



STATE OF DELAWARE  
CABINET COMMITTEE ON STATE PLANNING ISSUES  
Data Analysis Workgroup

Building Collaborative Perspectives on Growth and Development  
Kent County Workshop  
October 23, 2024

Meeting Summary  
Approved: January 10, 2025

Workgroup Members Present:

Nicole Majeski, Secretary, Department of Transportation, Chair  
Emily Cunningham, Delaware State Housing Authority  
Dan Blevins, WILMAPCO  
Kyle Hoyd, Department of Agriculture

1. Secretary Majeski brought the meeting to order and welcomed the stakeholders (attendance list attached)
2. Andrea Trabelsi presented the Data Perspectives Powerpoint (attached)
3. Kris Konnelly provided a brief overview of County perspectives and initiatives.
4. Stakeholders broke into 4 breakout groups: Transportation, Environment, Economic Development and Housing. Stakeholders rotated between groups, participating in all four topics. A summary of the discussion follows.

Overarching Themes and Feedback:

**Feedback related to data and the development of the State Strategies:**

- Broadband and the capacity of the electrical grid should be considered in the development of future growth areas
- Existing and future capacity of roads, both inside and outside of TIDs, should be considered when planning for growth areas
- Use new state climate projections, instead of national climate projections, for the State Strategies
- Future risk to communities and inundated roads should be accounted for in the Strategies mapping
- Consider marsh migration in areas designated for both agriculture and development

**Key Ideas Raised Across Topics:**

- **Communication, Coordination, and Shared Data:** There is a need to continue to improve communication, data sharing, and coordination between OSPC, other agencies, and municipalities PUb



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- **Greater enforcement of State Strategies:** Can we put more teeth into PLUS and the State Strategies and give agencies the power to say no to development that cannot be efficiently supported with infrastructure
  - Provide consistent state policies in alignment with State Strategies to increase predictability (solar, climate change vision, etc.)
- **Climate Change:** A single state vision for climate change and resilience and a single office that holds responsibility
  - How should we prioritize roads/communities that are inundated daily? What are the alternatives to bailing out communities with only one way in and one way out? Should we continue to allow growth in these areas?
- **Public Education**

#### Transportation Breakout Group

*Question 1: How can the state work with county and local governments to help guide new development toward Transportation Improvement Districts (TIDs) and other designated growth areas?*

*Question 2. How should transportation infrastructure proposed outside of TIDs, and other designated growth areas be addressed and funded?*

#### Comments specific to Transportation:

- There is a strong desire to improve direct engagement, data sharing, and coordination between the State and local governments
- Participants want to put more teeth into PLUS and the State Strategies, giving DelDOT the power to say no to development that cannot be efficiently supported with infrastructure. This would add to the credibility of PLUS
- Many stakeholders do not clearly understand TIDs and want to focus on a more comprehensive state or countywide transportation plan. There was strong agreement that a more streamlined approval process would be beneficial.
- Consider a comprehensive transportation investment policy; don't concentrate on TIDs at the expense of existing municipalities that need investment
- Expand the geographic boundaries for TISs conducted outside of TIDs
- Require developers to pay more for infrastructure outside of growth areas



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### Environment Breakout Group

*Question 1: What are the barriers and opportunities to more effectively protecting and preserving important ecological resources, open space, and farmland?*

#### **Barriers**

- Lack of shared federal and state data
- Conflicting government agency policies, i.e., solar
- Property rights and funding
- Lack of shared vision for climate adaptation and resilience
- Development in L4 agricultural areas challenges the viability of the ag industry and creates issues such as obstructing the transport of farm equipment.

#### **Opportunities**

- Public education on preservation, environmental issues, and agricultural heritage; Transfer of Development Rights
- Greater communication between farmers, developers, the State, county, and other stakeholders
- Require new roads and infrastructure to account for farmers and their equipment
- Plan for marsh migration in both agriculture and development areas
- Increase density allowances to reduce sprawl
- Use open space as buffers to critical resources
- Counties could play a greater role in converting open space into parks
- Review regulations that allow in-season crops to be imported from out of state
- The incorporation of climate change (SB 237, HB 99) into the Comprehensive Plan process

*Question 2: How should state capital resources be invested in areas with increased risk of damage from more intense storms, flooding, sea level rise, and other hazards?*

#### **Regulatory**

- Update infrastructure and stormwater and sediment regulations to factor in climate change
- Update and maintain stormwater and drainage systems, including tax ditches
- Incentives to incorporate buffers in critical areas
- Require forecasted conditions to be incorporated into capital planning
- Apply 100-yr floodplain standards in the 500 yr floodplain and consider off-limits to development
- Maintain existing preservation efforts/current Kent County policies

#### **Other**

- Update mapping and data
- Provide cost analysis comparing evacuation vs. infrastructure adaptation
- Educate people on the risks and concerns of climate change and impact



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- Increase communication between counties, understanding Sussex's challenges
- Utilize ditches
- Ensure that when there is a disaster in levels 1 or 2 that there is still operable infrastructure

### **Economic Development Breakout Group**

*Question 1: What land and infrastructure assets should be preserved and enhanced to support the needs of current and emerging businesses and industries? How might the State best incentivize this?*

- Work with counties to identify key future industries. Kent Econ Partnership posed that these should be manufacturing, logistics, and food and agriculture for Kent County.

### **Infrastructure Needs**

- Upgrade broadband infrastructure/look at fiberlines
- Create a utility update fund (electric and water) as a state incentive
- Create more transit routes near workforce housing and as an effort for public safety
- Incentivize more electric generation in DE
- Incentives for residents to tap into natural gas lines
- East-West truck route

### **Agricultural vitality**

- Continue funding Agland Preservation and supporting young farmers
- Protect farmers from solar power; promote solar on Ag structures not Ag land
- Support ways for farmers to diversify their funds and industry

### **Land for Industry**

- Preserve existing industrial lands and reserve land along the rail lines and near airports in growth zones for industrial parks
- Protecting businesses with wetland buffers

### **Other**

- Support the Dover Air Force Base on a potential runway for private planes, including access to Port Mahon for good access to fuel
- Funnel funds directly to a municipality

*Question 2: What investments are needed to attract and retain a workforce that both serves the needs of an aging population and fuels a competitive economy?*

- Invest in training and trade schools (high school and post-secondary) for needed occupations (nurses and specialist doctors)
- Invest in education and continuing education opportunities
- Create co-working spaces (WeWork-like spaces)



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- Invest in support systems for workers: affordable housing; childcare (universal); living wages
- Establish arts and cultural experiences to attract people

### Housing Questions

*1: How can the State work with local governments to facilitate the development of diverse housing that meets residents' affordability needs?*

*2. What are the barriers to and opportunities for increasing mixed residential development in SSPS levels 1 through 3?*

### **Intergovernmental Coordination**

- Coordinate and require sharing of current land use and ownership information between government agencies
  - Have a shared system for communicating about developments
  - Coordinate redevelopment opportunities between municipalities, particularly a shared vacant building registry. Opportunity for affordable housing or people displaced from natural disasters

### **Zoning reform**

- Provide a menu of strategies to address affordable housing to local governments and provide incentives to implement a baseline number
- Allow for Accessory Dwelling Units, inclusionary zoning
- Review open space requirements and consider a fee-in-lieu option
- State Standard for density
- Eliminate public hearing requirements for by-right uses, while still informing the community

### **Incentives**

- Incentivize rehabilitation of older housing and redevelopment
  - Look at taxes as they relate to housing and redevelopment
- Waive permit fees and impact fees/provide expedited permitting for affordable units
- Provide financial support for local impact studies that calibrate fees to local needs.

### **PLUS/State Strategies**

- Shorten or alleviate PLUS for development in the growth areas. Put more teeth in the PLUS and State Strategies
- More circuit riders to help write codes and provide examples of model ordinances
- Give DelDOT the ability to say no to providing roads in areas where they aren't planned for.
- Provide a state density standard for development levels and for affordable housing

### **Public education**

- Public education on "affordable" housing, benefits of multigenerational communities



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**Other**

- More useful to drive development into municipalities/municipal infrastructure through annexation
- Foster collaboration between architects, landscape architects, planners and engineers for innovative designs
- Look at use of the Real Estate Transfer tax. Is it a barrier? Should it support infrastructure and affordable housing?
- Does building more supply make a difference when the people keep coming from out of state? Will there ever be enough supply?

Attachments:

Attendance list

State Presentation

DAW- Kent County Workshop  
Sign-In Sheet

✓	Name	Organization	Initial Breakout Group
	Kris Connelly	Kent County Levy Court Planning Office	Transportation
	Dawn Melson-Williams	City of Dover Department of Planning & Inspection	Economy
	Dave Hugg	City of Dover, City Manager	Economy
	Rob Pierce	City of Milford Planning Director	Housing
	Ryan Paisley	Town of Clayton Vice Mayor	Environment
	Linda Parkowski	Kent Economic Partnership	Economy
	Marilyn Smith	Dover/Kent County Metropolitan Planning Organization	Transportation
	Katie Gillis	Home Builders Association of Delaware	Housing
	Shelly Cecchett	Kent Sussex Leadership Alliance	Environment
	Dave Marvel	Marvel Farms; Kent County Farm Bureau	Transportation
	Curt Fifer	Fifer Orchards	Economy
	Georgie Cartanza or Drew Harris	Georgie: UD Cooperative Extension Poultry Drew: UD Cooperative Extension Kent County Agriculture	Environment
	Tim Riley	Kent Conservation District	Housing
	Danielle Swallow	Delaware Sea Grant; Reliant and Sustainable Communities League	Economy
	Marc Healey	The Nature Conservancy	Transportation
	Karen Speakman	NeighborGood Partners	Housing
	Sarah Carter	United Way of Delaware Stand By Me Home Program	Environment



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# Building Collaborative Perspectives on Growth and Development

October 23, 2024 | Kent County



# Agenda for Fall 2024 Workshops

## Objectives:

Build awareness

Share data-driven information

Gain common understanding and consensus

- I. **Welcome (10 min)**
- II. **CCSPI Data Analysis Workgroup presentation (30 min)**
- III. **Discuss and Reflect (15 min)**
- IV. **Break (10 min)**
- V. **County presentation (15 min)**
- VI. **Discuss and Reflect (10 min)**
- VII. **Breakout (50 min)**
- VIII. **Gallery Walk/ Break (10 min)**
- IX. **Large group recap / discussion (10 min)**
- X. **Public comment (15 min)**
- XI. **Next steps (5 min)**



# State Perspective Presentation

I. **State Planning Overview –  
role of State and Local  
Governments**

II. **Data-backed insights**

III. **Further into the data**





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# I. State Planning Overview

Planning policy and practices in Delaware

# State Planning Role



STATE STRATEGIES FOR  
POLICIES AND SPENDING  
DOCUMENT AND MAP



REVIEW LOCAL  
GOVERNMENT  
COMPREHENSIVE PLANS

FORWARDS REPORT AND  
RECOMMENDATION TO  
GOVERNOR FOR  
CERTIFICATION \*



ORGANIZE COMMENTS FROM  
STATE AGENCIES VIA THE  
PRELIMINARY LAND USE  
SERVICE (PLUS)



PROVIDE TECHNICAL  
ASSISTANCE



*Like those stationed in the lookout towers, keeping their eyes on the horizon...*

# Local Planning and Coordination



**Title 22 requires all municipalities to prepare comprehensive land use plans**

Text and maps have the “force of law”



**Title 9 requires county governments to prepare comprehensive land use plans**

Map or Map Series has “force of law.”



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# State Funding for Infrastructure and Services



**90%**

Public School  
Transportation



**85%**

State Roads



**100%**

State's Largest  
Police Force



**60–80%**

Public School  
Construction



**60%**

Public School  
Operations



**30%**

Paramedics

*Delaware at or near the top of state share  
of all government spending:*

**Table 1-4. State Share of Spending in Delaware, Neighboring States, and the United States, 2005**

Jurisdiction	State Share of Spending as a Proportion of All Government Spending on Select Items (Rank Among States)			
	Highway Spending	Parks and Recreation Spending	Police Protection Spending	Total Spending
Delaware	81.0% (5)	57.6% (1)	35.3% (2)	78.0% (7)
Maryland	67.3% (19)	9.5% (37)	21.1% (15)	64.9% (29)
New Jersey	62.6% (28)	44.3% (3)	16.8% (27)	63.6% (32)
Pennsylvania	77.2% (10)	17.5% (26)	25.4% (5)	62.6% (36)
U.S. Average	61.2%	14.1%	13.4%	62.0%

Source: Governing: State & Local Sourcebook. Originally compiled from the Annual Survey of Government Finances, 2004-2005, U.S. Census Bureau. Accessed on June 3, 2008, from [sourcebook.governing.com](http://sourcebook.governing.com).

# What is the Strategies for State Policies and Spending?

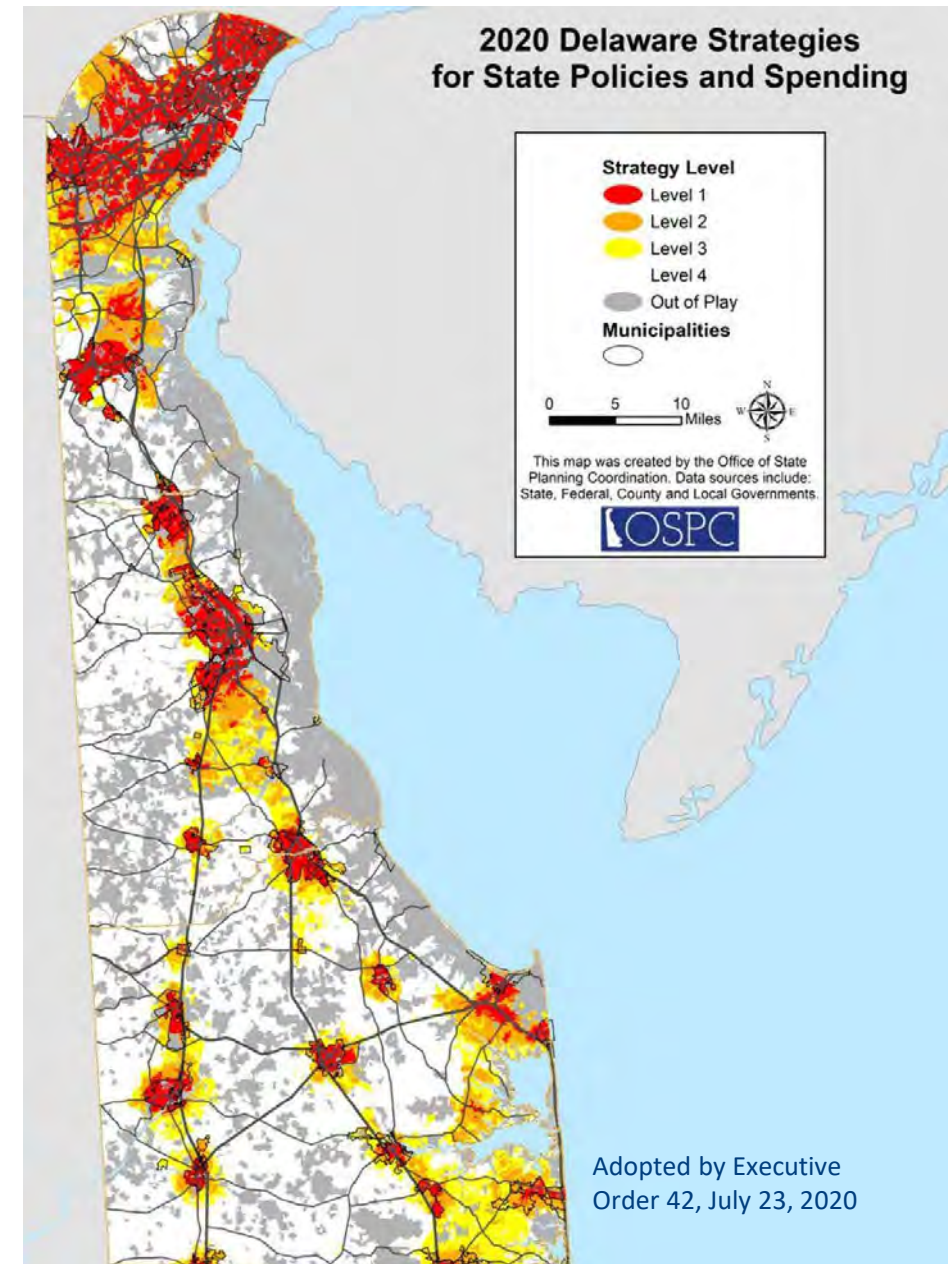
- **Required by Delaware Code\*:**

... *The Committee shall consider matters relating to the **orderly growth and development** of the State, including, but not limited to:*

*Preparing the **Strategies for State Policies and Spending** document and **maps**, which shall serve as the primary policy guide that summarizes the State's land use goals, policies and strategies and **directs State spending into investment levels that support the most efficient use of State resources...***

