



STATE OF DELAWARE
CABINET COMMITTEE ON STATE PLANNING ISSUES

Data Analysis Workgroup

Building Collaborative Perspectives on Growth and Development
New Castle County Workshop
November 20, 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 (attached)
2. Andrea Trabelsi presented the Powerpoint (attached)
3. Char Patibanda presented a brief overview of County perspectives and initiatives, including implementation of the Comprehensive Plan, redevelopment ordinance, pocket neighborhoods (attached)
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 these discussions is as follows:

Overarching Themes and Feedback:

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

- Drill further down into NCC permits to ensure that they reflect new housing units/rehabbed units and not additions or other improvements. Clarify what type of development is happening in Level 4 in NCC.
- Update wetlands mapping to identify future areas for protection (marsh migration)
- Clarify how Housing Opportunity Areas overlap with school districts
- Include distance between jobs and houses, wages, and taxes in employment area planning

Key Ideas Raised Across Topics:

- Stakeholders desire greater collaboration and direct engagement with state and local governments
- Increase enforceability of the State Strategies - allow agencies to say “no” and ensure that agency policies consistently support the SSPS
- Statewide plans for climate risk and transportation
- Make it more efficient and cost-effective to develop/redevelop in growth areas/TIDs than outside of them



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- Ensure incentives for land preservation/conservation are equal to the incentives to develop
- Public education and awareness: Increase public awareness (including public officials) and understanding of preservation, climate change, affordable housing, and the need for planning

Transportation Breakout Group

Q1. How can the state work with county and local governments to help guide new development towards Transportation Improvement Districts (TIDs) and other designated growth areas?

Q2. How should transportation infrastructure proposed outside of TIDs, and other designated growth areas be addressed and funded?

Planning and Coordination

- Develop a statewide transportation plan that is consistent with State Strategies and is enforceable
- Determine what research is needed to address specific community challenges.

Incentives and Funding

- Explore how the state can transfer more infrastructure responsibility to counties and local governments/provide options for local governments to pay
- Expand the DDD for neighborhood centers and corridors
- Streamline approval processes for redevelopment/projects within growth areas and provide incentives to equalize less expensive development in L4 areas

Development Outside of TIDs/Growth Areas

- The state should have greater authority to deny funding for projects outside growth areas
- Require developers to fund infrastructure improvements and maintenance and/or provide cost-sharing agreements

TID Process Improvements

- Create additional categories of TIDs, like corridors, to encourage collaborative growth
- Ensure TID boundaries are binding but allow flexibility for addressing exceptions
- Address concerns of developers penalized for being "late" in TID processes

Traffic and Transportation

- Ensure traffic studies capture real-time and weekend scenarios
- Focus on making transportation more inclusive and equitable
- Consider sea-level rise in road investments and avoid funding roads likely to be inundated
- Align Level of Service (LOS) standards with state strategies (stricter in Levels 3 and 4; more lenient in Levels 1 and 2)
- Introduce a "fee-in-lieu" system for pedestrian facilities in Levels 1 and 2



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Environment Breakout Group

Q1. What are the barriers and opportunities to more effectively protect and preserve important ecological resources, open space, and farmland?

Funding and fiscal policy

- Public funding for land acquisition and preservation is too limited/formulas outdated:
 - Revise state open space funding formula; State acquisition is too restrictive
 - Revise farmland preservation formula to prioritize high-value farmland/econ development
 - Farmers may prefer five-year preservation commitments over ten-years
- Fund more permanent conservation easements
- Family land inheritance often leads to subdivision due to tax burdens

Regulations and policy

- Provide more authority to protect state-designated endangered species
- Utilities that are exempt from regulation can disrupt preservation efforts
- Update ordinances to enhance preservation
- Update mapping of wetlands to identify areas for potential protection
- Strengthen incentives for land preservation, including TDRs (transfer of development rights)

Environmental Education

- Increase public awareness (including public officials) and understanding of the ecological value of resources and their role in mitigating climate change
- Support effective, well-funded local nonprofits focused on conservation easements

Q2. 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?

Flood Management

- Invest in stormwater infrastructure and marsh migration strategies

Zoning and Incentives

- Promote green roofs, natural buffers, and resilient construction in high-risk zones
- Fund updates to zoning codes and incentivize floodplain protection

Statewide Vision

- Develop a statewide plan for environmental goals, including strategic retreat and land acquisition

Education and Collaboration

- Build awareness about the value of preservation and enhance coordination among all levels of government

Economy Breakout Group



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Q1. 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?

Mobility

- Expand access to public transportation and normalize it
- Expand rail networks to include downstate and expand freight rail

Development Incentives

- Expand the DDD and develop a rebate program (similar to DDD) for neighborhood centers
- Tax incentives for develop/rehabilitate in low-income neighborhoods, without displacing people
- Fast-track zoning for businesses in low-income neighborhoods

Improve the attractiveness of urban living

- Develop a city high school in Wilmington
- Develop urban amenities
- Tax incentives for employees of a city to live in a city and for businesses to locate there

Other:

- Protect and preserve our state parks
- Align shipping demand (Amazon orders) with undesirable logistic mailing warehouses

Q2. What investments are needed to attract and retain a workforce that both serves the needs of an aging population and fuels a competitive economy?

