

Land Development Code

Article 6, Subdivision Standards Draft

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April 20, 2020



Key Planning Theme

Changing Places, Revitalizing Spaces

The built environment encompasses places and spaces created or modified by people, including buildings, parks, land use patterns, and transportation systems.

2.8.2 Traffic calming measures should be incorporated into the design of new or retrofitted local and neighborhood streets, within schools and parks, and around pedestrian-oriented business areas. Pedestrian and bicyclists should have safe, convenient, well marked means to cross streets.

1.7.7 Large, oversized blocks in neighborhoods and subdivisions should be avoided in favor of smaller, walkable blocks and enhanced networks that create better connections and help facilitate walking and reduce the need to drive.

1.7.8 Usable open space that preserves natural landscapes and high-quality ecological resources should be encouraged in new residential development.

2.2.2 New residential, commercial, and mixed-use developments that require construction or extension of roadways should include a multimodal network. The use of cul-de-sacs and dead-end streets should be minimized.

2.2.3 New development should be encouraged to connect to the existing street network through collector streets, which should tie into the existing network at multiple points to improve trip distribution and emergency access. Street stubs for future connections should be encouraged.

2.6.4 Where possible, and especially along identified pedestrian priority streets, tools such as protected left turns, pedestrian head start, raised crosswalks, curb extensions, medians, pedestrian refuge islands or midblock crossings, and restricted right turns on red should be used to improve pedestrian and bicycle movements and safety.

CREATE WILMINGTON COMPREHENSIVE PLAN Policies

The *Create Wilmington Comprehensive Plan* sets the general direction for future growth and redevelopment across the city for the next 25 years. The plan serves as a policy guide for decisions regarding land use, development, and capital improvements. The plan will be used by city officials when making decisions about how the city will grow. The cumulative impact of these decisions will not be realized today, but by future generations.

The plan does not change the current zoning of any property or the current zoning regulations; however, development proposals, rezoning request, and code amendments will all be assessed to determine their consistency with the plan Policies and Growth Strategies

Maps. The plan will help identify and recommend improvements to the city's physical resources such as streets, parks, sidewalks, and public facilities and provide specific guidance for design standards. The plan also provides the foundation for the modernization of the city's land development regulations.

The plan should be flexible and respond to changing conditions. Ideally the entire plan should be reviewed and updated every five to ten years to ensure that current trends, changing demographics, and ongoing development are all taken in to account and the plan adjusted as needed. The ongoing adjustment of the plan's implementation, or action items, should ensure the plan remains effective and adaptable to constantly changing conditions.

List of Contributors Page 198

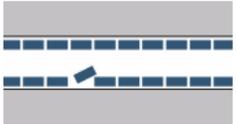
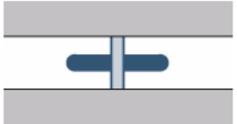
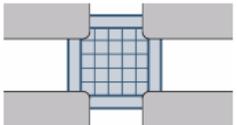
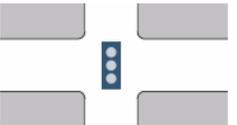
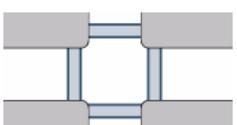
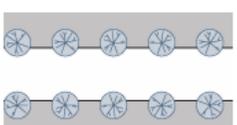
A complete list of contributors to this project, including the Comprehensive Plan Steering Committee and City Staff is available at the end of this document.

The purpose of the policies chapter is to demonstrate the city's preferred policies, practices, and priorities surrounding physical development, quality of life, and livability of the city. These policies are intended to encourage the following:

- Increasing the city's livability through improved quality of life features
- Promoting the responsible growth of the city's population through redevelopment, infill, and appropriate new development and annexation
- Acting as a partner with those who strive for the same goals of building a healthy, vibrant, world-class city
- Encouraging capital investments in the city
- Minimizing the regions sprawl, traffic congestion, and environmental impacts
- Creating and retaining jobs
- Broadening and diversifying the city's tax base

The City Council has adopted these policies as part of the greater Comprehensive Plan box set with the recognition that certain provisions may be applicable to only certain parts of town, certain aspects of city building, or certain quality of life elements. The intent of these policies is to guide and complement the work of all city departments and actions of the City Council as well as to serve as a guide to the city's development partners, including private sector developers, economic development agencies, utility providers, schools, and other agencies.

