

Introduced by CITY PLANNING COMMISSION

OBG - 057 - CY1 - 89

7. 4/11

City Council
City of Wilmington
North Carolina

Date June 27, 1989

Public Hearing

*Cont'd to
July 18th*

RESOLUTION ADOPTING THE CITY OF WILMINGTON
URBAN DESIGN POLICY

WHEREAS, the City staff has developed a draft Urban Design Policy for the City of Wilmington; and

WHEREAS, the Wilmington Planning Commission and the Community Appearance Commission have reviewed said document and found that it will contribute to the improvement of the City's urban design by providing a comprehensive focus to the efforts of the City staff and City boards and commissions in addressing this important strategic issue, and have recommended said document for approval by the Wilmington City Council; and

WHEREAS, the Wilmington City Council has reviewed said Urban Design Policy and likewise found that it contributes substantially to the City's efforts to improve its overall appearance and design. Now, therefore, be it

RESOLVED that the Urban Design Policy for the City of Wilmington is adopted.

This the 18th day of July, 1989.

Tom Bell

Mayor

ATTEST:

Claire Hughes

City Clerk



CERTIFIED TO BE A TRUE COPY

Claire Hughes

CITY CLERK

WILMINGTON PLANNING COMMISSION
RESOLUTION RECOMMENDING APPROVAL OF
THE URBAN DESIGN POLICY

WHEREAS, the City staff has developed a draft Urban Design Policy for the City of Wilmington; and

WHEREAS, the Wilmington Planning Commission has reviewed said document and found that it will contribute to the improvement of the City's urban design by providing a comprehensive focus to the efforts of the City staff and City boards and commissions in addressing this important strategic issue. Now therefore be it

RESOLVED that the Urban Design Policy for the City of Wilmington is recommended for City Council approval by the Wilmington Planning Commission.

ADOPTED this the first day of March, 1989.

WILMINGTON PLANNING COMMISSION

Dorothy Forbes, Chairman

Dorothy Forbes

Oscar Graham, Vice Chairman

Oscar A. Graham

JoAnne Jarrett

JoAnne Jarrett

LeRoy L. Little

(ABSENT)

Donna B. Neal

Donna B. Neal

Curtis L. Schacher

Curtis Schacher

(ABSENT)

Clarence L. Smith

COMMUNITY APPEARANCE COMMISSION

RESOLUTION RECOMMENDING APPROVAL OF
THE URBAN DESIGN POLICY

WHEREAS, the City staff has developed a draft Urban Design Policy for the City of Wilmington; and

WHEREAS, the Community Appearance Commission has reviewed said document and found that it will contribute to the improvement of the City's urban design by providing a comprehensive focus to the efforts of the City staff and City boards and commissions in addressing this important strategic issue. Now, therefore, be it

RESOLVED that the Urban Design Policy for the City of Wilmington is recommended for City Council approval by the Community Appearance Commission.

ADOPTED this _____ 20th _____ day of April, 1989.

