current location on the corner of Jones Road and Wrightsville Avenue in 1935.



**St. Andrew's on-the-Sound Episcopal Church (1924)**

St. Andrew's was built in 1924 at the junction of the Shell Road and the old rail line to Wrightsville Beach. Wilmington architect Leslie Boney designed the church in the Spanish Colonial style popular at that time.<sup>4</sup>

### Strategy 3.3.4

Evaluate historic resources for potential designation at the national, state or local level for historic preservation (see *Historic Resources Map*).



**Bradley-Latimer Summer House (1855)**  
*National Register of Historic Places*

Built by Richard Bradley in 1855, a period when properties along the sounds were changing from farming, salt production and lumbering to quiet summer retreats for prominent Wilmingtonians. The house is a rare surviving example of the sound houses of the period.<sup>4</sup>



**Croom House (circa 1900)**

The Croom House is an architecturally significant, one-and-a-half-story, T-shaped, Gothic Revival style cottage. Originally located on the Pembroke Jones estate, it was moved to its present location around 1900.<sup>4</sup>

Built circa 1890 for W.B. Cooper, this summer house retains the ambience of the turn-of-the-century summer colony along Summer Rest Road.<sup>4</sup>



**Cooper-Smith House (circa 1890)**

The Cronly-Vezina House, built circa 1885, is a Gothic Revival style cottage.<sup>4</sup>



**Cronly-Vezina House (circa 1885)**



**Cronly-Powell House (circa 1890)**

The Cronly-Powell House is a one-story asymmetrical cottage built circa 1890. The four-bay porch highlights this sound house and gives it architectural distinction.<sup>4</sup>



**Edgewater (1849)**

The land on which Edgewater stands was part of a 20-acre estate purchased around 1830 by Captain Charles D. Ellis, a Wilmington merchant, yachtsman, and organizer of the Oakdale Cemetery Corporation. Soon after the land purchase, he erected a residence in an oak grove above Wrightsville Sound.<sup>4</sup>

Gabriel's Landing, built in 1936, was entered on the roster of Century Farms by the North Carolina Department of Agriculture in 2005 and the National Register of Historic Places in 2008.



**Gabriel's Landing (1936)**  
*National Register of Historic Places*

Originally built in 1910, the Weathers House was disassembled and moved by the Weathers family from the southwest corner of 3rd and Chestnut streets in downtown Wilmington to Wrightsville Sound in 1922-1923.<sup>4</sup>



**Weathers House (1910, 1923)**

### Strategy 3.3.5

Support the preservation of historic resources in perpetuity by means of endowments or preservation easements.



Historic masonry gate built in 1915 by Pembroke Jones that separated Airlie Gardens from Pembroke Park.

Airlie Gardens-Pembroke Park Gate (1915)



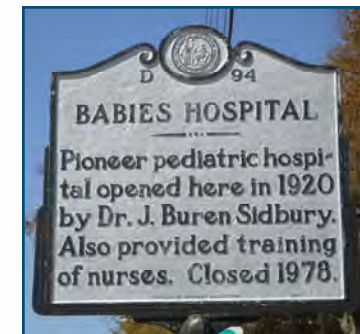
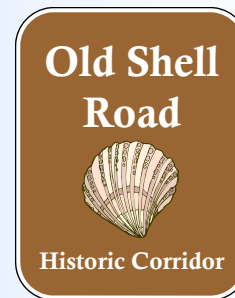
Audubon Trolley Station  
National Register of Historic Places

### Strategy 3.3.6

Provide signage and/or historic markers to recognize significant historic sites and features within the Wrightsville Sound area (e.g. Airlie Road, Babies Hospital, Shell Road, trolley stops, Wrightsville School). Partners may include the city of Wilmington, the Historic Wilmington Foundation, the Wrightsville Beach Museum, the town of Wrightsville Beach, New Hanover County, property owners, and neighborhood groups and associations.



Sign designating historic significance.



Historic marker at Babies Hospital site

### Strategy 3.3.7

Maintain and/or remove vegetation along Airlie Road, particularly at the curve where the roadway approaches the AIW, to preserve open views of the AIW.

### Strategy 3.3.8

Support the designation of Airlie Road as a North Carolina Scenic Byway.



Airlie Road looking east towards AIW

## 3.4 BICYCLE & PEDESTRIAN FACILITIES

**GOAL:** To provide safe and viable bicycle and pedestrian facilities throughout the area.

**Objective:** Increase bicycle and pedestrian safety and facilities along all major roadways.

### Strategy 3.4.1

Provide signalized pedestrian crossings and high-visibility crosswalks at all major intersections (see *Recommended Transportation Improvements Map*).

### Strategy 3.4.2

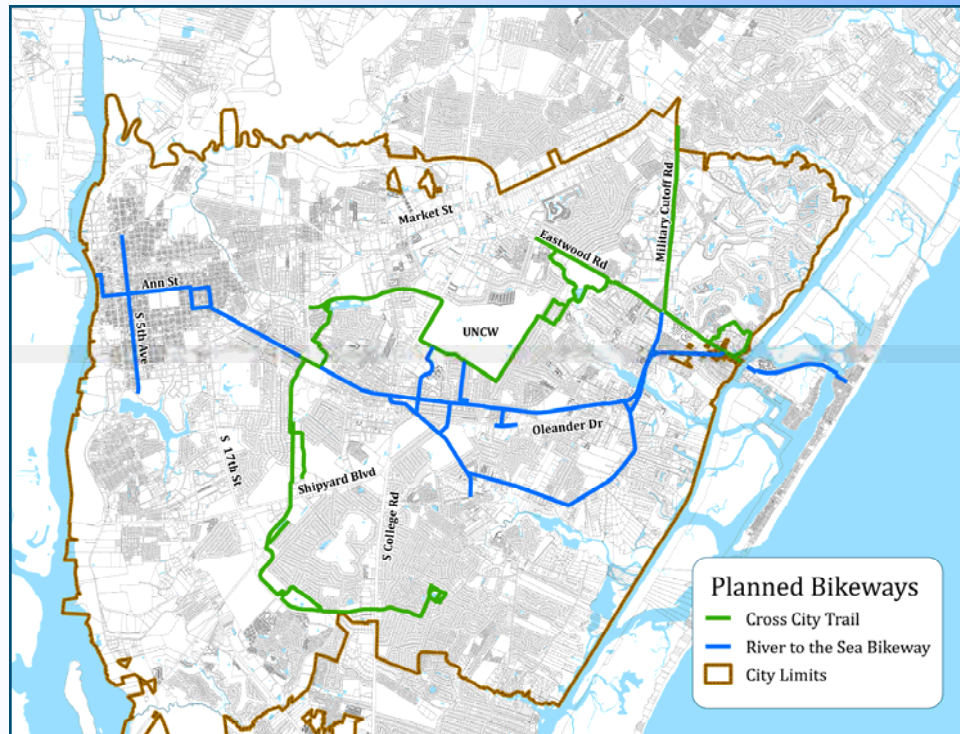
Evaluate potential for sidewalks and/or a bike path along Airlie Road. Minimize tree disturbance with any future bicycle and/or pedestrian improvements.

### Strategy 3.4.3

Support the completion of the Gary Shell Cross-City Trail.

### Strategy 3.4.4

Construct sidewalks throughout the area in accordance with *Walk Wilmington: A Comprehensive Pedestrian Plan*.



**Objective:** Increase access to bicycle and pedestrian facilities throughout the area.

### Strategy 3.4.5

Provide bicycle and pedestrian connections between existing residential and commercial areas (see *Recommended Transportation Improvements Map*).



Gary Shell Cross-City Trail on Eastwood Road looking east

### Strategy 3.4.6

Provide a bicycle and pedestrian connection between the Gary Shell Cross-City Trail and Airlie Gardens (see *Recommended Transportation Improvements Map*).

### Strategy 3.4.7

Support efforts to improve the safety and function of bicycle and pedestrian access to Wrightsville Beach.



Pedestrian walkway under Corbett Ave (NC 24) in Swansboro, NC

### Strategy 3.4.8

Support the construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide a safe alternative for cyclists and pedestrians wishing to cross Wrightsville Avenue.

### Strategy 3.4.9

Explore the potential to acquire additional right-of-way, while protecting existing trees, along Airlie Road for bicycle and pedestrian improvements.



View of Airlie Road looking east

### Strategy 3.4.10

Implement bicycle and pedestrian improvements in accordance with the *Recommended Transportation Improvements Map*.

## 3.5 CHARACTER (SENSE OF PLACE)

**GOAL:** To maintain the unique character and sense of place within the Wrightsville Sound community.

**Objective:** Protect and enhance the visual appearance of the area.

### Strategy 3.5.1

Improve commercial signage throughout the area. Freestanding pole signs should be phased out while decorative post or monument signs should be encouraged.



Decorative pole sign

### Strategy 3.5.2

Encourage the use of indigenous tree species in all required street yards and buffer yards.



View of AIW from Airlie Road

### Strategy 3.5.3

Preserve water views along Airlie and Summer Rest roads.