Affordable Housing & Transportation

- Use site readiness funds to create multi-use, walkable communities along key corridors
- Address workforce housing challenges, focusing on affordability and proximity to employment
- Provide tax incentives for young professionals purchasing homes
 - Pair redevelopment projects with workforce development initiatives

Education & Talent Development

- Leverage colleges and universities to attract young talent, including out-of-state
- Maintain a collegiate presence in Wilmington
- Invest in raising public school outcomes and establish mentorship programs

Economic Growth & Workforce Development

- Recruit young professionals, including out-of-state talent
- Incentivize remote workforce opportunities
- Develop amenities and attractions to increase Delaware's livability and attract large employers
- Improve public salaries
- Assist farmers with succession planning

Data-Driven Strategies



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- Invest in data on future trends in transportation and housing, including housing biases
- Combat biases regarding affordable housing's impact on property values with data and education

Housing Breakout Group

Q1. How can the State work with local governments to facilitate the development of diverse housing that meets residents' affordability needs?

Q2. What are the barriers to and opportunities for increasing mixed residential development in SSPS levels 1 through 3?

Public Education

- Educate decision-makers on housing needs and clarify affordability definitions
- Combat stigma around affordable housing through public campaigns, highlighting workforce housing

Incentives

- Provide tax credits, density/height bonuses, and expedited review processes (Jobs Now) with a collaborative approach between County, State and Federal (where applicable)
- Use public-private partnerships to redevelop vacant buildings and surplus government buildings into affordable housing
- Incentivize inclusionary zoning and integrate subsidies for developers
- Provide a more predictable approval process with maximum review times for state agencies
- Create a rent-to-own program
- Adopt a statewide building code
- Explore Transfer of Development Rights (TDRs) and expand the DDD

Zoning Reform

- Incentivize inclusionary zoning and diverse housing types
- Require affordable housing as part of rezonings, conditional uses and/or certain types of districts/developments
- Instead of model ordinances, develop a model/standard process to streamline approvals of ADUs, mixed used, etc.
- Align regional zoning policies across municipalities and counties
- Rezone vacant buildings for multifamily or mixed-use development to incentivize affordable housing

Funding

- Encourage local housing trust funds and leverage federal funding (e.g., HUD's Choice Neighborhoods program)
- Integrate public-private funding for developments
- Address funding gaps in city redevelopment programs



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State Strategies/PLUS

- Expand SSPS Levels 1–3 with affordable housing options
- Create statewide policies to enforce affordable housing measures, such as building quotas or mandatory inclusionary zoning
- Enable greater enforcement of the Statewide Strategies and add more detail (i.e., rather than just levels 1-4, certain areas are downtown mixed-use, etc.)
- Provide guidance for how local comp plans should address affordable housing and add a minimum requirement for State approval

DAW-New Castle County Workshop
 November 18, 2024
 Sign-In Sheet

✓	Name	Organization	Breakout Group
	Char Patibanda	NCC _ Land Use Director	NA
	Matt Rogers	NCC- Land Use	NA
	Morris Deputy	Town of Middletown	Transportation
	Antonina Tantillo	City of New Castle	Environment
	Doug Eitelman	VanDemark & Lynch, Inc	Housing
	Elizabeth Keller	Committee of 100	Economy
	Erin Booker	Community Health and Engagement	Transportation
	Wes Stefanick	Delaware Association of Realtors	Housing
	Sydney Grossnickle	Farm Bureau	Environment
	Mark Nardone	Delaware Nature Society	Environment
	Emily Knearl	The Nature Conservancy	Transportation
	Tracy Surles	Woodlawn Trustees	Housing
	Dionna Sargent	Cinnaire	Economy



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Building Collaborative Perspectives on Growth and Development

November 20, 2024 | New Castle 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. Q & A (5 min)
- IV. County presentation (15 min)
- V. Open discussion (10 min)
- VI. Break (10 minutes)
- VII. Breakout groups (60 min)
- VIII. Gallery Walk/Break (15 min)
- IX. Large group recap (10 min)
- X. Public comment (10 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



