

## Preliminary Land Use Service (PLUS) Application Municipal Comprehensive Plans

Delaware State Planning Coordination

122 William Penn Street • Dover, DE 19901 • Phone: 302-739-3090 • Fax: 302-739-6958

Please complete this "PLUS application in its entirety. **All questions must be answered.** **If a question is unknown at this time or not applicable, please explain.** Unanswered questions on this form could lead to delays in scheduling your review. This form will enable the state staff to review the project before the scheduled meeting and to have beneficial information available for the applicant and/or developer at the time of review. If you need assistance or clarification, please call the State Planning Office at (302) 739-3090. Possible resources for completing the required information are as follows:

[www.state.de.us/planning](http://www.state.de.us/planning)  
[www.dnrec.state.de.us/dnrec2000/](http://www.dnrec.state.de.us/dnrec2000/)  
[www.dnrec.state.de.us/DNRECeis/](http://www.dnrec.state.de.us/DNRECeis/)  
[datamil.delaware.gov](http://datamil.delaware.gov)  
[www.state.de.us/deptagri/](http://www.state.de.us/deptagri/)

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Municipal Comprehensive Plans**

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<b>Name of Municipality: Town of Camden</b>	
<b>Address: 1783 Friends Way, Camden, DE 19934</b>	<b>Contact Person: Charlotte Klauder</b>
	<b>Phone Number: 697.2299</b>
	<b>Fax Number: 697.9115</b>
	<b>E-mail Address: <u>cklauder@townofcamden.com</u></b>

**Date of Most Recently Certified Comprehensive Plan:** 2007

<b>Information prepared by:</b>	
<b>Address:</b>	<b>Contact Person:</b>
	<b>Phone Number:</b>
	<b>Fax Number:</b>
	<b>E-mail Address:</b>

<b>Maps Prepared by: Delaware Department of Transportation</b>	
<b>Address: Transportation Circle, Dover, DE 19901</b>	<b>Contact Person: Ralph Reeb &amp; Charles Altevogt</b>
	<b>Phone Number:</b>
	<b>Fax Number:</b>
	<b>E-mail Address:</b>

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## **General Plan Approval Process**

- Step 1: Draft prepared by local government.**
- Step 2: Planning Commission and/or Legislative Body approves draft plan to send to PLUS.**
- Step 3: PLUS meeting, application submitted by 1<sup>st</sup> business day of the month for that month's meeting.**
- Step 4: State comments submitted to local government within 20 business days of meeting.**
- Step 5: Local government replies to state comments in writing and submits revised plan (if necessary) to the Office of State Planning Coordination (O S P C) for review.**
- Step 6: OSPC requires 20 working days to reply to revised plan. State sends a letter accepting changes or noting discussion items or if no changes are necessary see step 7.**
- Step 7: Certification letter will be sent within 10 business days of final submission to OSPC.**
- Step 8: The local jurisdiction shall adopt the plan as final following certification. Plan is effective on the date of adoption.**
- Step 9: A copy of the final document and written notification of adoption is to be sent to OSPC.**

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**Comprehensive Plan / Amendment Checklist<sup>1</sup>**

Please check yes or no as to whether the following information has or has not been included in the comprehensive plan and indicate page numbers where information may be found.

<b>Public Participation</b>	<b>Yes</b>	<b>No</b>	<b>Page # / Sections</b>
Public Participation Summary and Results	<b>X</b>		

<b>Population Data and Analysis</b>	<b>Yes</b>	<b>No</b>	<b>Page #</b>
Past Population Trends		<b>X</b>	
Population Projections		<b>X</b>	
Demographics		<b>X</b>	
Position on Population Growth		<b>X</b>	

<b>Housing</b>	<b>Yes</b>	<b>No</b>	<b>Page #</b>
Housing Stock Inventory		<b>X</b>	
Housing Pipeline		<b>X</b>	
Housing Needs Analysis		<b>X</b>	
Position on Housing Growth		<b>X</b>	
Affordable Housing Plan		<b>X</b>	

