

WILMAPCO



Churchman's Crossing Plan Update



RK&K

1st Community Workshop

September 16, 2020



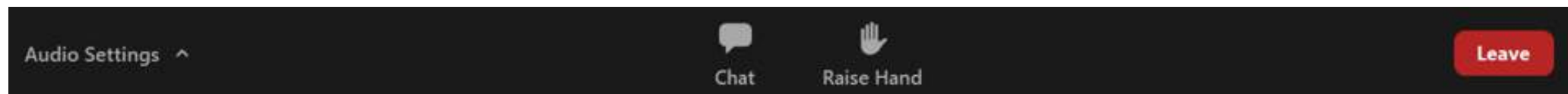
WELCOME!

1st Community Workshop for the Churchman's Crossing Plan Update

VIRTUAL WORKSHOP HOUSEKEEPING

Some helpful hints for tonight's virtual workshop:

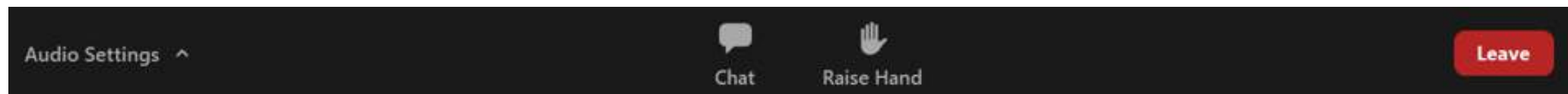
- The **Zoom Webinar Menu Bar** (on a computer) appears at the bottom of the Zoom window once the workshop begins. If you don't see the menu bar, move your mouse slightly and the bar will re-appear. The bar disappears after a few seconds when in full-screen mode.
- Note that **you are muted and without video by default**. You can ask questions via the **Chat** box. The host and panelists will monitor these questions throughout the evening.
- For **dial-in participants**, to participate during the question and answer period after the presentation, please press ***9 to Raise/Lower Hand** and press ***6 to Mute/Unmute**.



VIRTUAL WORKSHOP HOUSEKEEPING

With the Zoom Webinar Menu Bar you are able to do the following:

1. **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).
2. **Chat.** During the presentation, you are able to submit questions and feedback using the “Chat” feature. The host and panelists will monitor the chat and answer questions following the presentation.
3. **Raise Your Hand.** Use the “Raise Hand” button for audience participation. Once raised, the button will change to “Lower Hand”, which can be selected once you have been recognized.
4. **Leave the Workshop.** To leave the virtual workshop, click the “Leave” button.

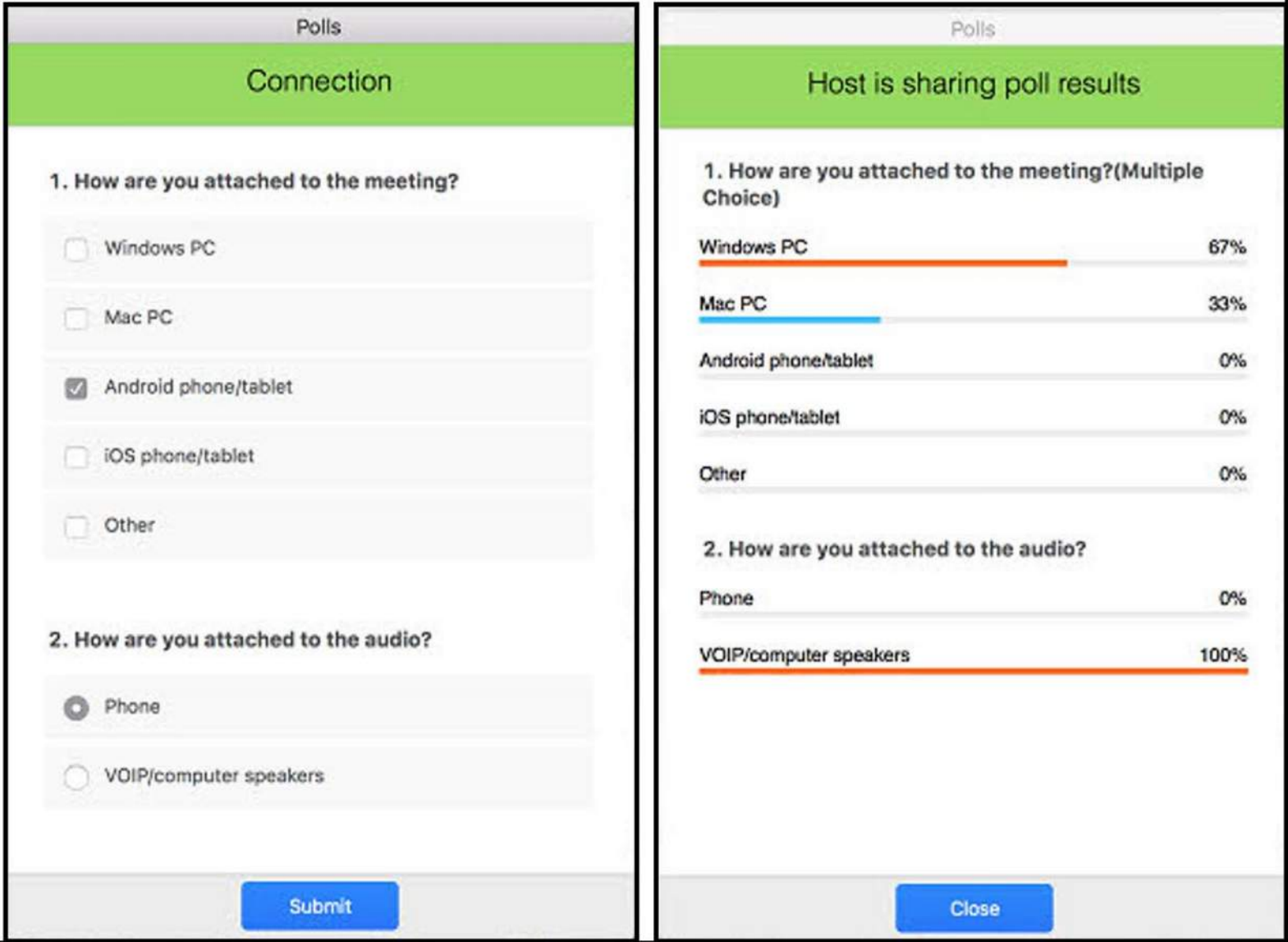


POLL QUESTIONS

We will be posing questions to participants throughout tonight's presentation.

Everyone is encouraged to participate by selecting answers in the pop-up polling window using the Zoom app (not available for dial-in participants).

We will use the results to help develop scenarios later in the process.



STAY CONNECTED

We are committed to keeping you informed about this important Plan Update:

- Project website: <http://www.wilmapco.org/Churchmans/>
- For questions, comments, or to sign up for project email updates, email Randi Novakoff at rnovakoff@wilmapco.org
- To reach co-project manager Dave Gula
 - Email: dgula@wilmapco.org
 - Phone: 302-737-6205 ext. 122

AGENDA

5:00 – 5:30 PM Registration / Sign-in

5:30 – 6:15 PM Presentation

6:15 – 7:00 PM Q & A

AGENCY PARTNER STATEMENTS / INTRODUCTIONS

Dan Blevins
WILMAPCO



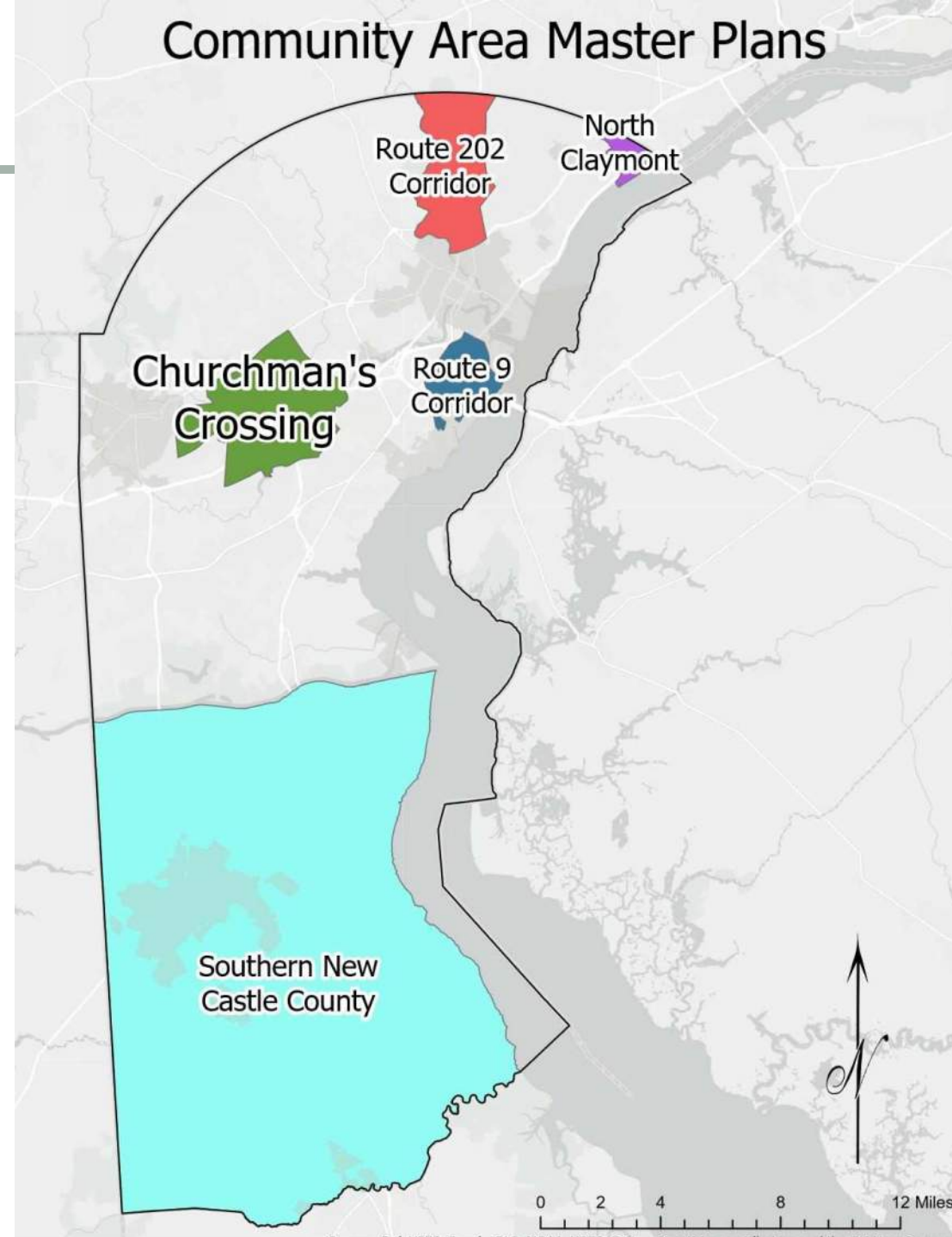
Marc Cote
DeIDOT



Andrea Trabelsi
New Castle County
Department of Land Use



OTHER SUB-REGIONAL STUDIES IN NEW CASTLE COUNTY



TONIGHT'S PRESENTERS

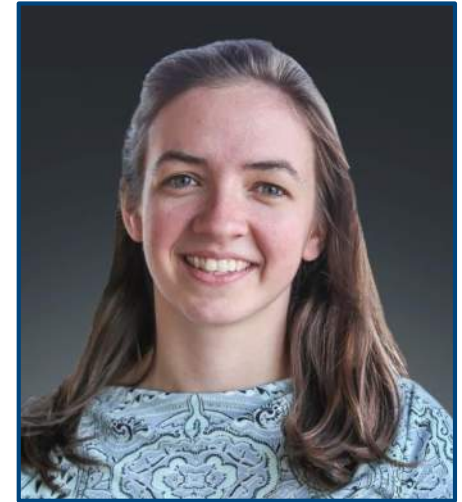
Jim Burnett
RK&K



Dan Hardy
Renaissance Planning



Alyssa May
Rybinski Engineering



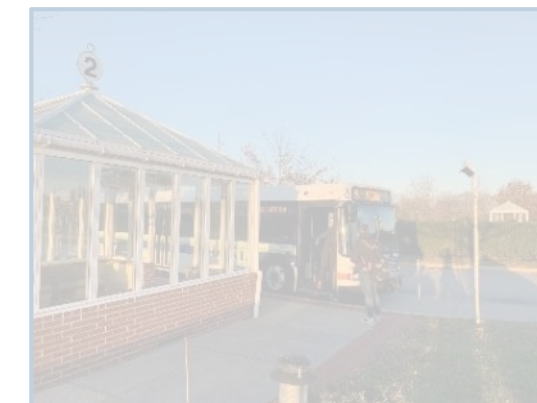
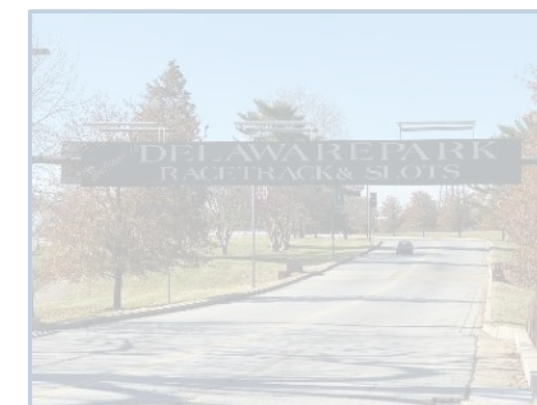
PURPOSE OF TODAY'S COMMUNITY WORKSHOP

- Provide an introduction and overview of the Plan Update process
- Learn about land use and transportation planning, and why it's important
- Share existing conditions information about the Churchman's Crossing area
- Welcome input on current opportunities and concerns, as well as the future of the Churchman's Crossing area