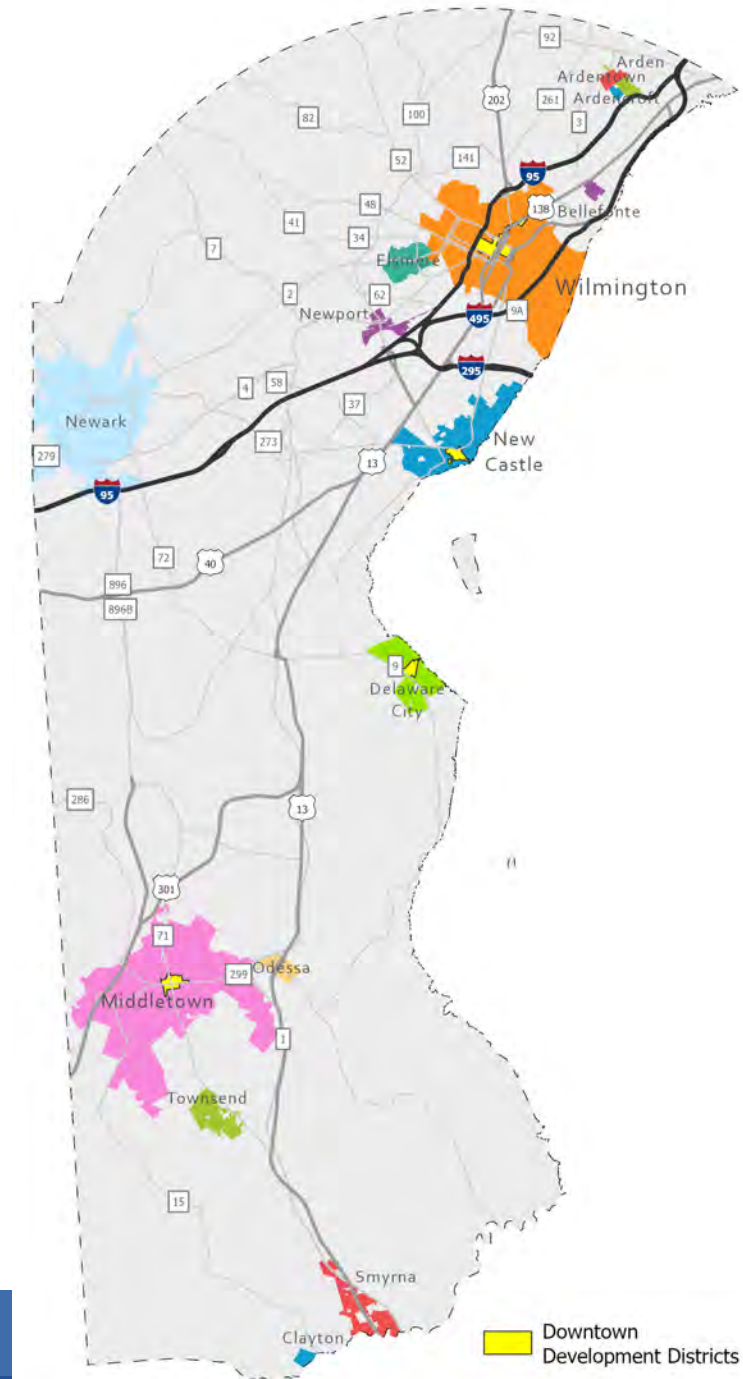
Title 22 requires all municipalities to prepare comprehensive land use plans

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.”



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.

What is the Strategies for State Policies and Spending?

