

# Land Development Code Article 6, Subdivision Standards Draft

**BUILD A BETTER | WILMINGTON**

June 10, 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.

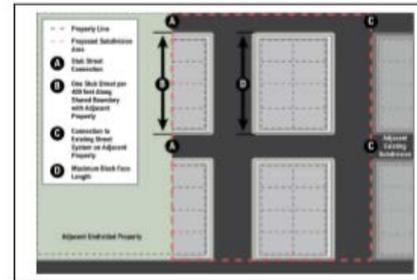
# BUILD A BETTER | WILMINGTON

## Land Development Code Article 6, Subdivisions

"Foster development that enhances quality of life, minimizes traffic impacts, and creates safe, attractive, inclusive development for all citizens." -- Create Wilmington Comprehensive Plan

### What is Changing:

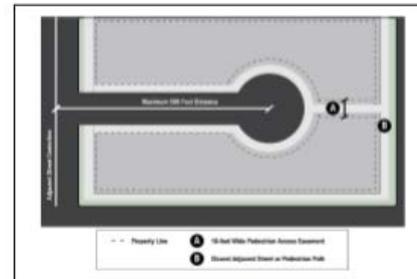
- General reorganization and clean up
- Not distinguishing between minor and major subdivisions
- Administrative approval of all subdivisions that comply with standards
- Design Adjustment Committee to review plan with subjective standard waivers
- Improved connectivity standards
- Improved open space standards
- Traffic calming devices introduced for new subdivisions



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

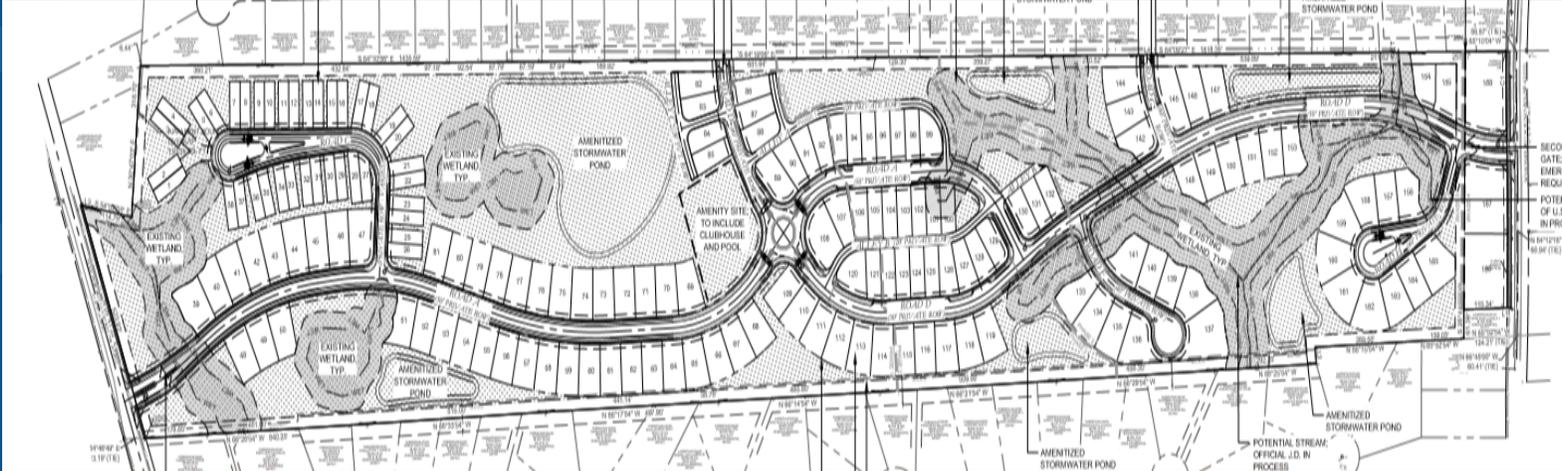
CITY OF  
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[www.wilmingtonnc.gov/LDC](http://www.wilmingtonnc.gov/LDC)

