CREATE WILMINGTON COMPREHENSIVE PLAN

Growth Factors Report

Executive Summary

Growth Strategies Maps

Policies

Foundations Report

Growth Factors Report

Welcome to the future of Wilmington.

How to Use the Comprehensive Plan

Five Components of the Box Set

1

Growth Factors Report
Maps, graphs, and charts that support the policies and growth strategies. Provided are maps of existing conditions and various factors related to Wilmington's growth.

Electronic readers click here to view or download this document.

2

Foundations Report
A summary of public input collected throughout the process and results from each tool, including the Neighborhood Planning Areas, Connect Wilmington, and Alternative Future Visions.

Electronic readers click here to view or download this document.

3

Development Policies
Comprehensive policies address the themes/issues; policies are based on public input, best practices, the growth factors report, interlocal agency coordination and scenario planning results.

Electronic readers click here to view or download this document.

4

Growth Strategies Maps
These maps illustrate desired areas for future growth, infill, and redevelopment based on public input and planning analysis. They are designed to work in conjunction with the development policies.

Electronic readers click here to view or download this document.

5

Executive Summary
An "at a glance" reference for the entire box set.

Electronic readers click here to view or download this document.

Find Your Way Around

Box Set Cross-Reference:
Name of Reference Provided

This symbol is used to point you to a different box set component.

Document Cross-Reference:
Name of Reference Provided

This symbol is used to point you to a different part of the document you are currently reading.

External Resource:
Name of Resource Provided

This symbol is used to point you to an external resource, such as a plan, report, or study not contained in the box set.

The color of the symbol indicates the type of reference.

This is the location within the document

Cross-Reference Type
Name of Reference

The type of reference and its name is provided here.

Wilmington Comprehensive Plan Themes

The *Create Wilmington Comprehensive Plan* is developed around seven key themes for shaping Wilmington's future:

Creating a Place for Everyone

Wilmingtonians want a diverse and inclusive community, full of family-friendly, vibrant, and creative environments. Citizens want a welcoming community that includes arts and culture, activities for youth, families, and seniors, and high-quality housing that is available to everyone.

Topics Covered:

- Affordable housing
- Arts & cultural resources
- Youth activities
- Seniors
- Family amenities
- Accessibility
- Parks and recreation
- Crime and safety
- Cultural diversity
- Job creation
- Education

Getting Around

Diverse modes of transportation are needed for an inclusive, connected community. Regional partnerships can link greenways and other amenities. Options for pedestrian and bicycle amenities, along with other modes of transportation, should be explored as valid alternatives to automobile transit, as well as other options for local and regional mass-transit.

Topics Covered:

- Interconnectivity
- Sidewalks
- Greenways
- Alternative transportation modes
- Mass-transit
- Traffic
- Regional cooperation
- Driver behavior
- Connecting land use and transportation

Regional Collaboration

Wilmington does not and cannot exist in a bubble. Collaboration with other local governments, including New Hanover and surrounding towns and counties, is critical to Wilmington's and the region's success. Cooperative relationships with UNCW and CFCC, as well as the public school system, state ports, and our utility providers will help us all flourish.

Topics Covered:

- Leadership/excellence in government
- Town and gown relationships
- Balancing needs and resources
- Common goals and collaborative policies

Changing Places, Revitalized Spaces

Development of vast open land is no longer an option in Wilmington; our future will include a significant level of infill and redevelopment. Envisioning suitable infill and redevelopment and optimizing existing development will be critical to our community's well-being, not only downtown, but within neighborhoods across the city. Balancing the need for open space and a well-designed built environment will be a key to future development.

Topics Covered:

- Infill
- Redevelopment
- Densification
- Neighborhoods
- Historic Preservation
- Sustainability
- Placemaking

Unique Places, Captivating Spaces

The "built environment" encompasses places and spaces created or modified by people including buildings, parks, land use patterns, and transportation systems. Since the built environment has profound consequences for individual and community well-being, all elements of our built environment should enhance the character of our community, being not only functional, but aesthetically appropriate, enriching the lives of visitors and residents alike.

Topics Covered:

- Aesthetics
- Site design
- Architecture and building design
- Code and tech standards
- Greenspace
- Infill
- Redevelopment
- Connecting land use and transportation
- Placemaking

Nurturing our Community

Environmental sustainability is at the core of where we want to go in the future. Our natural resources are a major factor in attracting residents and visitors to the area; balancing retention of their accessibility and protection of these resources will be a challenge. How we manage our interaction with the natural habitat, from parks, water, and open spaces, to locally-grown agriculture, to protecting water quality to solid waste disposal will be critical to our future success.

Topics Covered:

- Natural resources
- Tourism
- Balancing built and natural environments
- Greenspace/open space
- Parks and recreation
- Access to local food
- Water quality
- Climate change

Opportunity and Prosperity

Fostering opportunities for economic growth and development that enhance the concepts of each of the other themes is critical to our future prosperity. Creating jobs, building a strong workforce, facilitating commerce, and promoting business vitality are necessary to the success of a healthy, well-balanced community.

Topics Covered:

- Economic development
- Jobs
- Technology
- Health care
- Placemaking
- Code and technical standards
- Leadership and excellence in government
- Regional cooperation
- Common goals
- Leveraging resources
- Public-private collaboration

CREATE WILMINGTON COMPREHENSIVE PLAN
Growth Factors Report

The Growth Factors Report is a snapshot of what Wilmington looks like today and tells the story of how the city has become what it is. The report provides an assessment of current demographics and social and economic conditions and also provides a review of physical conditions, including natural and constructed systems and the patterns found in the built environment. The purpose of this report is to provide a factual understanding of current conditions and how Wilmington has changed over time. This report provides the context, or 'starting point,' from which the community moves forward to create a shared vision for the future.

Comprehensive Plan Steering Committee

The steering committee was supported by staff from the City of Wilmington Planning, Development, and Transportation department, with assistance from every department within the city.

The Wilmington City Council appointed a 15-member citizen steering committee to assist in the public input process, provide guidance and leadership, and to represent the voice of the citizens in the overall process.