Traffic Calming Measures

1			
2	On-Street Parking On-street parking narrows the street and slows traffic by creating friction for moving vehicles.	Pedestrian-friendly Medians Medians that include a pedestrian refuge can help slow traffic while providing a safe crossing for non-motorists.	Two-way Traffic Flow Two-way streets, especially those with narrower cross-sections, encourage motorists to be more cautious and wary of oncoming traffic.
3			
4	Bulb-outs / Neckdowns Bulb-outs, or neckdowns, are curb extensions at intersections used to reduce the roadway width.	Raised Intersection This is a flat-topped area, usually raised to sidewalk level, that covers the entire intersection.	Signalization & Timing Traffic signal timing can be adjusted to help lower traffic speeds between intersections.
5			
6	Mid-block Pedestrian Crossing Mid-block crossings shorten distances between intersections and provide safe crossings for non-motorists.	Building Frontages A dense built environment can constrain sightlines, making drivers more aware of their surroundings.	Traffic Circle Traffic circles, or roundabouts, are raised islands often used in place of traffic signals or four-way stops.
7			
8	Frequent Crosswalks High-visibility crosswalks alert drivers to be more cautious and aware of non-motorists.	Street Trees Trees narrow a driver's visual field and create rhythm along the street.	Textured Streets (Brick, etc.) Textured surfaces can be used in conjunction with other traffic-calming devices or used alone.
9			
10			
11			

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Land Development Code Article 6, Subdivisions

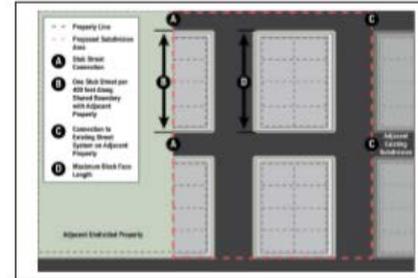
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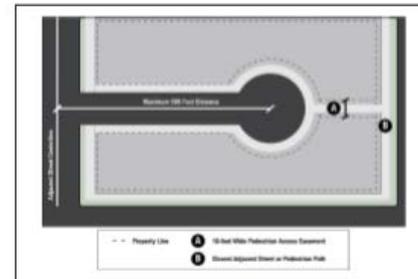
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- Administrative approval of all subdivisions that comply with standards
- Design Adjustment Committee to review plan with subjective standard waivers
- Improved connectivity standards
- Improved open space standards
- Traffic calming devices introduced for new subdivisions

What is NOT Changing:

- Permanent monument standards
- Street name standards
- Maximum cul-de-sac length
- Private streets and private access easements remain as options for developments



Example illustration



Example illustration

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Sec. 18-404. Entrance signs and lighting.

Signs delineating the subdivision name and any lighting associated with such sign shall be constructed in compliance with the City of Wilmington sign regulations (Article 12 of this chapter).

Sec. 18-405. Intersections.

Street sections shall be laid out as follows:

- (a) Streets shall intersect as nearly as possible at right angles, and no street shall intersect at an angle of less than seventy-five (75) degrees.
- (b) Intersections along a major thoroughfare shall be at least one thousand (1,000) feet apart, as measured from centerline to centerline or as determined by the subdivision review board.
- (c) Where a street intersects a state-maintained highway, the design standards of the North Carolina Department of Transportation shall apply.

Sec. 18-406. Lots.

- (a) *Generally.* Lot sizes, shapes and locations shall be made with due regard to topographic conditions, contemplated use and the surrounding area.
- (b) *Subdivisions subject to zoning district regulations.* Lots shall conform to the area, dimensional and building setback requirements as prescribed in Article 5 of this chapter for the appropriate zoning district in which the proposed subdivision will be located.
- (c) *Lot access.* Each lot of a subdivision shall individually abut or be adjacent to an approved street or private access easement as defined in Article 15 of this chapter. Townhouse-type and conservation tract subdivisions may be exempted from this requirement at the discretion of the subdivision review board; provided, however, in all cases, each individual lot shall be assured safe and reasonable vehicular access to and from an approved street.
- (d) *Double frontage.* Double frontage or reverse frontage lots shall be avoided. Whenever the exception of such lots is permitted, the provisions of this chapter in subsection 18-309(d) and section 18-402 shall be provided by the subdivider.
- (e) *Corner lots.* Corner lots are recommended to be increased one and one-half (1.5) times the minimum required lot size since corner lots normally have less building area due to the front setback line being applicable to two (2) or more sides.
- (f) *Side lot lines.* Side lot lines shall be substantially at right angles or radial to street lines. Where side lot lines intersect at the rear of the lot, the angle of intersection shall not be less than sixty (60) degrees.
- (g) *Maximum depth.* Lots may not have a depth greater than four (4) times the mean width.

