

WELCOME TO THE GOVERNOR PRINTZ BOULEVARD CORRIDOR PUBLIC WORKSHOP

TONIGHT'S AGENDA

- 5:00 PM Sign In / Visit Information Boards
- 6:00 PM Presentation
- 6:30 PM Small Group Activity
- 7:30 PM Next Steps



PROJECT PURPOSE

The purpose of this Corridor Study is to improve multimodal mobility, safety, and travel choices while supporting sustainable economic development and enhanced neighborhood vitality. The Study will identify and assess the feasibility of multimodal transportation projects that will accommodate current and future transportation and land use needs, including roadway, transit, and nonmotorized travel including the East Coast Greenway.

CONTACT INFORMATION

We welcome your feedback!

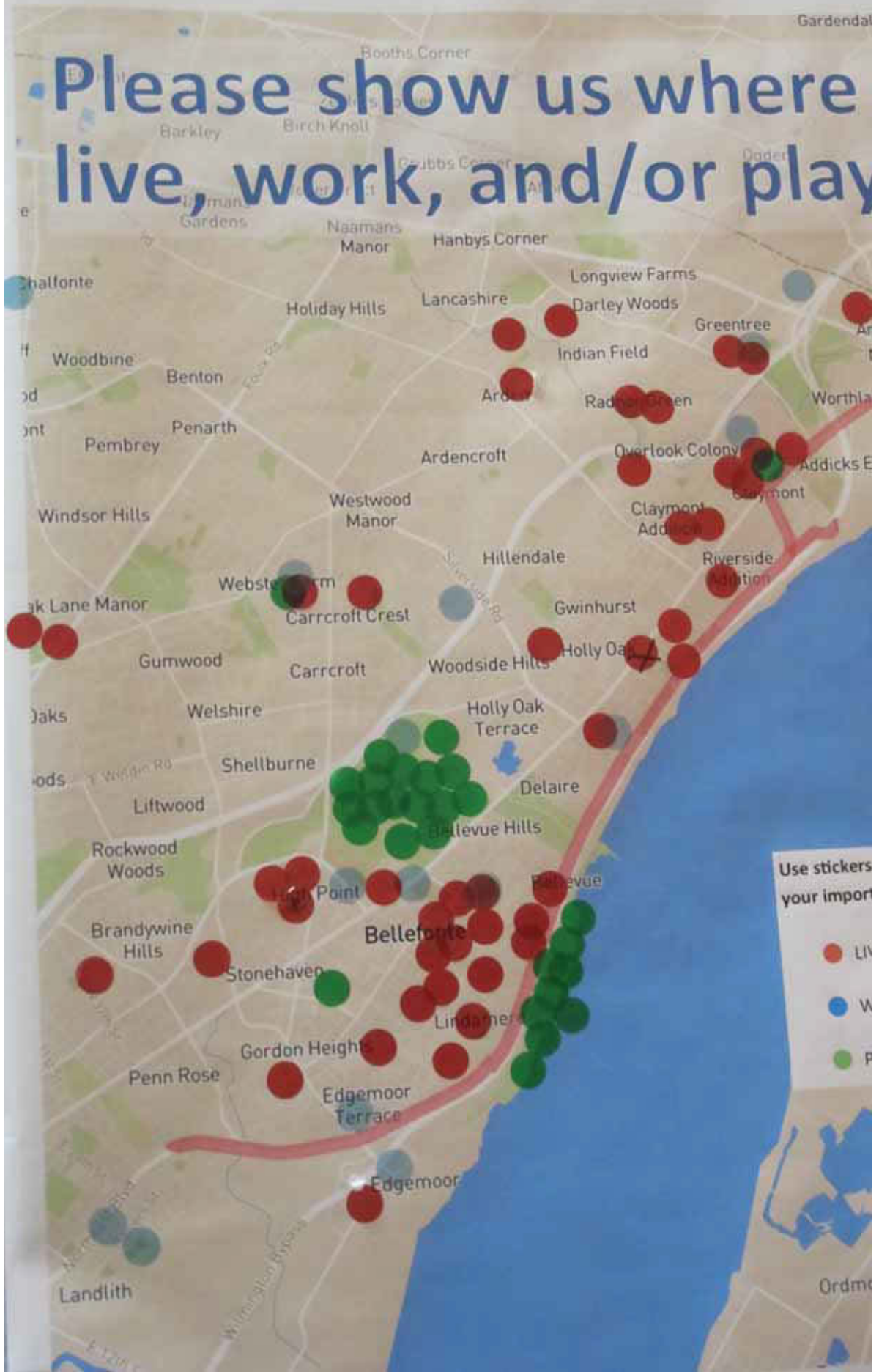
If you have questions or comments
please contact Heather Dunigan