<b>Annexation</b>	<b>Yes</b>	<b>No</b>	<b>Page #</b>
Analysis of Surrounding Land Uses		<b>X</b>	
Annexation Plan		<b>X</b>	

<b>Redevelopment Potential</b>	<b>Yes</b>	<b>No</b>	<b>Page #</b>
Identification of Redevelopment Areas and Issues		<b>X</b>	
Redevelopment Strategy		<b>X</b>	
Community Development Strategy		<b>X</b>	

<sup>1</sup> Please go to the following website for detailed checklist information:  
<http://www.state.de.us/planning/services/circuit.shtml>.

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<b>Community Character</b>	<b>Yes</b>	<b>No</b>	<b>Page #</b>
History of the Town or City		X	
Physical Conditions		X	
Significant Natural Features		X	
Community Character		X	
Historic and Cultural Resources Plan		X	
Community Design Plan		X	
Environmental Protection Plan		X	

<b>Land Use Plan</b>	<b>Yes</b>	<b>No</b>	<b>Page #</b>
Existing Land Use		X	
Land Use Plan		X	

<b>Critical Community Development and Infrastructure Issues</b>	<b>Yes</b>	<b>No</b>	<b>Page #</b>
Review of Community Conditions		X	
Inventory of Community Infrastructure		X	
Inventory and Analysis of Community Services		X	
Water and Wastewater Plan		X	
Transportation Plan	X		
Community Development Plan		X	
Community Facilities Plan		X	

<b>Intergovernmental Coordination</b>	<b>Yes</b>	<b>No</b>	<b>Page #</b>
Description of Intergovernmental Relationships		X	
Intergovernmental Coordination Strategy		X	
Analysis and Comparison of Other Relevant Planning Documents		X	

<b>Economic Conditions</b>	<b>Yes</b>	<b>No</b>	<b>Page #</b>
Economic Base / Major Employers		X	
Labor Market		X	
Income and Poverty		X	
Economic Development Plan		X	

<b>Open Space and Recreation</b>	<b>Yes</b>	<b>No</b>	<b>Page #</b>
Inventory of Open Space and Recreation Facilities		X	
Open Space and Recreation Plan		X	



# Town of Camden

## Comprehensive Plan Amendment for Transportation

October 21, 2009



Town of Camden

Delaware Department of Transportation



# 2007 Camden Comprehensive Plan

“Traffic impact studies for proposed developments within the town and the surrounding area include consideration of additional east-west and north-south road improvements, in particular intersections along the US 13 and SR 10 corridors. Camden awaits the completion of these studies and other transportation studies being conducted by the Department of Transportation. Camden will seek consensus on the recommendations from these studies for inclusion in the Comprehensive Plan. Camden will work in cooperation with DelDOT, adjoining jurisdictions, and the development community to preserve the viability of existing and new corridors, and facilitate implementation of those improvements appropriate to development as it occurs.”



2009

Select date



Wyoming

Rodney Village

Kent Acres

Highland Acres

Camden

10

Rising

13

Stoupont Hwy

Peachtree Run Rd

Headstart Ln

VonNella Mill Star Hill Rd

Lochmeath Way

Geuglas Ct

Drew Ct

King Henry Ct

Vindsor Ct

Clark Ct



U-Turn across southbound US 13  
used by students to get to High School

Difficult access at  
Caboose Lane & US 13

Camden-Wyoming Ave & Main St  
Current Level of Service = C  
Future Level of Service = F (if no improvements built)

US 13 & SR 10  
Level of Service F

Camden-Wyoming Ave & Willow Grove Rd  
Current Level of Service = C  
Future Level of Service = E (if no improvements built)