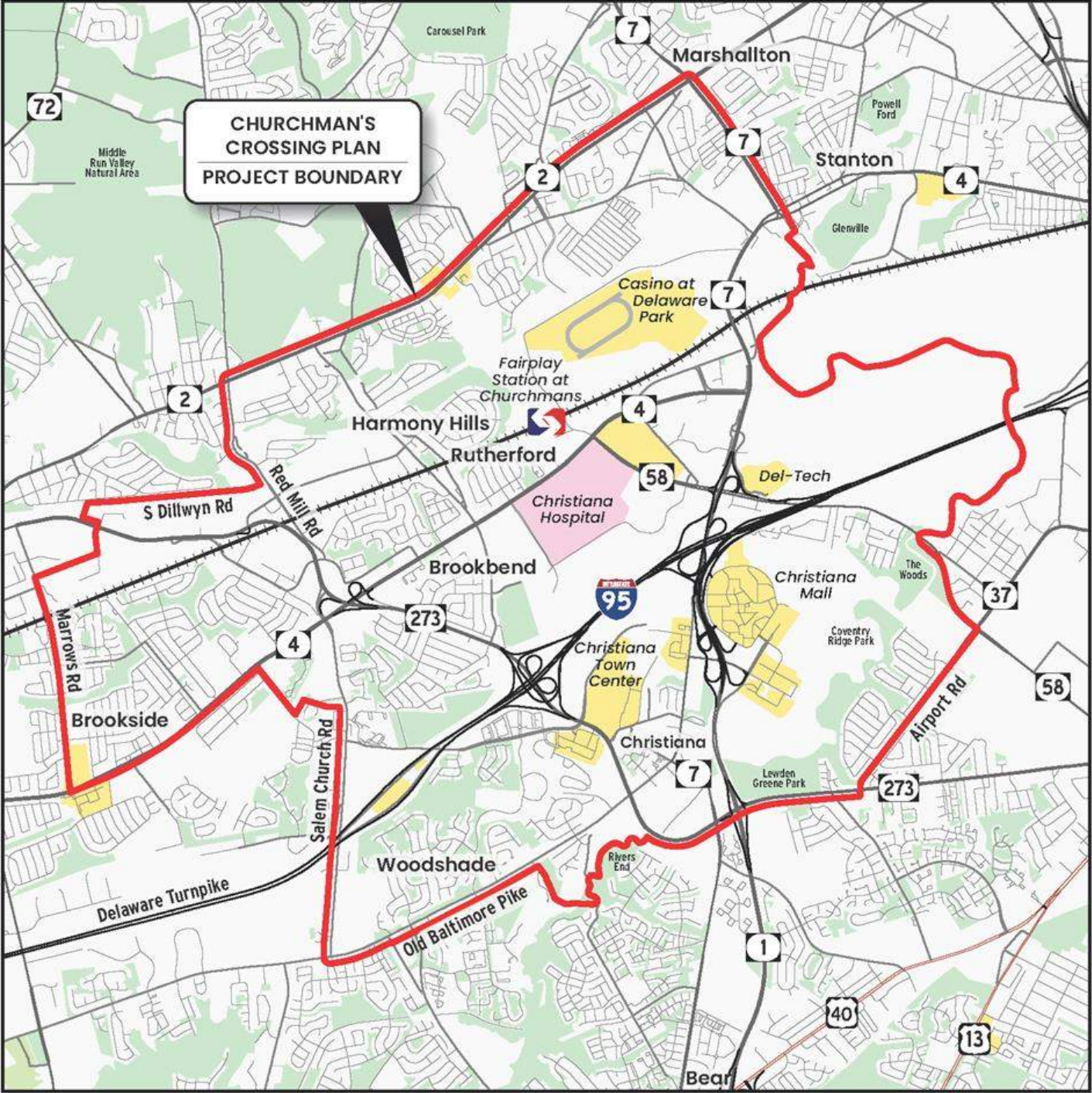




Background



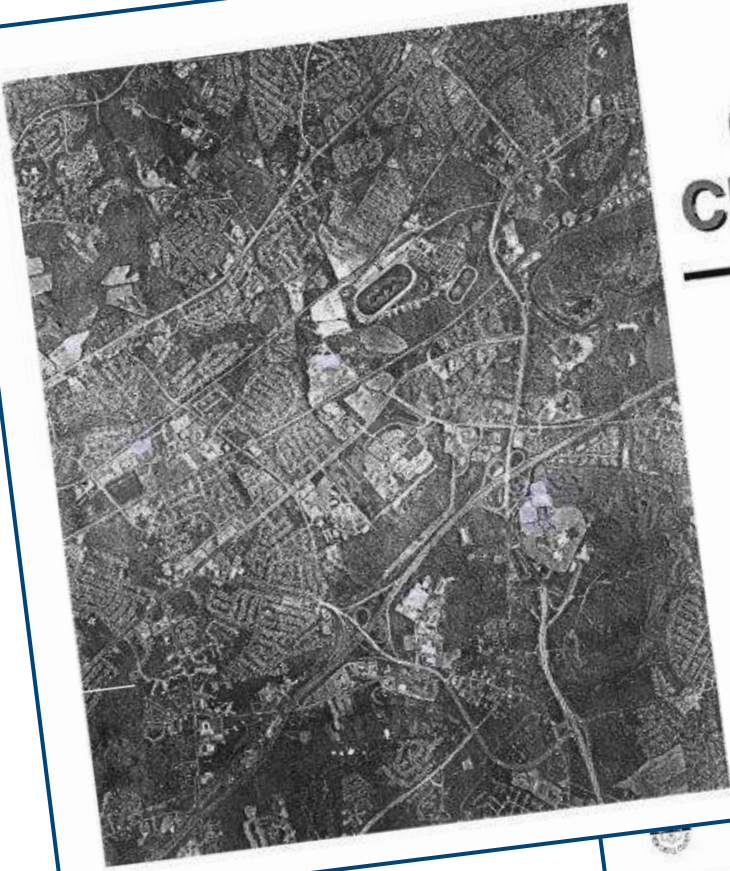
PROJECT BOUNDARY



POLL QUESTION #1

- Do you live, work, or play in the Churchman's Crossing area?
 - Yes, I live here
 - Yes, I work here
 - Yes, I shop, dine, play and do other activities here
 - More than one of the above
 - None of the above

1997 CHURCHMAN'S CROSSING STUDY



CHURCHMAN'S CROSSING STUDY

April 1, 1997

WILMAPCO

DELAWARE DEPARTMENT OF TRANSPORTATION

Milestones and Schedule

- Completed Summer 1995
- Establish Strategies - Fall 1995
- Identify Transportation & Land Use Options - Fall 1995
- Analyses of Transportation Options - Late 1995 / Early 1996
- Fall 1996

WE ARE HERE!

MOVEMENT PROGRAM (CIP) PROJECTS

Roadway Resurfacing Projects

- SR 100
- SR 100 and SR 100A to SR 100B
- SR 100B to SR 100C

Bridge Rehabilitation Projects

- SR 100
- SR 100A and SR 100B to SR 100C
- SR 100C to SR 100D

TRANSPORTATION PLAN (MTP) CANDIDATE PROJECTS

(IN ADDITION TO CIP PROJECTS LISTED ABOVE)

Improvements:

- Class I Improvements: A one-way street along a completely separate right-of-way to be built along SR 100.
- Class II Improvements: A one-way street along a completely separate right-of-way to be built along SR 100.
- Class III Improvements: A one-way street along a completely separate right-of-way to be built along SR 100.

Improvements:

- SR 100
- SR 100A
- SR 100B
- SR 100C
- SR 100D
- SR 100E
- SR 100F
- SR 100G
- SR 100H
- SR 100I
- SR 100J
- SR 100K
- SR 100L
- SR 100M
- SR 100N
- SR 100O
- SR 100P
- SR 100Q
- SR 100R
- SR 100S
- SR 100T
- SR 100U
- SR 100V
- SR 100W
- SR 100X
- SR 100Y
- SR 100Z

CHURCHMAN'S CROSSING INFRASTRUCTURE STUDY

PROGRESS: 1997 TO 2020

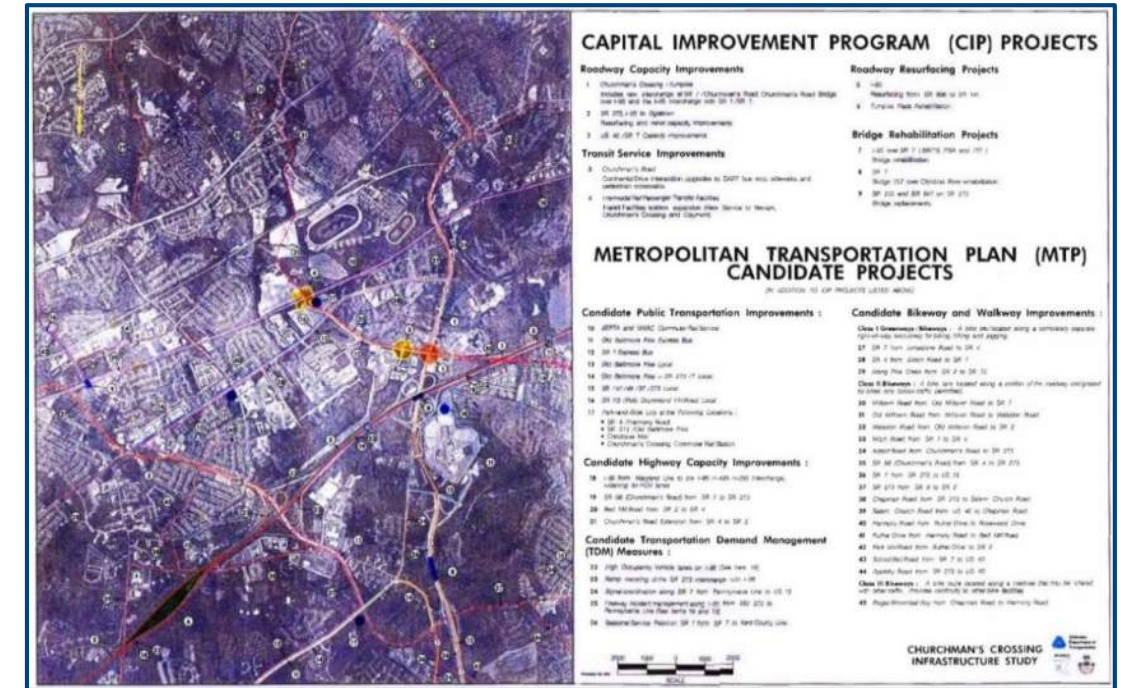
- Modifications to the UDC to re-establish a balance between transportation capacity and development
- Modifications to the UDC to incorporate Guiding Principles related to zoning and subdivision reviews, as well as Traffic Mitigation Agreements (TMA's)
- Growth continues
 - Non-residential: 4.8 MSF developed since 1997; 3.7 MSF committed as of 2019
 - Residential: 760 DUs committed as of 2019

Million Square Feet (MSF) Non-Residential Development

Year	Existing	Committed	Exploratory	Existing + Committed
1997	9.6	3.7	1.5	13.3
2004	11.8	3.2	0.7	14.9
2009	13.2	4.1	0.5	17.3
2019	14.4	3.7	0.5	18.1

PROGRESS: 1997 TO 2020

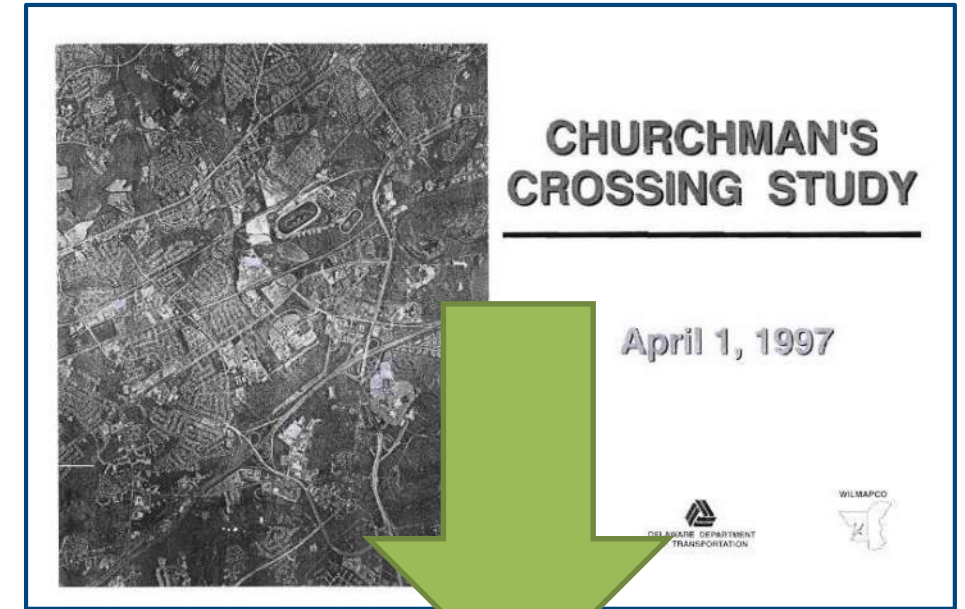
- 25 of the 61 roadway, transit, sidewalk and bicycle recommendations implemented
 - Interchange and intersection improvements
 - New SEPTA station
 - Bus service improvements
 - New sidewalks and bicycle lanes



The 1997 Report and 2019 Current Conditions summary are available on the project website <http://www.wilmapco.org/Churchmans/>

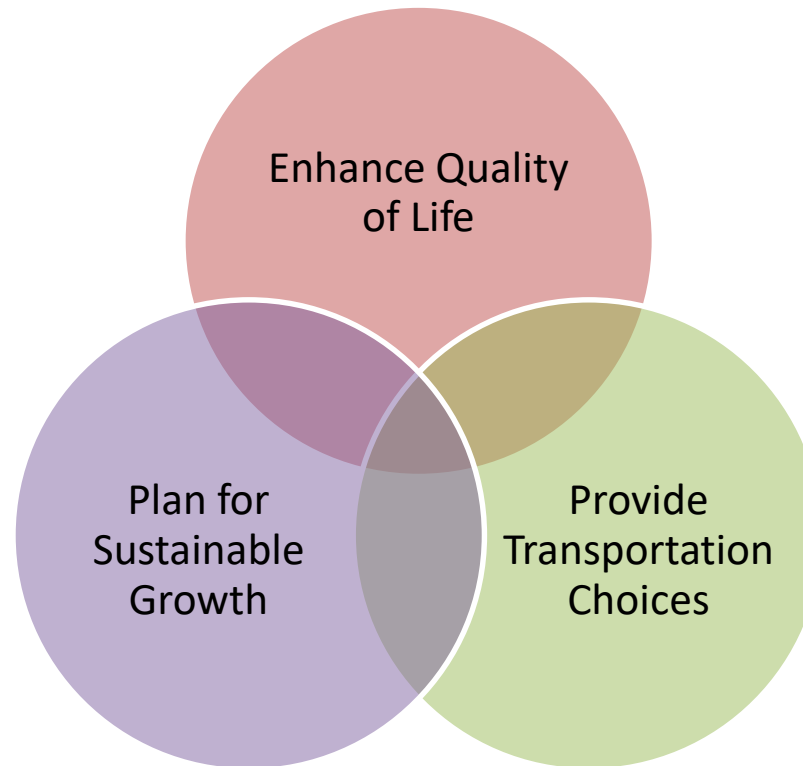
CHURCHMAN'S CROSSING PLAN UPDATE

- 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



PROJECT VISION

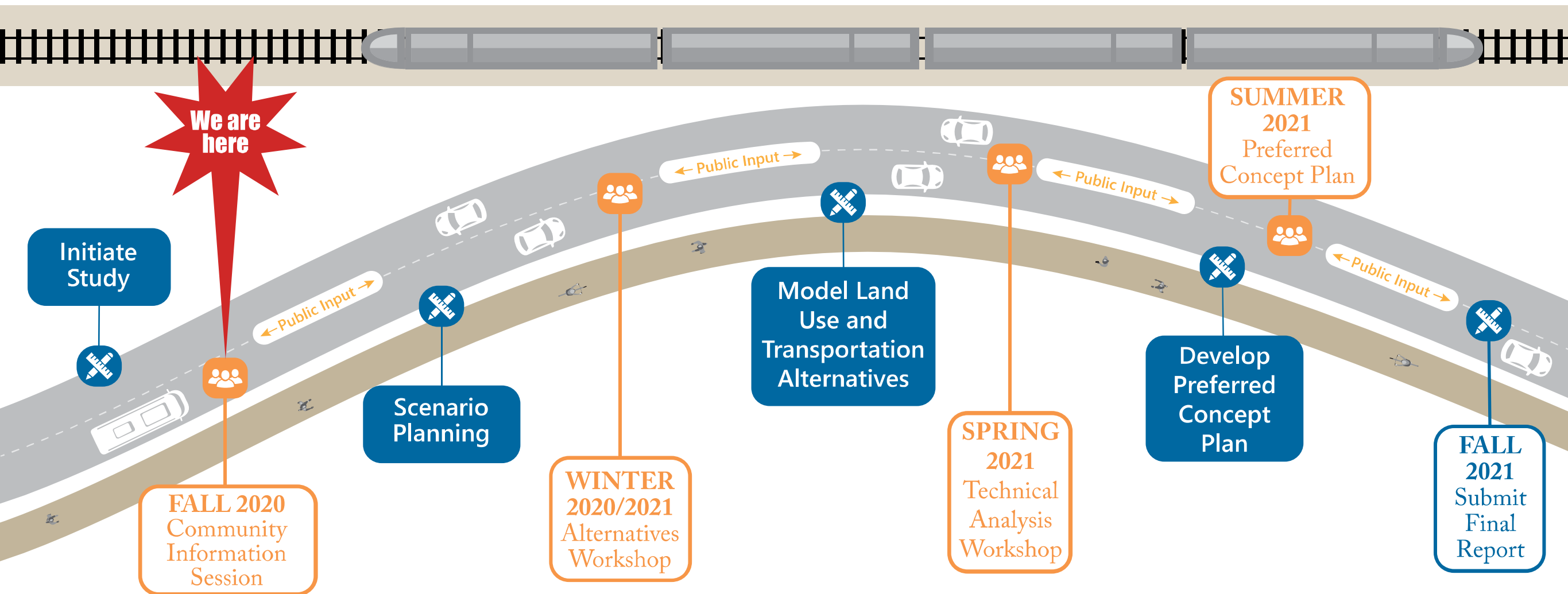
- The vision for the 2020 Churchman's Crossing Plan Update will be guided by three goals:

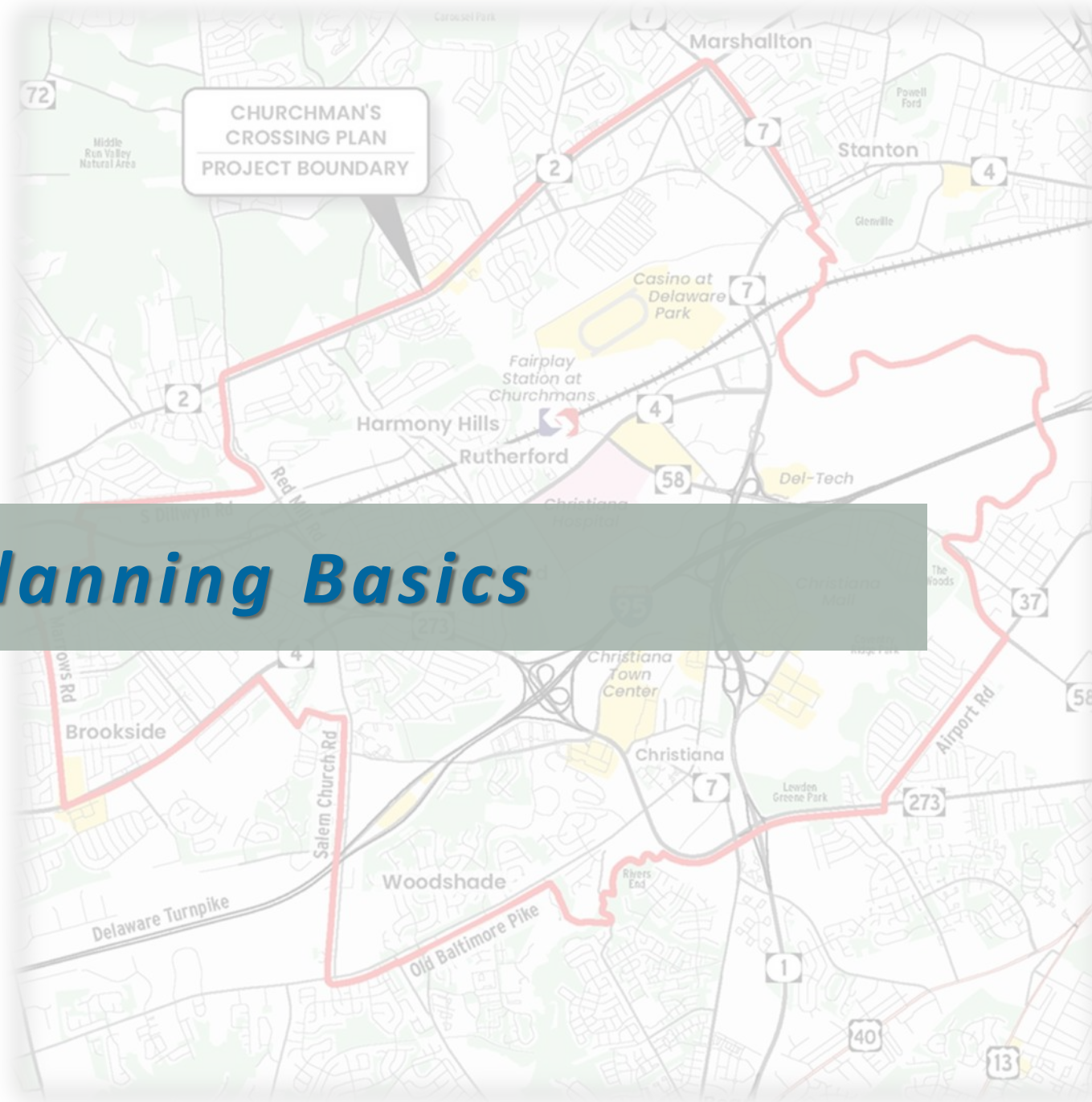


- These goals also guided the original 1997 Churchman's Crossing Study

CHURCHMAN'S CROSSING PLAN UPDATE PROCESS & TIMELINE

The Churchman's Crossing Plan Update will take approximately 1 year, through Fall 2021



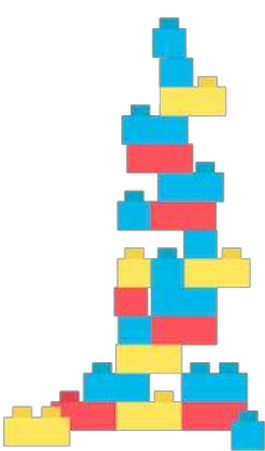


Planning Basics

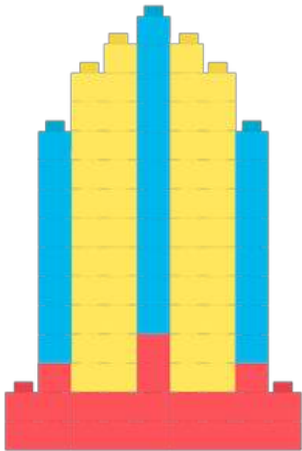


WHY DO WE NEED TO UPDATE THE PLAN?

- Confirm the guiding vision for the future
- Coordinate development/re-development
- Coordinate and time infrastructure needs
- Leverage resources to maximize results



Without Blueprints



With Blueprints

With a Plan	Without a Plan
<ul style="list-style-type: none">• Public infrastructure / spending is aligned with need (efficient)• Re-development/development efforts can benefit from each other with intention and predictability• Better understanding of the consequences of actions	<ul style="list-style-type: none">• Public infrastructure / spending may lag or be spent before facilities are needed• Re-development/development is haphazard or unpredictable• Impacts / consequences are random

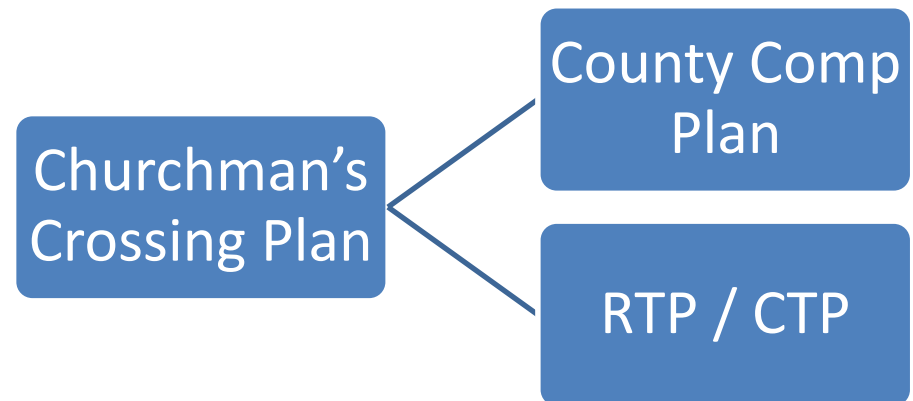
WHY DO WE NEED TO UPDATE THE PLAN?

Transportation and Land Use Plans provide a blueprint for how a community intends to manage change over the course of the next generation, recognizing that:

- Both public and private sectors will help implement projects
- Each project will provide incremental progress toward a comprehensive vision
- The vision will balance many different community objectives
- Several tools can eventually be used to implement a Plan, including:
 - » Future land use and zoning
 - » Subdivision and building regulations
 - » Transportation improvement projects
 - » Concurrency (adequate public facilities)
 - » Transportation Improvement Districts (TIDs)
 - » Complete Community Enterprise Districts (CCEDs)

CHURCHMAN'S CROSSING AND NCC@2050

- Parallel tracks over next several months
- Churchman's Crossing Plan efforts will:
 - Be geographically independent (like Claymont, Route 202)
 - Examine a range of land use and transportation scenarios
 - Seek a land use/transportation balance
 - Set land use guidance for defining remaining comprehensive plan elements
 - Consider public/private sector implementation strategies
 - » Transportation facility implementation
 - » Transportation service provisions
 - » Transportation Demand Management (TDM) strategies
 - Be formalized via Comprehensive Plan Amendment



HOW DOES COVID-19 AFFECT THE PLAN UPDATE?

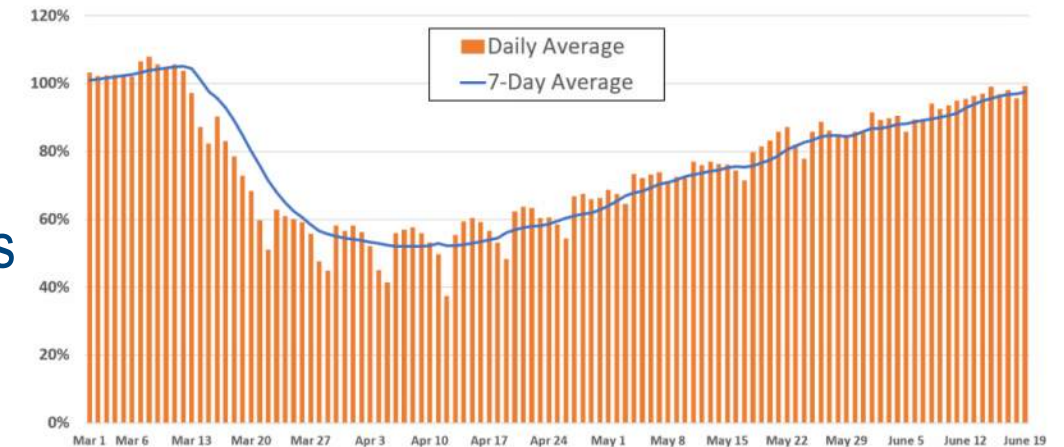
Short-term trends

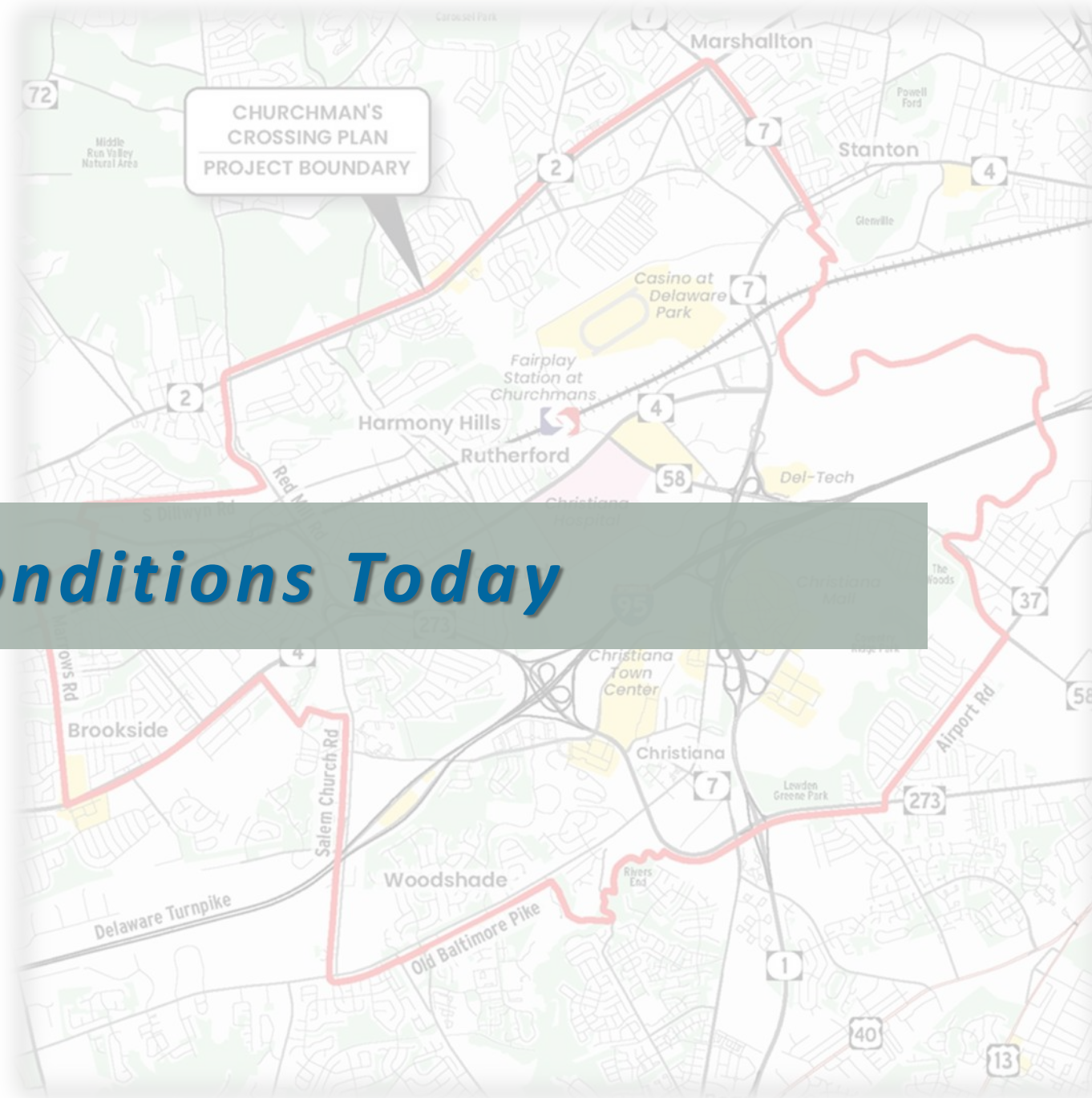
- Traffic volumes decreased initially, but are rebounding
- Increase in work from home, biking, walking
- Challenges with social distancing and transit / carpool modes

Long-term outlook

- COVID-19 effects subtle; integrated within broader trends
- Scenario planning tests trends over a 20-year horizon
- Phasing/prioritizing may help address COVID-19 impacts

Relative Level of Nationwide Passenger Vehicle Travel
(100% on February 29, 2020)





Conditions Today



THEMES FROM LISTENING TOUR

- To better understand opportunities, issues, and concerns at the outset of the study, the project team initiated a Stakeholder Listening Tour
- A cross-section of stakeholders were interviewed, including:
 - Elected and Government Officials
 - Community Groups
 - Business Community
 - Institutions
 - Environmental Advocates
 - Bike Advocates
 - Emergency Services

THEMES FROM LISTENING TOUR

■ Jobs

- Important to keep businesses/institutions such as Delaware Park, Christiana Hospital, and DelTech in the area
- Supporting job growth is important; the four biggest areas of growth in NCC are:
 - » Financial Technology (FinTech)
 - » Chemical Technology (ChemTech)
 - » Biological Technology (BioTech)
 - » Healthcare



THEMES FROM LISTENING TOUR

■ Land Use

- Preserve the little open space that remains in the area
- Limit sprawl
- Coordinate better with EMS; ensure they have proper access to communities
- Greater consistency in land use decisions made by the County, the TIS process, and DeIDOT transportation decisions