### Strategy 3.5.4

Work with the North Carolina Department of Transportation (NC DOT) to develop a plan for aesthetic improvements within the rights-of-way leading to Wrightsville Beach, including signage, planting indigenous trees and plants, and a public viewing area.



Wrightsville Avenue looking east toward Causeway Bridge

### Strategy 3.5.5

Continue to prohibit outdoor advertising signs (billboards).

### Strategy 3.5.6

Locate all new utilities underground.

**Objective:** Ensure that new development is consistent and compatible with the surrounding area.

### Strategy 3.5.7

Identify desirable architectural features, scale, and themes and develop design guidelines for new commercial construction that reflect these desired elements.

### Strategy 3.5.8

Limit building heights to those currently prescribed by the zoning code. When zoning changes occur, utilize conditional zoning and special use processes to ensure building heights are compatible with the area.

### Strategy 3.5.9

Maintain current zoning and densities in existing low-density residential areas (R-15, R-20) and support density increases where appropriate as shown on *Recommended Land Use Map*.

### Strategy 3.5.10

Encourage citizens to take part in the zoning map amendment process and the associated public hearing process to ensure that future land use changes are consistent with the character and development of the area.

### Strategy 3.5.11

Support development and redevelopment in accordance with the *Recommended Land Use Map*.



Hilton Head, SC



Savannah, GA



## 3.6 MIX OF USES

**GOAL:** To provide a convenient mix of land uses that offers options for residents while ensuring new development is compatible with the surrounding area.

**Objective:** Maintain a mix of accessible and compatible uses.

### Strategy 3.6.1

Encourage a vibrant mix of uses that puts residents in close proximity to their daily needs such as grocery stores, drug stores and financial institutions.

### Strategy 3.6.2

Ensure commercial uses are accessible from surrounding residential areas by establishing a network of interconnected sidewalks, foot paths and bike paths.

### Strategy 3.6.3

Evaluate zoning code for potential increase in residential density limits in existing commercial districts.

### Strategy 3.6.4

Support development and redevelopment in accordance with the *Recommended Land Use Map*.



Commercial uses with residential above



Ground floor retail with residential above



Bike path connecting residential area to commercial corridor

## 3.7 TRAFFIC & TRANSPORTATION

**GOAL:** To provide a safe and efficient transportation network for all modes of travel (auto, mass transit, bike, pedestrian).

**Objective:** Maintain road functionality by improving safety and traffic flow throughout the area.

### Strategy 3.7.1

Support ongoing efforts by the city and NC DOT to improve roadway conditions in the area. Ensure that all future roadway improvements are sensitive to and compatible with the character of the area.

### Strategy 3.7.2

Identify alternative road design standards that allow for more flexibility in designing local streets that are pedestrian friendly, sensitive to environmental constraints, and are in keeping with the character of the area.

### Strategy 3.7.3

Discourage the construction of a high-rise bridge to Wrightsville Beach.

### Strategy 3.7.4

Improve transit service to other areas of the county by increasing access and making bus stop improvements.

### Strategy 3.7.5

Evaluate potential traffic improvements for the intersection of Summer Rest Road, Wrightsville Avenue, and Airlie Road in order to improve safety and function.



Heidi Trask Drawbridge looking south



WAVE Transit bus

### Strategy 3.7.6

Support the construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide a safe alternative for cyclists and pedestrians wishing to cross Wrightsville Avenue.



Pedestrian walkway under Corbett Ave (NC 24) in Swansboro, NC



West side of Heidi Trask Drawbridge

### Strategy 3.7.7

Maintain the character of Airlie Road. Ensure any future improvements are sensitive to the historic character of the corridor.

### Strategy 3.7.8

Support and promote interconnectivity for automobiles, cyclists and pedestrians between developments.

### Strategy 3.7.9

Address off-street parking along Airlie Road to improve safety for cyclists and pedestrians and prevent environmental impacts.



Airlie Road looking north

### Strategy 3.7.10

Implement traffic and transportation improvements within the area in accordance with the *Recommended Transportation Improvements Map*.

## 3.8 INFRASTRUCTURE

**GOAL:** To provide adequate infrastructure that can support current and future demands and protect the area's natural resources.

**Objective:** Maintain the function and capacity of the area's road network.

### Strategy 3.8.1

Ensure adequate traffic capacity exists on all major thoroughfares to accommodate future development and redevelopment.

### Strategy 3.8.2

Elevate transportation infrastructure as road improvements occur in preparation for potential sea level rise.



Intersection of Eastwood and Military Cutoff roads

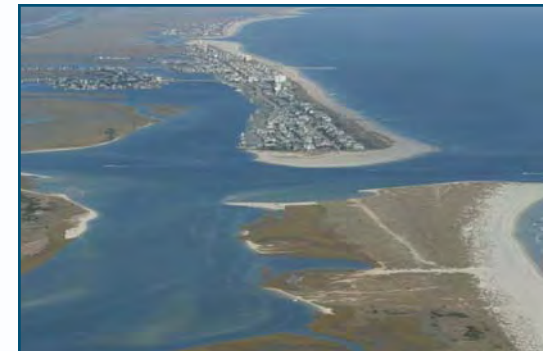
**Objective:** Maintain the function and capacity of the sewer system to ensure quality service and prevent negative environmental impacts.

### Strategy 3.8.3

Ensure adequate sewer capacity exists to accommodate future development.

### Strategy 3.8.4

Elevate water and sewer infrastructure as system improvements occur in preparation for potential sea level rise.



Aerial photo of Masonboro Inlet

### Strategy 3.8.5

Coordinate water and sewer projects with scheduled roadway improvements.

### Strategy 3.8.6

Support ongoing efforts by the Cape Fear Public Utility Authority to maintain the water and sewer systems.

**Objective:** Improve the stormwater drainage system to minimize flooding and protect sensitive environmental areas.



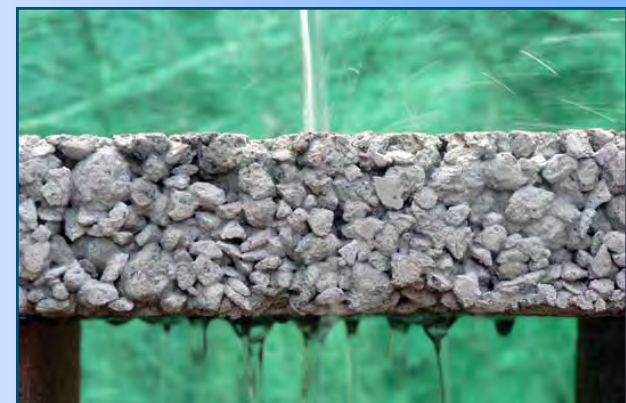
Sanitary sewer construction

### Strategy 3.8.7

Encourage the use of pervious paving materials and other best management practices (BMPs) in order to reduce stormwater runoff and protect sensitive environmental areas.

### Strategy 3.8.8

Support the ongoing efforts to maintain the city's stormwater drainage system.



Pervious paving material

## 3.9 COMMUNITY INVOLVEMENT

**GOAL:** To engage the community by creating an environment that promotes community interaction and neighborhood pride.

**Objective:** Involve residents, property owners, and business owners in the ongoing implementation of this plan.

### Strategy 3.9.1

Establish an area-wide neighborhood association to foster community involvement and provide a common voice for the community. Solicit Wilmington Council of Neighborhood Associations (CONA) for assistance in developing and maintaining the association.

### Strategy 3.9.2

Utilize the neighborhood association to develop strong working relationships with the city of Wilmington, town of Wrightsville Beach, New Hanover County, the Cape Fear Public Utility Authority, and others.

### Strategy 3.9.3

Explore the possibility of establishing a community/senior center in the area to serve as a focal point for community interaction.



Neighborhood association meeting



City Hall, Wilmington, NC



Town Hall, Wrightsville Beach, NC



New Hanover County Senior Resource Center

## 3.10 DEVELOPMENT & REDEVELOPMENT

**GOAL:** To foster quality development and redevelopment that improves the built and natural environments and stimulates economic development.

**Objective:** Improve regulations to minimize negative impacts of new development.

### Strategy 3.10.1

Encourage shared parking facilities when new development occurs.

### Strategy 3.10.2

Evaluate the off-street parking schedule to ensure adequate parking is provided in order to prevent new development from negatively impacting parking capacities on adjacent properties.

### Strategy 3.10.3

Review parking lot paving standards to potentially allow for natural paving materials along the commercial waterfront that are in keeping with the character of the area (no new asphalt) and reduce stormwater runoff.

**Objective:** Promote the redevelopment of underutilized sites to improve economic vitality, increase the tax base, and stabilize the tax rate.

### Strategy 3.10.4

Identify incentives to attract new businesses to fill existing vacant commercial space.

### Strategy 3.10.5

Identify sites that are appropriate for mixed-use development and encourage a mix of uses that provide options for residents, reduce vehicle trips, and increase property values (see *Recommended Land Use Map*).