SR 10 & Rising Sun Rd – skewed Intersection

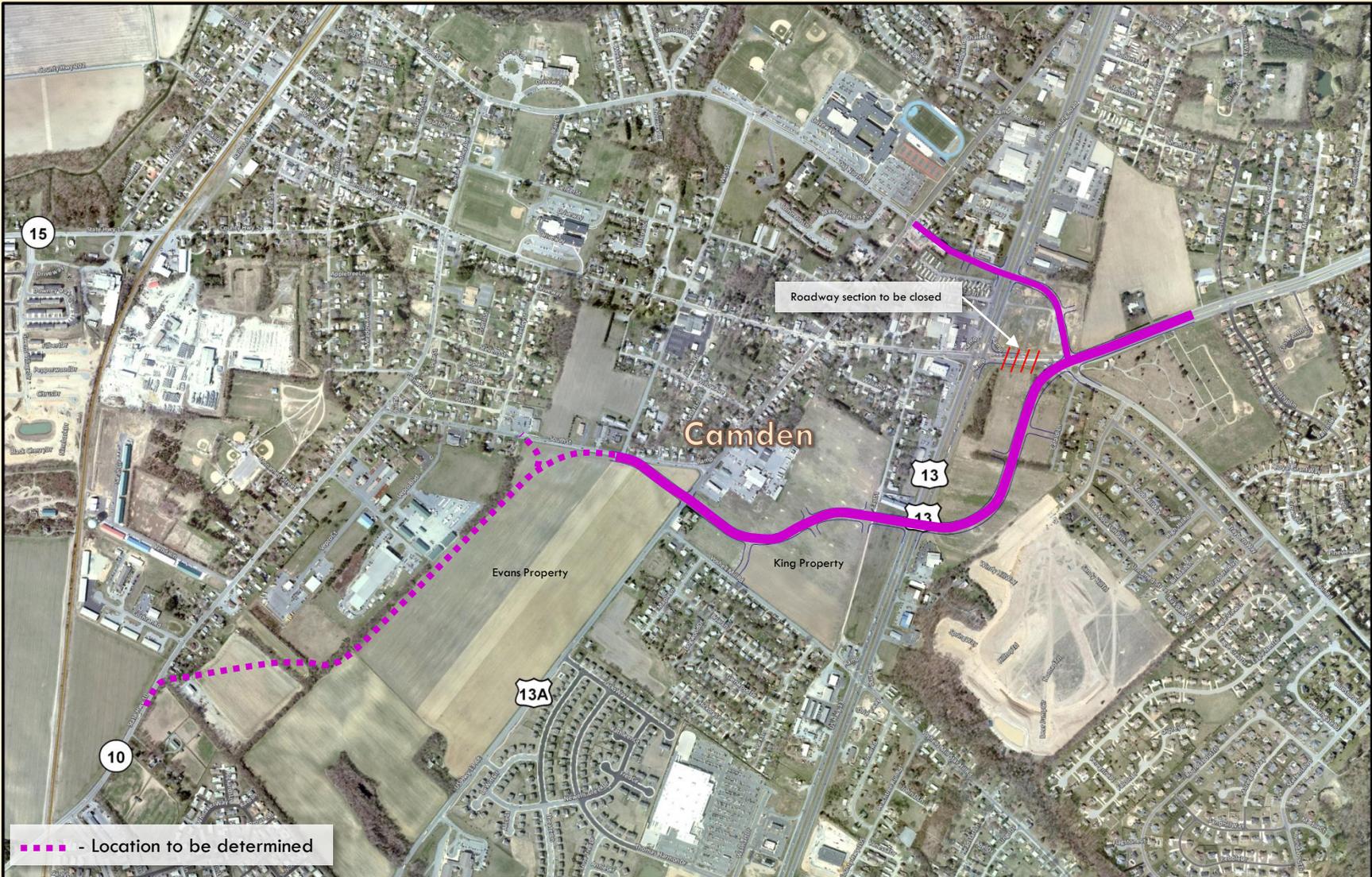
Flooding problems

South St / S. Main St & Voshells Mill Rd / S. Main St – “dog leg” traffic pattern