~~Phillip Sharpe~~

Betsey H. Young

Catherine Ackiss
Catherine Ackiss

Richard Sharpe
Richard Sharpe

C. Reynolds Brown

Nancy Pritchett
Nancy Pritchett

Marilyn Christoph

Claude Howell

John W. Myers
John W. Myers

Janet L. Warren

Catherine S. Warner

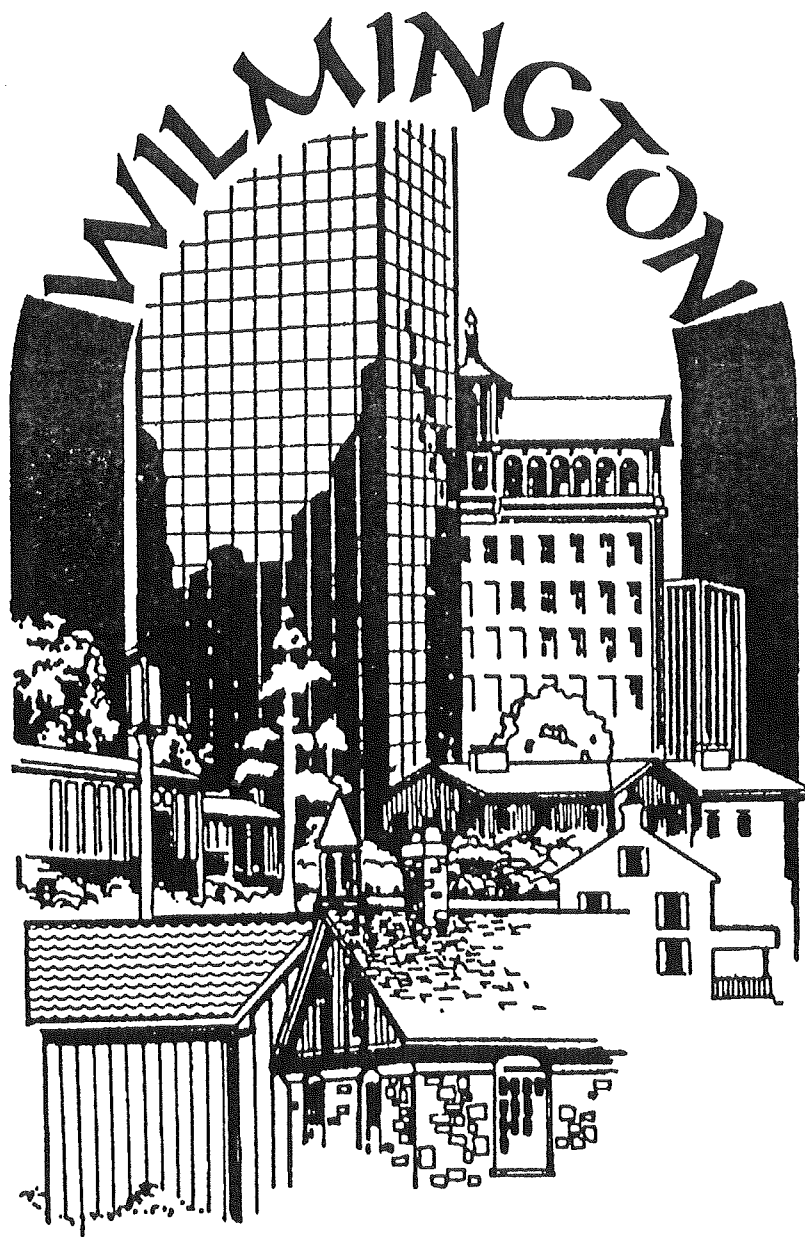
Homer W. Fennell
Homer W. Fennell

David L. Turner
David L. Turner

Eleanor Cutler

Roger A. Buzger
Dickson Baldridge

*Revised
copy*



URBAN DESIGN POLICY

City of Wilmington

URBAN DESIGN POLICY

CITY OF WILMINGTON

INTRODUCTION

The City of Wilmington possesses a unique and charming character. This character is largely due to the City's coastal location, natural vegetation and diverse development styles. Wilmington now faces unprecedented growth which, if improperly guided, can threaten this character. The City Council has recognized this threat, and, as part of its Strategic Planning process, has identified **improved urban design** as one of the most significant issues facing the City over the next several years.

The City has already seen the negative effects of uncontrolled large scale development on the area's natural vegetation, and has enacted a set of landscaping regulations to insure that new development maintains or replaces important vegetation. The City has adopted new sign regulations to provide for more aesthetically pleasing signage. A recent resolution of the City Council directs the staff to make every effort to utilize City drainage projects to meet open space needs.

Entryways into Wilmington are to be landscaped and signed under an extensive program of entryway beautification. This last effort has been initiated under the H.E.R.O. (Highway, Entryway, Riverway Overlay) project, a comprehensive effort to develop a series of new regulations and programs to improve the City's urban design.

From the above list of City programs and projects, it is clear that the Council and staff have been directing a substantial amount of energy and effort in addressing urban design issues. It is equally clear that, despite the progress being made, there remains a need for overall direction for the City's efforts with regard to urban design. In order to eliminate confusion about the role that urban design plays in the City's mission of serving its citizens, and to establish areas of ongoing and future work programming, the City Council of the City of Wilmington has chosen to adopt this **Urban Design Policy**.

