

CREATE WILMINGTON COMPREHENSIVE PLAN

Growth Strategies Maps

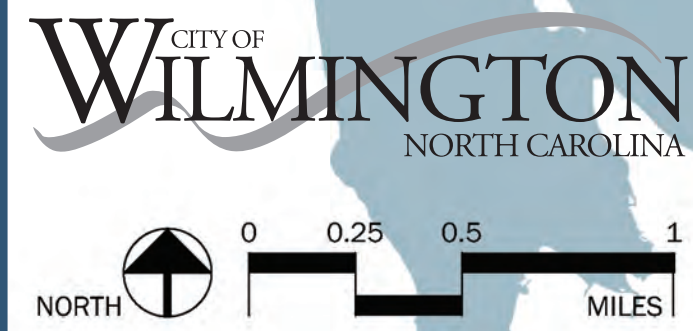
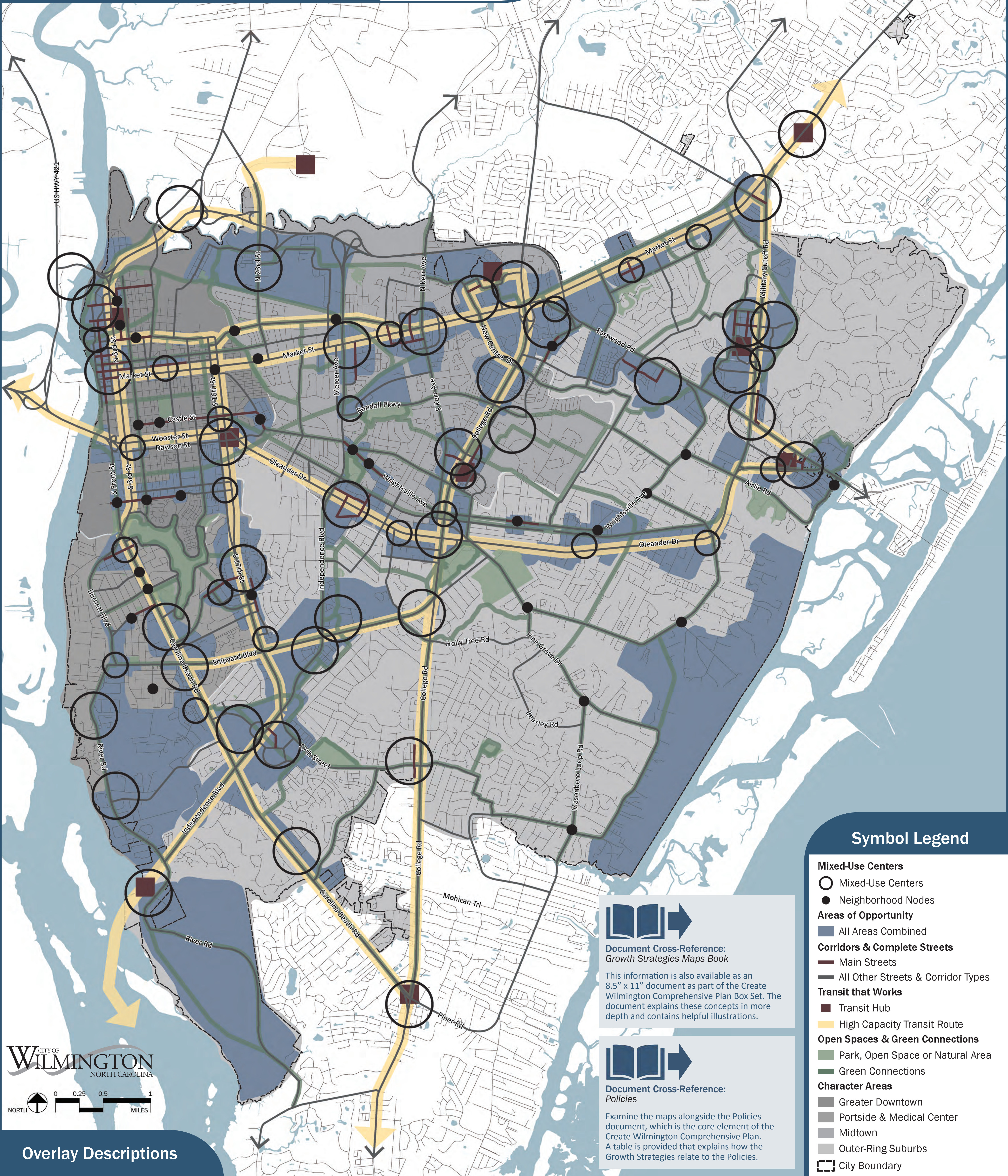
Wilmington, North Carolina

