

# Churchman's Crossing Plan Update

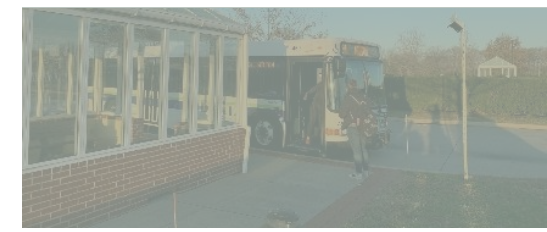
## Advisory Committee Meeting #3



**WILMAPCO**



**September 27, 2021**  
**4:00 PM**



# WELCOME!

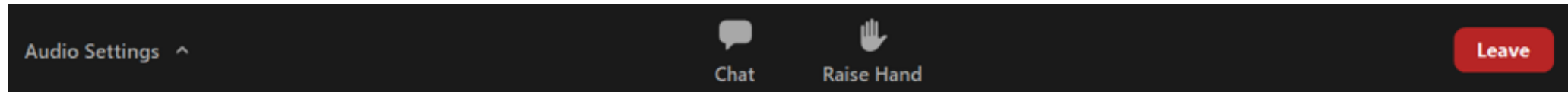
## **Advisory Committee Meeting #3 for the Churchman's Crossing Plan Update**



# Virtual Meeting Housekeeping

## Some helpful hints for today's meeting:

- The **Zoom Webinar Menu Bar** (on a computer) appears at the bottom of the Zoom window once the meeting begins. If you don't see the menu bar, move your mouse slightly and the bar will re-appear. The bar disappears after a few seconds when in full-screen mode.



- Note that **you are muted and without video by default.**
- For Advisory Committee members who cannot join via Zoom and dial in via telephone, please email your phone number to Stephanie Everett ([severett@rkk.com](mailto:severett@rkk.com)).

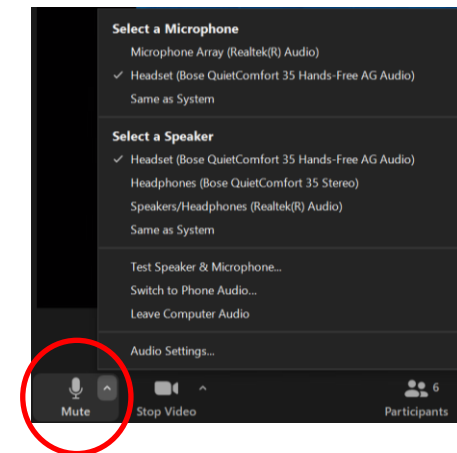
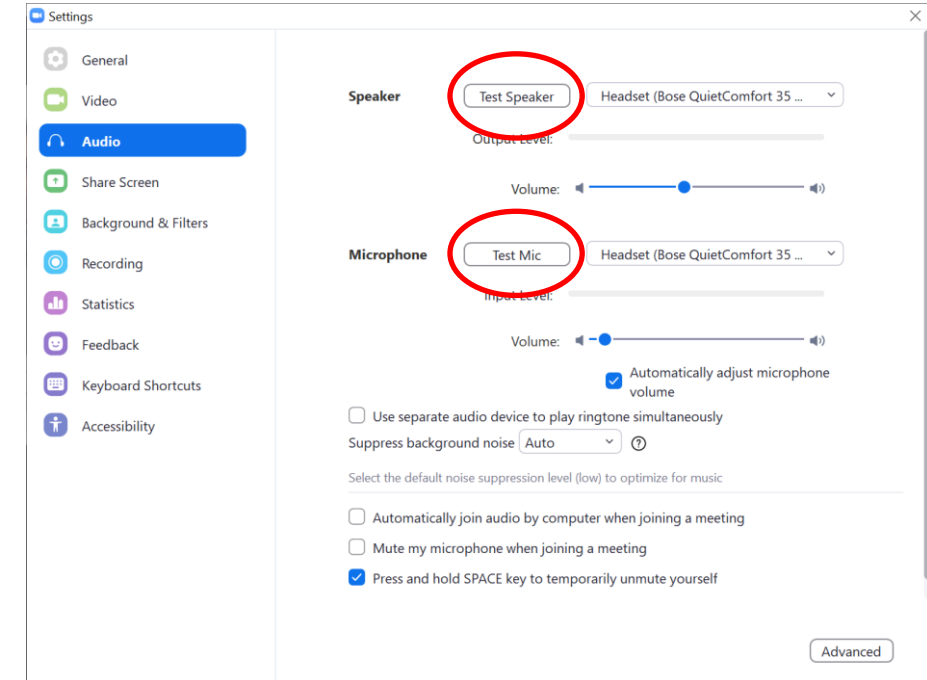
# Virtual Meeting Housekeeping

## To Check Audio Settings:

- Select the “Audio” option from the menu on the left side of settings.
- Select the “test speaker” and “test mic” options to ensure that your sound is operating correctly.

## Use the Zoom Webinar Menu Bar to:

- **Adjust Audio Settings.** Click the upward arrow (^) next to “Audio Settings” to change your computer’s audio preferences (for example, change from headphones to computer speaker).
- **Leave the Meeting.** To leave the virtual meeting, click the “Leave” button.



# Agenda

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- Welcome & Overview
- Draft Report Recommendations
- Implementation Strategic Plan Discussion

# Management Committee

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- Agency Partners

- Wilmington Area Planning Council (WILMAPCO)
- New Castle County Department of Land Use
- Delaware Department of Transportation (DelDOT)

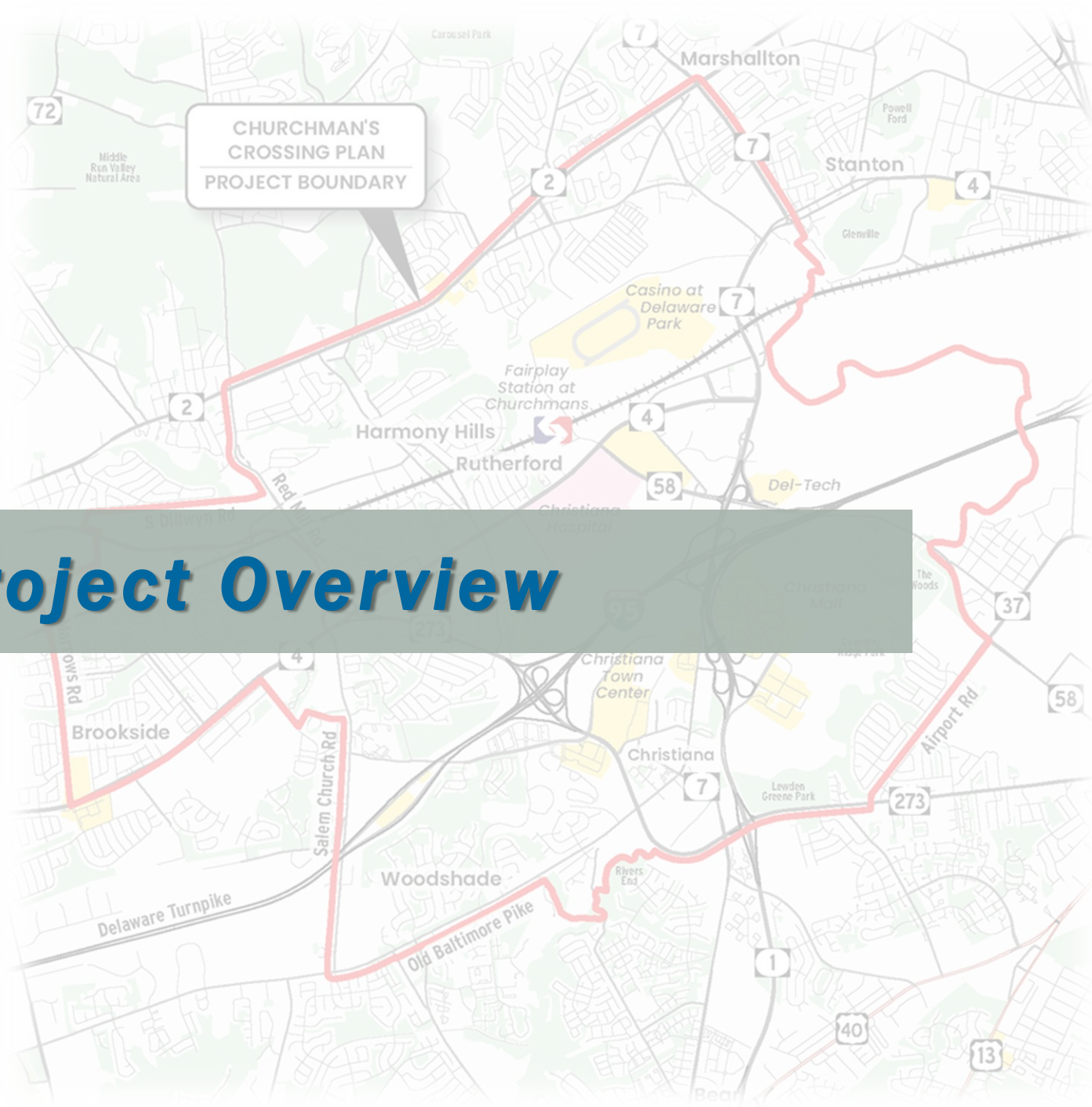
- Consultant Team

- RK&K
- Kramer & Associates
- Renaissance Planning
- Rybinski Engineering

# Advisory Committee

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- Bank of America
- Bike Delaware
- Christiana Executive Campus
- Christiana Fire Company
- Christiana Hospital
- Christiana Mall (Brookfield Properties)
- City of Newark
- Civic League for New Castle County
- Committee of 100
- Delaware Department of Natural Resources & Environmental Control (DNREC)
- Delaware Nature Society
- Delaware Office of State Planning
- Delaware Park
- Delaware Transit Corporation (DTC)
- Del-Tech
- J.P. Morgan Chase
- New Castle County Chamber of Commerce
- Rutherford Community
- Shipps Realty LLC
- Town of Christiana

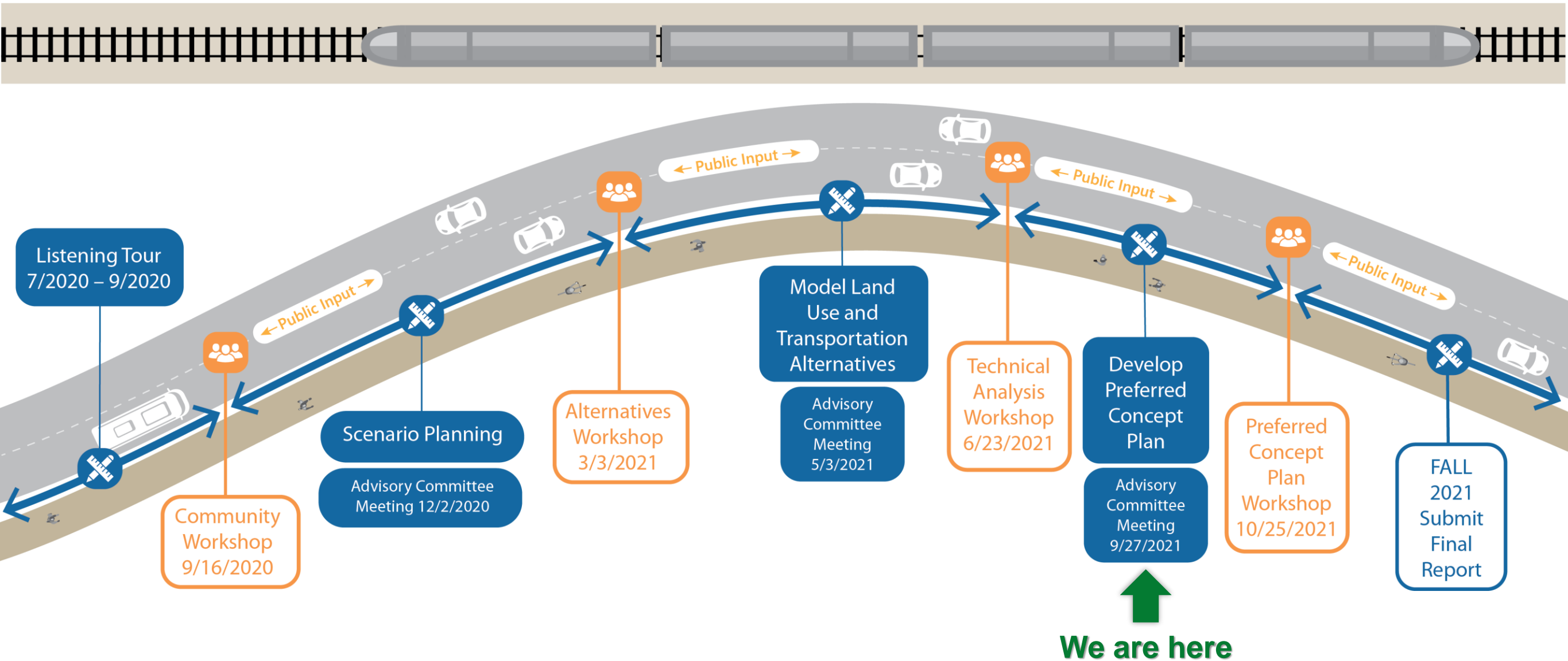


# Project Overview



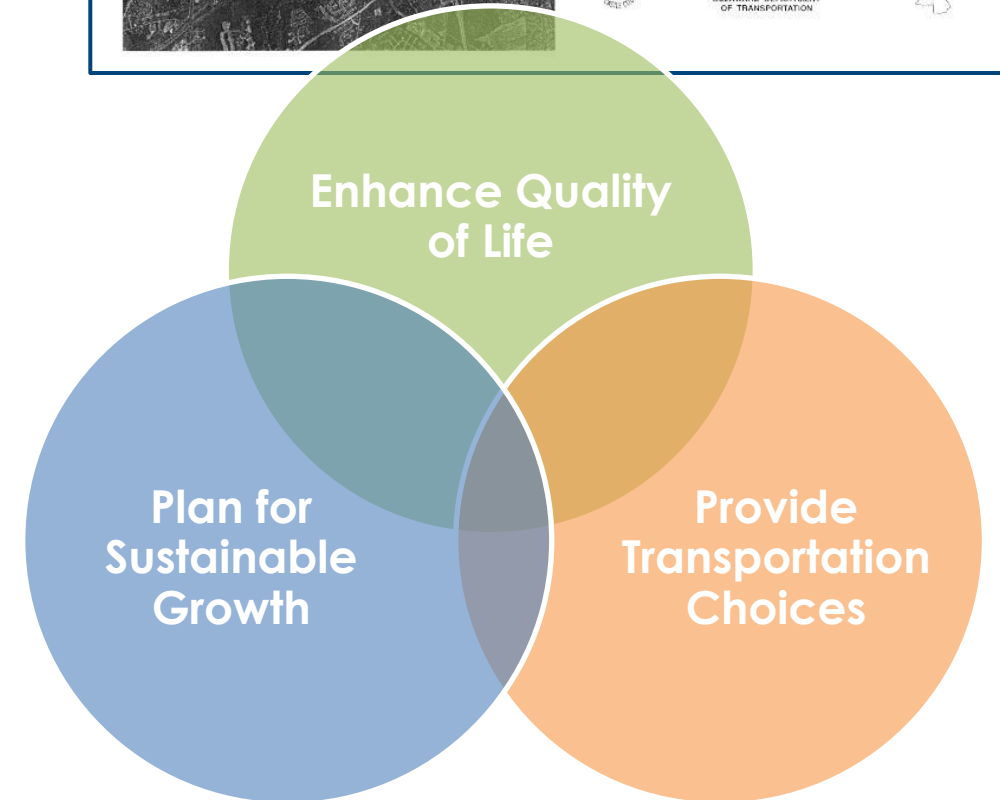
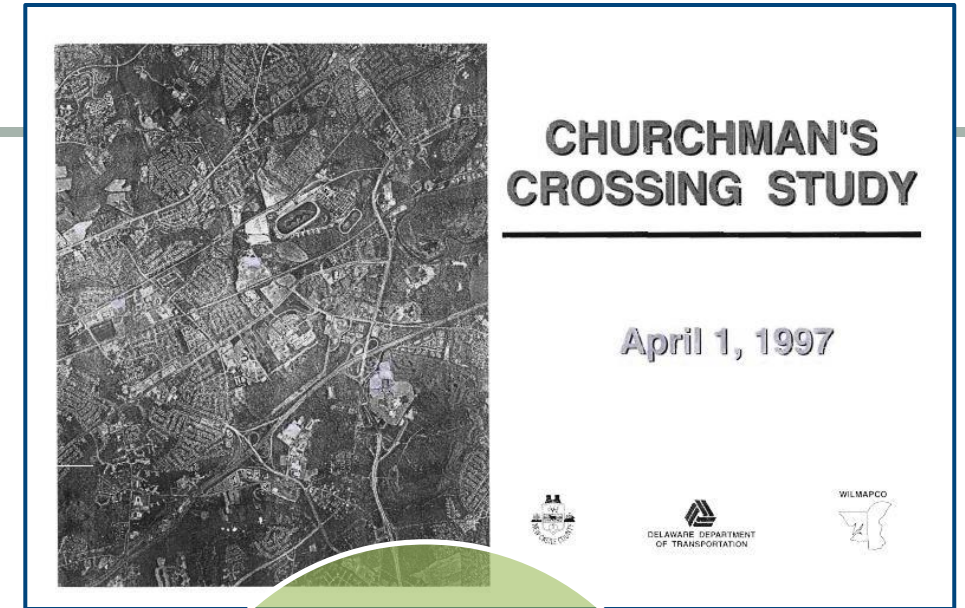