- **Policies and maps guide State investments in infrastructure and services**
- **Do not preempt local land use authority; localities make own land use decisions per Delaware law**
- **Must be considered in local comprehensive plans**
- **History: 1999 adopted; Updated in 2004, 2011, 2015 & 2020**

\*Title 29, Chapter 91, Section 9101 (c) (5)



# Data used to make maps include:

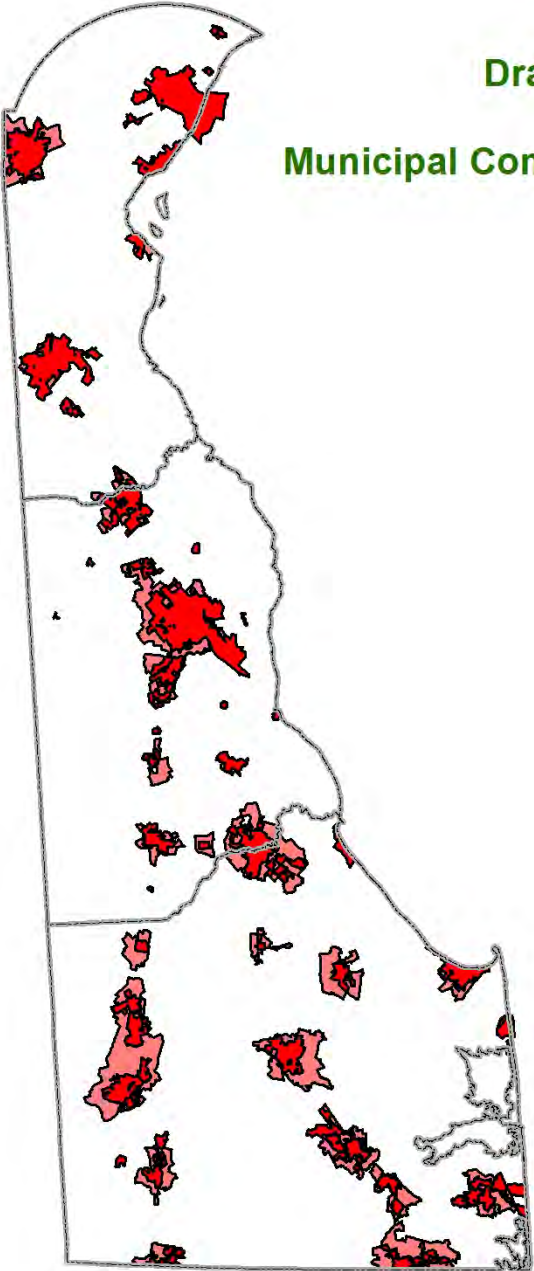
- School Sites
- Transit Routes
- Social Service Centers
- Police/Fire/EMS Facilities
- Corridor Capacity Preservation Areas
- Ag Preservation Districts
- Green Infrastructure
- Parklands
- Municipal and County certified comprehensive plans





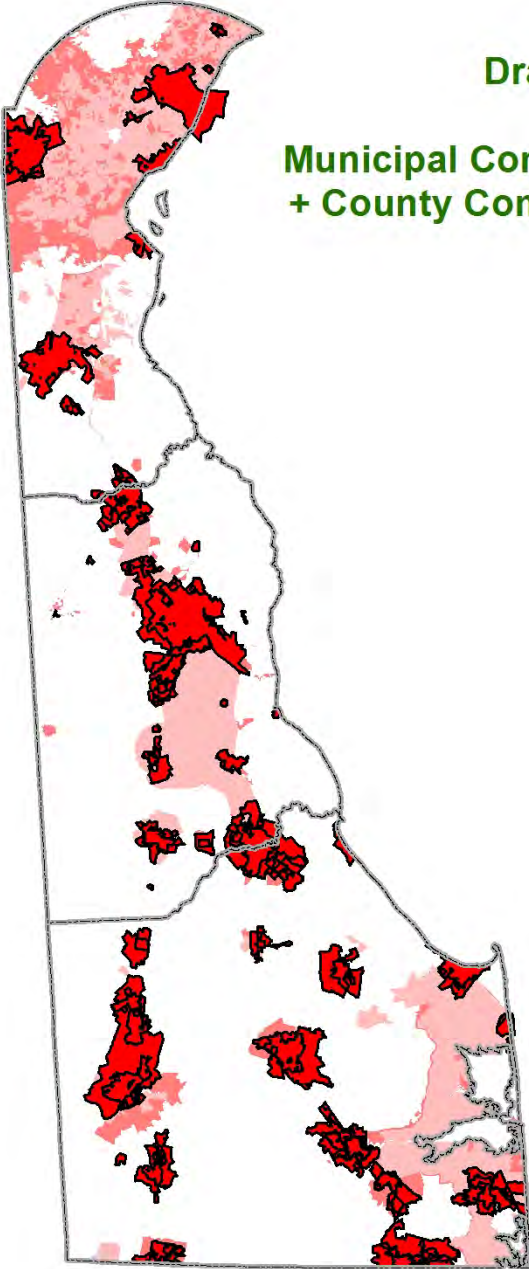
**Draft 2015**

**Municipal Comprehensive Plans**

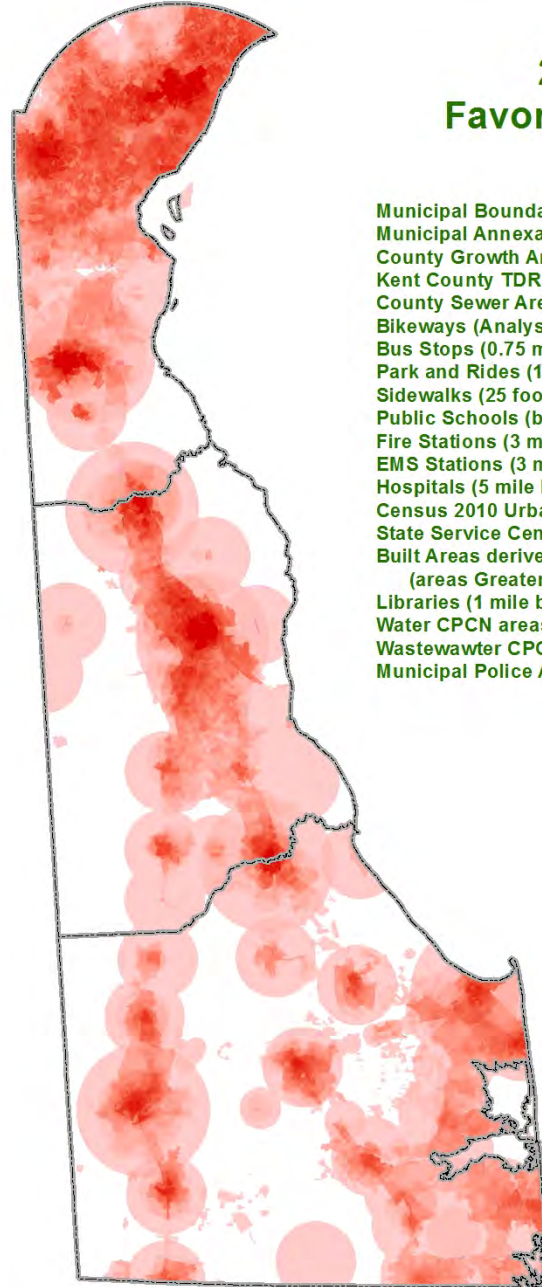


**Draft 2015**

**Municipal Comprehensive Plans  
+ County Comprehensive Plans**



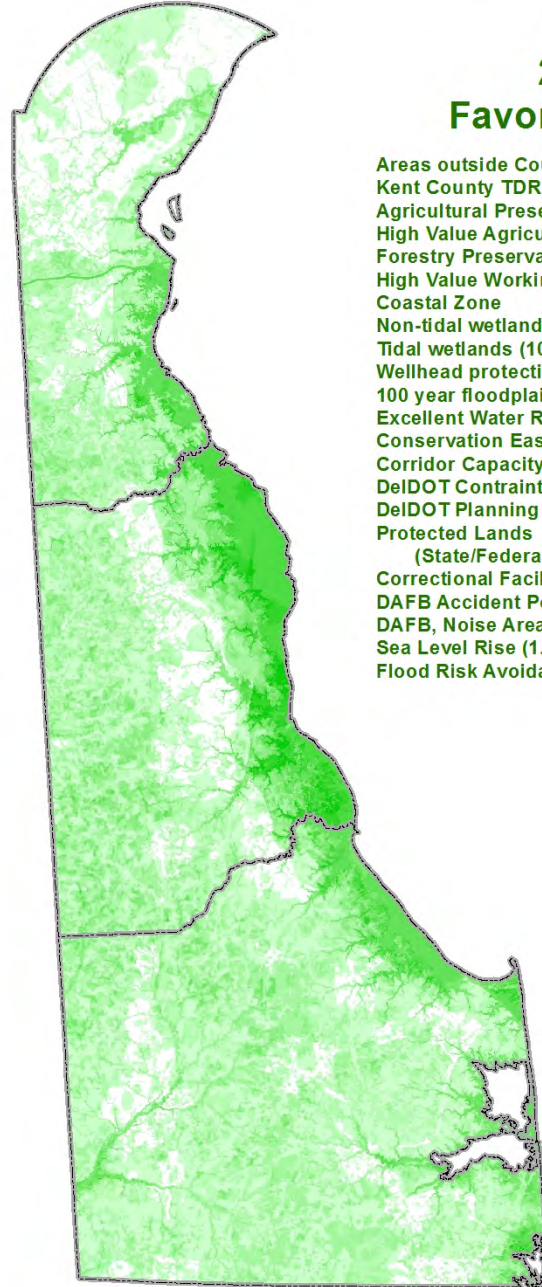
## 2015 DRAFT Favoring Development



- Municipal Boundaries
- Municipal Annexation Areas (Comprehensive Plans)
- County Growth Areas (Comprehensive Plans)
- Kent County TDR Receiving Areas
- County Sewer Areas
- Bikeways (Analysis from State Parks)
- Bus Stops (0.75 mile buffer)
- Park and Rides (1 mile buffer)
- Sidewalks (25 foot buffer)
- Public Schools (buffered)
- Fire Stations (3 mile buffer)
- EMS Stations (3 mile buffer)
- Hospitals (5 mile buffer)
- Census 2010 Urban Areas
- State Service Centers (2 mile buffer)
- Built Areas derived from 2012 LULC  
(areas Greater than 350 contiguous acres)
- Libraries (1 mile buffer)
- Water CPCN areas (within Growth Zones)
- Wastewater CPCN (within Growth Zones)
- Municipal Police Agencies

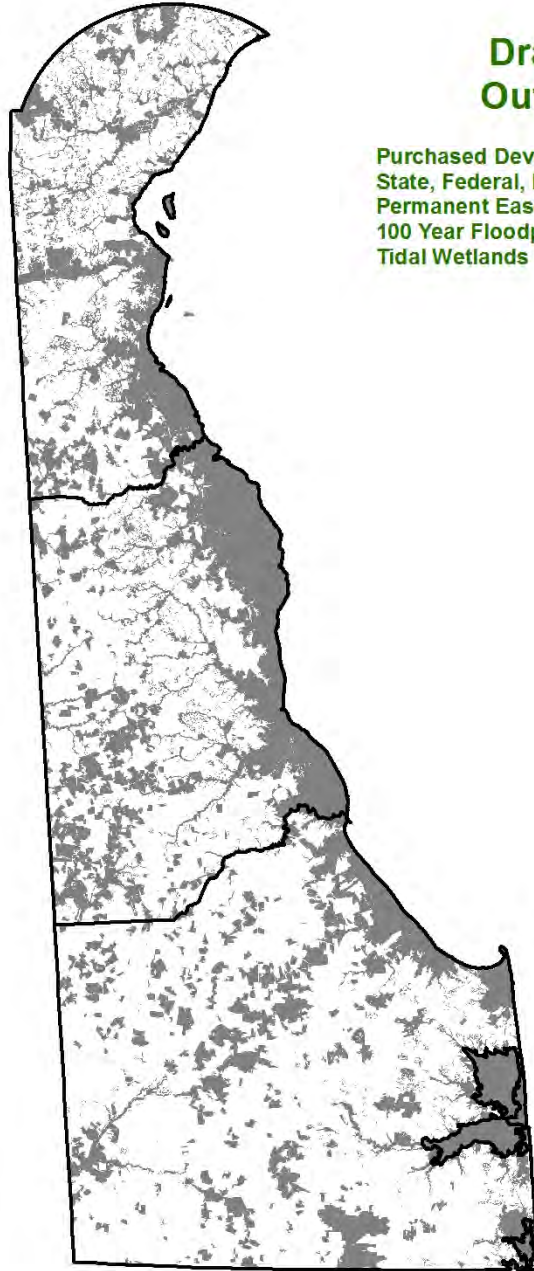
## 2015 DRAFT Favoring Preservation

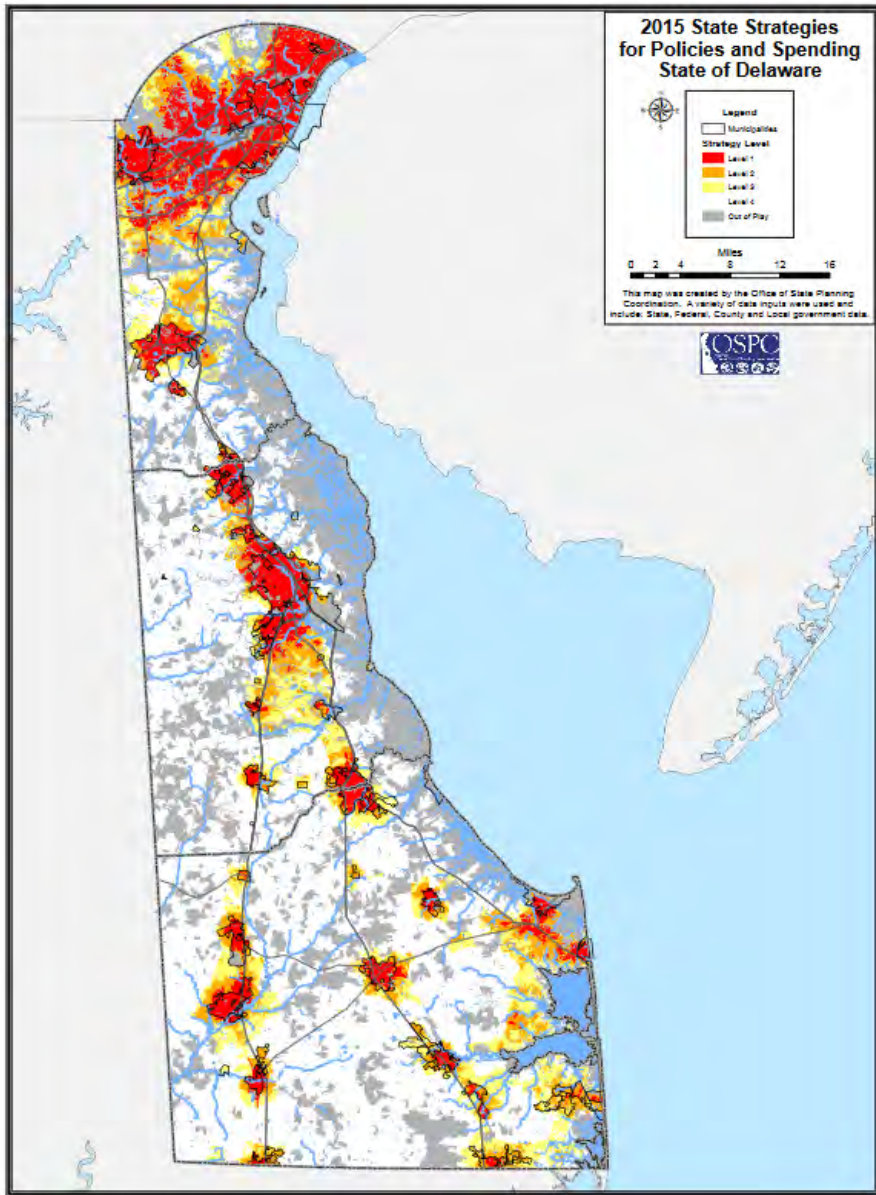
Areas outside County Growth areas  
Kent County TDR sending areas  
Agricultural Preservation Districts  
High Value Agricultural Lands  
Forestry Preservation areas  
High Value Working Forest Lands  
Coastal Zone  
Non-tidal wetlands (100 foot buffer)  
Tidal wetlands (100 foot buffer)  
Wellhead protection areas  
100 year floodplain  
Excellent Water Recharge Areas  
Conservation Easements  
Corridor Capacity Preservation Parcels (owned)  
DeIDOT Constraints  
DeIDOT Planning Priority Area (Kent Co., east of Route 1)  
Protected Lands  
(State/Federal/Municipal Owned and Public Open Space)  
Correctional Facilities (1 mile buffer)  
DAFB Accident Potential Zones (APZ)  
DAFB, Noise Areas/AICUZ  
Sea Level Rise (1.0 meter scenario)  
Flood Risk Avoidance Map (FRAM)