This City Policy document is set up to address a number of specific areas of concern, such as roadways, neighborhood infill, and public facilities and infrastructure. Each specific issue heading contains a brief introduction, particular policy statements expressing general Council direction, and implementation programs or procedures to carry out the policy statements.

These implementation procedures are intended to be added to the work programs of the City staff, as resources and priorities permit. It is intended that all of these implementation procedures be enacted within three years of the date of adoption

of this policy. An annual progress report on Urban Design Policy implementation, generally coinciding with the anniversary date of the adoption of this policy, shall be prepared and presented by the City Manager.

NOTE: As the City's Policies for Growth and Development call for the preparation of more detailed urban design regulations and programs, this Policy shall be considered a part of the Policies for Growth and Development by reference. Once the Land Use Plan portion of the City Development Plan has been completed, this policy shall be incorporated into that document as well.

ROADWAY URBAN DESIGN POLICIES

New and existing roadways create many opportunities for improved urban design. New roadways have not yet had their function, capacity, and character shaped by development occurring alongside them. Consequently, it is important to provide specific regulations that permit the public to determine the character of the roads constructed with public funds, rather than allowing private development interests to determine that character by default. It is equally important to make sure that the public portions of the new roadways (i.e., the areas within the right-of-way such as the pavement, shoulders, sidewalks and medians) reflect good urban design standards from the planning stages onward through construction and maintenance.

Existing roadways generally have their function, capacity and character determined, at least to some extent, by the development which has occurred on adjacent properties. For these roadways, it may be necessary to develop remedial programs and regulations to address problems such as frequent driveway cuts, poorly landscaped parking areas, and lack of vegetation or sidewalks. When existing roadways are upgraded, through widening or other projects, it is important to attempt to resolve existing problems as part of the upgrade design process. It is equally important to take into consideration the potential aesthetic effects of the upgraded roadway on adjoining properties and make provisions to insure that the upgraded roadway is in scale and character with the adjoining development.

New and existing streets pose special urban design challenges. Although expensive to install and maintain, brick streets contribute significantly to the individual character of older cities like Wilmington. It is important, therefore, that the City's stock of brick streets is maintained and selectively augmented in the Historic District, Historic District-Residential and Historic District-Overlay areas.

- 1.1 NEW REGULATIONS AND PROGRAMS DESIGNED TO IMPROVE THE APPEARANCE AND FUNCTION OF NEW AND EXISTING ROADWAYS SHALL BE DEVELOPED.
- 1.2 THE CITY STAFF, IN DEVELOPING PLANS FOR NEW ROADWAYS, SHALL TAKE INTO ACCOUNT THE AESTHETICS OF THOSE ROADWAYS, AND INCLUDE SUCH ITEMS AS MEDIAN LANDSCAPING, VISUAL AND AUDIAL BUFFERING, AND RIGHT-OF-WAY PLANTING IN THE DESIGN, CONSTRUCTION AND MAINTENANCE PROGRAMS FOR NEW ROADWAYS.
- 1.3 THE CHARACTER OF ADJOINING PROPERTIES SHALL BE CONSIDERED IN THE UPGRADE DESIGN PROCESS FOR IMPROVEMENTS TO EXISTING ROADWAYS.
- 1.4 SIGNIFICANT EXISTING VEGETATION WITHIN STREET RIGHTS-OF-WAY SHALL BE PROTECTED TO THE MAXIMUM EXTENT POSSIBLE, AND PLANS SHALL BE DEVELOPED TO PROVIDE ADDED

VEGETATION IN STREET RIGHTS-OF-WAY IN ORDER TO PROMOTE WILMINGTON'S "TREE-LINED" STREET CHARACTER.

- 1.5 EXISTING BRICK STREETS SHALL BE MAINTAINED AND NEW BRICK STREETS SHALL BE CONSTRUCTED IN THE HISTORIC DISTRICT, HISTORIC DISTRICT-RESIDENTIAL AND HISTORIC DISTRICT-OVERLAY AREAS.

