

CASE SUMMARY • GENERAL REZONING

City Council Legislative Hearing • April 7, 2026

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1. Case Overview and Status

Application to rezone ±0.15 acres located at **910 S. 8th Street** from R-5, Medium-density mixed residential district to UMX, Urban Mixed-use district. (906 South 8th, LLC - Barry Coppedge, Owner and Design Solutions, Cindee Wolf, Applicant.

Staff Recommendation

- Approval

Planning Commission

- 3/4/2026; Approval 4-0

City Council

- Legislative Hearing Scheduled for 4/7/2026



Z-3-326

Attachment 2
Aerial Imagery
910 S 8th St

-  Site
-  Parcels



Report Organization

1. Case Overview & Status
2. Executive Summary & Recommendation
3. Analysis
4. Attachments

2. Executive Summary & Recommendation

2.1 Proposal

- Rezone the site from R-5, Medium-density mixed residential district to UMX, Urban mixed-use district
- The parcel currently contains a detached single dwelling.
- The site is currently bordered by UMX zoning on the north, east, and west.

2.2 Community Outreach

2.2.1 Public Hearing Notices

	Planning Commission 3/4/2026 Public Hearing	City Council 4/7/2026 Public Hearing
<i>Signs Posted By</i>	2/17/2026	3/24/2025
<i>Letters mailed to property owners within 300 feet</i>	2/17/2026	3/24/2025
<i>Advertisement Date(s)</i>	2/27/2026	3/27/2026 & 4/3/2026

2.2.2 Other

Staff received one written comment on February 15, 2026, regarding the proposal at the time this report was created. The letter was opposed to the proposed change in zoning citing that the request was incompatible with the surrounding residential block and better suited by maintaining the existing single-dwelling use.

2.3 Staff Recommendation: APPROVAL

2.3.1 Criteria for Review and Recommendation

General rezoning decisions are made in consideration of identified relevant adopted land use plans for the area, including comprehensive, district, area, neighborhood, corridor, and other policy documents.

2.3.2 Basis for Staff Recommendation

In reviewing the application, staff finds the following:

- The comprehensive plan identifies this site as within a Neighborhood-scale Infill Development Area of Opportunity and adjacent to an Urban Neighborhood Node.
- The plan promotes development in a way that maintains or enhances the desired character of the surrounding area, improves access to goods, services, and amenities, increases housing options, and improves the overall quality of life in the vicinity.
- The proposed rezoning would allow context-sensitive infill development that is compatible with the existing built environment.

- The proposed UMX district would promote development that would contribute to the city’s livability, manage growth, and provide bike, pedestrian, and transit accessible destinations.
- The proposed general rezoning is consistent with the recommendations of the Create Wilmington Comprehensive Plan. While staff have evaluated the proposal for consistency with several policies, the policies identified below show support for the proposed rezoning:
 - **1.7.1** Growth should be accommodated in the city through mixed-use neighborhoods with a variety of housing types and price points.
 - **1.11.3** Areas well-suited for infill and redevelopment, should be redeveloped in a way that maintains or enhances the desired character of the surrounding area, improves access to goods, services, and amenities, increases housing options, and improves the overall quality of life in the vicinity.
 - **2.5.9** Transit-oriented development should be encouraged. Planning for transportation, transit stop locations, public spaces, density, and land use should be coordinated, and high-density, mixed-use development patterns should be encouraged around express bus lines, the planned multimodal transportation center downtown, and any future transit stations.
- **Policy Support/Non-Support.** The following chart identifies the breakdown of consistency between applicable policies and the proposed rezoning. (See analysis for detailed policy analysis). Staff notes that not all policies carry equal weight; applicability and priority of policies may depend on the weight/importance assigned to the various policies by the City’s legislative bodies could shift the balance.