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Section 18-xx: Intersections

Street sections shall be laid out as follows:

- A. Streets shall intersect as nearly as possible at right angles, and no street shall intersect at an angle of less than 75 degrees.
- B. Intersections along a major thoroughfare shall be at least 600 feet apart, as measured from centerline to centerline, or as determined by the technical review committee.
- C. Where a street intersects a state-maintained highway, the design standards of the NCDOT shall apply.

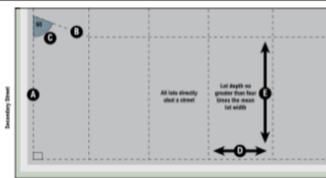
Section 18-xx: Lots

- A. **Generally**
Lot sizes, shapes, and locations shall be made with due regard to topographic conditions, contemplated use, and the surrounding area.
- B. **Subdivisions Subject to Zoning District Regulations**
Lots shall conform to the area, dimensional, and building setback requirements as prescribed in Article 2 for the appropriate zoning district in which the proposed subdivision is located.
- C. **Residential Through Lots**
Through lots in residential subdivisions shall be prohibited. Whenever the exception of such lots is permitted by the design adjustment committee, the provisions of Section 18-xx, Name, shall apply.
- D. **Side Lot Lines**
Side lot lines shall be substantially at right angles or radial to street lines. Where side lot lines intersect at the rear of the lot, the angle of intersection shall not be less than 60 degrees.
- E. **Maximum Depth**
Lots may not have a depth greater than four times the mean width.

F. Floodplain Lots

All subdivisions shall conform to the floodplain regulations of this chapter. Lots known to be within the 100-year FEMA floodplain or any area known to be subject to flooding shall be so identified on the preliminary plan and the certificate of disclosure—City of Wilmington Floodplain Management Regulations shall be placed on the final plat.

Figure 18-xx: Lots



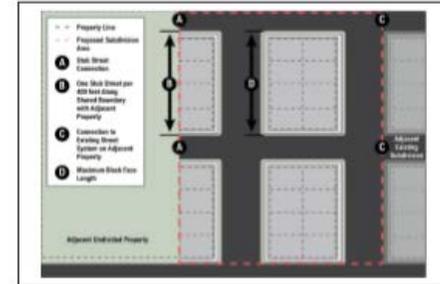
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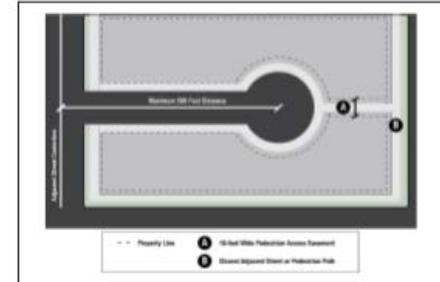
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- Improved connectivity standards
- Improved open space standards
- Traffic calming devices introduced for new subdivisions



Example illustration

What is NOT Changing:

- Permanent monument standards
- Street name standards
- Maximum cul-de-sac length
- Private streets and private access easements remain as options for developments