Combined Maps



Composite Growth Map

WORKING DRAFT 3/11/15



Overlay Descriptions

Symbol Legend

- Mixed-Use Centers**
- Mixed-Use Centers
 - Neighborhood Nodes
- Areas of Opportunity**
- All Areas Combined
- Corridors & Complete Streets**
- Main Streets
 - All Other Streets & Corridor Types
- Transit that Works**
- Transit Hub
 - High Capacity Transit Route
- Open Spaces & Green Connections**
- Park, Open Space or Natural Area
 - Green Connections
- Character Areas**
- Greater Downtown
 - Portside & Medical Center
 - Midtown
 - Outer-Ring Suburbs
- City Boundary



Document Cross-Reference:
Growth Strategies Maps Book

This information is also available as an 8.5" x 11" document as part of the Create Wilmington Comprehensive Plan Box Set. The document explains these concepts in more depth and contains helpful illustrations.



Document Cross-Reference:
Policies

Examine the maps alongside the Policies document, which is the core element of the Create Wilmington Comprehensive Plan. A table is provided that explains how the Growth Strategies relate to the Policies.

Mixed-Use Centers

Investment and revitalization should be concentrated in distinct nodal areas in order to accommodate walkability, urban vitality, placemaking, higher density development patterns, and transit. This approach should be prioritized over a development pattern that dilutes the activity that new investment can bring to an area by spreading it out of too large of a geographic area and limiting transportation options. The identified Mixed-use Centers include those already existing, those that are emerging, planned mixed-use developments, or newly designated areas. A particular type of center, called a "Neighborhood Node," is intended to foster neighborhood-scale focal points of development activity.

There are several types of Mixed-use Centers, ranging in density, size, and regional impact. Their designation is associated with the underlying Character Area in which they are located

Corridors & Complete Streets

The city must have a robust hierarchy of streets and paths in order to achieve its desired growth patterns. The Corridors and Complete Streets map identifies which roadways will prioritize automobiles and freight travel, and which roadways and streets should balance the needs of all modes of travel or even prioritize bike and pedestrian travel over other modes. This maps also shows that streets should be designed to reflect a certain character, for example being attractive gateways and edges to neighborhoods, employing historic features, or prioritizing automobile movements across, though, and within the region.

There are several types of Corridors and Complete Streets. These vary based on preferred building conditions, street design, pedestrian priority, overall character, regional significance, and other factors.

Areas of Opportunity

While all parts of the city can expect to experience some level of change, some areas will see more intense change through new development, redevelopment, and infrastructure improvements. The Areas of Opportunity represent those parts of the city that have the greatest potential to accommodate future growth, infill and new development. Concerted efforts should be made to ensure a cohesive development pattern in these areas.

There are several types of Areas of Opportunity, and they vary in terms of land use dominance, intensity of development, and anticipated change. Each area has an overarching thematic growth strategy. Development within an Areas of Opportunity should address the underlying Character Area in which it is located.

Transit that Works

This map is designed to prioritize specific corridors for transportation system upgrades, including, but not limited to: faster transit travel times (called "headways"), more comfortable transit riding and waiting conditions, and a strong relationship to high-and moderate-density land uses that facilitate walking and bicycling. The strategies associated with this map encourage more transit stations in urban areas that integrate other land uses and serve as focal points to their surroundings.

The map employs a "transit-oriented" and "transit-ready" development framework for urban growth, where transportation is coordinated with Mixed-use Centers and Corridors and Complete Streets maps so that each may reinforce the others.

Green Connections & Open Spaces

Pedestrian and bicycle mobility is at the forefront of creating a livable city. Wilmingtonians have expressed great interest in being able to walk and bike comfortably and safely, especially incorporating these modes into daily needs and social activities. This may include going to the park, exercising, shopping, going out for the evening, and commuting to work. A robust network of green connections and open spaces is proposed throughout the city.

Green connections are classified by existing and proposed facilities in the New Hanover County Greenway Plan. Additional conceptual connections are also suggested. Green Connections and Open Spaces each have three general types of solutions available to achieve a well-connected system.

Character Areas & Community Patterns

Wilmington exhibits numerous patterns of natural and built features. Character Areas are not meant to capture intricate details unique to specific locations but are based on common characteristics within a broad area of the city. Some common characteristics include land use patterns, building types, development eras, roadway networks, and natural features such as creeks, marshes, and wetlands. These features may differentiate one Character Area from another.

There are four identified character areas in Wilmington, each of which have aspects that should be respected and enhanced by new development as well as patterns that should not be continued.