### Strategy 3.10.6

Explore potential for conducting a design charrette for the redevelopment of the Galleria Mall site.



Shared parking diagram

## Strategy 3.10.7

Provide alternatives for the development/redevelopment of currently underutilized commercial areas.

### Strategy 3.10.7.1—Commercial Redevelopment: Landfall Center

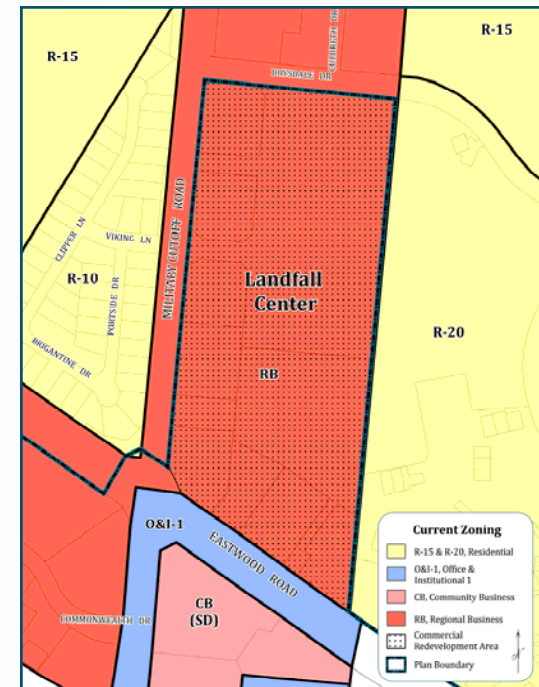


#### Recommendations:

- Support master-planned redevelopment
- Encourage commercial scale that is consistent with the character of the area
- Discourage unscreened parking lots fronting all rights-of-way
- Increase interior lot landscaping
- Improve internal traffic circulation
- Require bicycle and pedestrian access
- Reduce impervious surface coverage
- Utilize monument style signage



Attractive signage, mature landscaping, varied but compatible façade, and bicycle parking



Landfall Center



Attractive landscaping providing screening for off-street parking area



**Strategy 3.10.7.2—Commercial Redevelopment: Galleria Mall**



**Recommendations:**

- Support master-planned redevelopment
- Encourage combination/recombination of parcels
- Encourage mix of both residential and commercial uses to reduce vehicle trips and provide options for surrounding residential areas
- Increase interior lot landscaping
- Require bicycle and pedestrian connections to adjacent residential areas
- Reduce impervious surface coverage
- Utilize monument style signage
- Support unified redevelopment with adjacent residential area



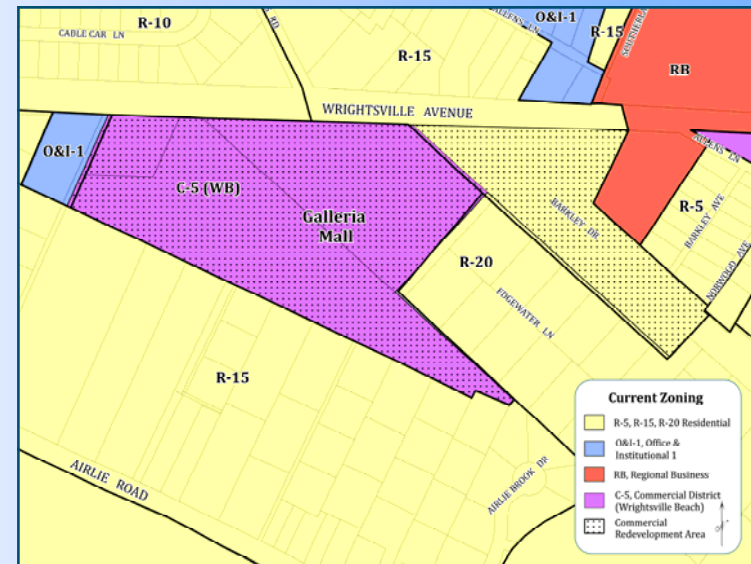
Galleria Mall



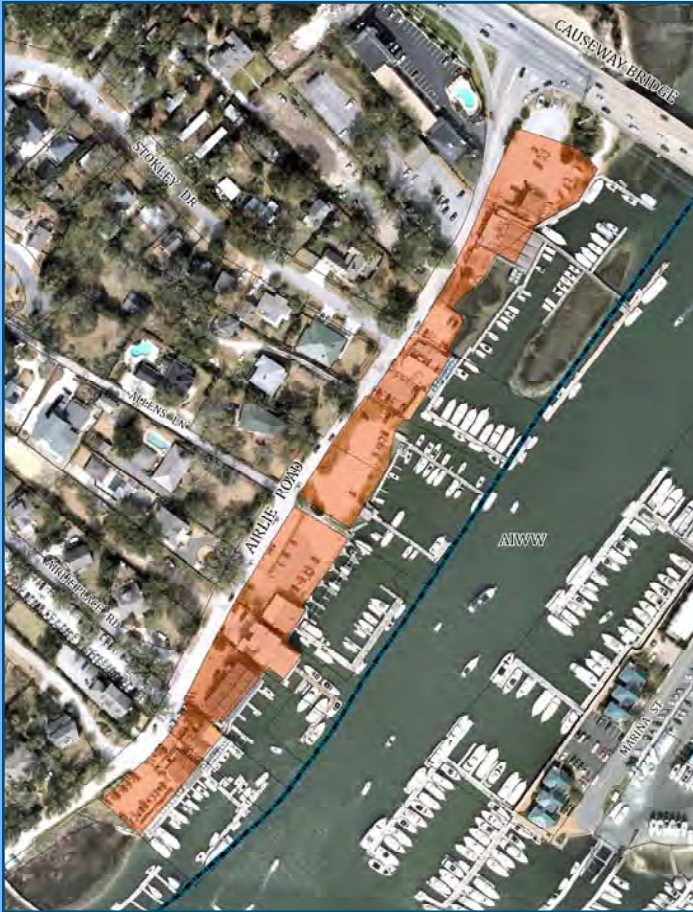
Interest-added architectural design and mature interior lot landscaping



Mixed-use development with pedestrian-scale lighting and residential; over retail uses



**Strategy 3.10.7.3—Commercial Waterfront: Airlie Road**

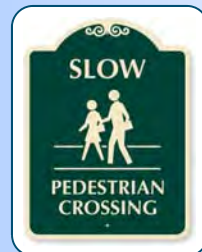


**Recommendations:**

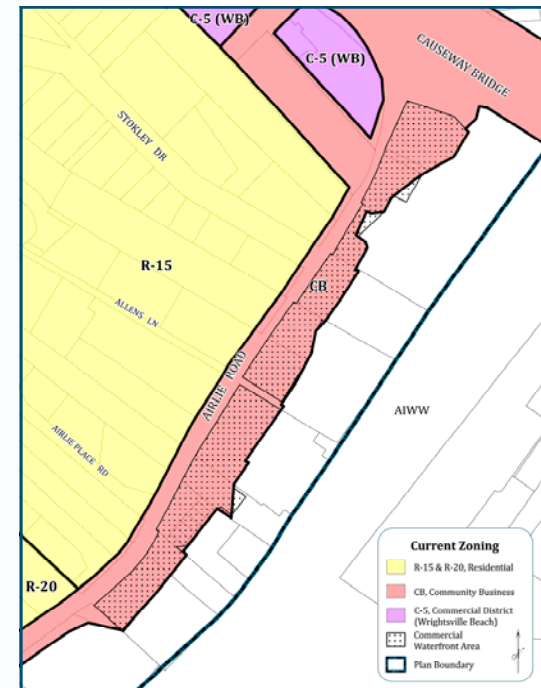
- Preserve water-dependent uses (i.e. marinas, fish markets, restaurants)
- Encourage commercial uses that are consistent with the scale and character of the neighborhood
- Maintain current building height limits (45 feet)
- Maximize open views of the waterway
- Utilize low impact development techniques to reduce impervious surface coverage and improve water quality
- Provide parking underneath structures
- Provide sidewalk/walkway along the east side of Airlie Road, connecting and providing access to the existing commercial establishments
- Improve safety for pedestrians crossing Airlie Road with context-sensitive signage and/or pavement markings
- Provide signage that alerts drivers to the possibility of cars backing out into right-of-way



Airlie Road commercial area looking south



Narrow stone sidewalk adjacent to right-of-way with bollards to protect pedestrians