at hdunigan@wilmapco.org or 302-737-6205 ext. 118

**For more information please visit www.wilmapco.org/governorprintz/
Survey will remain online until February 29, 2020**

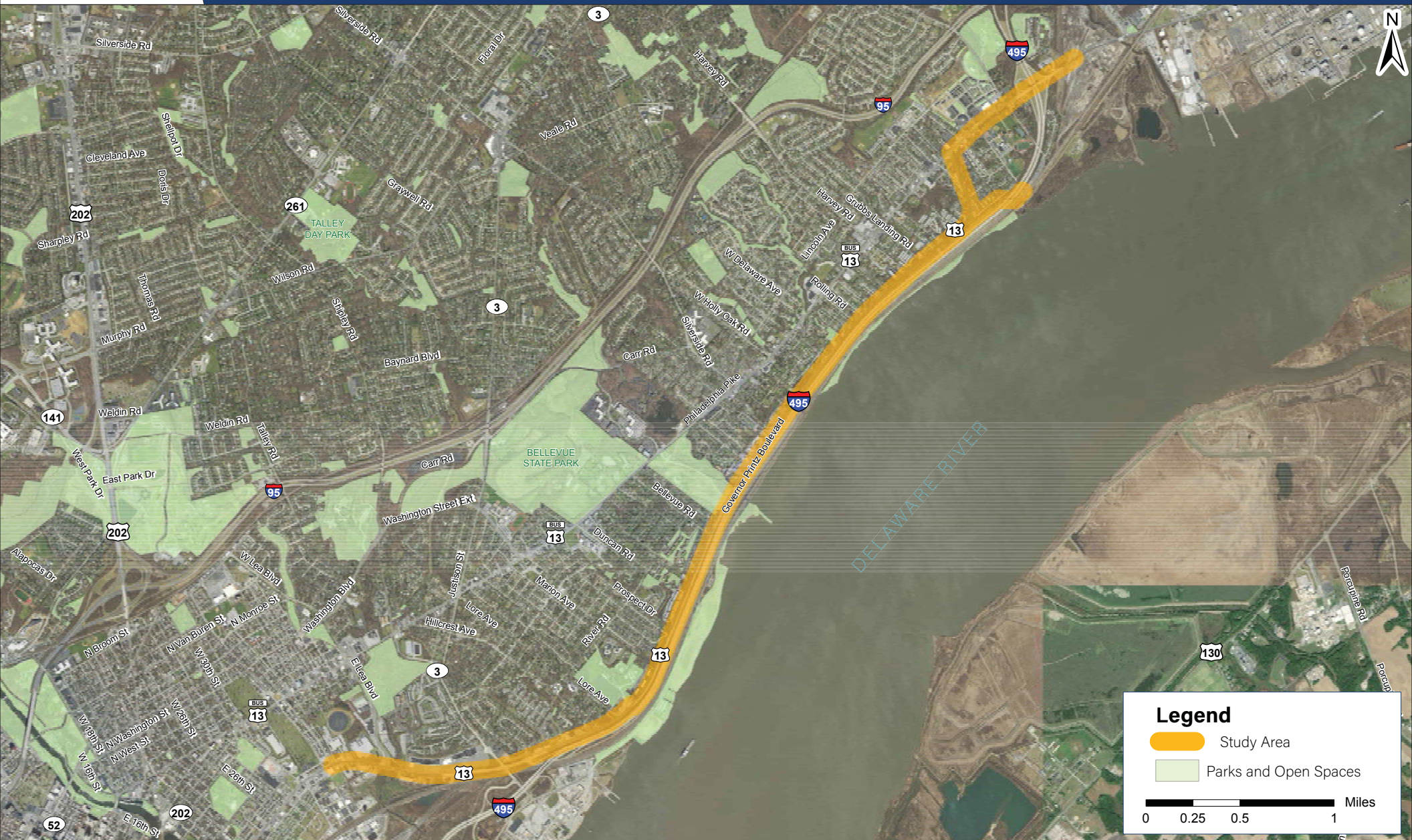


Please show us where
live, work, and/or play





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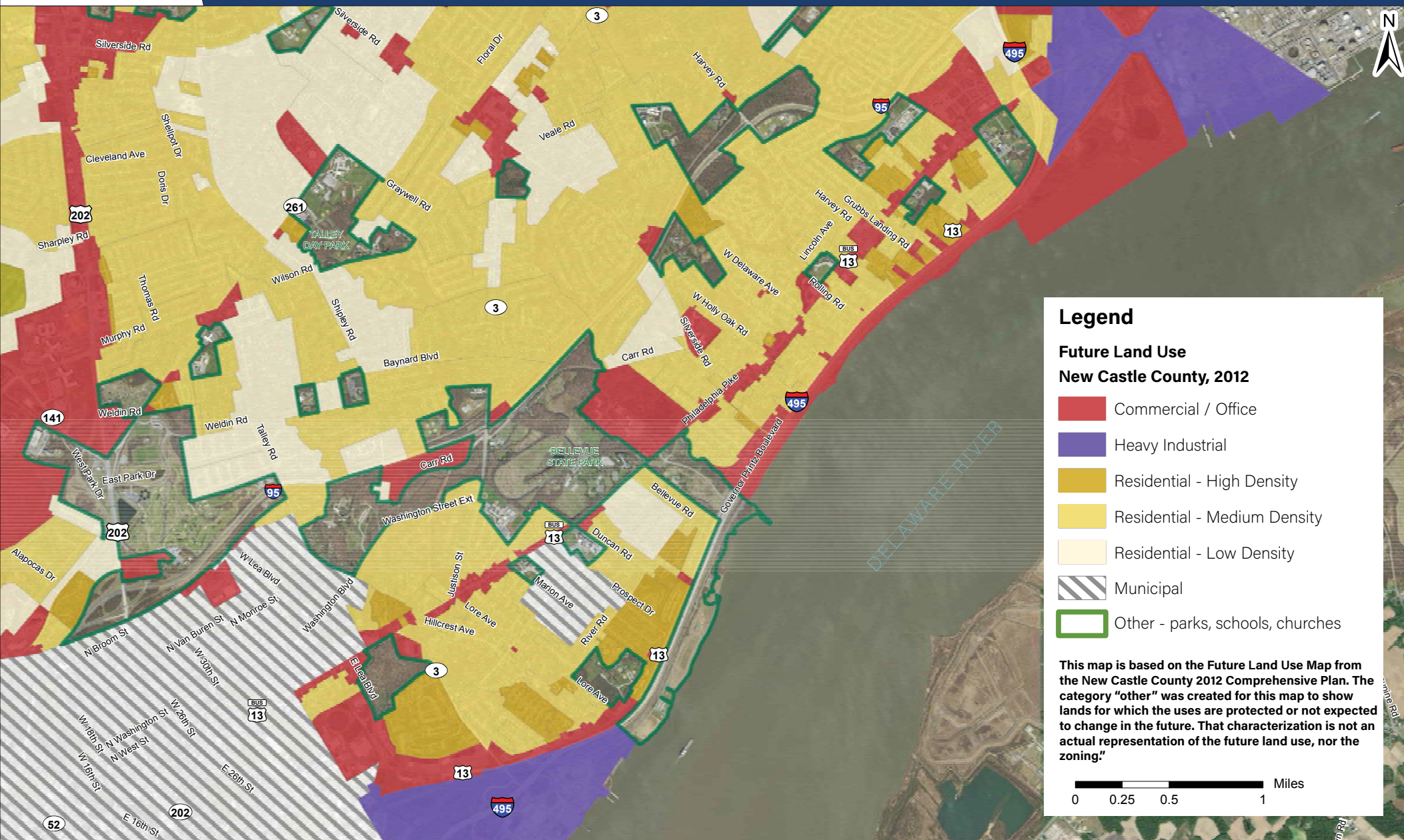


