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.

3.2.4
The construction of accessory dwelling units such as garage apartments, “granny flats,” “mother-in-law suites,” should be allowed to provide housing options in areas with existing infrastructure and access to goods and services.

1.7.6
The creation of flag lots, lots typically located at the rear of another lot with little or no street frontage and accessed by a driveway or narrow strip of land, should be discouraged.

1.7.11
Student-oriented housing, including dormitories and rent-by-the-room multi-bedroom apartments, should be located near the community college and university campus, with access to transit and bike and pedestrian facilities connected to the campuses.

1.7.12
Accessory housing should be encouraged in association with single-family homes, in new development and also in existing neighborhoods.
A Few Fundamentals of Good Urban Design

1. Build to the Sidewalk and Face the Street
   - Locating a building front close to the sidewalk helps to create a comfortable pedestrian environment. The building is made accessible from the sidewalk and navigating through parking areas is avoided. The site also has a better appearance from the street.

2. Put Parking Behind the Buildings
   - IMPORTANT NOTE: The building must be well-designed to make this arrangement work. Locating a poorly designed facade closer to the sidewalk is undesirable.

3. Make the Building Front "Permeable"
   - Doors and windows allow a building to be seen into and out of, and adds visual interest to the building. Large blank walls without such features are boring, unattractive, and sometimes dangerous places to be.

4. Activate the Ground Floor
   - Provide space for retail, lobbies, studies or other active use that can generate vibrancy along the street.

5. Articulate the Building Façade
   - The front of buildings should be designed to have a distinct base, middle and top (A, B, and C) and be divided into a series of vertical bays (D) along its length. This gives the building a human scale and avoids large, blank walls.

6. Define the Street with Good Enclosure
   - Use the buildings along a street to define the spaces between them in correct proportions of space. A ratio of 3:3 is most ideal, with higher ratios providing too much "openness".

7. Create Continuous Places
   - Don’t interrupt the vitality of a location by placing parking areas, blank walls, barriers to movement, false store fronts, trash areas and other undesirable elements along the public space network. Conversely, use infill development opportunities to "bridge the gap" in otherwise continuous places.

GOOD DESIGN
- Numerous Doors and Windows (Permeable)
- Active Ground Floor Use (Generates Street Activity)

POOR DESIGN
- Few Doors and Windows (Blank Walls)
- Inactive Ground Floor Use (No Street Activity)
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Land Development Code Article 3, Use Standards

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

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  - Reduce the minimum required lot area.
  - Increase maximum size of ADU to 900 sq. ft., regardless of the size of the principal structure.
  - Require ADU to meet standard accessory building setbacks.
  - Clarify that, if an ADU is used as a homestay, the host must reside in the principal residence.
- Significant changes to the regulations for mixed-use development as an optional use (formerly commercial district mixed use and multi-family mixed use)
- Standards for bed and breakfast and homestay lodging more closely aligned
- New conditions for discount variety stores.
- Certain uses considered accessory uses:
  - Outdoor vending machines and kiosks
  - Drive-through facilities, fuel pumps and canopies, and outdoor seating.

What is NOT Changing:

- Three categories of conditions remain: conditional (currently prescribed conditions) and special use permit uses, accessory uses, and temporary uses.
- Limit of two accessory buildings/structures on residential lots
- No major changes to temporary use standards
- No changes to group home standards

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- Significant changes to the regulations for mixed-use development as an optional use (formerly commercial district mixed use and multifamily mixed use).
- Standards for bed and breakfast and homestay lodging more closely aligned.
- New conditions for discount variety stores.

What is NOT Changing:
- Three categories of conditions remain: conditional (currently prescribed conditions) and special use permit uses, accessory uses, and temporary uses.
- Limit of two accessory buildings/structures on residential lots.
- No major changes to temporary use standards.
- No changes to group home standards.
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Land Development Code Article 3, Use Standards

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Example Illustration

Internal Accessory Dwelling Unit
Detached Accessory Dwelling Unit
Attached Accessory Dwelling Unit

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Land Development Code Article 8, Measurements and Definitions

“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:
• Addition of an illustrated measurements section
• Addition of new terms to align with use tables and other terminology used throughout the code

What is NOT Changing:
• Uses not defined specifically in code retain their customary dictionary definition
• Cross referencing between commonly used terms and regulatory terms (e.g., food trucks and mobile food units)

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**Caretaker dwelling**

A dwelling unit accessory to a principal use and intended for occupancy by a person(s) owning, employed in, or dealing with and responsible for the security and maintenance of the principal use.

**Canopy**

A permanent structure of rigid construction, at least partially supported by posts, with a covering that may be structurally independent from a building. This includes any structure placed over, around, or near fuel pumps and drive-through facilities.
Food truck
See mobile food unit
Next Steps

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Planning Commission work session – May