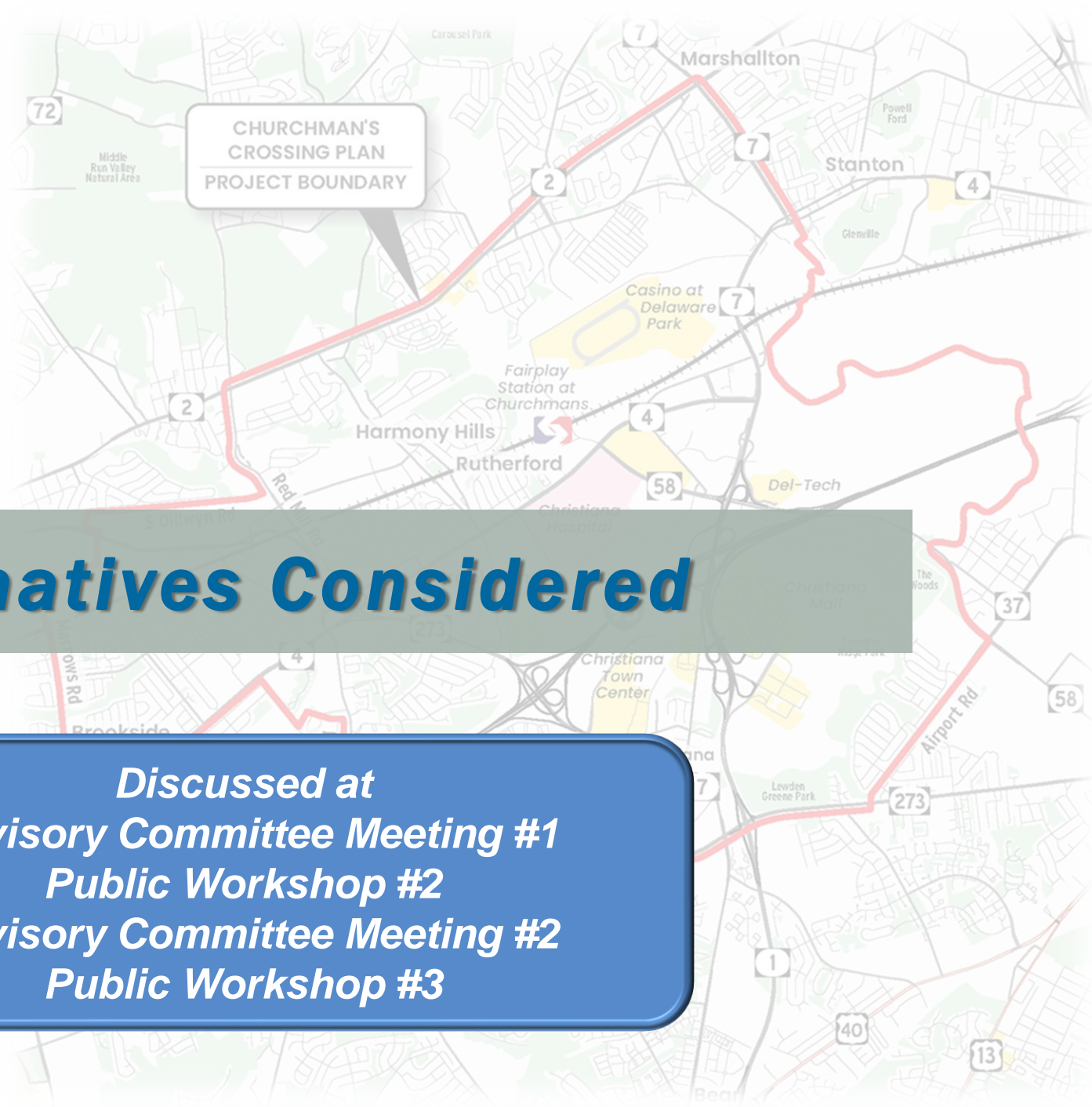
# Schedule



# Churchman's Crossing Plan Update Goals

- Update the Original 1997 Churchman's Crossing Study
- Updated Plan will include recommendations on:
  - Transportation Improvements
  - Land Use Strategies
- Based on input from:
  - Advisory Committee
  - Public Workshops
  - Scenario planning results
  - Public agency partners





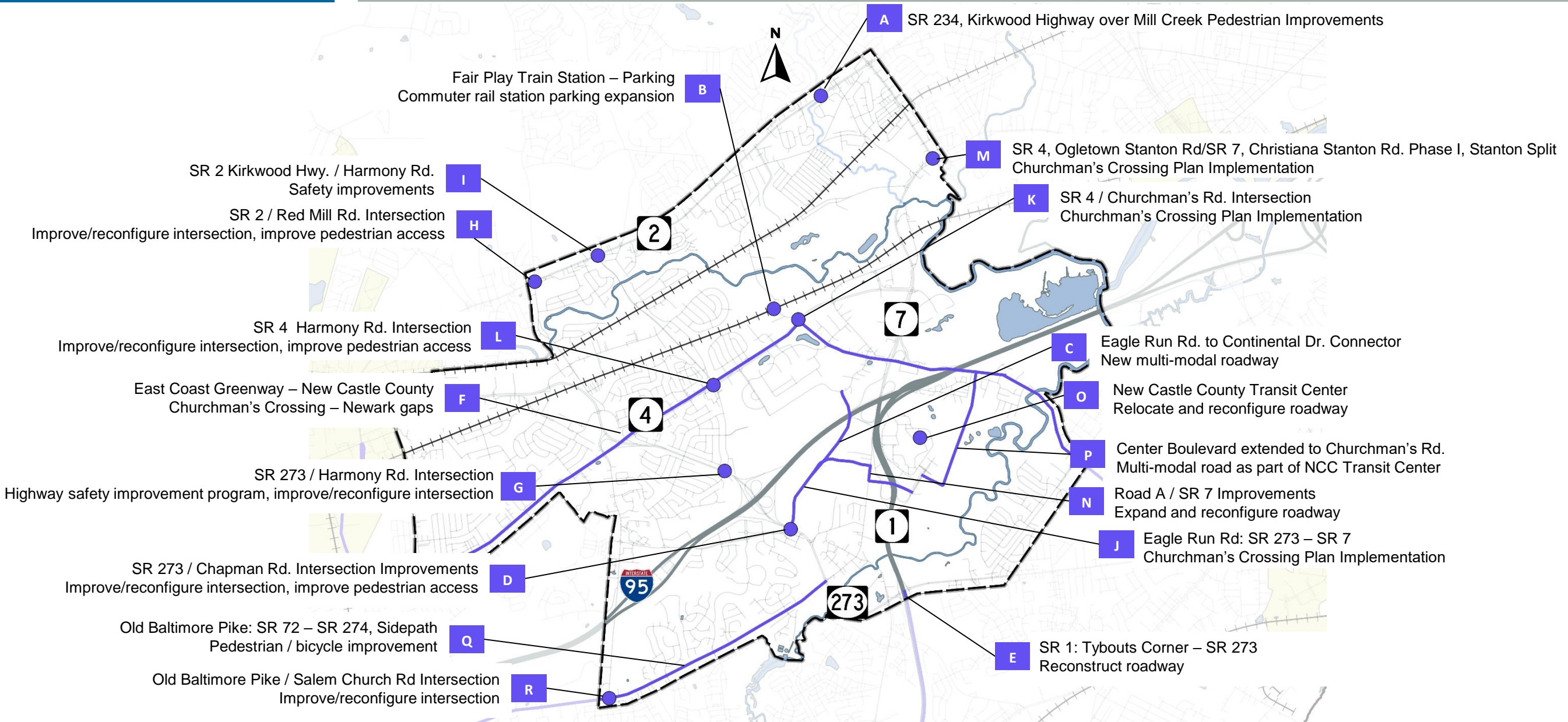
## ***Alternatives Considered***

***Discussed at  
Advisory Committee Meeting #1  
Public Workshop #2  
Advisory Committee Meeting #2  
Public Workshop #3***





# Transportation Alternatives – RTP Financially Constrained List

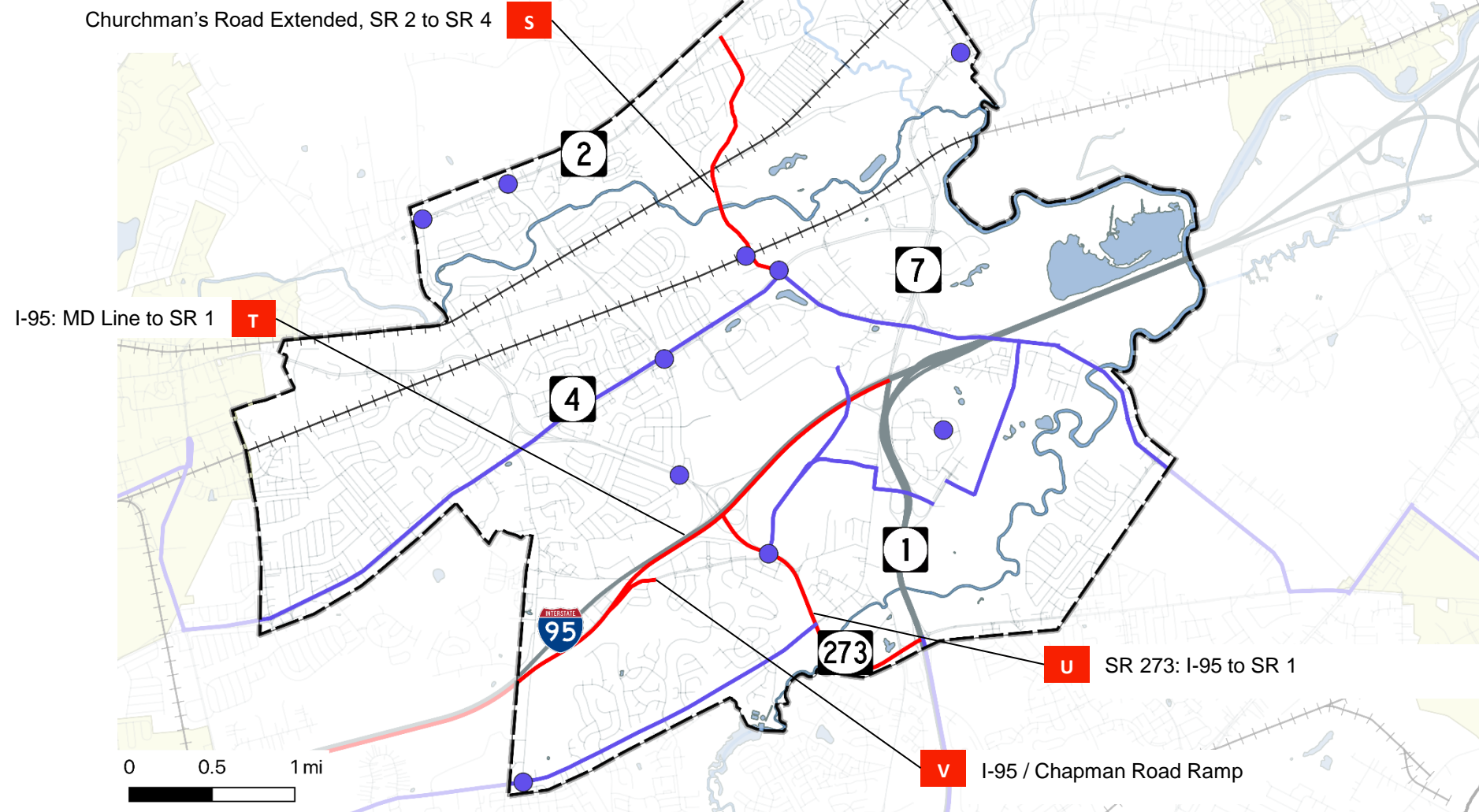




# Transportation Alternatives – RTP Aspirational Projects List

XX Funded Projects

XX Aspirational Projects



# Additional Transportation Projects for Evaluation

XX Funded Projects

XX Aspirational Projects

XX Projects Identified between 1<sup>st</sup> & 2<sup>nd</sup> Workshops

XX Projects Identified between 2<sup>nd</sup> & 3<sup>rd</sup> Workshops

Opening Samoset / Continental Drive: SR 4 to Churchman's Road

Brownleaf Road Extension

SR 273: 3<sup>rd</sup> lane NB & SB between I-95 and SR 4

Eagle Run Road Connector to Samoset Drive

SR 273 at I-95 Interchange Reconfiguration

KK Telegraph Road / St. James Road Railroad Underpass

W SR 7/Telegraph Rd/SR 7 Delaware Park Intersections

X Access to I-95 from Continental Drive

Y SB SR 1 to SB I-95 Connection

Z SB SR 1 to NB I-95 Connection

AA Ramp from Churchman's Road to NB I-95

BB Ramp from Churchman's Road to SB I-95

CC New Christiana Mall Access Road – Bus Only

DD Christiana Mall Road A Extension - East

GG Christiana Bypass

0 0.5 1 mi

# Additional Transportation Projects for Evaluation

## Non-mapped transportation projects for evaluation

**EE** Micro Transit (DTC project)

**FF** Automated Transit Vehicles (DTC project)

New bus transit routes

**LL** To/from Mall and SR 7 – Pike Creek, SR 2 – Prices Corner, SR 141 & SR 273 – New Castle, US 13 – Llangollen, SR 273 – Wilton, SR 2 & SR 4 - Newark

