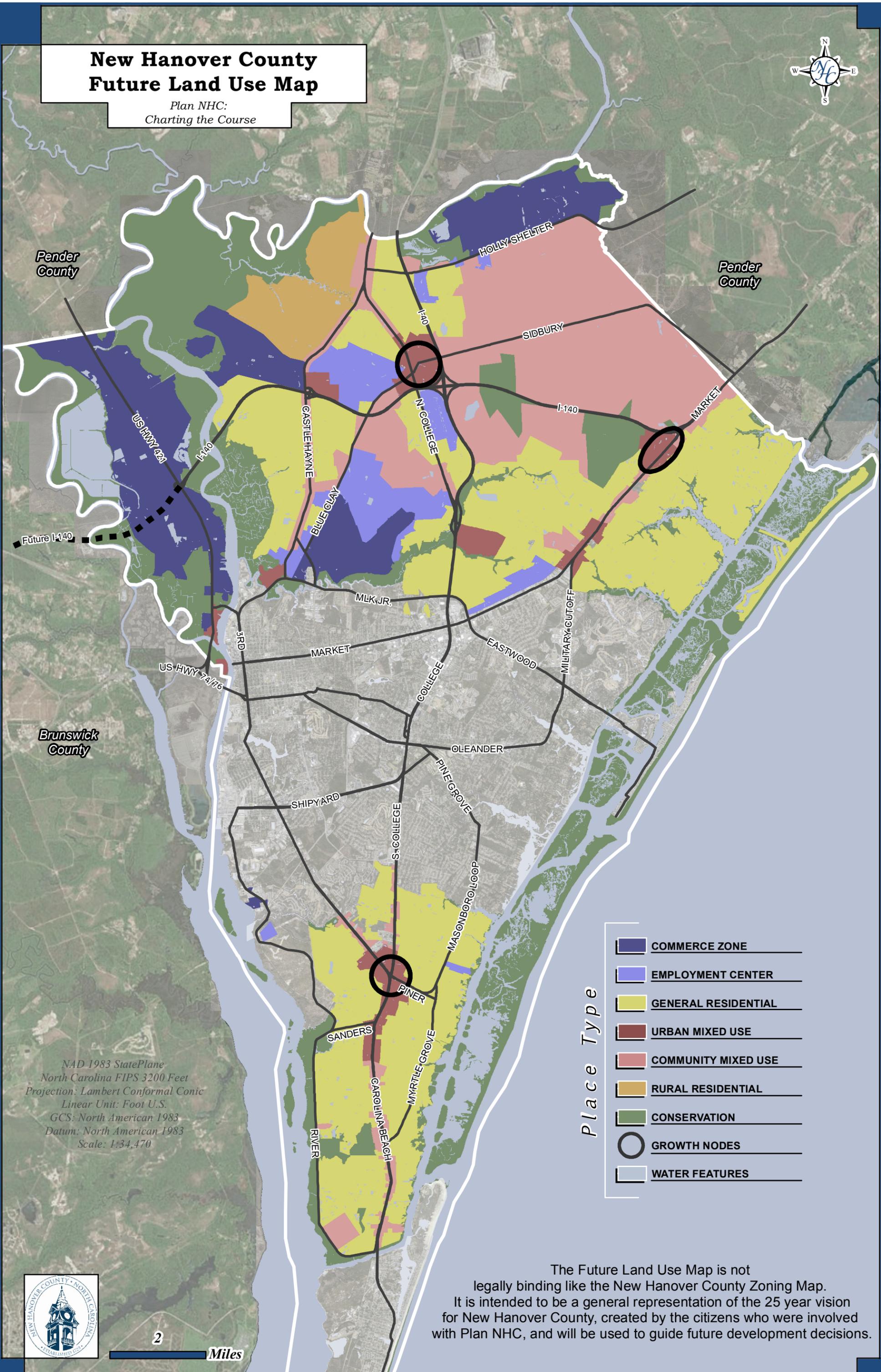


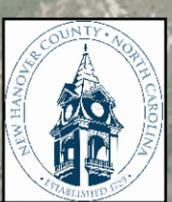
# New Hanover County Future Land Use Map

Plan NHC:  
Charting the Course



- Place Type*
- COMMERCE ZONE
  - EMPLOYMENT CENTER
  - GENERAL RESIDENTIAL
  - URBAN MIXED USE
  - COMMUNITY MIXED USE
  - RURAL RESIDENTIAL
  - CONSERVATION
  - GROWTH NODES
  - WATER FEATURES

NAD 1983 StatePlane  
North Carolina FIPS 3200 Feet  
Projection: Lambert Conformal Conic  
Linear Unit: Foot U.S.  
GCS: North American 1983  
Datum: North American 1983  
Scale: 1:34,470



2 Miles

The Future Land Use Map is not legally binding like the New Hanover County Zoning Map. It is intended to be a general representation of the 25 year vision for New Hanover County, created by the citizens who were involved with Plan NHC, and will be used to guide future development decisions.