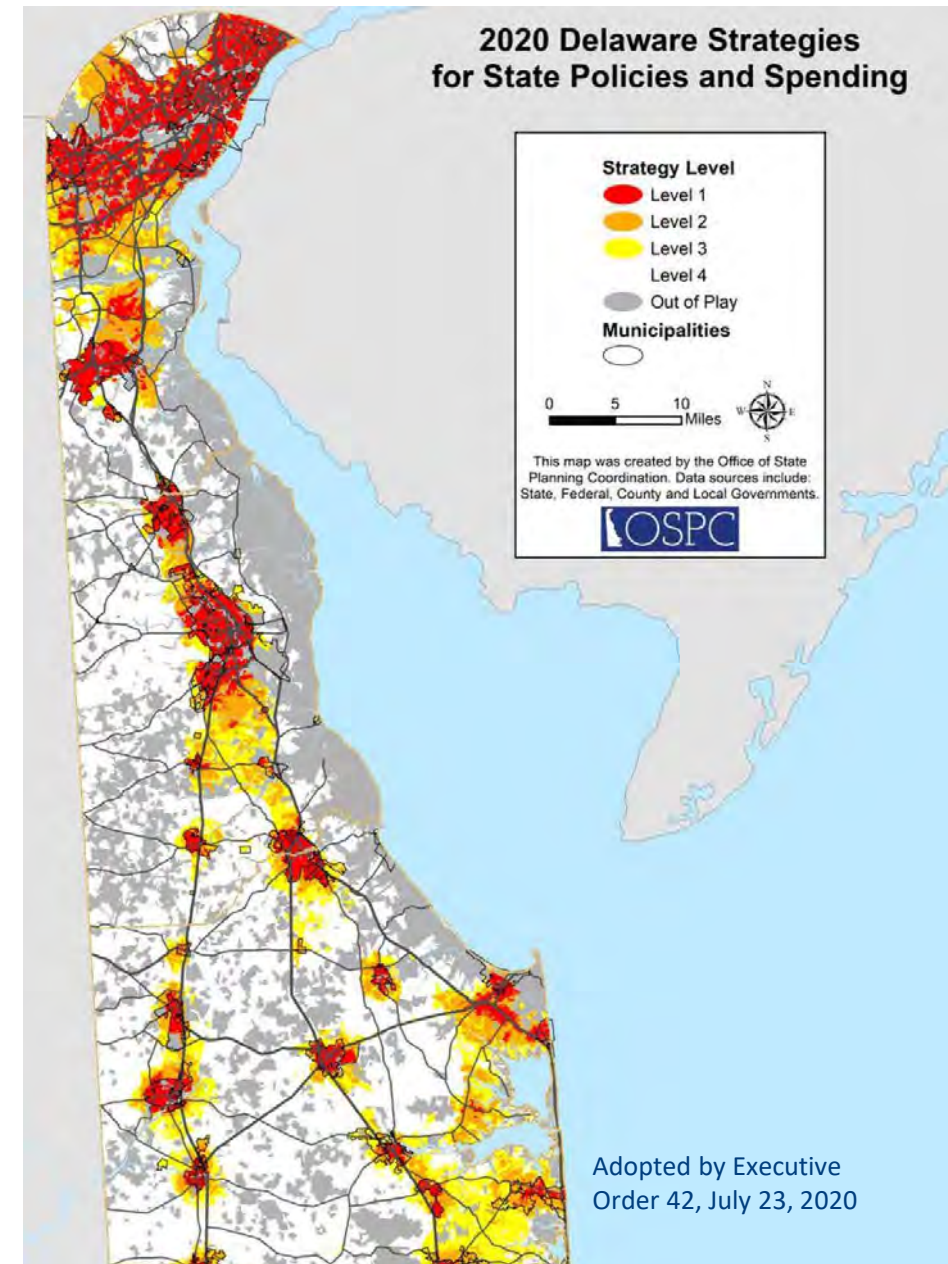
- **Required by Delaware Code*:**

... 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...

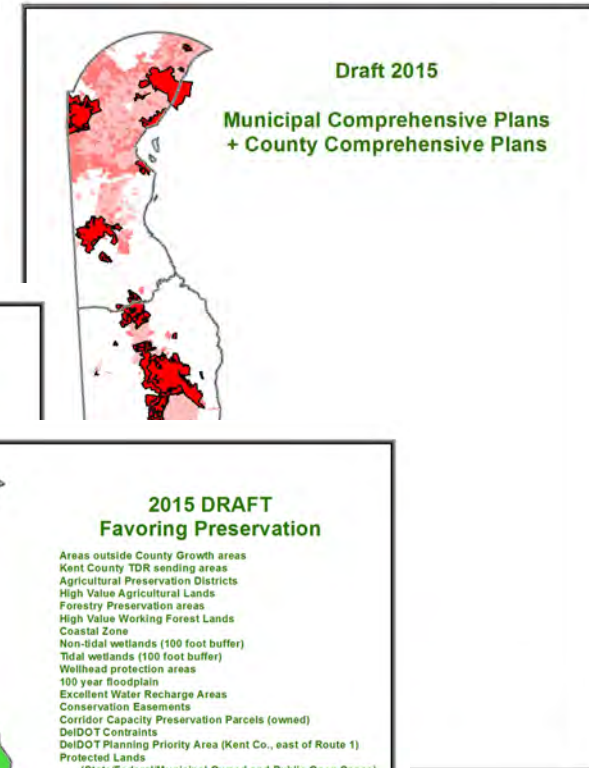
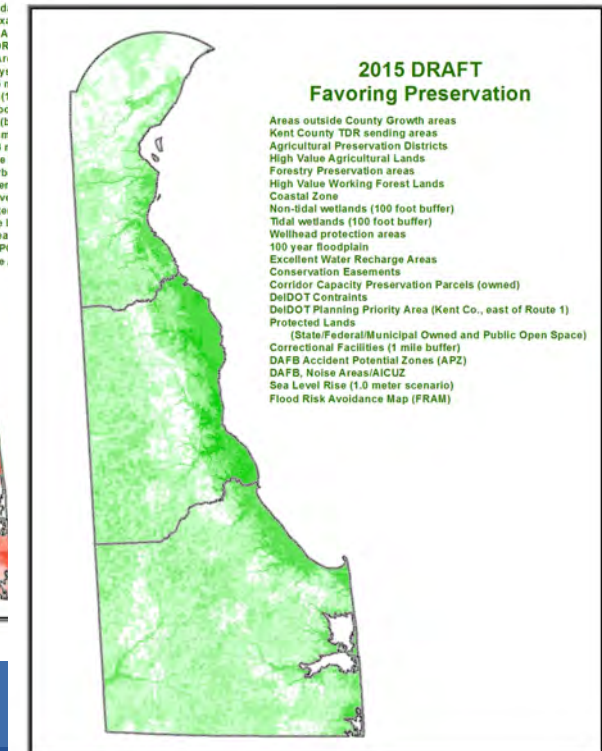
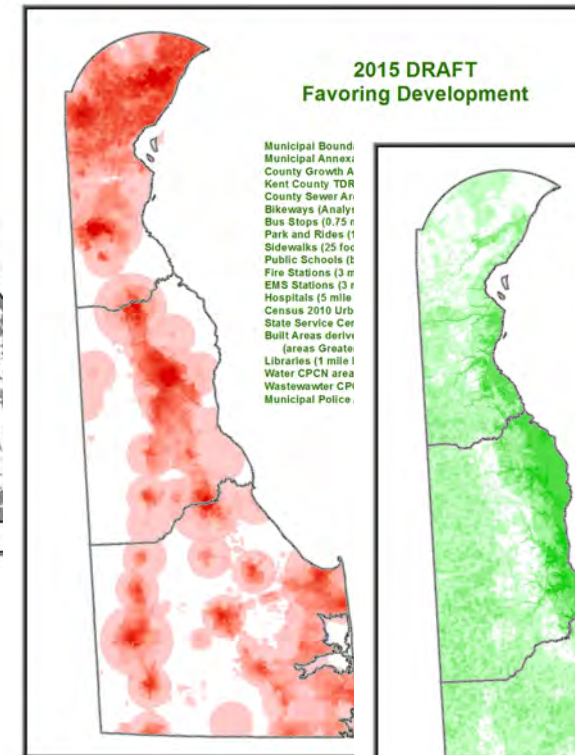
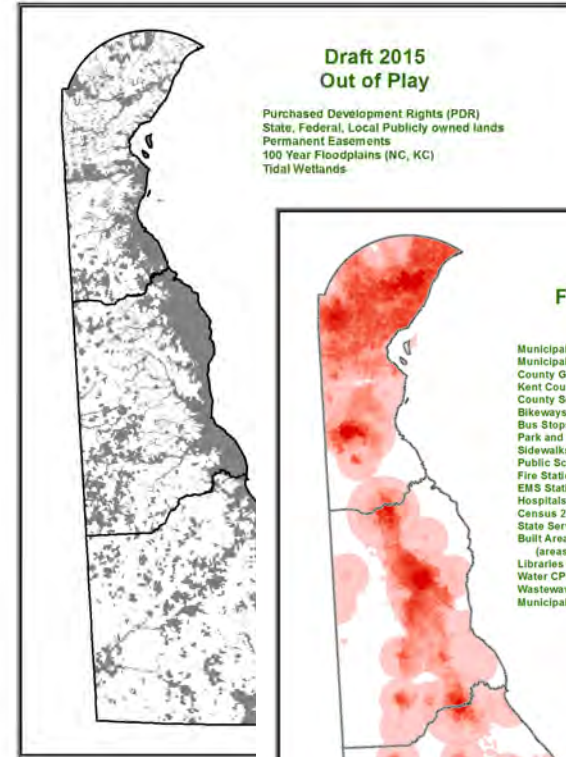
- **Policies and maps guide State investments in infrastructure and services**
- **Do not preempt local land use authority; localities make own land use decisions per Delaware law**
- **Must be considered in local comprehensive plans**
- **History: 1999 adopted; Updated in 2004, 2011, 2015 & 2020**