**MM** Transit Access Improvements  
Bus pads, shelters, accessible pathways/routes, etc.

**NN** Pedestrian/Bicycle Improvements Along Existing Roads

**OO** Pedestrian/Bicycle Connections Serving Existing Communities

# Recommended Land Use Forecast – Balanced Land Use

- **Current**

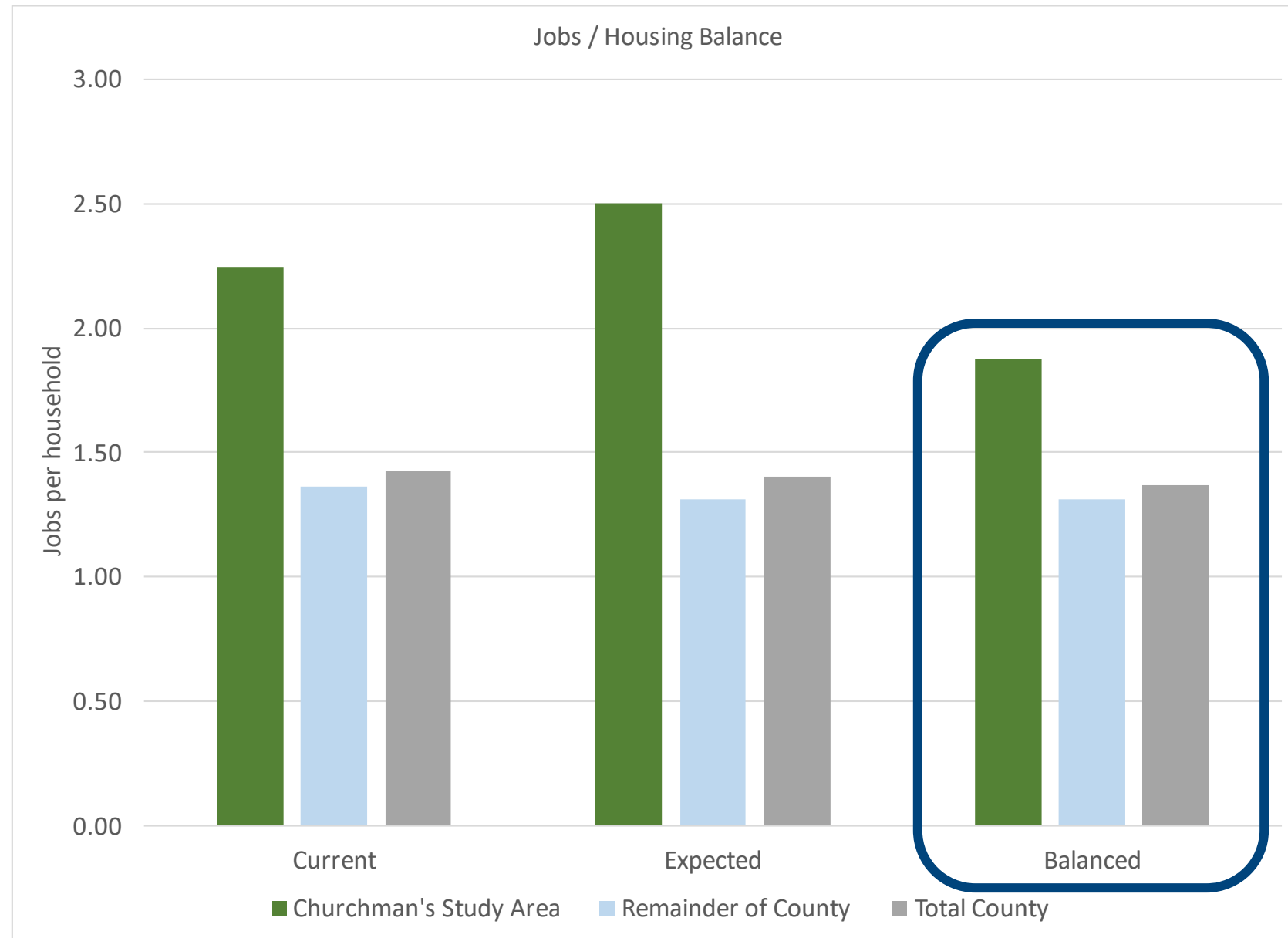
- Built / occupied in 2019

- **Expected**

- Considers growth already in development or expected to occur based on regional econometrics

- **Balanced**

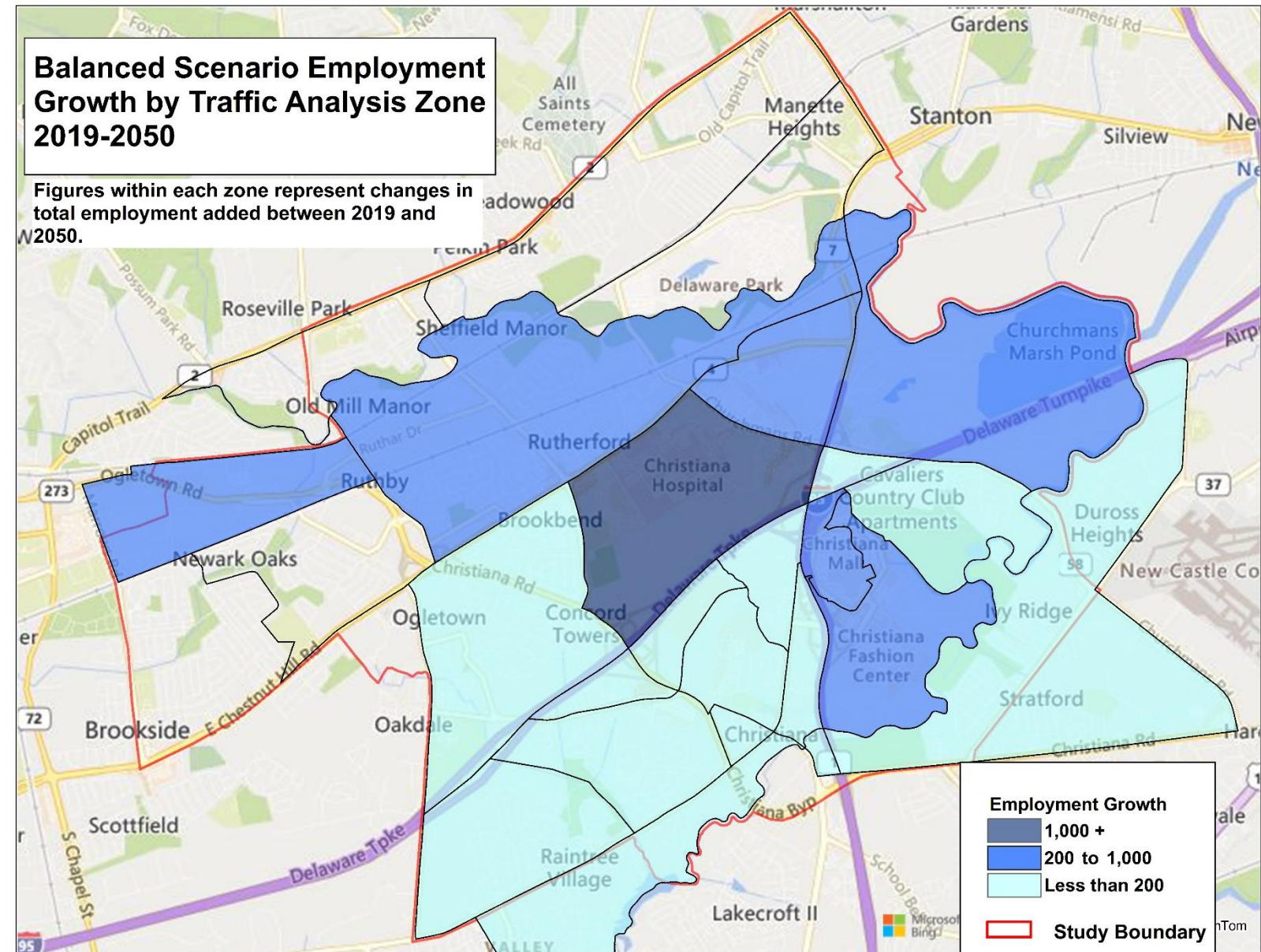
- Considers strategic intensification of mixed-use centers to improve the mix of uses





# Balanced Land Use – Employment Growth

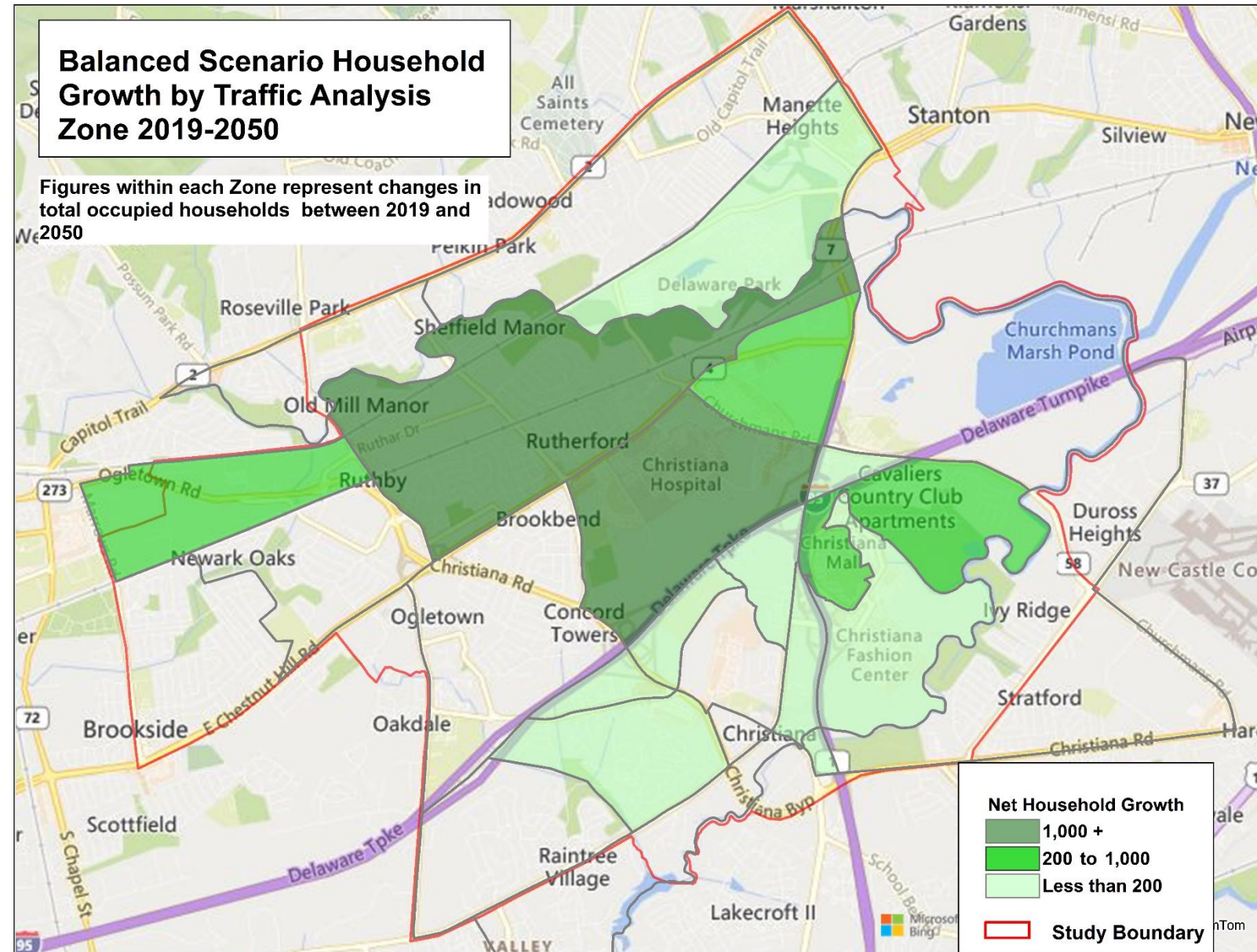
- Primary employment growth is assumed to be in TAZs surrounding the Hospital, Fairplay Station, and Christiana Mall



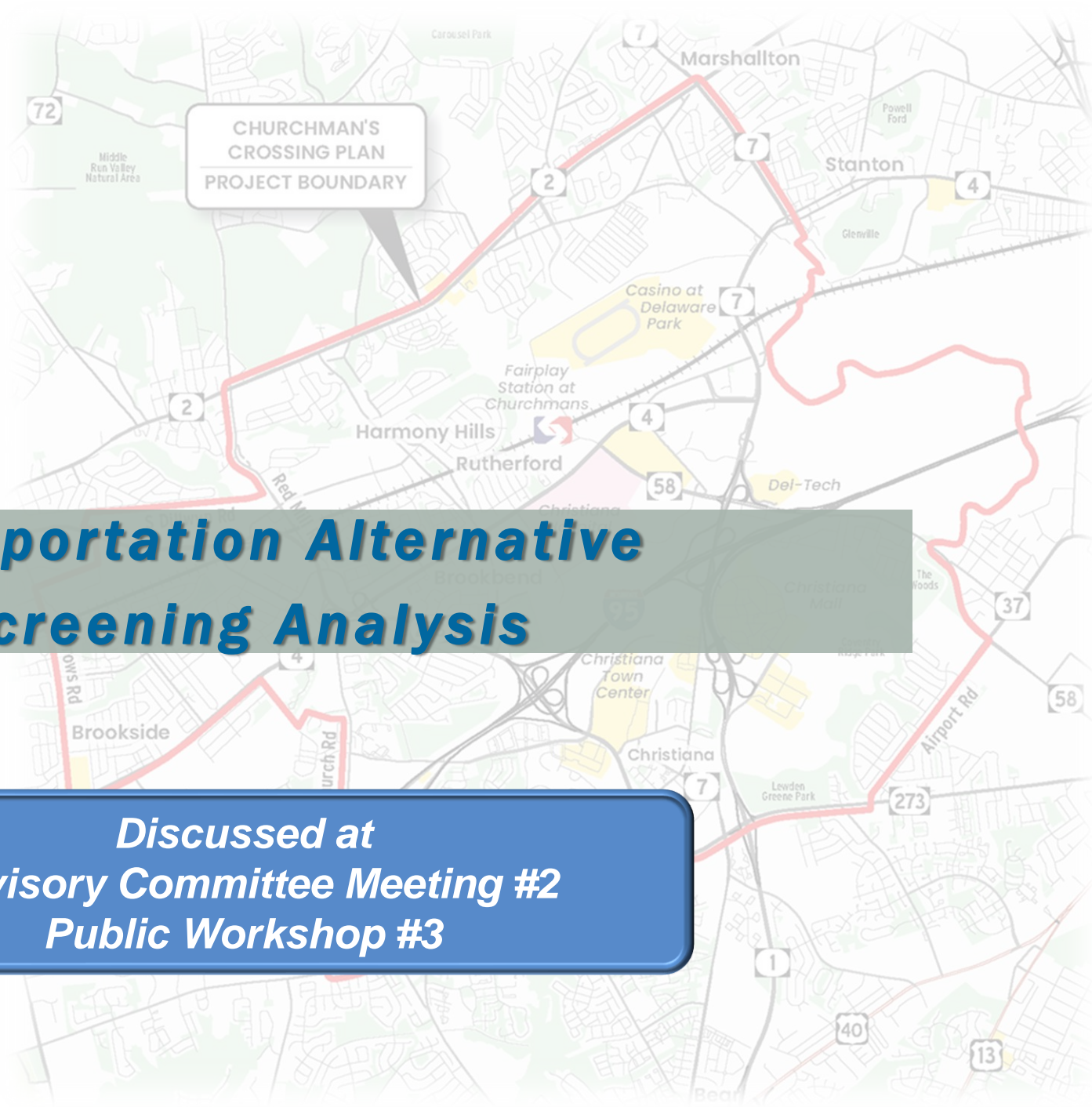


# Balanced Land Use – Household Growth

- Primary residential growth is also assumed to be in similar areas as the employment growth
- Increasing residential development part of strategic approach to foster live-near-work policies and reduce commute length