■ Environmental

- Focus on clean water and waterways
- Flooding is a major concern



THEMES FROM LISTENING TOUR

■ Transportation/Traffic

- Safety needs to be prioritized
- Significant traffic on DE 4, DE 7, Churchman's Road, DE 273
- Not enough alternative routes
- Need additional north/south roadway capacity
- Access to I-95 is important
- Traffic during evening rush hour results in gridlock trying to access SR 1 and I-95
- Address concerns about cut-through traffic, including the Village of Christiana



THEMES FROM LISTENING TOUR

■ Public transportation

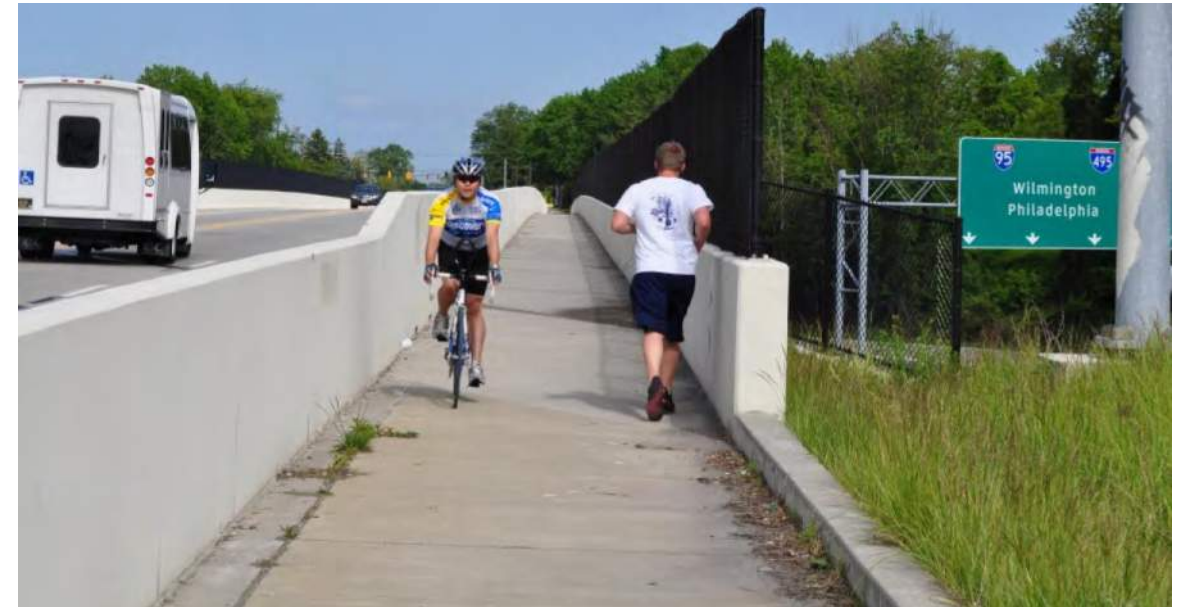
- Improve bus service
- Move the transit center away from the mall (but keep mall bus stops)
- Bus transportation should be convenient and accessible within neighborhoods
- Continued need to expand regional train service (MARC)



THEMES FROM LISTENING TOUR

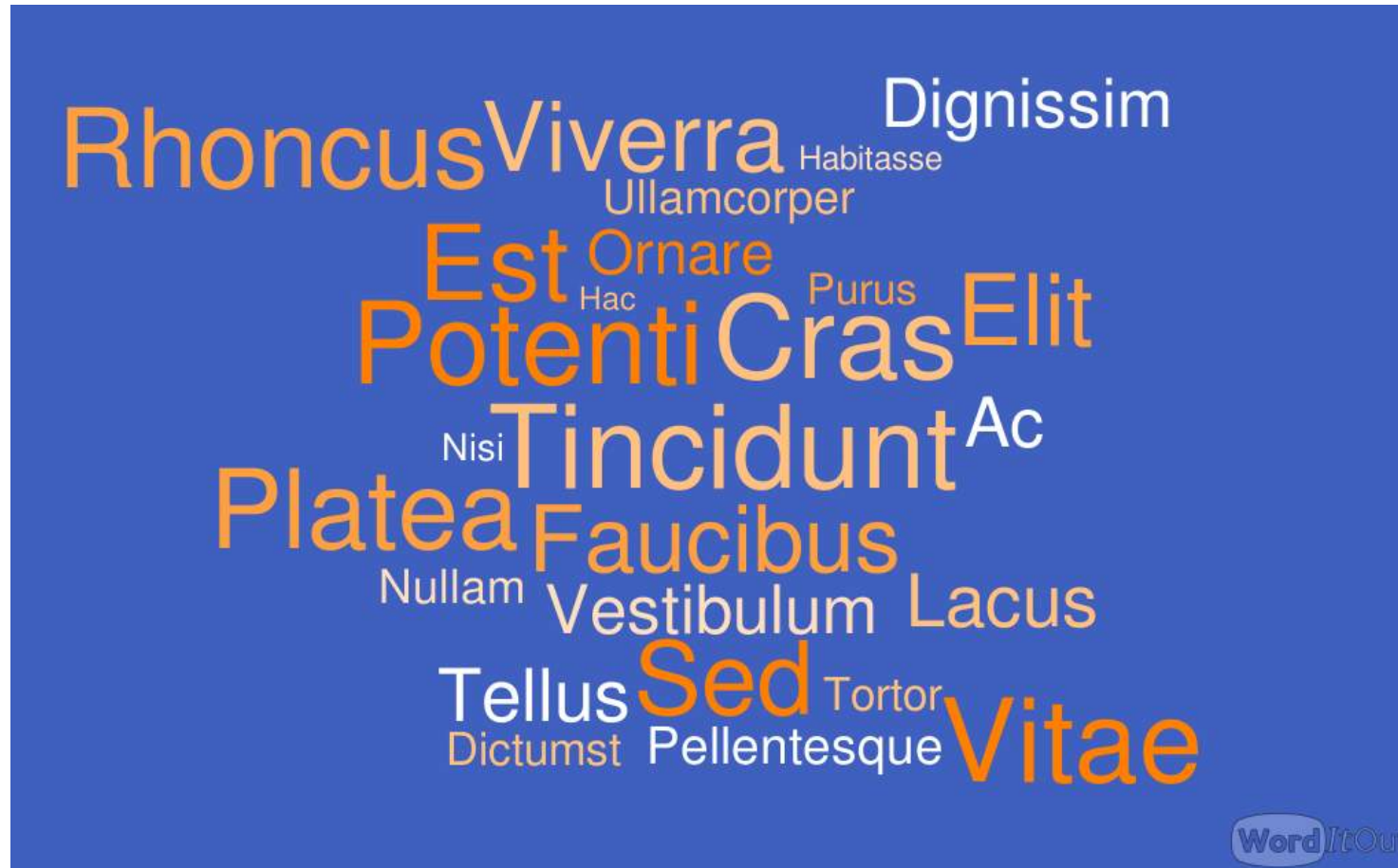
■ Bicycle/Pedestrian

- Consider bike options that complement the DeIDOT Bicycle Master Plan
- More pedestrian and biking connections (e.g. open spaces, hospital, shopping)
- Walkable communities, such as mixed use, are a positive
- Important to have a low-stress bicycle network
- Make the mall more bike and pedestrian friendly



POLL QUESTION #2

- What single word or phrase best describes what you value most about Churchman's Crossing today?



THEMES AND HIGHLIGHTS FROM THE DATA

- Where have we been? Where are we headed?
- How might we rethink possibilities?
- What matters most to you?



ECONOMIC ANCHORS

Churchman's Crossing anchored by "meds and eds", finance, retail, hospitality – and serves as a key economic engine for New Castle County

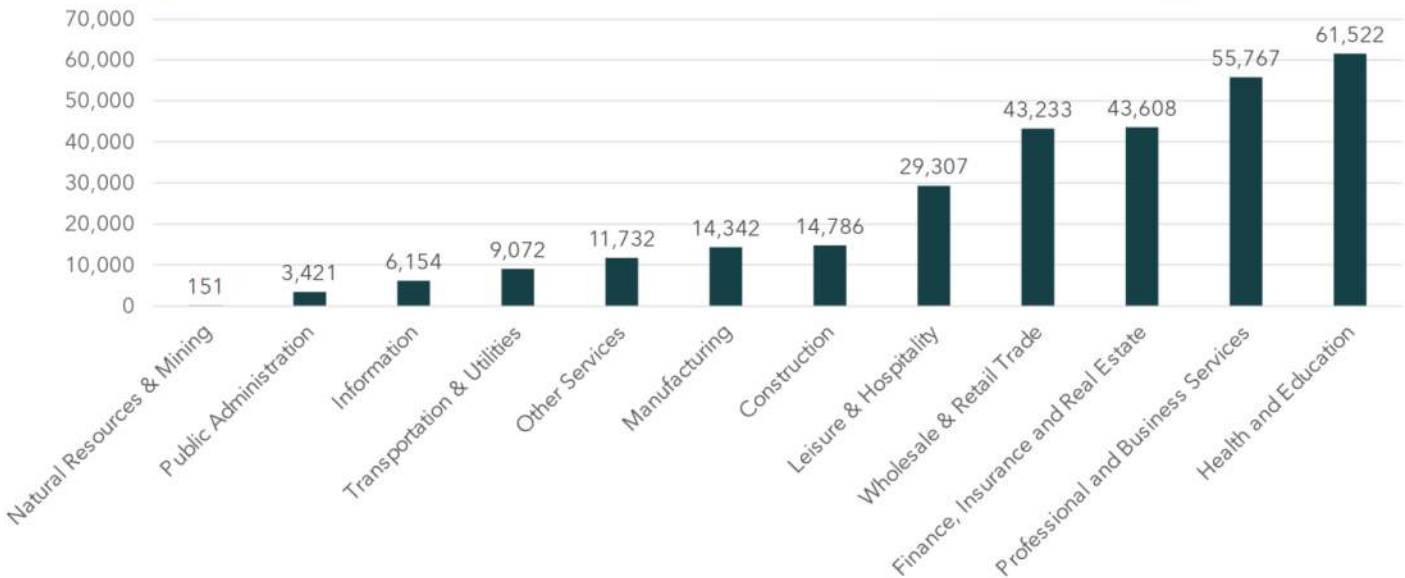
Major Employers

The Churchman’s Crossing study area has about 1,500 businesses with a total of about 35,000 employees. The largest employers include:

- Christiana Hospital
- Casino at Delaware Park
- JP Morgan Chase & Co.
- Bank of America
- SLM Corporation (Sallie Mae)

Source: ESRI Business Analyst

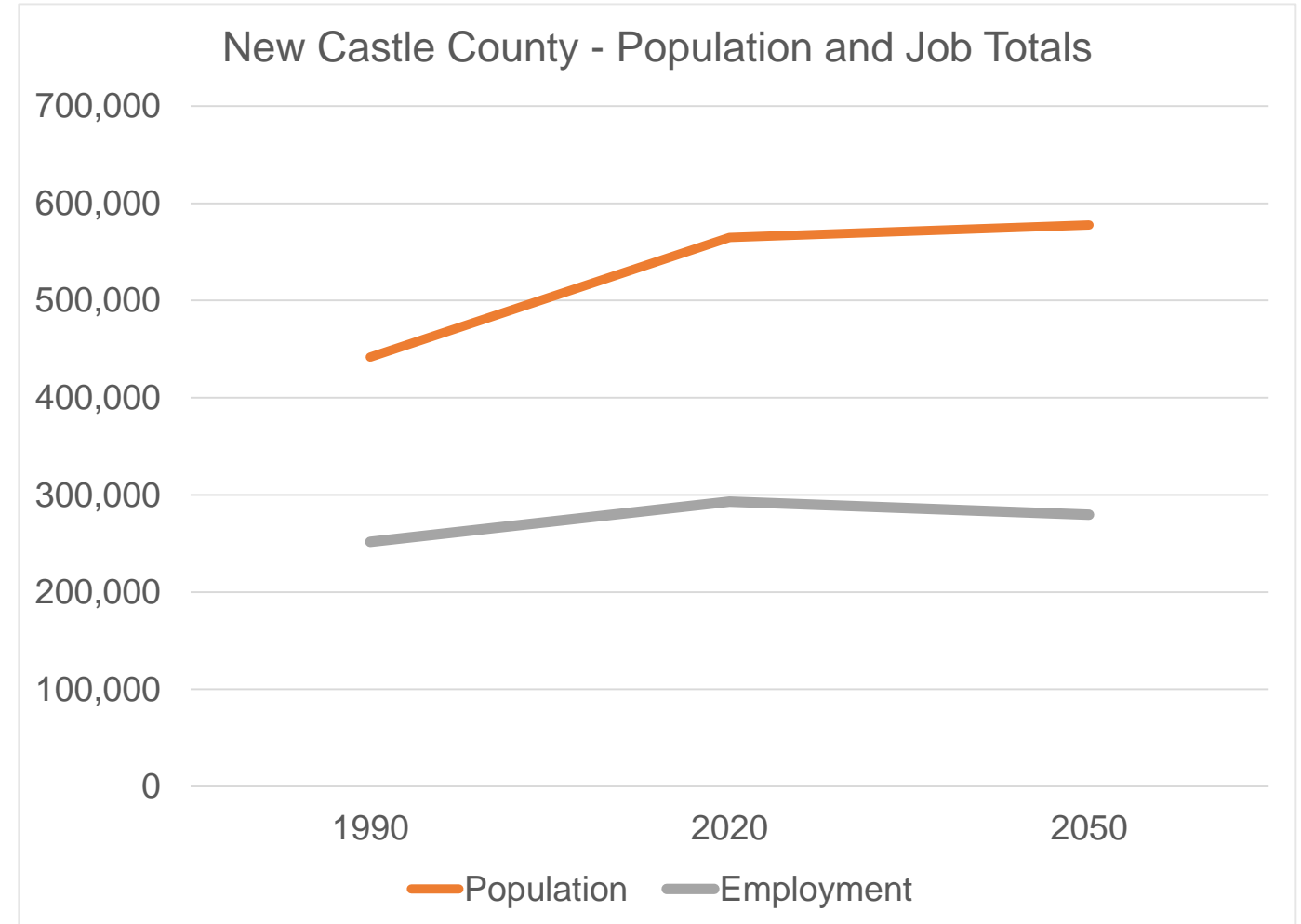
Total number of jobs by industry Supersector in New Castle County