# Minor Subdivision

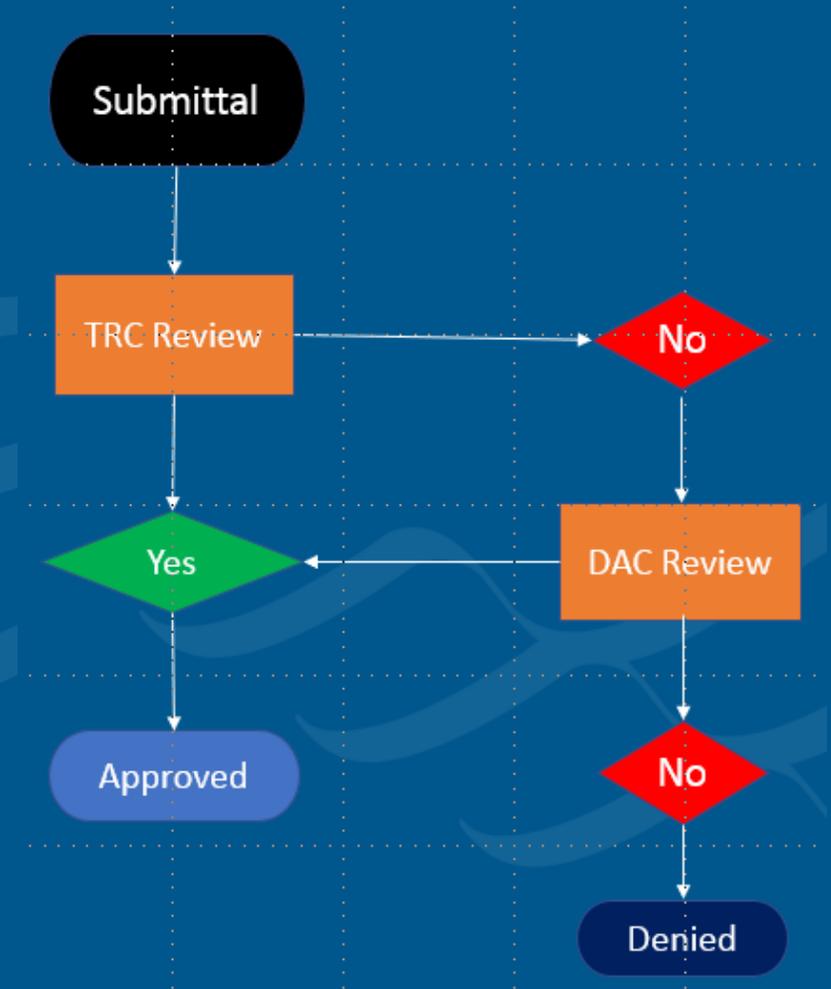


# Major Subdivision



# Subdivision Approval Changes

1. TRC approval for preliminary subdivisions
2. TRC may authorize objective waivers
3. Subjective waivers reviewed by DAC



TRC references: [6-5](#), [6-6](#), [6-8](#), [6-18](#), [6-20](#)

DAC references: [6-13](#), [6-14](#), [6-15](#), [6-17](#), [6-20](#)

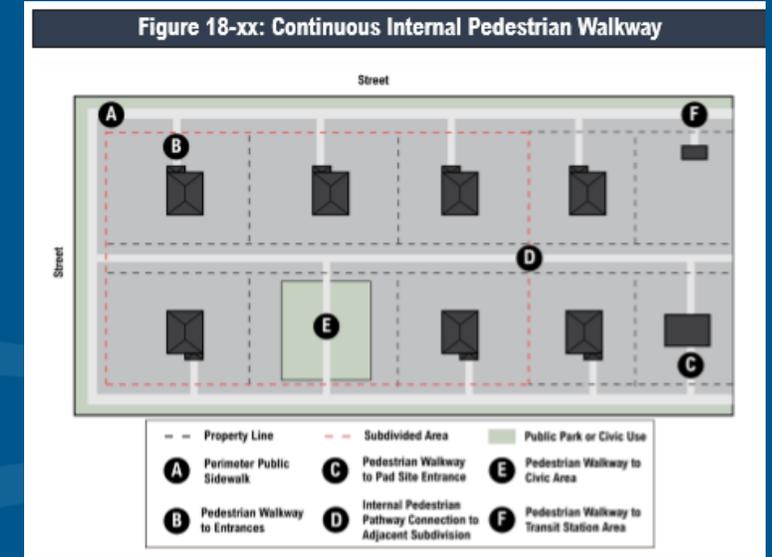
# Expedited Subdivisions

## Expedited Subdivision

1. Introduced as part of SL 2017-10, effective 4/27/2017
2. Establishes a review process for these subdivisions
3. City can only require a plat for recording for these subdivisions