# COMMERCE ZONE



## DEFINITION

These areas serve as employment and production hubs, predominantly composed of light and heavy industrial uses, though office and complementary commercial uses are also allowed. Densities are dependent in part on the type of industry; some industrial uses will likely be one story with large setbacks and ample room for trucks and other large

vehicles. Office uses can be multi-story and nearer the street, while office buildings can be two or three stories and closer to the street. Commerce Zones, unlike Employment Centers, do not allow residential uses. Commerce Zones require arterial or major collector road access connecting them to areas outside their boundaries.

## EXAMPLE AREAS

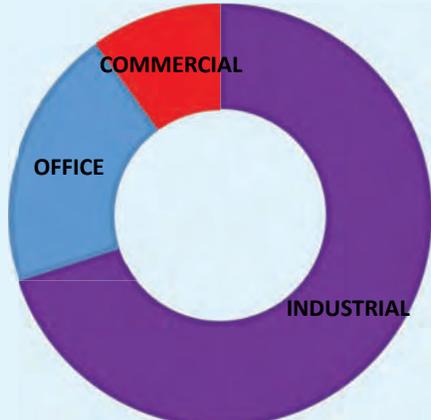
U.S. 421 Corridor

## DESIRED USES

### Types of Uses / Projects

- Light Industrial
- Heavy Industrial
- Office
- Recreation

### Mix of Uses

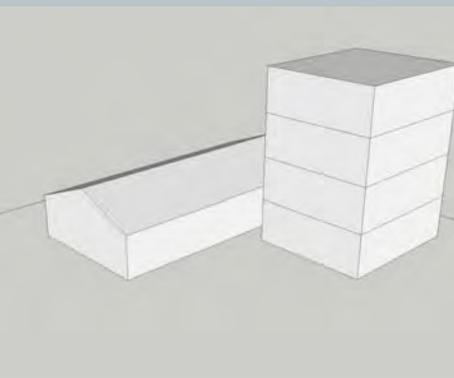


### Typical Zoning Categories

- Commercial
- Office & Institutional
- Industrial

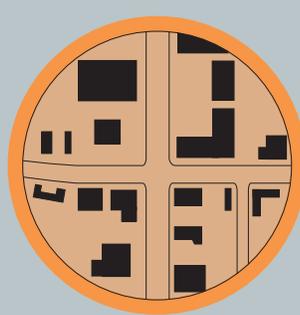
## DEVELOPMENT INTENSITY

### Massing / Scale Recommendations



Use	Number of Stories	Ideal Density
Office	1-7	Low-to-High
Industrial	1-3	Low/Moderate

### Urban Design Recommendations



- Street Pattern:** Grid or radial
- Block Length:** 300 ft - .5 mi
- Setbacks:** Residential: not applicable  
Non-residential: Away from street
- Pedestrian Amenities:** Sidewalks, street & shade trees, street furniture, bike racks

## MODE CHOICES

### Transportation Infrastructure Recommendations

- On-campus walkways  
Open space
- Arterial & collector roads  
2-4 travel lanes  
Off-street parking
- Fixed-route transit
- Wide shoulder  
Bicycle parking on site

# EMPLOYMENT CENTER



## DEFINITION

These areas serve as employment and production hubs, with office and light industrial uses predominating. Densities are dependent in part on the type of industries located here; office uses can be multi-story and nearer the street, while light industrial uses will likely be one story with large setbacks and ample room for trucks and other large vehicles. Employment

Centers can also include residential, civic, and recreational uses, but should be clearly delineated from rural and conservation areas. Commercial uses designed to serve the needs of the employment center are appropriate. Employment Centers require arterial or major collector road access connecting them to areas outside their boundaries.