Source: Will MAPCO jobs by industry, 2020 estimates

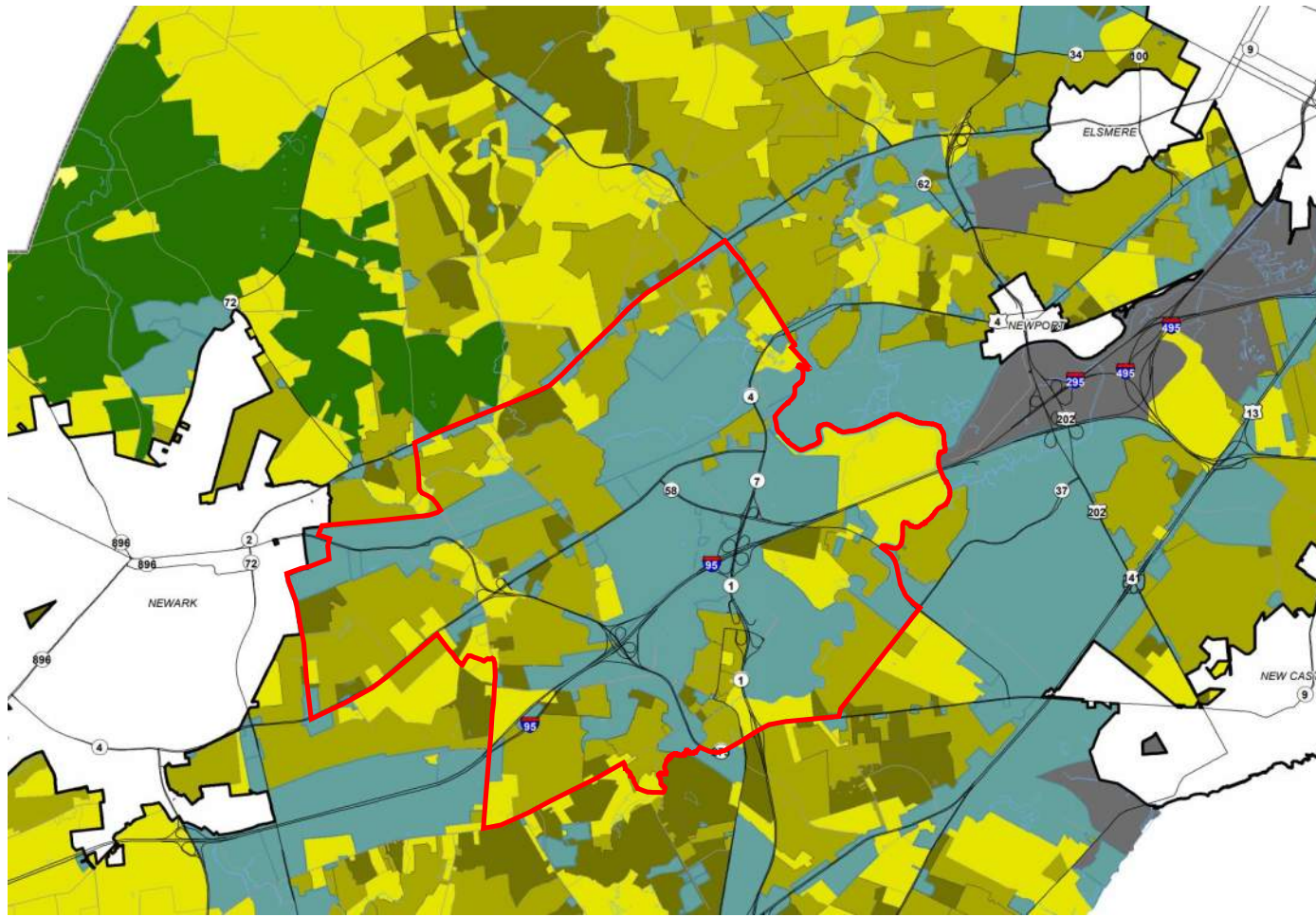
GROWTH TRENDS

- The recent decades of fast-paced growth may be slowing
- Current projections suggest stability in population and jobs, both Countywide and in the Churchman's Crossing area, over the next several decades
- Is this a good thing or a bad thing?
- How should we seek to influence these trends?



CURRENTLY ADOPTED LAND USE PLAN (FOR THE FUTURE)

- New Castle County 2012 Comprehensive Plan Update features development potential



Legend

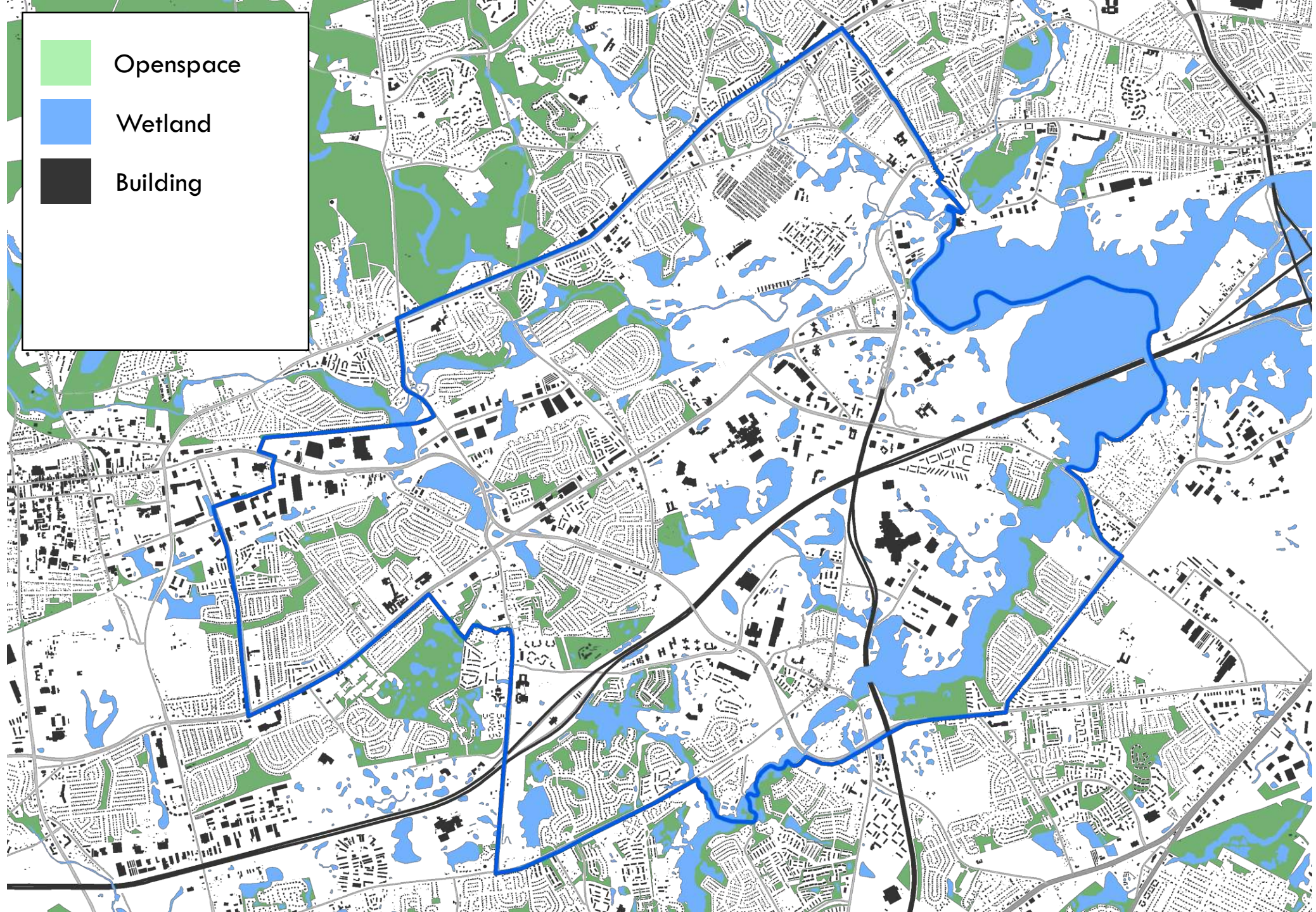
Existing Communities

Residential Density

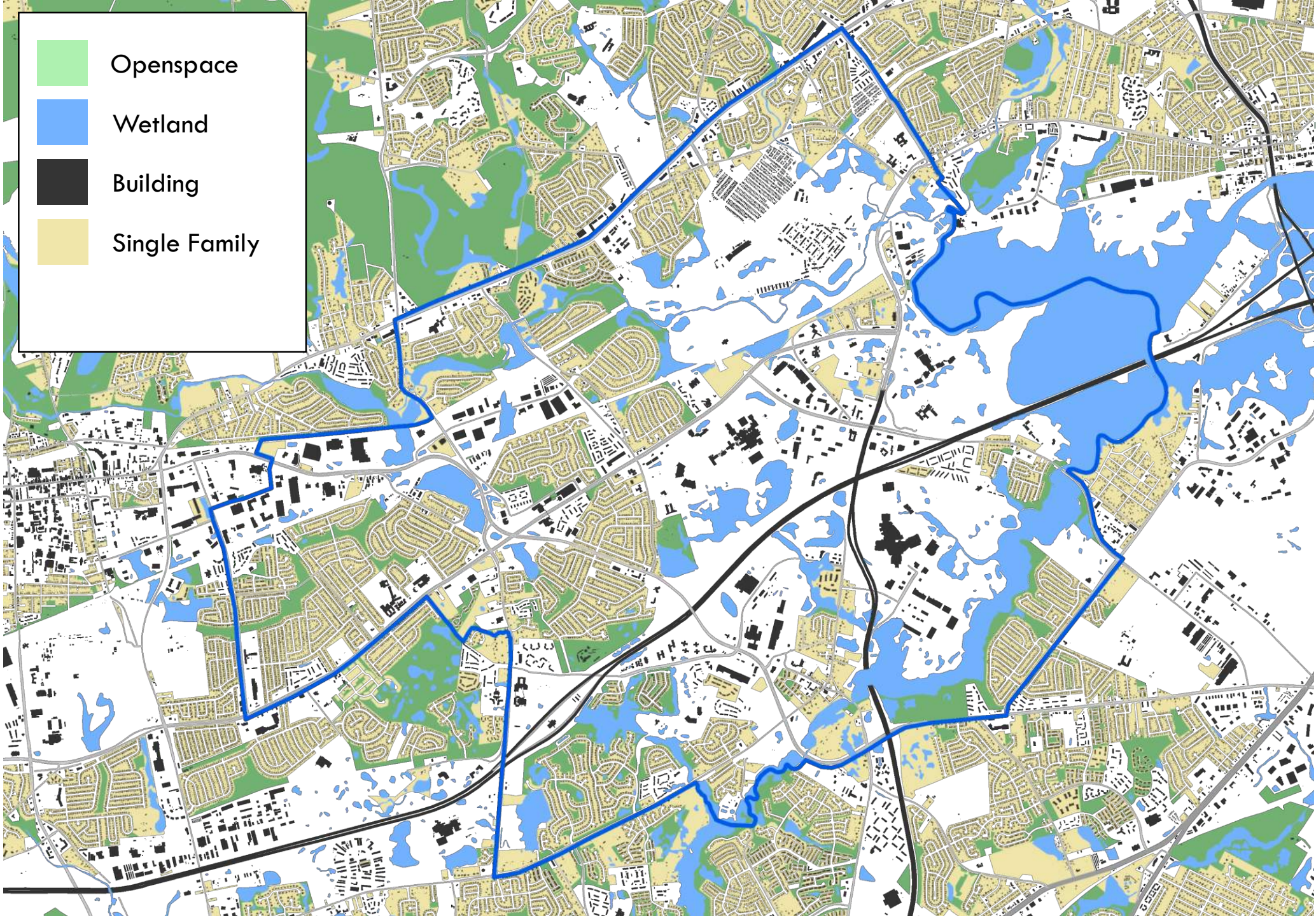
- High (9 + Dwelling Units Per Acre)
- Medium (3-9 Dwelling Units Per Acre)
- Low (1-3 Dwelling Units Per Acre)
- Very Low (0-1 Dwelling Units Per Acre)
- HI Zoned Land
- Municipalities
- Office/Commercial/Industrial Development Area (OCI)
- New Community Development Area
- Resource & Rural Preservation