The members of the steering committee are:

- Robert Rosenberg, Chair
- Howard Capps, Vice-chair
- Carlos Braxton
- Kemp Burdette
- Deb Hays
- Elizabeth Hines
- J. Clark Hipp
- Paul Lawler
- Bonnie Nelson
- Linda Pearce
- Tom Pollard
- Randy Reeves
- Jennifer Rigby
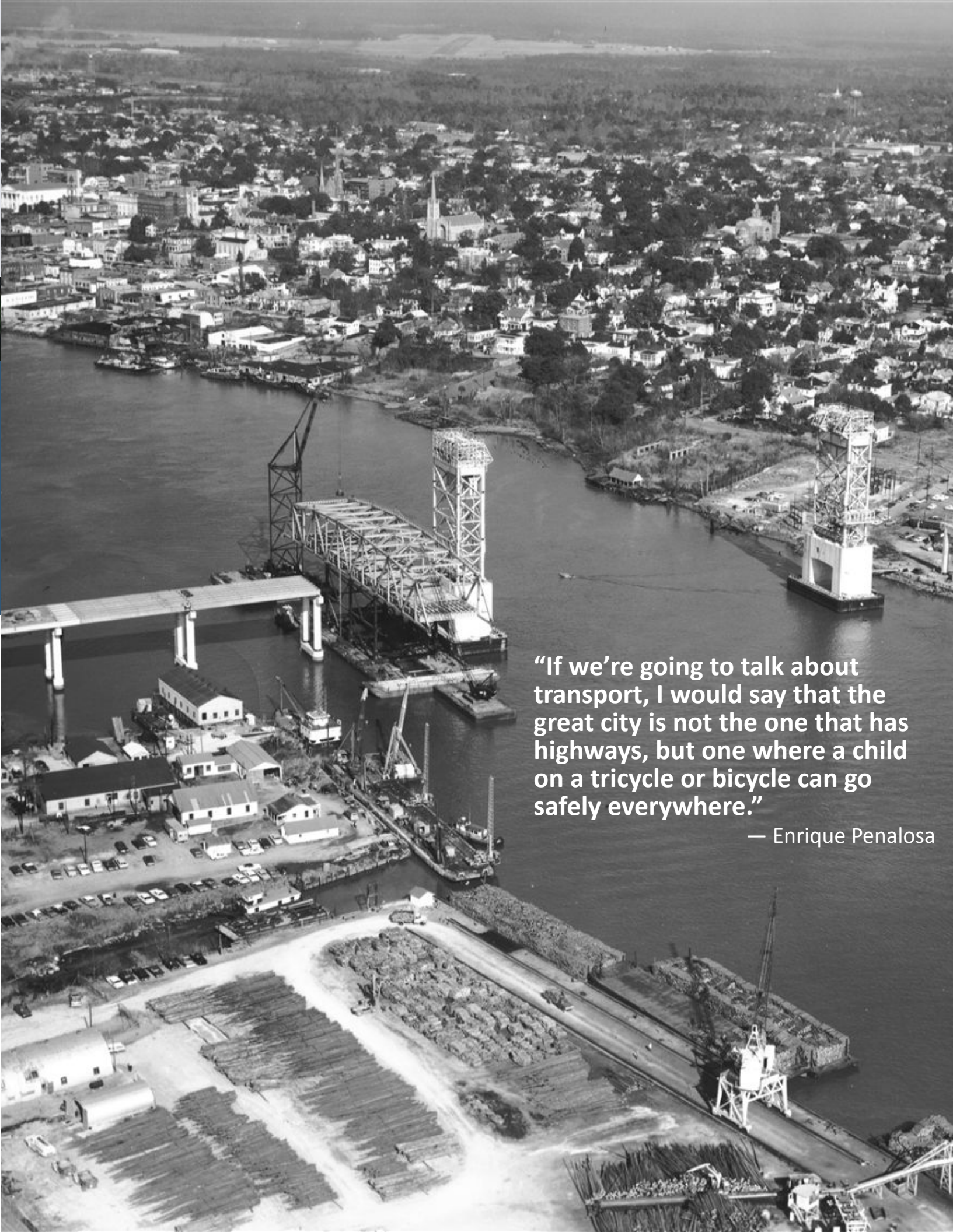- Frank Smith
- Kevin Smith

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7 Transportation

"If we're going to talk about transport, I would say that the great city is not the one that has highways, but one where a child on a tricycle or bicycle can go safely everywhere."

