



Churchman's Crossing Plan Update



Community Outreach

WILMAPCO PAC, December 14, 2020

AGENCY PARTNERS

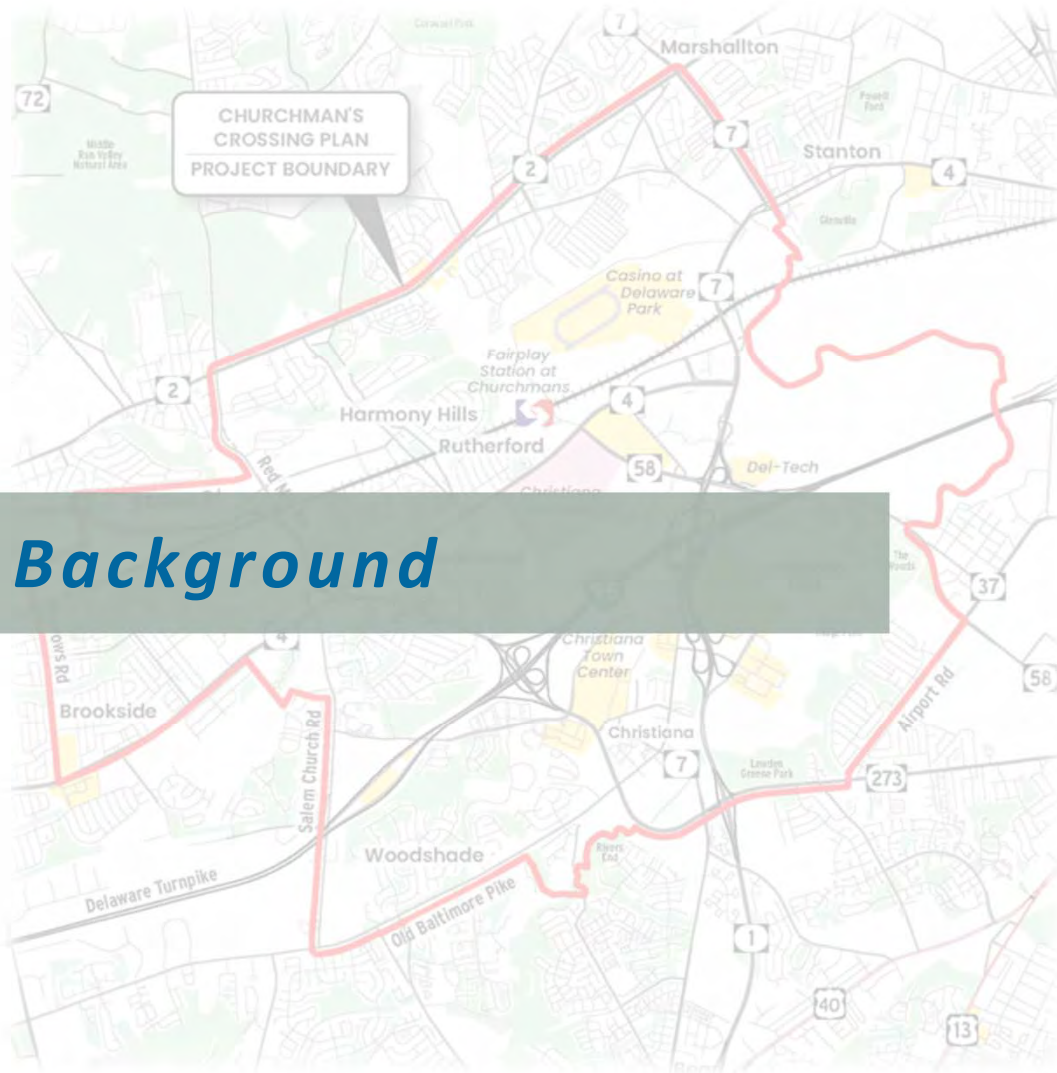


DEPARTMENT OF
LAND USE

PAC Update

- Provide an introduction and overview of the Plan Update process
- Share background 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

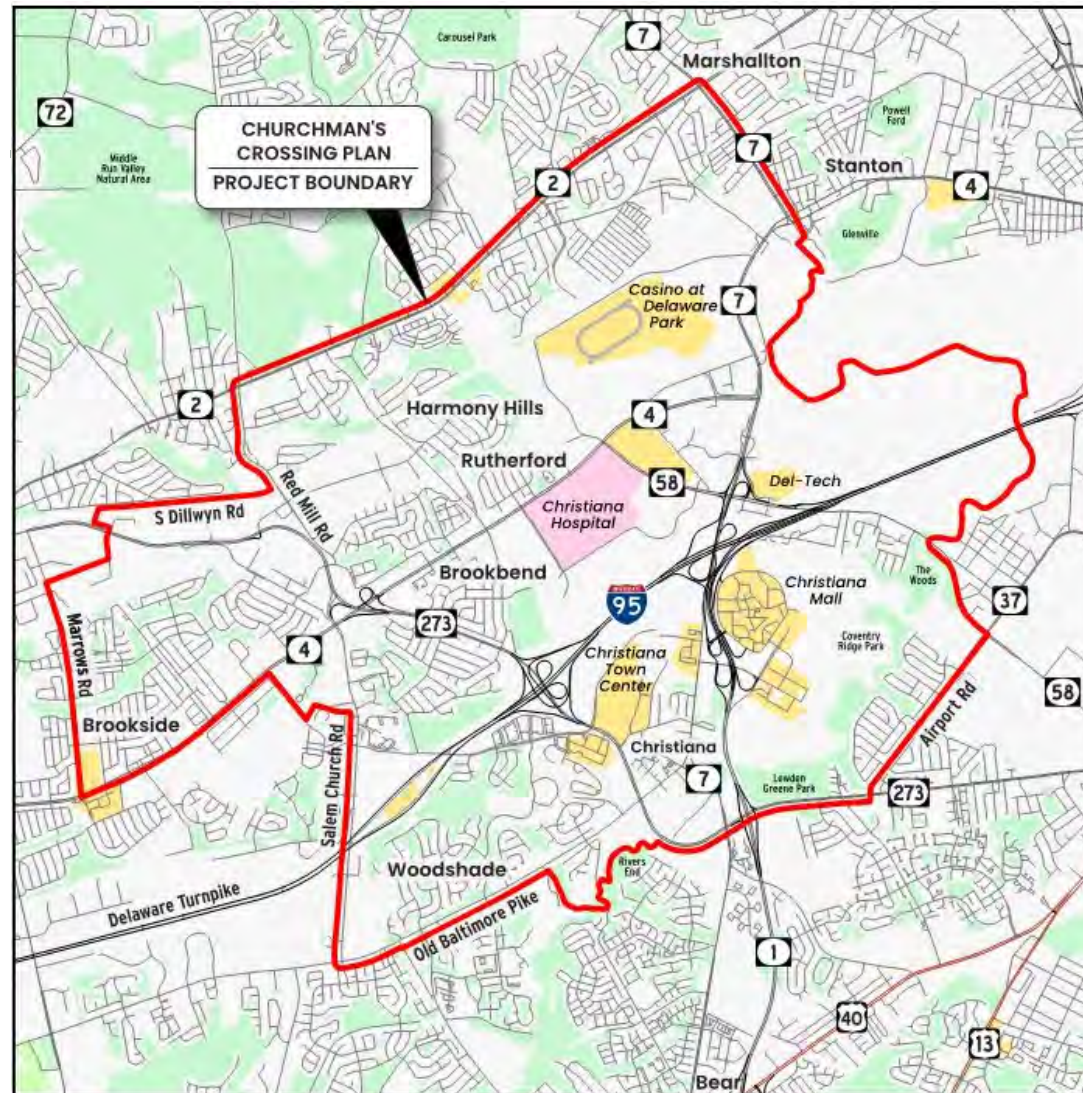




Background



PROJECT BOUNDARY

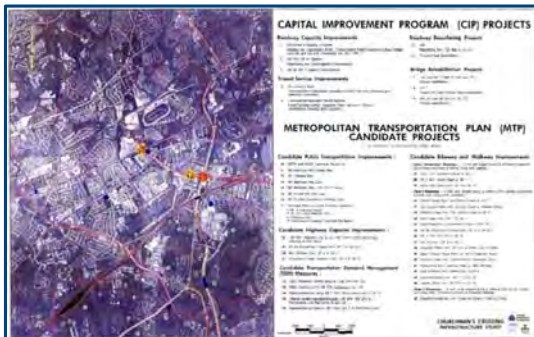


PROGRESS: 1997 TO 2020

- 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
- 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

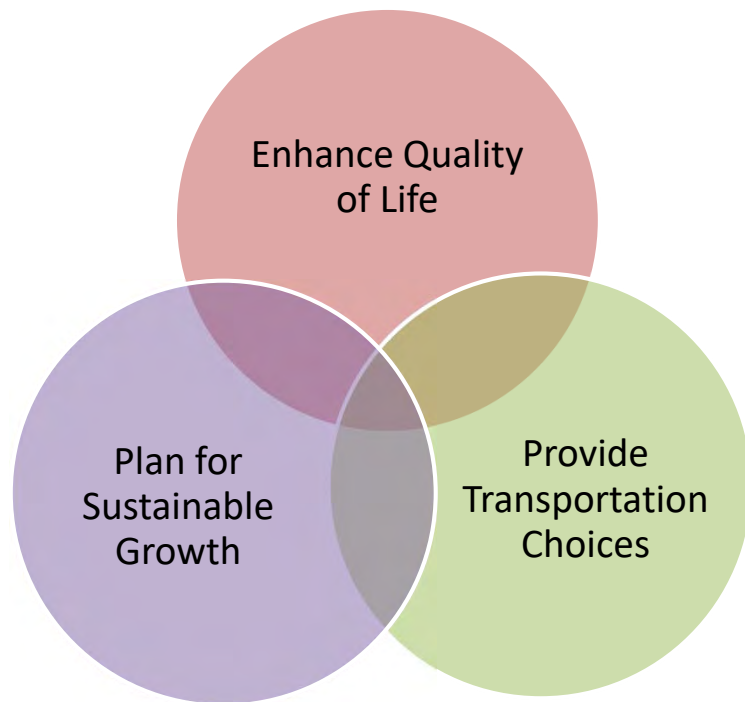
Million Square Feet (MSF) Non-Residential Development