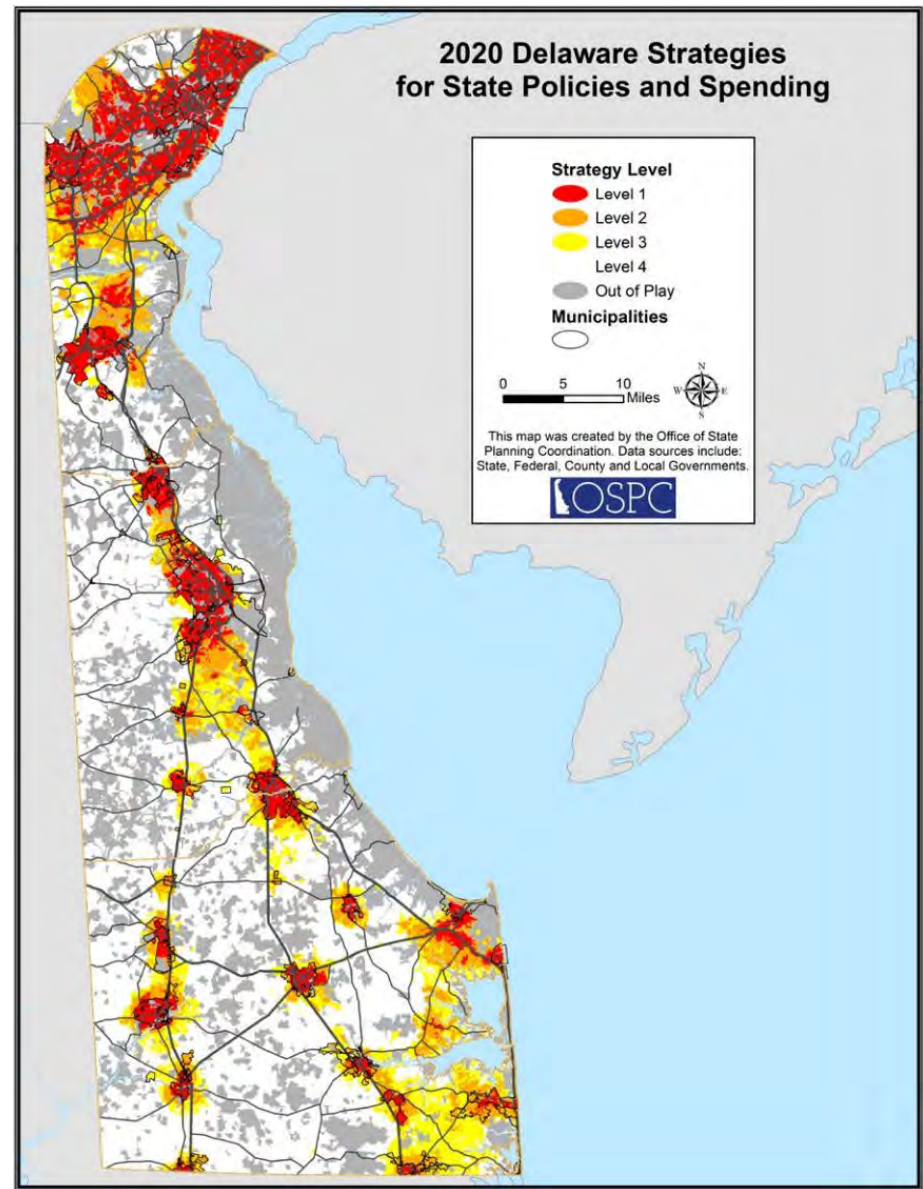
## Draft 2015 Out of Play

Purchased Development Rights (PDR)  
State, Federal, Local Publicly owned lands  
Permanent Easements  
100 Year Floodplains (NC, KC)  
Tidal Wetlands





2015 Strategies



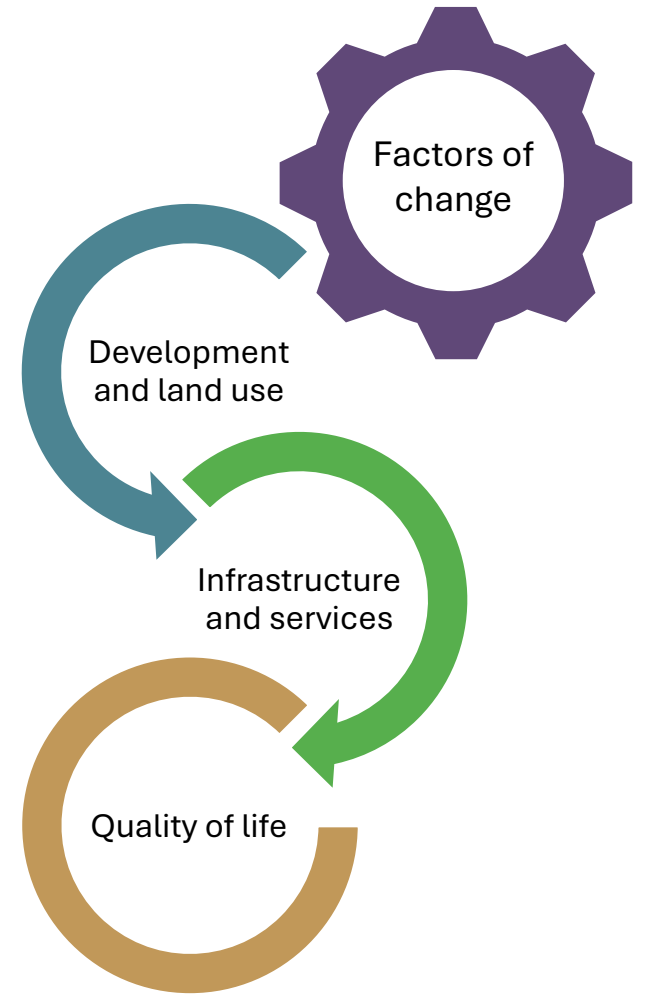
2020 Strategies



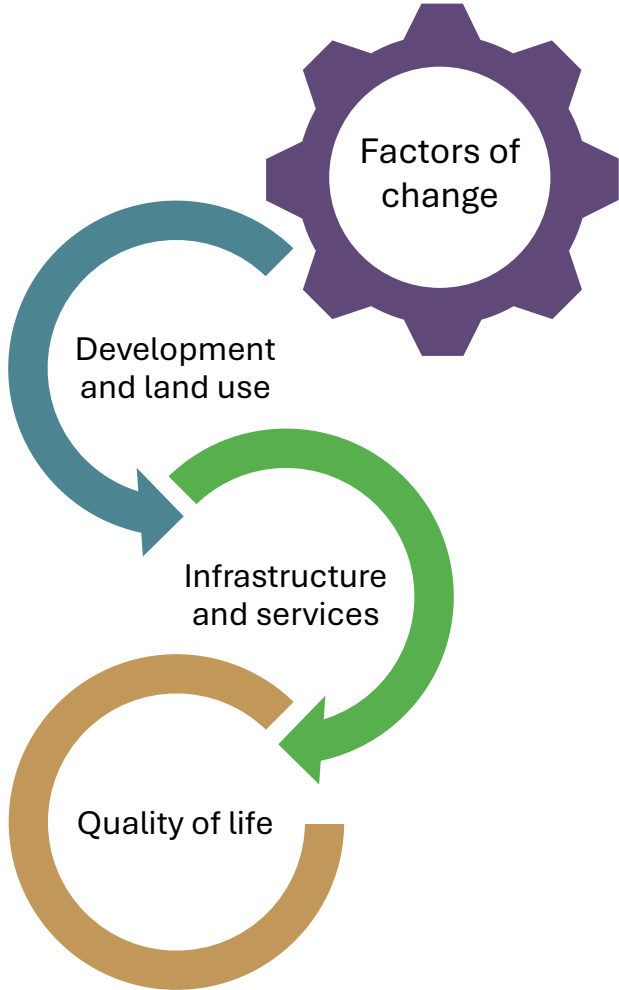
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## II. Data-Backed Insights

External factors and their effects on Delaware communities



# External Factors





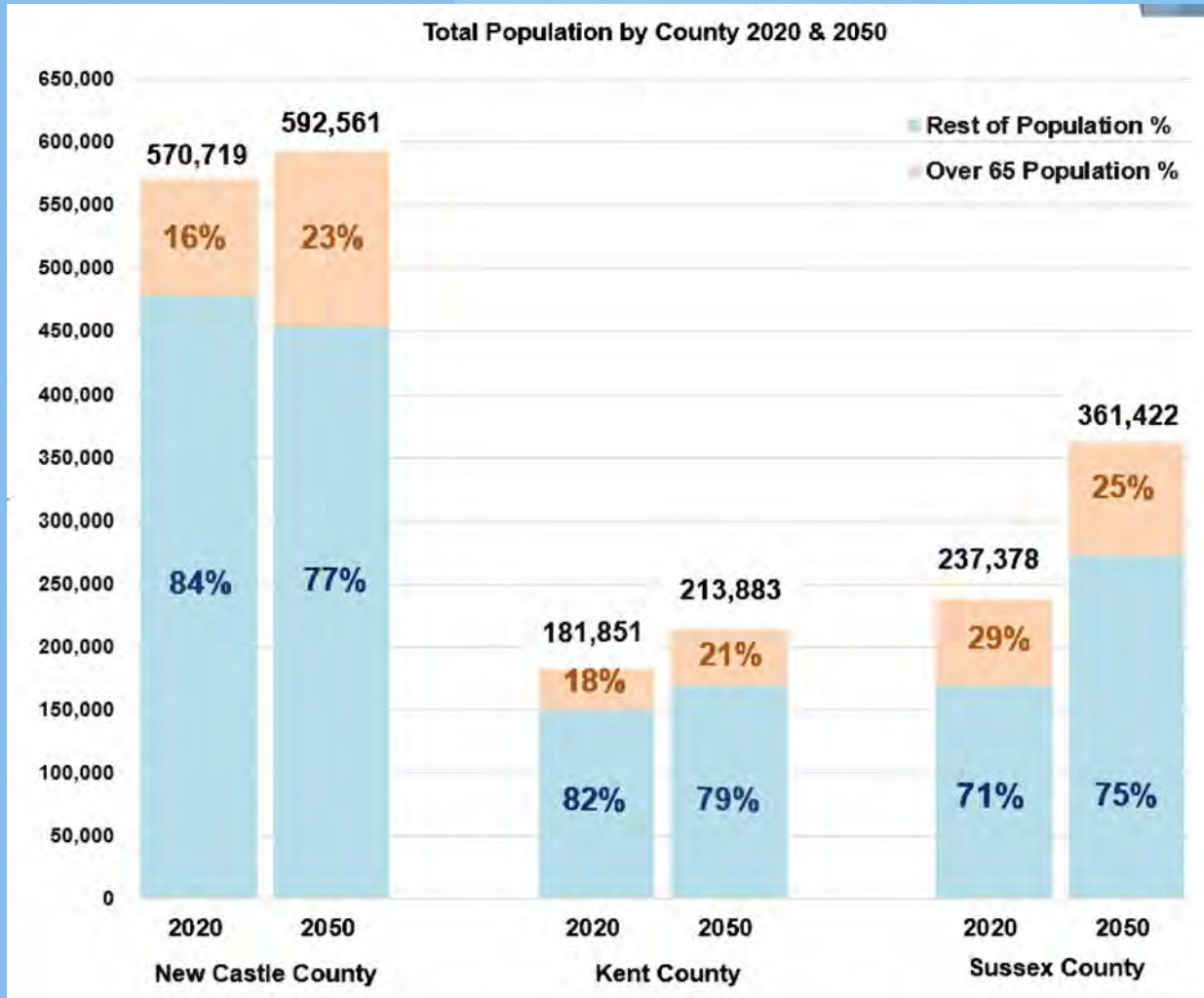
# Factors Affecting Delaware



- **Real estate market demand:**
  - Lower taxes attracting influx of new residents from surrounding region
    - Especially retirees
    - Especially Sussex County
- **Technology changing work and shopping patterns:**
  - E-commerce spurring warehousing presence and logistics activity
  - Remote work changing commuting habits
- **Sea-level rise, climate change and flooding:**
  - Rising water levels on our coastal state caused by GHG emissions are causing more frequent / severe flooding, including sunny-day flooding
  - Sea levels will continue to rise and days with heavy precipitation expected to increase



# What's Going on Here?



Relative to other states, locating in Delaware is appealing:

- low taxes
- access to services, amenities, etc.

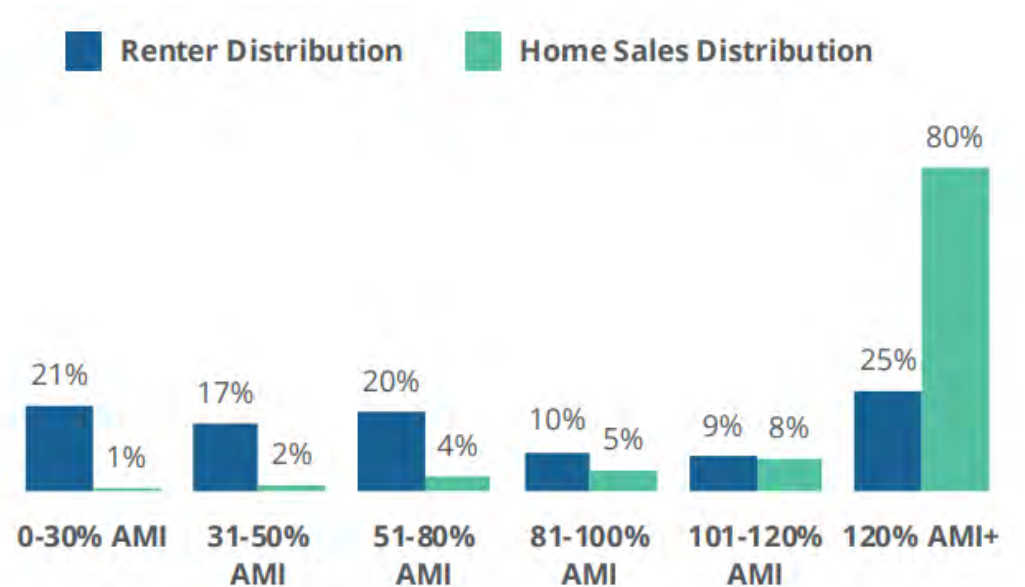
# Data Insight: Demographics are Changing

- People relocating to Delaware –
  - About 27,000 net domestic migration to Delaware (2020-2022)
- Increasing share of population is older
- Demand for high-price point housing product

## What are the implications?

- Mismatch in housing being provided relative to local need
- Increasingly unbalanced, feedback loop effect:
  - Housing
  - Development / land consumption
  - Essential services and infrastructure

Distribution of Home Sale Prices and Renters Who Can Afford to Buy Homes by AMI Range, 2022



Note: Assumes a 30-year mortgage at a rate of 6.5% with a 20% down payment and 25% of monthly payment is used for property taxes, utilities, and insurance.

Source: Root Policy Research, 2021 ACS 5 year estimates, and HMDA.