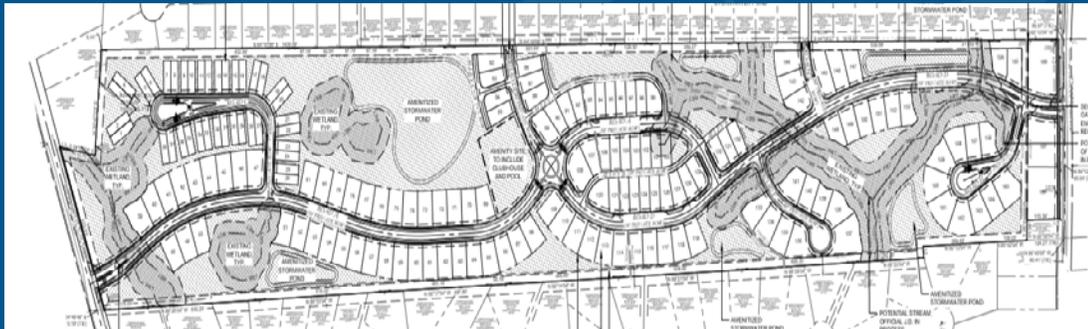
Example illustration



Minor Subdivision



Major Subdivision



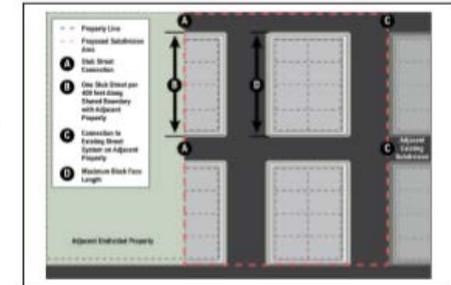
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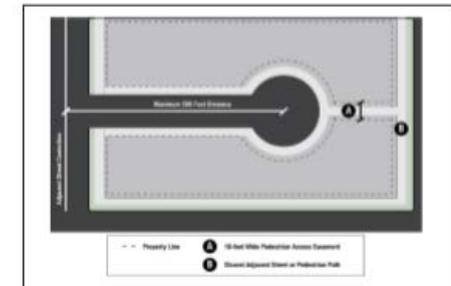
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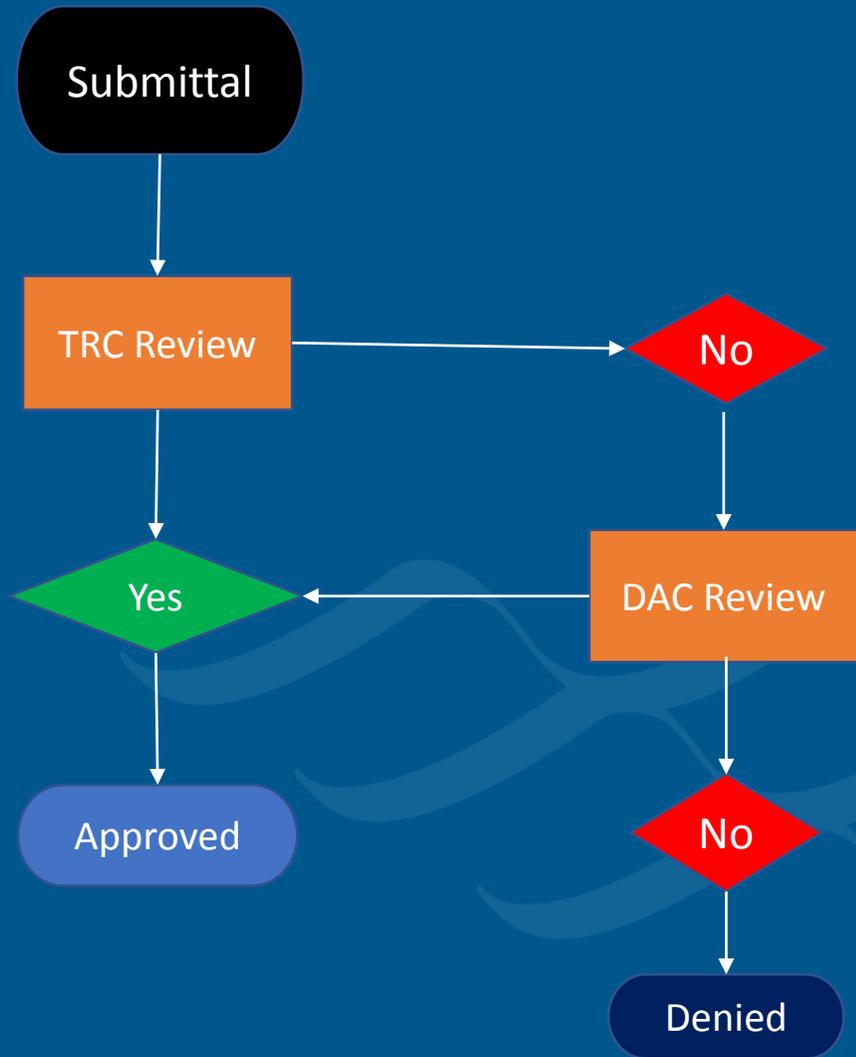
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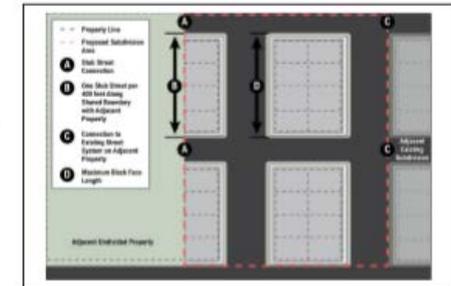
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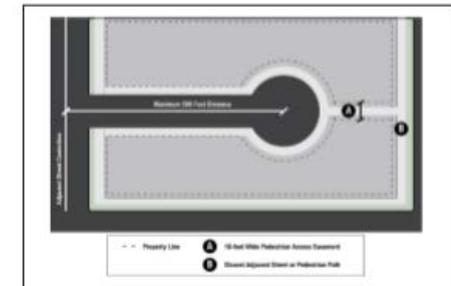
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Source: Google Maps, (December 2016), (Arbor Way, Wilmington, NC). Google Maps (online), accessed 8 April 2020