Implementation Procedures

1. A comprehensive set of Corridor Overlay zoning districts shall be prepared by the City staff to address the specific urban design characteristics of all new and selected existing roadways. (These Corridor Overlay districts shall also address roadway function issues as well as urban design issues.)
2. All new major roadway design projects shall include a City staff analysis of their urban design impacts, with the results of these analyses being presented at the applicable public hearings.
3. A procedure shall be developed to insure that all significant upgrades to existing roadways receive substantial review as to the effect such upgrades will have on adjoining properties in order to minimize the potential negative urban design impacts of the upgrade.
4. Landscaping plans, including trees and shrubs, for all grassed medians of major roadways (South College Road, Shipyard Boulevard, Independence Boulevard, South 17th Street, University Parkway, Smith Creek Parkway, etc.) shall be prepared by the City staff in accordance with NCDOT median landscaping standards. These plans shall be implemented on a priority basis as an important part of the maintenance and/or construction programs for these roadways.
5. Programs shall be developed to implement the concept of "tree-lined streets", including proposals to protect existing significant trees within street rights-of-way and to plant new trees in plaza areas of City streets. The Parks and Recreation Department's Street Tree Program is an excellent start to this effort. (See Policies 6.7 and 6.8 and associated implementation procedures for maintenance policies relating to this issue.)
6. The City staff is directed to develop a program for maintaining existing brick streets and selectively adding new brick streets where funding and urban design considerations permit.

RIVERWAY URBAN DESIGN POLICIES

The City's location along the Cape Fear and Northeast Cape Fear Rivers is a significant part of both the character and the heritage of Wilmington. It is important to recognize and preserve both the aesthetic and the economic aspects of these riverways. Public access to the portions of the riverways which adjoin residential and Central Business District properties, including visual as well as physical access, must be encouraged, maintained and augmented. The "working riverfront" containing industrial and commercial enterprises which depend on river access for their business function should be protected from uses or activities which conflict with that function. The protection of the commercial aspects of the City's riverways is an urban design issue strongly related to the preservation of the City's heritage as an important "Port City".

- 2.1 NEW REGULATIONS AND PROGRAMS DESIGNED TO PROMOTE IMPROVED PUBLIC ACCESS TO WILMINGTON'S RIVERWAYS SHALL BE DEVELOPED.
- 2.2 THE "WORKING WATERFRONT" SHOULD BE PROTECTED FROM USES OR ACTIVITIES WHICH CONFLICT WITH ITS FUNCTION.

Implementation Procedures

1. Ongoing public projects promoting improved public access to the City's riverways, such as Riverwalk, Riverfront Park and the Castle Street boat launching facility, shall continue to receive substantial support, and similar new public projects shall be developed.
2. Improved public access to the Northeast Cape Fear River should be a design consideration of City public facilities planning.
3. New regulations and programs shall be developed to improve public access along developing sections of the City's riverways, including such possible requirements as: (a) tiering structures back from the riverways to promote visual access; (b) restricting outdoor advertising which interferes with visual access; and (c) provisions of public access as part of land development activities.
4. New regulations and programs shall also be developed to reserve the "working riverfront" for industrial and commercial users whose operations depend upon river access.

INFILL URBAN DESIGN POLICY

Many of Wilmington's commercial areas and residential neighborhoods owe their characteristic style to the time period in which they were developed. For example, the Historic District, much of the central city (e.g., Hemenway and other National Register areas), the Wrightsville Avenue "mill houses", the Central Business District, the Forest Hills and Sunset Park subdivisions, and Maffitt Village are all typically products of a particular period of the City's history.

When infill development occurs on vacant properties within these commercial areas and neighborhoods, or when additions are constructed to existing buildings, it is important that a basic sensitivity be shown to the existing architectural fabric. The new development should not create an architectural conflict with the surrounding properties.

- 3.1 INFILL DEVELOPMENT, INCLUDING MODIFICATIONS TO EXTERIOR ARCHITECTURAL FEATURES, SHALL BE REVIEWED FOR COMPATIBILITY WITH THE SURROUNDING NEIGHBORHOOD OR COMMERCIAL AREA'S PREVALENT ARCHITECTURAL STYLE. SUCH COMPATIBILITY SHALL BE DEFINED AS CONSISTENCY IN RHYTHM, MASSING OR SCALE, AND MATERIALS OF THE SURROUNDING NEIGHBORHOOD. DESIGNS WHICH COMPLEMENT THE OVERALL APPEARANCE OF THE NEIGHBORHOOD OR COMMERCIAL AREA SHALL BE ENCOURAGED, WHILE THOSE WHICH CONFLICT WITH THE AREA SHALL BE DISCOURAGED.