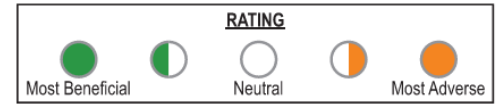


## Transportation Alternative Screening Analysis

*Discussed at  
Advisory Committee Meeting #2  
Public Workshop #3*

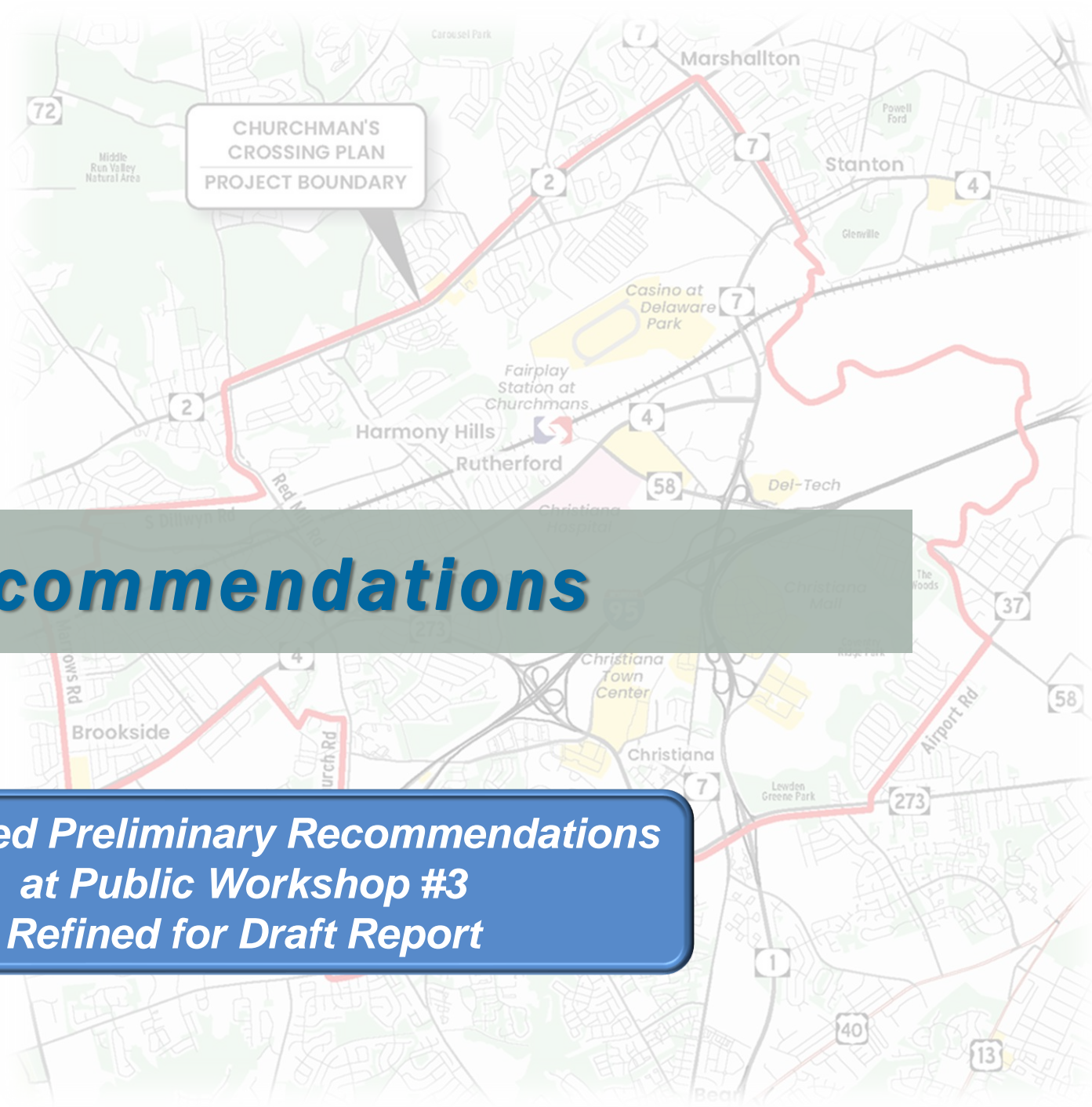


# Transportation Alternative Screening Analysis



		FUNDED	RTP ASPIRATIONS				ADDITIONAL PROJECTS																				
Transportation Improvement Alternative		RTP Financially Constrained Improvements	Churchmans Road Extended, SR 2 to SR 4	SR 273: 3rd lane NB & SB between SR 1 and I-95	Northbound I-95 Ramp to Chapman Road	SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard	Southbound I-95 Access from Continental Drive	Southbound SR 1 to Southbound I-95 Connection	Southbound SR 1 to Northbound I-95 Connection	Northbound I-95 Ramp from Churchmans Road	Southbound I-95 Ramp from Churchmans Road	Christiana Mall Access Road-Bus Only	Christiana Mall Road A Extension - East	Christiana Bypass	Eagle Run Rd. Connector to Samoset Dr. (2nd I-95 Crossing)	Brownleaf Road Extension	Opening Samoset Dr./Continental Dr.: SR 4 to Churchmans Road	Telegraph Road/St. James Road Railroad Underpass	Micro Transit (DTC)	Automated Transit Vehicles (DTC)	New bus transit routes To/from Mall and SR 7 - Pike Creek, SR 2 - Prices Corner, SR 141 & SR 273 - New Castle, US 13 - Liangollen, SR 273 - Wilton, SR 2 & SR 4 - Newark		Transit Access Improvements: Bus pads, shelters, accessible pathways/routes, etc.	Pedestrian/Bicycle Improvements Along Existing Roads	Pedestrian/Bicycle Connections Serving Existing Communities	SR 273: 3rd lane NB & SB between I-95 and SR 4	SR 273 at I-95 Interchange Reconfiguration
Map		A-R	S	U	V	W	X	Y	Z	AA	BB	CC	DD	GG	HH	II	JJ	KK	EE	FF	LL	MM	NN	OO	PP	QQ	
CRITERIA	Connectivity		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
	Extent of Effect – Person Miles Traveled		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Congestion		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Transit Enhancement Opportunities		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Mode Share		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Bicycle & Pedestrian Level of Traffic Stress		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Economic Development / Re-Development Opportunities		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Safety		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Constructability / Engineering / Legal		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Natural Environment Impacts		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Cultural / Historic Resource Impacts		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Noise / Property Impacts		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Cost		\$377.3M	\$85.0M	\$33.0M	\$3.8M	\$3.7M	\$2.5M	\$11.1M	\$1.9M	\$7.1M	\$25.0M	\$0.9M	\$34.0M	\$19.3M	\$54.0M	\$5.0M	\$7.2M	\$1.9M	\$0.5M	\$1.2M	\$6.0M	\$5.0M	\$10.0M	\$10.0M	\$40.0M	\$37.0M	





# Recommendations

*Discussed Preliminary Recommendations  
at Public Workshop #3  
Refined for Draft Report*



# Land Use Principles

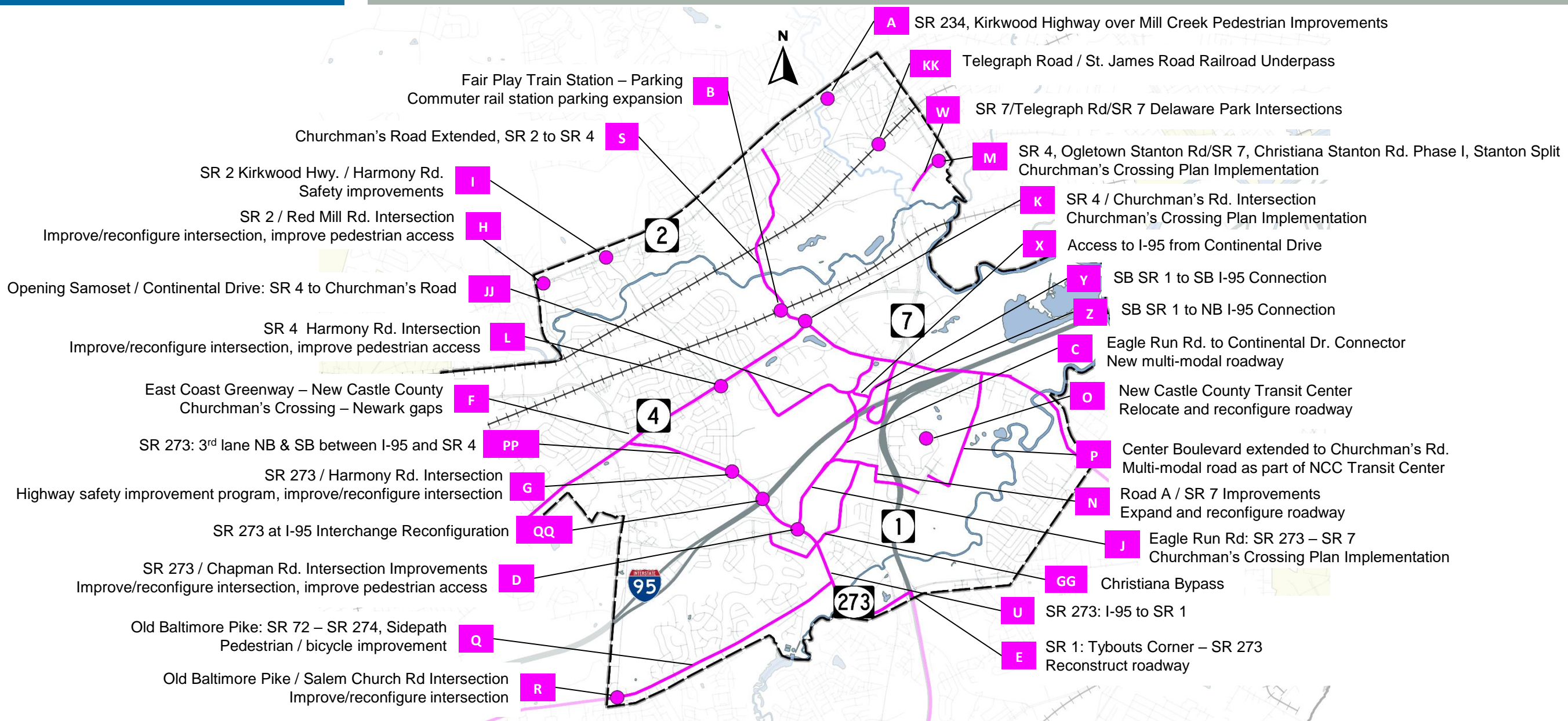
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1. Efficient Development Location – Greatest potential for new development is in the eastern portion of the study area, generally between the Fairplay SEPTA station and the Christiana Mall
2. Mix of Uses – Vertical and horizontal mixed-use development on existing commercial properties provide an opportunity to reduce trip lengths, while existing single family residential communities should be preserved
3. Compact Design – New development can be designed to improve walkability
4. Transportation Demand Management – Policies, programs, and services to support TDM can augment the transportation-efficient location and design advantages above

**These principles are aligned with the goals and objectives of NCC@2050 to improve sustainability and equity throughout the County**



# Transportation Improvement Recommendations



# Transportation Improvement Recommendations

## Non-mapped recommended improvements

**EE** Micro Transit (DTC project)

**FF** Automated Transit Vehicles (DTC project)

New bus transit routes

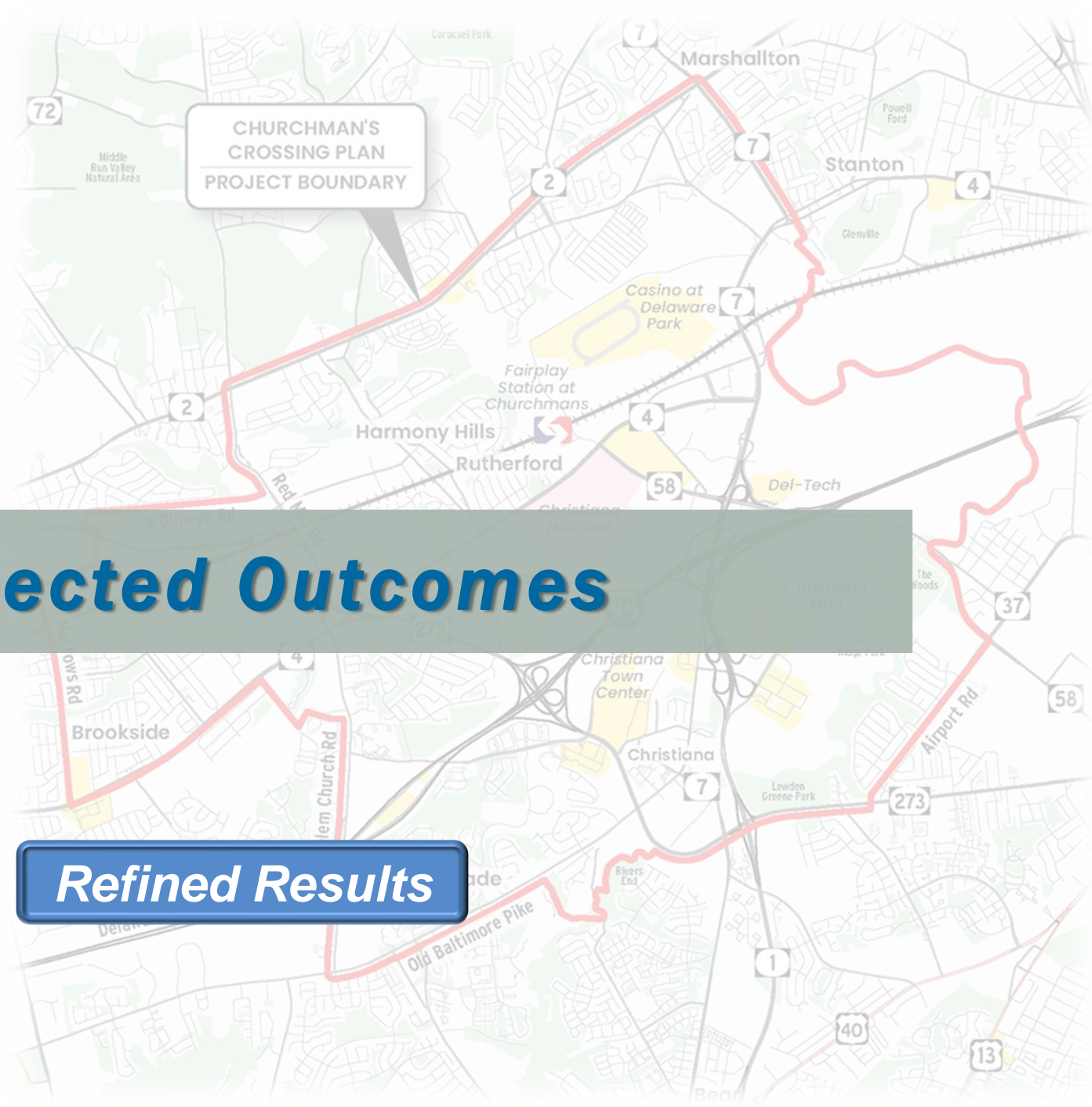
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Bus pads, shelters, accessible pathways/routes, etc.

