

Comprehensive Plan Steering Committee Meeting
 October 28, 2014
 Lord Spencer Compton Conference Room

Present:

Steering Committee Members	Bonnie Nelson
Carlos Braxton	
	Tom Pollard
	Randy Reeves
Deb Hays	Jennifer Rigby
Liz Hines	
J. Clark Hipp	
Paul Lawler	Kevin Smith

Absent:

Kemp Burdette	Robert Rosenberg
Howard Capps	Frank Smith
Linda Pearce	

Staff Members Present:	
Glenn Harbeck	Christine Hughes

The meeting was called to order at 4:05 PM by J. Clark Hipp.

Minutes from the September 2014 meeting were approved.

Christine Hughes presented a draft of the Greater Downtown Wilmington chapter. As review of the chapter began, the committee discussed about the definitions used to describe the various parts of greater downtown. It was noted that the names used in the draft policy chapter were not consistent with the names used in the draft downtown framework analysis, which was sent with the draft of the policy chapter. Ms. Hughes noted that the names would be changed to be consistent throughout all components of the plan documents.

Jennifer Rigby and Clark Hipp asked about what can be done relative to rebuilding and/or properly screening properties and appropriate streetscaping and streetwalls when a building is torn down. Ms. Hughes noted that this issue will be addressed in the Urban Design and Placemaking chapter, which the committee will review at the November meeting.

Bonnie Nelson questioned why particular changes to the grid, including conversion of existing streets to one-way pairs and closing portions of the grid, impair the grid. There was discussion among the committee as to why these changes impair the grid. Ms. Hughes agreed to provide additional information on how a street grid functions. There are articles [here](#), [here](#), and [here](#), which help explain how the grid functions and what impacts safety within a grid street system. Glenn Harbeck stated that vehicle speeds are directly related to whether a pedestrian is likely to survive a pedestrian-vehicle collision. Pedestrian crash severity is much lower at low vehicle speeds; if a pedestrian is struck by a vehicle moving at 40 miles per hour, there is an 85%

likelihood that the pedestrian would be killed. The percentage drops to 45% at 30 miles per hour and 5% at 20 miles per hour. Relevant statistics can be found [here](#) and [here](#).

Further discussion centered around addressing existing downtown organizations, attracting destination retailer, and reviewing existing city systems to ensure consistency with the comprehensive plan.

The meeting was adjourned at 6:18 PM by J. Clark Hipp.

The next steering committee meeting is November 25th, 2014 at 4:00 PM in the Lord Spencer Compton Conference Room.