Implementation Procedures

1. The City staff shall identify commercial areas and neighborhoods which reflect a prevailing architectural style and shall develop programs, procedures and regulations to promote complementary infill development. Zoning overlay districts (e.g., Conservation Districts), voluntarily accepted by the neighborhoods themselves, shall be considered as one means of implementing architectural compatibility.
2. All public construction and rehabilitation efforts shall be reviewed for consistency with the architecture of the surrounding area or neighborhood. Architectural compatibility shall be achieved in all public construction and/or rehabilitation efforts.
3. The City staff shall research the need for an Architectural Review Board or Conservation District Board or, alternately, a staff administered program for reviewing architectural compatibility in selected commercial areas and neighborhoods through the development of design guidelines.
4. Land use plans developed for specific sub-areas of the City shall contain analyses of and, if warranted, programs for improved architectural design of infill development.

CENTRAL CITY URBAN DESIGN POLICIES

The central city (roughly bounded by the Cape Fear and Northeast Cape Fear Rivers to the west and north, and 17th and Greenfield Streets to the east and south) contains a number of challenges to good urban design, largely due to the density of development and the age and condition of the structures within the area. Many of the buildings are in deteriorated or dilapidated condition, requiring sensitive rehabilitation to restore them to an improved condition. The age of the area creates other urban design issues, such as the parking problems which result from the small, narrow lots with virtual "zero lot line" development patterns. The density of the area creates other challenges, such as the need for open space and recreational areas. Finally, the central city's important place in Wilmington's historic heritage must be recognized and supported.

The City has directed an extensive housing rehabilitation and new construction effort toward the central city. It is very important for both the occupants of "rehabed" or new dwellings and the residents of the surrounding neighborhood to feel as though the City effort is sensitive to the architectural style of the area. Insensitive design creates a feeling that the City doesn't really care about the appearance of the central city neighborhoods.

There are numerous vacant properties within the central city, many of which are owned by the City. These properties provide the opportunity to address neighborhood parking and open space needs through shared parking lots and "pocket parks". Neighborhood vegetable gardens are also possibilities for these vacant lots.

The central city contains the vast majority of Wilmington's and New Hanover County's historic structures. Protection, preservation and sensitive rehabilitation of these structures is a primary goal of the City. Organized expansion of the area to which the Historic District Guidelines apply is the single most effective mechanism at the City's disposal to achieve this goal.

- 4.1 CITY "REHAB" AND NEW CONSTRUCTION ACTIVITIES IN THE CENTRAL CITY SHALL EXHIBIT PARTICULAR SENSITIVITY TO NEIGHBORHOOD ARCHITECTURAL CONSISTENCY.
- 4.2 VACANT PROPERTIES WITHIN THE CENTRAL CITY SHALL BE INVENTORIED AND A COMPREHENSIVE PROGRAM FOR UTILIZATION OF THESE PROPERTIES TO IMPROVE NEIGHBORHOOD URBAN DESIGN SHALL BE DEVELOPED.
- 4.3 EXPANSION OF THE AREAS TO WHICH THE HISTORIC DISTRICT DESIGN GUIDELINES APPLY SHALL BE IMPLEMENTED IN AN ORGANIZED FASHION.

Implementation Procedures

1. All public construction and rehabilitation efforts shall be reviewed for compatibility with the architecture of the surrounding neighborhood. Architectural compatibility, defined as compatible rhythm, massing or scale, and materials, shall be achieved and shall be a special priority in the central city. (See also Implementation Procedure 2., Infill Development Urban Design Policy.)
2. A comprehensive program for creative adaptive utilization of vacant central city properties shall be developed. The City staff is directed to inventory vacant central city properties and develop general procedures and designs for determining appropriate interim and permanent uses for these properties in keeping with the needs of the surrounding neighborhood for parking, recreation and open space, and recreational gardening. City-owned vacant properties shall receive priority consideration for shared parking, "pocket parks", and neighborhood garden projects. City-owned central city lots shall not be sold for other purposes (except for the "Dollar a Lot" central city housing program) until they have been considered for inclusion in this program.
3. A program for gradual, organized expansion of the City's Historic District, Historic District-Residential and Historic District-Overlays shall be developed and implemented. This program shall be sensitive to the effect that such additional regulations may have on the City's stock of affordable housing.