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

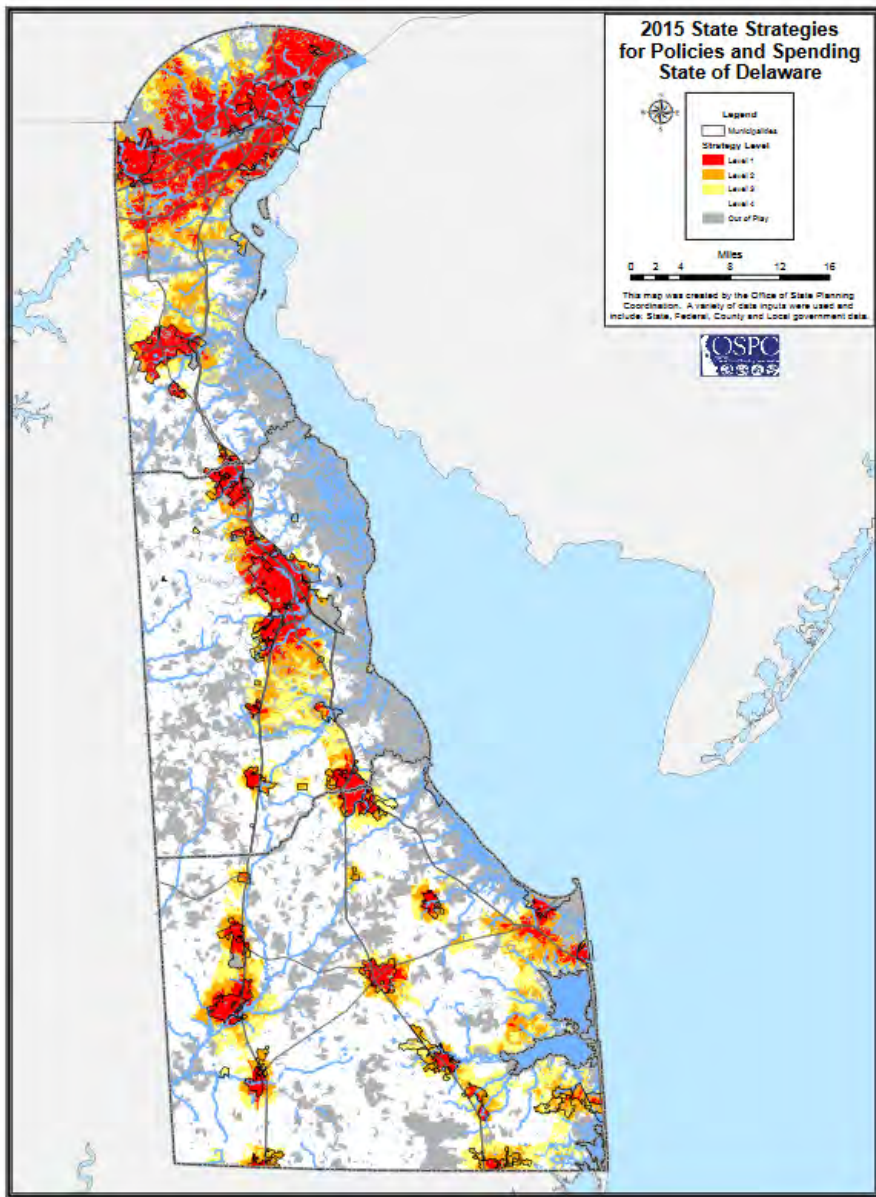


Data used to make maps include:

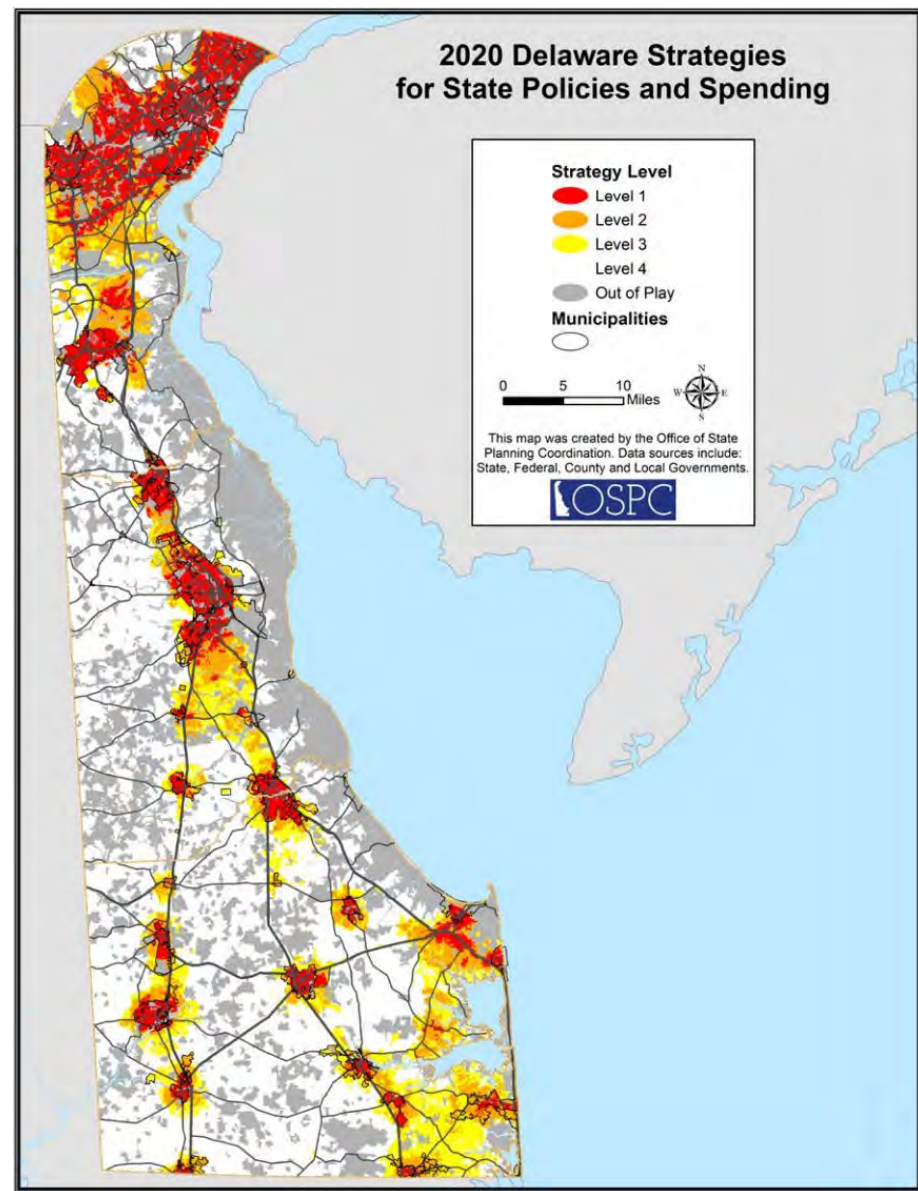
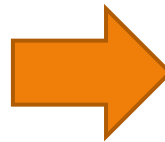
- School Sites
- Transit Routes
- Social Service Centers
- Police/Fire/EMS Facilities
- Corridor Capacity Preservation Areas
- Ag Preservation Districts
- Green Infrastructure
- Parklands
- Municipal and County certified comprehensive plans