2.4 Planning Commission Recommendation: APPROVAL

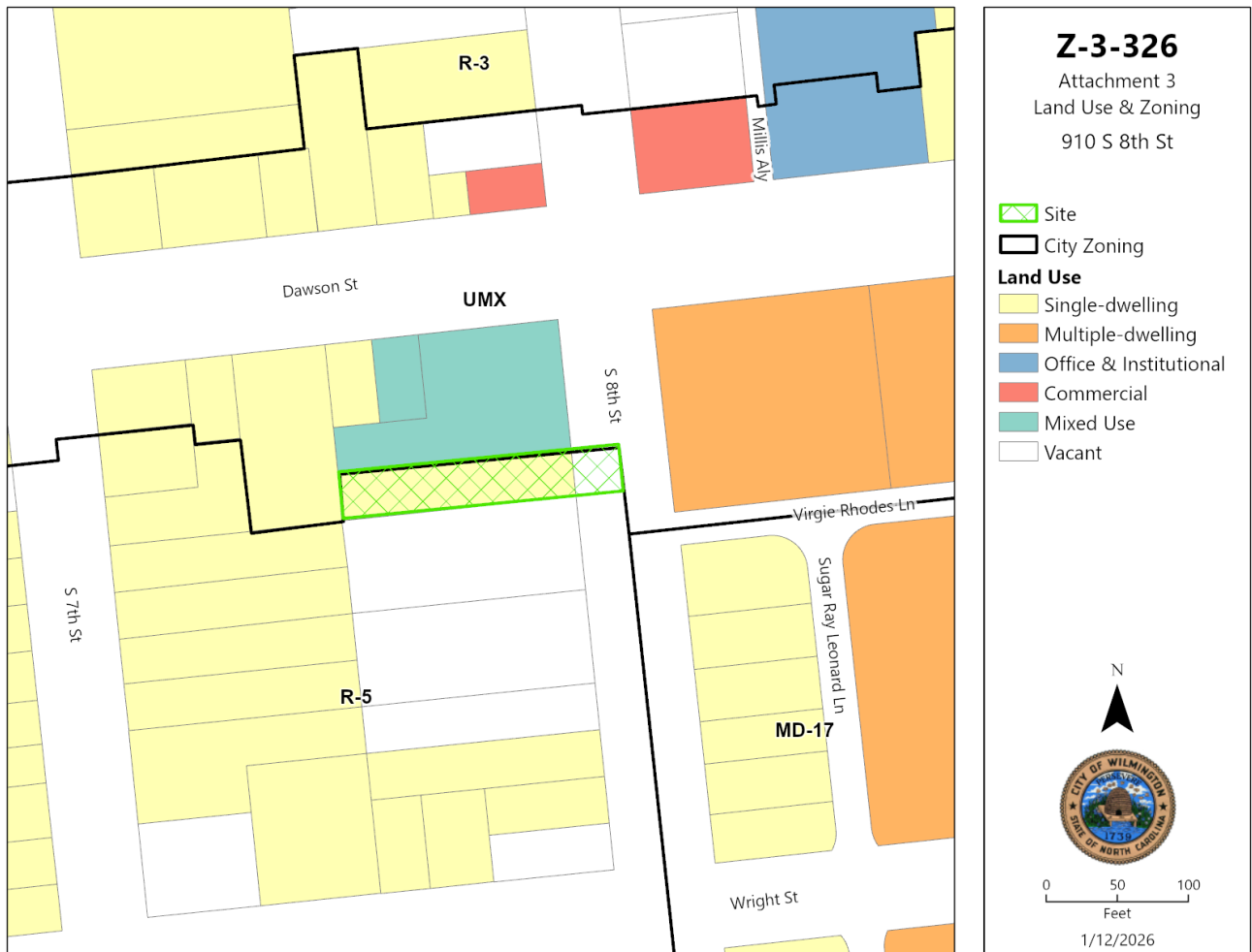
The Planning Commission held a legislative hearing on March 4, 2026. No one spoke in favor of or against the request. One written communication in opposition to the proposed rezoning was received. Following discussion, the Planning Commission voted to recommend approval, 4-0.

3. Analysis

3.1 Area Context and Existing Conditions

- The site includes approximately 0.15 acres (approximately 5,445 sq. ft.) that is zoned R-5, Medium-density mixed residential district and contains a detached single dwelling.
- UMX zoning exists to the north, east, and west of the property and the area includes mix of single-family homes, townhomes, and vacant land.
- R-5 zoning exists to the south of the property and is currently vacant.