PUBLIC FACILITIES AND INFRASTRUCTURE URBAN DESIGN POLICIES

Public facilities and infrastructure, such as government office buildings, sewage and water treatment plants, public and employee parking lots, roads and streets, sidewalks, school sites and parks are particularly significant features in the overall urban design of Wilmington. It is extremely important for the City to take the lead in promoting exceptional urban design with regard to its own facilities since the condition and appearance of municipal properties establishes a symbolic commitment to urban design.

Public infrastructure is another important component of Wilmington's urban design. Overhead utility lines and vegetation trimming associated with those utility lines, for example, can create a significant impact on the appearance of the City. The asphaltting of brick streets or the construction of streets containing overly wide expanses of pavement are examples of how insensitive infrastructure design can dominate neighborhoods and adjoining development in a negative manner.

- 5.1 ALL NEW CITY FACILITIES AND INFRASTRUCTURE SHALL BE DESIGNED TO COMPLEMENT OR OTHERWISE BE COMPATIBLE WITH SURROUNDING PROPERTIES AND NEIGHBORHOODS.
- 5.2 EXISTING CITY FACILITIES AND INFRASTRUCTURE SHALL BE EXAMINED FOR OVERALL DESIGN COMPATIBILITY WITH THE AREAS IN WHICH THEY ARE LOCATED.
- 5.3 COORDINATION WITH OTHER PUBLIC AGENCIES SHALL BE INITIATED IN ORDER TO IMPROVE THE URBAN DESIGN OF NON-CITY PUBLIC FACILITIES.

Implementation Procedures

1. The City staff shall develop procedures for reviewing urban design compatibility for new and existing City facilities and infrastructure.
2. The City staff is directed to develop procedures for coordinating urban design issues, particularly underground placement of utility lines, with other public agencies, including public and private utility companies such as CP&L, Southern Bell and Vision Cable.
3. The City staff is directed to make the necessary amendments to the Subdivision Ordinance and the Technical Standards and Specifications Manual to encourage new subdivisions and developments to install all utilities underground. (Affordable single family subdivisions approved through the City's Planned Unit Development - Residential special use permit process may be exempted from this requirement.)

MISCELLANEOUS URBAN DESIGN POLICIES

Existing Parking Facilities

The City has recently adopted parking lot landscaping regulations as part of an overall set of landscaping requirements. The effect of these regulations has been quite significant: there is a marked contrast between the appearance of lots developed under previous regulations and the new parking lots being installed. This dramatic difference has created a concern that older parking facilities will be a blighting influence on neighboring developments constructed under the new standards, negatively affecting business operations as well as the appearance of the City.

- 6.1 EXISTING PARKING FACILITIES SHALL BE SUBJECT TO SOME LEVEL OF RETROACTIVE LANDSCAPING.

Implementation Procedure

The City staff is directed to prepare for consideration retroactive landscaping regulations pertaining to existing parking facilities.

Site Lighting

Site lighting is an important component of urban design. Tall, high intensity flood lights lighting residential parking areas and commercial properties create the appearance of industrial areas or prison yards. The light from these sources often reflects onto adjacent properties resulting in an unwanted intrusion.

- 6.2 SITE LIGHTING SHALL BE IN SCALE WITH THE LAND USE CIRCUMSTANCES IN WHICH IT IS USED.

Implementation Procedure

The City staff is directed to prepare regulations concerning site lighting of residential parking areas and nonresidential properties.

Art in Public Places

Public art is becoming an increasingly common sight in urban areas. Such public art is a very effective means of improving the appearance of blank building facades or open spaces, increasing public interest in the arts, and bringing a festive atmosphere to a neighborhood or a commercial area. It can also be used for public construction projects as a means of improving

their overall urban design compatibility. Proposals for public art should be reviewed by the City staff and the Community Appearance Commission for appropriateness in terms of location, scale and content.