# Data Insight: Development and Land Use

- Sprawl
- Uniform housing
- Warehousing/logistics

## What are the implications?

- Inefficiencies and rising costs to provide the infrastructure
- Associated impacts:
  - Increasing motor vehicle traffic and vehicle miles traveled
  - Affordable housing (living) challenges
  - Environmental degradation (forest, ecosystem, water, etc.)
  - Risk (in light of climate change)
  - “Crowding out” of industry, farming

Residential Building Permits

**12,981**

Total Units - Level 4

Non-residential Building Permits

**2,288,442**

Sq. Feet - Level 4

Residential Dev Apps

**5,652**

Total Units - Level 4

Non-residential Dev Apps

**402,286**

Sq. Feet - Level 4

Residential PLUS Projects

**16,304**

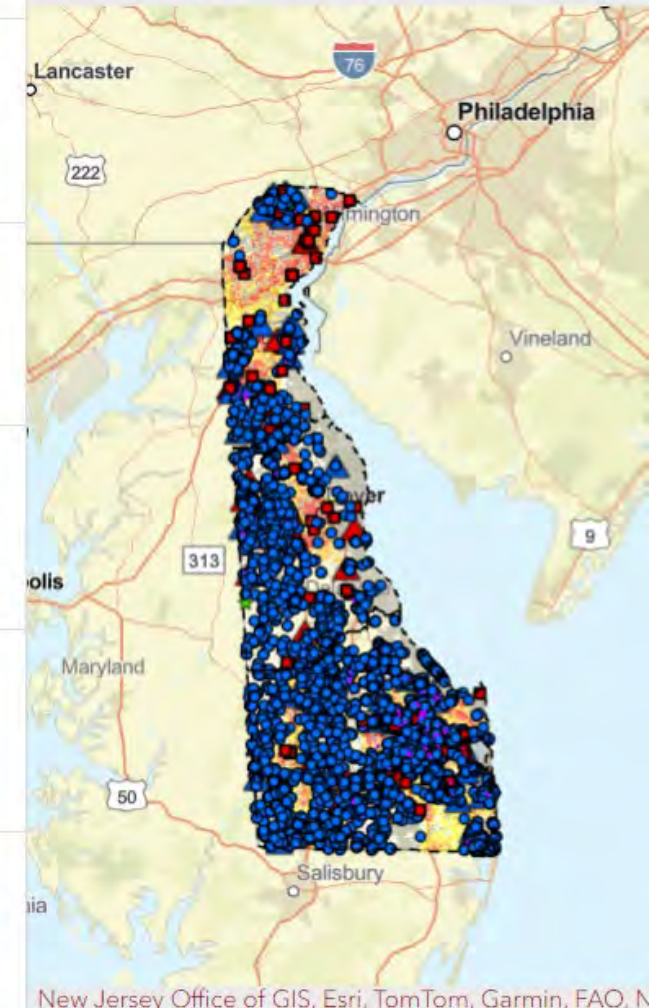
Total Units - Level 4

Non-residential PLUS Projects

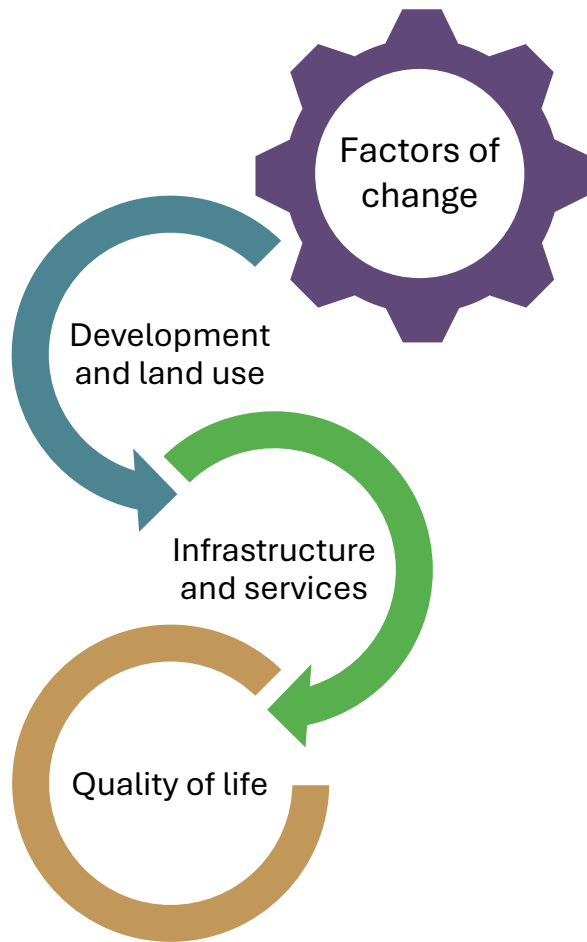
**1,726,328**

Sq. Feet - Level 4

## Development Trends in Strategy Level 4



# Adapting to Factors of Change



State can't control the external factors, but:

- Collaborates with local authorities on development and land use
  - Monitoring change (eyes on horizon)
  - Planning support (comprehensive plans)
  - PLUS process (provide support and insights on project basis)
- Monitors, plans, budgets/programs, provides infrastructure and services

...and inasmuch works to support communities across the state toward high quality of life





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# III. Further Into the Data

A closer look at trends, implications, and finding ways to adapt...

Transportation

Environment

Economy

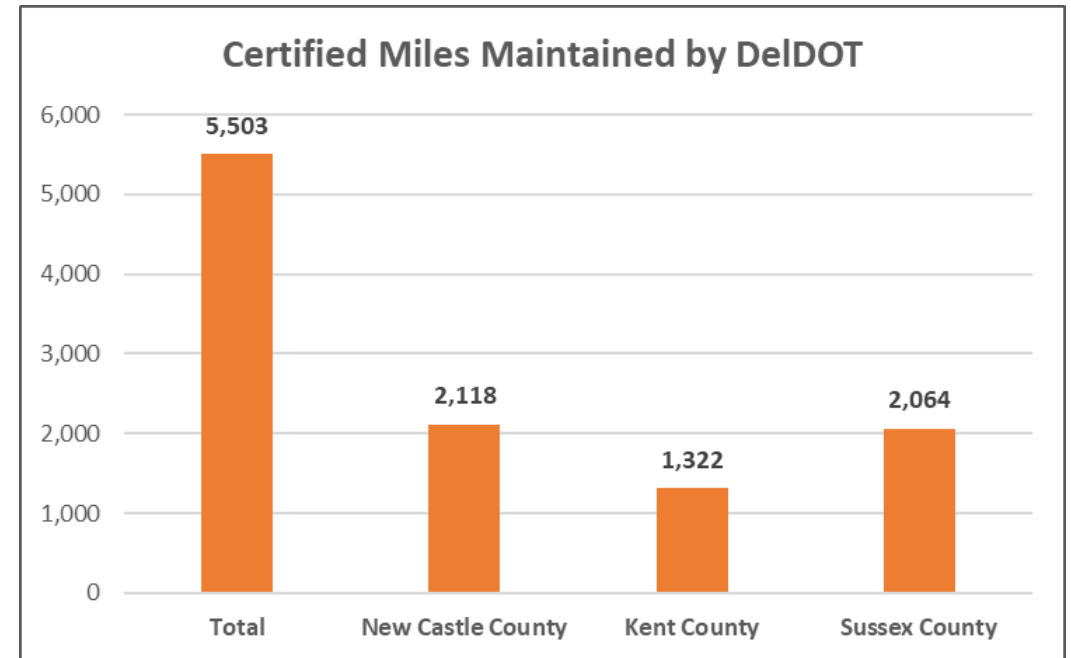
Housing

# Transportation

Delaware DOT manages 89%  
(national average of state-maintained roads: 20%)

## Trends:

- Costs for infrastructure rising
- Funding forecasts trending down
- Frequently flooded roadways - 250 road segments were prioritized based on flood risk and several other factors (AADT, evacuation routes, essential facilities, etc.)
- Transit is evolving



\*HPMS certified miles, or Certified Public Mileage (CPM), are the total length of a state's public roads as certified by the state's governor.



<b>Services operating costs will continue to increase</b>		Cost per trip, cost per mile, and cost per vehicle are all rising
<b>Efficiency will decrease</b>		Miles-per-route are increasing, but revenue-per-mile is decreasing
<b>Travel needs will continue evolving</b>		Total trips are declining and average trip lengths are getting shorter

Market reviews (2010-2030)

# Transportation

Transportation Improvement Districts (TID) – a proactive, collaborative approach to planning / funding transportation infrastructure.

14 TIDs statewide

Forecasted development in TIDs:

- 74k residential units  
(over two times Wilmington or 100 times Cheswold)
- 40 million non-residential square feet  
(nearly 40 Christiana Malls or 100 warehouses)

Over \$1 Billion in projects identified

(includes 2 of 7 TIDs currently under development)

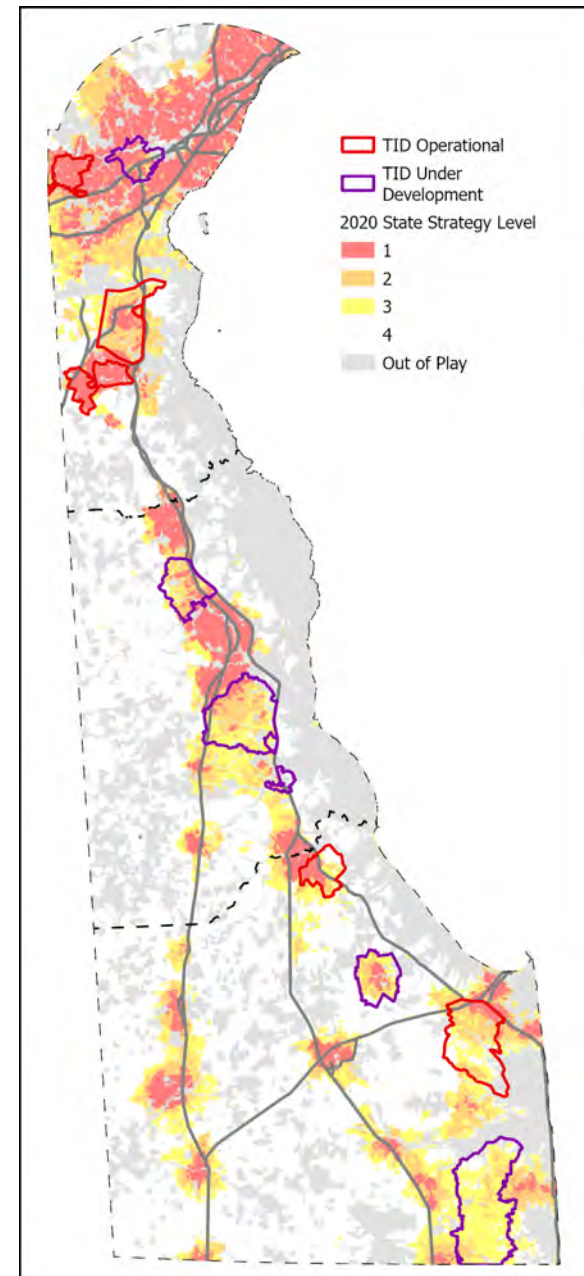
## TID Operational

- Newark
- Southern New Castle County
- Westtown
- Easttown
- SE Milford
- Henlopen

## TID Under Development

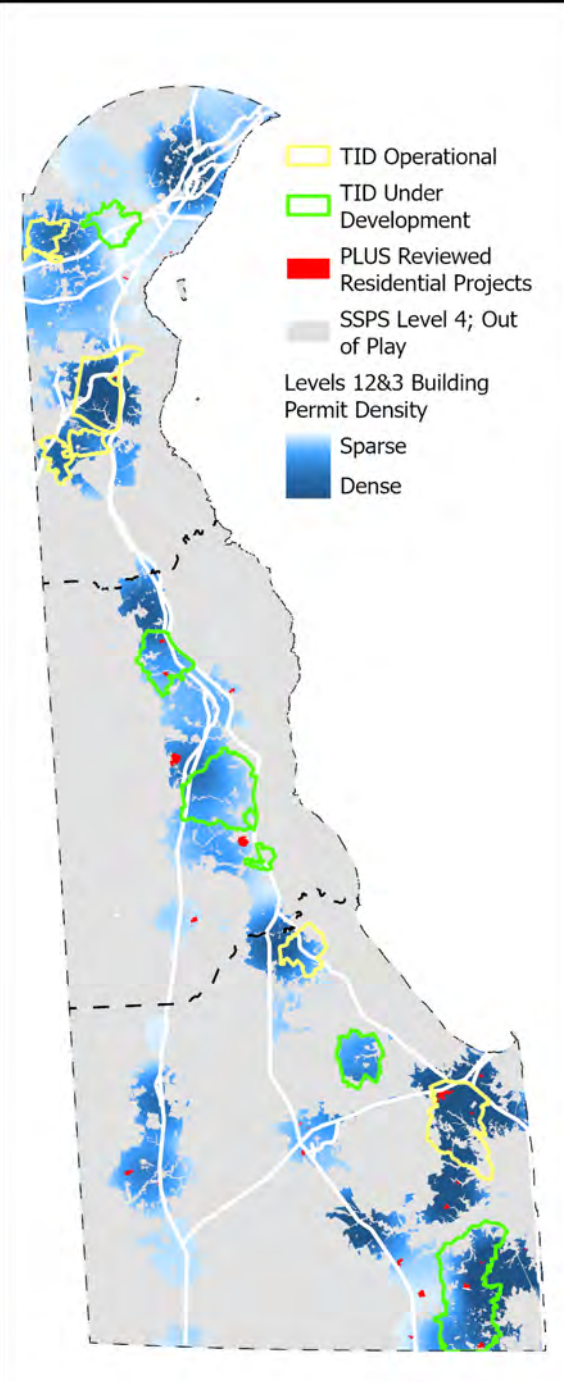
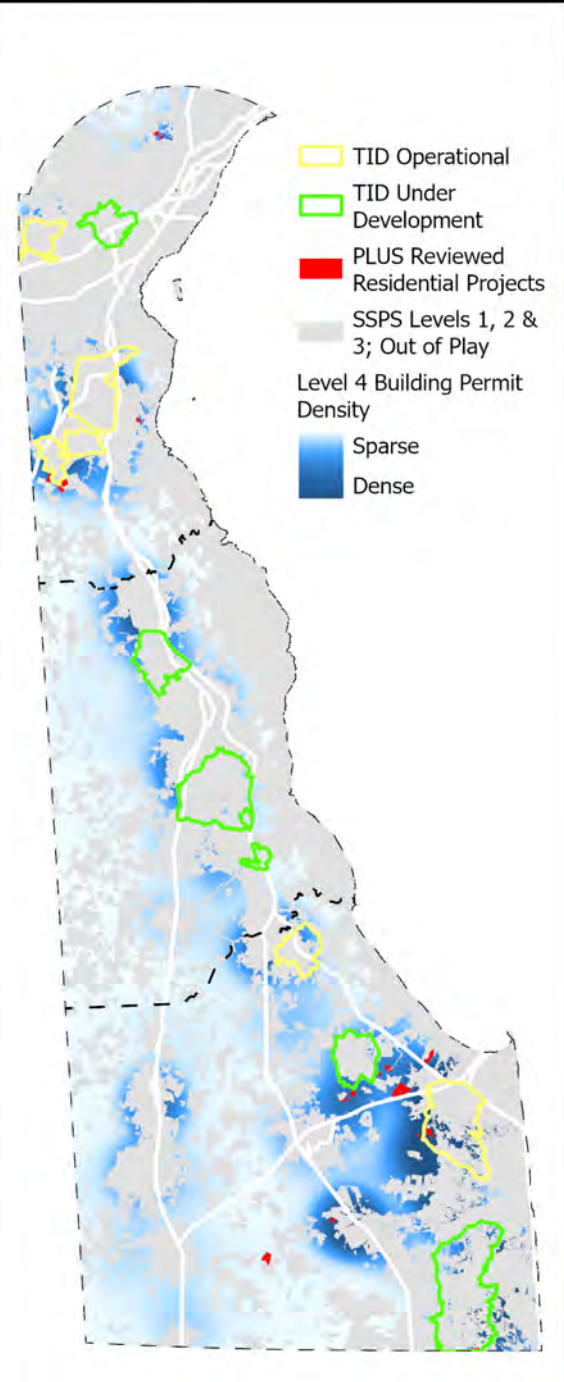
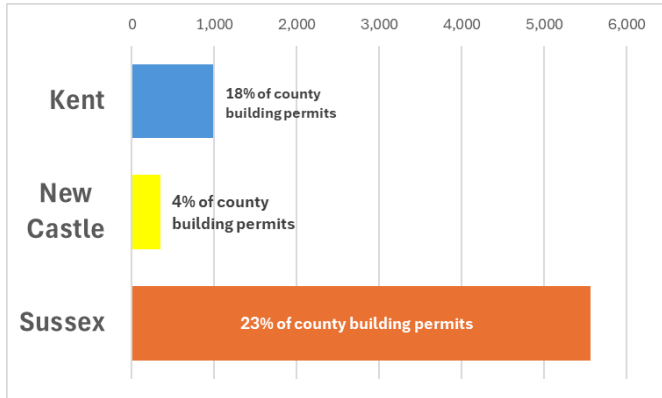
- Little Heaven
- South Frederica
- Cheswold Area
- Magnolia
- Milton
- Roxana Area
- Churchman's Crossing

## Municipalities

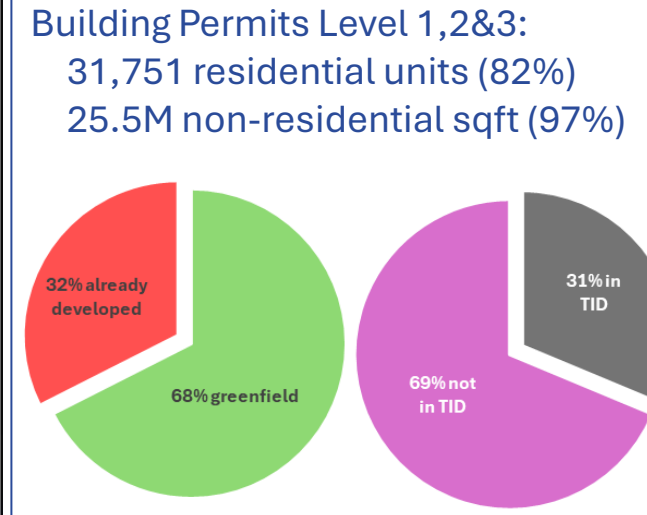
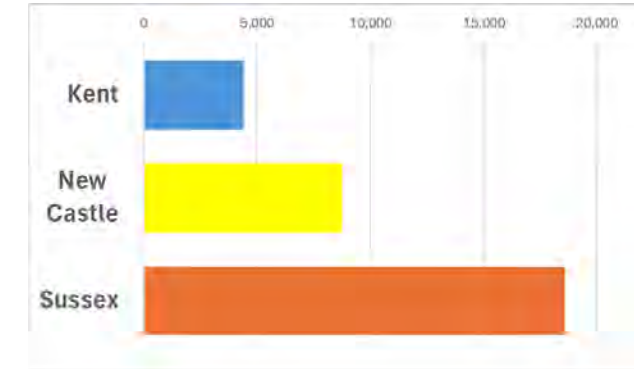