Figure 3.1-A: Land Use & Zoning Map



	Current Zoning	Existing Land Use(s)
Subject Properties	R-5	Single-Dwelling
North	UMX	Mixed-Use (under construction)
South	R-5	Vacant
East	UMX	Right of Way, Townhomes
West	UMX	Single-Dwelling

3.2 Site History

- No known site history

3.3 Consistency of Proposed Development with Land Development Code (LDC) Requirements

3.3.1 Zoning District Purpose Statements

- **R-5, Medium-density mixed residential district (existing):** The R-5 district is intended to accommodate compact, walkable neighborhoods proximate and connected to urban services and compatible uses. This district permits a variety of residential types at a scale compatible with established surroundings. The intent of the district is to allow infill units to be seamlessly integrated within the predominant neighborhood fabric. The district is well suited for infill and mixed-density residential developments. This district should be applied where compatible with the existing urban character, near nodes offering daily services, and either close to transit lines or in conjunction with cohesive mixed-use areas
- **UMX, Urban Mixed-Use District (proposed):** The urban mixed-use district is intended to ensure an appropriate development pattern is maintained within the 1945 Corporate Limits through 5 main objectives:
 1. Enhance and preserve existing urban development patterns by encouraging compatible infill and redevelopment.
 2. Effect quality design and a variety of built forms of lasting value that result in a pedestrian scale.
 3. Provide a mix of housing options.
 4. Promote and enhance transit options, particularly those that are pedestrian-oriented, while reducing demand for automobile trips.
 5. Encourage a mix of uses to foster a sense of community.

District regulations include design elements intended to enhance the urban form, increase neighborhood safety, add flexibility for small, urban lots, and complement the historic built environment. The historic urban development pattern frequently includes a fine-grain mix of uses on multiple lots within close proximity to one another. The mix of uses is achieved through many smaller, independent lots working together in a greater context. The UMX district is also intended to help implement goals of placemaking, bicycle, and pedestrian connectivity, and a strong urban form. This district is not intended to be applied to separate use historic districts. UMX is not intended to be applied outside of the 1945 Corporate limits.

