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

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
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

Division 1 – General 6-1
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

Source: Google Maps, (April 2016), (Orton Point Rd. Wilmington, NC). Google Maps (online), accessed 9 June 2020
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
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
Traffic Calming Measures

- Windemere at Autumn Hall
- Brookshire at Dover
- Windemere at Camberly

Division 2 – Required Improvements 6-10
Open Space

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

Division 3 – Design Standards 6-18, 6-19
Current Article 7, Subdivision Regulations
Draft of Proposed Article 6, Subdivision of Land
### Table 18-xx Single-Dwelling Dimensional Standards

<table>
<thead>
<tr>
<th>Lot Requirements</th>
<th>R-15</th>
<th>R-10</th>
<th>R-7</th>
<th>R-5</th>
<th>R-3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Detached</strong></td>
<td>15,000</td>
<td>10,000</td>
<td>7,000</td>
<td>5,000</td>
<td>0</td>
</tr>
<tr>
<td><strong>Duplex (total area)</strong></td>
<td>9,800</td>
<td>7,000</td>
<td>4,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Triplex, quadruplex (per unit)</strong></td>
<td>3,500</td>
<td>3,500</td>
<td>2,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Townhouse (per unit)</strong></td>
<td>3,500</td>
<td>2,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Minimum lot width (ft.)</strong></td>
<td>80</td>
<td>70</td>
<td>50</td>
<td>50</td>
<td>33</td>
</tr>
<tr>
<td><strong>Minimum open space (% of parent lot area for development of 5 or more lots)</strong></td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
</tbody>
</table>

### Building Placement

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum setbacks (ft.)</td>
<td>20</td>
<td>15</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Side street</td>
<td>15</td>
<td>15</td>
<td>12.5</td>
<td>10.5</td>
<td>5</td>
</tr>
<tr>
<td>Side interior</td>
<td>10</td>
<td>10</td>
<td>8.5</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>Rear</td>
<td>25</td>
<td>25</td>
<td>20</td>
<td>15</td>
<td>15</td>
</tr>
</tbody>
</table>

### Building Size

<table>
<thead>
<tr>
<th></th>
<th>R-15</th>
<th>R-10</th>
<th>R-7</th>
<th>R-5</th>
<th>R-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum height (ft.)</td>
<td>35</td>
<td>35</td>
<td>35</td>
<td>35</td>
<td>35</td>
</tr>
<tr>
<td>Maximum building footprint (%)</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

### 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