- Other Additional Concerns**
- Increasing through traffic
  - Undesirable truck operations
  - Traffic Noise

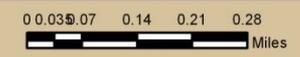
# Transportation Challenges

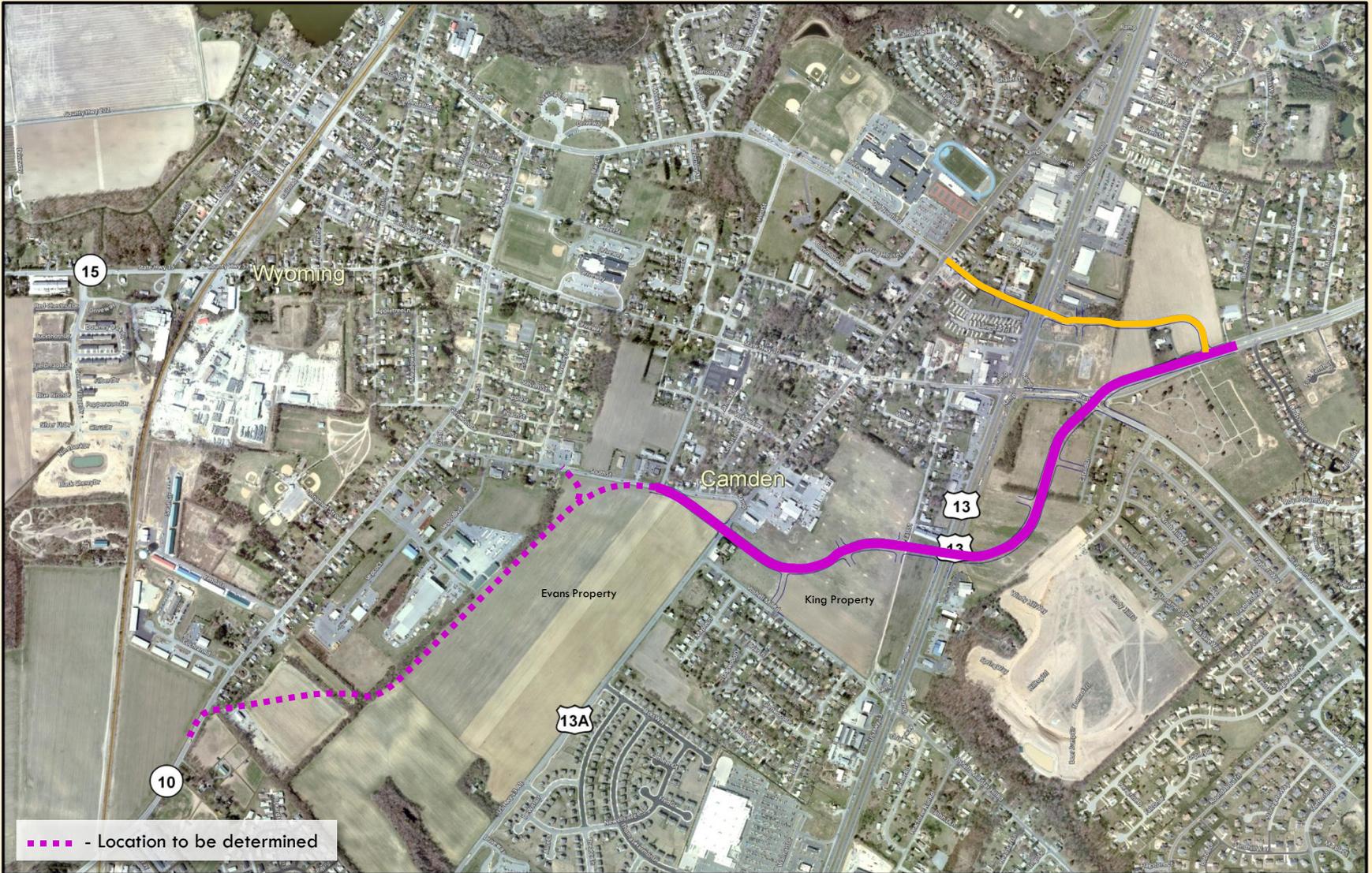




Access is conceptual.  
 Location and configuration to be determined during development process