— Enrique Penalosa

Cape Fear Memorial Bridge
Image of Cape Fear Memorial Bridge during construction.
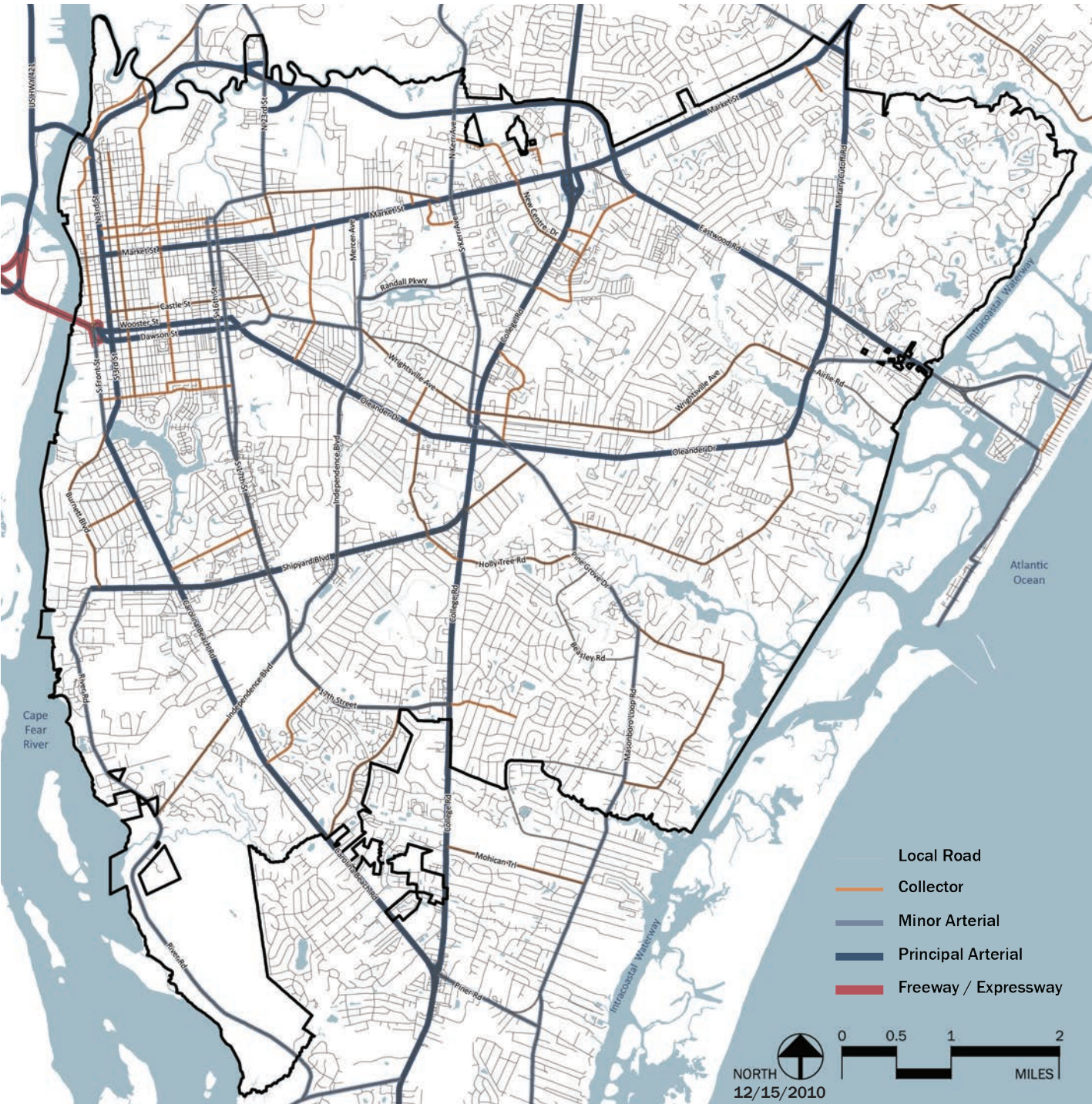
7.1 Roadway Network

This map depicts the roadways that are part of the city's transportation network. Roadways are identified by their functional classification based on state and federal standards. Functional classifications identify the particular role a roadway has in moving vehicles through the transportation network. Each has a different expectation for how the road is designed, including its posted speed, traffic capacity, and relationship to land use development. The network includes local streets, collector streets, minor arterials, principal arterials, and freeways/expressways.

Source: Federal Highway Administration

Legend:
- Local Road
- Collector
- Minor Arterial
- Principal Arterial
- Freeway / Expressway

NORTH
12/15/2010

MILES
0   0.5   1   2

Local Streets
Local streets account for the largest percentage of all roadways in the city in terms of mileage. They are not intended for use in long- distance travel, except at the origin or destination of the trip, due to their provision of direct access to abutting land. Local streets are often designed to discourage through traffic.

Collector Streets
Collector streets serve a critical role in the roadway network by gathering traffic from local streets and funneling them to the arterial network. Collectors serve both land access and traffic circulation functions in residential, commercial, and industrial areas, penetrate residential neighborhoods, distribute and channel trips between local streets and arterials, and include higher speeds and more signalized intersections than local streets.

Minor Arterials
Minor arterials interconnect and augment the principal arterial network. Minor arterials provide service for moderate length vehicle trips, distribute traffic to smaller geographic areas, and provide greater access to land than principal arterials.

Principal Arterials
Principal arterials carry the highest proportion of vehicle trips within the city. Principal arterials connect the urban center with the surrounding region, serve major activity centers, and interconnect urban and rural areas.

