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.

2.2.2 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.

2.6.4 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.

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.
CREATE WILMINGTON COMPREHENSIVE PLAN

Policies

The Create Wilmington Comprehensive Plan sets the general direction for future growth and development 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 those 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 requests, 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 encourage 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 taken into 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
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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 redistricting, 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 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.
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

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

www.wilmingtonnc.gov/LDC
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North Carolina
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www.wilmingtonnc.gov/LDC
Windemere at Camberly Rogersville at Autumn Hall

Lake Ave between College and 41st

Brookshire at Dover

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**Land Development Code Article 6, Subdivisions**

Visit [www.wilmingtonnc.gov/LDC](http://www.wilmingtonnc.gov/LDC) for more information.
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.
Private Streets

Private Access Easement

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