**NN** Pedestrian/Bicycle Improvements Along Existing Roads

**OO** Pedestrian/Bicycle Connections Serving Existing Communities





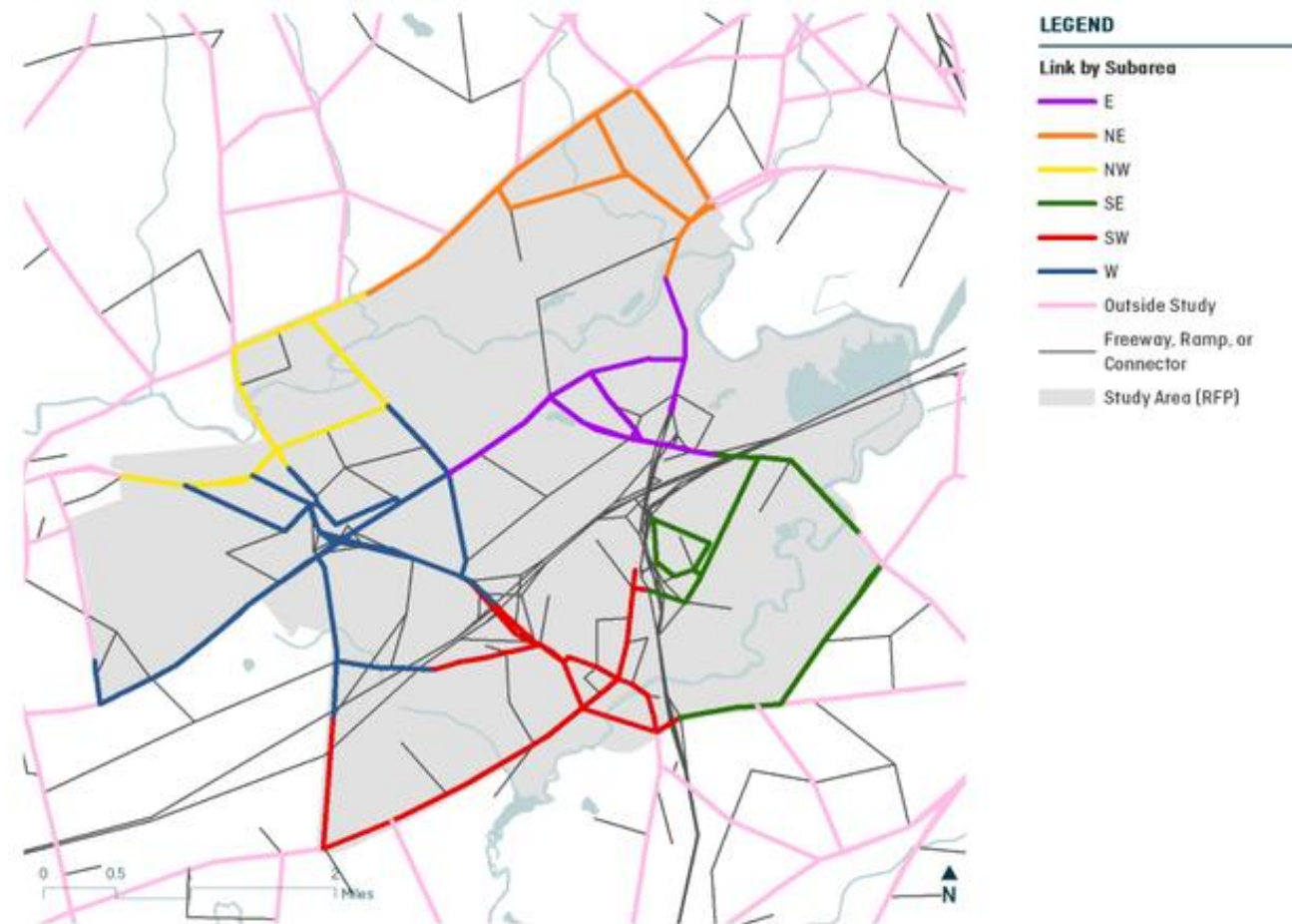
## Expected Outcomes



# Relative Arterial Mobility

- Measures the ratio of peak travel speeds to free-flow travel speeds
- Based on Highway Capacity Manual relationships for urban arterial roadway Level of Service (LOS)
- Considers average performance, weighted by vehicle miles of travel (VMT), for the entire network

CHURCHMAN'S CROSSING | MODEL LINKS BY SUBAREA



# Existing (2019) Relative Arterial Mobility

- Churchman's Crossing relative arterial mobility in 2019:
  - Speeds slightly higher in AM than PM
  - Congestion distributed relatively evenly throughout the study area
  - Arterial network performs at LOS C/D in AM and LOS D in PM

**2019 Relative Arterial Mobility Analysis**

Area	VMT AM	VMT PM	Estimated MPH AM	Estimated MPH PM	MPH @ Freeflow	AM / Freeflow	PM / Freeflow	AM Arterial LOS	PM Arterial LOS
W	38,900	42,400	24.8	21.7	43.7	0.57	0.50	C	D
SW	27,600	28,000	21.3	19.1	44.5	0.48	0.43	D	D
SE	13,600	15,200	25.8	20.0	48.0	0.54	0.42	D	D
NW	22,100	24,100	24.0	19.8	44.3	0.54	0.45	D	D
NE	43,100	47,100	25.8	21.3	45.8	0.56	0.47	C	D
E	28,200	32,400	26.8	22.1	45.3	0.59	0.49	C	D

# Projected 2050 Relative Arterial Mobility

- Projected relative arterial mobility in 2050:
  - Speeds continue to be slightly higher in AM than PM
  - All 6 subareas projected to achieve LOS D in the AM peak
  - 3 subareas projected to be LOS E in PM peak, but close to LOS D/E border
  - Reducing VMT by 10% in SW, 5% in NE, and 1% in NW subareas would be expected to achieve LOS D

**Projected 2050 Relative Arterial Mobility Analysis**

Area	VMT AM	VMT PM	Estimated MPH AM	Estimated MPH PM	MPH @ Freeflow	AM / Freeflow	PM / Freeflow	AM Arterial LOS	PM Arterial LOS
W	38,700	44,300	23.3	19.7	43.5	0.54	0.45	D	D
SW	32,100	36,000	17.3	16.0	43.0	0.40	0.37	D	E
SE	9,800	11,500	24.6	18.9	45.9	0.54	0.41	D	D
NW	21,900	23,500	20.7	16.8	43.9	0.47	0.38	D	E
NE	59,000	69,800	18.8	15.8	41.8	0.45	0.38	D	E
E	40,900	45,200	21.0	18.1	44.6	0.47	0.41	D	D

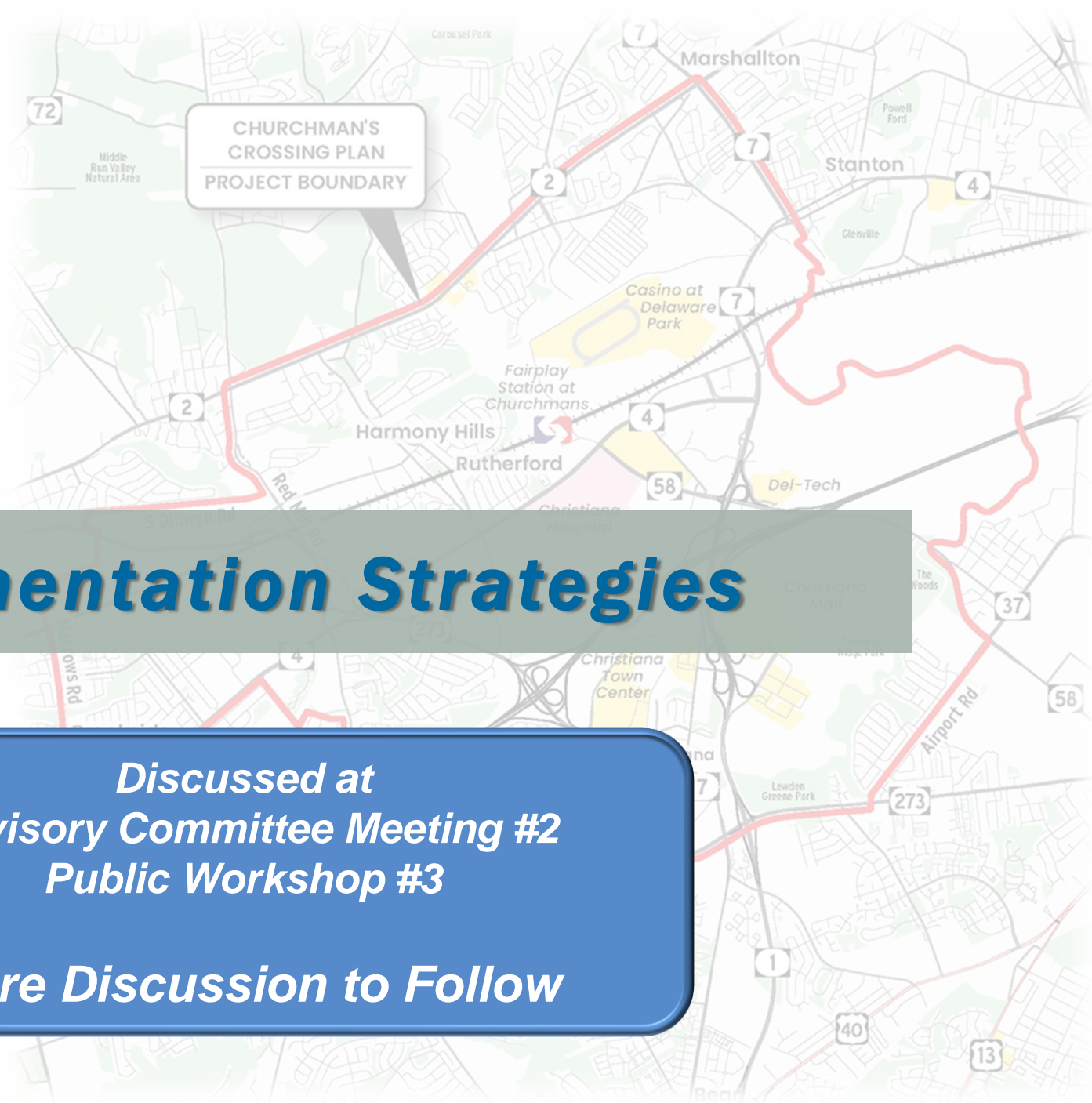


# Existing (2019) Intersection LOS

Intersection	AM Peak Hour LOS	PM Peak Hour LOS
SR 2 & Delaware Park Dr	A	B
SR 4 & SR 58	A	B
SR 2 & Harmony Rd	C	D
SR 2 & SR 7	D	D
SR 4 & Harmony Rd	D	D
SR 58 & SR 1 / SR 7 Ramps	C	F (v/c ratio 1.03)
SR 58 & Cavaliers Country Club Drive	A	C
SR 273 & Chapman Rd / Eagle Run Rd	E	E
SR 273 & Old Baltimore Pike	C	D

# Projected 2050 Intersection LOS

Intersection	AM Peak Hour LOS	PM Peak Hour LOS
SR 2 & Delaware Park Dr	C	E
SR 4 & SR 58	B	D
SR 2 & Harmony Rd	B	C
SR 2 & SR 7	E	F (v/c ratio =1.04)
SR 4 & Harmony Rd	E	F (v/c ratio = 1.06)
SR 58 & SR 1 / SR 7 Ramps	A	B
SR 58 & Cavaliers Country Club Drive	A	D
SR 273 & Chapman Rd / Eagle Run Rd	D	E
SR 273 & Old Baltimore Pike	B	C



# Implementation Strategies

*Discussed at  
Advisory Committee Meeting #2  
Public Workshop #3*

*More Discussion to Follow*



# Purpose of TID and CCED Strategic Plan

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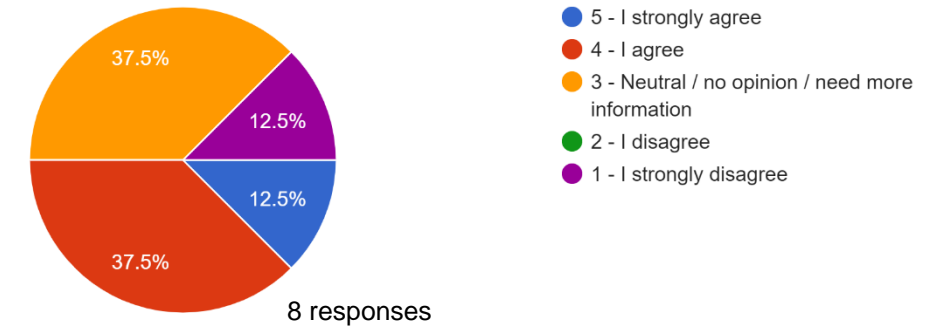
- TID and CCED(s) are both potential plan implementation tools for the Churchman's Crossing Plan Update
- This presentation summarizes possible Strategic Implementation Plan elements with the intent of furthering interagency and stakeholder discussion
- The Strategic Implementation Plan elements should also be informed by success stories and lessons learned from prior TID implementation and comparable case studies (DE & nationwide)
- The current study will include a *Strategic Implementation Plan* for the TID and CCED tools, but the establishment of specific TID and CCED elements would occur after study completion



# What we've heard so far...

- Discussed at Advisory Committee #2 (5/3/2021) and Public Workshop #3 (6/23/2021)
- Feedback
  - Generally supportive of TID
  - Neutral responses to CCED
- A few specific concerns we've heard about TIDs
  - Phasing
  - Funding

***A Transportation Improvement District (TID) could be an appropriate tool to implement the Churchman's Crossing Plan***



1. On a scale of 1 to 5, how do you feel about the following statement?

**A Transportation Improvement District (TID) could be an appropriate tool to implement the Churchman's Crossing Plan.**



# Strategic Plan Overview

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- Review process and approach for a Strategic Plan to consider the following implementation tools:
  - **Transportation Improvement District (TID)**
  - **Complete Community Enterprise District (CCED)**
- Summarize applicability, benefits, and limitations of TID and CCED
- Discuss considerations for a Churchman's Crossing TID, related to requirements of New Castle County Code section 40.11.310.C.2
- Discuss considerations for a Churchman's Crossing CCED, related to requirements of Delaware Code Title 2, Chapter 21

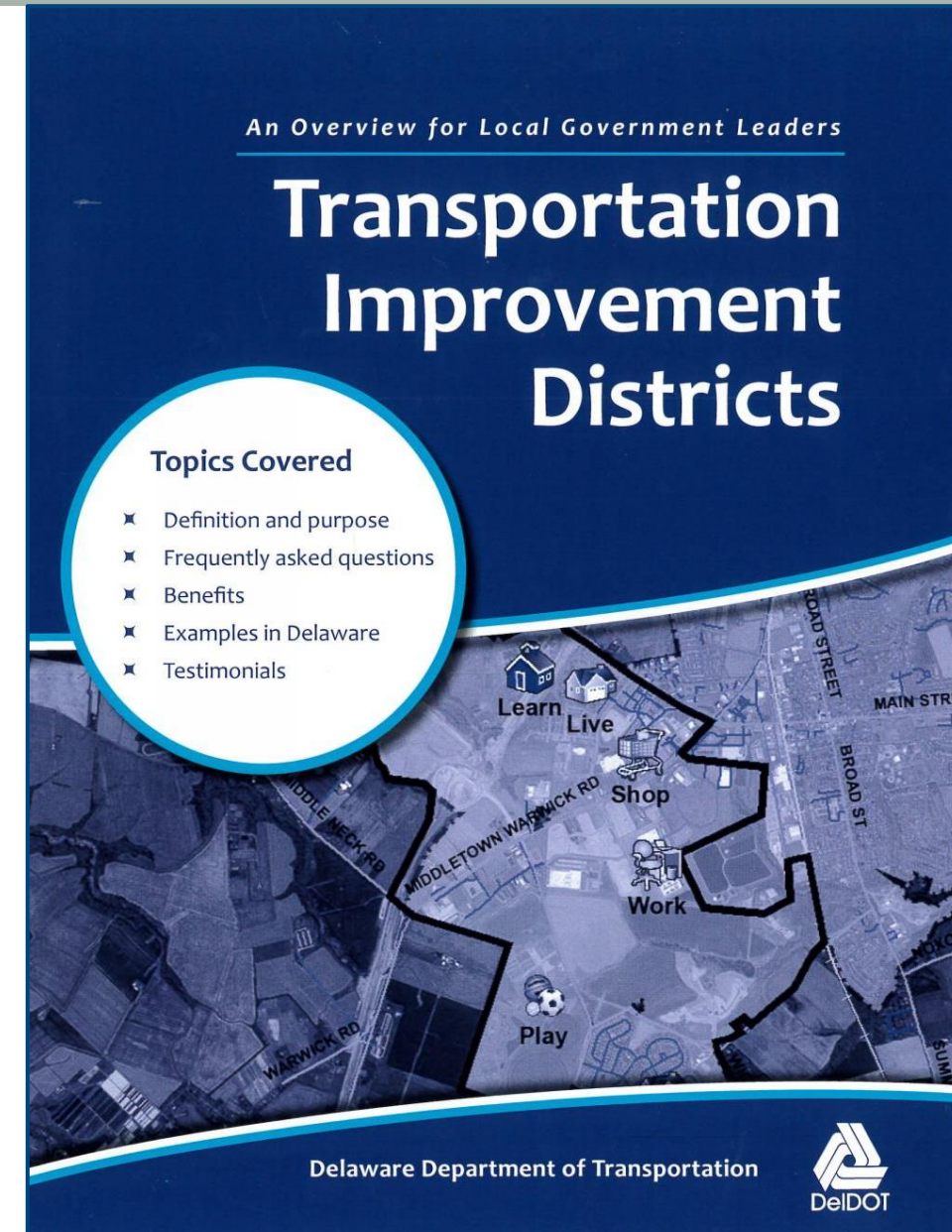
# Transportation Improvement District (TID)– What is it?