Legend

-  Study Area
-  Parks and Open Spaces

0 0.25 0.5 1 Miles

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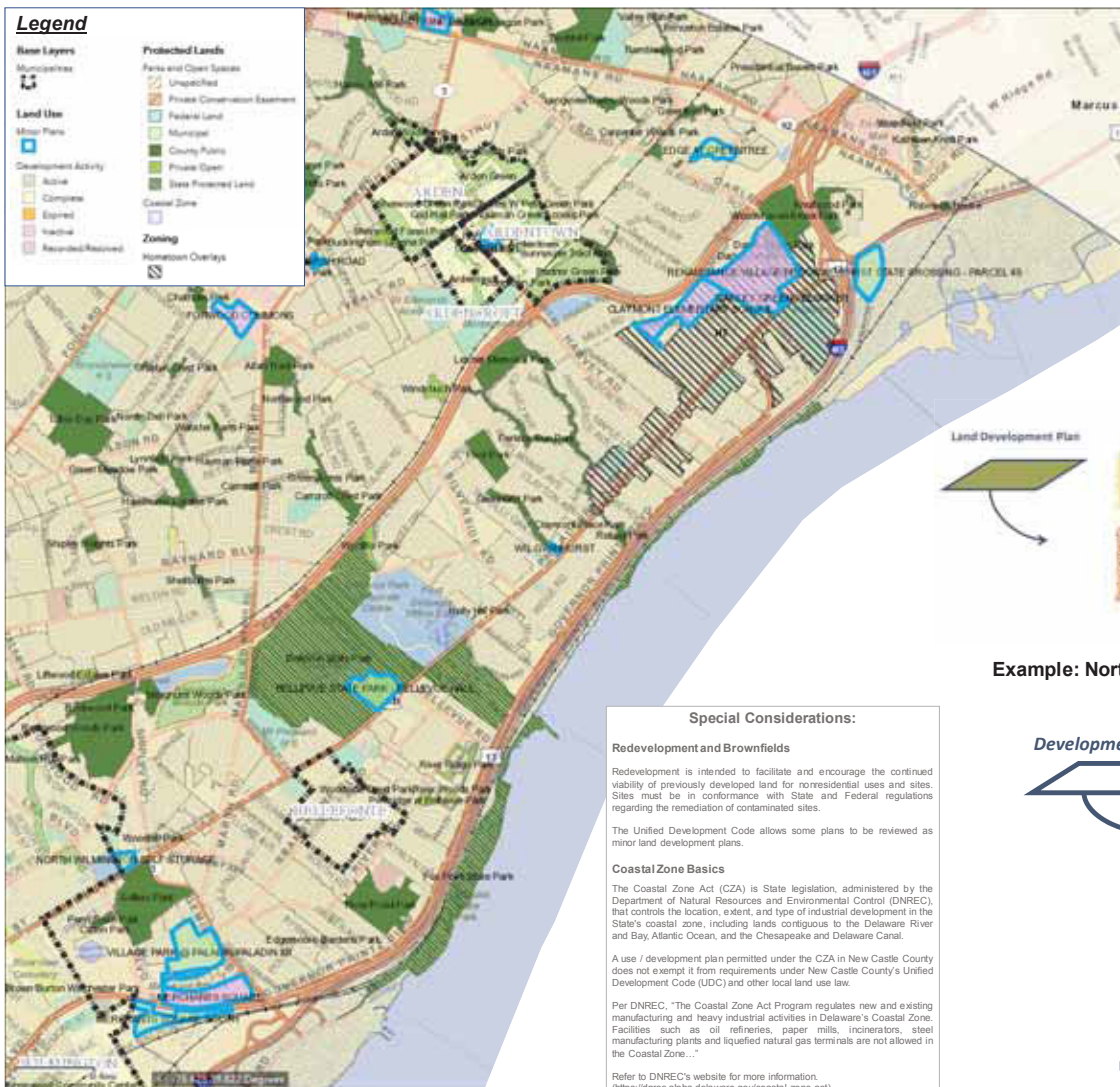


Land Use & Development

Questions? Please contact:
NCC Department of Land Use
LandUse@newcastlede.gov
302.395.5400



County Development Activity Snapshot



Planning and Development Basics

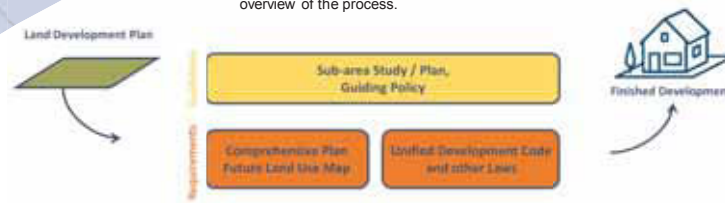
The Comprehensive Development Plan and Sub-Area Studies

The Comprehensive Plan provides the blueprint for future development and redevelopment in New Castle County. The Future Land Use maps of the Comprehensive Plan hold the weight of law. Changes to the Unified Development Code, re-zonings, and capital programs must all be reviewed within the context of conformity with the Comprehensive Development Plan, which is mandated by State law to be updated every ten years. The 2012 plan is due for an update by 2022.

Sub-area studies/plans, such as those that address a community area or corridor, offer a finer grained look the needs, opportunities, and community vision for smaller geographic portions of the County. These studies will be consulted when planning (re)development, however they are not legally binding.

Understanding the land development process

The specifics of the Land development process varies based on whether the proposed project is defined as: A) a Major Development; B) a Minor Development; C) a Re-development; or D) a Development involving a Rezoning. All development projects, regardless of type, must meet all applicable requirements defined in the New Castle County Unified Development Code. The required process involves several public meetings and hearings to provide the public an opportunity to engage. Approval from several outside agencies, including the State, are required as part of the process. The following infographic gives an overview of the process.