## EXAMPLE AREAS

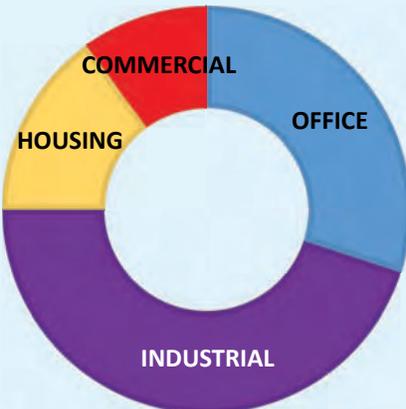
- Airport Vicinity
- Dutch Square
- NorthChase
- Hermitage Road

## DESIRED USES

### Types of Uses / Projects

- Office
- Industrial
- Single-Family Residential
- Multi-Family Residential
- Commercial / Retail
- Recreational

### Mix of Uses

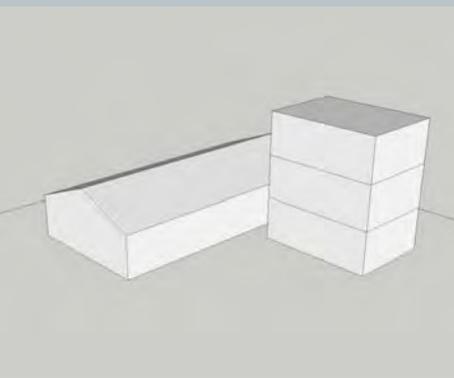


### Typical Zoning Categories

- Commercial
- Office & Institutional
- Industrial
- Low & Moderate Density Residential

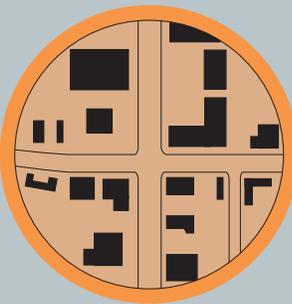
## DEVELOPMENT INTENSITY

### Massing / Scale Recommendations



Use	Number of Stories	Ideal Density
Office	1-7	Low-to-High
Industrial	1-3	Low/Moderate
Single-Family Residential	1-3	Low
Multi-Family Residential	2-3	Moderate (12-15 du/acre)

### Urban Design Recommendations



- Street Pattern:** Grid or radial
- Block Length:** 300 ft - .5 mi
- Setbacks:** Residential: Near sidewalk  
Non-residential: Far from sidewalk
- Pedestrian Amenities:** Sidewalks, street & shade trees, street furniture, bike racks

## MODE CHOICES

### Transportation Infrastructure Recommendations

- On-campus salkways
  - Open space
  - Multi-use paths
- Arterial & collector roads
  - 2-4 travel lanes
  - Off-street parking
- Fixed-route transit
- Wide shoulder
  - Bicycle parking on site

# GENERAL RESIDENTIAL



## DEFINITION

This placetype provides opportunity for lower-density housing and associated civic and commercial services. Housing is typically single-family or duplexes, with setbacks on all sides. Block sizes are large, at 1/4 to 1/2 mile wide. Commercial uses should be limited to office and retail spaces in carefully located areas where neighborhood character will be enhanced, while recreation and school facilities are

encouraged throughout. Access to areas outside these residential areas is provided by arterial roadways, but still allowing for interconnection between other placetypes. However, limiting cul-de-sacs is encouraged to promote better internal circulation and minimizing high-volume traffic roads within the area. Flooding hazard avoidance should be taken into consideration when abutting coastal areas.

## EXAMPLE AREAS

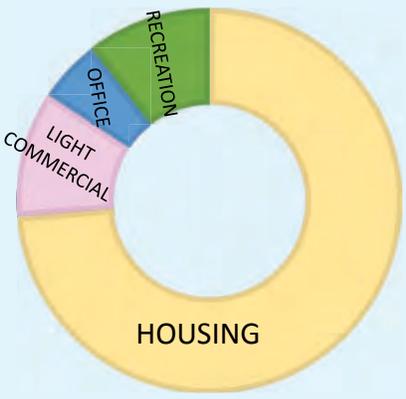
- Middle Sound
- Myrtle Grove
- Castle Hayne
- Porter's Neck
- Wrightsboro
- Masonboro Loop

## DESIRED USES

### Types of Uses / Projects

- Single-Family Residential
- Low-Density Multi-Family Residential
- Light Commercial
- Civic
- Recreational