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



PROJECT VISION

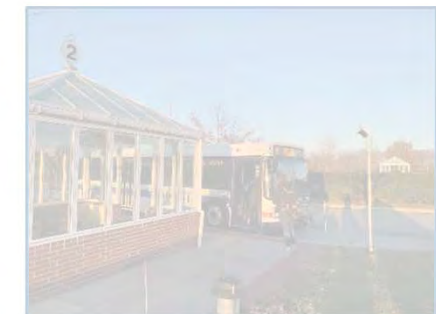
- The vision for the 2020 Churchman's Crossing Plan Update will be guided by three goals which guided the original 1997 Churchman's Crossing Study:



Other Key questions to answer:

- Are the unfinished projects from the 1997 plan still viable?
- Are there new projects and technologies that help us achieve these goals?
- How can new land use tools and policies help us achieve these goals?
- Has the Vision for the area changed?

Planning Basics



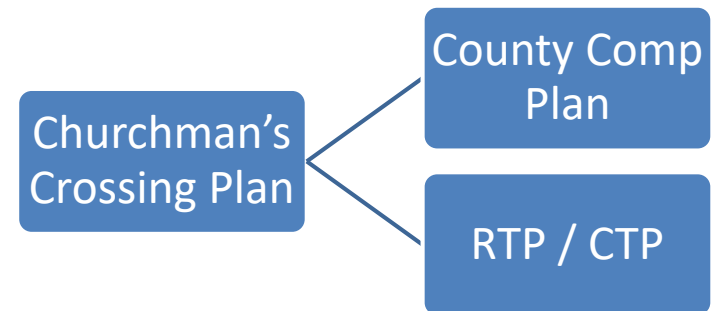
WHY DO WE NEED TO UPDATE THE PLAN?

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



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



- These topics were identified as important areas on which to focus the study:
 - Jobs:** Retain Businesses/Institutions and support job growth
 - Land Use:** Limit sprawl and preserve open space
 - Transportation/Traffic:** Prioritize safety, reduce congestion and provide alternate routes/access
 - Environmental:** Control flooding and focus on clean water/waterways
 - Bicycle/Pedestrian:** Create bike and pedestrian connections and more walkable communities
 - Public Transportation:** Increase accessibility and convenience for neighborhoods and expand regional train service (including MARC)

Workshop #1 – Information Session

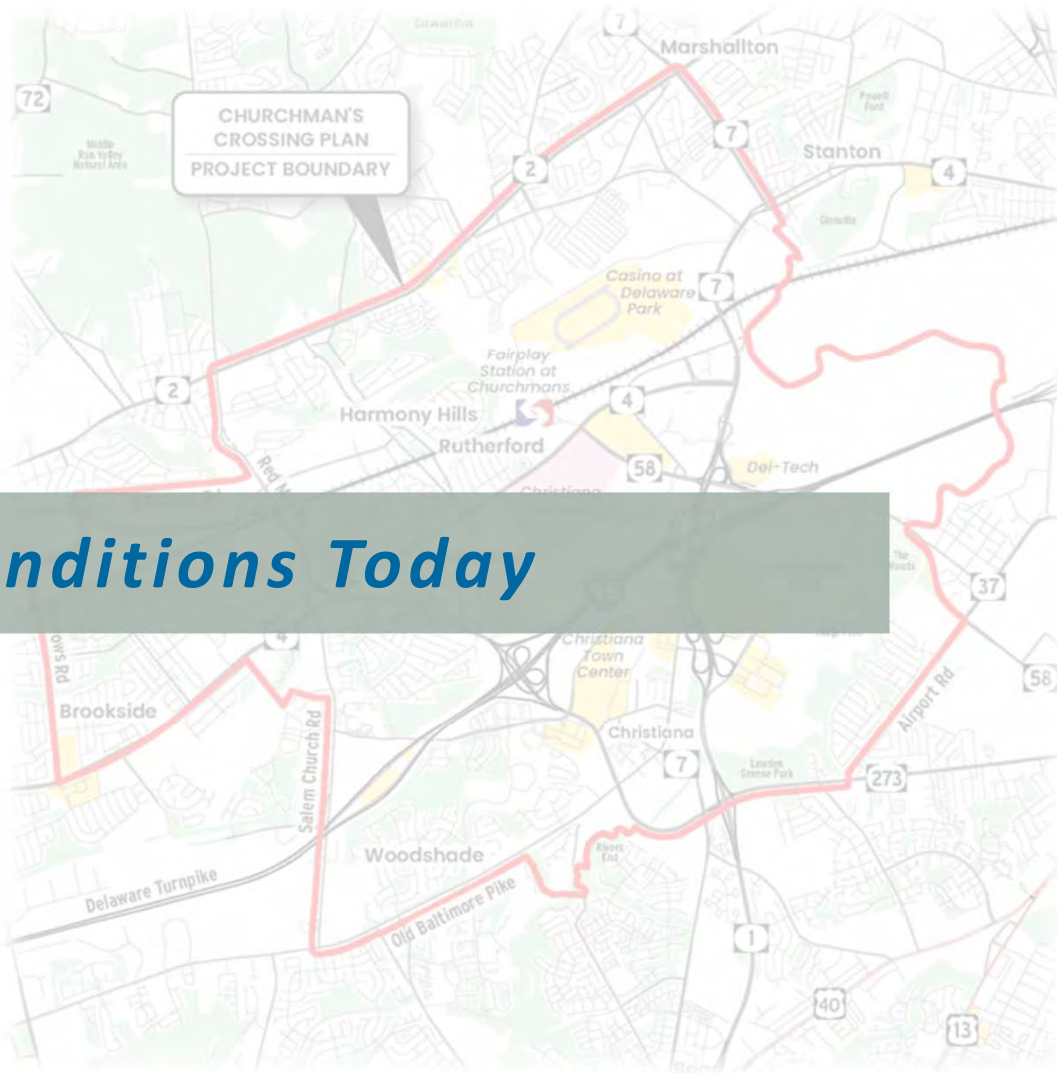
- Held Virtual Workshop on 9/16 (113 registered attendees)
- Covered Plan Update Purpose, Current conditions and Results of listening tour held before workshop

We find the most value about Churchman's Crossing today to be:

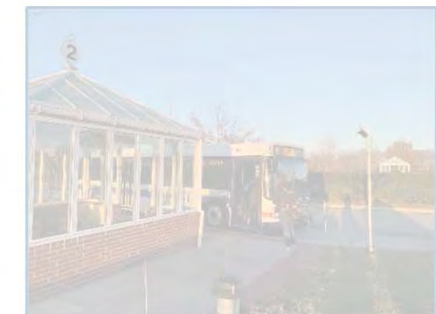


We want to see more of this in Churchman's Crossing in the next 20 years:





Conditions Today



ECONOMIC ANCHORS

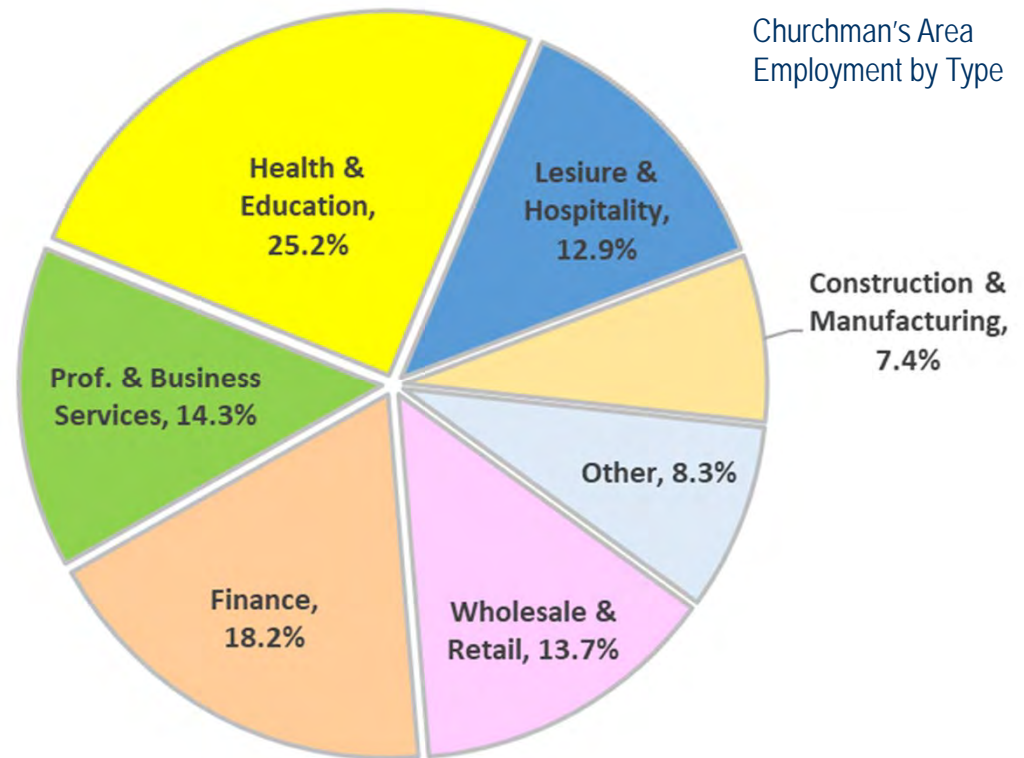
Churchman's Crossing anchored by "meds and eds", finance, retail, hospitality – and serves as a key economic engine for New Castle County