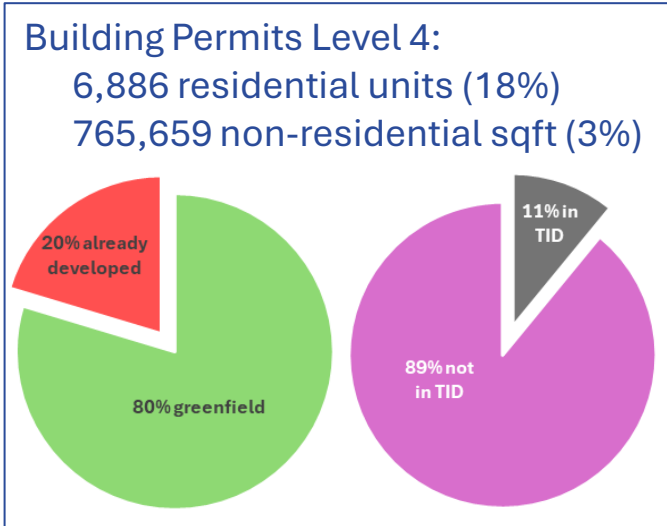
## Development Trends in Strategy Level 4



## Development Trends in Strategy Levels 1, 2 and 3



**Reviewed PLUS Dev't Level 1,2&3:**  
 10,353 residential units (54%)  
 5.4M non-residential sqft (87%)

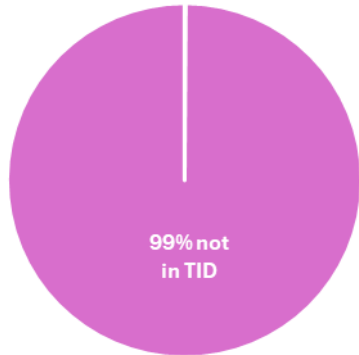
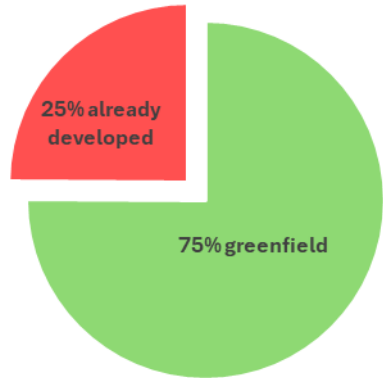


**Reviewed PLUS Dev't Level 4:**  
 8,685 residential units (46%)  
 814,100 non-residential sqft (13%)

\*includes building permits 2019-2023 and reviewed residential PLUS developments 2023-June 2024

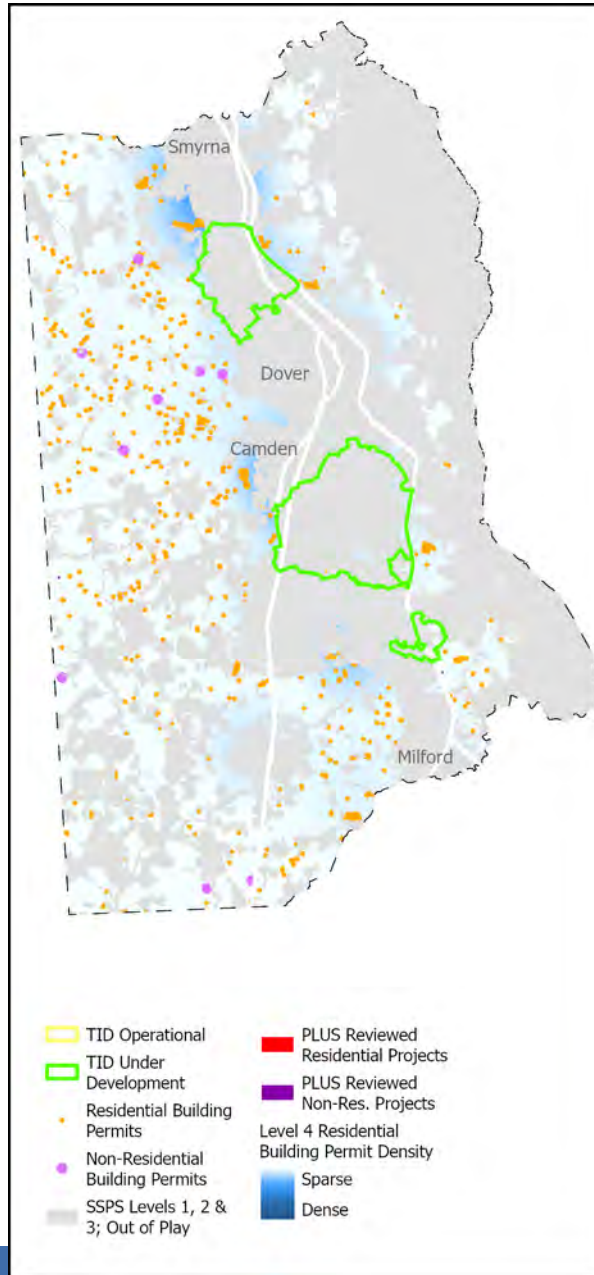
## Development Trends in Strategy Level 4

Building Permits Level 4:  
 984 residential units (18%)  
 135,140 non-residential sqft (5%)

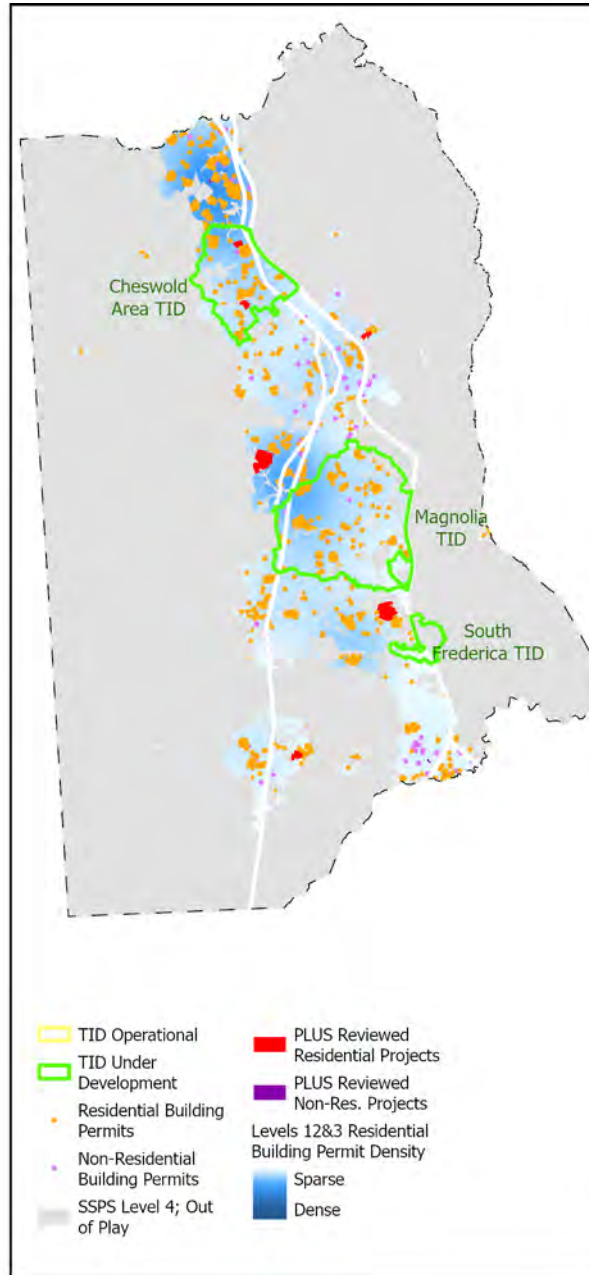


Reviewed Plus Dev't Level 4:  
 0 residential units (0%)  
 78,575 non-residential sqft (21%)

# KENT COUNTY



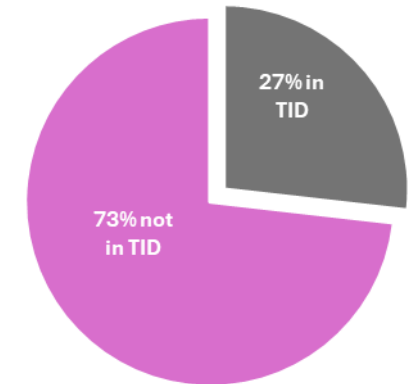
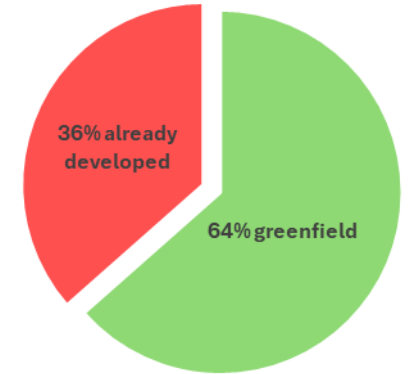
- TID Operational
- TID Under Development
- Residential Building Permits
- Non-Residential Building Permits
- SSPS Levels 1, 2 & 3; Out of Play
- PLUS Reviewed Residential Projects
- PLUS Reviewed Non-Res. Projects
- Level 4 Residential Building Permit Density
- Sparse
- Dense



- TID Operational
- TID Under Development
- Residential Building Permits
- Non-Residential Building Permits
- SSPS Level 4; Out of Play
- PLUS Reviewed Residential Projects
- PLUS Reviewed Non-Res. Projects
- Levels 1,2&3 Residential Building Permit Density
- Sparse
- Dense

## Development Trends in Strategy Levels 1, 2 and 3

Building Permits Level 1,2&3:  
 4,414 residential units (82%)  
 2.7M non-residential sqft (95%)



Reviewed Plus Dev't Level 1,2&3:  
 4,019 residential units (100%)  
 296,024 non-residential sqft (79%)

\*includes building permits 2019-2023 and reviewed residential Plus developments 2023-June 2024

# Transportation

Transportation Improvement District (TID)	Forecast Year	Dwelling Units	
		SUPPLY	DEMAND
<b>NEW CASTLE</b>	2040	<b>20,697</b>	<b>5,667</b>
<b>KENT</b>	South Frederica	0	
	Little Heaven	352	
	Cheswold Area	3,735	
	Magnolia	12,119	
<b>SUSSEX</b>	2045	<b>39,633</b>	<b>33,678</b>
<b>TOTAL</b>		<b>76,536</b>	<b>54,196</b>

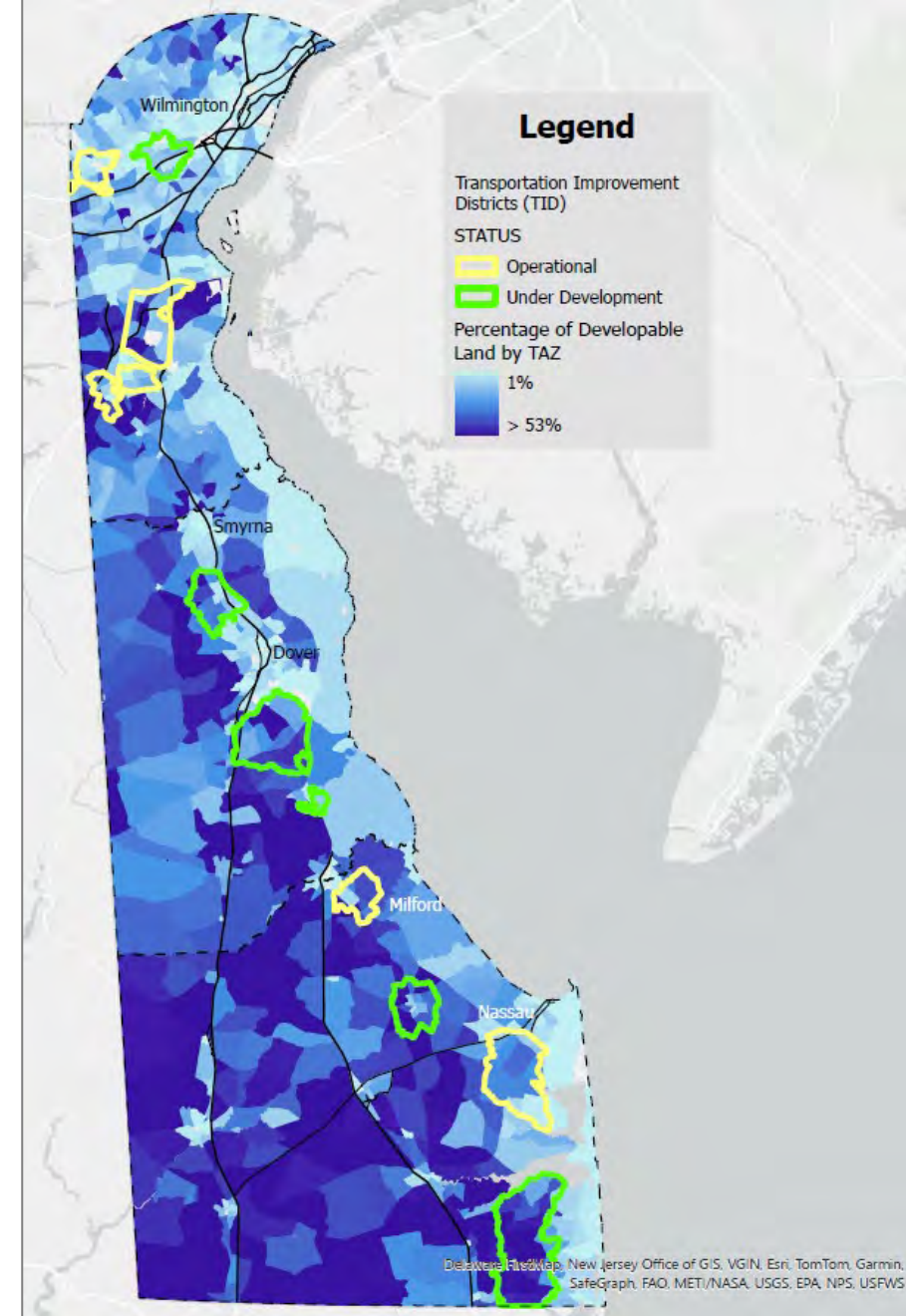
Total Land Area

-

SSPS "out of play"  
 2022 LULC residential / commercial / industrial / institutional  
 Wetlands  
 Impervious surface (NCC)  
 Manual QA/QC (i.e., remove subdivided but not yet built lots)