**Strategy 3.10.7.4—Transition Area: Allens Lane**



**Recommendations:**

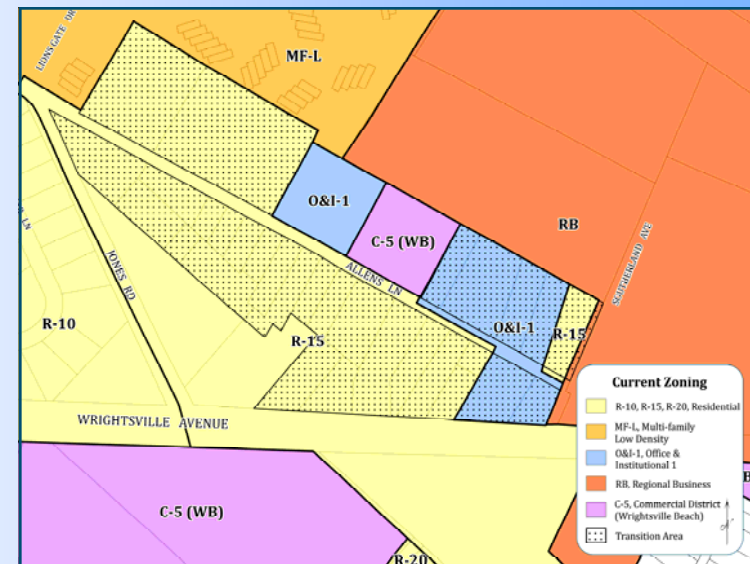
- Support master-planned redevelopment
- Support transition to higher density residential or commercial uses
- Acceptable development patterns are non-residential uses, including office, retail, and restaurant uses, as well as duplex, triplex, quadraplex, and up to high-density multi-family uses.
- Design should be integrated with existing development in the area
- Provide parking underneath structures
- Utilize low impact development techniques to reduce impervious surface coverage and improve water quality
- Encourage bicycle and pedestrian access and connections to surrounding uses



**Lumina Station development along Eastwood Road**



**Mixed-use development with residential above retail uses and ample open space with pedestrian amenities**



## Strategy 3.10.8

Provide alternatives for the development/redevelopment of currently underutilized residential areas.

### Strategy 3.10.8.1—Residential Redevelopment: Westbrook Avenue & Allens Lane



#### Recommendations:

- Retain residential zoning and use
- Support master-planned redevelopment
- Consider density increase up to R-7 with cluster subdivision design in order to maximize open space and reduce stormwater runoff
- Require bicycle and pedestrian access and connections to surrounding uses
- Consider public park



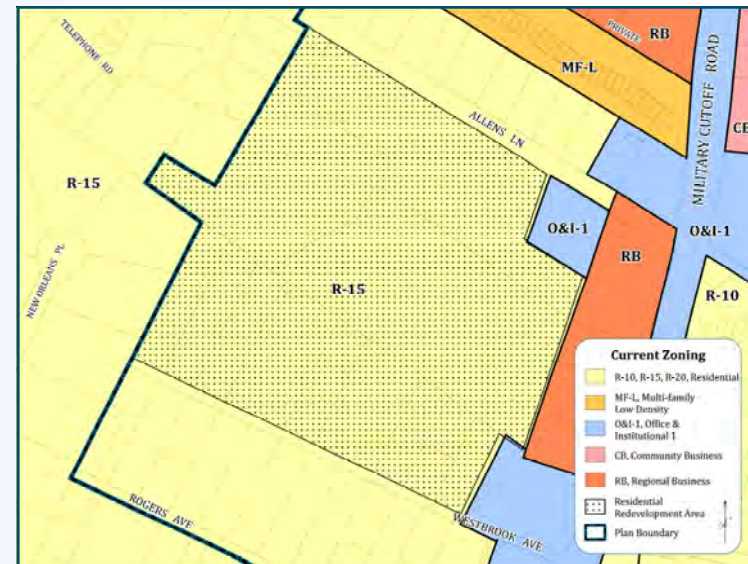
Cluster development diagram



Open space amenity in cluster subdivision



Cluster subdivision in Seagate neighborhood



**Strategy 3.10.8.2—Residential Redevelopment: Airlie Road**



**Recommendations:**

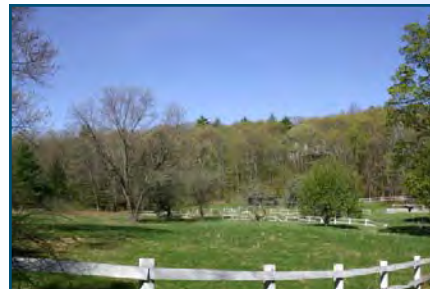
- Retain residential zoning and use
- Support master-planned redevelopment
- Consider density increase up to R-7 with cluster subdivision design in order to maximize open space and reduce stormwater runoff
- Encourage bicycle and pedestrian access and connections to surrounding uses
- Support unified redevelopment with adjacent commercial area



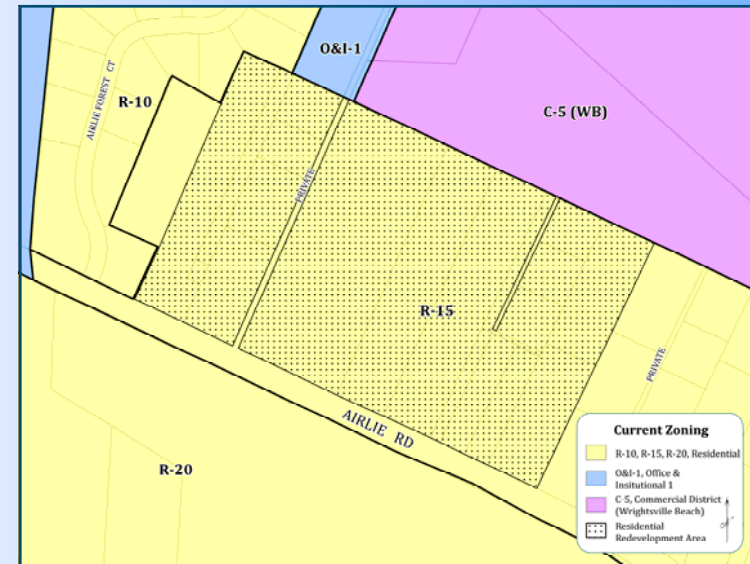
North side of Airlie Road across from Airlie Gardens



Cluster subdivision design example



Open space amenity in cluster subdivision



## 3.11 REGULATORY ISSUES

**GOAL:** To provide clear expectations to both residents and property owners in order to foster responsible development throughout the area.

**Objective:** Improve the regulatory process and environment.

### Strategy 3.11.1

Support ongoing efforts to improve the Land Development Code to keep pace with current development trends and best practices.

### Strategy 3.11.2

Encourage citizens to report code violations and public nuisances to code enforcement officials.

### Strategy 3.11.3

Develop and foster a collaborative relationship between the city of Wilmington, the town of Wrightsville Beach and New Hanover County to achieve common goals and ensure fulfillment of plan recommendations.

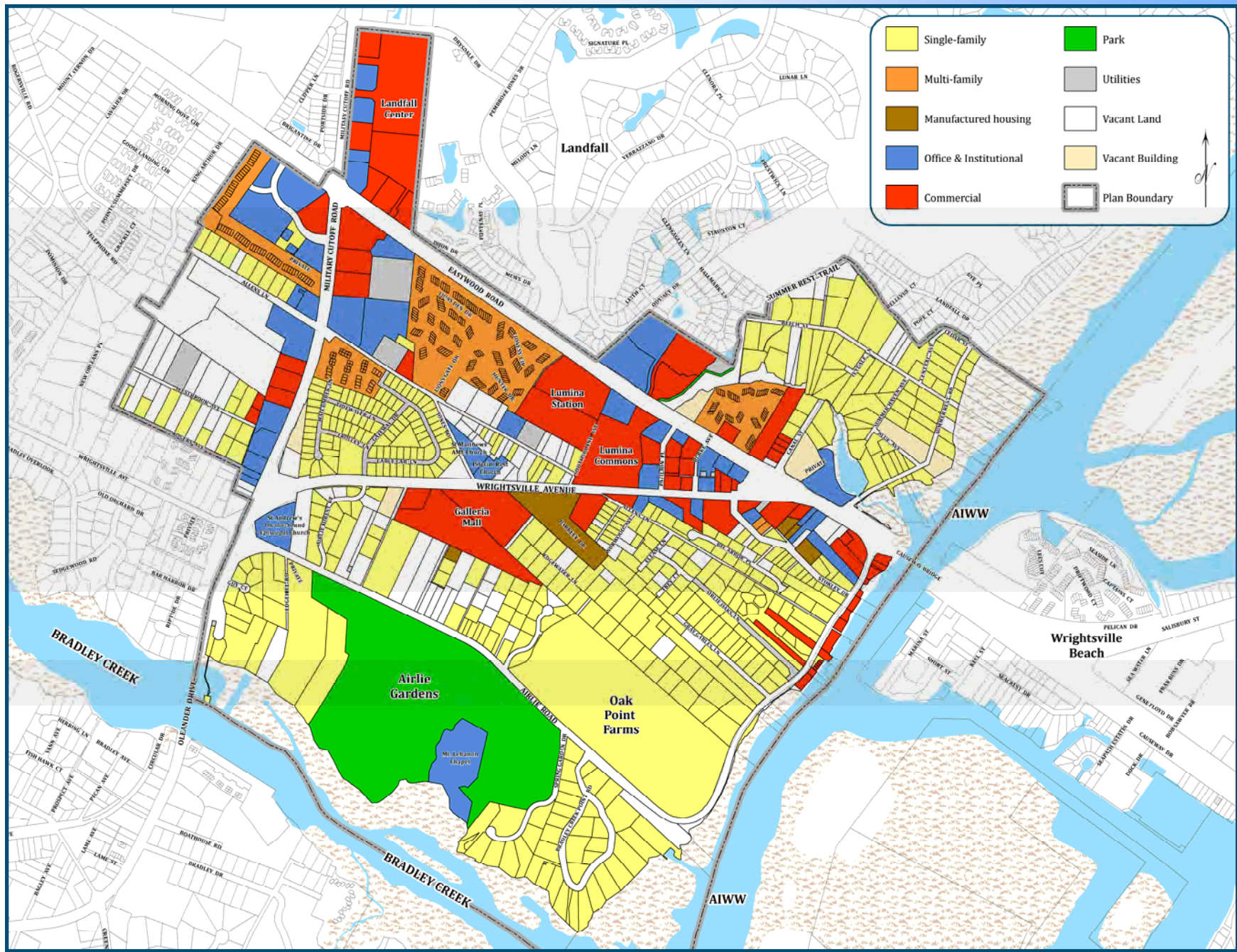
### Strategy 3.11.4

Support ongoing efforts to improve development standards to be prepared for potential impacts from sea level rise and severe weather (e.g. hurricanes, nor'easters).