- 6.3 ART IN PUBLIC PLACES IS RECOGNIZED AS A POTENTIALLY IMPORTANT COMPONENT OF THE CITY'S URBAN DESIGN, SO LONG AS IT IS REVIEWED FOR APPROPRIATENESS IN TERMS OF LOCATION, SCALE AND CONTENT.

Implementation Procedure

The City staff is directed to prepare for consideration amendments to the Sign Regulations to incorporate art in public places as a part of the City's urban design efforts and to insure an appropriate level of public official review for such art projects. The staff is also directed to prepare for consideration a City requirement that a certain percentage of public building construction funds be set aside for the purchase of public art.

Street Vendors

There are a substantial number of street vendors operating temporary businesses from City street corners. These vendors are characterized by the sale of agricultural or other items, such as produce, seafood, flowers, tools or paintings, from stands or trucks located on private property generally at street intersections. The signage, advertising techniques and type of operation employed by most street vendors are typically unattractive. In addition, street vendors are often in competition with other local businesses which are forced to comply with a wide range of City regulations. By way of contrast, street vendors are much less regulated by City codes.

- 6.4 STREET VENDORS SHALL BE REGULATED TO ADDRESS THE EFFECT THAT THEIR OPERATIONS HAVE ON THE APPEARANCE OF THE CITY.

Implementation Procedure

The City staff is directed to prepare for consideration regulations which control the appearance problems created by street vendors.

Street Furniture

In order to improve the livability of urban areas, the placement of public street furniture at convenient locations is a necessary component. The location of attractively designed trash receptacles aids in improving the appearance of the City and aids

in the cleanliness of densely populated urban areas. The location of public benches improves the livability of urban spaces for the elderly and young. Some control over the location and placement of newspaper vending boxes is necessary to reduce clutter along public streets.

6.5 ATTRACTIVELY DESIGNED AND APPROPRIATELY LOCATED STREET FURNITURE SHALL BE PLACED THROUGHOUT THE CITY WITH PARTICULAR EMPHASIS ON PEDESTRIAN SPACES AND LITTER GENERATORS (I.E., CONVENIENT FOOD STORES, STREET VENDORS, ETC.).

6.6 A POLICY SHALL BE DEVELOPED FOR THE PLACEMENT OF ALL NEWSPAPER VENDING BOXES WITHIN THE STREET RIGHTS-OF-WAY.

Implementation Procedures

1. The City staff is directed to develop a program to ensure that attractively designed public benches and litter receptacles are located in high traffic pedestrian locations throughout the City.
2. The City staff is directed to submit a policy for City Council consideration concerning the placement of newspaper vending boxes on public rights-of-way.

Streetscape Vegetation Maintenance

The City's new landscaping regulations include a substantial section on streetyard landscaping designed to beautify the City's streetscape. However, there are no direct provisions within these regulations regarding how existing and future streetscape vegetation (i.e., vegetation planted within or directly adjoining public rights-of-way) is to be maintained. Drastic tree-trimming measures and poor attention to the vegetation which has been planted have created problems within many City medians and along many City streets.

Streetscape vegetation which is heavily damaged due to previous trimming practices, poor maintenance or horticulturally incorrect planting techniques (e.g., planting crape myrtles in shaded areas) should be removed and replaced with more suitable vegetation. Streetscape vegetation which is removed due to age or disease shall also be replaced.

6.7 STREETScape VEGETATION SHALL BE PROTECTED FROM POOR TRIMMING OR OTHER IMPROPER MAINTENANCE PRACTICES.

6.8 PROGRAMS FOR REPLACING STREETScape VEGETATION WHICH IS REMOVED SHALL BE IMPLEMENTED. PLANS SHALL BE UNDERTAKEN TO ENSURE THAT INAPPROPRIATE VEGETATION IS NOT REPLANTED.