Freeways/Expressways
Freeways and expressways are very similar to interstates as they are designed to maximize the free flow of vehicles. Freeways and expressways do not provide access to adjacent land uses, typically have directional travel lanes that are separated by some type of barrier. Their access is limited to on- and off-ramps.
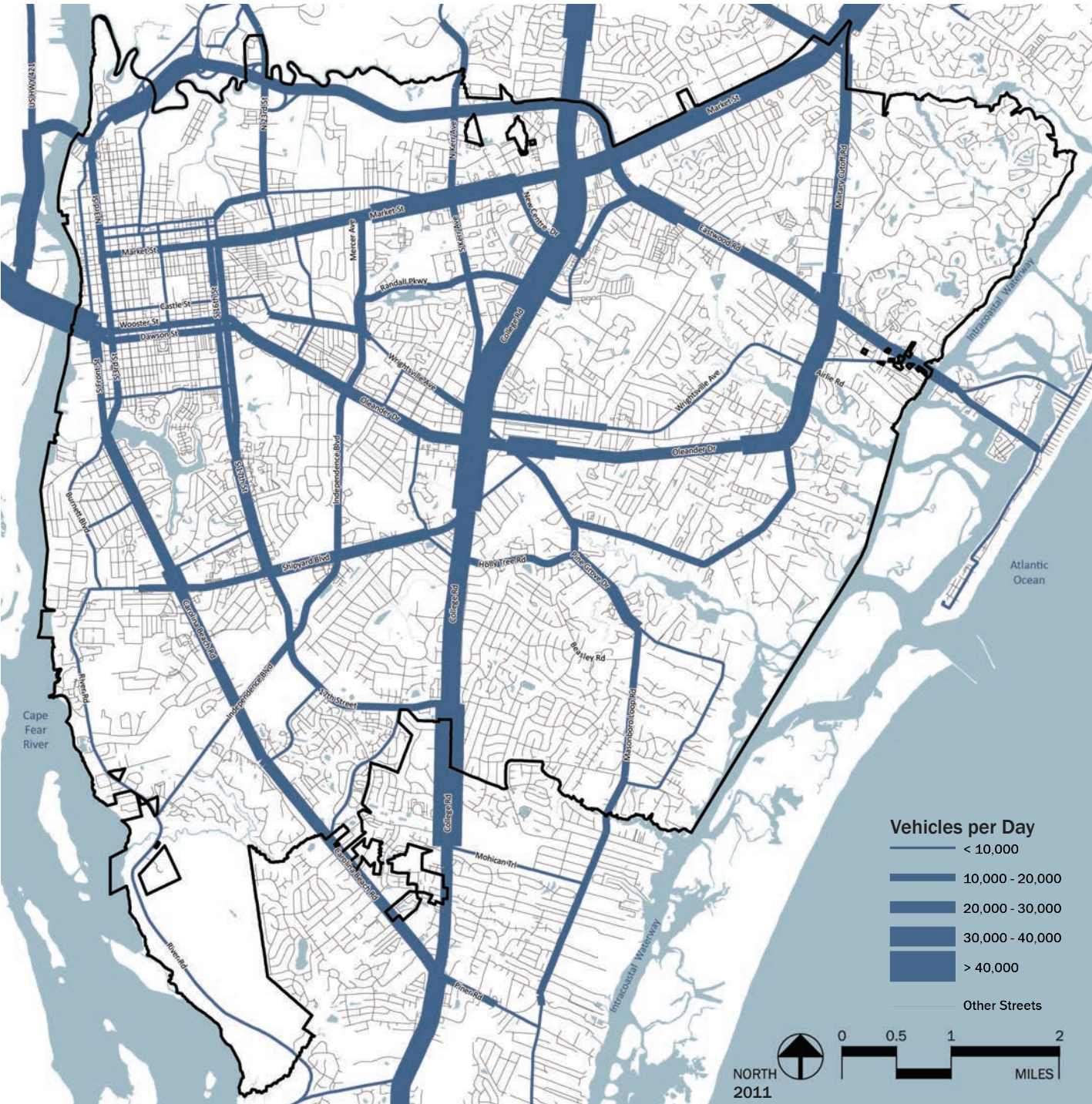
Brick Streets, Alleys, and other Special Streets

Wilmington has a variety of uniquely-designed streets. These have interesting features that affect their functionality and character. In the Greater Downtown area, many of the streets are paved with historic brick. Some of these brick streets are fully exposed, while others are completely or partially covered by asphalt. Downtown also has a robust system of alleys. Some alleys are used primarily for service and automobile access, while others are pedestrian pathways.

Roadway Characteristics

Type	Average Daily Trips
Collector	1,100 - 6,300
Minor Arterial	3,000 - 14,000
Principal Arterial	7,000 - 27,000
Freeway/Expressway	13,000 - 55,000