# Continuous Pedestrian Walkways



Division 2 – Required Improvements 6-4

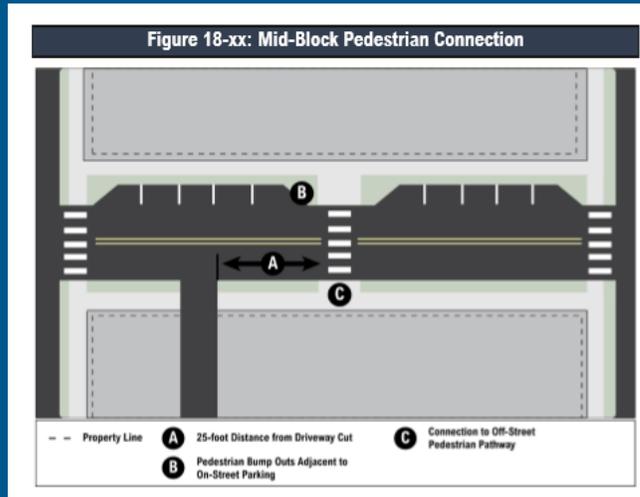
# Sidewalk Locations



## Sidewalks Required:

- 1 side of streets adjacent to development
- Both sides of streets within the development
- Both sides of a cul-de-sac, except when lots are proposed on one side
- TRC may waive sidewalk to avoid wetlands

# Mid-Block Pedestrian Connection



- Applies to new streets > 600 ft in length, or streets extended to a length > 600 ft
- Equidistant from intersection pairs
- 25 feet from driveway curb cuts
- Designed at 90 degrees to roadway
- Pedestrian bump outs where on-street parking
- Connect to public sidewalk
- Signed and marked
- Positive contrast lighting
- May be waived by TRC with objective criteria



Division 2 – Required Improvements 6-6

# Streets

- Public and private streets allowed
- Private streets constructed to public standards or variance from DAC
- Private streets not allowed if required to connect to adjoining stub streets
- Gates prohibited on public streets

Division 2 – Required Improvements 6-7



# Traffic Calming Measures



Rogersville at Autumn Hall



Brookshire at Dover



Windemere at Camberly

Division 2 – Required Improvements 6-10

### Traffic Calming Measures

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

Transportation 3 - 62 CREATE WILMINGTON COMPREHENSIVE PLAN Policies

# Open Space

- Required set aside amount is amended
- Clarify what qualifies for open space
- DAC approves payments-in-lieu

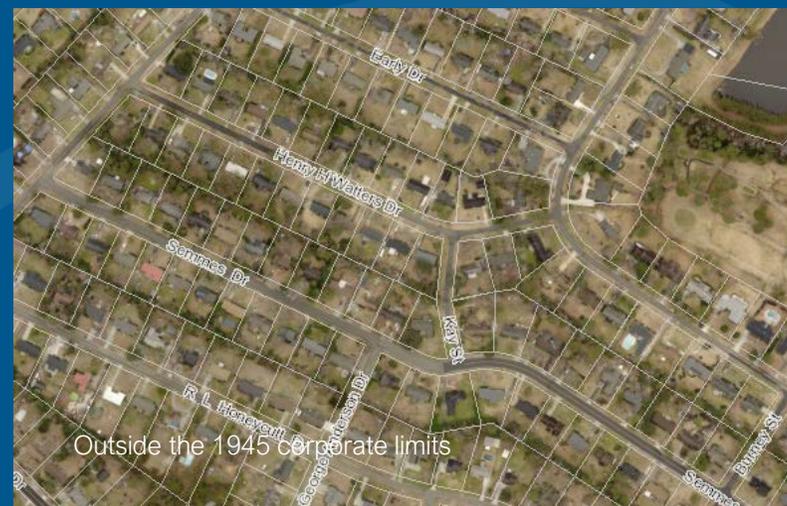


Division 2 – Required  
Improvements 6-13, 6-14,  
6-15

# Block Lengths

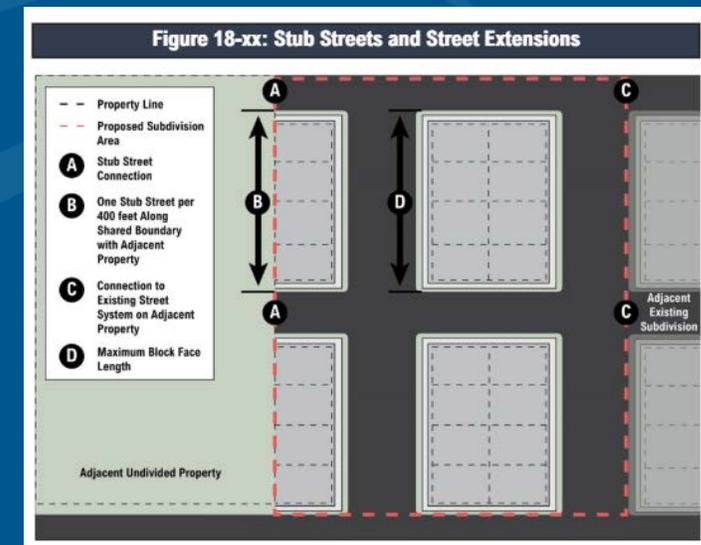
- Maximum block length based on location and zoning
- TRC can grant waivers to maximum length based on objective standards