Implementation Procedures

1. The City staff is directed to prepare a Uniform Tree and Shrub Trimming Manual to establish correct procedures for public and private vegetation trimming along streetscapes. The staff is further directed to prepare for consideration an ordinance requiring the following of these procedures by anyone or any firm performing vegetation trimming within City streetscapes.
2. The City staff is directed to develop a program to remove damaged vegetation from public street medians and rights-of-way, and to replace such vegetation with more suitable trees or shrubs. This program shall include replacement procedures for vegetation damaged by age or disease, as well as vegetation damaged by poor trimming or horticultural practices.

Moved Residential Structures

It is becoming increasingly commonplace to see houses being moved from one area of the City to another. In many cases, moving residential structures has positive benefits: the existing housing stock of the City is preserved, along with the individual structure (which may have historic or character-defining value). In some cases, however, the moved building has no architectural relationship to the neighborhood into which it is moved. When this happens, the house which is moved creates a negative effect by "standing out" from the rest of the neighborhood. When it is obvious that a house or houses have been moved into a neighborhood, property values of the surrounding houses can decline. The relocation of structures can also negatively impact the original neighborhood. The loss of significant architectural fabric can serve as a detriment to the original neighborhood by destroying streetscape continuity.

- 6.9 MOVED RESIDENTIAL STRUCTURES SHALL GENERALLY CONFORM TO THE ARCHITECTURAL STYLE OF THE NEIGHBORHOODS IN WHICH THEY ARE LOCATED.

Implementation Procedure

The City staff is directed to prepare for consideration regulations which require moved residential structures to generally conform to the appearance and architectural style of residences in the neighborhoods into which the structures are moved. Additionally, the staff is directed to investigate provisions to address the effects of moving structures on the integrity of existing neighborhoods.

**CITY OF WILMINGTON
URBAN DESIGN POLICY**

- IMPLEMENTATION PROGRAM -

<u>POLICY IMPLEMENTATION ACTION</u>	<u>LEAD DEPARTMENT</u>	<u>SUPPORT DEPARTMENT(S)</u>
ROADWAY URBAN DESIGN POLICIES		
- Corridor Overlay Districts	Planning	Public Services
- Urban Design Impact Studies (Both New and Upgraded Roadways)	Planning	Public Services
- Landscaping Plans	Parks & Rec.	Public Services
- Street Plaza Trees	Parks & Rec.	Public Services
- Brick Streets Program	Public Services	Engineering Management Serv.
RIVERWAY URBAN DESIGN POLICIES		
- Public Access Projects	Management Serv.	Parks & Rec. Public Services
- Riverway Overlay Regulations	Planning	Legal
- Working Riverfront Regulations	Planning	Legal
INFILL URBAN DESIGN POLICIES		
- Zoning Overlay Districts	Planning	Legal
- Public Construction Project Review	Manager (Through an appointed project review team)	
- Architectural Review Board Research	Planning	Legal
- Land Use Plans	Planning	Legal
CENTRAL CITY URBAN DESIGN POLICIES		
- Public Construction Project Review	Manager (Through an appointed project review team)	
- Vacant Properties Adaptive Use	Planning	Parks & Rec. Finance
- Historic District, Historic District-Residential and Historic District-Overlay Expansion	Planning	Legal

<u>POLICY IMPLEMENTATION ACTION</u>	<u>LEAD DEPARTMENT</u>	<u>SUPPORT DEPARTMENT(S)</u>
PUBLIC FACILITIES AND INFRA- STRUCTURE URBAN DESIGN POLICIES		
- Public Construction Project Review	Manager (Through project review team)	an appointed team)
- Underground Utilities	Engineering	Public Services
MISCELLANEOUS URBAN DESIGN POLICIES		
- Retroactive Parking Lot Landscaping Regulations	Planning	Legal Parks & Rec.
- Site Lighting Regulations	Planning	Engineering Legal Public Services Police
- Art in Public Places	Community Appearance Commission	Legal Planning Parks & Rec.
- Street Vendor Regulation	Legal	Planning
- Street Furniture	Parks & Rec.	Public Services Management Serv.
- Newspaper Vending Box Policy	Legal	Public Services Planning
- Uniform Tree and Shrub Trimming Manual	Parks & Rec.	Engineering Legal
- Vegetation Removal and Replacement Program	Parks & Rec.	Public Services
- Moved Residential Structures Regulations	Planning	Legal