Source: Google Maps, (July 2012), (Azalea Drive, Wilmington, NC). Google Maps (online), accessed 7 April 2020

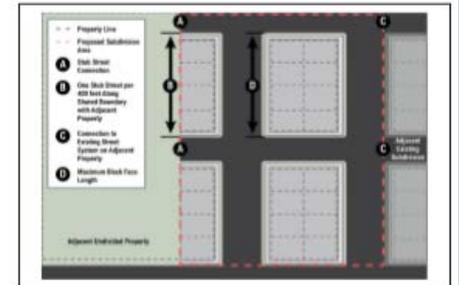
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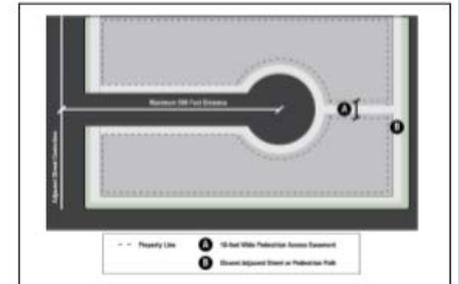
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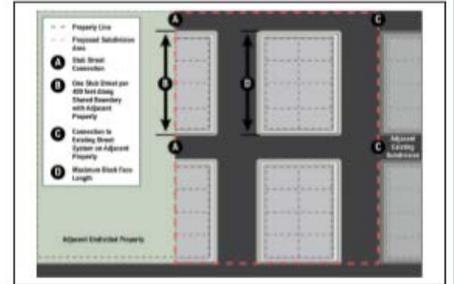
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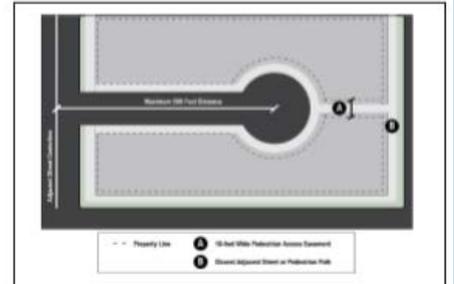
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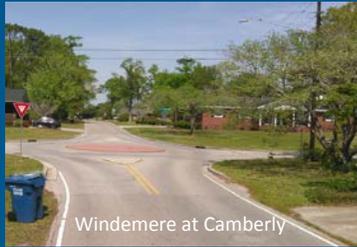
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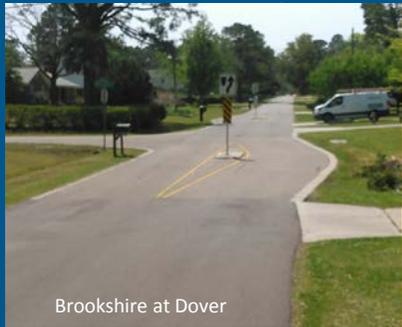
Windemere at Camberly