### Mix of Uses

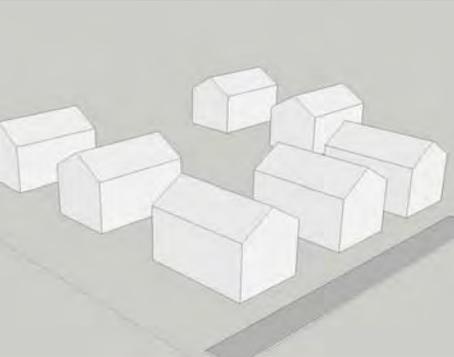


### Typical Zoning Categories

- Low Density Residential
- Medium Density Residential
- Office & Institutional
- Planned Unit Development

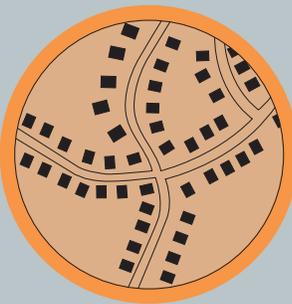
## DEVELOPMENT INTENSITY

### Massing / Scale Recommendations



Use	Number of Stories	Ideal Density
Office	1-2	Low
Retail	1-2	Low
Planned Development	1-3	Medium
Low-Density Multi-Family	1-3	2-6 du/acre
Single-Family Residential	1-3	1-6 du/acre

### Urban Design Recommendations



- Street Pattern:** Warped Grid & Limited Cul-de-sacs
- Block Length:** 1000 - 2500 ft
- Setbacks:** Residential: Away from street or in line with existing development  
Non-residential: Away from the street
- Pedestrian Amenities:** Sidewalks, Street Trees, Open Space, Shade

## MODE CHOICES

### Transportation Infrastructure Recommendations

- 4-6 ft sidewalks (some areas)
- Street lamps
- Crosswalks at schools, busy intersections
- Arterial, collector & local roads
- 2-4 travel lanes
- On and off-street parking
- Vanpool commuting
- Limited fixed-route transit
- On-road wide outside lane
- Greenways & multi-use paths

# URBAN MIXED USE



## DEFINITION

This placetype provides access to a mix of residential, office, and retail uses at higher densities. Multi-family residential uses are preferred, though higher-density single family developments will not be prohibited. Mixed uses are encouraged in the same footprint in a vertical pattern, but they can also be adjacent, or separated by lower traffic local and collector roads in a horizontal pattern. This placetype

can include big box retail that has included appropriate urban design features. These areas place an emphasis on multimodalism through the requirement of sidewalks on all non-local streets, crosswalks at all intersections, dedicated bicycle lanes or wide outside lanes, and bus access. Types of uses include office, retail, mixed use, small recreation, single-family and multi-family residential.

## EXAMPLE AREAS

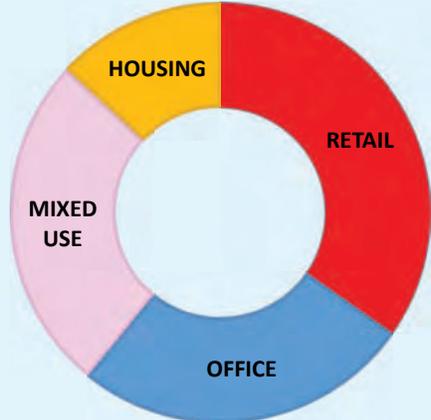
- Ogden
- Kirkland
- Monkey Junction
- CFCC North Campus Area

## DESIRED USES

### Types of Uses / Projects

- Retail
- Office
- Mixed Use
- Single & Multi-Family Residential
- Small Recreational

### Mix of Uses

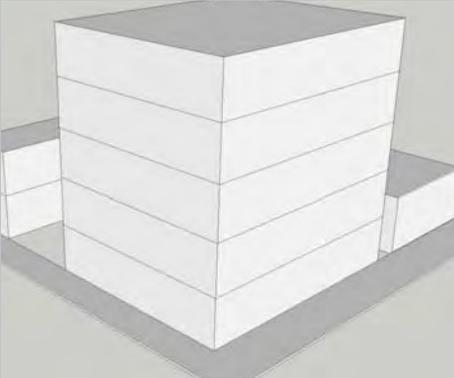


### Typical Zoning Categories

- Moderate to High-Density Residential
- Mixed Use
- Office & Institutional
- Commercial

## DEVELOPMENT INTENSITY

### Massing / Scale Recommendations



Use	Number of Stories	Ideal Density
Office	3-7	Moderate/High
Retail	1-3	Low/Moderate
Planned Development	2-7	Moderate/High
Residential	2-5	Moderate/High
Commercial/Mixed Use	2-7	Moderate/High