Source: Federal Highway Administration

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Vehicles per Day

— < 10,000
— 10,000 - 20,000
— 20,000 - 30,000
— 30,000 - 40,000
— > 40,000

Other Streets
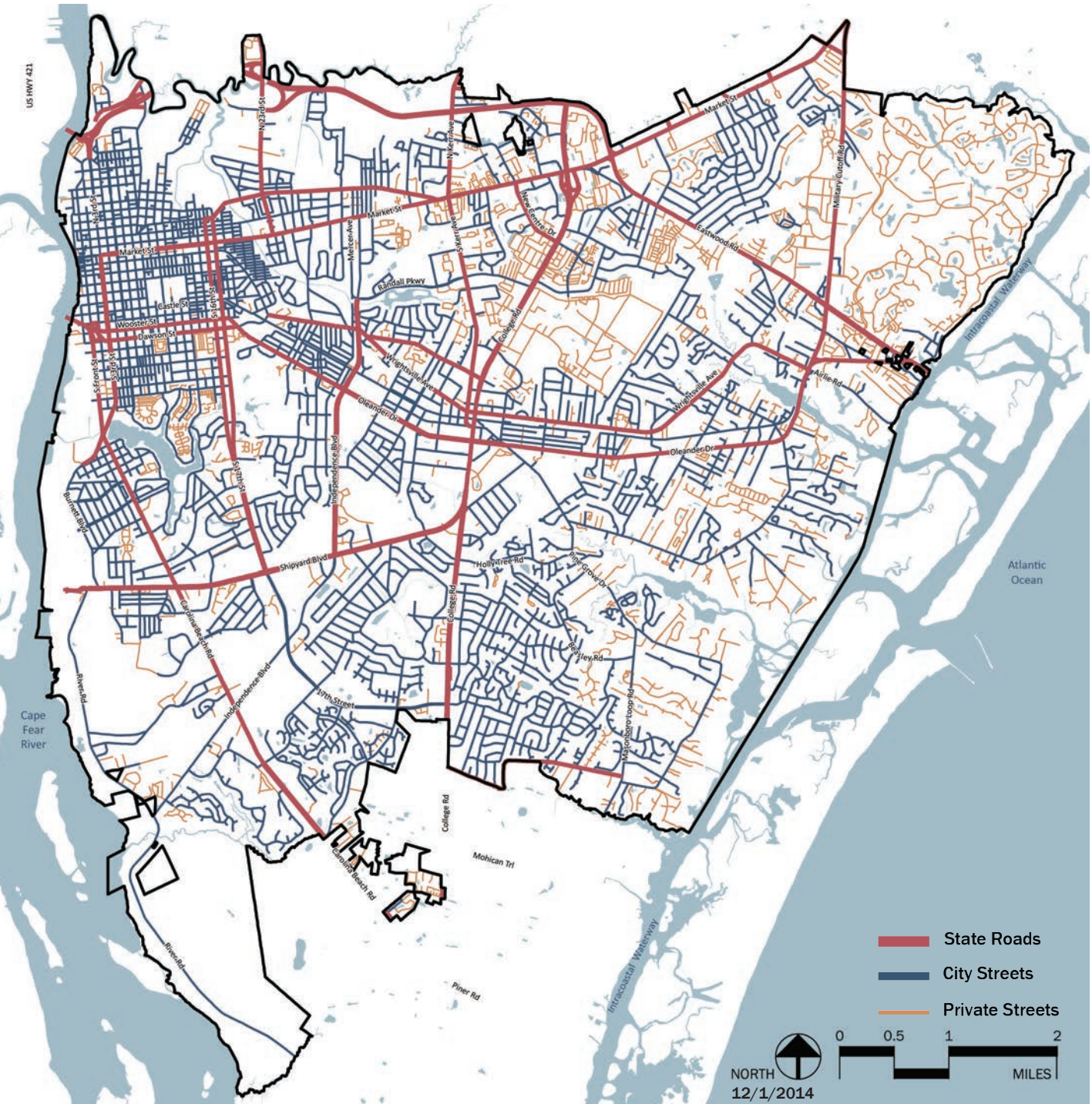
NORTH
2011

State Roads
City Streets
Private Streets

NORTH
12/1/2014

This map illustrates the traffic volumes that exist on major area roadways. The width of the roadway on the map indicates the volume of traffic that the roadway carries (*Annual Average Daily Traffic Volume*, 2011).
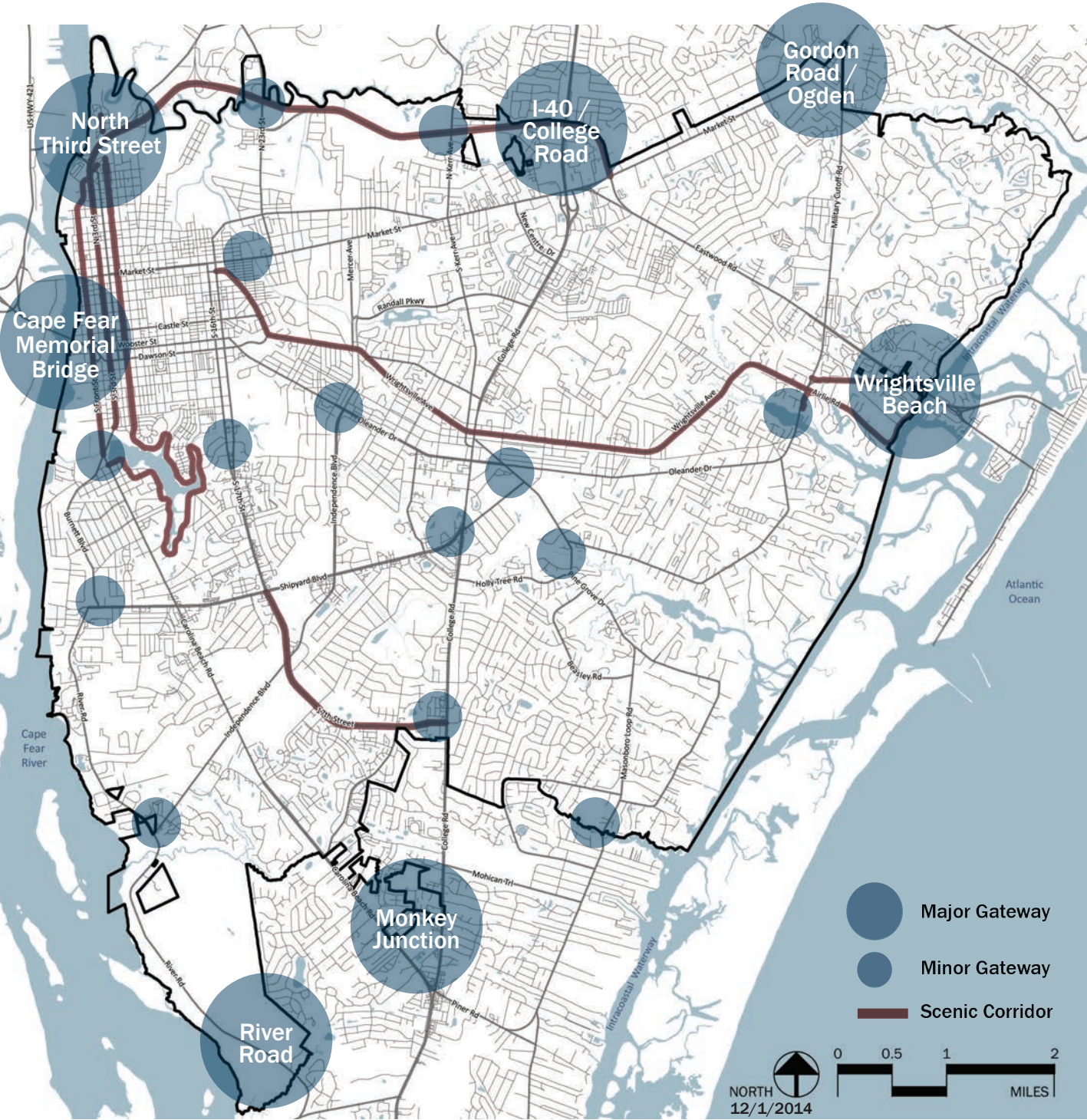
This map identifies each roadway in the city as being either a state road, city street, or private street. Roadways and their rights-of-way can be publicly- or privately-owned. Public streets are maintained by NCDOT or the city's Public Services Department depending on their ownership. State roads must be constructed to state standards, which can sometimes conflict with local design guidelines and plans. Streets to be maintained by the city must comply with the city's technical standards for design and construction. Private streets must comply with the city technical standards, but their maintenance is the responsibility of the private property owner and/or association.