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



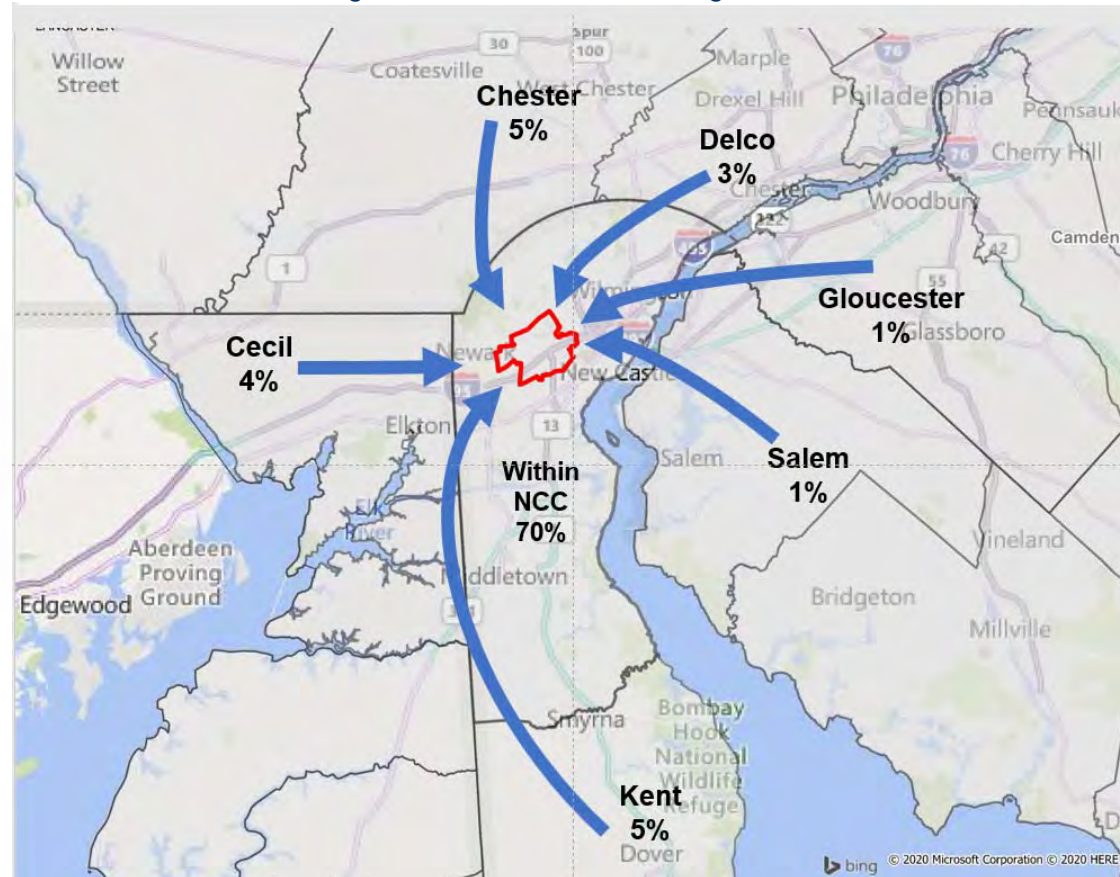
TRAVEL PATTERNS

- Only 4% of those who work in Churchmans Crossing live there
- 96% commute into the area every day

Worker Flow in/out of Churchman's Crossing

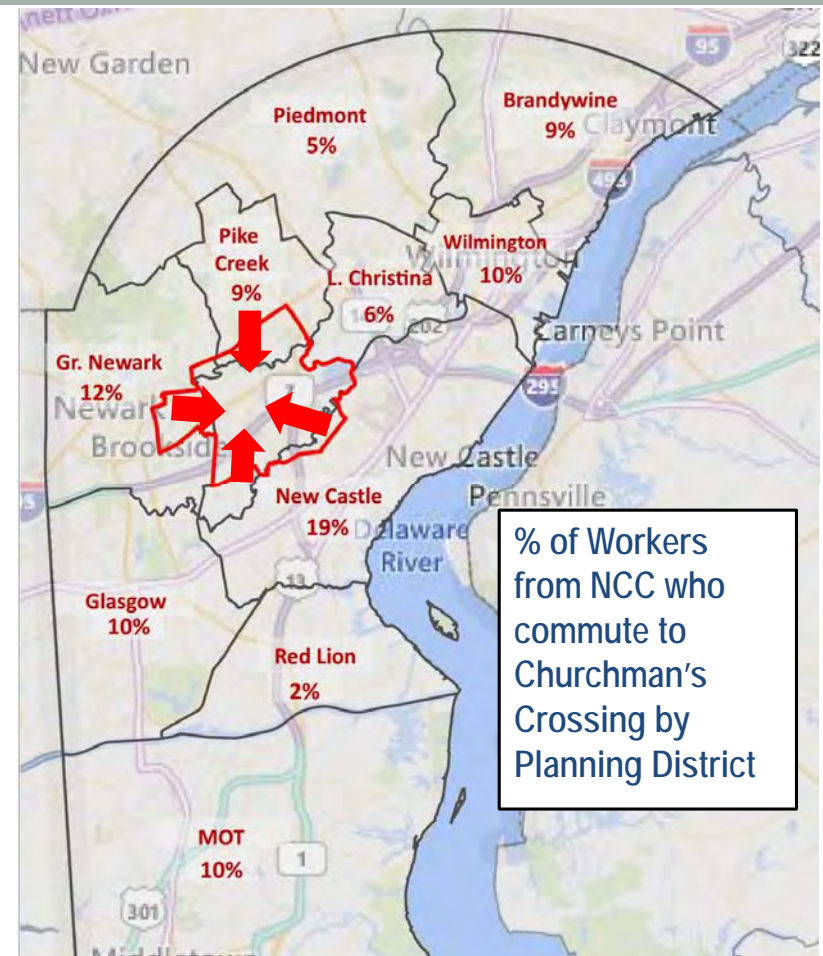


Origin of Churchman's Crossing Workers



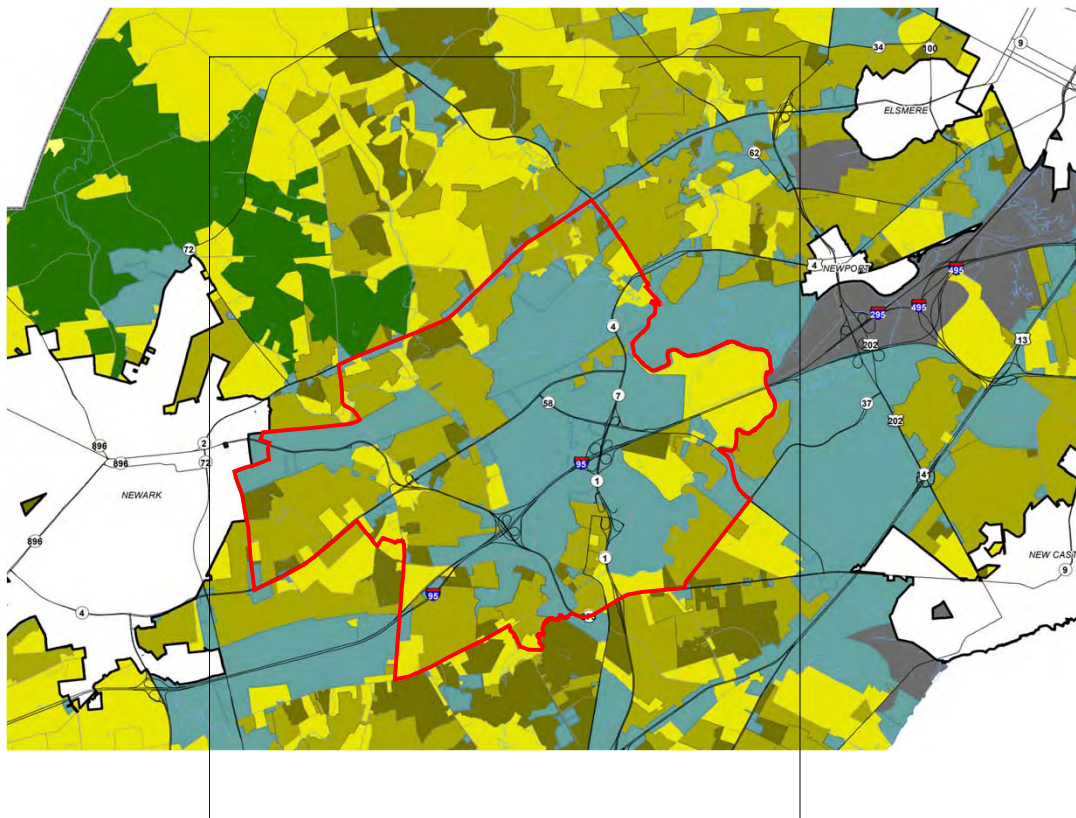
TRAVEL PATTERNS

- Of the workers who come from within New Castle County, there is a wide distribution of their origin (residence)