Source: New Castle County Department of Land Use
May 2012

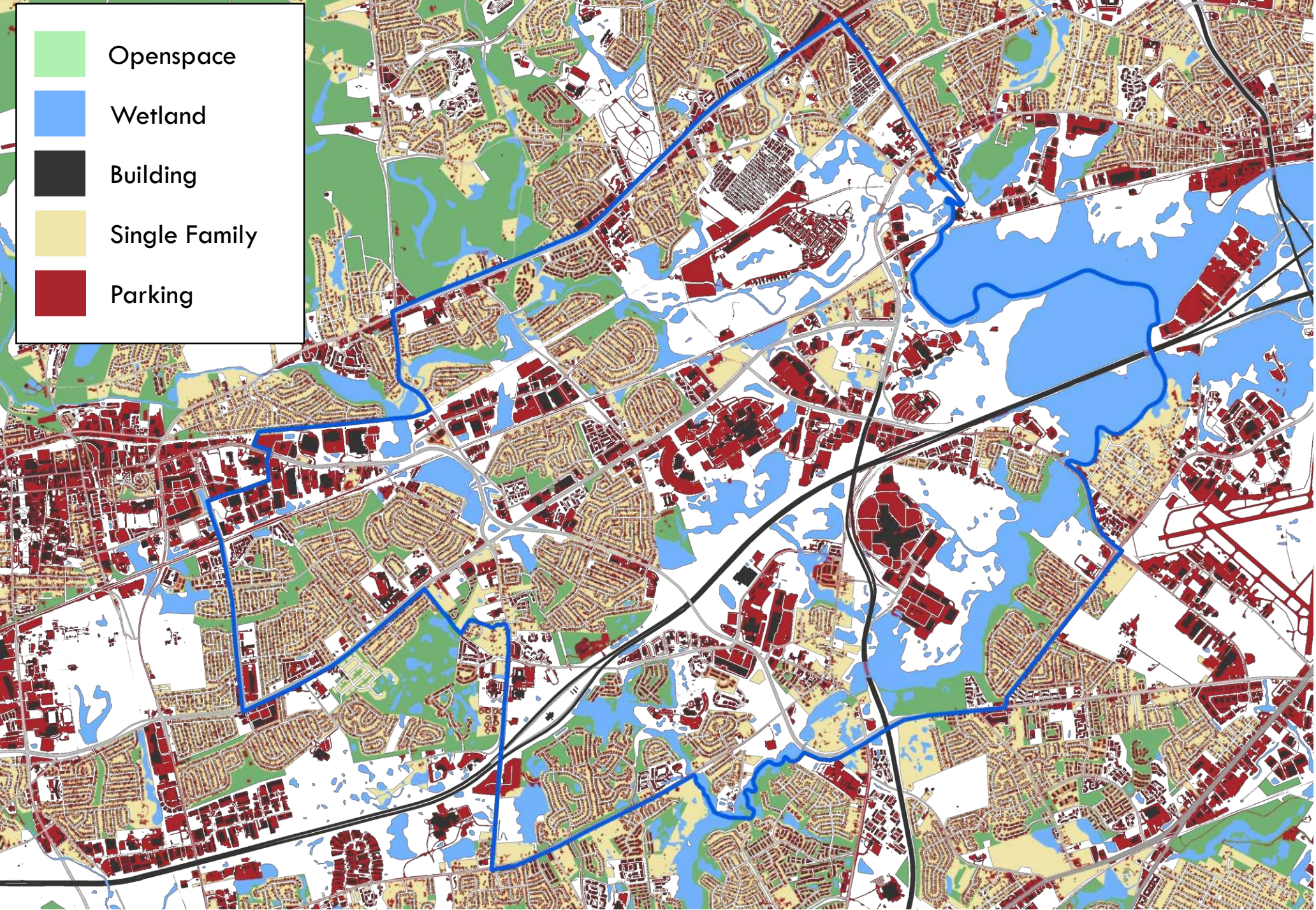
EXISTING ELEMENTS



EXISTING ELEMENTS



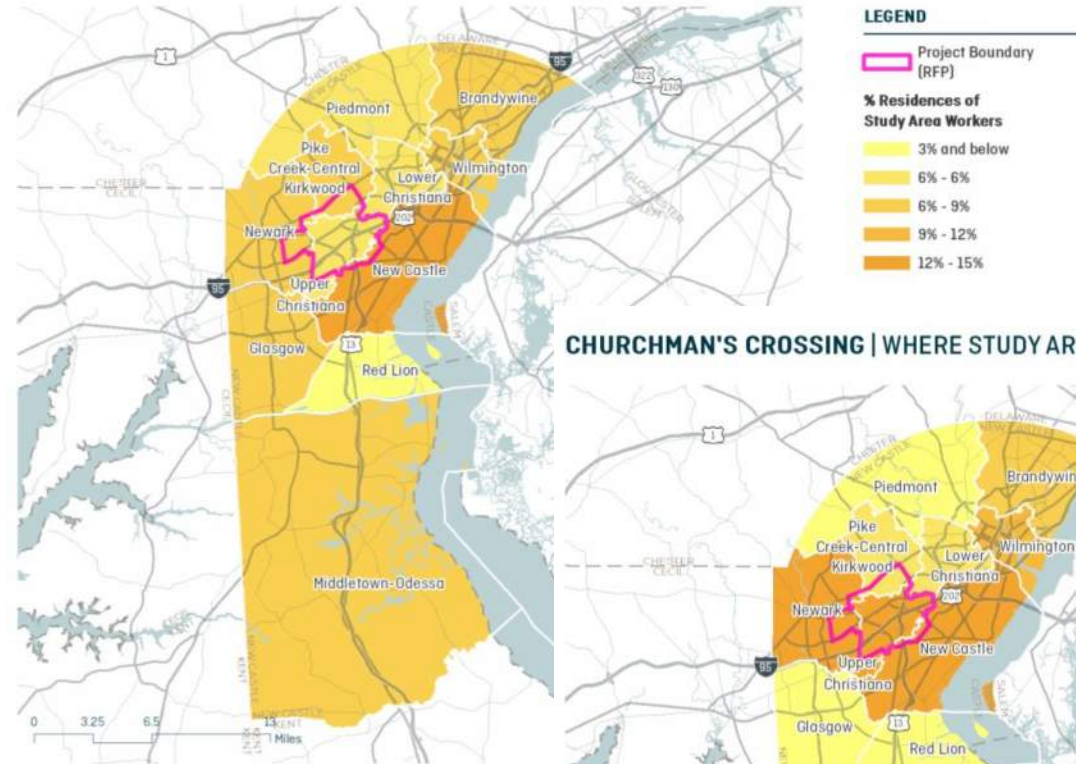
EXISTING ELEMENTS



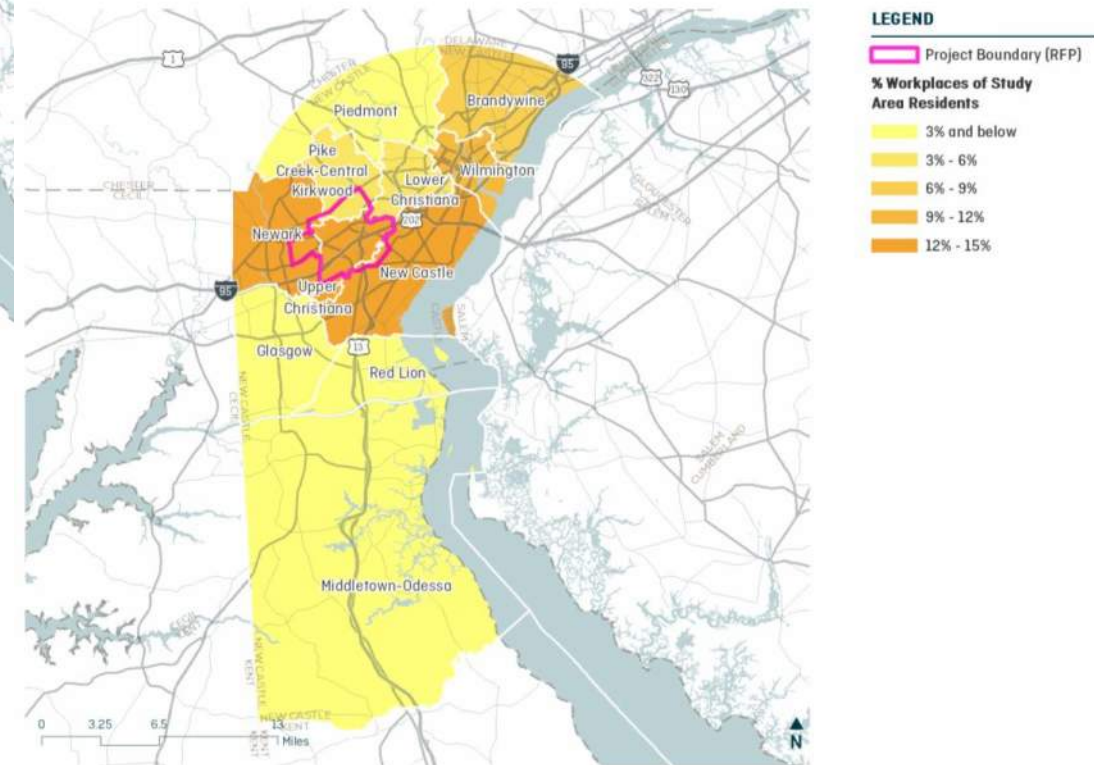
LAND USE AND TRAVEL PATTERNS

- Land use influences travel behavior
- The land use "Ds":
 - Density
 - Diversity
 - Design
 - De-others
- Help influence outcomes like:
 - Vehicle Miles of Travel
 - Affordability
 - Tax base / assessed value
- Scenario planning will help us understand and guide smarter growth

CHURCHMAN'S CROSSING | WHERE STUDY AREA WORKERS LIVE

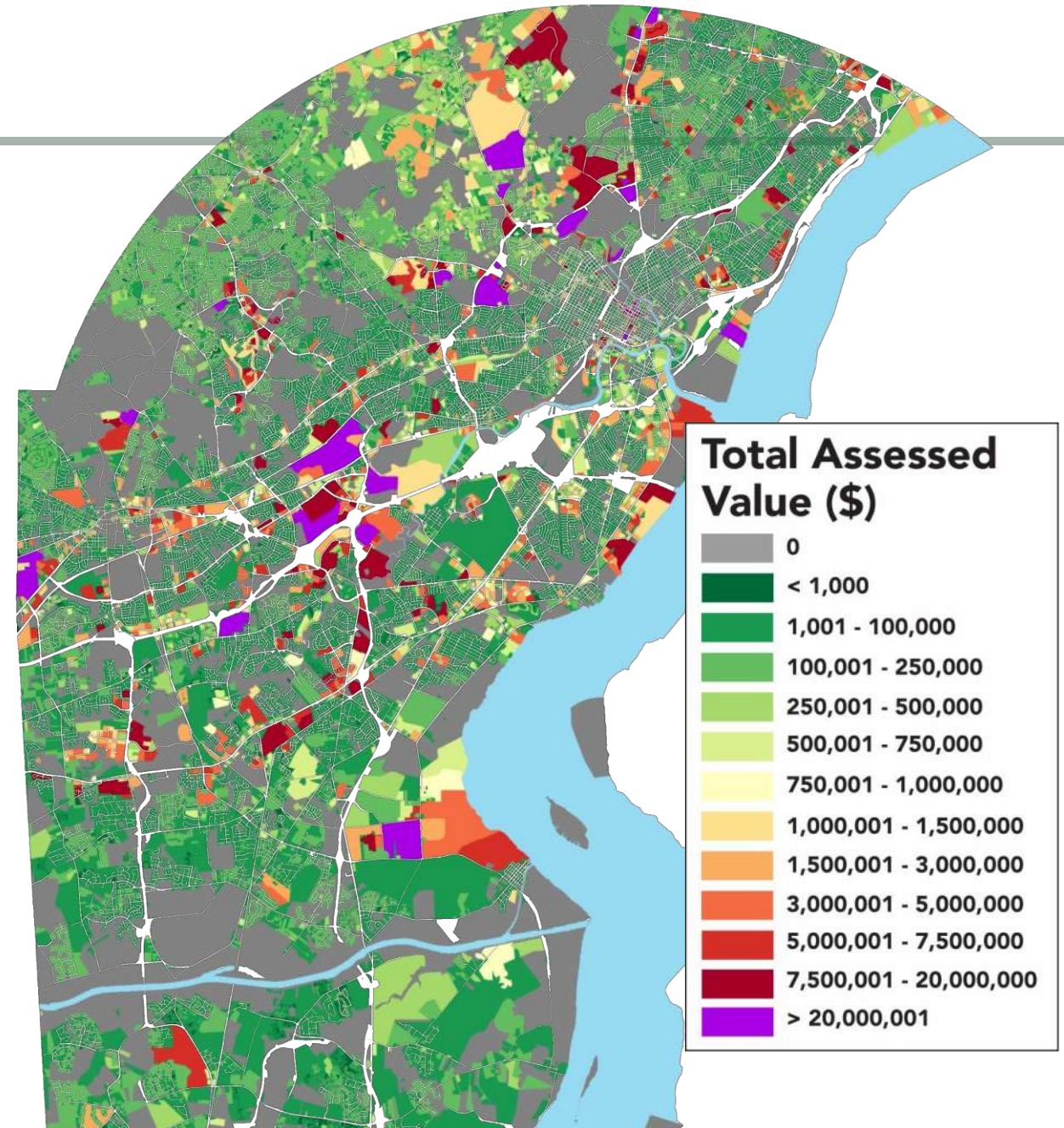


CHURCHMAN'S CROSSING | WHERE STUDY AREA RESIDENTS WORK



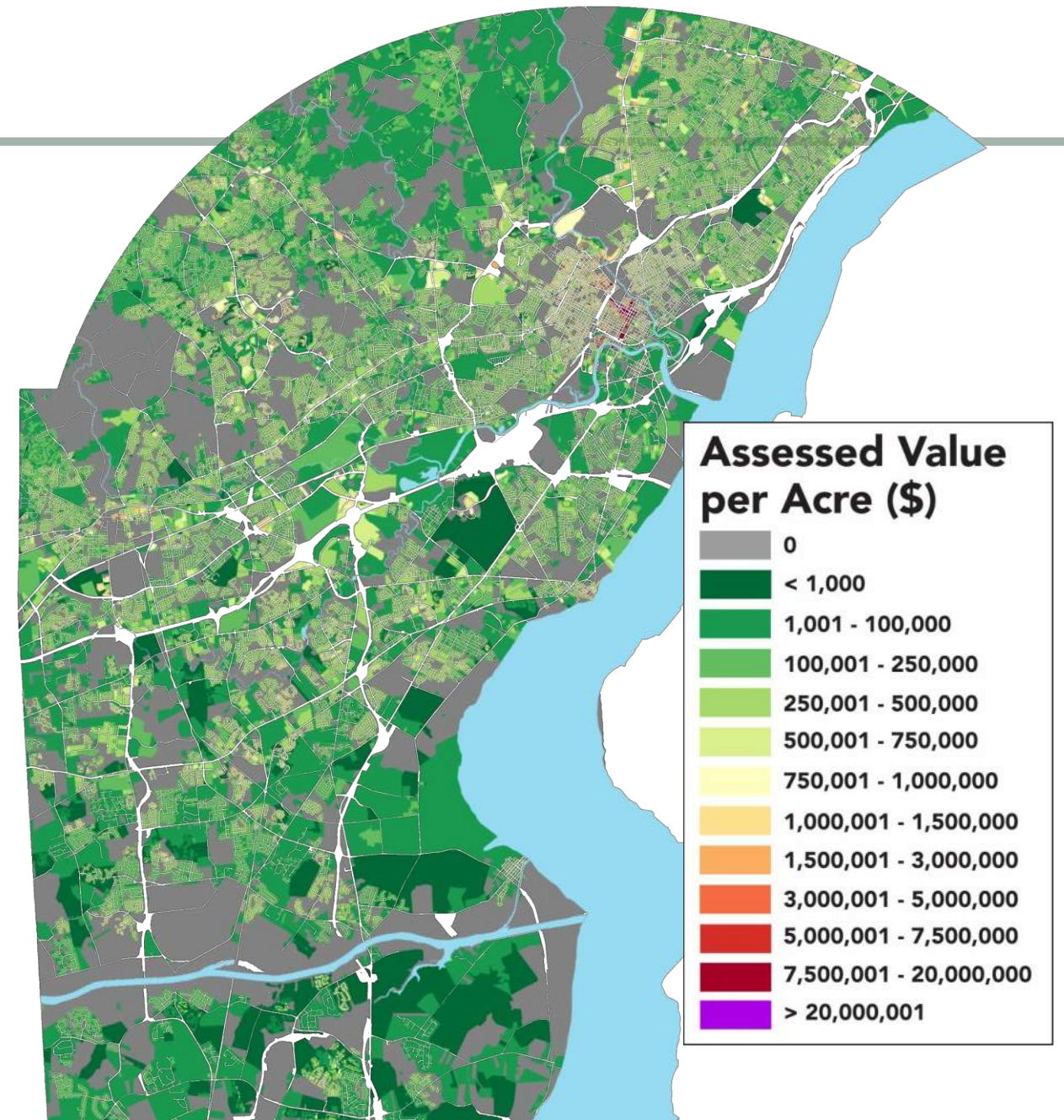
TOTAL ASSESSED VALUE

- Linkage to County fiscal sustainability
 - Direct value
 - Indirect/induced value
- Churchman's Crossing has high value parcels....



ASSESSED VALUE PER ACRE

-because parcels are large
- Location, location, location
- Exploring “highest and best use”



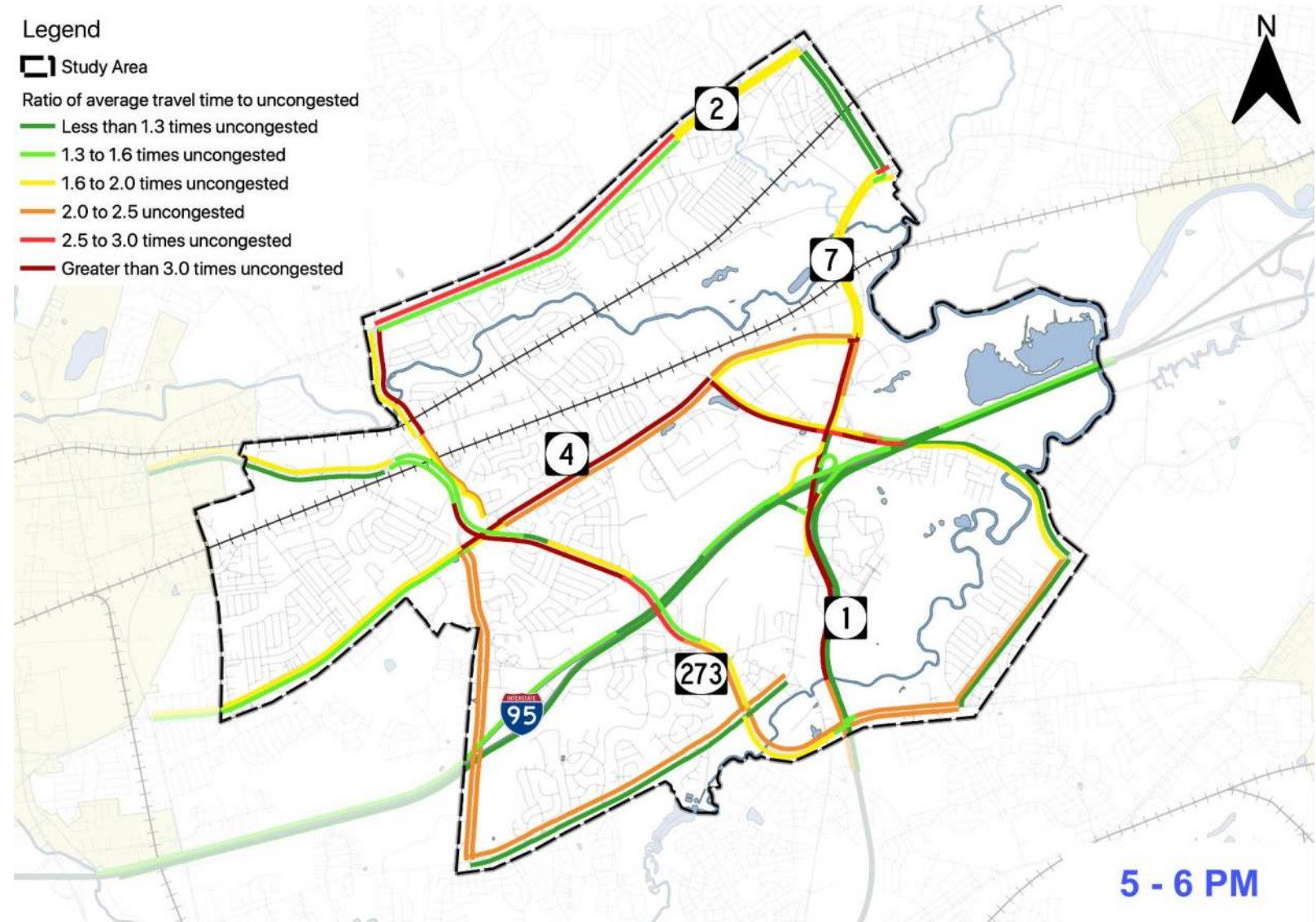
POLL QUESTION #3

- What single word or phrase describes what you'd like to see more of in Churchman's Crossing in the next 20 years?