Want to learn more about Area Studies and Development Projects?

Visit our website: www.newcastlede.gov/lu
Email us: LandUse@newcastlede.gov

Interact with us!

- ✓ Participate in public meetings and workshops.
- ✓ Visit our website often.
- ✓ Visit Facebook: www.facebook.com/nccdelu/
- ✓ Email questions and feedback to LandUse@newcastlede.gov

Stay Informed!

Detailed information about zoning, development activity, protected lands, maps and much more can be accessed through the Land Use website.

We want to hear from you!

Example: North Claymont

Special Considerations:

Redevelopment and Brownfields

Redevelopment is intended to facilitate and encourage the continued viability of previously developed land for nonresidential uses and sites. Sites must be in conformance with State and Federal regulations regarding the remediation of contaminated sites.

The Unified Development Code allows some plans to be reviewed as minor land development plans.

Coastal Zone Basics

The Coastal Zone Act (CZA) is State legislation, administered by the Department of Natural Resources and Environmental Control (DNREC), that controls the location, extent, and type of industrial development in the State's coastal zone, including lands contiguous to the Delaware River and Bay, Atlantic Ocean, and the Chesapeake and Delaware Canal.

A use / development plan permitted under the CZA in New Castle County does not exempt it from requirements under New Castle County's Unified Development Code (UDC) and other local land use law.

Per DNREC, "The Coastal Zone Act Program regulates new and existing manufacturing and heavy industrial activities in Delaware's Coastal Zone. Facilities such as oil refineries, paper mills, incinerators, steel manufacturing plants and liquefied natural gas terminals are not allowed in the Coastal Zone..."

Refer to DNREC's website for more information.
(<https://dnrec.alpha.delaware.gov/coastal-zone-act/>)

Development Plan



Guidelines



Requirements



Other Laws for consideration:

- Coastal Zone
- Redevelopment and Brownfields
- Etc.



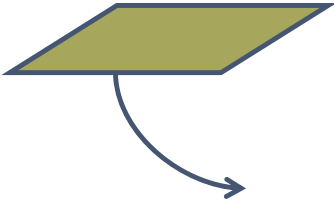
Finished Development



An area plan or study informs how development is planned for an area of the County. These documents are used as guidelines for the character of improvements.

The Comprehensive Plan Future Land Use Map and Unified Development Code (UDC), along with other documents, dictate the requirements for development.

Land Development Plan



Guidelines

Sub-area Study / Plan,
Guiding Policy

Requirements

Comprehensive Plan
Future Land Use Map

Unified Development Code
and other Laws



Finished Development



NORTH CLAYMONT AREA MASTER PLAN
FINAL REPORT
JANUARY 2017



GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY



LEGEND

COUNTED INTERSECTION

AWAITING COUNT DATA

LEVEL OF SERVICE: LOS (DELAY IN SECONDS)