LAND USE

- New Castle County 2012 Comprehensive Plan Update features development potential



Legend

Existing Communities

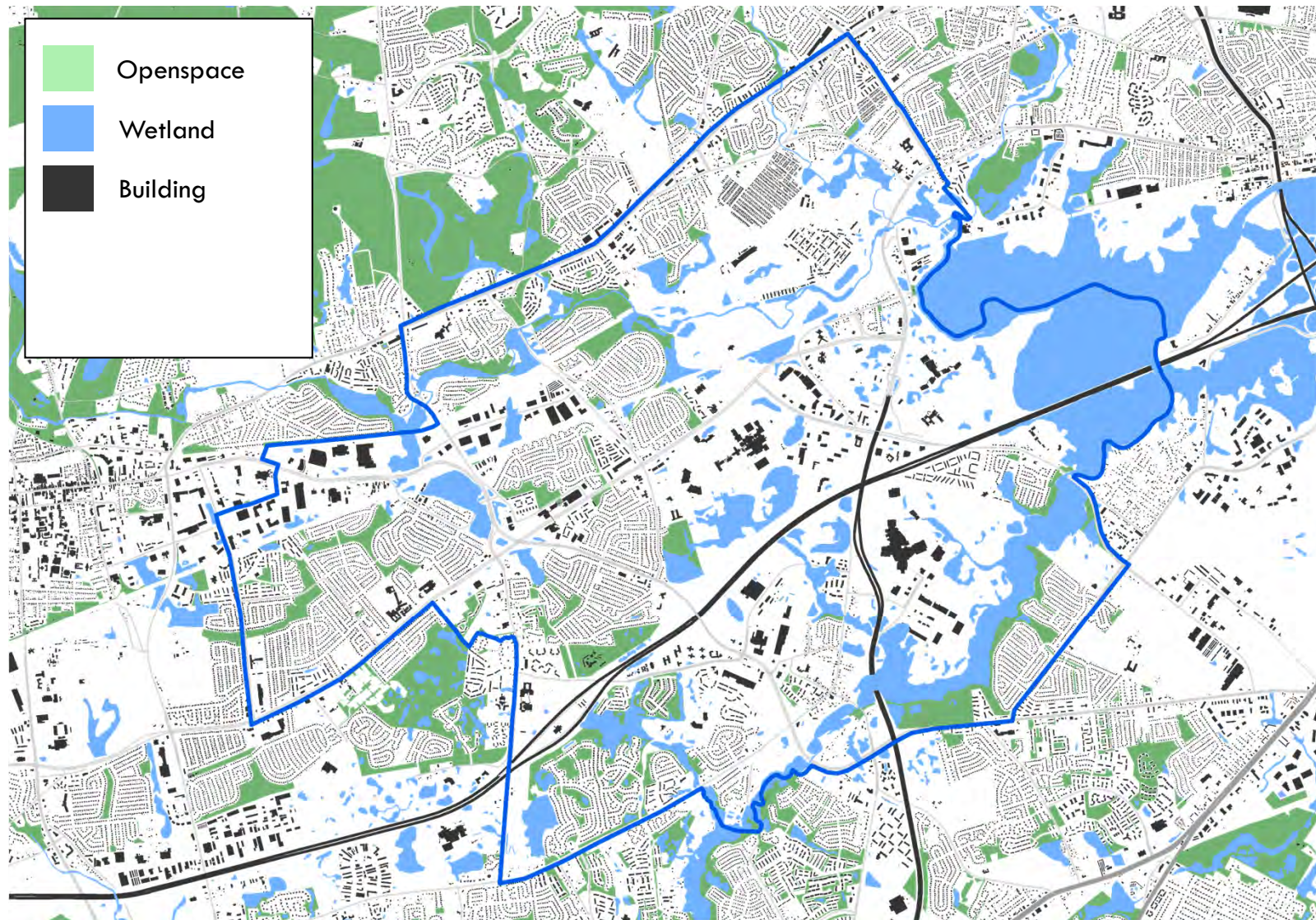
Residential Density

- 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

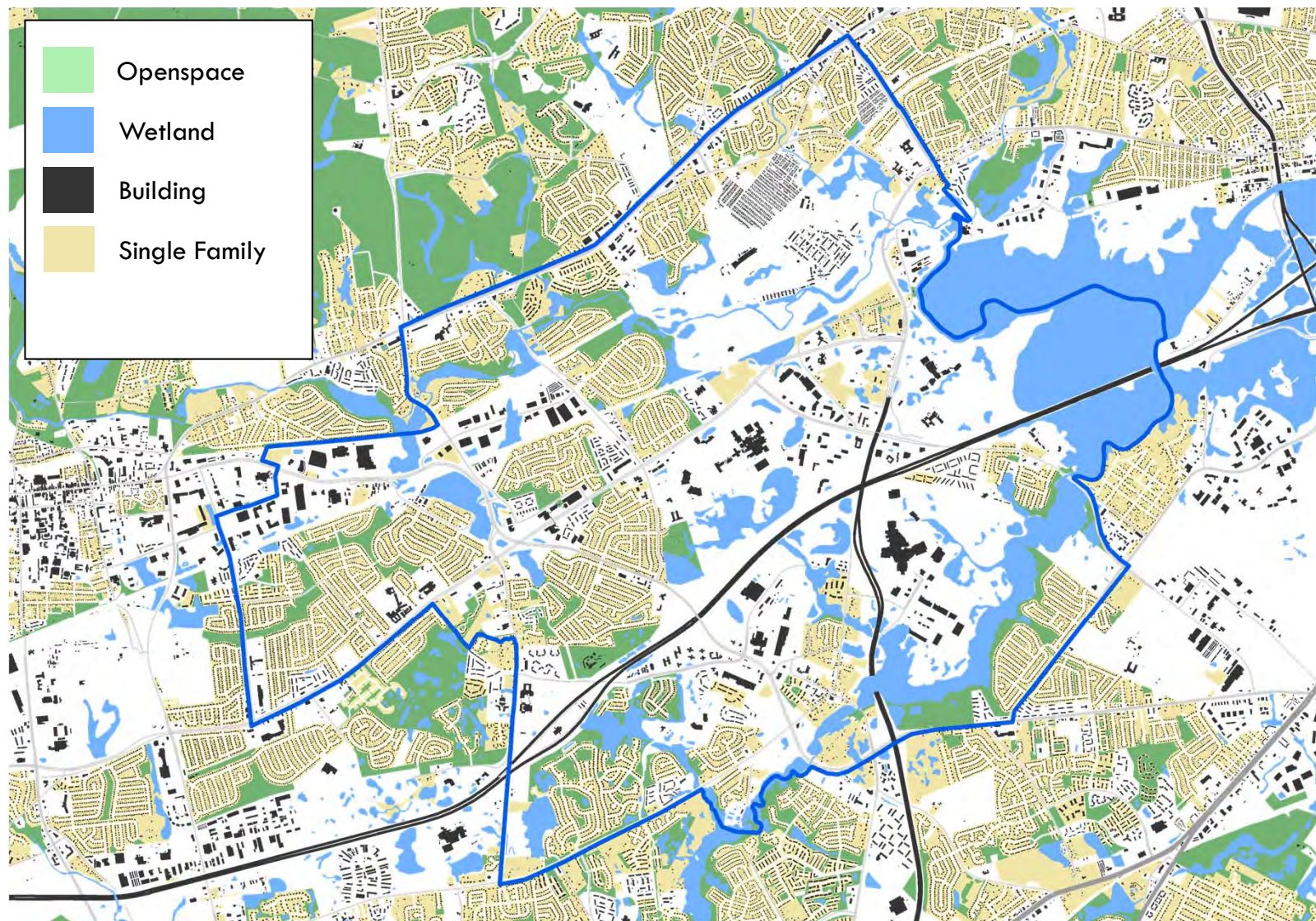
Source: New Castle County Department of Land Use
May 2012

NOTE: New Castle County 2020
Comprehensive Plan update is underway!