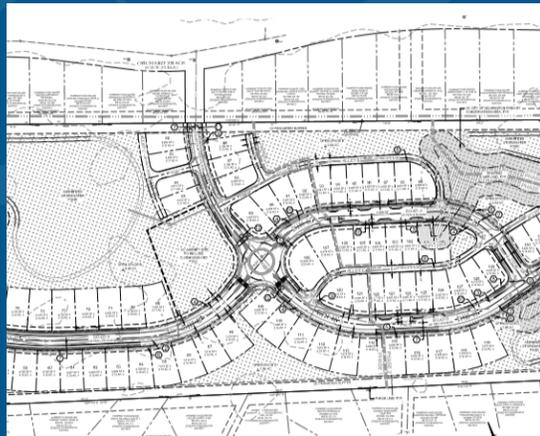
Rogersville at Autumn Hall



Lake Ave between College and 41st



Brookshire at Dover



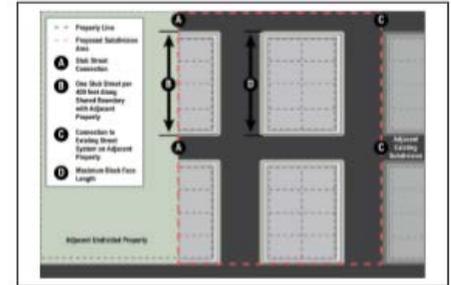
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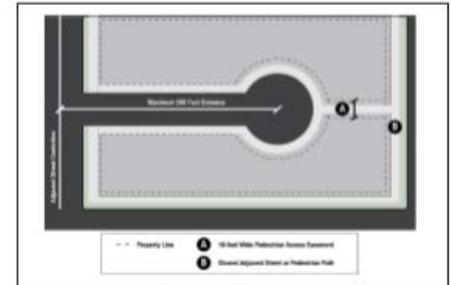
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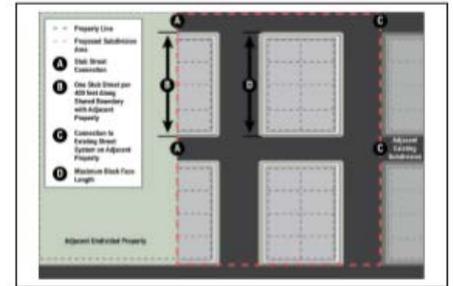
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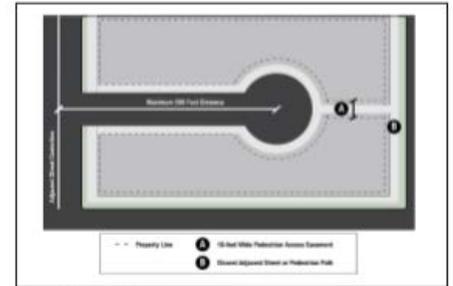
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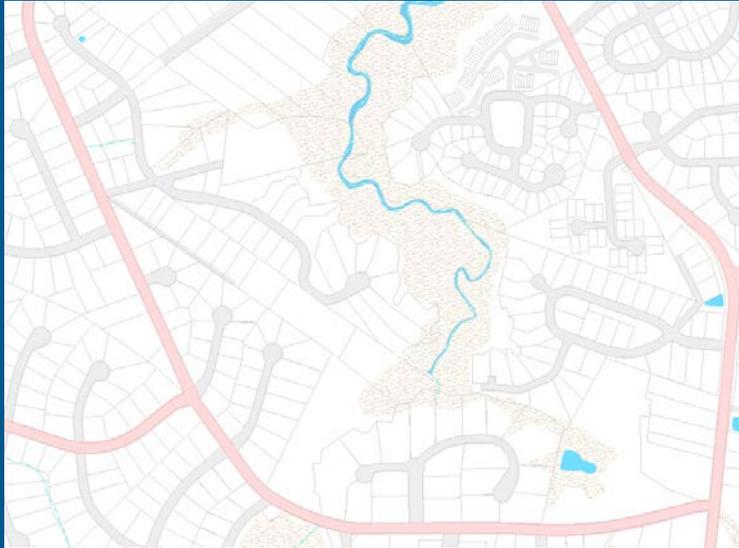
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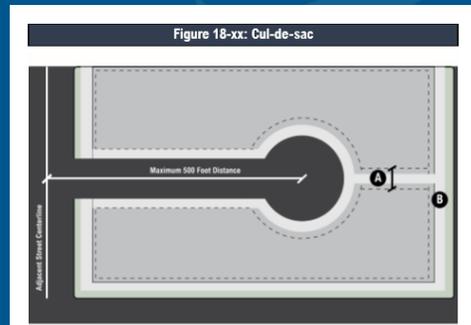
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A cul-de-sac shall not be longer than 500 feet as measured from the centerline of the nearest intersecting through-street to the center of the cul-de-sac bulb.