### Urban Design Recommendations



- Street Pattern:** Arterial & local; grid or partial grid
- Block Length:** 200 - 800 ft
- Setbacks:** Varies
- Pedestrian Amenities:** Sidewalks, street trees, street furniture, shade trees, bike racks, lighting, crosswalks, plazas, pedestrian malls

## MODE CHOICES

### Transportation Infrastructure Recommendations

- 5-12 ft Sidewalks  
Pedestrian malls & paths  
Crosswalks
- Arterial, collector & local roads  
2-4 travel lanes  
On-street, off-street & garage parking
- Limited fixed-route transit  
Covered transit stops  
Transit hubs
- Bicycle lanes  
Wide shoulders  
Bike racks

# COMMUNITY MIXED USE



## DEFINITION

This placetype focuses on small-scale, compact, mixed use development patterns that serve multimodal travel and act as an attractor for county residents and visitors. These areas share several qualities with higher-intensity mixed use, including a combination of retail with office and housing above, wider sidewalks and an emphasis on streetscaping. However,

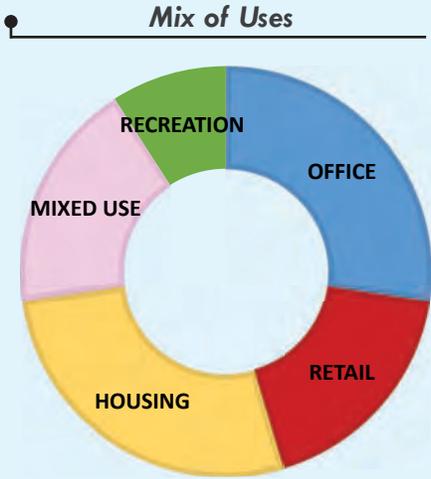
these centers are generally small, no more than a few square blocks. Civic uses, particularly recreation and public gathering places are encouraged here. Lower density single family development may be acceptable when limitations to mixed use development exists. Ideally, large-scale, lower density commercial and industrial developments are prohibited.

## EXAMPLE AREAS

- Castle Hayne
- Sidbury Road
- Carolina Beach Road
- NorthChase

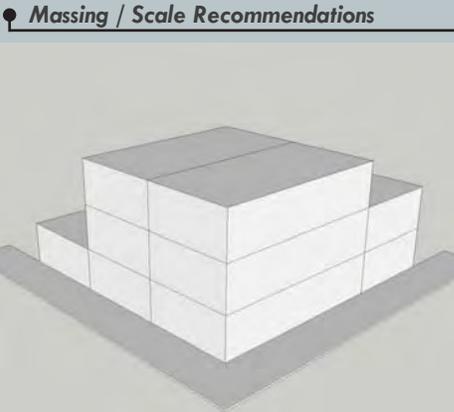
## DESIRED USES

- Types of Uses / Projects
- Office
- Retail
- Mixed Use
- Multi-family Residential
- Single-Family Residential
- Recreational



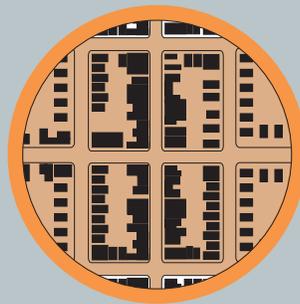
- Typical Zoning Categories
- Moderate Density Residential
- Commercial
- Office & Institutional
- Mixed Use

## DEVELOPMENT INTENSITY



Use	Number of Stories	Ideal Density
Office	1-2	Moderate
Retail	1-2	Low/Moderate
Mixed Use	2-3	Moderate
Multi-Family Residential	2-3	Moderate (12-15 du/acre)
Single-Family Residential	1-3	Moderate (±8 du/acre)*

## Urban Design Recommendations



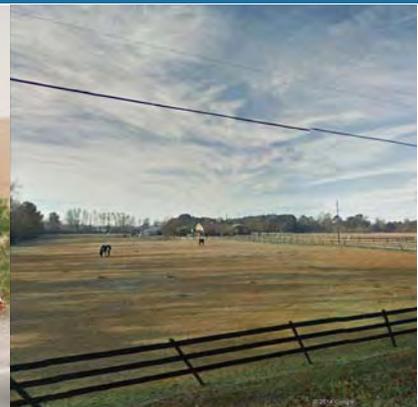
- Street Pattern:** Grid or radial
- Block Length:** 200 - 500 ft
- Setbacks:** Residential: Near sidewalk  
Non-residential: At sidewalk
- Pedestrian Amenities:** Sidewalks, street & shade trees, street furniture, bike racks