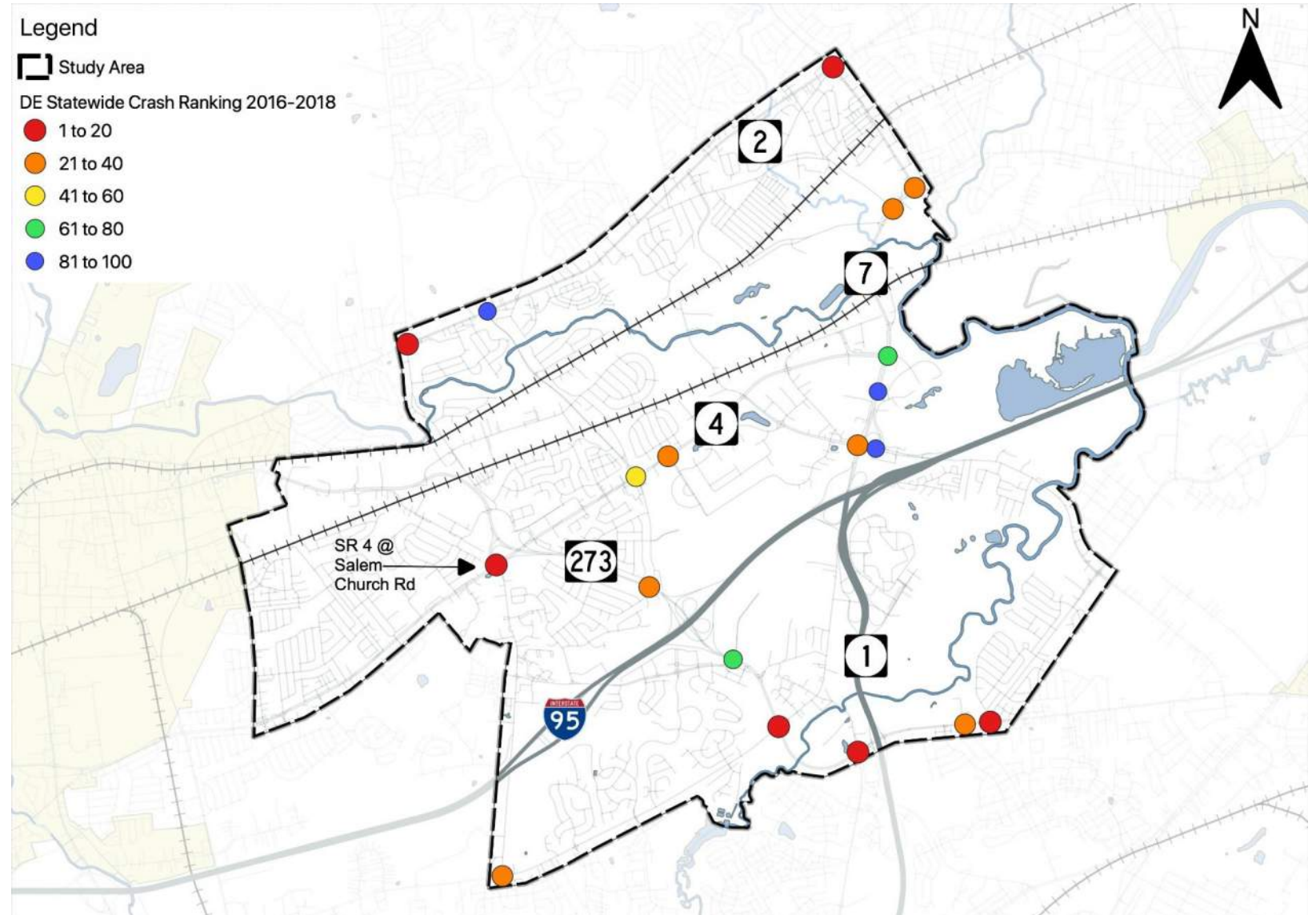
TRAFFIC OPERATIONS (2019)

- Mild to moderate congestion throughout the day, worst during PM rush hour
 - SR 1
 - Churchman's Road (SR 58)
 - Kirkwood Highway (SR 2)
 - SR 4
 - SR 273



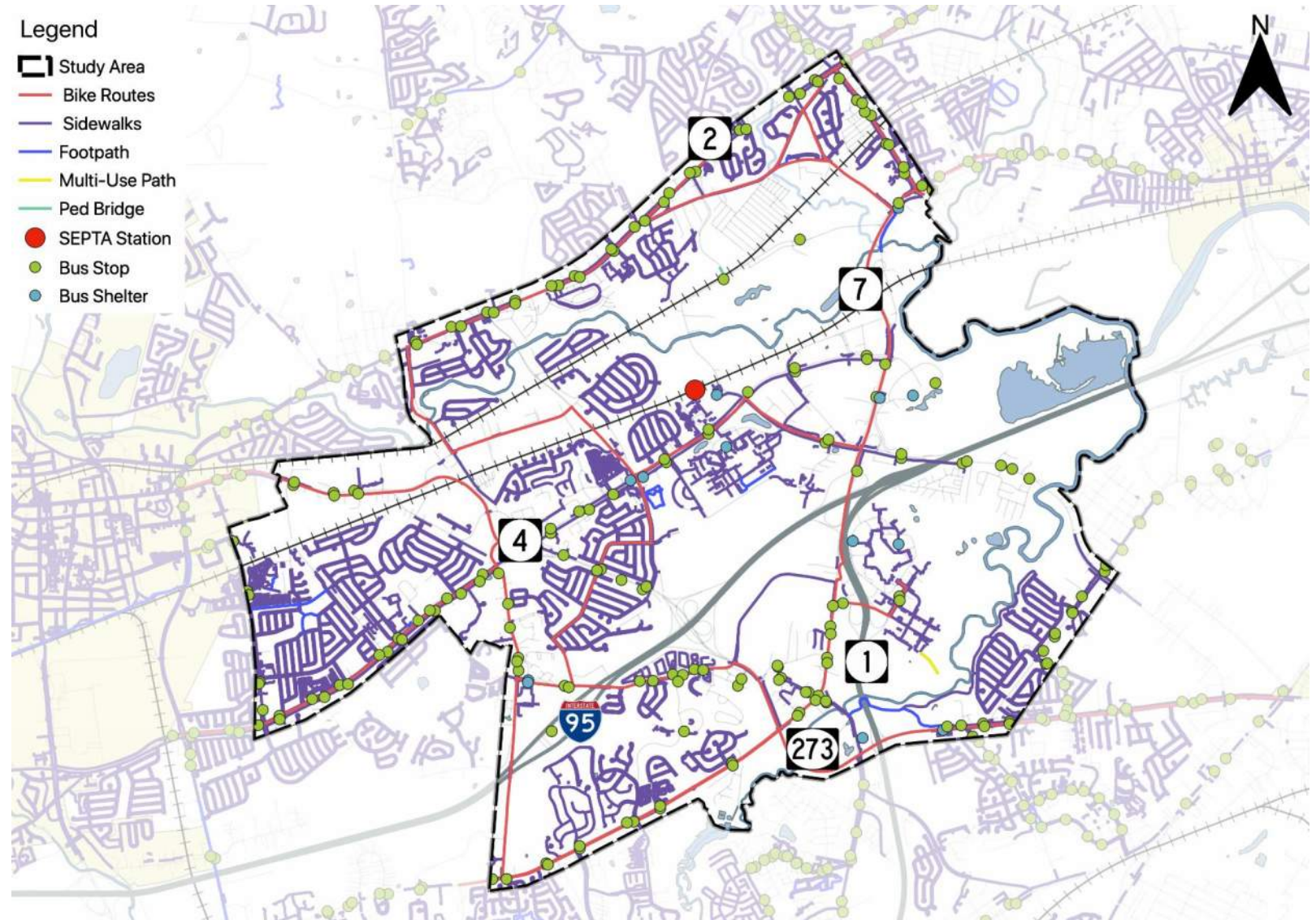
TRAFFIC SAFETY

- 6 Intersections Ranked in Worst 20 Statewide (based on number, severity, and cost)
- Safety is an important part of the Plan Update
- Safety improvements continue to be made through DeIDOT's Hazard Elimination Program (HEP)



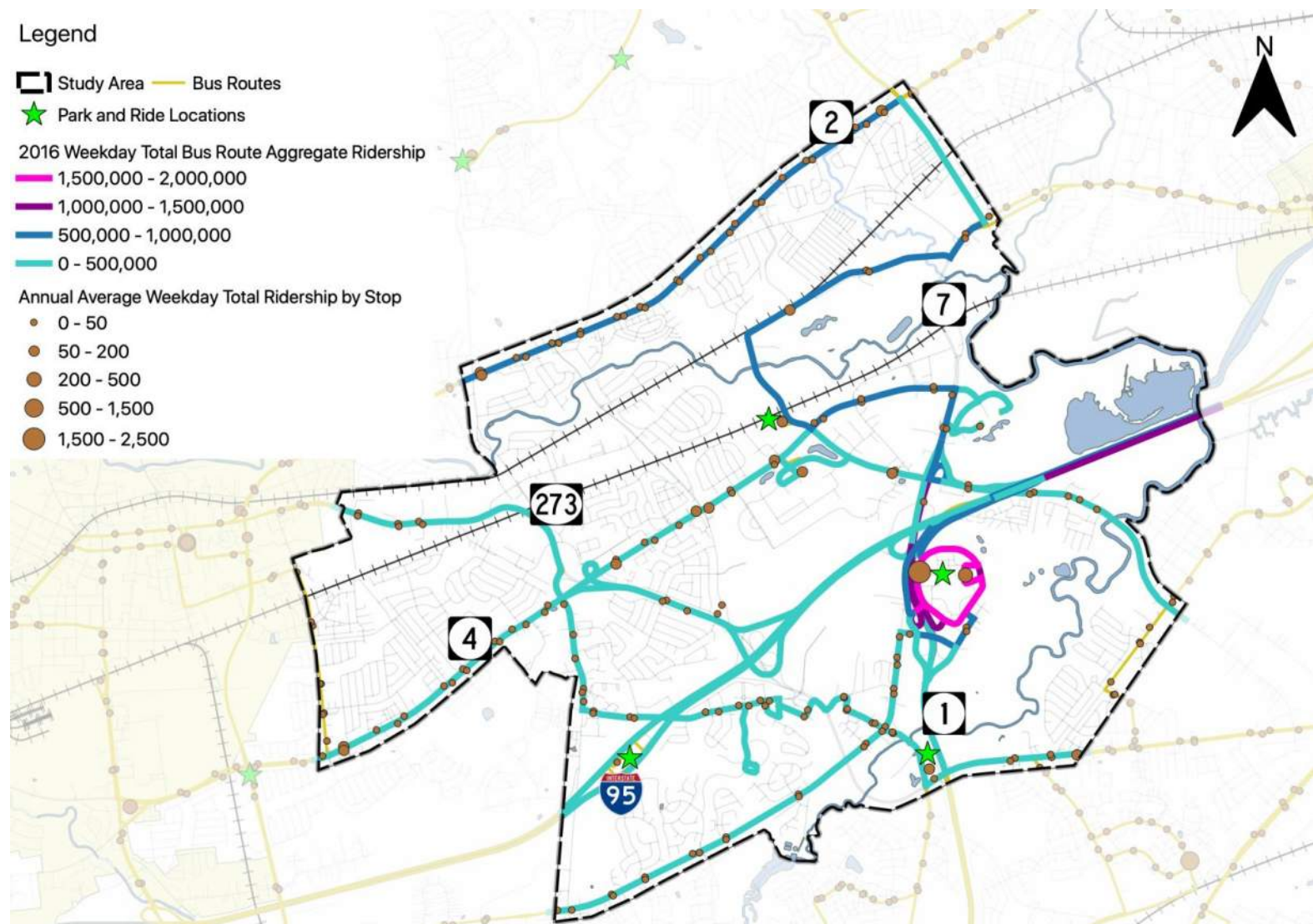
MULTIMODAL INVENTORY

- Significant bus stop coverage along major roadways in the Churchman's Crossing area
- Train and bus connections at Fairplay Station
- Residential areas connected via sidewalks, but gaps in coverage present along major roadways



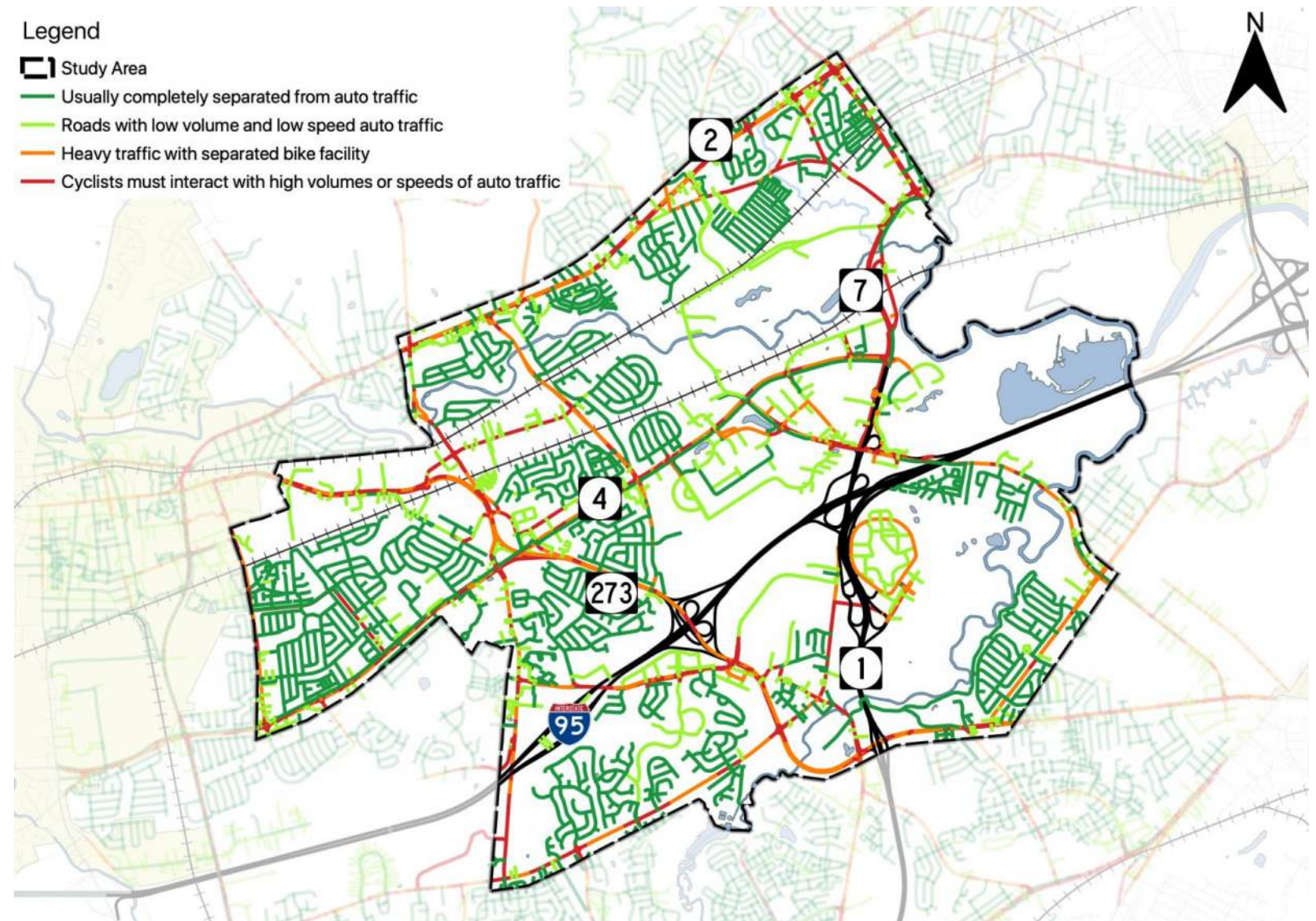
BUS RIDERSHIP

- Christiana Mall serves as the most significant transit hub in the Churchman's Crossing area
- Highest ridership occurs on routes between Wilmington and the Christiana Mall