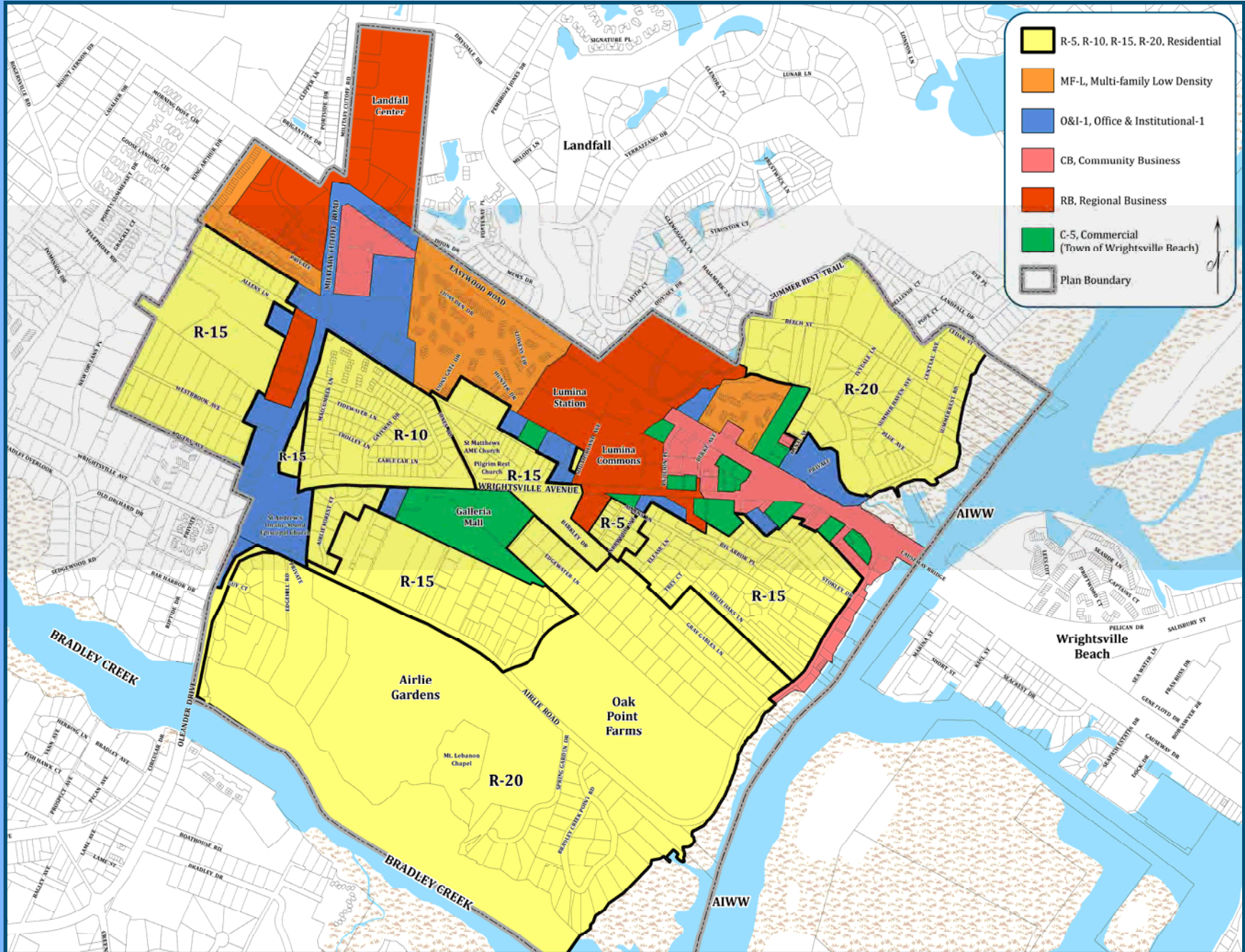


Satellite image of Hurricane Fran (1996)