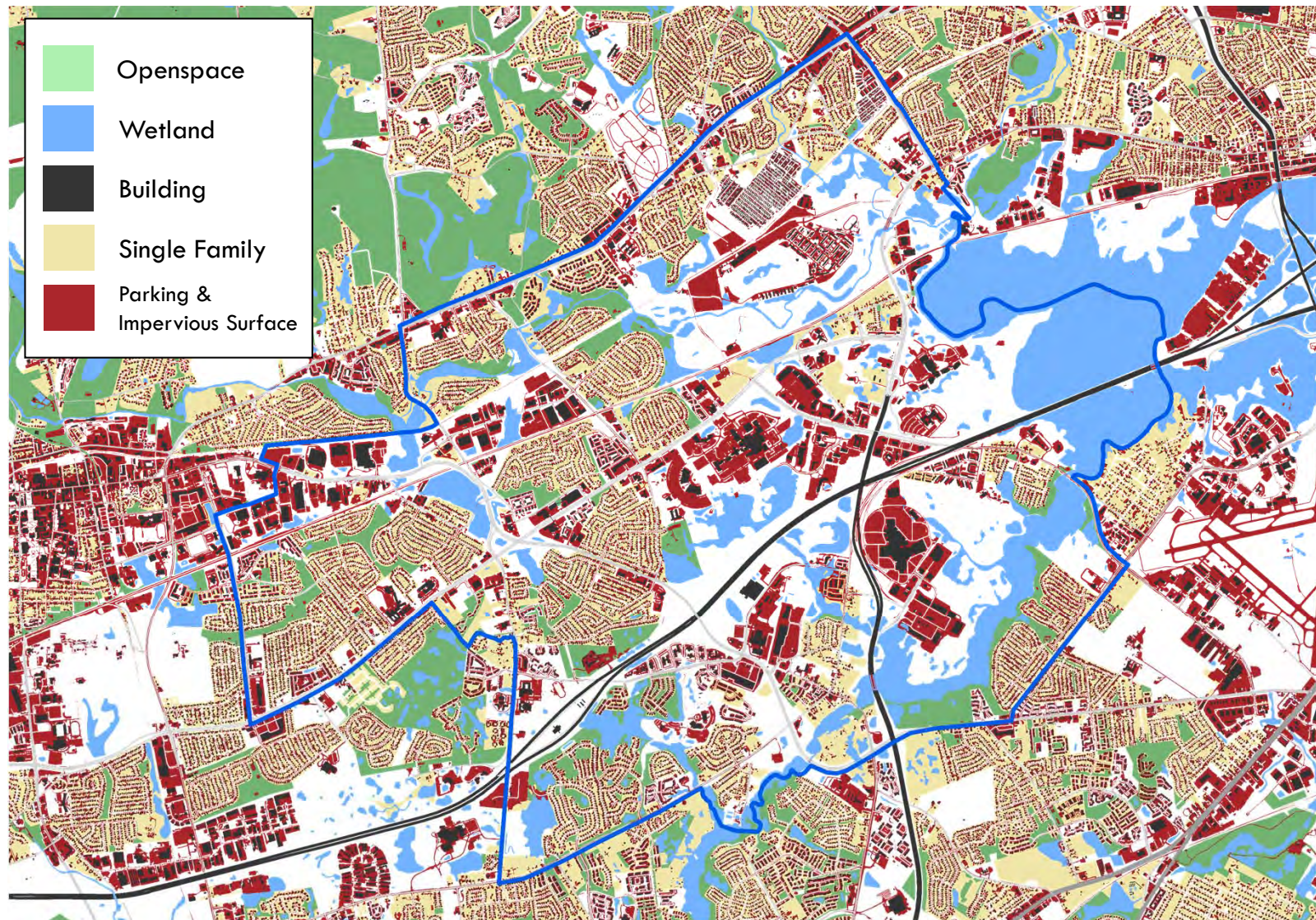
EXISTING ELEMENTS



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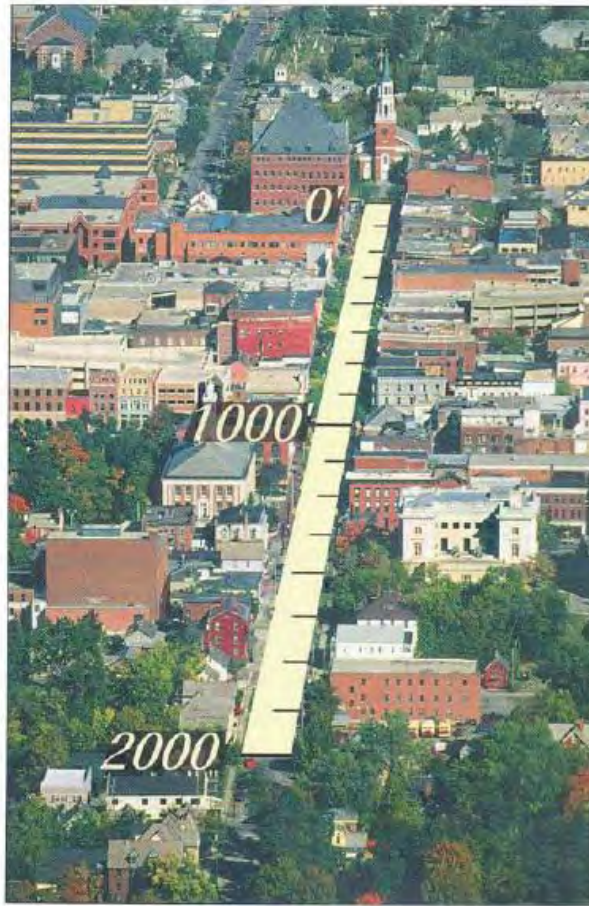


EXISTING ELEMENTS

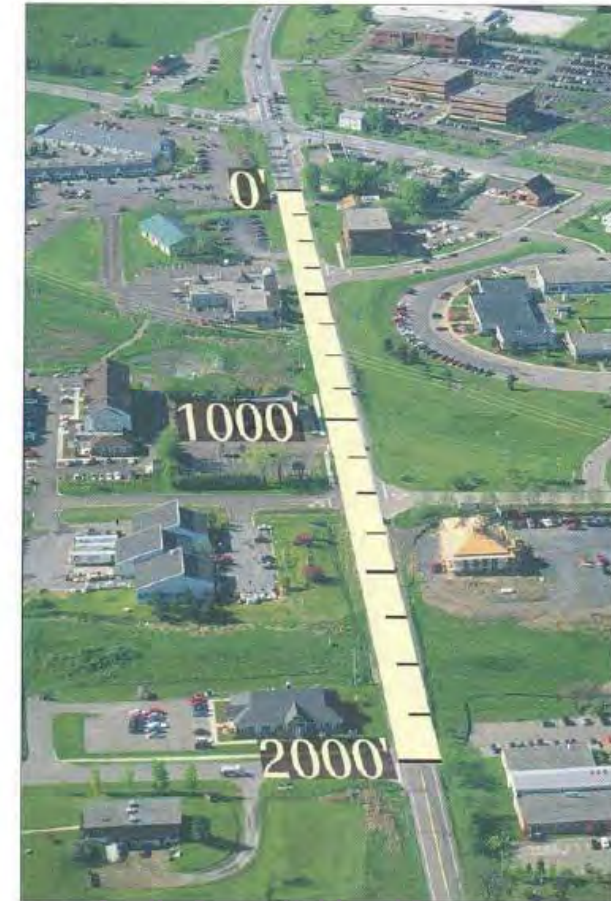


LAND USE AND TRAVEL PATTERNS

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



8.2 Aerial view of Church Street in Burlington, Vermont.



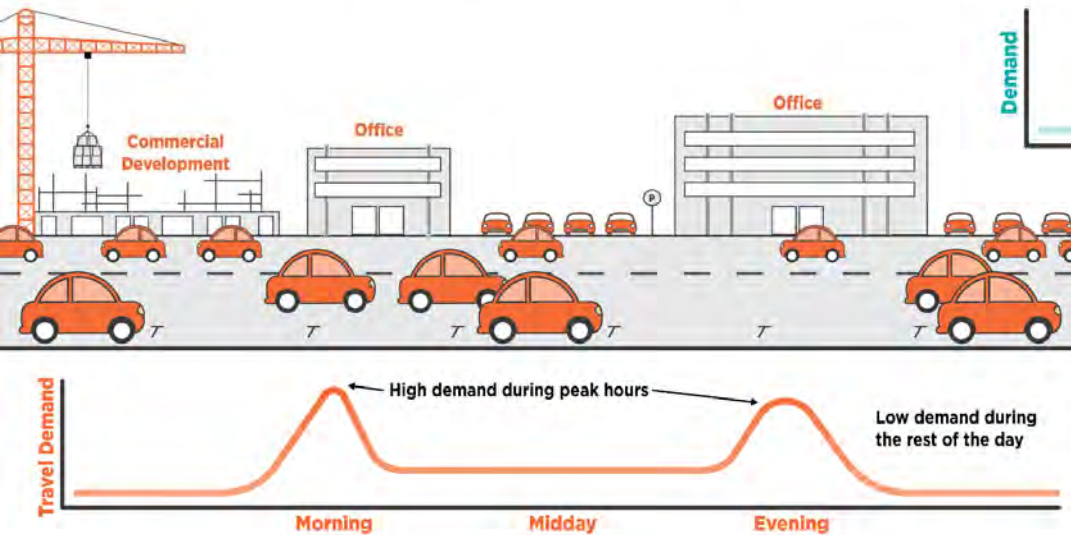
8.3 Aerial view of Main Corners in Winston.
Credit: Dover Kohl and Partners

TRAVEL DEMAND

Traffic Generation:

Single-Use Development vs. Mixed-Use

Single-Use Development



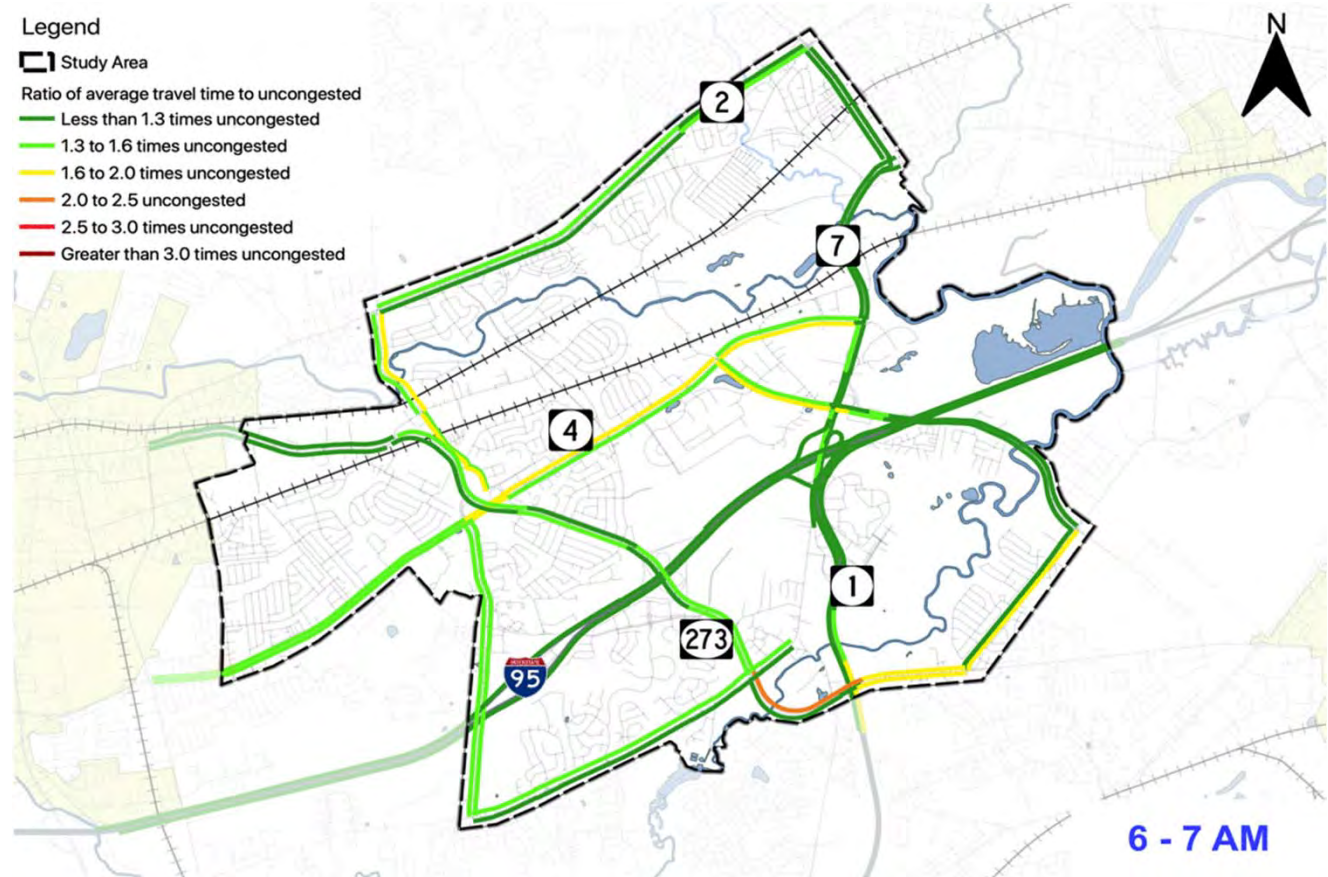
Mixed-Use Development



- Project will use the EPA's "MXD" (mixed use development) trip generation tool to test "3Ds" at a localized level.
- Allows to quickly test changes in trip generation, internal trip capture and multi-modal trip potential with variations in land use (i.e. combinations of commercial, retail, residential, etc...) versus the current configurations.

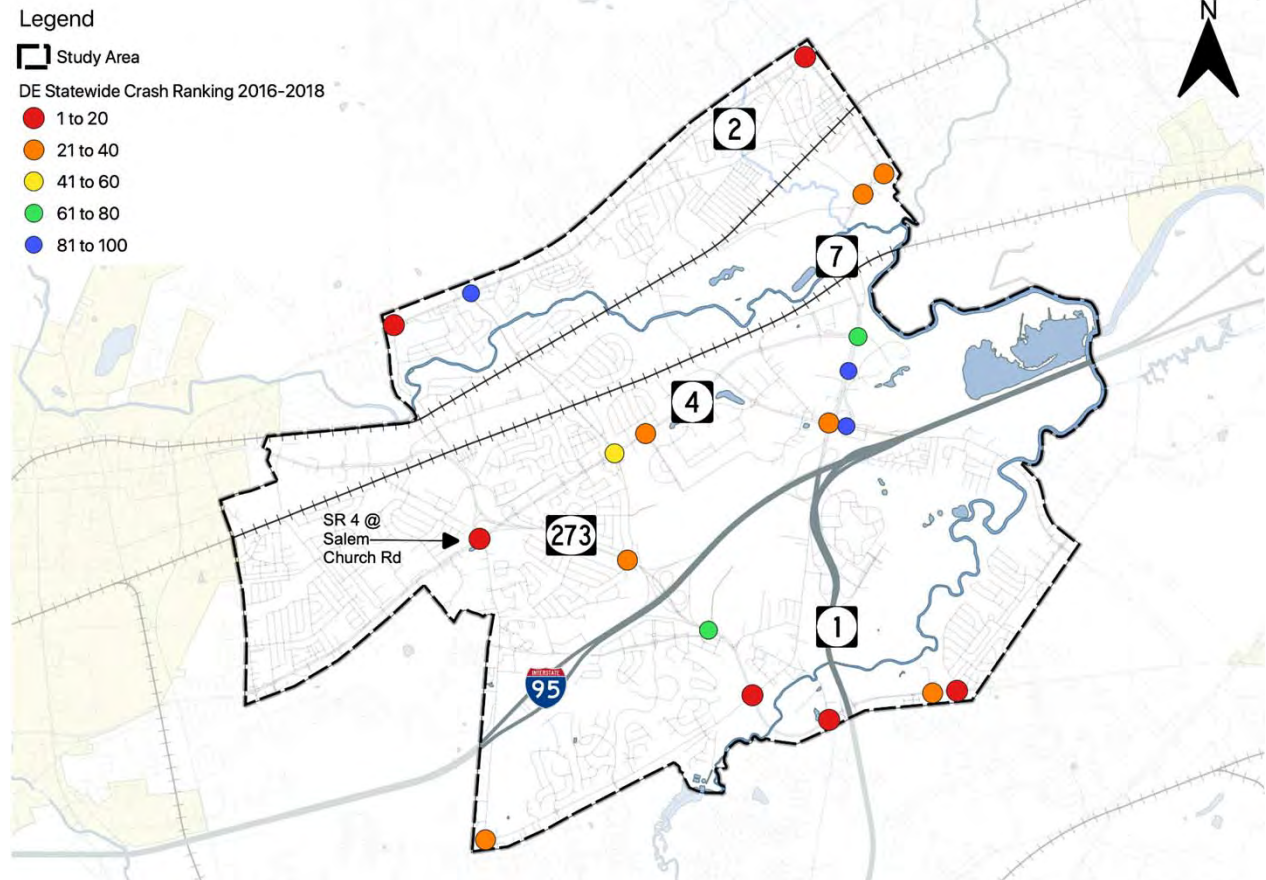
TRAFFIC OPERATIONS (2019)

- 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
- This Data is available on an interactive map on the project website



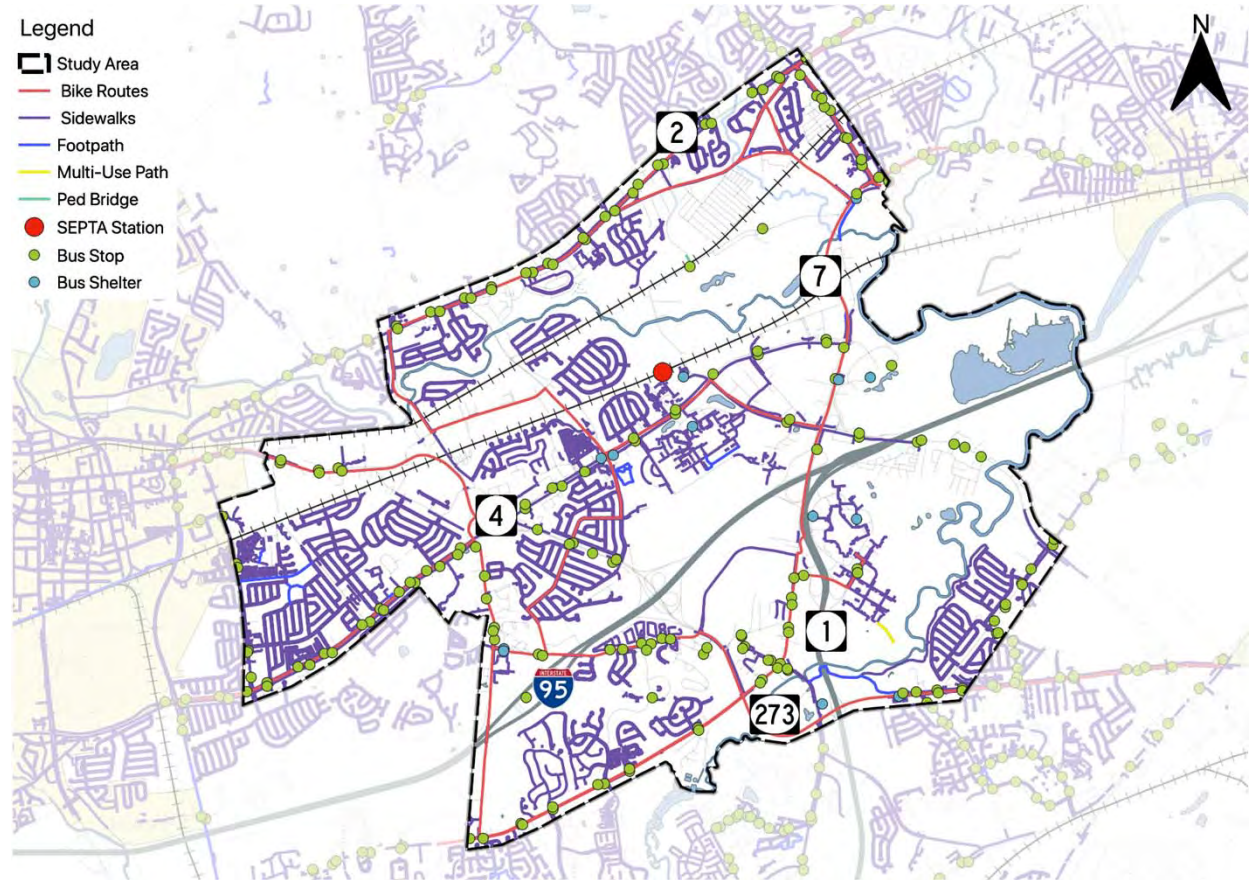
TRAFFIC SAFETY

- 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)