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This map depicts the city's major and minor gateways and some scenic corridors. Scenic corridors are defined by special viewsheds, significant natural features and tree-lined streets. Scenic corridors also include roadways that have been designated as a scenic byway, such as Airlie Road and portions of Front Street, 5th Avenue, and Lake Shore Drive. Gateways are points of transition into, and out of, a specific area. The physical environment of these locations provide people with a sense of this change in place. Major gateways handle large amounts of traffic and are significantly sized areas where transition from one place to another occurs. Minor gateways are smaller in scale and regional significance, but they provide important local transition points.
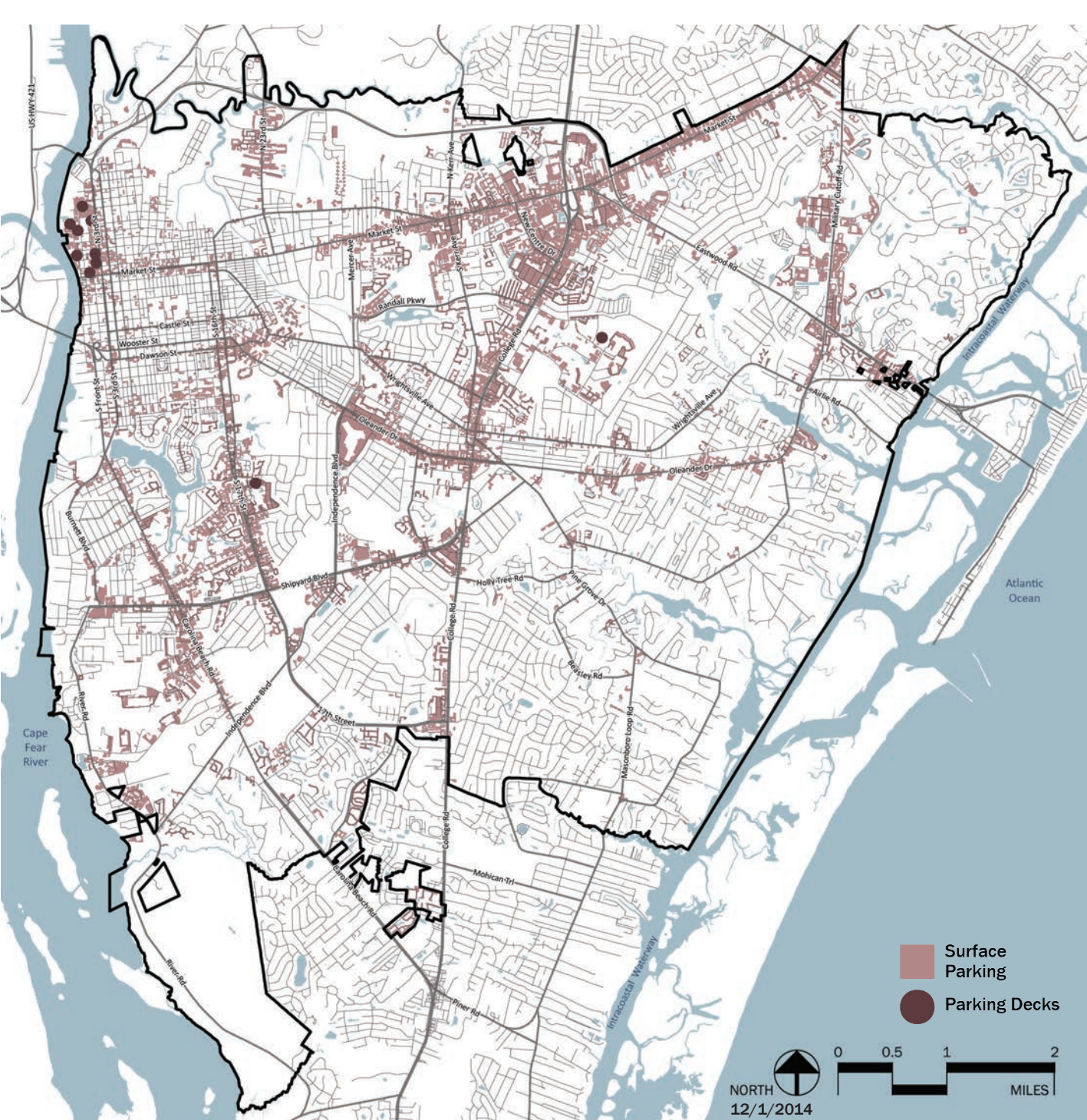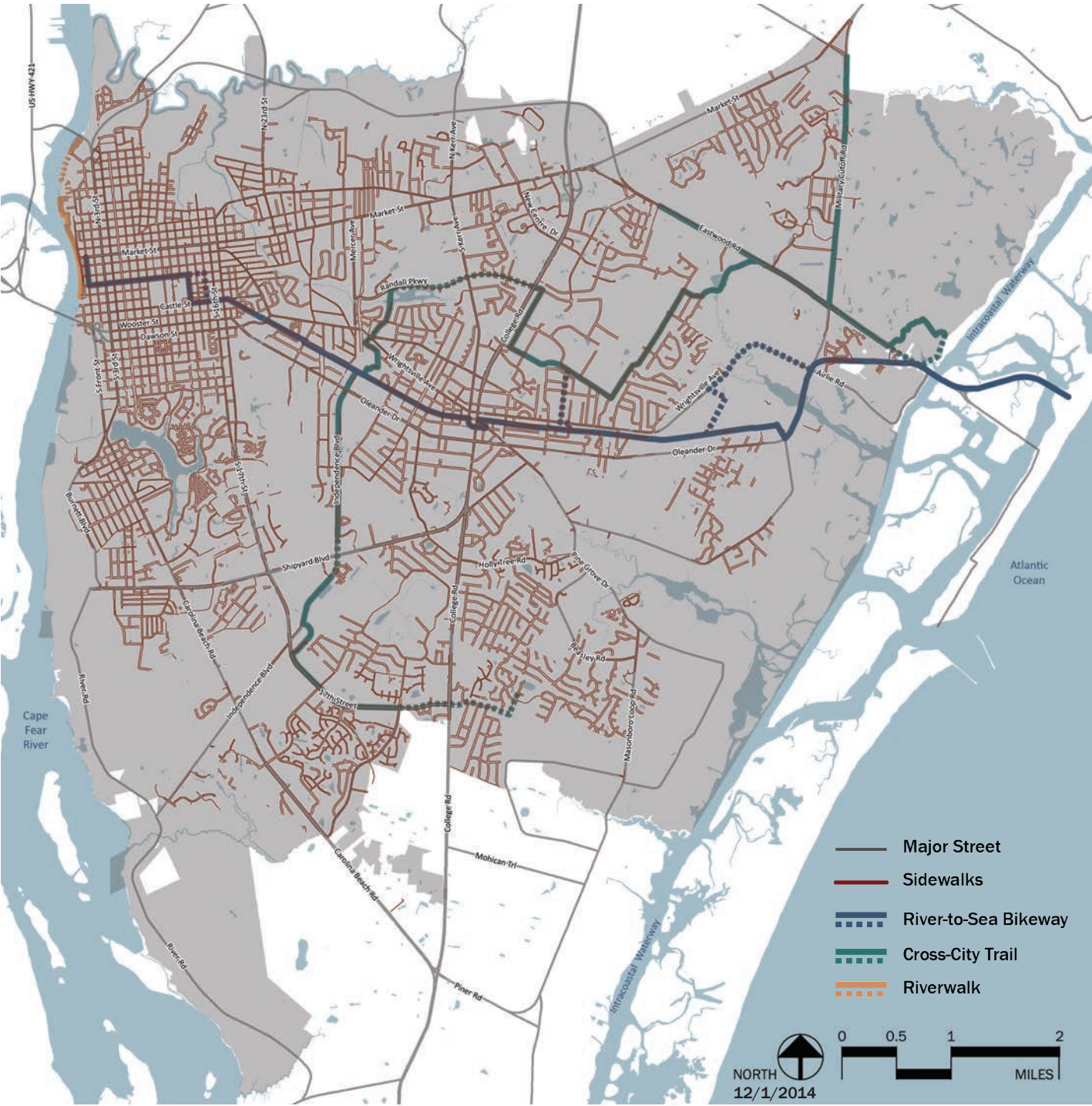
This map depicts existing commercial surface parking lots and structured parking facilities (parking decks) within the city. There are approximately 2,076 acres of land dedicated to surface parking, roughly 6% of the city. There are 10 parking decks in the city, eight of which are located in the downtown core. Two parking decks are located downtown at Cape Fear Community College, one at the Wilmington Convention Center, one at PPD, one on Water Street, and three off of 2nd street. There are also parking decks at the New Hanover Regional Medical Center campus on S. 17th Street and at UNCW. There are an estimated 334,928 off-street parking spaces in the city, or roughly four parking spaces per registered vehicle.