AADT: ANNUAL AVERAGE DAILY TRAFFIC

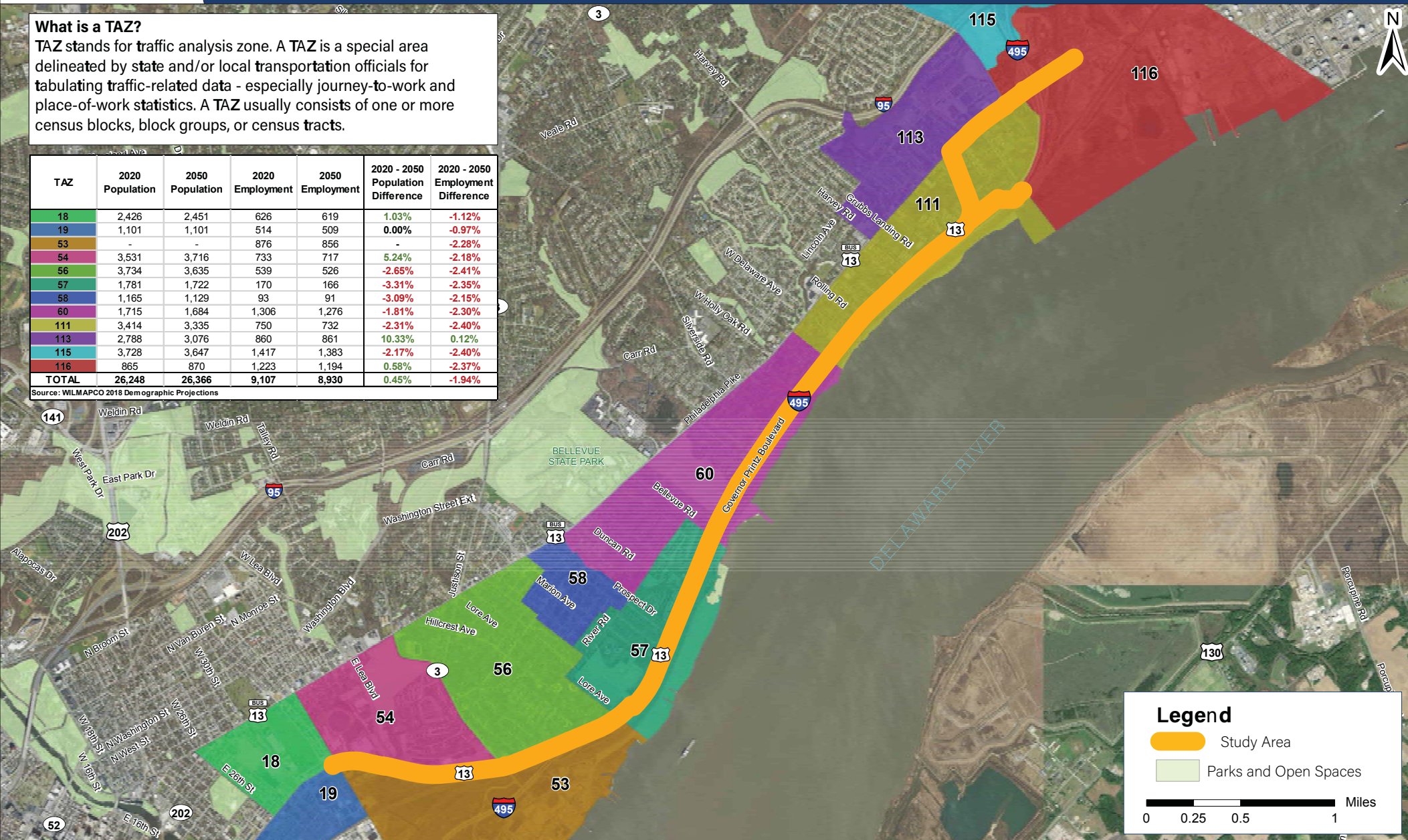
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FEET

What is a TAZ?

TAZ stands for traffic analysis zone. A TAZ is a special area delineated by state and/or local transportation officials for tabulating traffic-related data - especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.

TAZ	2020 Population	2050 Population	2020 Employment	2050 Employment	2020 - 2050 Population Difference	2020 - 2050 Employment Difference
18	2,426	2,451	626	619	1.03%	-1.12%
19	1,101	1,101	514	509	0.00%	-0.97%
53	-	-	876	856	-	-2.28%
54	3,531	3,716	733	717	5.24%	-2.18%
56	3,734	3,635	539	526	-2.65%	-2.41%
57	1,781	1,722	170	166	-3.31%	-2.35%
58	1,165	1,129	93	91	-3.09%	-2.15%
60	1,715	1,684	1,306	1,276	-1.81%	-2.30%
111	3,414	3,335	750	732	-2.31%	-2.40%
113	2,788	3,076	860	861	10.33%	0.12%
115	3,728	3,647	1,417	1,383	-2.17%	-2.40%
116	865	870	1,223	1,194	0.58%	-2.37%
TOTAL	26,248	26,366	9,107	8,930	0.45%	-1.94%