3.4 Consistency with Adopted Plans

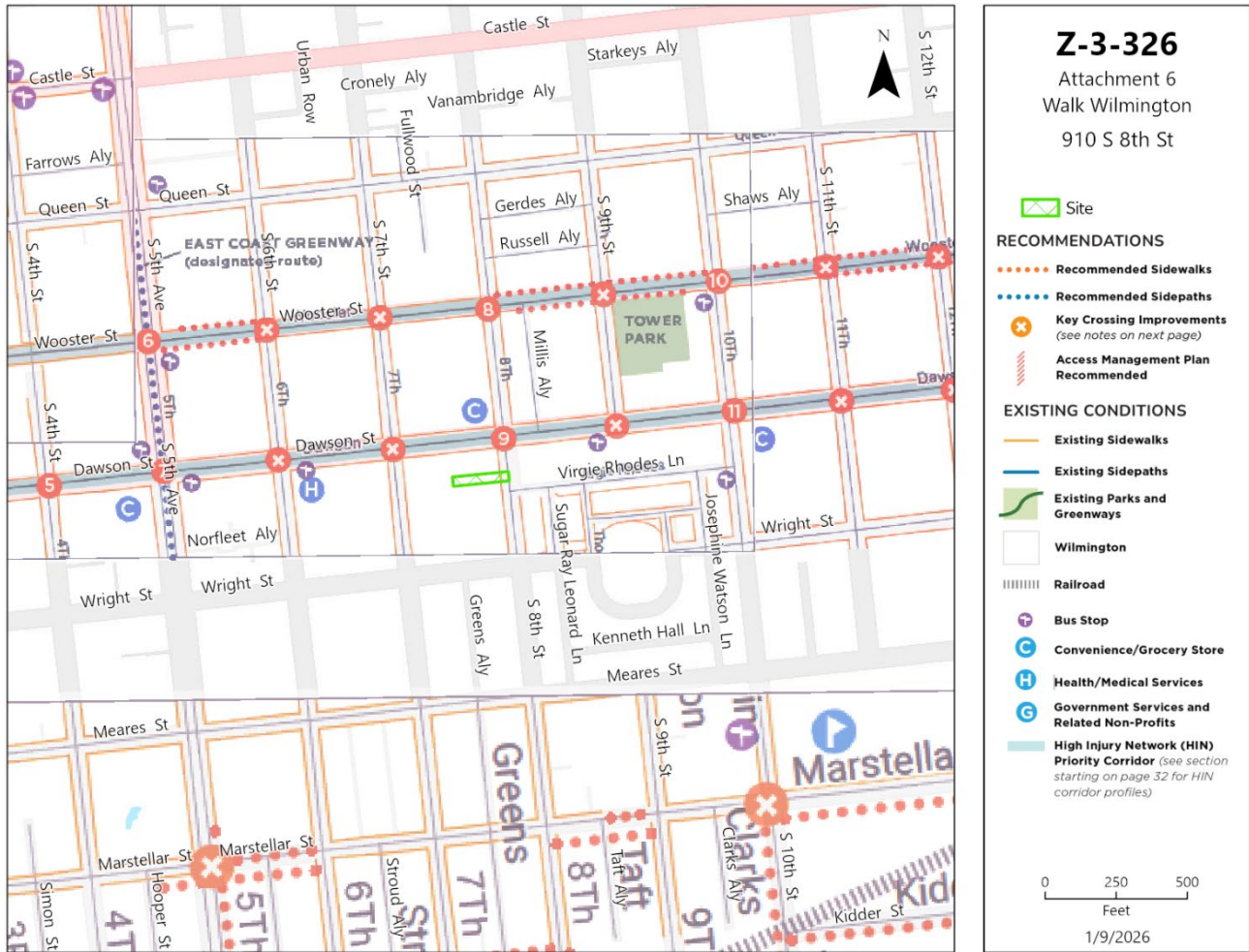
3.4.1 CAMA Plan

The property is designated as Urban in the 2006 CAMA plan.

3.4.2 2023 Walk Wilmington Plan

While the 2023 Walk Wilmington Plan does recommend pedestrian facilities such as crosswalks, curb ramps, and countdown signals at the intersection of Dawson Street and South 8th Street, there are no specific improvements along the frontage of the subject property recommended in the plan. However, there are existing sidewalks on South 8th Street.

Figure 3.4.2-A: Walk Wilmington Map



3.5 Consistency with *Create Wilmington Comprehensive Plan*

The Comprehensive Plan identifies three questions to be considered when determining the consistency of a proposed use or zoning district with the Comprehensive Plan:

- Is the proposal consistent with the themes and policies contained in the Comprehensive Plan?
- Are the form and function of the proposed development appropriate for the category designated on the Growth Strategy Maps?
- Will community facilities, parks, and other infrastructure be available at the appropriate levels to serve the development as proposed?

Analysis of policies that are applicable to the proposed amendment are organized pursuant to these three considerations. Only policies that directly relate to the location and design of development and associated infrastructure have been included in this analysis. (Policies that recommend changes to regulation as well as policies that recommend action by the City or other organizations were deemed not applicable to this proposal.)

Not all policies carry equal weight; applicability and priority of policies may depend on the specifics of the proposal.

The policy analysis uses the following symbology:



3.5.1 Is the Proposal consistent with the themes contained in the Comprehensive Plan?

1	Development and City Building
Citywide Growth	
1.2.1	Development should create places, streets, and spaces that are visually attractive, safe, accessible, functional, inclusive, have their own distinct identities, and maintain or improve desired character. ↑
1.2.2	Development should occur in a compact pattern that reinforces the efficient provision of public services and utilities, improves the performance of the transportation network, preserves open space, and reduces negative impacts of low-intensity and noncontiguous development patterns. ↑
Land Use and Transportation	
1.3.4	Mixed-Use development that provides a range of services within walking distance of integrated residential development should be promoted as a way to help reduce motor vehicle trips. Developments that reduce reliance on single-occupancy motor vehicles should be supported. ↑
1.3.6	Transit oriented and transit ready development should be promoted around existing and planned transit stations and stops. ↑
1.3.9	Development near major road intersections or interchanges should cluster to create a node or nodes at the intersection ↑
Compatibility	
1.4.4	Low- to medium-density residential areas and/or low-intensity mixed-use developments should serve as transitions between lower-density neighborhoods and more intensive commercial, residential, and mixed-use areas. Where appropriate transitions are not possible within a development site, infill and redevelopment adjacent to areas of lower intensities should provide effective physical buffers to avoid adverse impacts. ↑
Mixed Use Development	
1.5.2	Integration and mix of uses should be provided within all “Areas of Opportunity” and “Mixed-Use Centers” identified in the Growth Strategies Map. These developments may vary in scale and intensity, but should all contribute to the city’s livability, manage future growth, and provide bike, pedestrian, and transit accessible destinations. ↑
Neighborhood Conservation and Revitalization	
1.7.1	Growth should be accommodated in the city through mixed-use neighborhoods with a variety of housing types and price points. ↑
1.7.9	Infill development should enhance or improve the existing physical development pattern of the area. The development of lots that have been historically difficult to infill or redevelop should be facilitated. ↑

Infill and Redevelopment

1.11.3 Areas well-suited for infill and redevelopment, should be redeveloped in a way that maintains or enhances the desired character of the surrounding area, improves access to goods, services, and amenities, increases housing options, and improves the overall quality of life in the vicinity.