Packets on table show the layers used to generate maps



2015 Strategies



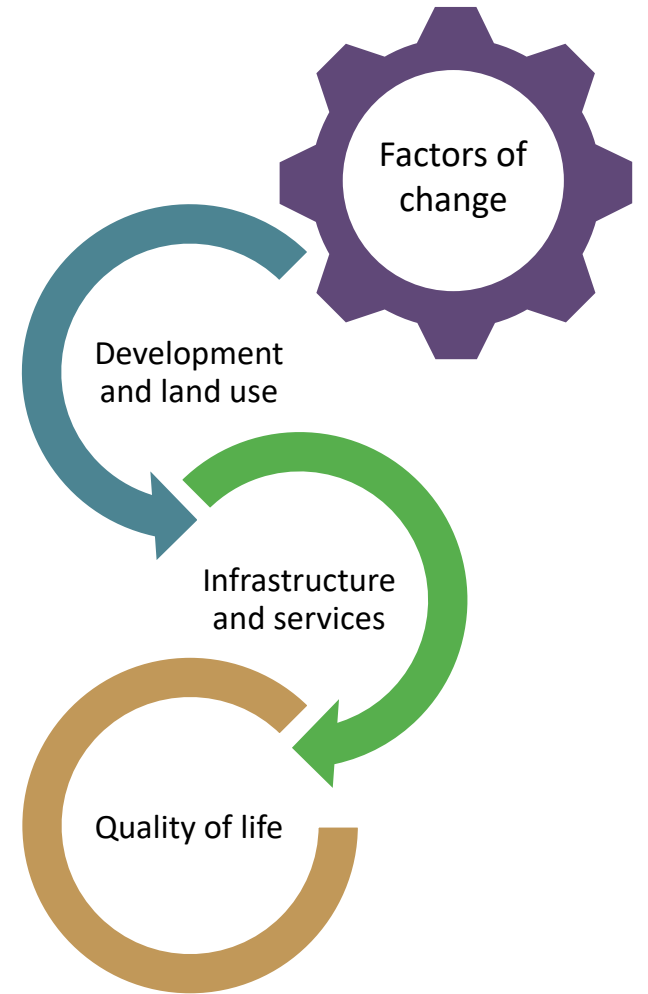
2020 Strategies



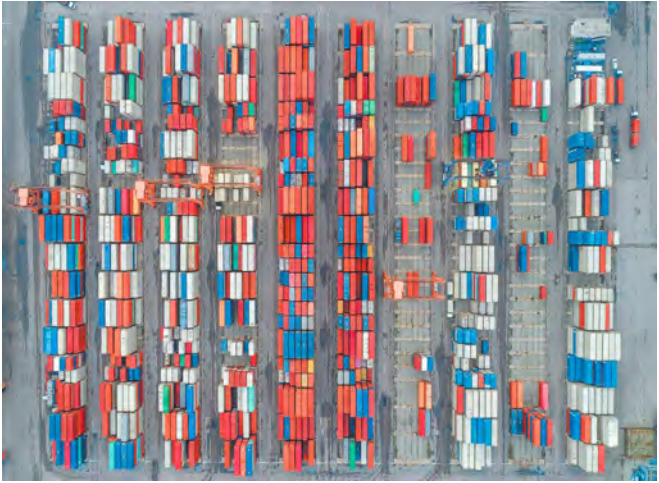
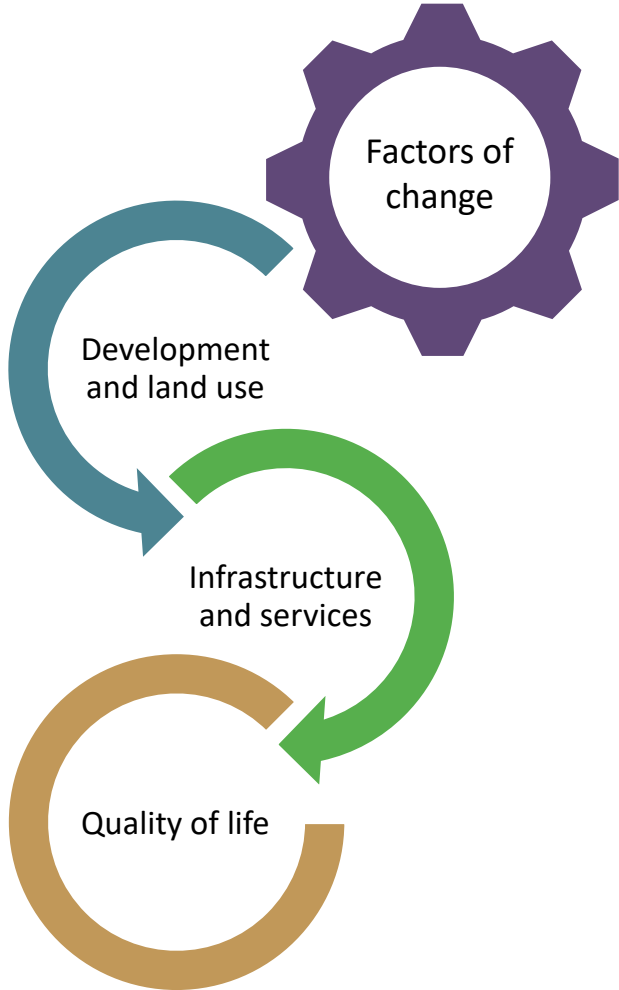
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II. Data-Backed Insights