Source: WILMAPCO 2018 Demographic Projections

**Legend**

- Study Area
 - Parks and Open Spaces
- 0 0.25 0.5 1 Miles

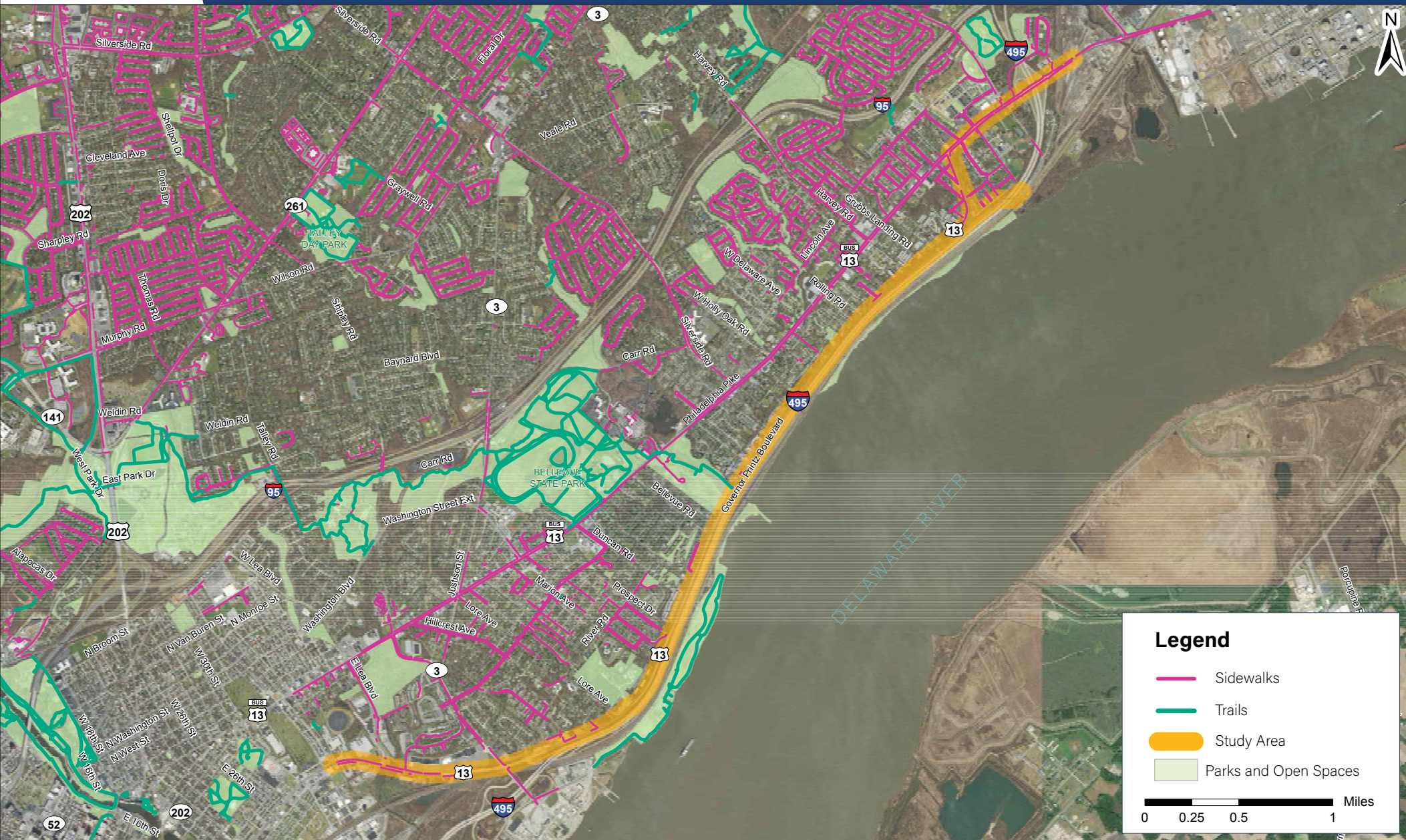
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LEVEL OF TRAFFIC STRESS (LTS) / TYPES OF BICYCLE INFRASTRUCTURE

HOW TRAFFIC STRESS IS MEASURED





Level of Traffic Stress analysis uses factors such as the speed of traffic, volume of traffic, and the number of lanes to rate each roadway segment on a scale of 1 to 4, where 1 is a low-stress place to ride and 4 is a high-stress place to ride. It analyzes the total connectivity of a network to evaluate how many destinations can be accessed using low-stress routes.

“Traffic stress... is a combination of perceived danger and other stressors... associated with riding a bike close to motor traffic.”

- Northeastern University Professor Peter Furth, 2012.

This explanation of Level of Traffic Stress is from Blueprint for a Bicycle-Friendly Delaware: A Statewide Policy Plan.

The Blueprint Plan requires that bicycle plans and projects seeking state funding are developed through a locally-driven planning process to ensure that investment is driven by local needs and priorities. The state will prioritize locally-driven projects to ensure they are cost-effective, feasible, and connected to regional and statewide networks. Using LTS analysis, we can identify how to best create an interconnected network.

Level of Traffic Stress	Description	Example
1	Safe for children to use; Usually completely separated from auto traffic	
2	Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic	
3	Tolerated by riders who are enthused and confident; Heavy traffic with separated bike facility	
4	Only tolerated by strong and fearless riders; cyclists must interact with high volumes or speeds of auto traffic.	