## ■ Definition

- A geographic area defined to secure required improvements to transportation facilities in an area
- Described in the DeIDOT's Development Coordination Manual

## ■ Purpose

- Proactively plan transportation improvements needed to support economic development
- Identify appropriate locations for economic development in a local comprehensive plan
- Outline transportation needs, improvements, schedules, and payment details





# TID Considerations

If a TID is a desired implementation tool, the following elements (per 40.11.310.C.2 of NCC Code) would need to be determined:

- Boundaries (a)
- Target year (b) – likely 2040, shall not exceed 20 years
- Parcel-specific forecast (c)
- LOS standard and measurement (d, f)
- Transportation improvements (e) – Churchman’s Crossing Plan Update recommended transportation projects
- Developer / public sector funding sources (g, h)
- Economic analysis (i) – to be completed later

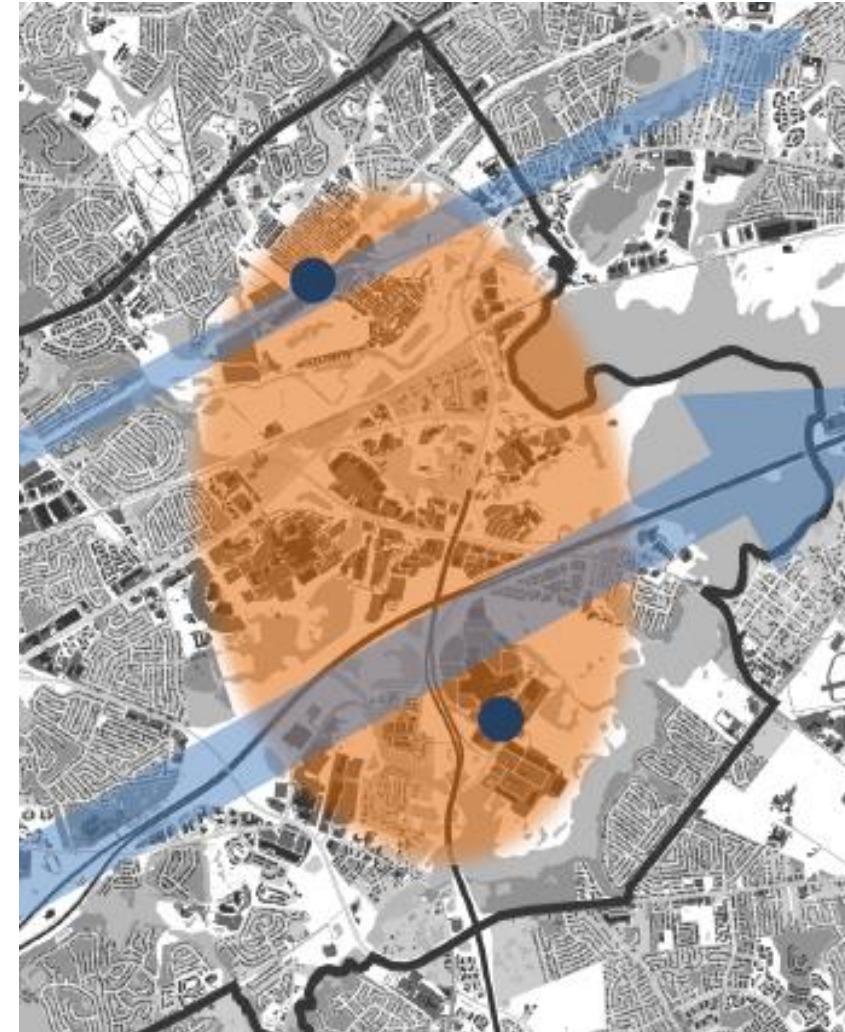
Other key elements for consideration:

- Monitoring/refinement
- Grandfathering, credits, etc.
- Phasing

The following slides focus on possible approaches to address the items in **green text** above.

# Boundaries (a)

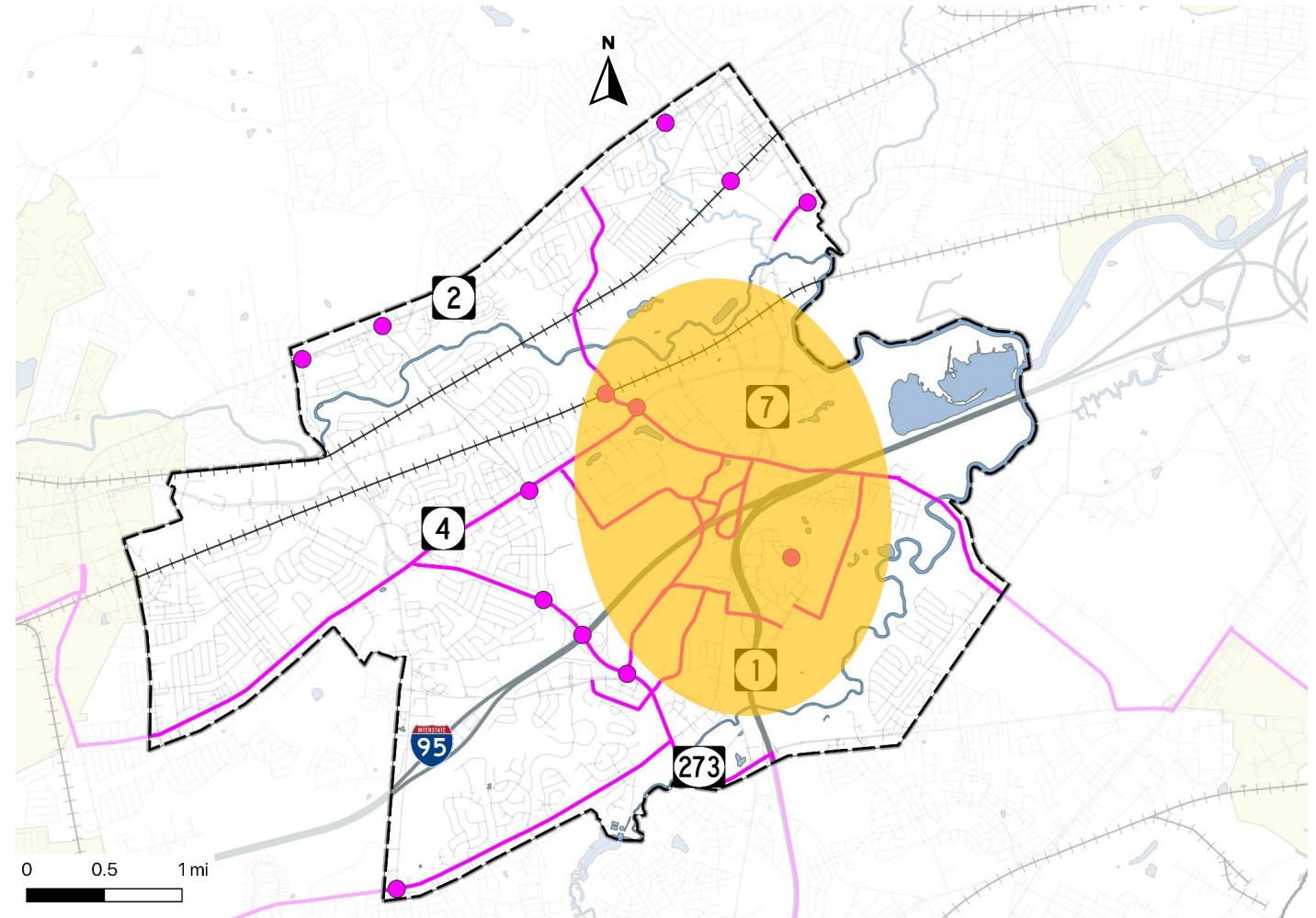
- Must be an area supporting mixed-use development
- Logically reflects areas with planned transportation improvements that benefit multiple properties (without full nexus to any individual property) such as Churchman's Road Extended and Eagle Run / Continental Connector
- Suggested refinement/detailing for properties identified in "focal area"



# Boundaries (a)

## Some Considerations:

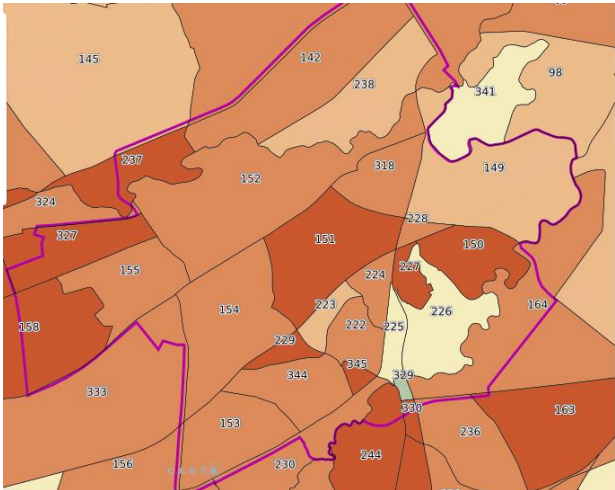
- Degree to which Ogletown/Newark is both geographically and functionally separate from Fairplay – Christiana Mall “spine”
- Degree of stable residential community inclusion within TID boundaries
- Proximity to Newark TID
- Location of key sub-regional transportation projects
- Area of greatest land use change





# Parcel-specific land use forecast (c)

- Current study – Balanced Land Use assumption includes aggregated TAZ-level land use
- Ongoing NCC@2050
  - Deeper thinking on Churchman’s area land use
  - “Stress testing” of forecasts with alternative scenarios

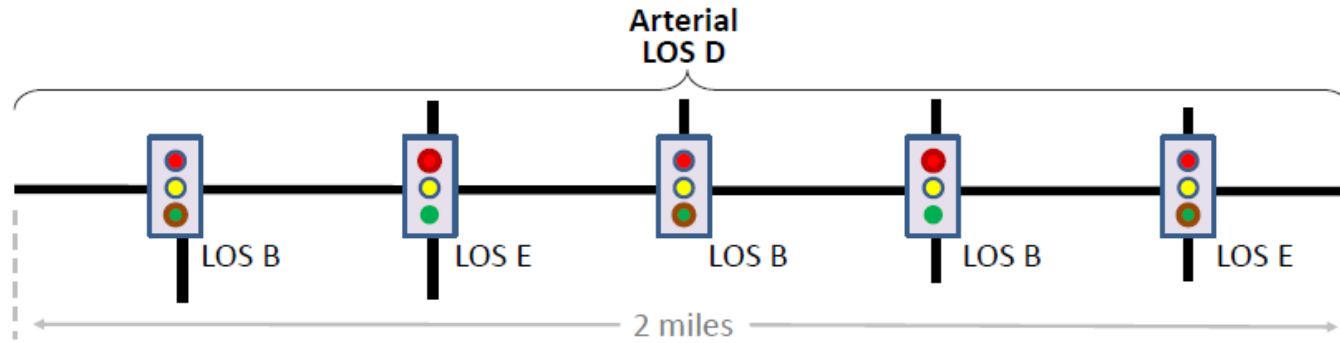


				2019	2019	2019	2019	2050	2050	2050	2050	2050	2050	2050	2050	2050	2050	2050
				Pop	HH	Jos	AU/acre	Expected Pop	Expected HH	Expected Jobs	AU / acre	Balanced Pop	Balanced HH	Balanced Jobs	AU / acre	Delta Pop	Delta HH	Delta Jobs
TAZ	Acreage	Subarea	Description	Pop	HH	Jos	AU/acre	Pop	HH	Jobs	AU / acre	Pop	HH	Jobs	AU / acre	Delta Pop	Delta HH	Delta Jobs
142	859	NE	Fairplay North	6120	2712	1413	8.8	5917	2421	1324	8.4	5917	2421	1324	8.4	0	0	0
238	567	NE	Fairplay South	226	75	1478	3.0	268	82	1443	3.0	268	82	1443	3.0	0	0	0
318	296	E	Center Pointe	386	66	1811	7.4	334	61	2000	7.9	1963	755	2190	14.1	1629	694	190
149	960	E	DeITech Vicinity	25	11	3357	3.5	24	10	3731	3.9	24	10	3731	3.9	0	0	0
228	53	E	95_7_58 Gore	0	0	362	6.9	0	0	393	7.5	0	0	393	7.5	0	0	0
150	335	SE	Cavaliers Vicinity	2521	1057	232	8.2	4542	1693	271	14.4	4542	1693	271	14.4	0	0	0
227	105	SE	Christiana Mall	0	0	2569	24.6	620	248	2794	32.7	1599	615	2975	43.8	979	367	181
226	432	SE	Fashion Center	0	0	1046	2.4	207	83	1176	3.2	410	158	1252	3.9	203	75	76
225	109	SE	SR 7 - SR 1 Gap N	110	42	2	1.0	153	53	3	1.4	153	53	3	1.4	0	0	0
329	20	SE	SR 7 - SR 1 Gap N	2	0	4	0.3	2	0	10	0.6	2	0	10	0.6	0	0	0
222	200	SE	Christiana Town Center	332	105	1569	9.5	309	92	1711	10.1	309	92	1711	10.1	0	0	0
224	133	SE	Eagle Run East	149	53	122	2.0	569	164	132	5.3	569	164	132	5.3	0	0	0
223	106	SE	Eagle Run West	0	0	464	4.4	0	0	542	5.1	0	0	542	5.1	0	0	0
151	684	E	Christiana Hospital	91	32	12006	17.7	449	143	13626	20.6	5170	1880	14966	29.4	4721	1737	1340
154	749	W	Birchwood Park	4729	1982	1757	8.7	4668	1739	1907	8.8	4668	1739	1907	8.8	0	0	0
229	82	SW	95_273_Chapman Gore	0	0	1163	14.2	0	0	1263	15.4	0	0	1263	15.4	0	0	0
344	363	SW	Norwegian Woods	1533	580	708	6.2	1582	584	768	6.5	1582	584	768	6.5	0	0	0
345	39	SW	Old Christiana	333	123	129	11.9	328	108	139	12.0	328	108	139	12.0	0	0	0
158	868	NW	Ogletown Far West	9284	3610	481	11.3	9115	3247	455	11.0	9115	3247	455	11.0	0	0	0
155	438	NW	Ogletown West	1957	708	507	5.6	1908	632	480	5.4	1908	632	480	5.4	0	0	0
152	1252	NW	Ogletown East	5662	2372	1802	6.0	5602	2212	2457	6.4	13582	5224	2372	12.7	7980	3012	-85
237	359	NW	Sycamore Gardens	3141	1397	506	10.2	3066	1250	479	9.9	3066	1250	479	9.9	0	0	0
	9007		TOTALS	36601	14924	33487	7.8	39663	14822	37104	8.5	55175	20707	38806	10.4	15512	5885	1702
Churchmans Subtotals																		
	2917	NW	Ogletown North	20044	8086	3295	8.0	19691	7341	3871	8.1	27671	10353	3786	10.8	7980	3012	-85
	1427	NE	Fairplay	6345	2787	2891	6.5	6185	2503	2767	6.3	6185	2503	2767	6.3	0	0	0
	749	W	Ogletown South	4729	1982	1757	8.7	4668	1739	1907	8.8	4668	1739	1907	8.8	0	0	0
	1992	E	Center Point	502	110	17536	9.1	807	214	19750	10.3	7157	2645	21280	14.3	6350	2431	1530
	484	SW	Old Christiana Vicinity	1867	703	2000	8.0	1910	692	2170	8.4	1910	692	2170	8.4	0	0	0
	1439	SE	Christiana Mall Vicinity	3114	1256	6009	6.3	6402	2333	6639	9.1	7584	2775	6896	10.1	1182	442	257
	9007		Churchman's Study Area	36601	14924	33487	7.8	39663	14822	37104	8.5	55175	20707	38806	10.4	15512	5885	1702
	277625		Total County	562429	204151	291342	3.1	580554	200768	281217	3.1	596066	206653	282919	3.2	15512	5885	1702
	268618		Remainder of County	525828	189227	257856	2.9	540891	185946	244113	2.9	540891	185946	244113	2.9	0	0	0