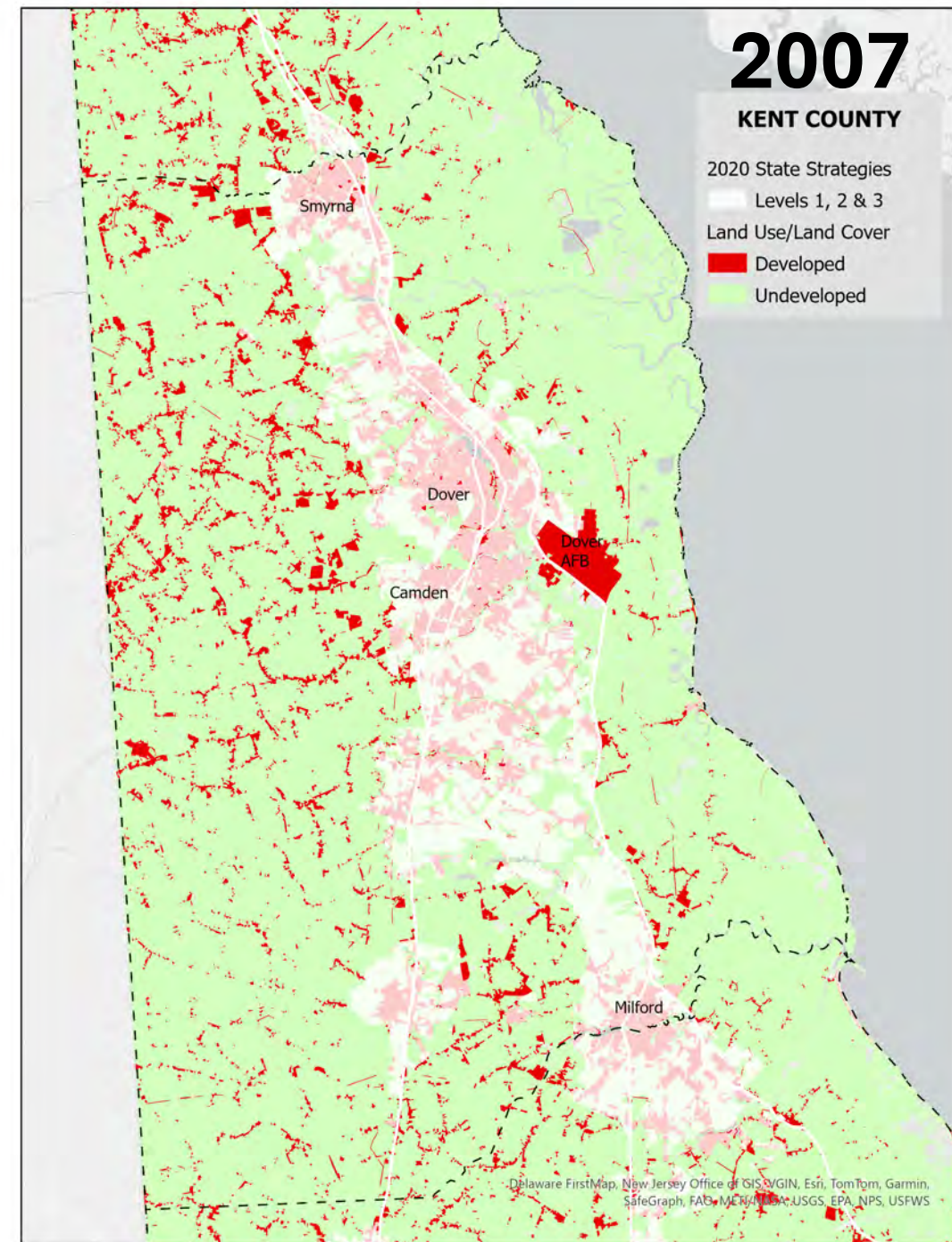
=

Developable Land Area



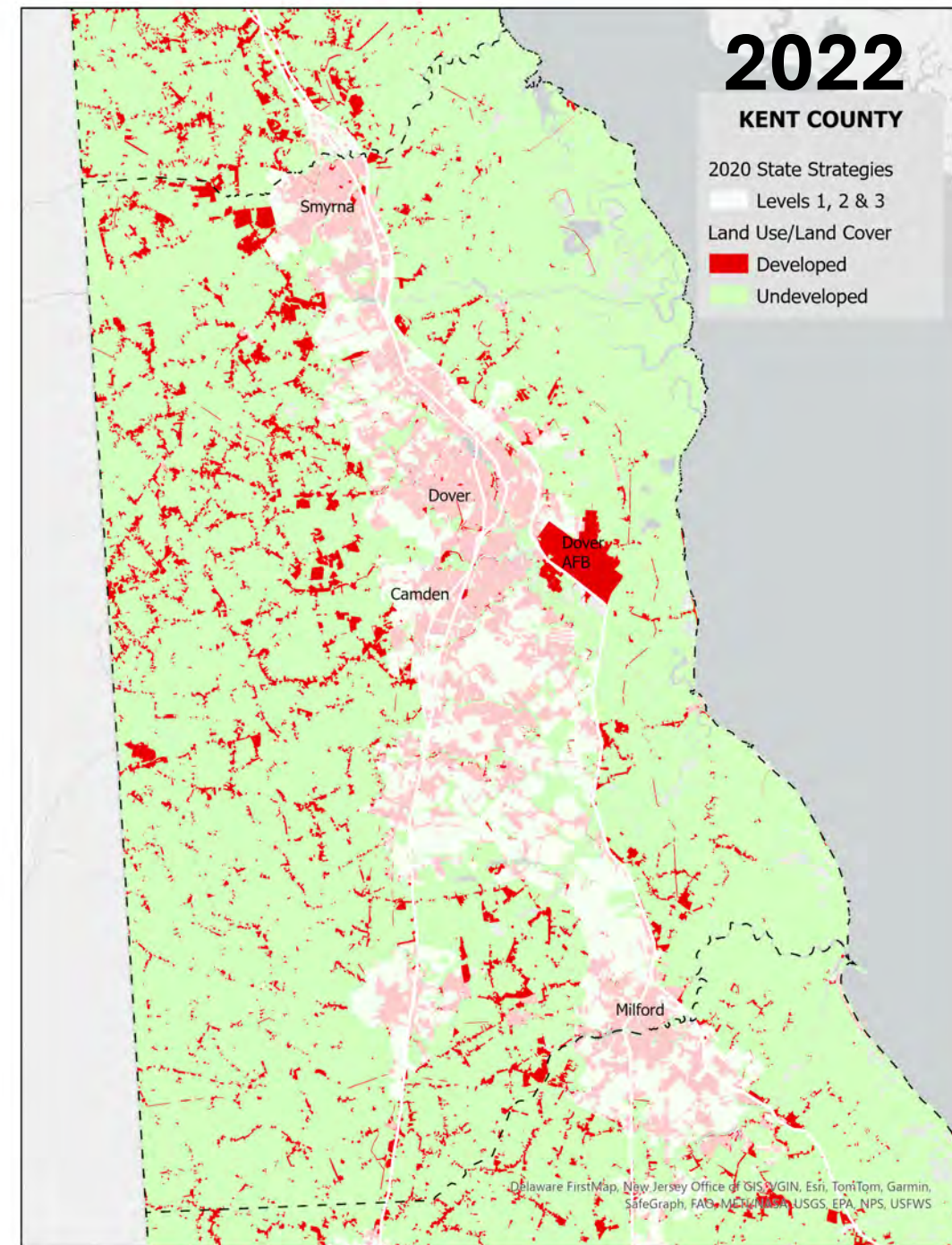
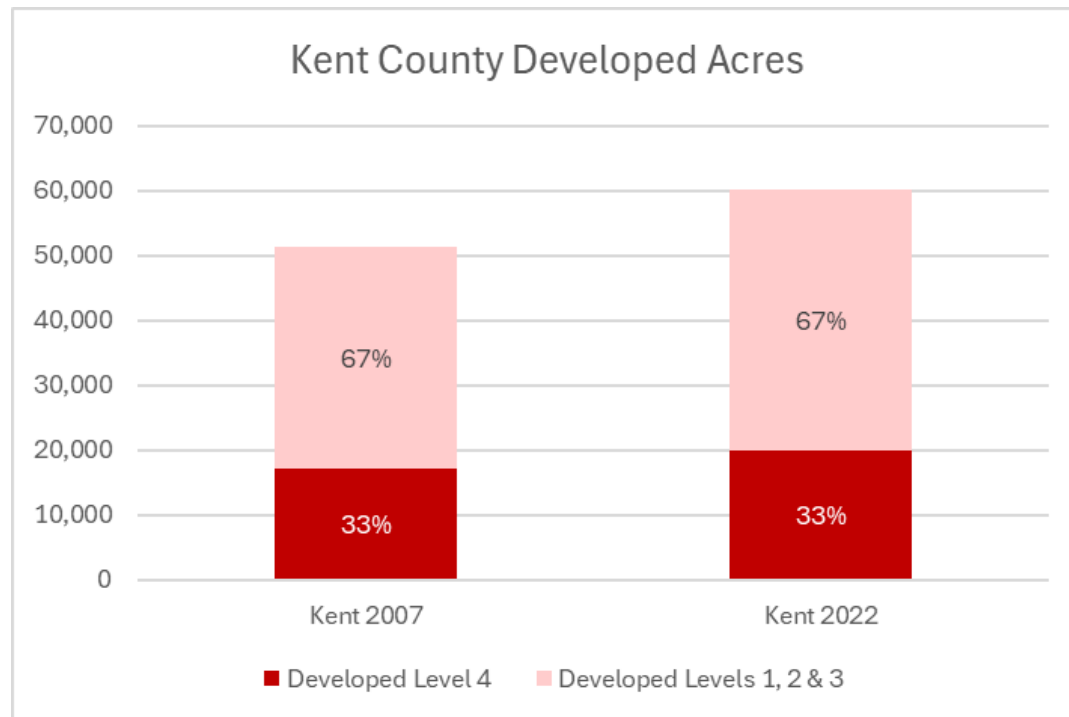
Percent of land developable (by TAZ)

# Developed Land



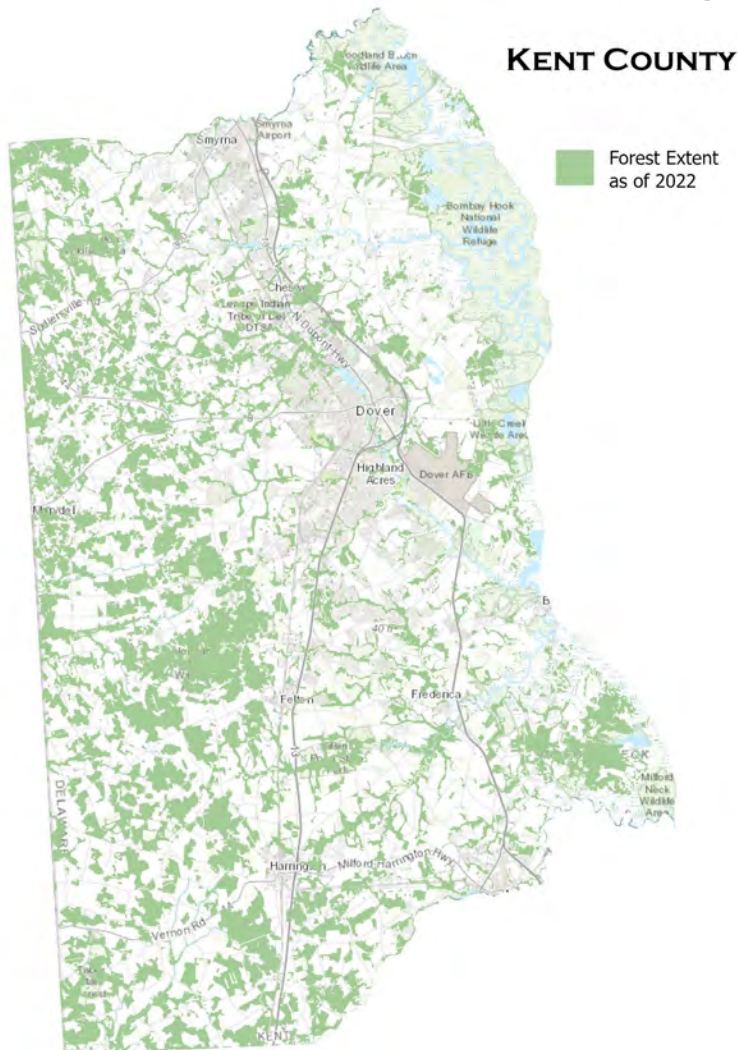
# Developed Land

- Between 2007 and 2022, about 9,000 acres were developed in Kent County
- About 3,000 acres of that occurred in Level 4 areas



# Environment – Land / Resources at Risk

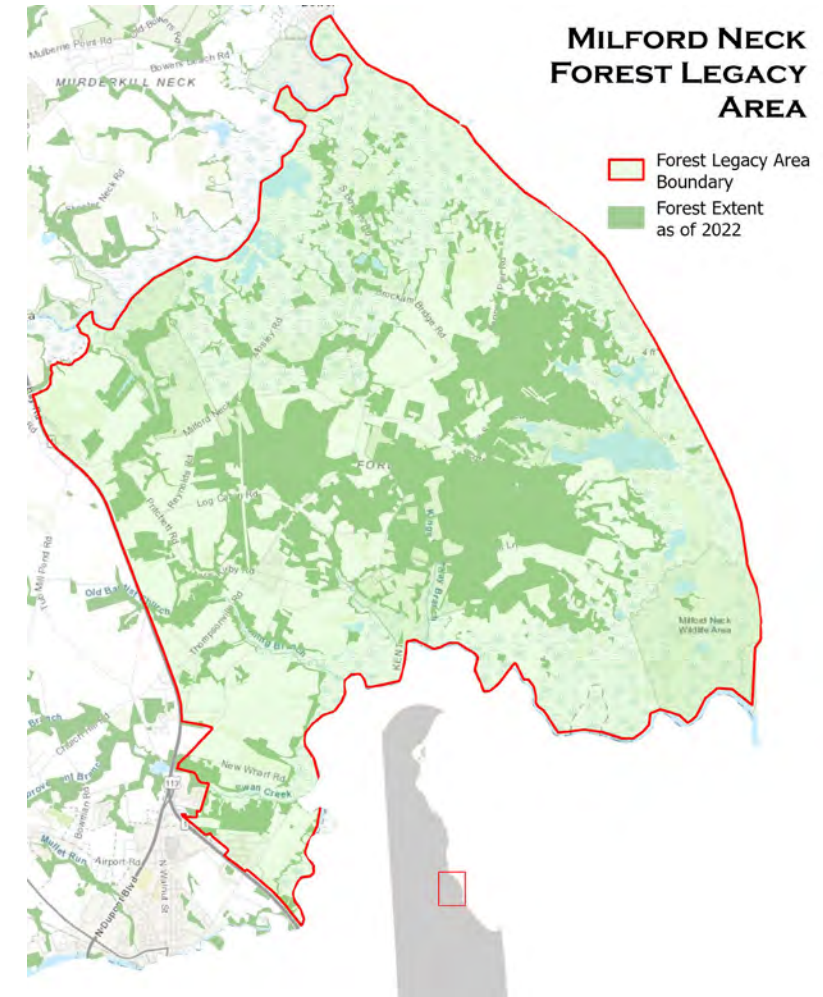
## Delaware Statewide Forest Strategy



First done in **2010** and updated in **2020**, this strategy combines the work of non-profits along with local, county, state, and federal governments to address forestland issues and threats in both rural and urban areas. Forest Legacy Areas are of high priority for preservation / conservation.

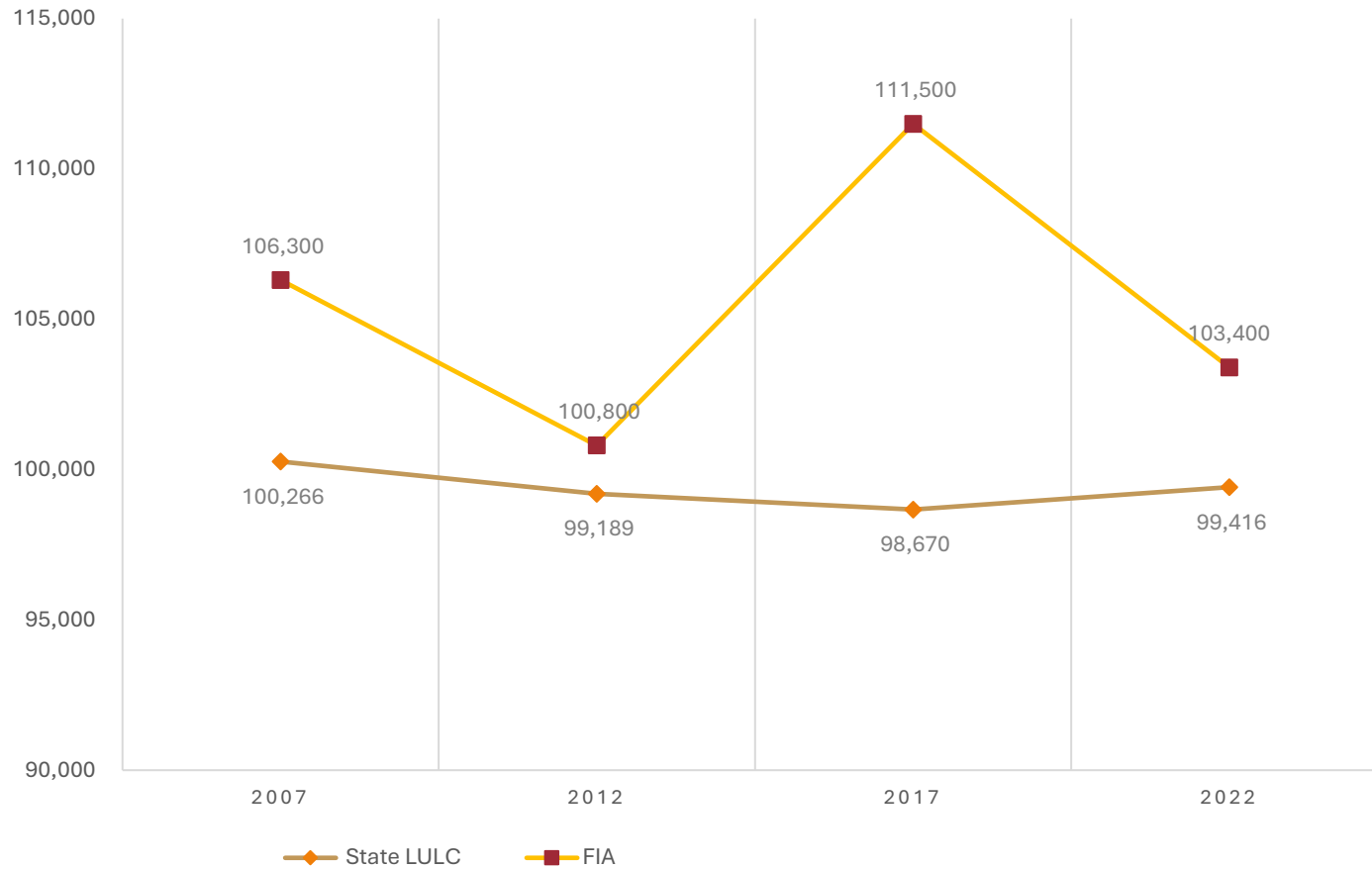
### 2020 Key Threats:

- Conversion
- Fragmentation
- Forest Health pests
- Impacted wetlands



# Environment – Land / Resources at Risk

## TOTAL FOREST ACRES BY YEAR



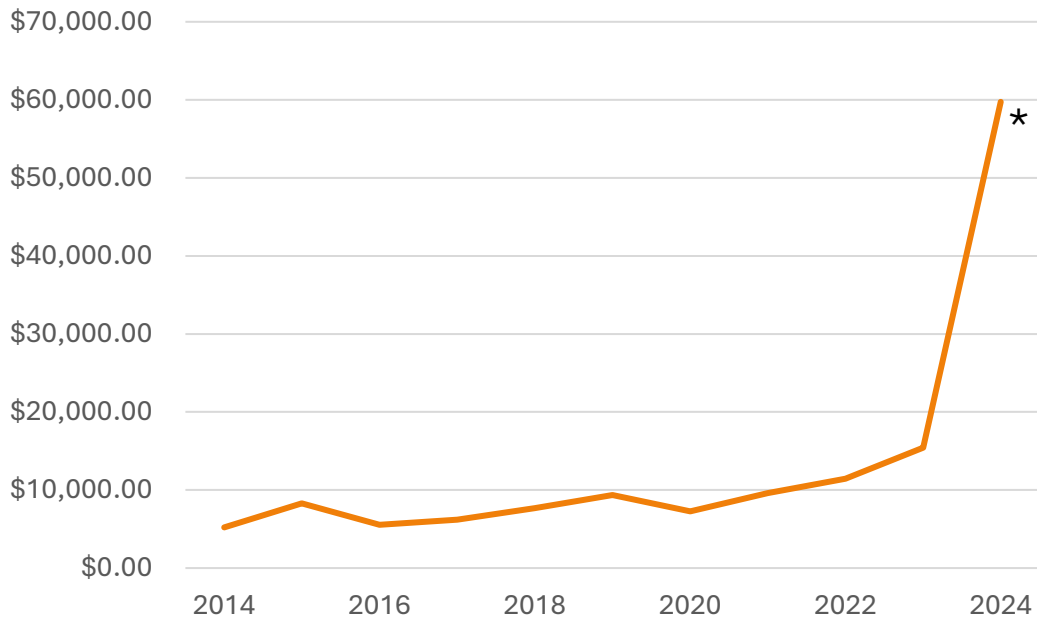
Land Use Land Cover data

LULC – Land Use Land Cover

FIA - Forest Inventory and Analysis

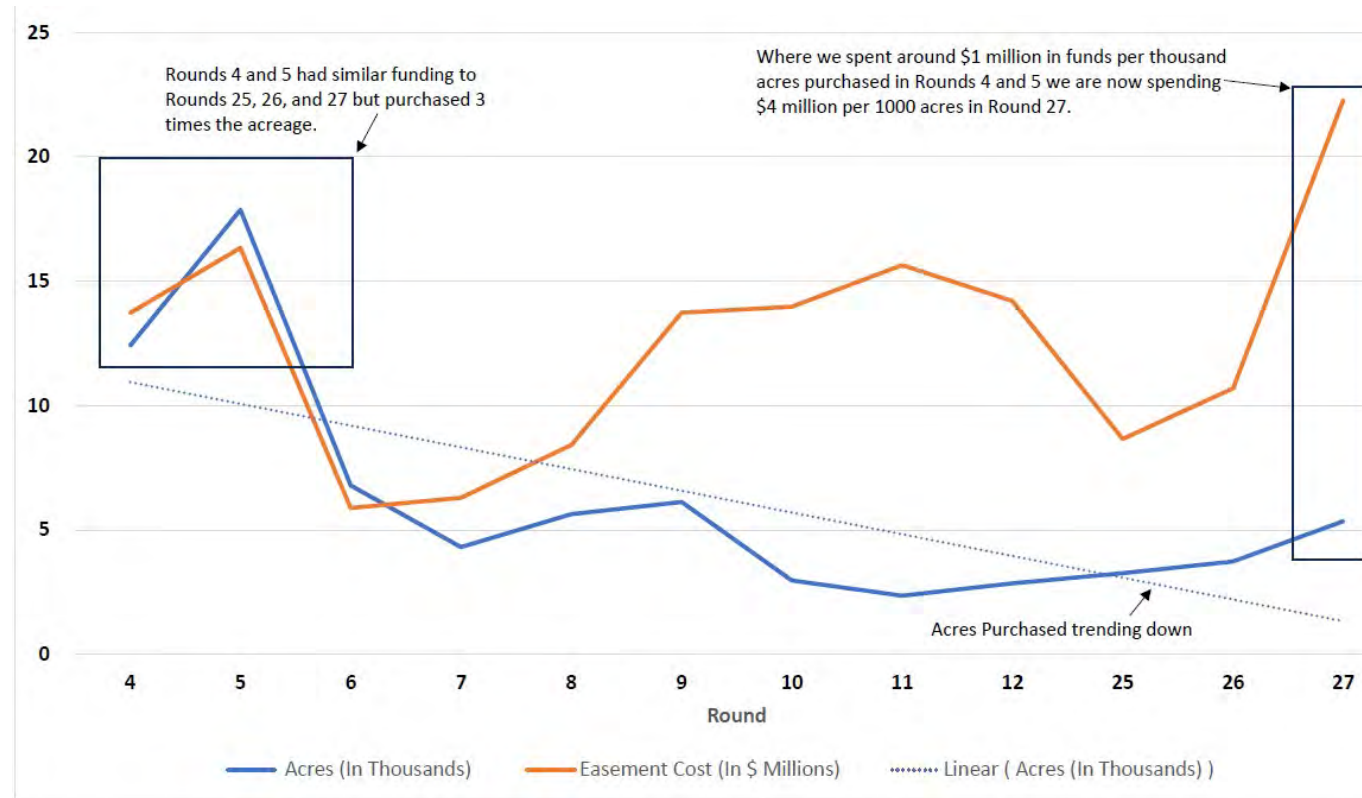
# Environment – Preservation Efforts and Challenges

## Open Space Preservation - Price per acre



\*Note: Price spike in 2023 and 2024 due to a key 285-acre land purchase adjacent to White Clay Creek State Park.

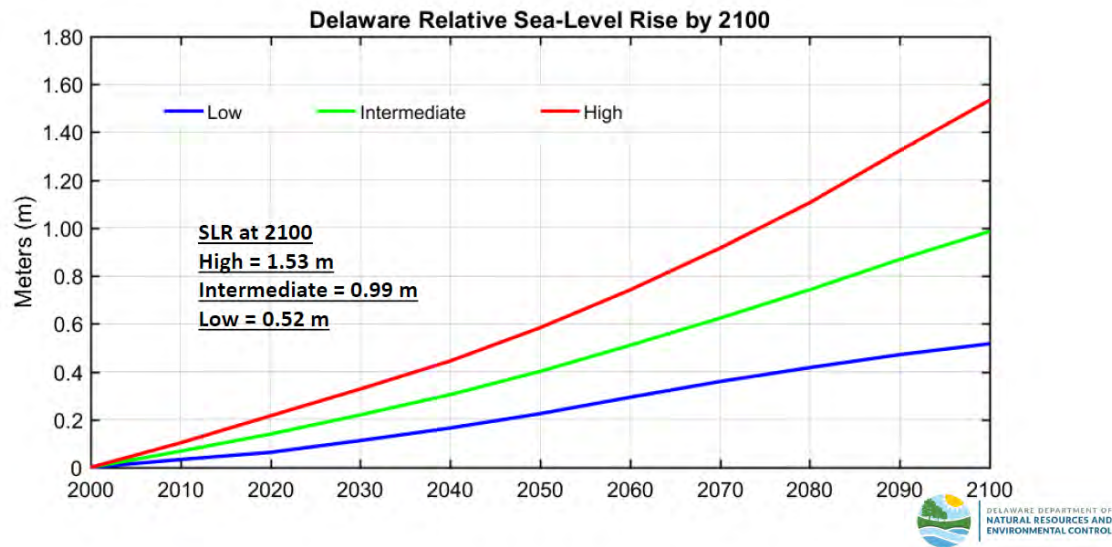
## Agricultural Land Preservation Program – Acres Purchased vs. Funds Spent



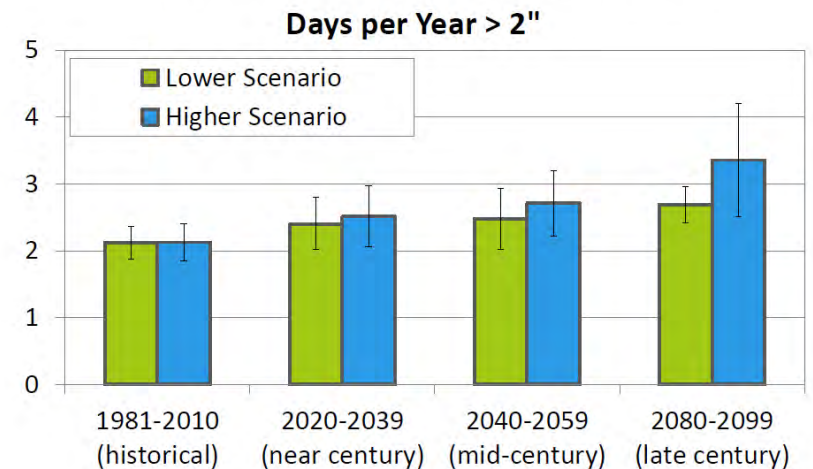


# Environment – Resiliency and Adaptation

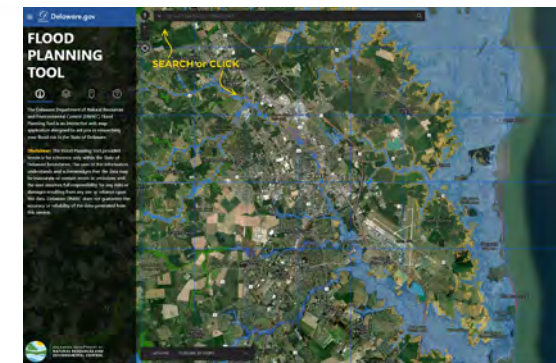
## Sea Levels will continue to rise



## Days with very heavy precipitation are expected to increase



- Marsh migration
- Saltwater intrusion
- Coastal development and infrastructure
- Accessibility – regular travel, emergency, and evacuation



# Economy – Industry and Economic Development

- Current industries:

Delaware total jobs: 625,328

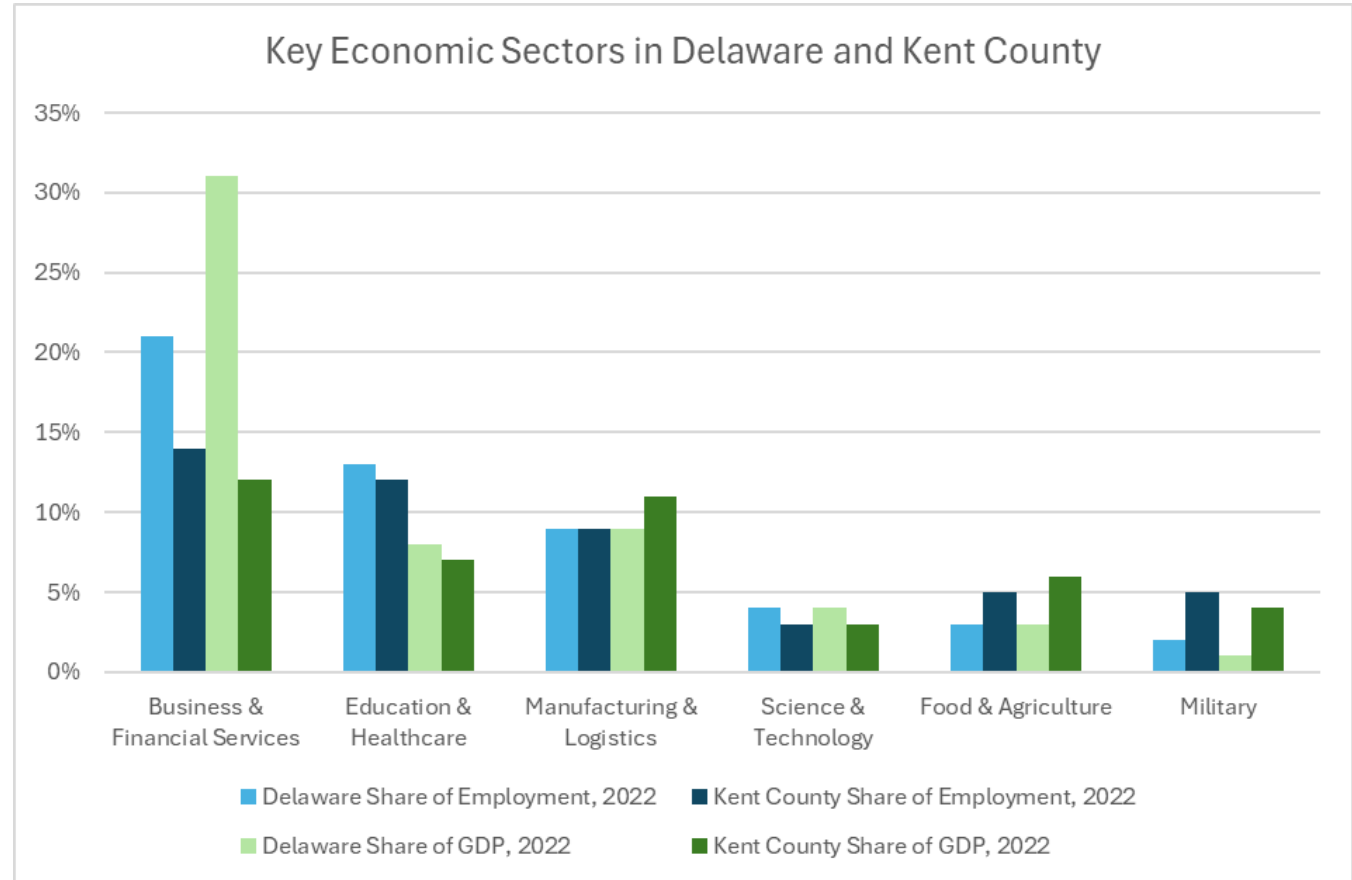
Kent County total jobs: 97,397

Delaware total GDP: \$90.4 billion

Kent County GDP: \$10.4 billion

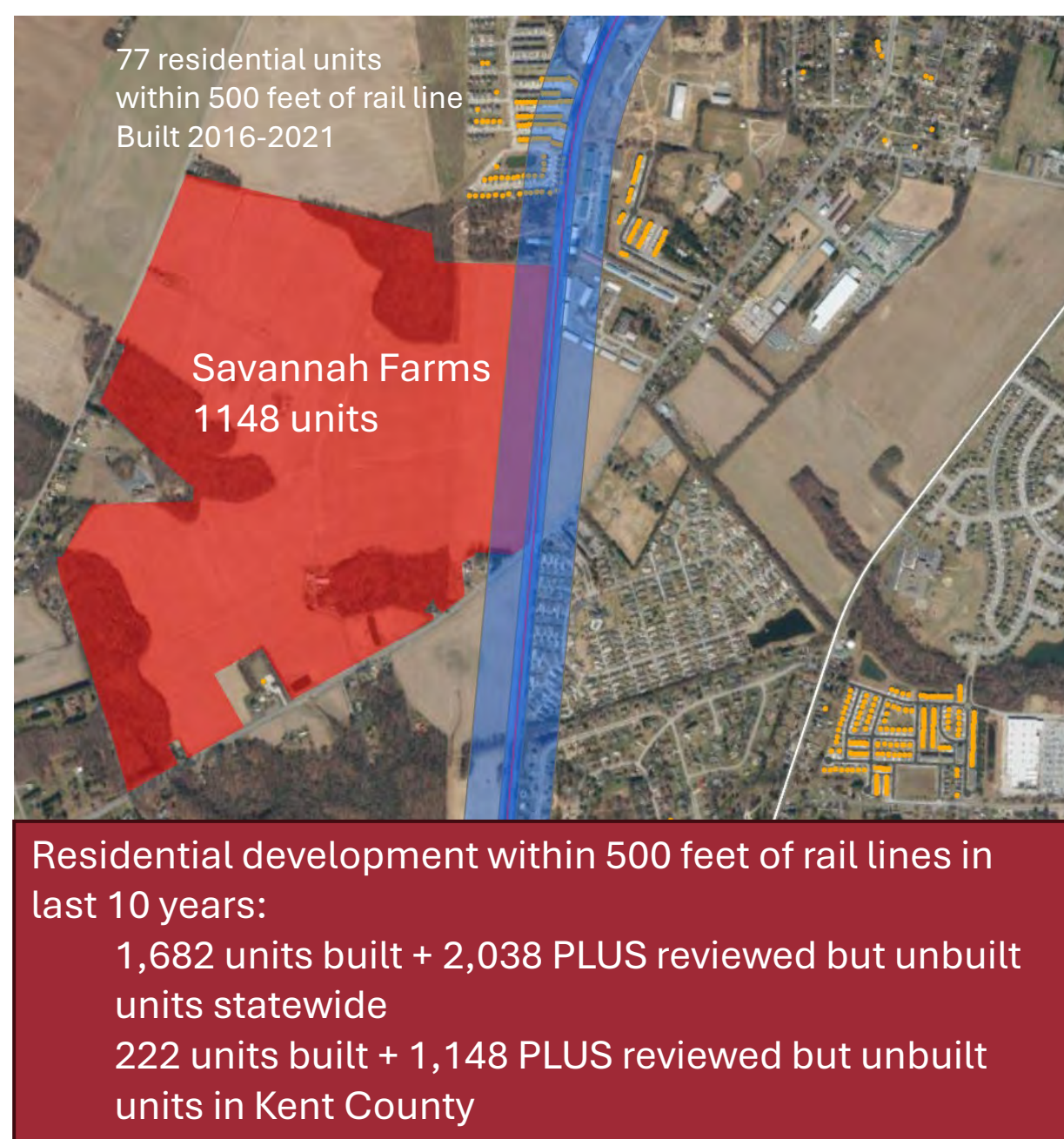
- Future industries?