# 4.1 CURRENT LAND USE

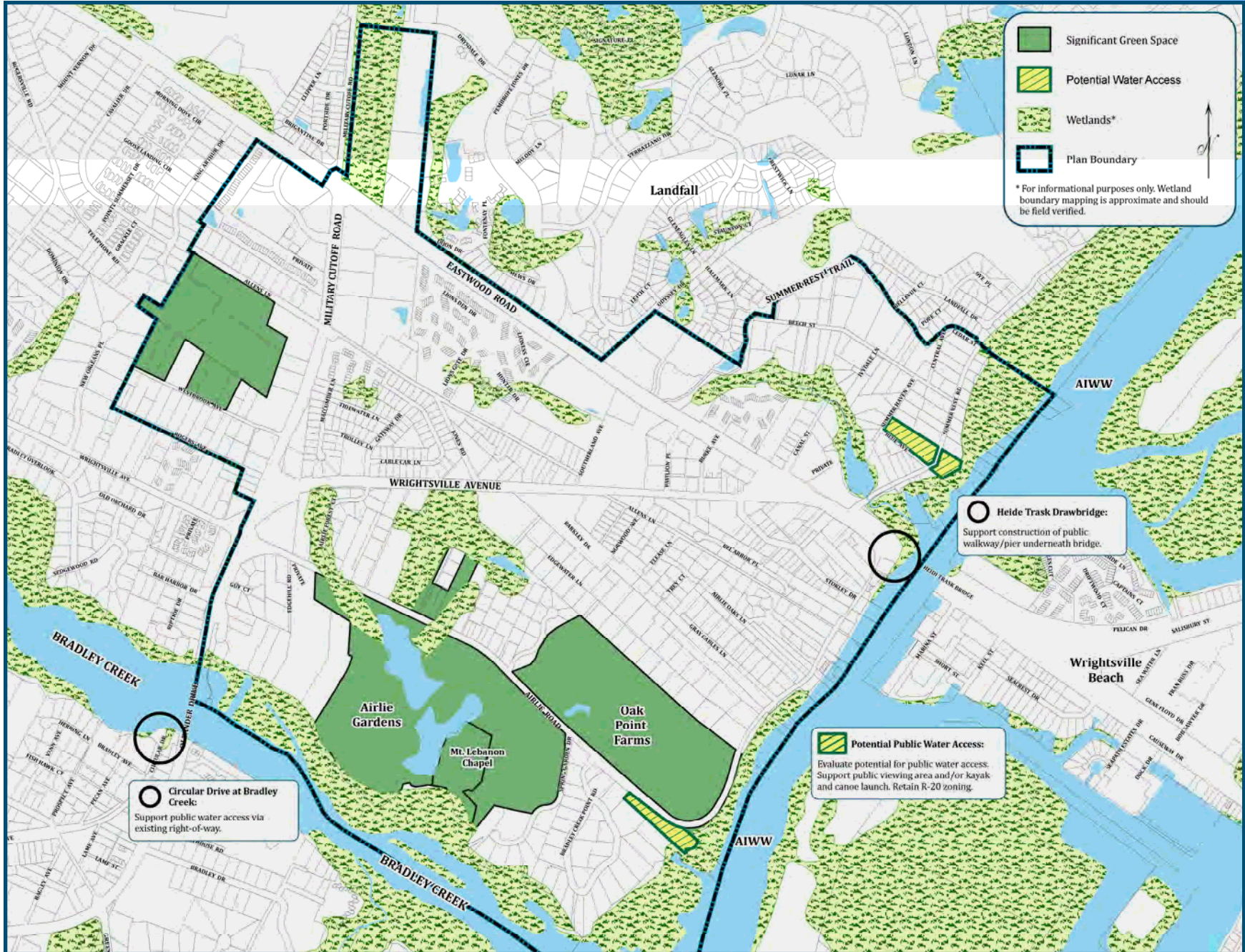


# 4.2 CURRENT ZONING

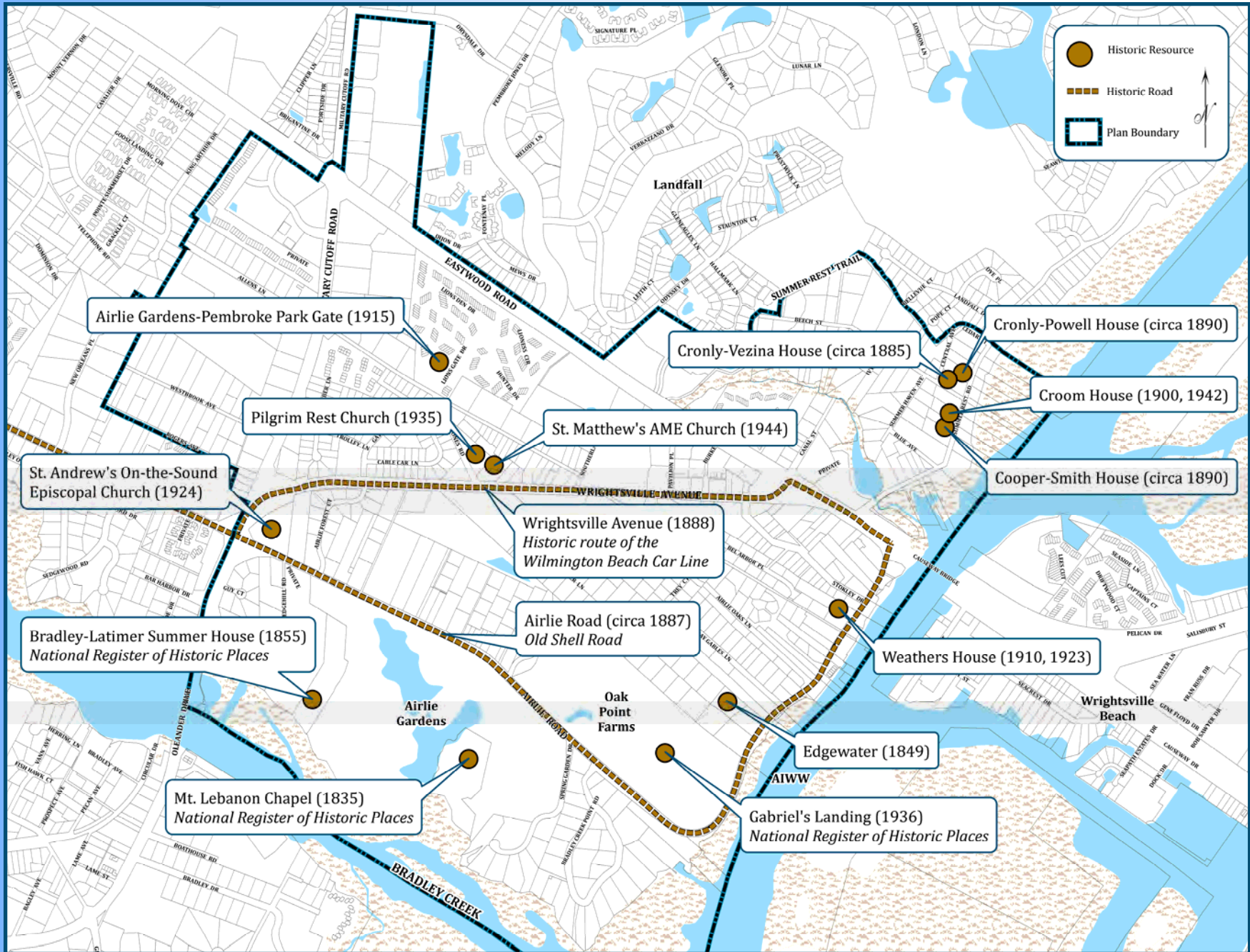




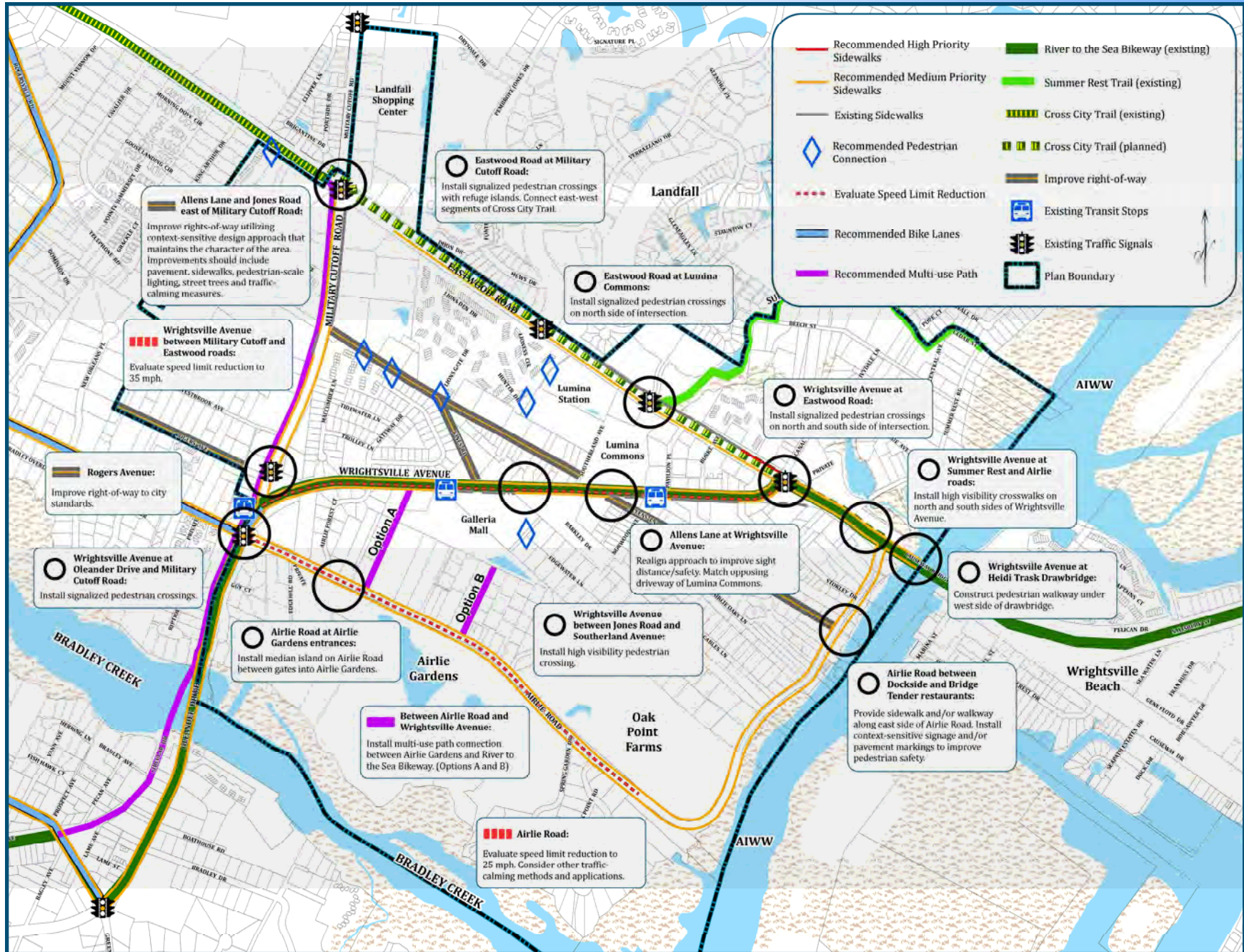
# 4.3 NATURAL RESOURCES



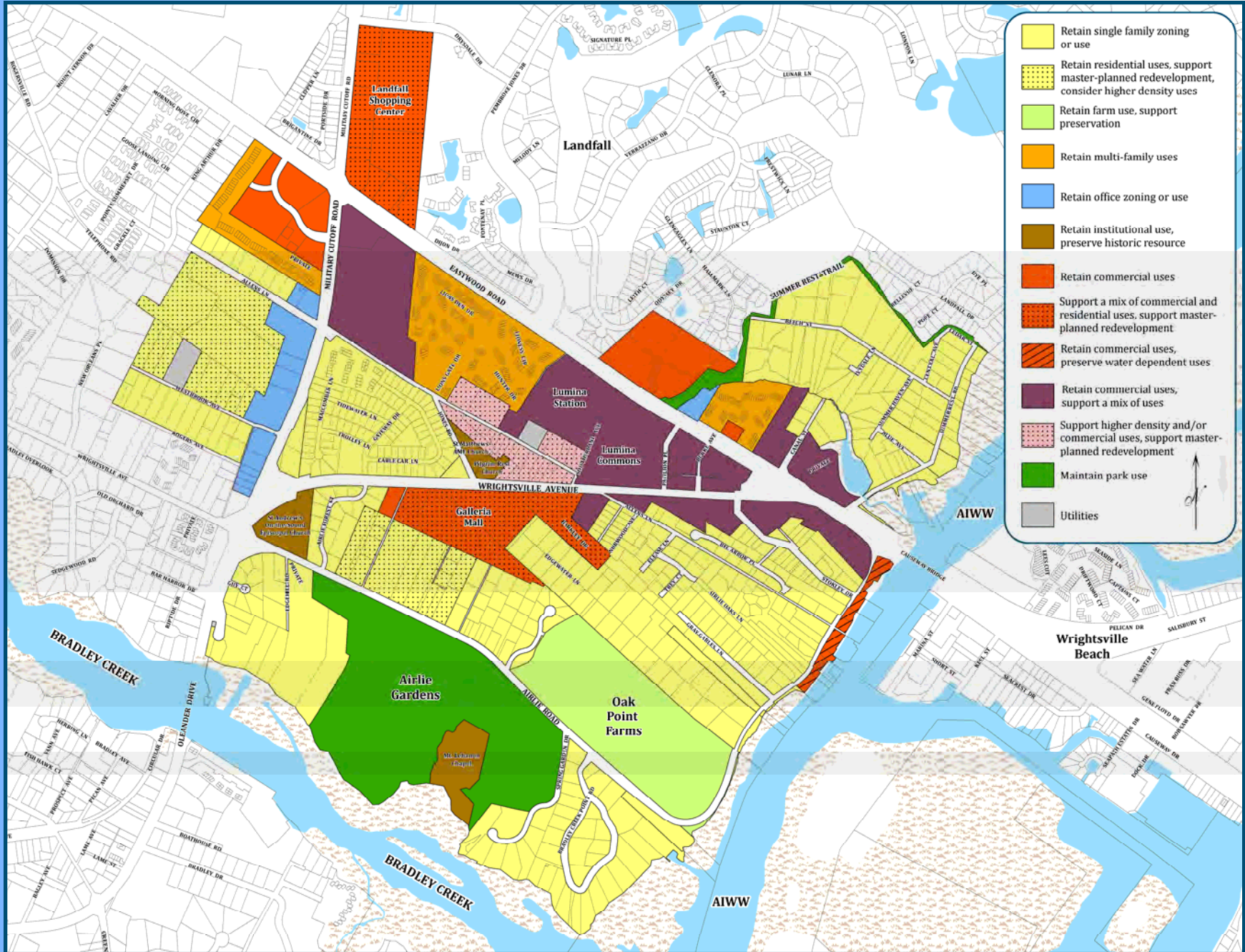
# 4.4 HISTORIC RESOURCES



# 4.5 RECOMMENDED TRANSPORTATION IMPROVEMENTS



# 4.6 RECOMMENDED LAND USE

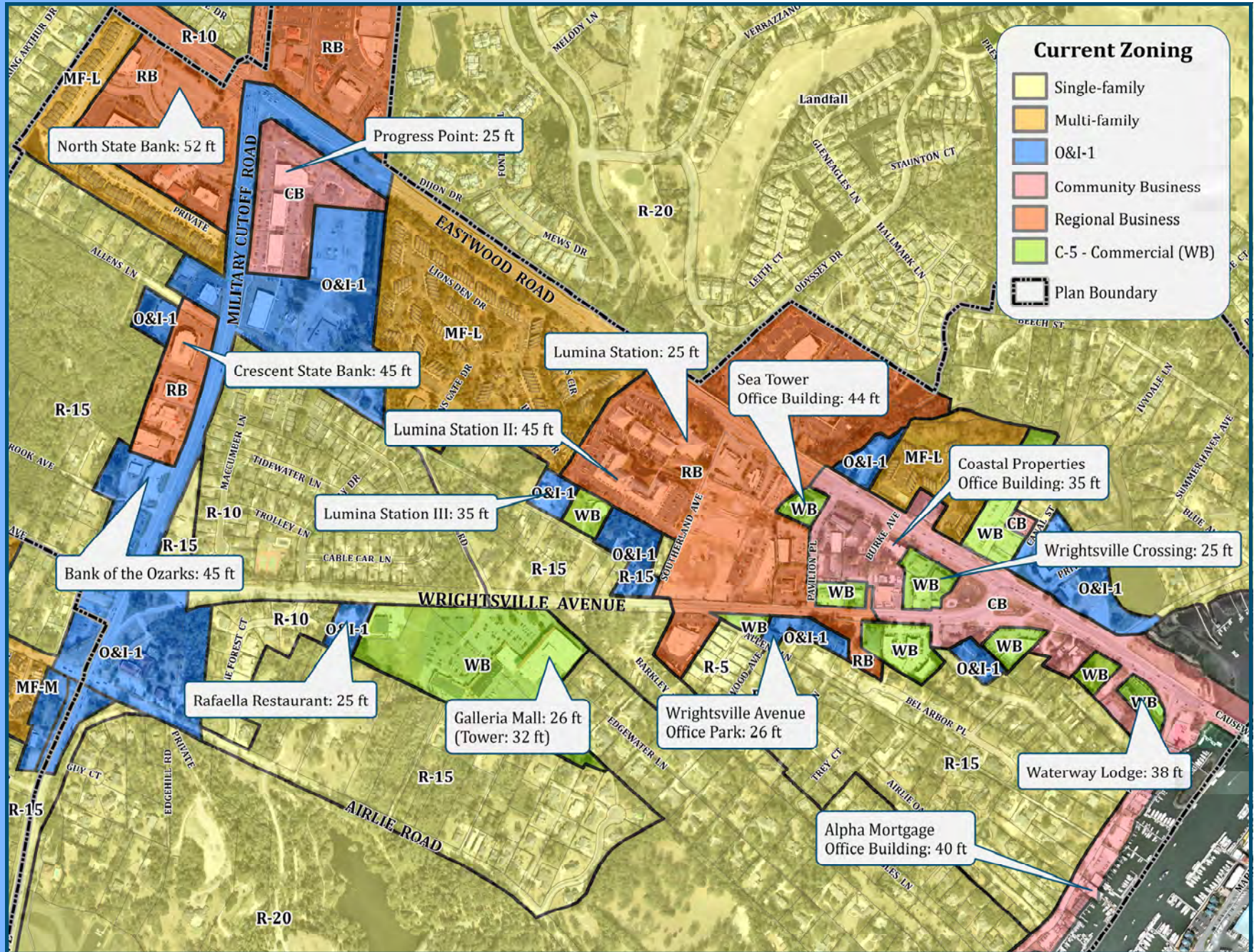


## 4.7 BUILDING HEIGHT SUPPLEMENT

### Current Height Regulations

Zoning District	By-right Height	Notes
Single-family Districts (R-5, R-10, R-15, R-20)	35 feet	Up to 44 feet for piling-supported structures in certain flood zones (R-20 ONLY)
Multi-family Districts (MF-L, MF-M)	96 feet	Buildings exceeding 35 feet in height must provide additional side and rear setbacks
O&I-1, Office & Institutional District-1	45 feet	Up to 75 feet upon issuance of a special use permit (Maximum 35% lot coverage & increased setbacks adjacent to residential areas)
CB, Community Business	45 feet	
RB, Regional Business	96 feet	Buildings exceeding 35 feet in height must provide additional side and rear setbacks
C-5, Commercial District (Wrightsville Beach)	40 feet	

# Existing Building Heights



## Existing Building Heights



North State Bank: 52 ft  
Zoning: RB, Regional Business



Bank of the Ozarks: 45 ft  
Zoning: O&I-1, Office & Institutional-1