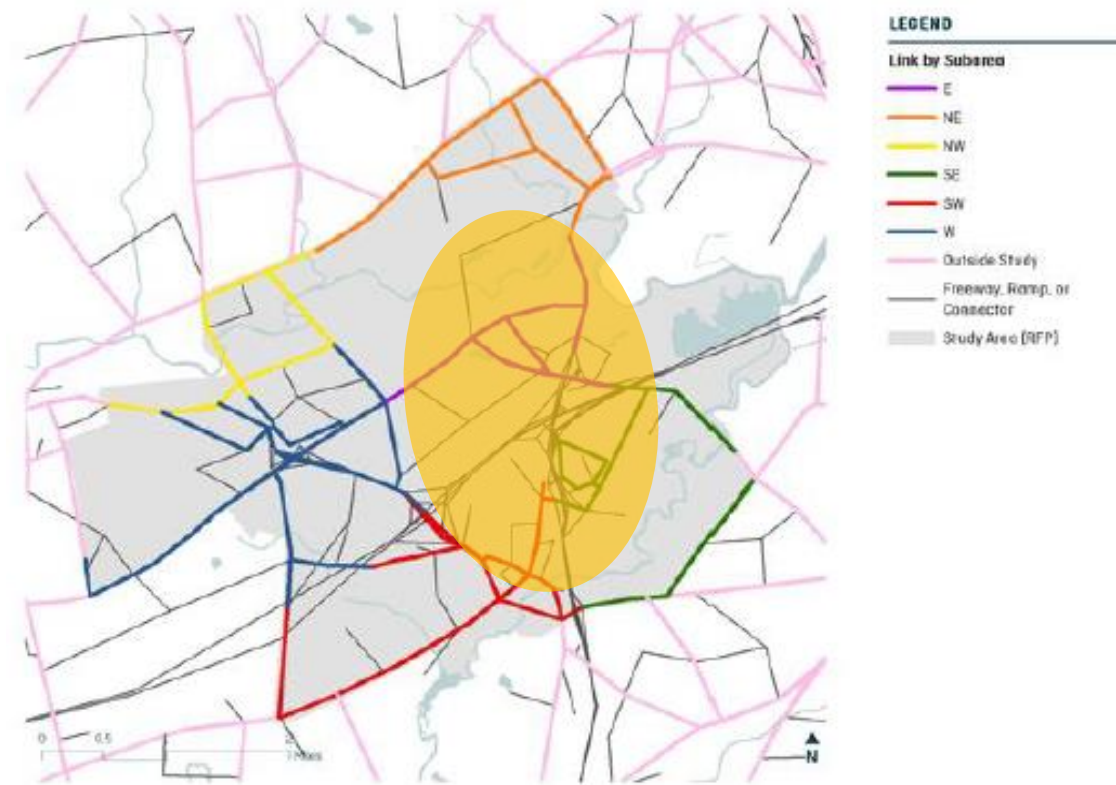
Land Use Assumptions (by TAZ) within Churchman's Crossing Area

# LOS Standards and Measurement (d, f)

- Continuing suggested areawide LOS D
- Single grouping of arterials within TID (rather than 6 “neighborhoods” in current study)
- Current study to describe approach for integrating intersection and segment data for areawide LOS
- Use National Performance Management Research Data Set (NPMRDS) as tool for regular monitoring



CHURCHMAN'S CROSSING | MODEL LINKS BY SUBAREA



# Developer / Public Sector Funding (g, h)

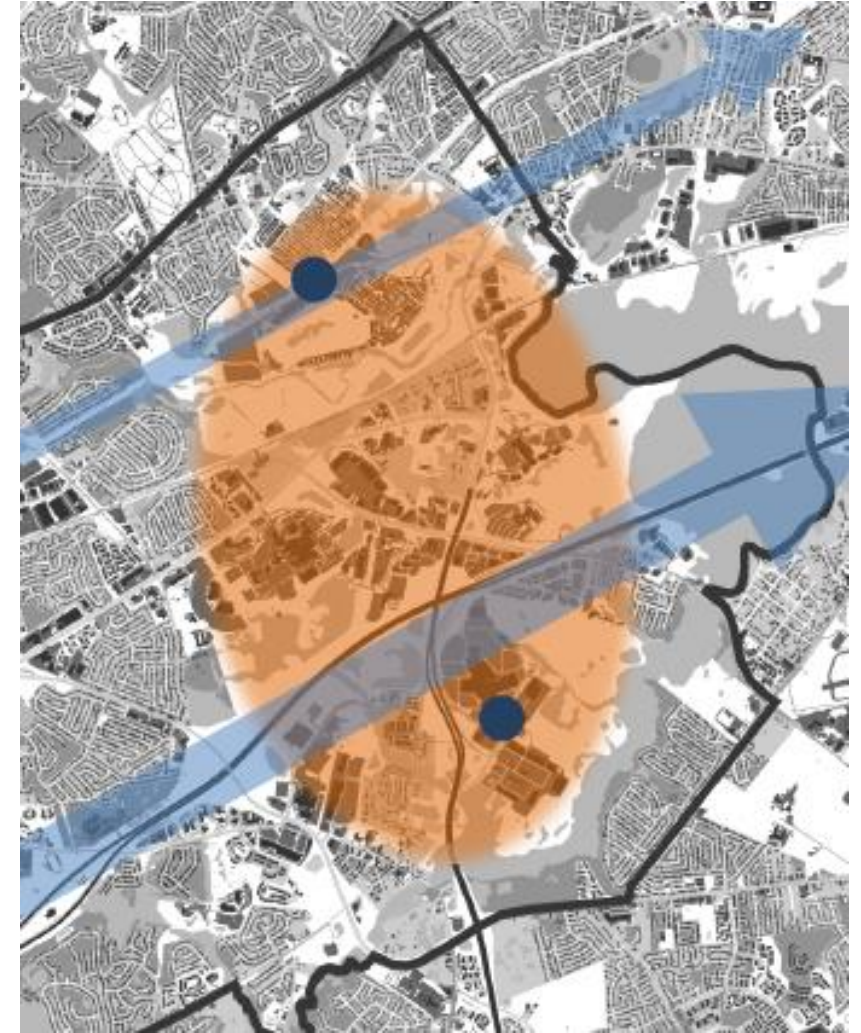
## Key Elements:

- **Impact units**
  - For pro-rata share establishment: (i.e., ITE tripgen PM peak period vehicle trip?)
  - For fee assessment (i.e., dwelling units, square feet commercial space?)
- **Private sector contribution type**
  - Defined contribution: dollar value established up front in “one and done” assessment
  - Defined benefit: private sector “on hook” to manage site development to meet an impact unit objective (i.e., site level vehicle-trip cap)
  - Trip budget / remedy fund: approach to “overbill” at outset with opportunity to issue refunds for exceptional performance (rather than penalties)
- **Public/private share - consider**
  - TID experience statewide
  - Relative trip burden from existing local, existing through, future local (either areawide or for suite of “more local” versus “more regional” projects)
  - Churchman’s Crossing vicinity expectations per conventional TIA



# Developer / Public Sector Funding (g, h)

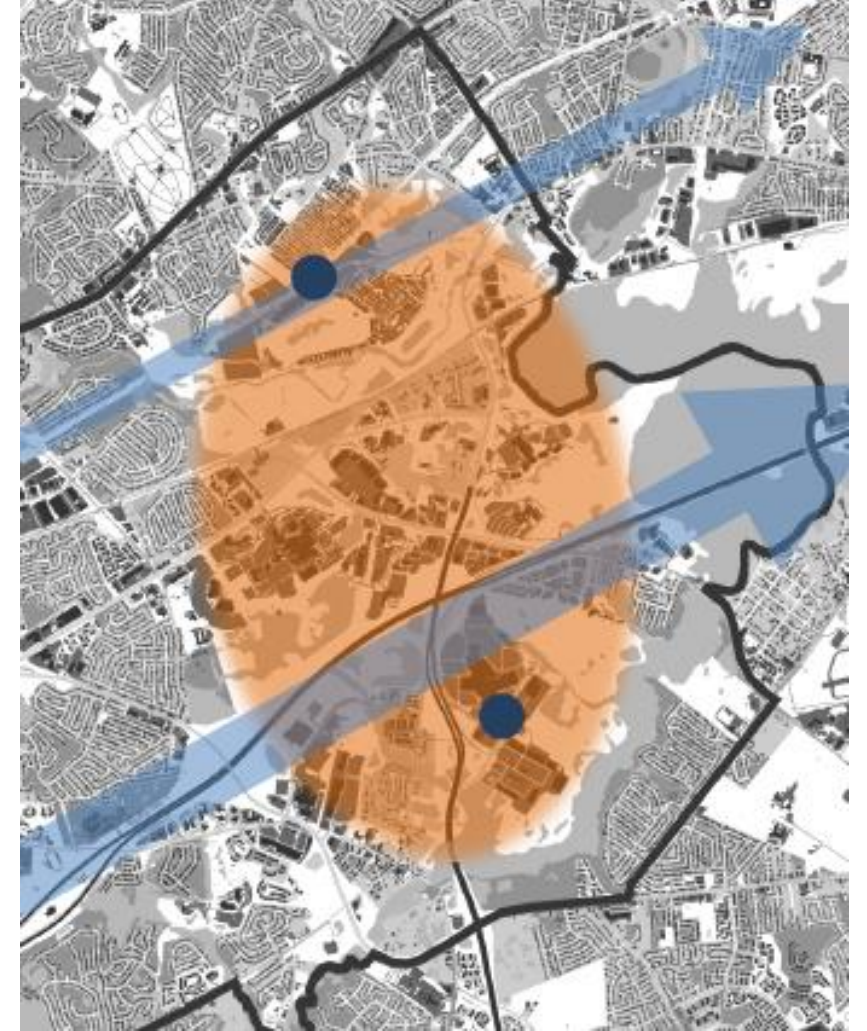
- Balanced Land Use: 5800 more DU, 5300 more jobs – some already in pipeline
- Transportation Cost (\$652M total capital):
  - \$377M in financially constrained RTP
  - \$118M in aspirations (without I-95 widening)
  - \$157M in additional projects, including transit capital costs
- Key policy variables are which projects would be included in a TID and the public/private split of improvement costs



# Grandfathering

Need to consider and document:

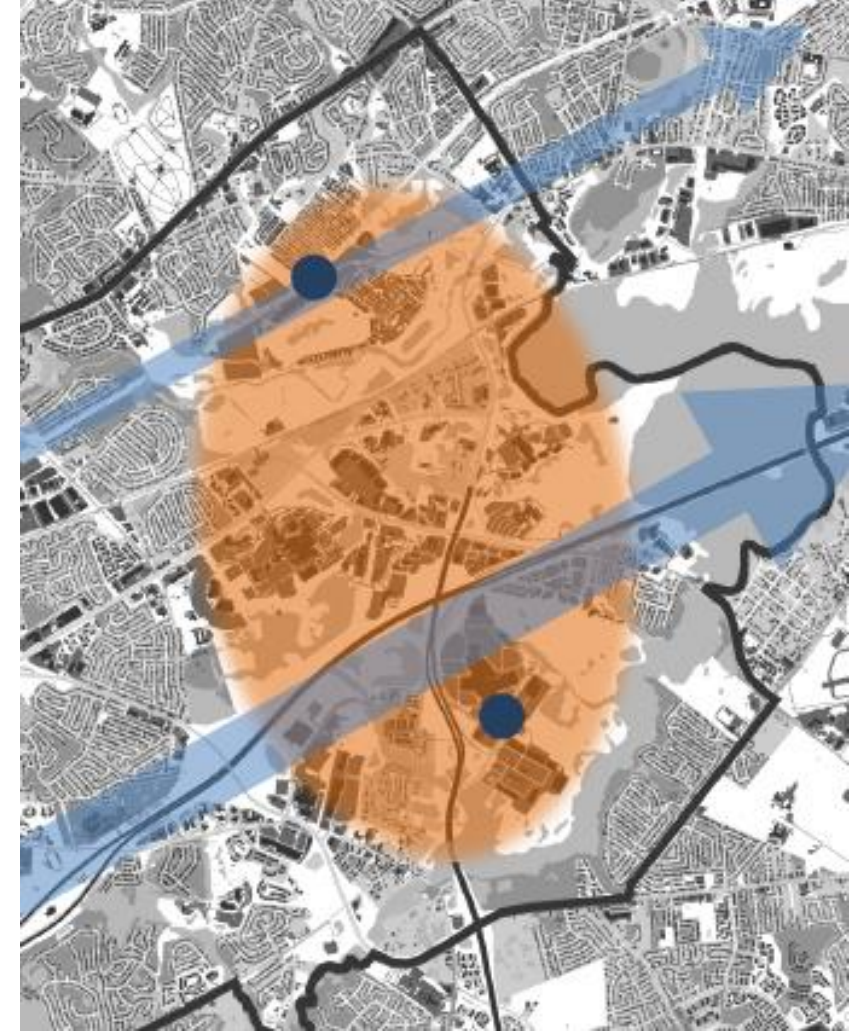
- Timing of payment (i.e., building permit)
- Vested development approvals
- Any changes from TIA approach re: administrative items such as:
  - Mixed- use internal capture considerations
  - Credits for developer-constructed improvements





# Monitoring / Refinement

- Seek balance between course correction and stability
- Automatic elements like inflation factors
- Suggest annual cycle of monitoring/reporting (there may always be 4 MGSF envisioned in the future....)
- Suggest 4-year cycle of possible refinement

