What do the State and Regional Rail Freight Plans mean to Local Governments?

- What is the linkage?
- What Kent County municipalities are affected by rail plans?
- What do the future local land use plans say about future rail freight?
- What tool is available linking rail and future land use maps?
Study and interactive web site provides:
- a summary review of the Kent County and 13 municipal (where the rail line is located) Comprehensive Plans regarding rail freight operations;
- a summary of applicable state and regional rail plans;
- 6 acre parcels adjacent to the rail line with commercial, industrial, manufacturing zoning; and
- 5 recommendations to support Federal, State, and Regional freight plan goals and objectives.
Go to the Dover/Kent County MPO web site and select “Resources”
Select Resources and then Maps to begin
Dover / Kent County - Metropolitan Planning Organization Rail / Freight Zoning Study:

Kent County Metropolitan Planning Organization Rail Zoning Study:

An assessment of municipal comprehensive plans & future land uses for rail freight related manufacturing/employment centers in Kent County, Delaware.
SCOPE OF STUDY

DOVER / KENT COUNTY - MPO IS A NON-REGULATORY AGENCY

IT IS ESSENTIAL THAT REGULATORY AGENCIES BE CONTACTED RELATIVE TO LANDUSE, ENVIRONMENTAL CONCERNS, ETC.

Welcome to the Dover/Kent County Metropolitan Planning Organizations (D/KC MPO) Rail Zoning Study. The Dover/Kent County Metropolitan Planning Organization (D/KC MPO) conducted a Zoning Map study regarding all parcels of land adjacent to the railroad lines in Kent County, Delaware. The purpose of the study is to create an inventory of properties with appropriate zoning suitable as future commercial, manufacturing, or industrial sites where Cargo Oriented Development (COD) could occur and which would promote and support economic growth that relies on freight rail transportation.
Typical disclaimer message and then Comp Plan summary review regarding rail freight and adjacent parcels larger than 6 acres with appropriate zoning and future land use classifications.
Municipal Comp Plan maps and summaries in sequential order starting at northern most municipality and moving south within a 1 mile buffer around the rail line. Site provides several different base maps and measurement tools. Must select the “explore” button to zoom in and out of main map area.
Comprehensive Plan Information

22 Delaware Code 5702 requires Delaware municipal governments to develop and regularly update land use plans. Smaller cities and towns (those with a population under 2,000) are required to develop a municipal development strategy. Larger cities and towns are required to develop more detailed Comprehensive Land Use Plans.

OSPC's circuit-riding planners are available to help municipal governments through the planning process as is the University of Delaware's Institute for Public Administration. There are also private-sector planning and consulting firms available to help develop Comprehensive Plans.

The Office has prepared the Comprehensive Plan Checklist and Municipal Comprehensive Plan Guide to help municipal governments meet the requirements of state laws regarding planning. These documents have recently been revised. The checklist is now a single page and focuses on code requirements. The guide has been expanded to include even more guidance about planning strategies as well as information about other state programs and resources that can assist local governments as they craft plans that address the needs of their communities.


Delaware Comprehensive Plans

All local governments in Delaware (both county and municipal) are required to prepare and adopt comprehensive plans. These plans are reviewed by State Agencies through the Preliminary Land Use Service (PLUS) and certified by the Governor.

This database contains links to the final certified comprehensive plans from Delaware's 57 municipalities and three counties. Also included are links to plan amendments and supporting documents related to each plan.

While these documents are final versions, on file with the Office of State Planning Coordination, it is always advisable to contact each municipality directly to obtain the official version of the local government's comprehensive plan.

Comprehensive Plan Database
Once you selected the “explore” button, you place the cursor in the map area to zoom in and out as well as moving the map image.
larger than 6 acres adjacent to the rail line with current zoning which might support a spur line. The 2012 Update does not appear to depict future land use changes which could leverage rail freight centric manufacturing/employment centers.
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larger than 5 acres adjacent to the rail line with current zoning which might support a spur line. The 2012 Update does not appear to depict future land use changes which could leverage rail freight-centric manufacturing/employment centers.
Click any parcel to zoning information.
larger than 6 acres adjacent to the rail line with current zoning which might support a spur line. The 2012 Update does not appear to depict future land use changes which could leverage rail freight-centric manufacturing/employment centers.
Close out of web site to continue exploring the map.

Section 2. - Rules for interpretation of district boundaries.

Where uncertainty exists as to the boundaries of districts as shown on the official zoning map, the following rules shall apply:

1. Boundaries indicated as approximately following the centerlines of streets, highways, or alleys shall be construed to follow such centerlines.
2. Boundaries indicated as approximately following town or county limits shall be construed as following town or county limits.
3. Boundaries indicated as following railroad lines shall be construed to be midway between the main tracks.
4. Boundaries indicated as following shorelines shall be construed to follow such shorelines, and in the event of change in the shoreline shall be construed as moving with the actual shoreline; boundaries indicated as approximately following the centerlines of streams, rivers, canals, lakes, or other bodies of water shall be construed to follow such centerlines.
5. Boundaries indicated as parallel to or extensions of features indicated in subsections 1 through 5 above shall be so construed.
6. Where physical or cultural features existing on the ground are at variance with those shown on the official zoning map, or in other circumstances not covered by subsections 1 through 6 above, the board of adjustment shall interpret the district boundaries.
7. In all cases where a district boundary divides a lot in one ownership and more than 50% of the area of such lot lies in the less restricted district, the regulations prescribed by this ordinance for the less restricted district shall apply to such portion of the more restricted portion of said lot which lies within 30 feet of such district boundary. For purposes of this section, the more restricted district shall be deemed that district which is subject to regulations which prohibit the particular use intended to be made of said lot or which regulations require higher standards with respect to setback, coverage, yards, screening, landscaping and similar requirements.
8. In all cases where a district boundary is located not farther than 15 feet away from a lot line of record, such boundary line shall be construed to coincide with such lot line.
9. In all other cases where dimensions are not shown on the map, the location of boundaries shown on the map shall be determined by the use of the scale appearing thereon.

Section 3. - Application of district regulations.

The regulations set by this ordinance within each district shall be minimum regulations and shall apply uniformly to each class or kind of structure or land, and particularly, except as hereinafter provided:
Move your cursor over to the left side and scroll down to see City of Dover areas identified as potential future rail freight areas.

Move your cursor over to the right side and zoom in to see City of Dover areas identified as potential future rail freight areas.
Therefore, the current 2018 "draft" Update Plan does appear to depict future land use changes which could leverage rail freight-centric manufacturing/employment centers.
Now you can compare the comp plan future map (on left) to actual aerial and parcel information.
Dover Kent County MPO thanks our partners for all their assistance in making this site and information used in the study.
Comprehensive Plans can help initiate the required proactive planning efforts required to identify appropriate future land use areas necessary for potential rail freight-related manufacturing/employment centers. These future centers can leverage multi-modal systems (highway and rail), provide another economic development attribute for potential manufacturing and distribution employers, and create additional employment opportunities for the future of Kent County, Delaware.

Questions?