2 Transportation Policies

Public Transportation

2.5.9 Transit oriented development should be encouraged. Planning for transportation, transit stop locations, public spaces, density, and land use should be coordinated, and high-density, mixed use development patterns should be encouraged around express bus lines, the planned multimodal transportation center downtown, and any future transit stations.



10 Downtown Wilmington

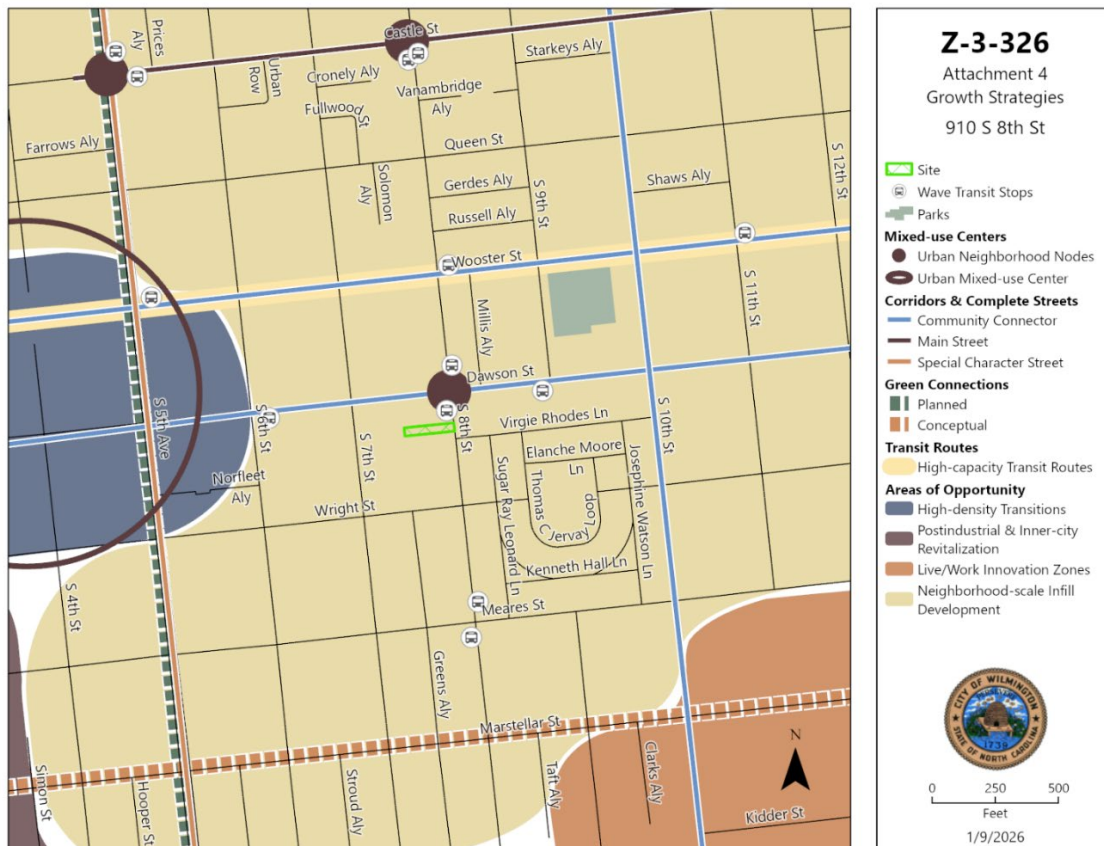
Land Use

10.1.3 Development of a scale and intensity necessary to strengthen downtown's capacity to support a vibrant retail and office environment and increasing residential population should be encouraged and should be compatible with historic residential areas.



3.5.2 Is the form and function of the proposed development appropriate for the category designated on the Growth Strategies Maps?