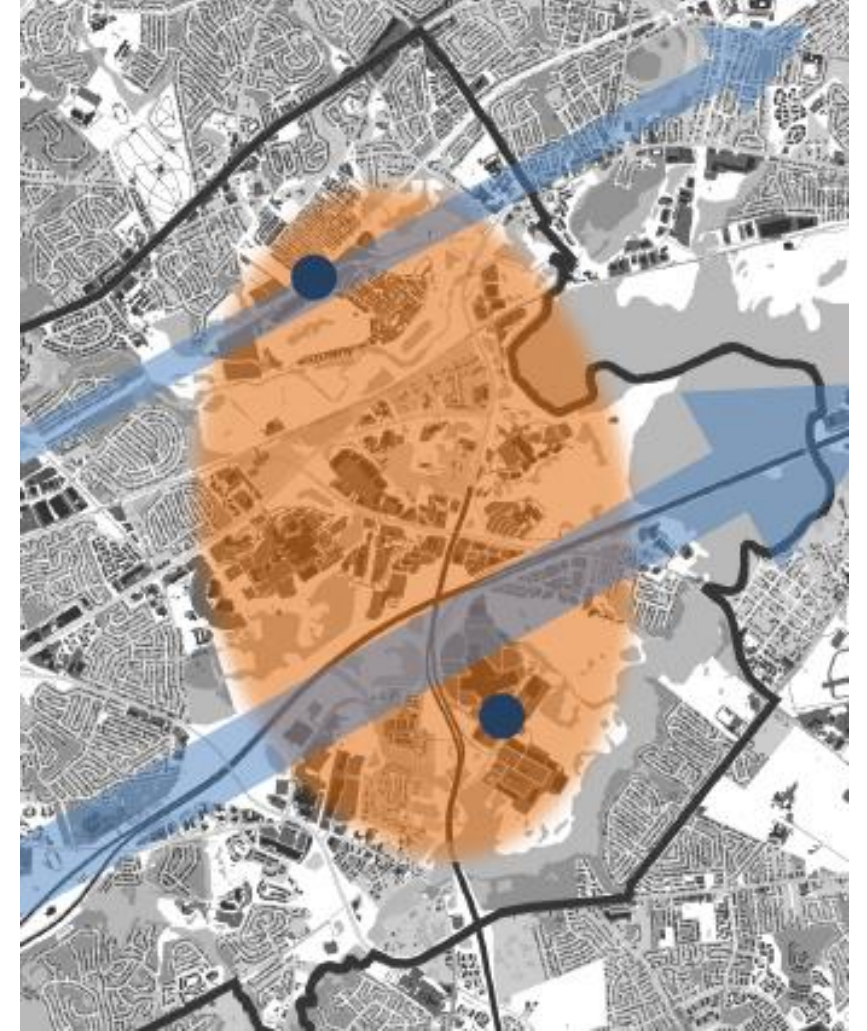




# Phasing

Optional – dependent on stakeholder concerns

- “Phasing plan” indicating intent of improvement timing



# Implementation Strategy Discussion - TID

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- What considerations or concerns would you want addressed if a TID is pursued?
  - Boundaries?
  - Level of service standards & measurement?
  - Developer participation (projects to include, public/private sector contributions, etc.)?
  - Other elements (monitoring, grandfathering, phasing, etc.)?

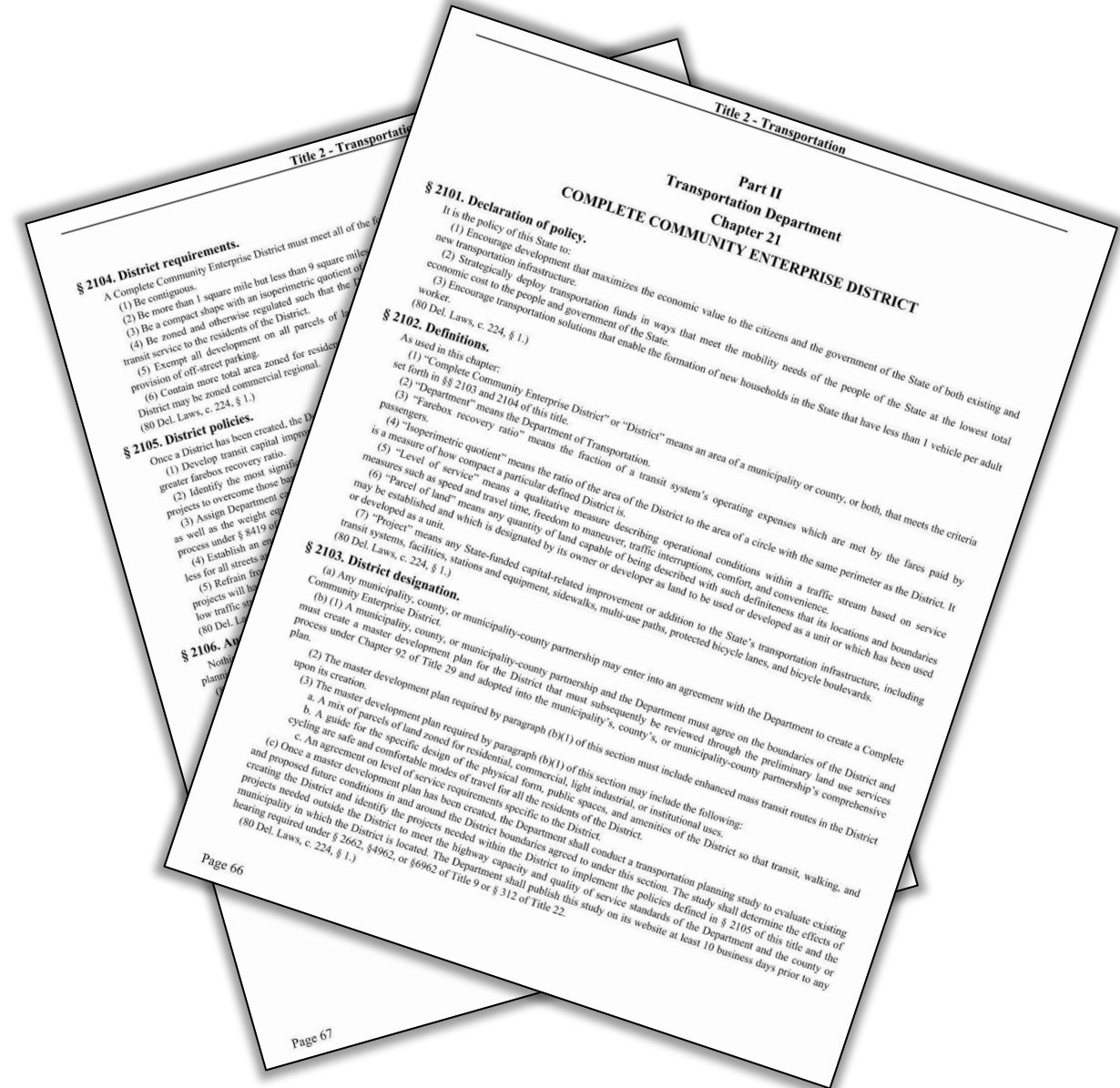
# Complete Community Enterprise District (CCED) – What is it?

## ■ Definition

- A geographic area defined to create transit-oriented development districts
- Defined in Chapter 21 of Title 2 Delaware Code
- Recently revised by House Bill No. 18 Signed 6/3/2021

## ■ Purpose

- Encourage “complete communities” that are transit-friendly, walkable, and bikeable
- Encourage transportation improvements that can support reduced auto ownership
- Promote economic development

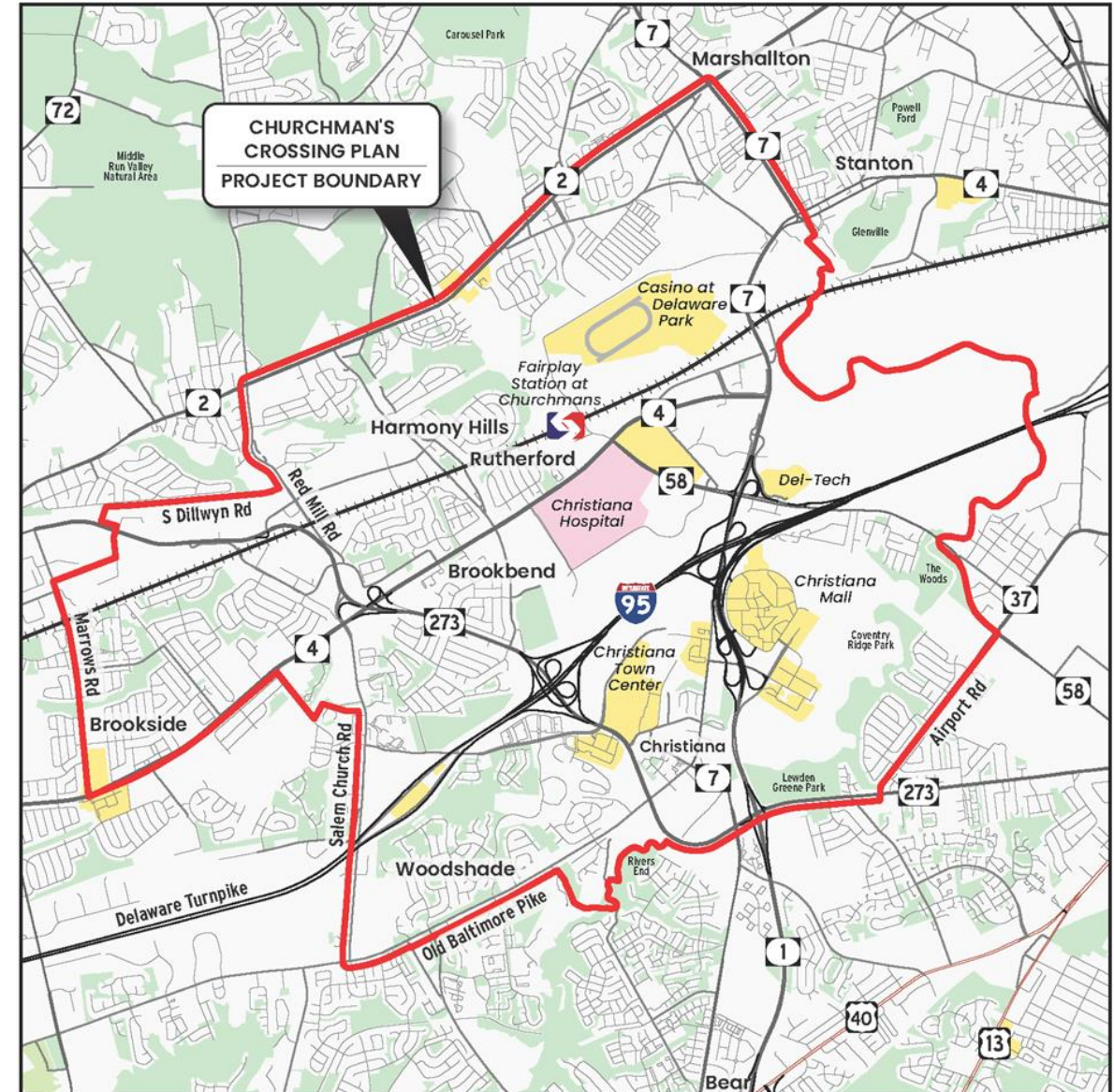




# CCED Considerations

Possible areas that would meet:

- Letter of the law
  - Appropriate size
  - Transit-supportive, mixed-use zoning
  - Parking exemptions
- Intent of the law
  - Slow vehicular travel speeds
  - Generally contiguous
- Locations – maybe....
  - Delaware Park?
  - Hospital Vicinity?
  - Christiana Mall?
  - Combination of above?



# Implementation Strategy Discussion - CCED

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- What considerations or concerns would you want addressed if a CCED is pursued?
  - Boundaries?
  - Other considerations?

# Discussion

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- Any other comments or questions?



# Next steps

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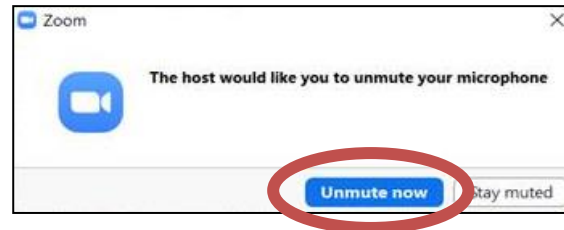
- Present Information Publicly (Public Workshop #4: 10/25/2021)
- Address Advisory Committee & Public Comments
- Finalize Churchman's Crossing Plan Update Report
- Future Steps by Agency Partners
  - Approve/Adopt Churchman's Crossing Plan Update
  - Include recommended projects in RTP, TIP and CTP
  - Complete NCC@2050 planning process
  - Adopt NCC@2050
  - Develop monitoring program for Churchman's Crossing

# Public Comment

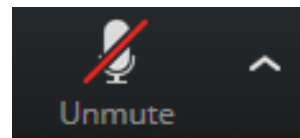
- To make a comment, please raise your hand by using the “**Raise Hand**” button in the **Zoom Webinar Menu Bar**, or by pressing **\*9 when calling in on a phone**



- The host will be notified of who has raised their hand, and will announce your name and ask you to unmute yourself when it is your turn
- Please unmute yourself by clicking “**Unmute now**”, or by pressing **\*6 when calling in on a phone**



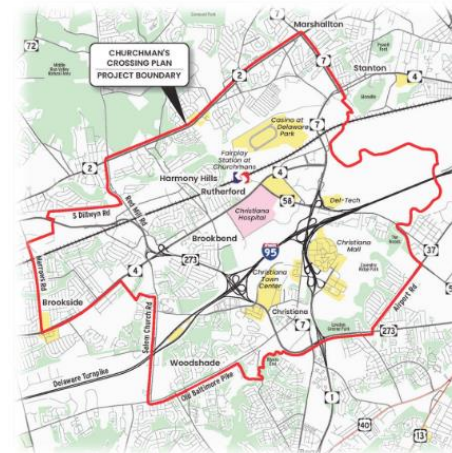
- Depending on your settings, you may need to also click “**Unmute**” a second time in the lower left side of the menu bar



# See you at our final Public Workshop!

- Monday, October 25, 2021
- 5:30 – 7:30 PM
- Register at [www.wilmapco.org/Churchmans](http://www.wilmapco.org/Churchmans)

## Churchman's Crossing Plan **UPDATE**



The Wilmington Area Planning Council (WILMAPCO), Delaware Department of Transportation (DelDOT), and New Castle County Department of Land Use are developing an update to the 1997 Churchman's Crossing Plan. The update will include revised recommendations for transportation improvements, land use strategies, and other updates to guide the future of the Churchman's Crossing area through the next 20 years.

This 4th and Final Public Workshop will present a summary of the planning process, recommended land use principles and transportation improvement projects, and potential implementation strategies. Your continued feedback will be considered in the Final Report of the Churchman's Crossing Plan Update.

Help shape the way people live, work, and play in the Churchman's Crossing area.

**YOU ARE INVITED  
TO A VIRTUAL  
PUBLIC WORKSHOP!**

**Monday  
October 25, 2021  
5:30 pm – 7:30 pm**

Agenda:

5:00-5:30 pm	Meeting sign in/log in
5:30-6:45 pm	Presentation
6:45-7:30 pm	Q&A

Register to attend:  
[www.wilmapco.org/churchmans](http://www.wilmapco.org/churchmans)



For more information and to **register in advance** for the Virtual Workshop, please visit  
[www.wilmapco.org/Churchmans](http://www.wilmapco.org/Churchmans)

Presented by **WILMAPCO**