Division 3 – Design  
Standards 6-17, 6-18



# Stub Streets and Street Connections

- Stub streets required to connect with adjacent streets
- Emphasis on arrangements of streets
- Stub streets provided at rate of 1/400 if along shared boundary of vacant lot
- Stub streets not required with objective standards:
  - some instances with adjoining s/d
  - Protected conservation easements prevent
  - natural water course, wetland, slopes



# www.wilmingtonnc.gov/LDC

The screenshot shows the website for the Land Development Code (LDC) in Wilmington, North Carolina. The browser address bar displays `wilmingtonnc.gov/departments/planning-development-and-transportation/land-development-code`. The page header includes the City of Wilmington logo and a search bar. A navigation menu at the top lists categories: SERVICES, RESIDENTS, VISITORS, BUSINESS, DEPARTMENTS, and HOW DO I... On the left side, a vertical menu lists various city departments, with 'Land Development Code' highlighted in blue and circled in red. The main content area features an aerial photograph of the city and the title 'Land Development Code'. Below the title, there is a section titled 'What is the Land Development Code?' which explains that the LDC is a compilation of city regulations. To the right of this section, an 'Important Links' box is circled in red, containing four links: 'LDC Article 2, Zoning Districts', 'LDC Article 3, Use Standards', 'LDC Article 6, Subdivisions', and 'LDC Article 8, Measurements and Definitions'. Below the 'Important Links' box, there is an 'Email' subscription form with a text input field and a label 'Email Address'.

Land Development Code | City of Wilmington

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

WILMINGTON NORTH CAROLINA

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LDC Article 8  
+ Comprehensive Plan

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## 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.

### 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.

#### Important Links:

- [LDC Article 2, Zoning Districts](#)
- [LDC Article 3, Use Standards](#)
- [LDC Article 6, Subdivisions](#)
- [LDC Article 8, Measurements and Definitions](#)

Email

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Current Article 7,  
Subdivision Regulations  
Draft of Proposed Article  
6, Subdivision of Land

**Table 18-xx Single-Dwelling Dimensional Standards**

	<b>R-15</b>	<b>R-10</b>	<b>R-7</b>	<b>R-5</b>	<b>R-3</b>
<b>Lot Requirements</b>					
<b>A</b> Minimum lot area (sq.ft.)					
Detached	15,000	10,000	7,000	5,000	0
Duplex (total lot area)			9,800	7,000	4,000
Triplex, quadraplex (per unit)			3,500	3,500	2,000
Townhouse (per unit)				3,500	2,000
Minimum lot width (ft.)	80	70	50	50	33
Minimum open space (% of parent lot area for development of 5 or more lots)	10	10	10	10	10
<b>Building Placement</b>					
Minimum setbacks (ft.)					
<b>B</b> Front	20	15	10	10	10
<b>C</b> Side street	15	15	12.5	10.5	5
<b>D</b> Side interior	10	10	8.5	7	5
<b>E</b> Rear	25	25	20	15	15
<b>Building Size</b>					
Maximum height (ft.)	35	35	35	35	35
<b>F</b> Maximum building footprint (%)	50	50	50	None	None

**F. Open Space Set-aside**

1. Developments subject to open space set-aside standards shall provide the minimum amount of open space required for the zoning district, which shall be measured as a percentage of the total lot area.
2. Land designated for an open space set-aside shall not have a horizontal dimension of less than 10 feet.
3. The following areas shall not be credited towards any open space requirements:
  - a. Private yards;
  - b. Street rights-of-way, including plazas;
  - c. Parking areas and driveways for dwellings or other uses;
  - d. Stormwater management features not configured as a site amenity;
  - e. Designated outdoor storage areas;
  - f. Swimming pools, splash pads, fountains, or other similar water features;
  - g. Parking lot islands or landscaping;
  - h. Paved plazas or courtyards; and