Document Cross-Reference:
*Redevelopment Suitability Factors*

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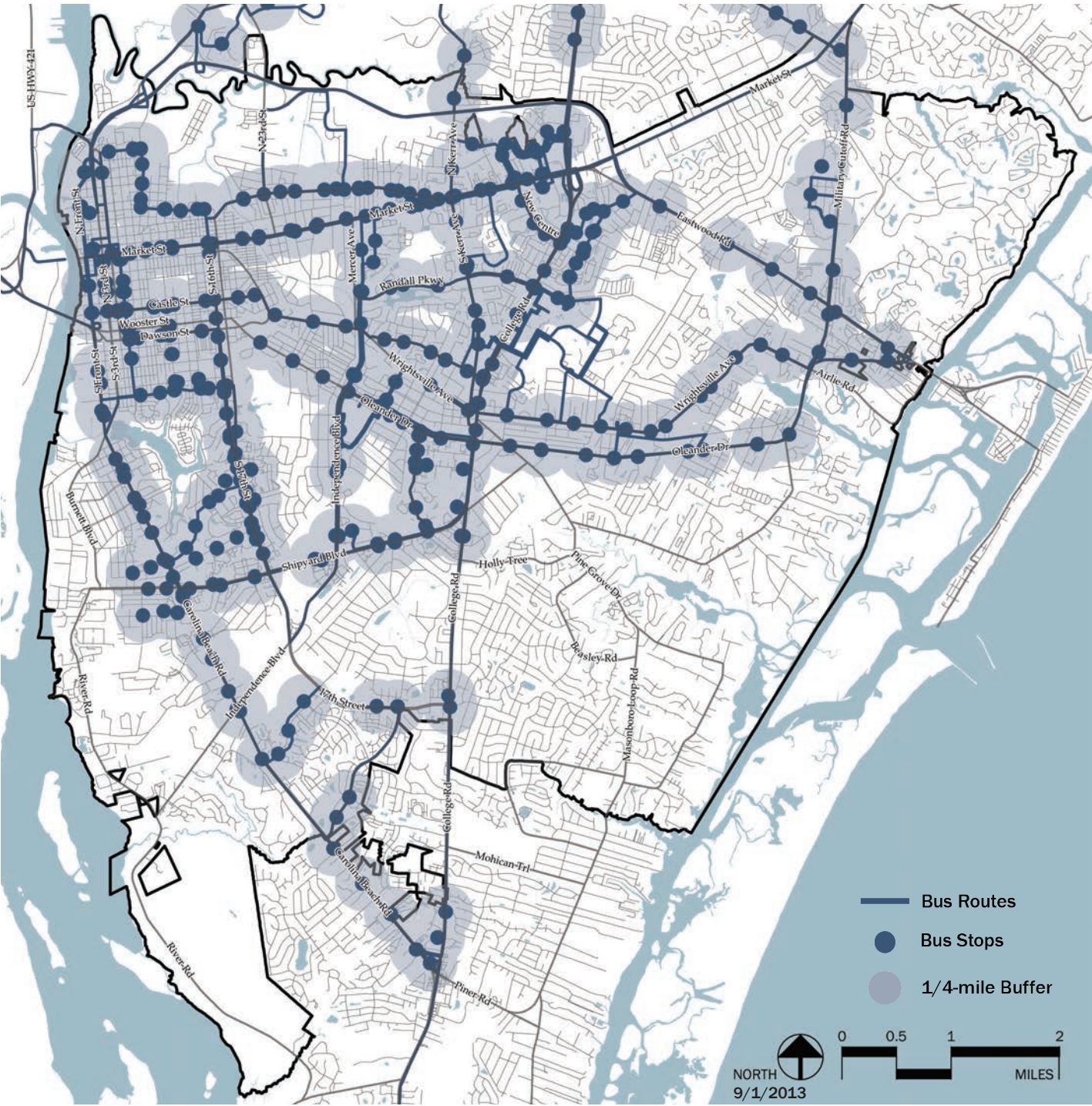
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This map depicts the existing sidewalk network within the city. The network is largely complete within the downtown area, but east of 17th Street, it breaks down somewhat. The map also shows the existing bike trails and facilities throughout the city including, but not limited to, the Gary Shell Cross-city Trail, the River to the Sea Bikeway, and the Cape Fear Historic Byway.
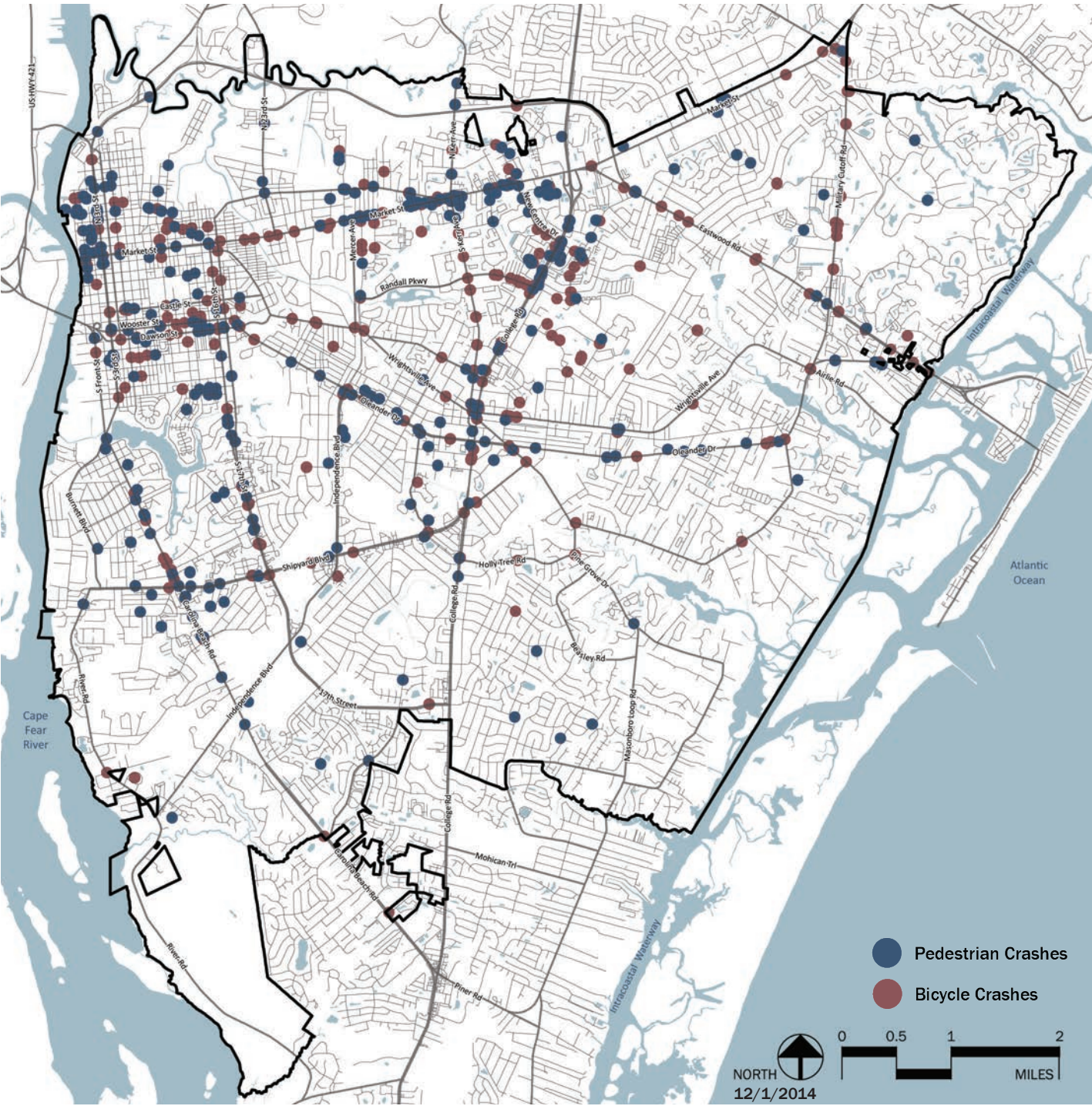
This map depicts pedestrian and bicycle crashes that occurred within the city between 2007 and 2012. During this time, there were a total of 335 vehicle crashes involving pedestrians, with an average of 56 crashes per year, and a total of 274 vehicle crashes involving cyclists, with an average of 46 crashes per year. Higher concentrations of pedestrian and bicycle crashes occurred in the Greater Downtown and along major road corridors, particularly at major intersections.
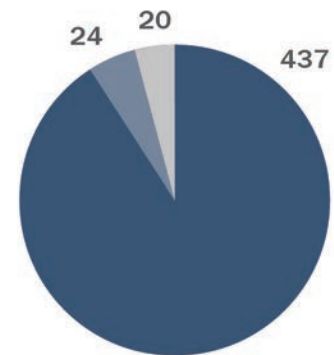
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This map depicts existing WAVE Transit (bus) routes and transit stops within the city limits. The map also includes a ¼-mile buffer around each transit stop location, which represents the typical distance a person is willing to walk to a transit stop location. The white areas on the map indicate areas outside of the ¼-mile buffer.

Choice Ridership

Choice ridership refers to the number of people that choose to use public transit instead of some other means of transportation that may be available to them. Making transit a more attractive transportation option by improving run times, transit stop conditions, and the pedestrian network around transit stops can increase choice ridership and the viability of the overall public transit system.

Stop & Station Conditions

There are 481 bus stops in the WAVE Transit system. Most bus stops do not provide benches or shelters and are located along busy roadways without sidewalks. These uncomfortable conditions may discourage transit ridership.

Bus Stops with Facilities

- No Shelter or Bench
- Benches without Shelter
- Shelter and Bench

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