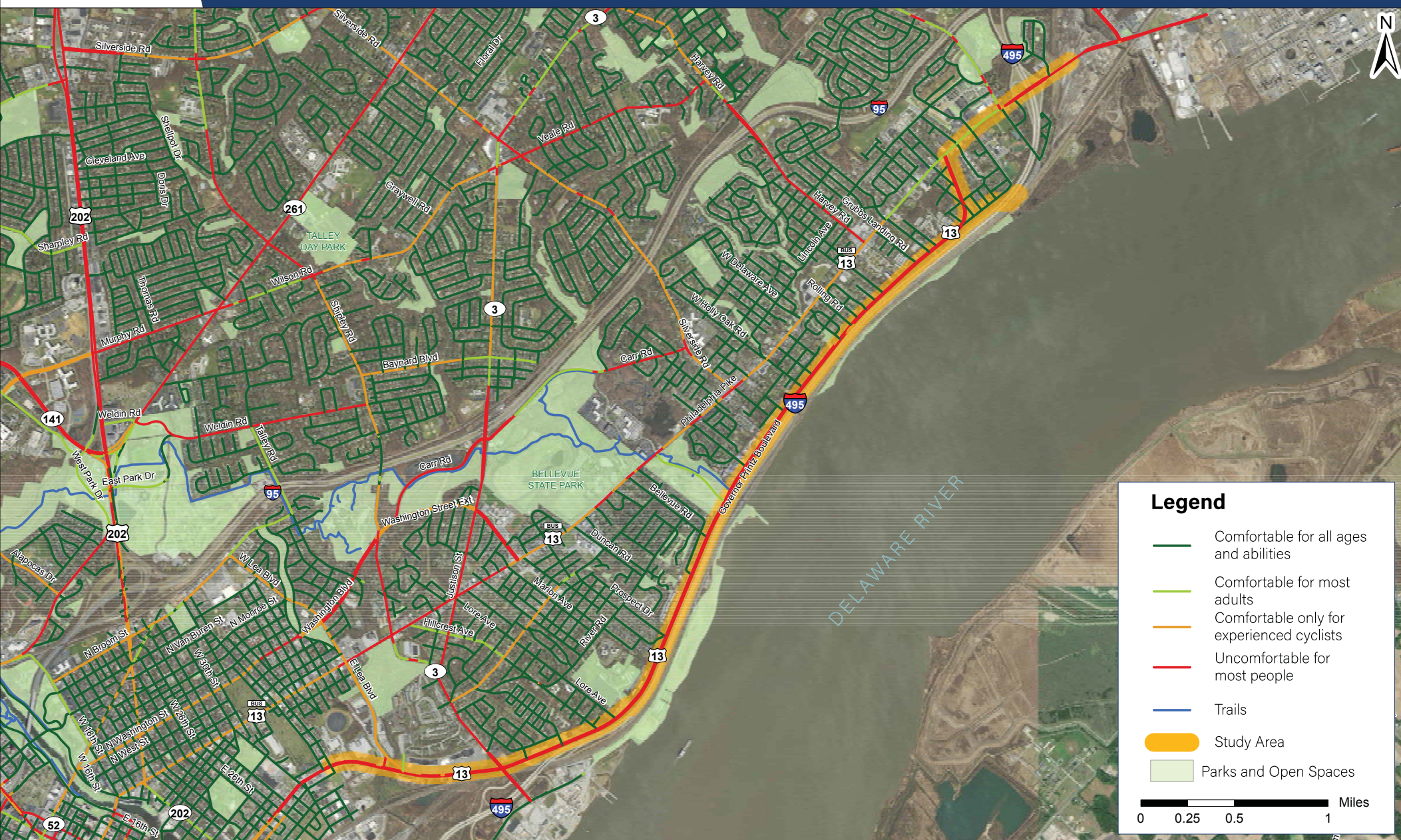
Number of Lanes	Average Daily Traffic	<25 mph	30 mph	35 mph	40 mph	45 mph	50+ mph
2-way street (no centerline)	0-750	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	751-2000	LTS 1	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	2001-3000	LTS 1	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
	3001+	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
1 through lane per direction (1-way street or 2-way street with centerline)	0-750	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	751-2000	LTS 1	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	2001-6000	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
	6001+	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
2 through lanes per direction	0-6000	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	6001+	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
3+ through lanes per direction	any ADT	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

This table shows the characteristics (number of lanes, volumes of traffic, and speed of traffic) that impact bicycle comfort.

The Dover Bicycle and Pedestrian Plan update will utilize the level of stress methodology and map to analyze and prioritize future projects as recommended by the Statewide Blueprint Plan.

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BICYCLING LEVEL OF TRAFFIC STRESS