Figure 3.5.2-A: Growth Strategies Map





Areas of Opportunity

The subject property is designated Neighborhood-scale Infill Development Area of Opportunity on the Growth Strategies Map. Areas of Opportunity represent the parts of the city that have the greatest potential to accommodate future growth, infill, and new development. Efforts should be made to ensure a cohesive development pattern in these areas.

There are several types of Areas of Opportunity, and they vary in terms of land use hierarchy, intensity of development, and anticipated change. Each area has an overarching growth strategy. Development within an Area of Opportunity should be reflective of the underlying community development patterns.

The following policies are identified for Neighborhood-scale Infill Development and are applicable to the proposal:



Map	Areas of opportunity
Neighborhood-Scale Infill Development Principles	
	Focus on small-lot infill development, especially single-family residential 
	Encourage neighborhood scale commercial development along corridors to serve the neighborhood. 

Mixed-Use Centers

The subject property is at the edge of a designated Mixed-use Place on the Growth Strategies Map. Mixed-use Centers identify locations where investment and revitalization should be concentrated in distinct nodal areas to accommodate walkability, vitality, placemaking, higher-density development patterns, and transit. This approach should be prioritized over a development pattern that dilutes the activity that new investment can bring to an area by spreading it out over too large a geographic location and limiting transportation options.

There are several types of Mixed-use Centers, ranging in density, size, and regional impact. These centers reflect the underlying community development patterns in which they are located.

The following policies are identified for Mixed-Use Centers and apply to the proposal:

Map	Mixed-Use Centers Map
Urban Neighborhood Node Principles	
	Include a concentrated mix of uses clustered around a central location, especially where collections of urban building types already exist. 
	Activate the ground floor of buildings with retail, restaurant, and other active uses. 

3.6 Will community facilities, parks and other infrastructure be available at appropriate levels to serve the development as proposed?

3.6.1 Vehicular Traffic

- Table 3.6,1-A below indicates that both Dawson and S. 8th streets in this location are currently operating within their designed capacity with level of service (LOS) of C and a LOS of A, respectively. Table 3.6.1-B indicates that there would be a potential increase in the estimated vehicle trips associated with the general rezoning when compared to the maximum intensity allowed under the current zoning.

Table 3.6.1-A. Current Volumes, Capacities and Levels of Service

Road	Location	Volume	Planning Capacity	V/C	LOS
Dawson St.	Between South 10 th Street & South 7 th Street	21,323	34,749	0.61	C
S. 8th St.	From Dawson Street to Wright Street	1,176	10,978	0.11	A

Table 3.6.1-B. Estimated Trip Generation

- As there is no specific project proposed, the following analysis provides the trip generation for a potential use under the UMX district and assumes a build-out with 80% building lot coverage.

Zoning	Land Use	Intensity	AM Peak Hour Trips	PM Peak Hour Trips	Average Weekday 2-way Volume Trips (ADT)
Existing R-5	Single Family Detached	1 dwelling unit	1	1	15
Proposed UMX	General Retail Strip Retail Plaza	6,000 sq. ft.*	14	40	327
NET DIFFERENCE			+13	+39	+312

*Assumes potential development with 80% building lot coverage.

Source: Institute of Transportation Engineers Trip Generation, 11th Edition, 2021.

3.6.2 Bicycle, Pedestrian and Transit Facilities

- There are existing sidewalks located along South 8th Street, which connects to the existing pedestrian network in the area.
- The nearest WAVE Transit stops are located at 865 Dawson Street and 906 South 8th Street.

3.6.3 Public Utilities

- The site has access to water and sewer mains along South 8th Street

Table 3.6.3-A. Cape Fear Public Utilities (CFPUA)

Utility Type	Ownership	Size	Location
Water Main (Existing)	CFPUA	16"	South 8 th St.
Sewer Main (Existing)	CFPUA	8"	South 8 th St.

4. Attachments

1. General Rezoning Application (Dated 1/2/26)
2. Aerial Map (dated 1/9/26)
3. Land Use (Zoning) Map (dated 1/12/26)
4. Growth Strategies Map (dated 1/9/26)
5. Walk Wilmington Map (dated 1/9/26)
6. Planning Commission Recommendation (dated 3/4/26)
7. Planning Commission Public Comments (dated 3/4/26)
8. Draft Planning Commission Minutes (dated 3/4/26)