Progress Point: 25 ft  
Zoning: CB, Community Business



Lumina Station II: 45 ft  
Zoning: RB, Regional Business

## Existing Building Heights



Lumina Station III: 35 ft  
Zoning: O&I-1, Office & Institutional-1



Sea Tower Office Building: 44 ft  
Zoning: C-5, Commercial (Wrightsville Beach)



Coastal Properties Office: 35 ft  
Zoning: CB, Community Business



Wrightsville Crossing: 25 ft  
Zoning: C-5, Commercial (Wrightsville Beach)



## Existing Building Heights



Alpha Mortgage Office Building: 40 ft  
Zoning: CB, Community Business



Wrightsville Avenue Office Park: 26 ft  
Zoning: O&I-1, Office & Institutional-1



Galleria Mall: 26 ft (Tower: 32 ft)  
Zoning: C-5, Commercial (Wrightsville Beach)



Rafaella Restaurant: 25 ft  
Zoning: O&I-1, Office & Institutional-1

## RESOURCES & POTENTIAL FUNDING SOURCES

### **US Fish and Wildlife Services** <http://www.fws.gov/grants>

*Services provided:* The USFWS administers several grants to state and local governments to promote conservation of wetlands and associated animals and habitats. USFWS also makes grants to individuals and conservation groups for wetlands conservation efforts.

### **Catalogue of Federal Domestic Assistance** <https://www.cfda.gov/>

*Services provided:* Lists all federal domestic grant programs.