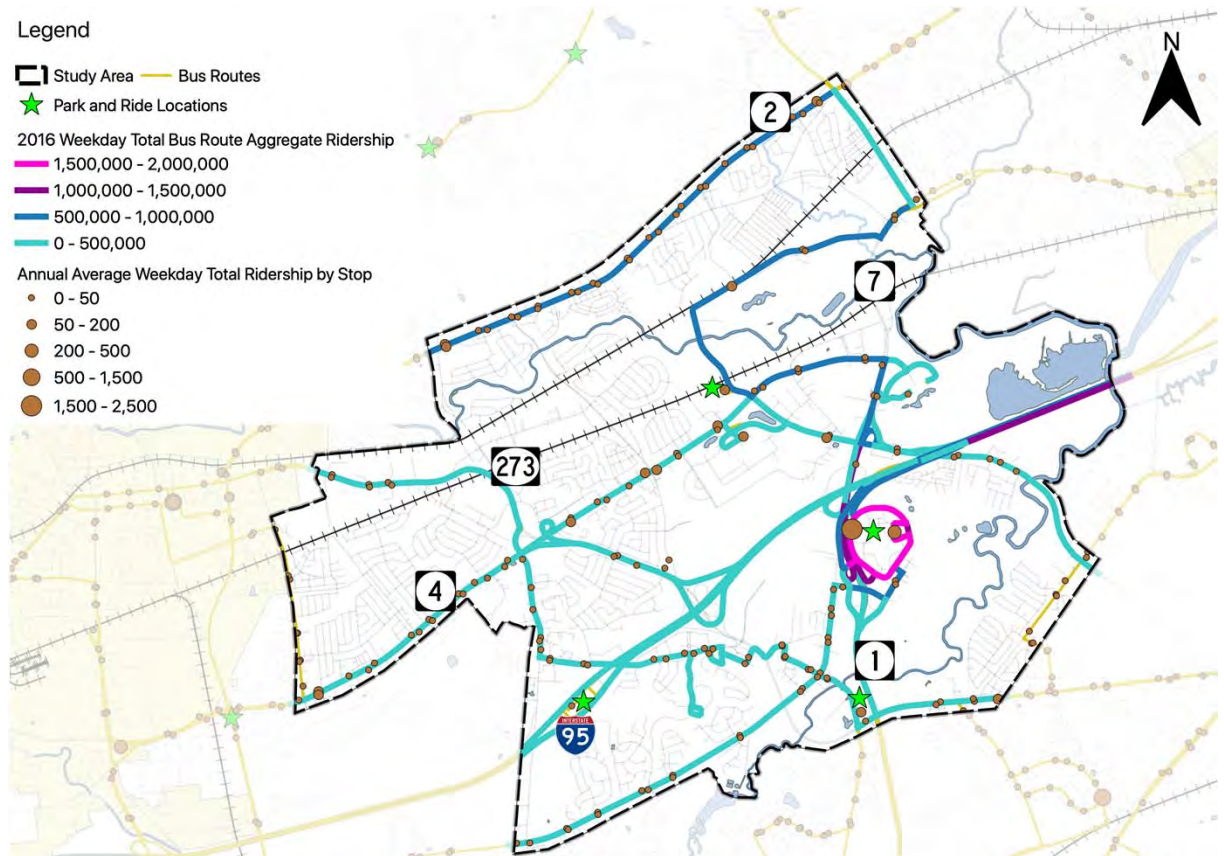
MULTIMODAL INVENTORY

- 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



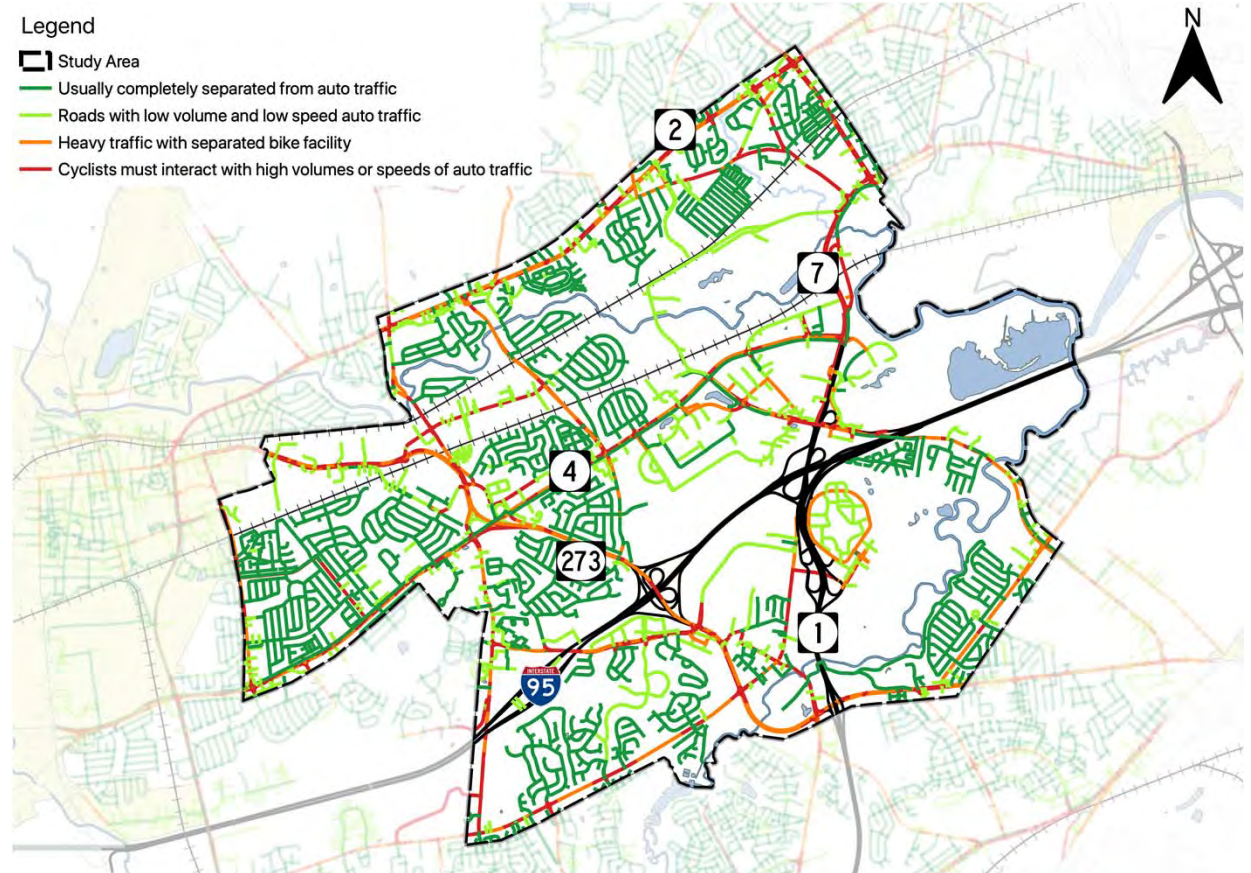
BUS RIDERSHIP

- 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



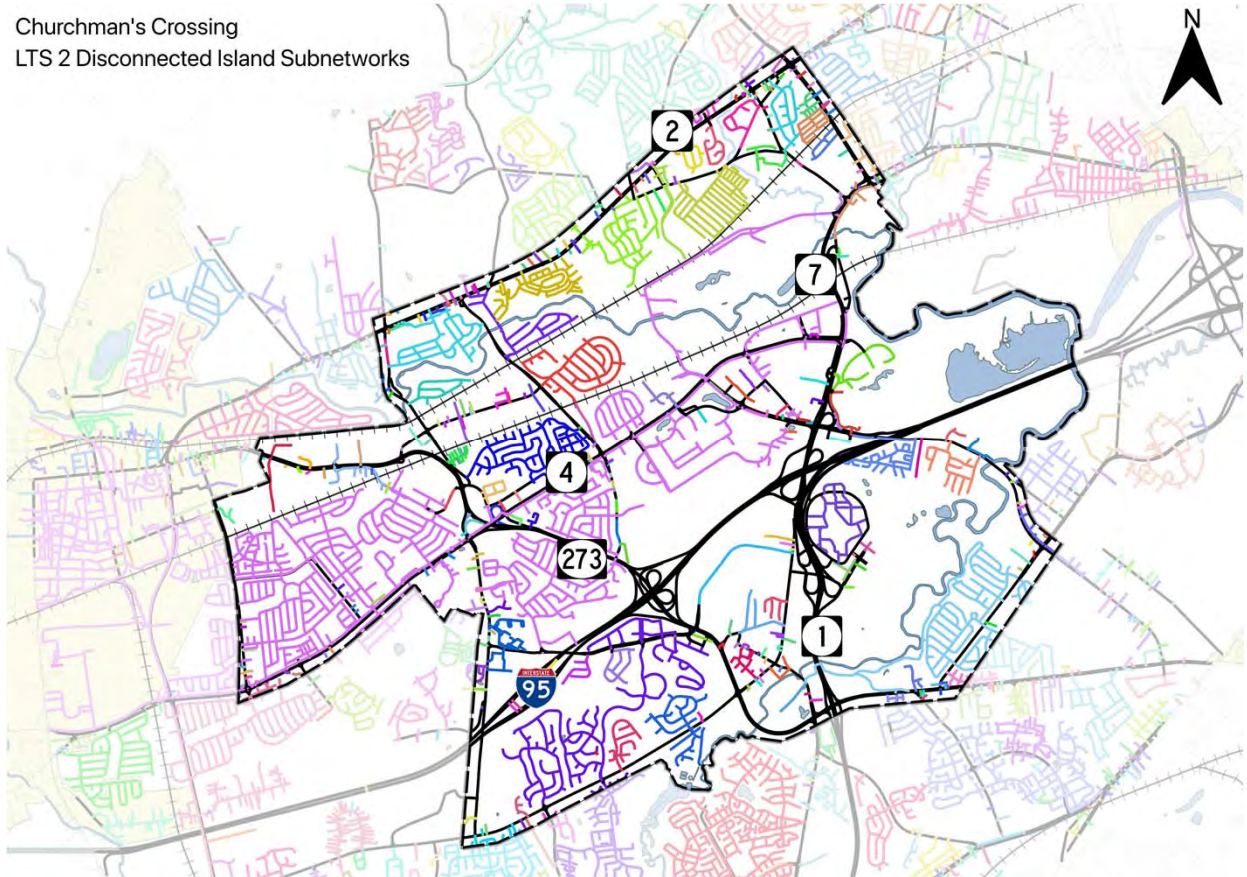
BICYCLE LEVEL OF TRAFFIC STRESS

- 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



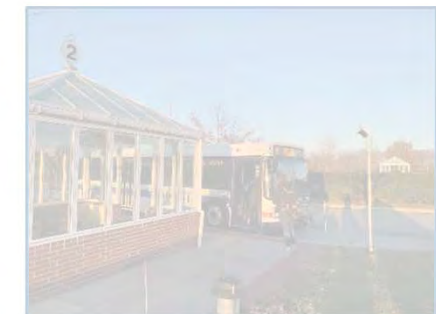
BICYCLE CONNECTIVITY

- 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





Next Steps



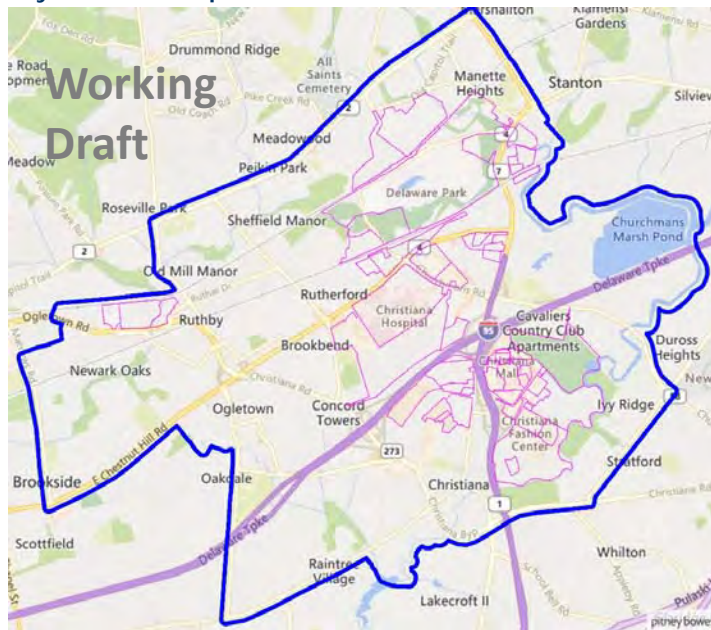
SCENARIOS: SENSITIVITY ANALYSIS

- Evaluate transportation needs vs. future growth at varying levels
- Determine viability of leftover projects from 1997 plan and new ideas