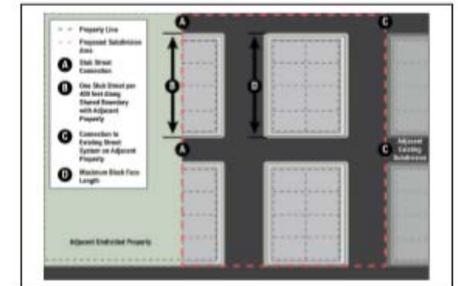
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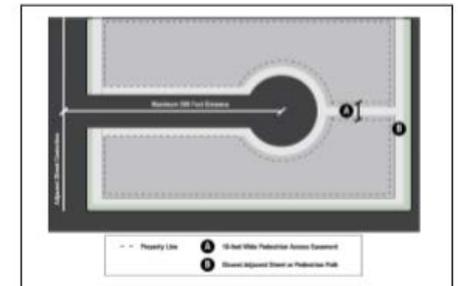
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Source: Google Maps, (April 2019), (Sebrell Av, Wilmington, NC), Google Maps (online), accessed 7 April 2020



Source: Google Maps, (April 2019), (Greenville Loop Rd, Wilmington, NC), Google Maps (online), accessed 7 April 2020

Private Streets



Source: Google Maps, (Mar. 2019), (Masonboro Sound Rd, Wilmington, NC), Google Maps (online), accessed 7 April 2020

Private Access Easement

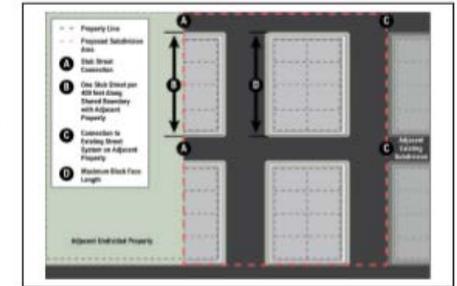
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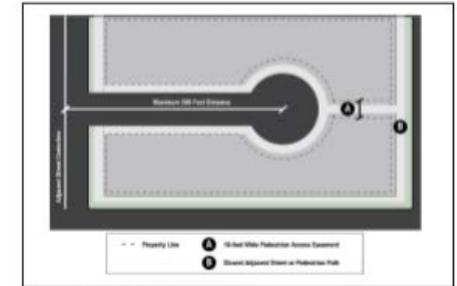
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wilmingtonnc.gov/departments/planning-development-and-transportation/land-development-code

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LDC Article 2
LDC Article 3
LDC Article 8
+ Comprehensive Plan
+ Plans & Documents
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Departments » Planning, Development and Transportation »

Land Development Code

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What is the Land Development Code?

The Land Development Code (LDC) is a compilation of City regulations that control how land may be developed within Wilmington. The LDC includes:

- **Zoning.** Regulations for development of uses and structures on a lot.
- **Subdivision of land.** Regulations for the division of a parcel into smaller lots.
- **Standards for design.** Regulations for site aspects such as landscaping and parking.
- **Sign regulations.** Regulations for the type, size, and placement of signs on private property.

Important Links:

- [LDC Article 2, Zoning Districts](#)
- [LDC Article 3, Use Standards](#)
- [LDC Article 8, Measurements and Definitions](#)

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[Review](#)

Why do we need to update our Land Development Code?

Updating our LDC is the next critical step in the implementation of the goals, objectives, and policies in our [Comprehensive Plan](#) that was developed through extensive input from our community. Wilmington's LDC is based on development patterns and building practices that were common in the mid-to-late 1980s. Large parts of the LDC are outdated and difficult to use. The LDC hasn't undergone a full update in 30 or more years.

Like many prosperous, growing communities, Wilmington has experienced a considerable amount new development. To accommodate the projected doubling of the region's population by 2040, including an influx of 60,000 new residents within Wilmington, a different approach to development is needed. Infill and redevelopment are the new normal and land development regulations that have been patched and modified for years will no longer address the City's needs.

The purpose of the LDC revision is to address these issues, resulting in a set of regulations that are user-friendly, modern, and in-line with the policy direction in the city's comprehensive plan — a blueprint showing how the city should

Next Steps

www.wilmingtonnc.gov/LDC

Subdivision Standards are scheduled to be reviewed
at the Planning Commission work session in June