# Concept - Option A





Access is conceptual.  
 Location and configuration to be determined during development process

# Concept - Option B



# Options A & B – Common Benefits

## Benefits

- ✓ Facilitates west-east traffic patterns in the Town of Camden and surrounding areas more efficiently
- ✓ Reduces congestion within the Town of Camden
- ✓ Decreases future congestion at Camden-Wyoming Ave/ Willow Grove Rd intersection (LOS\* E with no improvements) (LOS C with Options A or B)
- ✓ Decreases future congestion at Camden-Wyoming Ave/Main St intersection (LOS F with no improvements) (LOS C with Options A or B)
- ✓ Decreases future congestion at Camden-Wyoming Ave/US 13 intersection (LOS F with no improvements) (LOS C with Options A or B)
- ✓ Provides more direct and safe access to High School via new North St extension road
- ✓ Improves safety at Caboose Lane / US 13 through diversion of traffic to new North St extension road
- ✓ Fixes “dog leg” traffic pattern at S. Street/S. Main St and Voshells Mill Rd/S. Main St intersection via realignment of roadway
- ✓ Fixes “skewed” SR 10/Rising Sun Rd intersection through partial realignment of approaches
- ✓ Fixes drainage problems in South St/S. Main St area through via realignment of roadway



\*Level of service (LOS) is a measure used by traffic engineers to determine the effectiveness of elements of transportation infrastructure. The transportation LOS system uses the letters A through F, with A being best and F being worst.



# Options A & B – Differences

Differences	Pro	Con
<p><b>Signal</b></p> <ul style="list-style-type: none"> <li>• <u>Option A</u> - removes signal at US 13/SR 10 intersection.</li> <li>• <u>Option B</u> - retains signal at US 13/SR 10 intersection.</li> </ul>	<p><u>Option A</u> – (1) Better signal progression on US 13.</p> <p><u>Option B</u> – (1) More east-west travel options. (2) Retains existing traffic patterns for intersection. (3) Retains existing emergency routes to points east of US 13.</p>	<p><u>Option A</u> – (1) Emergency response concerns for points east of US 13.</p> <p><u>Option B</u> – (1) Less diversion of traffic from Camden-Wyoming Ave to new southern connector road with retention of signal at US 13/SR 10.</p> <p>(2) Additional turning movement on Rising Sun Rd.</p> <p>(3) Signal spacing less than ideal.</p>
<p><b>North St. Extension</b></p> <ul style="list-style-type: none"> <li>• <u>Option A</u> - connects new North St. Extension with SR 10 &amp; Rising Sun Rd.</li> <li>• <u>Option B</u> - connects new North St. Extension with SR 10 via access point east of Rising Sun Rd.</li> </ul>	<p><u>Option A</u> – (1) Direct access to North St. Extension from Rising Sun Rd.</p> <p><u>Option B</u> – (1) Less traffic volumes at SR 10/Rising Sun Rd intersection.</p>	<p><u>Option A</u> – (1) Shorter length of North St. Extension (compared to Option B) could lead to queuing problems east of US 13 at Extension approaches to US 13 and SR 10.</p> <p><u>Option B</u> – (1) No direct connection from Rising Sun Rd to North St. Extension.</p>



# Path Forward

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- Next Workshop/Presentation – November 18<sup>th</sup>
- Town Council Action – December 7<sup>th</sup>
- Implementation to take place through coordination of development activity and developer responsibility for improvements