### **US Environmental Protection Agency** <http://www.epa.gov/epahome/grants.htm>

*Services provided:* The EPA offers a wide range of grants for various projects, including Community Action for a Renewed Environment (CARE), environmental education, brownfield remediation, pollution prevention, and water grants.

### **North Carolina Clean Water Trust Fund** <http://www.cwmtf.net/>

*Services provided:* The North Carolina General Assembly created the CWMTF in 1996 with a mandate to develop a grant program to clean up impaired waters and to protect remaining pristine waters of the state. The CWMTF will fund projects that will enhance or restore degraded waters, protect unpolluted waters, and/or contribute toward a network of riparian buffers and greenways for environmental, educational, and recreational benefits.

### **North Carolina Coastal Land Trust** <http://www.coastallandtrust.org>

*Services provided:* The North Carolina Coastal Land Trust was created to help protect regionally valuable natural areas and waters. The trust can accept land conservation easements, which may result in significant federal tax incentives for property owners.

### **North Carolina State Historic Preservation Office** <http://www.hpo.ncdcr.gov/>

*Services provided:* The SHPO awards federal Historic Preservation Fund (HPF) pass-through grants, including Certified Local Government (CLG) program grants. Eligible projects include architectural and archaeological surveys, nominations of eligible districts and properties to the National Register of Historic Places, survey publication manuscripts, local preservation design guidelines and preservation plans, educational programs, and restoration of National Register properties. Eligible applicants are local governments, local historic preservation commissions, nonprofit organizations, and educational institutions.

The SHPO can also assist with state and federal historic preservation tax incentives. A 20 % federal income tax credit for the rehabilitation of historic structures is available for the qualifying rehabilitation of income-producing historic properties. The state of North Carolina offers a 20% credit for those who receive the federal credit, providing investors with a combined 40% credit against eligible project costs. In addition, the state provides a 30% credit for the rehabilitation of non-income-producing historic properties, including private residences. [State Mill Rehabilitation Tax Credits](#) provide even greater credit amounts for qualifying former industrial sites.

**National Scenic Byways Program** <http://www.bywaysonline.org>

*Services provided:* The National Scenic Byways Program provides resources to the byway community that enable better management of byways, including providing guidance on matching requirements for Federal Highway Administration (FHWA) funded grants and sub-grants, including National Scenic Byways Program grants.

**Department of Transportation** <http://www.dot.gov/>

*Services provided:* The DOT offers a range of grants for various projects, including roadway projects, Scenic Byway projects, bike and pedestrian projects, alternative transportation options, small business assistance, bridge projects, recreation trails, and many others. Grant programs include the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), The Small Business Act and the Small Business Investment Act, TIGER grants, ARRA grant, and others.

**Historic Wilmington Foundation** <http://www.historicwilmington.org>

*Services provided:* HWF promotes historic preservation through educational programs, exhibits, community involvement, and revolving fund activities. The HWF provides information on state and federal tax credits and provides limited assistance in the completion of tax credit applications. The Foundation also accepts preservation easements, which make property owners eligible for certain tax benefits.

**North Carolina Department of Transportation** <http://www.ncdot.org>

*Services offered:* The NCDOT offers assistance on a range of transportation issues. The Department administers the Bicycle and Pedestrian Planning Grant Initiative, Safe Routes to School, Congestion Mitigation and Air Quality, and other funding programs.

**Alliance for Biking and Walking** <http://www.peoplepoweredmovement.org>

*Services provided:* The Alliance for Biking & Walking is the North American coalition of grassroots bicycle and pedestrian advocacy organizations. The Alliance provides support, educational materials, grants, and other resources to help promote biking and walking within communities.

**The Pedestrian and Bicycle Information Center** <http://www.walkinginfo.org>

*Services provided:* The PBIC is a national clearinghouse for information about health and safety, engineering, advocacy, education, enforcement, access, and mobility for pedestrians (including transit users) and bicyclists. The PBIC serves anyone interested in pedestrian and bicycle issues, including planners, engineers, private citizens, advocates, educators, police enforcement, and the health community. Their website lists a variety of grants and funding opportunities and research.

**North Carolina Department of Environment and Natural Resources** <http://portal.ncdenr.org/web/guest/>

- Division of Parks and Recreation <http://www.ncparks.gov/Visit/main.php>
- Division of Coastal Management <http://dcm2.enr.state.nc.us>
- One North Carolina Naturally <http://www.onencnaturally.org>
- Environmental Assistance and Outreach <http://portal.ncdenr.org/web/deao>
- Clean Water Management Trust Fund <http://www.cwmtf.net/>

*Services provided:* The various divisions of NC DNER administer several grant programs, including the State Trails Program and the Parks and Recreation Trust Fund (PARTF) through the Division of Parks and Recreation. PARTF funds can be used to acquire land and/or to develop parks and recreational projects that serve the general public. Both programs provide funds for bicycle and pedestrian projects. A portion of PARTF is the primary funding source for the Public Beach and Coastal Waterfront Access Program. The program, administered by the Division of Coastal Management, offers matching grants to local governments throughout North Carolina's twenty coastal counties.

The One North Carolina Naturally Division administers the North Carolina Conservation Tax Credit program, which offers a credit of 25% of the fair market value of interest in real property donated for conservation purposes, the Natural Heritage Program, the Stewardship Program, and North Carolina's Conservation Trust Funds.

The Clean Water Management Trust Fund awards grants to local governments, nonprofits, and state agencies to improve the quality of surface waters. The Natural Heritage Trust Fund awards grants to other state agencies for the purchase of lands that represent the state's ecological diversity to ensure their preservation and conservation for recreational, scientific, educational, cultural and aesthetic purposes, the purchase of additions to state parks, state trails, aesthetic forests, wild and scenic rivers, fish and wildlife management areas, the development of a balanced state program of historic properties, and the inventory and conservation planning of natural areas by the Natural Heritage Program.

**Wells Fargo Corporate Giving** [https://www.wellsfargo.com/about/charitable/nc\\_guidelines](https://www.wellsfargo.com/about/charitable/nc_guidelines)

*Services provided:* Although Wells Fargo's primary focus is programs and organizations whose chief purpose is to benefit low- and moderate-income individuals and families, Wells Fargo will also consider grants in the areas of arts and culture and civic engagement. Arts and culture is supported through requests from organizations that work to enhance community diversity through access to and participation in cultural experiences for low- and moderate-income individuals and availability of a broad array of artistic opportunities and venues that reflect the community's diversity. Civic engagement is supported through organizations that work to enhance a community's quality of life through projects involving public policy, community beautification, civic leadership, citizen education, and cultural diversity of your area.

**Z. Smith Reynolds Foundation** <http://www.zsr.org/>

*Services provided:* The Z. Smith Reynolds Foundation makes grants that support various focus areas, including those environmental justice, clean water, and clean air. The Foundation seeks to conserve, protect, improve and restore North Carolina's natural areas; to ensure clean air and water for all North Carolinians; and to minimize the burden of the state's environmental hazards, particularly on marginalized communities. Foundation supports efforts to prevent poor communities and communities of color from bearing a disproportionately high or adverse burden of environmental hazards, ensure a fair and effective system to monitor and enforce the placement of and reduction of environmental hazards, increase involvement of communities in the development, implementation, and enforcement of policies and regulations, prevent damage to water quality and quantity, improve and/or restore the water quality of rivers, wetlands, and lakes, and ensure access for all to rivers and lakes.

**Centers for Disease Control** <http://www.bt.cdc.gov/disasters/hurricanes/>

*Services provided:* CDC plays a key role in preparing the nation for all types of public health threats, including natural, biological, chemical, radiological, and nuclear incidents. When a disaster occurs, CDC is prepared to respond and support national, state, and local partners to save lives and reduce suffering. CDC also helps these partners recover and restore public health functions after the initial response. CDC offers information and resources for hurricane preparedness and recovery.

**Neighborhood Link** <http://www.neighborhoodlink.com/>

*Services provided:* Neighborhood Link is a website that provides community, homeowner, and neighborhood information and resources, including resources on how to start a neighborhood association. Not necessarily a property owners association with dues, fees, and restrictive covenants, a neighborhood association is a group of neighbors who get together, share their ideas, thoughts, feelings and work cooperatively to make their neighborhood a better place to live. Having a recognized neighborhood will give you a voice and an advocate. Neighborhood associations greatly improve the two-way communication between the city and its residents. Your neighborhood will have a clear, organized way to speak to city government. You will have a tool for relating directly to your elected city council and county commissioners. This increased communication can be a resource for upcoming meetings or other community opportunities that may benefit you and your neighborhood. Moreover, you will be put in touch with your neighbors, people who share your fondness for and frustrations of your area.

## BIBLIOGRAPHY

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- <sup>2</sup> The L.T. Moore Collection, New Hanover County Public Library
- <sup>3</sup> Benson, Rupert L., and Helen S. Benson, Historical Narrative of Wrightsville Beach, North Carolina (Wilmington Printing and Stamp Company, 1972) 5.
- <sup>4</sup> New Hanover County Planning Department, Historic Architecture of New Hanover County North Carolina, p. 84.