- Aviation and enhanced logistics?
- Green jobs and alternative energy?
- Life sciences and advanced industries?



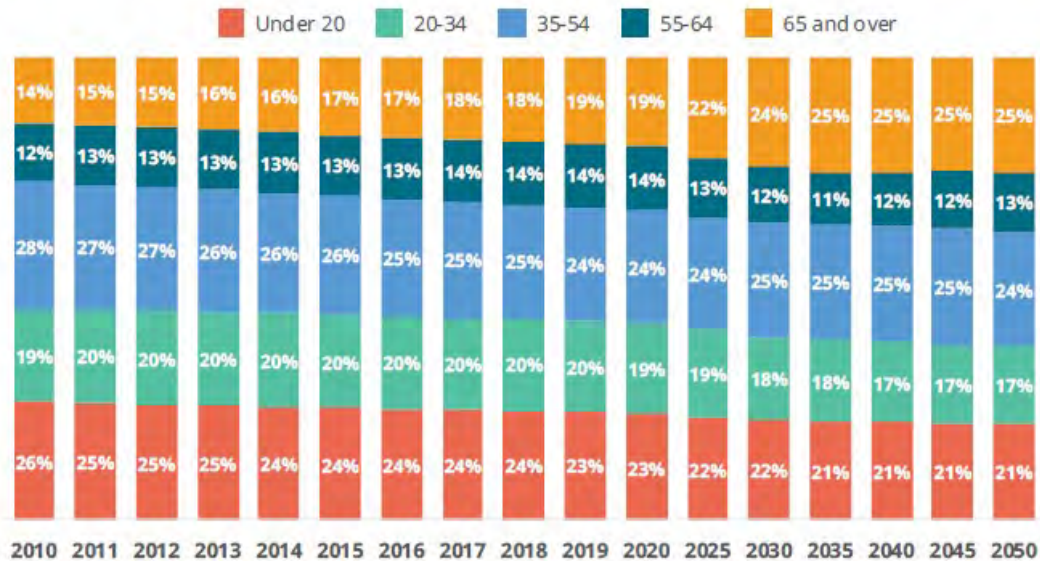
# Economy – Concerns

- Land conversion
- Physical space needs
- Nuisance issues
- Freight / transport concerns



# Economy – Workforce

Population Projections by Age, Delaware, 2010 - 2050



## Public Assistance Trends, Kent County

Kent	2006		2022	
<b>Total households</b>	<b>55,424</b>		<b>73,497</b>	
<b>With earnings</b>	<b>44,015</b>	<b>79.4%</b>	<b>54,752</b>	<b>74.5%</b>
<b>With Social Security</b>	<b>17,421</b>	<b>31.4%</b>	<b>26,480</b>	<b>36.0%</b>
<b>With retirement income</b>	<b>15,124</b>	<b>27.3%</b>	<b>24,863</b>	<b>33.8%</b>
<b>With Supplemental Security Income</b>	<b>1,843</b>	<b>3.3%</b>	<b>5,229</b>	<b>7.1%</b>
<b>With cash public assistance income</b>	<b>1,850</b>	<b>3.3%</b>	<b>1,498</b>	<b>2.0%</b>
<b>With Food Stamp benefits in the past 12 months</b>	<b>6,183</b>	<b>11.2%</b>	<b>12,637</b>	<b>17.2%</b>

- Labor force participation rate fell below national average in 2009
- Consistent decline in share of residents in prime working years may signal worker shortage.
- Low earning growth for health care and low-wage service workers may also make it difficult to maintain workforce needed to support senior healthcare needs.
- Further squeezed by housing shortage/ housing burdens

# Housing – Statewide Needs

 **Root Policy Research**  
6740 E Colfax Ave, Denver, CO 80220  
www.rootpolicy.com  
970.880.1415

Delaware State Housing Authority  
**Statewide  
Housing Needs  
Assessment**

PREPARED FOR:  
Delaware State Housing Authority  
Dover, DE 19901  
www.destatehousing.com  
888-363-8808

CREATED  
November 2023

 **24,400\***  
**new residential  
housing units**  
are needed **by 2030** to  
meet expected growth.

 *That's an  
average of  
**2,400**  
**new units**  
per year.*

*\*These 24,400 units are in addition to the existing shortage of ~19,400 rental units affordable to households making 0-50% Area Median Income (AMI).*



**Where are these  
residential units needed?**

**4,016** New Castle County  
**6,941** Kent County  
**13,392** Sussex County

**Over half of these new builds need to be affordable for households below 100% AMI...**

 **12,723**  
**new residential  
housing units**  
must be affordable to households  
making less than 100% AMI  
(or \$66,400 for 2 people).

**7,523**  
**ownership units**

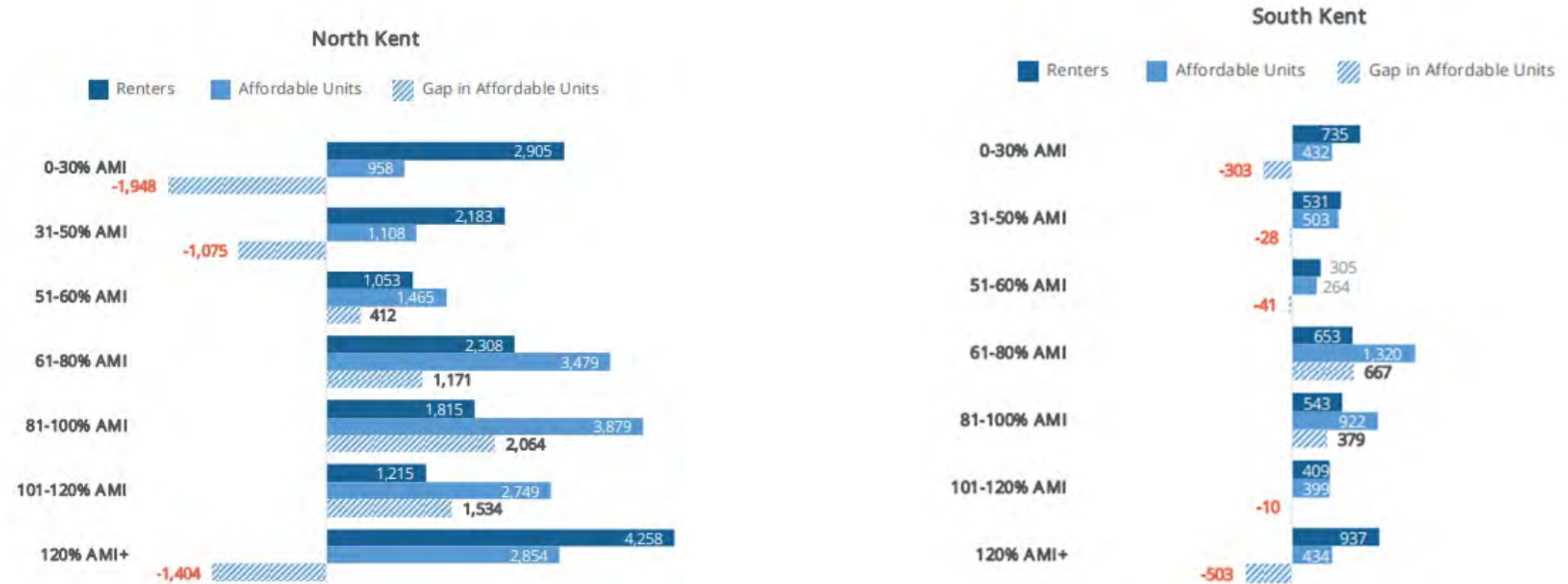


**5,200**  
**rental units**



*That's an average  
of **1,200 new**  
**units** per year.*

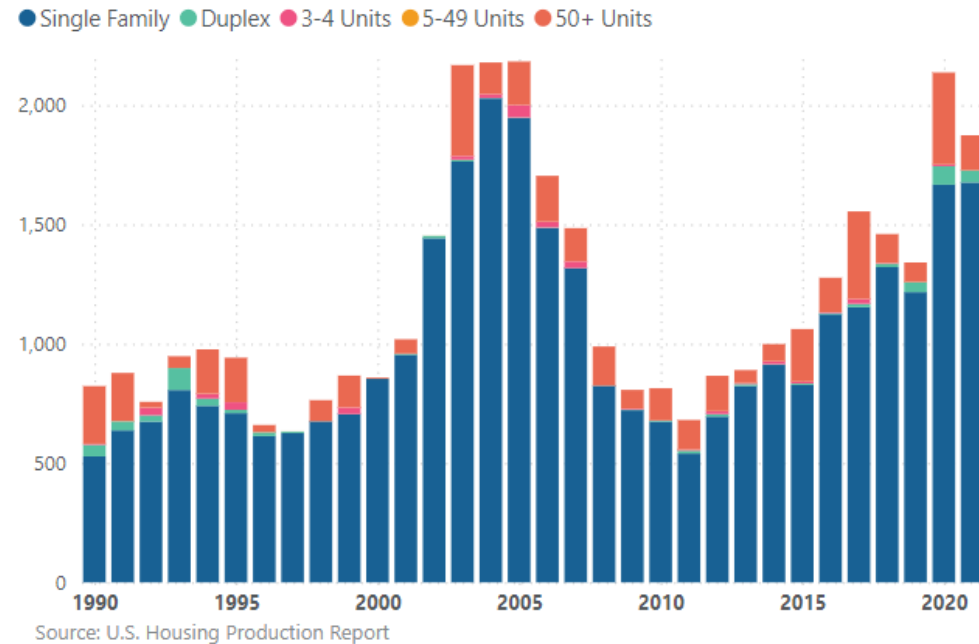
# Housing



Statewide, the number of units needed to keep up with growth by 2030 are *in addition* to the current shortage of 19,400 units that are affordable to HHs making 0-50% AMI.

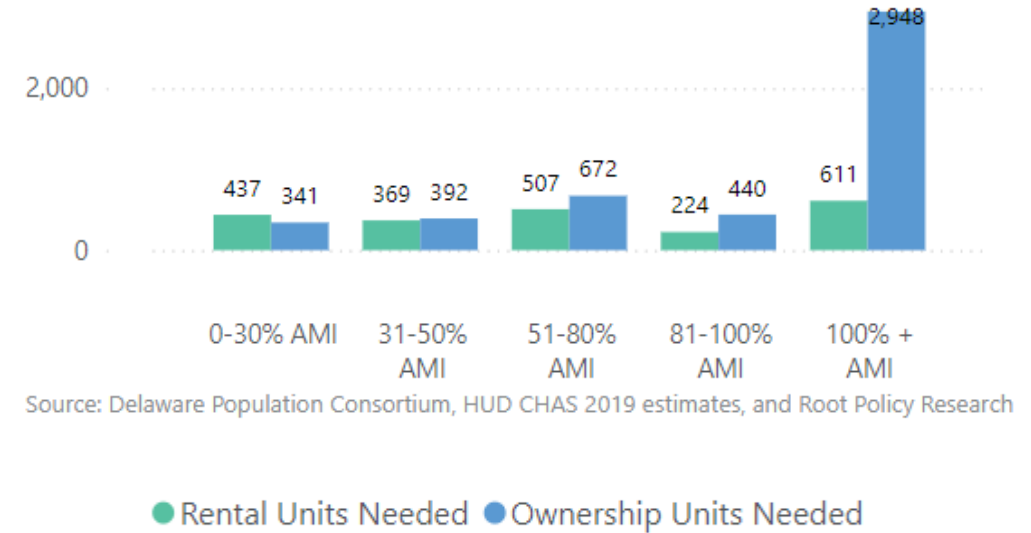
# Housing – Kent County

**New Units Permitted by Structure Type, 1990-2021**  
Kent County



**Only 7% of the permitted units over the last 5 years were multi-family units, which suggest a greater diversity of housing is needed in the county.**

**Projected new housing units needed by 2030:**



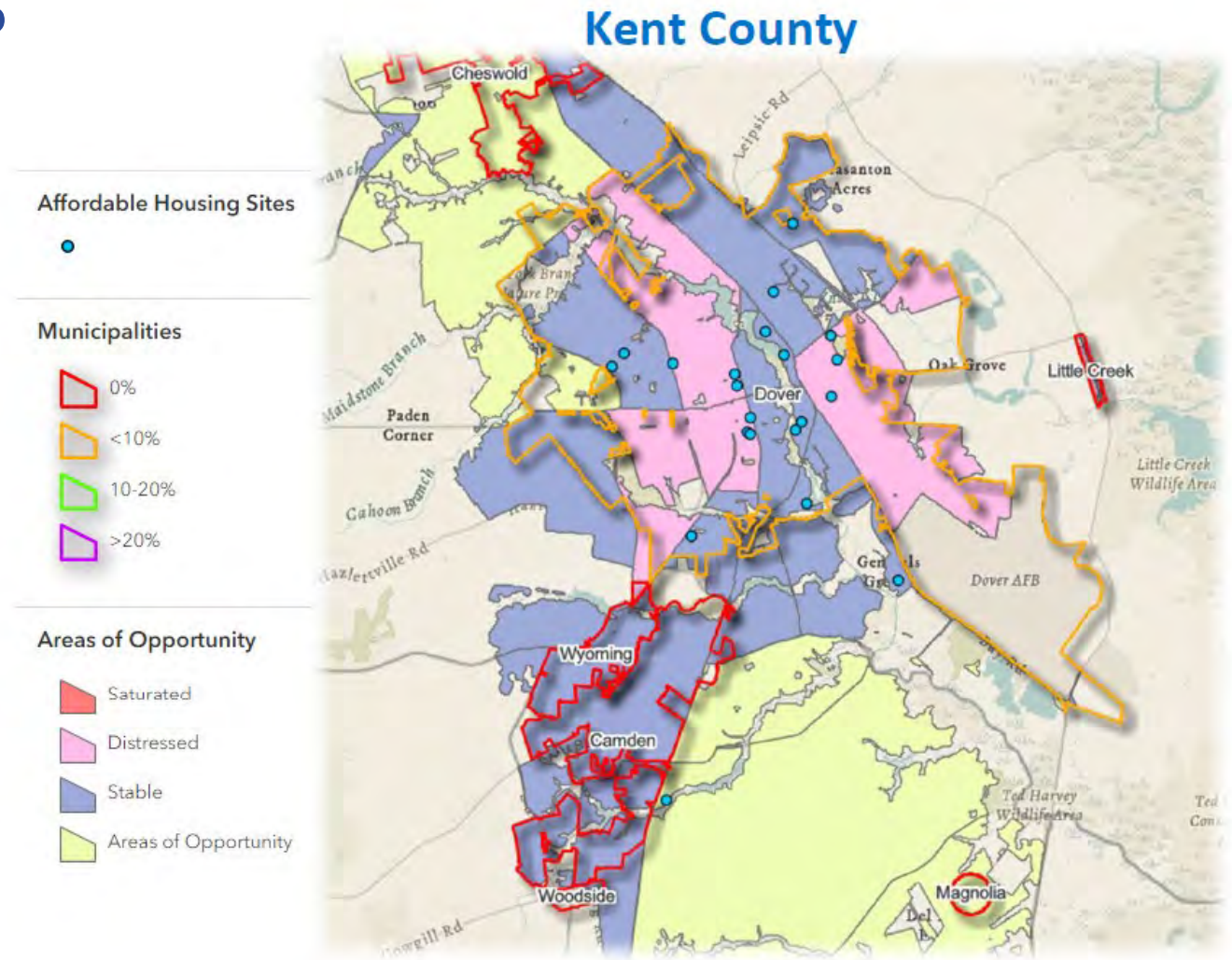
**Total: 6,941 units needed, of which:**

- 69% should be for homeownership
- 31% should be for renters

# Housing – Strategies

Current distribution of affordable housing:

- Primarily in Dover
- Areas of Opportunity have zero affordable housing







STATE OF DELAWARE  
CABINET COMMITTEE ON STATE PLANNING ISSUES  
Data Analysis Workgroup

# Conclusions and Discussion

What resonates? What is your experience?

# Concluding Points