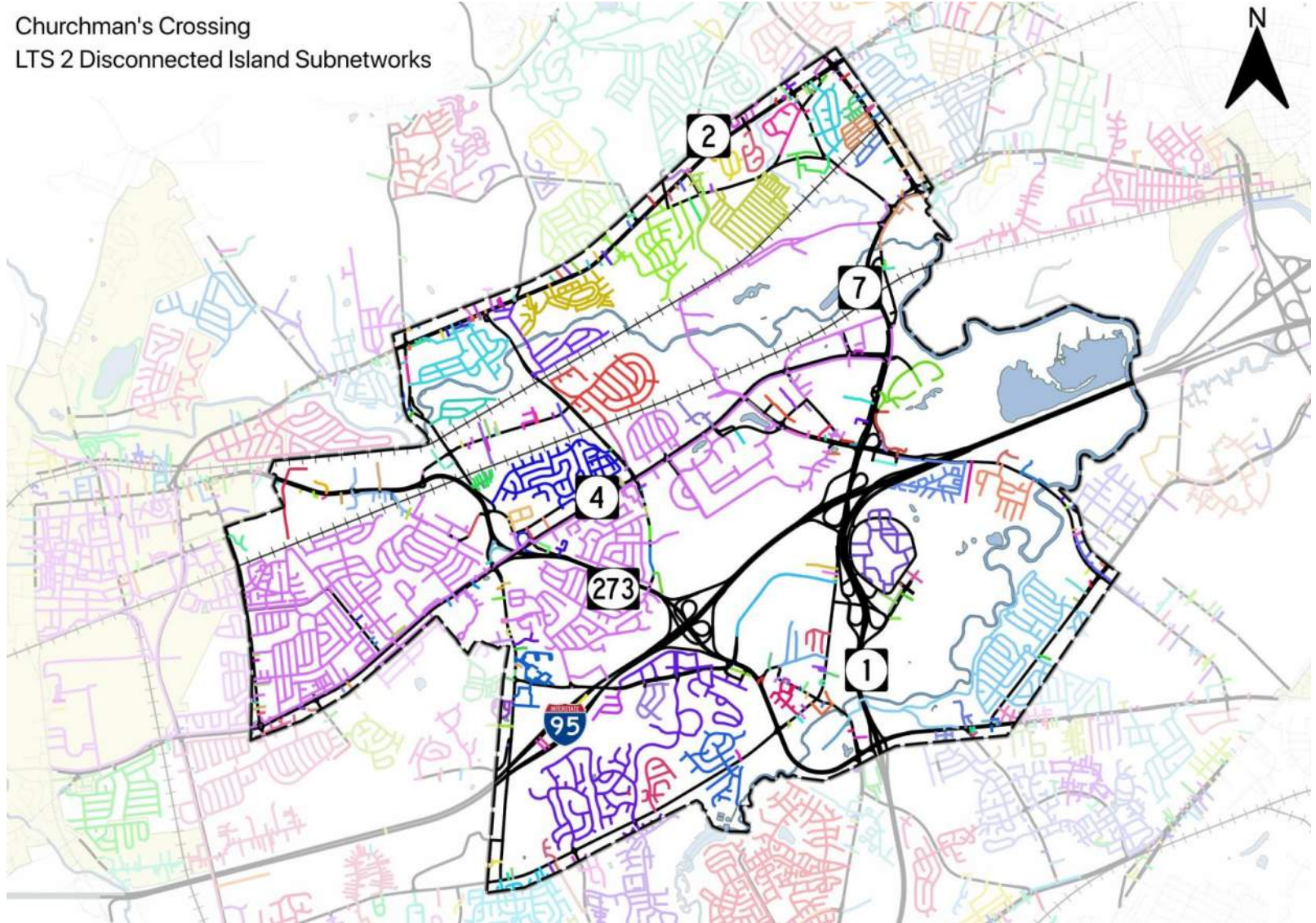
BICYCLE LEVEL OF TRAFFIC STRESS

- Major arterials serve as bike routes, but are also high stress roadways that only advanced bicyclists would be able to tolerate
- Average bicyclist would only be able to tolerate short trips between residential areas or to nearby shopping centers



BICYCLE CONNECTIVITY

- Low-stress islands are small clusters of roads and pathways which are disconnected from one another by higher-stress roads
- Each color represents a unique low-stress island

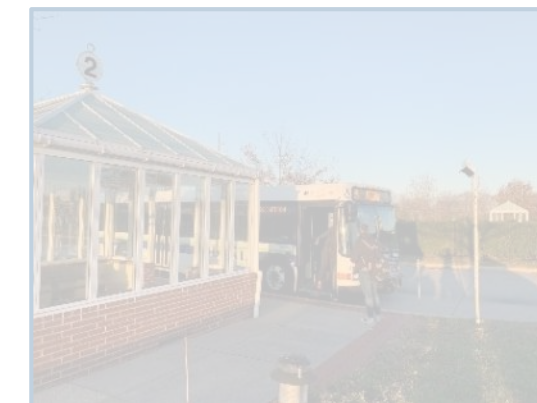
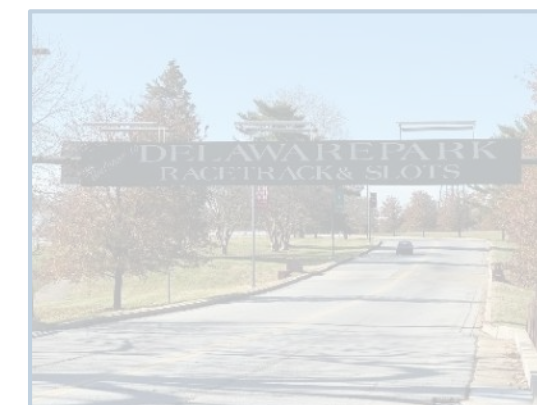


POLL QUESTION #4

- What mode(s) of transportation do you use to get around the Churchman's Crossing area? Check all that apply.
 - Bus
 - Walking
 - Bicycle
 - Personal car
 - Carpooling
 - Ride sharing (Uber, Lyft, Taxi, etc.)



Next Steps



NEXT STEPS

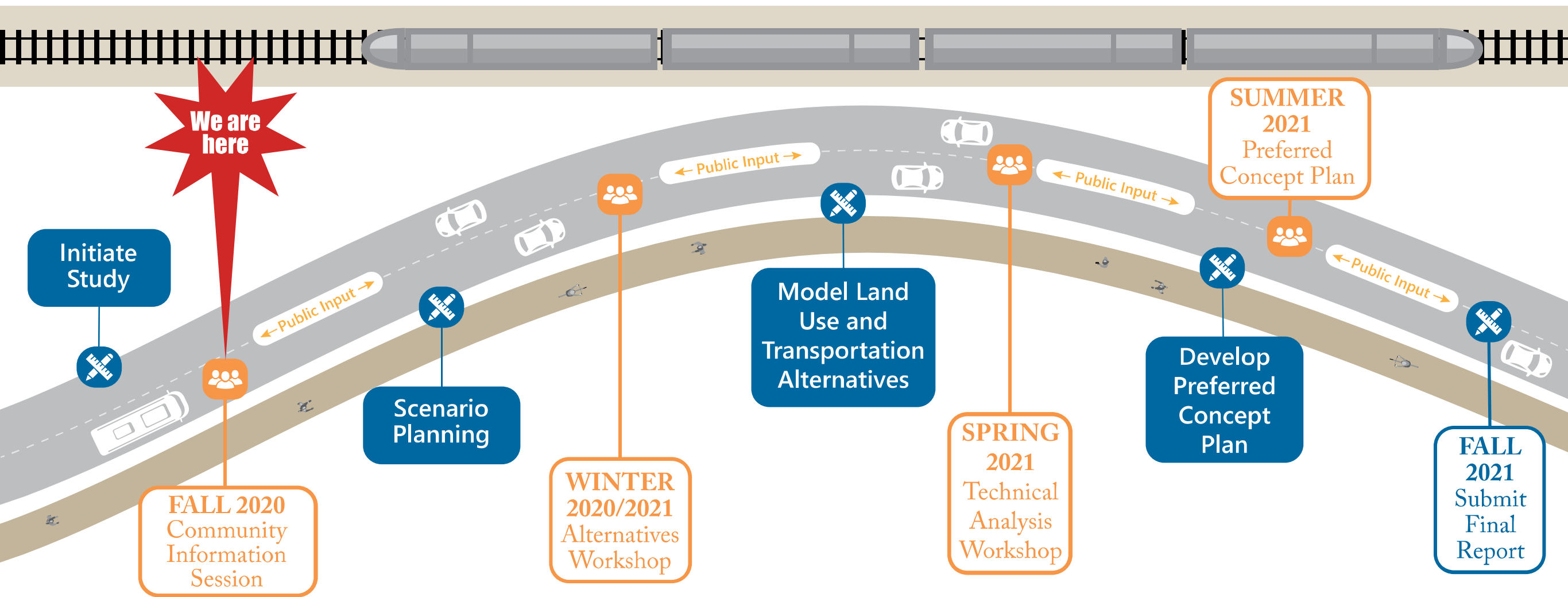
Consider and apply what we know today...

- Listening tour feedback
- Comments, polls from this evening
- Data analysis of current conditions

...to create preliminary land use and transportation scenarios, metrics, and visuals to discuss potential futures

CHURCHMAN'S CROSSING PLAN UPDATE PROCESS & TIMELINE

The Churchman's Crossing Plan Update will take approximately 1 year, through Fall 2021



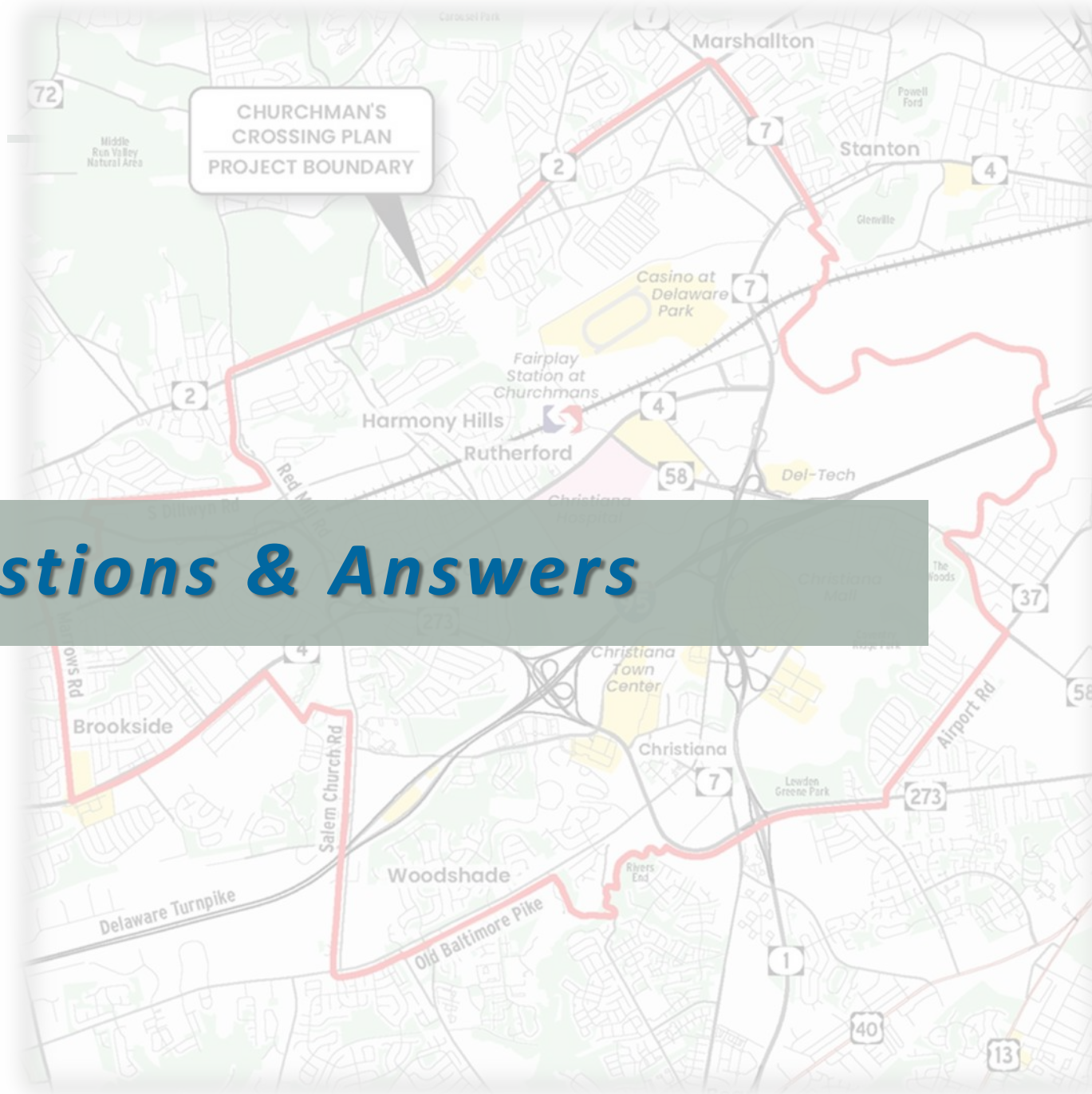
STAY CONNECTED

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- For questions, comments, or to sign up for project email updates, email Randi Novakoff at rnovakoff@wilmapco.org
- To reach co-project manager Dave Gula
 - Email: dgula@wilmapco.org
 - Phone: 302-737-6205 ext. 122

FOR MORE IMMEDIATE CONCERNS

- To report a road condition (such as drainage problems, potholes, traffic signs or signals, streetlights)
 - Call the TMC at 302-659-4600 or 800-324-8379
 - Use the “Report an Issue” feature on the mobile app (<https://deldot.gov/mobile/> for instructions)
 - Or visit <http://deldot.gov/Traffic/ReportRoadCondition>
- To reach New Castle County Department of Land Use
 - Call 302-395-5400 for Permits/Inspections/Planning and/or 302-395-5555 for Code Enforcement
 - Or email LandUse@newcastlede.gov

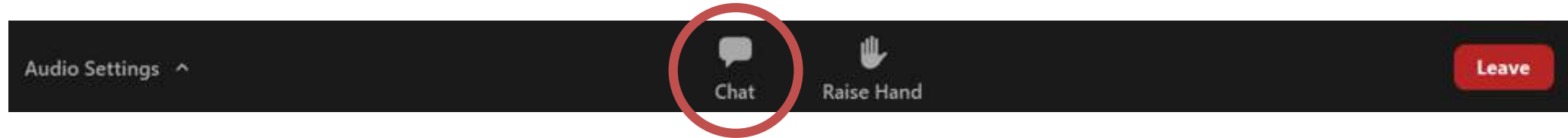


Questions & Answers



QUESTIONS & ANSWERS

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- The host and panelists are monitoring the Chat box to gather questions



- To speak your question, 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