## MODE CHOICES

### Transportation Infrastructure Recommendations

- 5-12 ft Sidewalks  
Crosswalks
- Arterial & collector roads  
2-4 travel lanes  
On and off street parking
- Fixed-route transit
- Bicycle lane / shoulder  
Bicycle parking

# RURAL RESIDENTIAL



## DEFINITION

These are rural areas where new development occurs in a manner consistent with existing rural character while also preserving the economic viability of the land. Residential uses are the predominant, but not exclusive, use. Agricultural and rural recreational uses are intermixed with large-lot residential areas that range from 1 to 40 acres. Clustering of homes

in smaller lots can provide for conservation of other land while still providing opportunities for residential and agricultural growth. Rural areas have minimal transportation infrastructure requirements; rural collector and arterial roads are sufficient.

## EXAMPLE AREAS

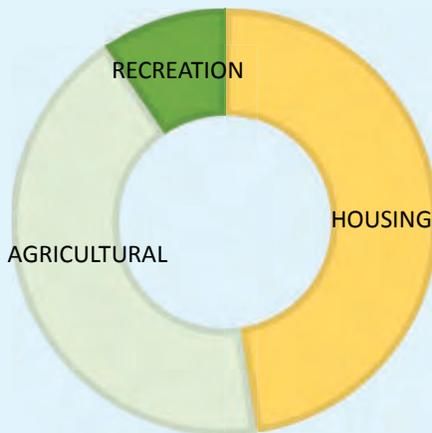
Castle Hayne

## DESIRED USES

### Types of Uses / Projects

- Single-Family Residential
- Small-scale Agriculture & Forestry
- Recreational
- Open Space

### Mix of Uses

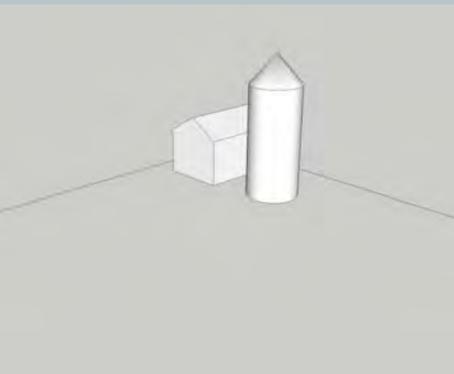


### Typical Zoning Categories

- Very Low Density Residential
- Agricultural
- Recreational

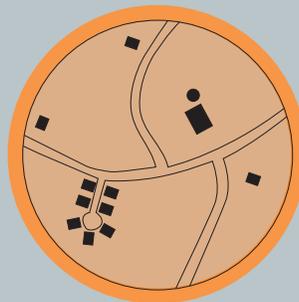
## DEVELOPMENT INTENSITY

### Massing / Scale Recommendations



Use	Number of Stories	Ideal Density
Single-Family Residential	1-3	Very Low

### Urban Design Recommendations



- Street Pattern:** Organic and sparse
- Block Length:** 0.5 - 5 miles
- Setbacks:** Residential: Away from street
- Pedestrian Amenities:** Recreational trails, open space, shade trees

## MODE CHOICES

### Transportation Infrastructure Recommendations

- 

Greenways and trails
- 

Arterial, collector, local & private roads  
1-4 Travel lanes  
Off-street parking
- 

Greenways and trails  
Low-traffic roads
- 

Greenways and trails  
On-road wide shoulder

# CONSERVATION



## DEFINITION

Conservation places cover areas of natural open space and are intended to protect the natural environment, water quality, and wildlife habitats. They serve the public through environmental education, low-impact recreation and in their natural beauty. Protection may also extend to important cultural or archaeological resources and to areas where hazards are known to exist. Conservation areas and tools may apply to land that also falls into another zoning category, such as single-

family residential, though density is limited and conservation requirements generally take precedence. In such areas, increased density would be discouraged, and low impact development methods would be required. Such requirements place limits on development so as to ensure the protection of resources. Active efforts to acquire these areas should be pursued. Low-impact additions may include walkways, trails, fences, docks and access roadways.

## EXAMPLE AREAS

- Masonboro Island
- Managed Lands
- Sunny Point Blast Zone
- Public Land Trusts