- Compare/contrast each vs. several MOEs using new tools available

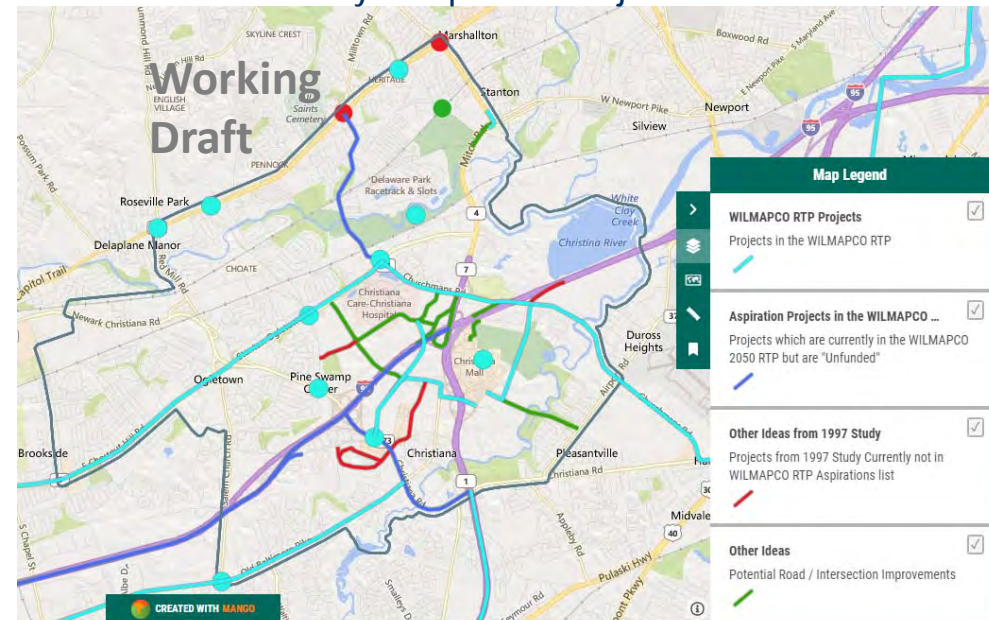
Preliminary Land Use Options to Test

Develop Land Use Options that allow us to:

- Capture anticipated development
- Simulate more significant re-development, including higher residential growth if it were to occur in the future



Preliminary Transportation Projects to Evaluate



NEXT STEPS

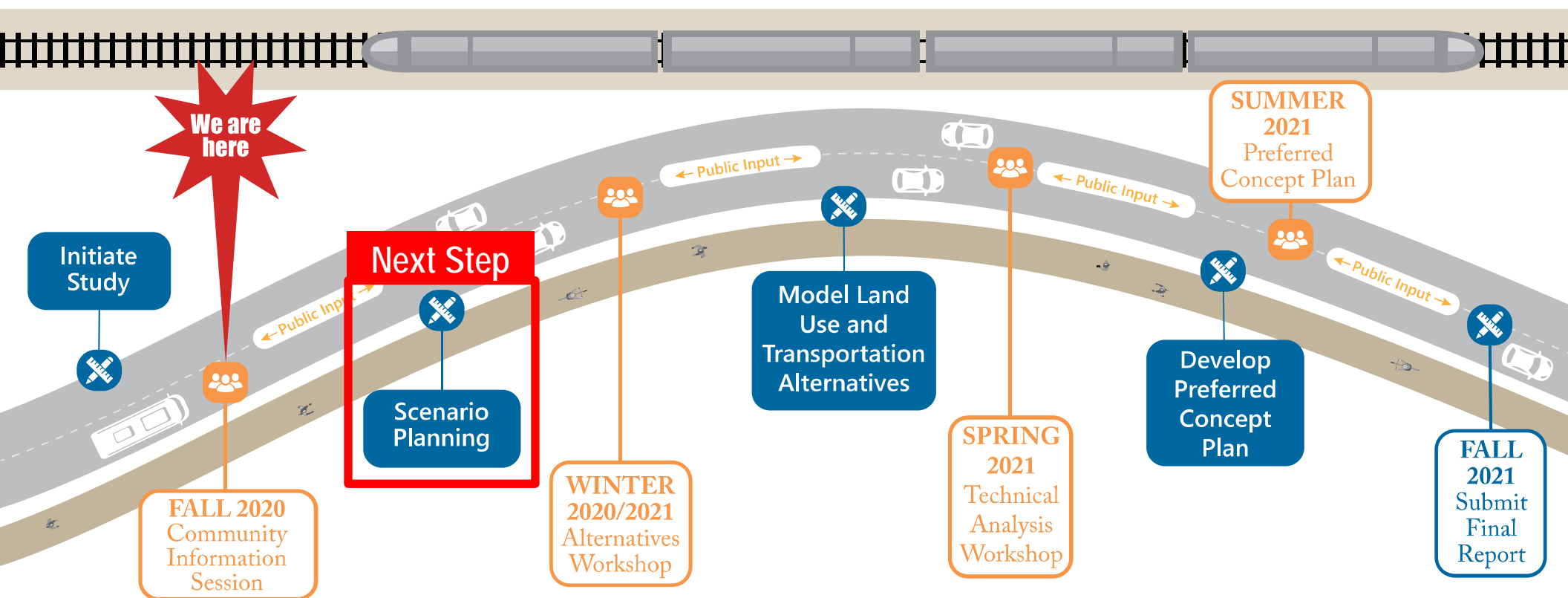
Consider and apply what we know today...

- Listening tour feedback
- Comments, polls from first workshop
- Data analysis of current conditions

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

NEXT STEPS

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





Questions?

<http://www.wilmapco.org/Churchmans/>