External factors and their effects on Delaware communities



External Factors



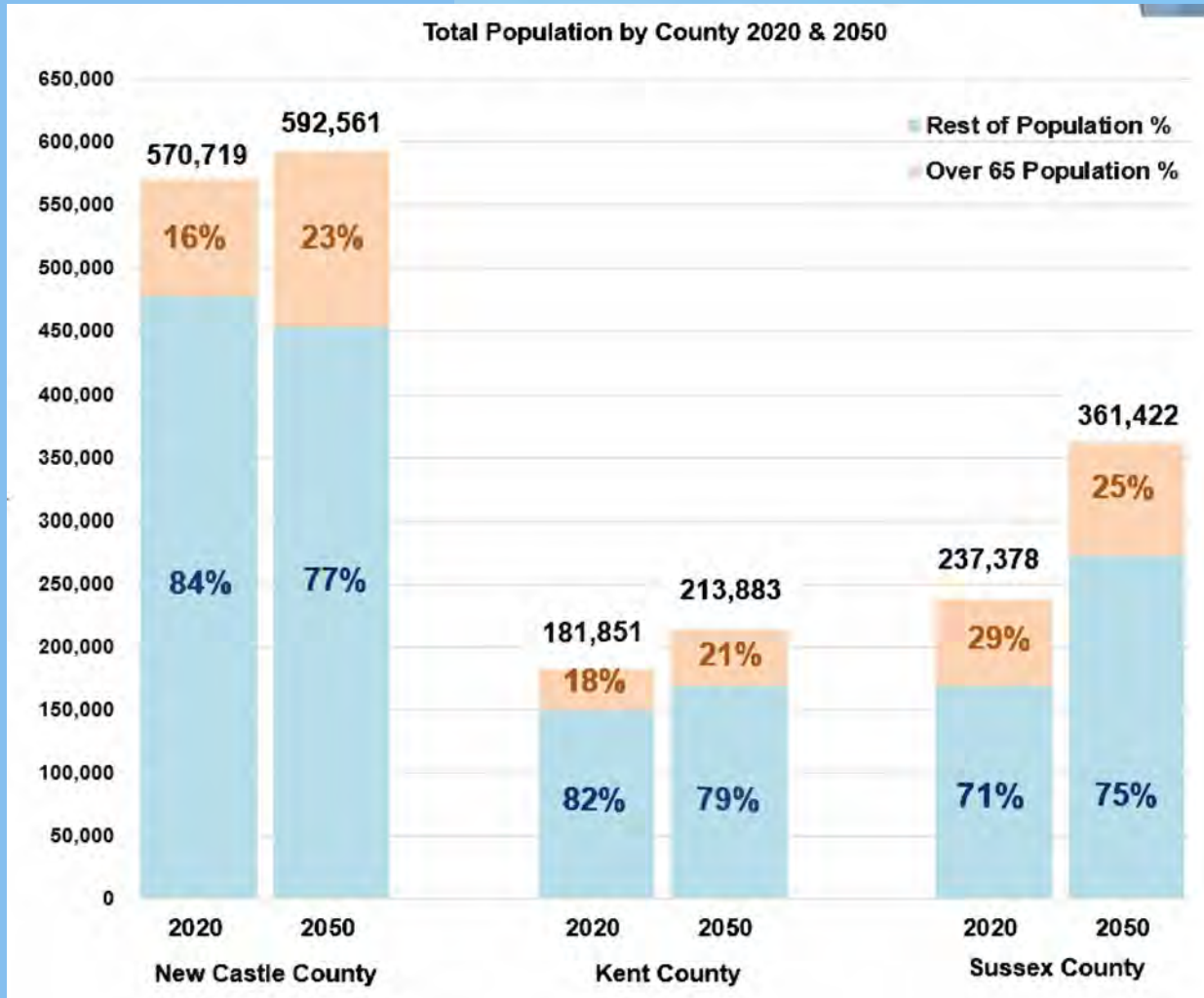
Factors Affecting Delaware



- **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.



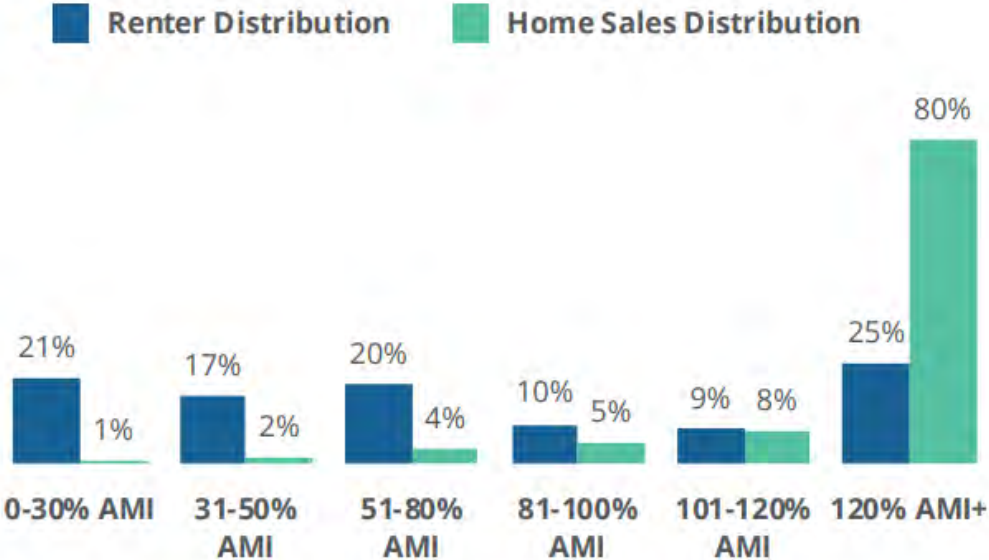
Data Insight: Demographics are Changing

- People relocating to Delaware –
 - About 27,000 net domestic migration to Delaware (2000-2022)
- 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

Comparison of Renters and Affordable For Sale Homes by AMI, Delaware, 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.

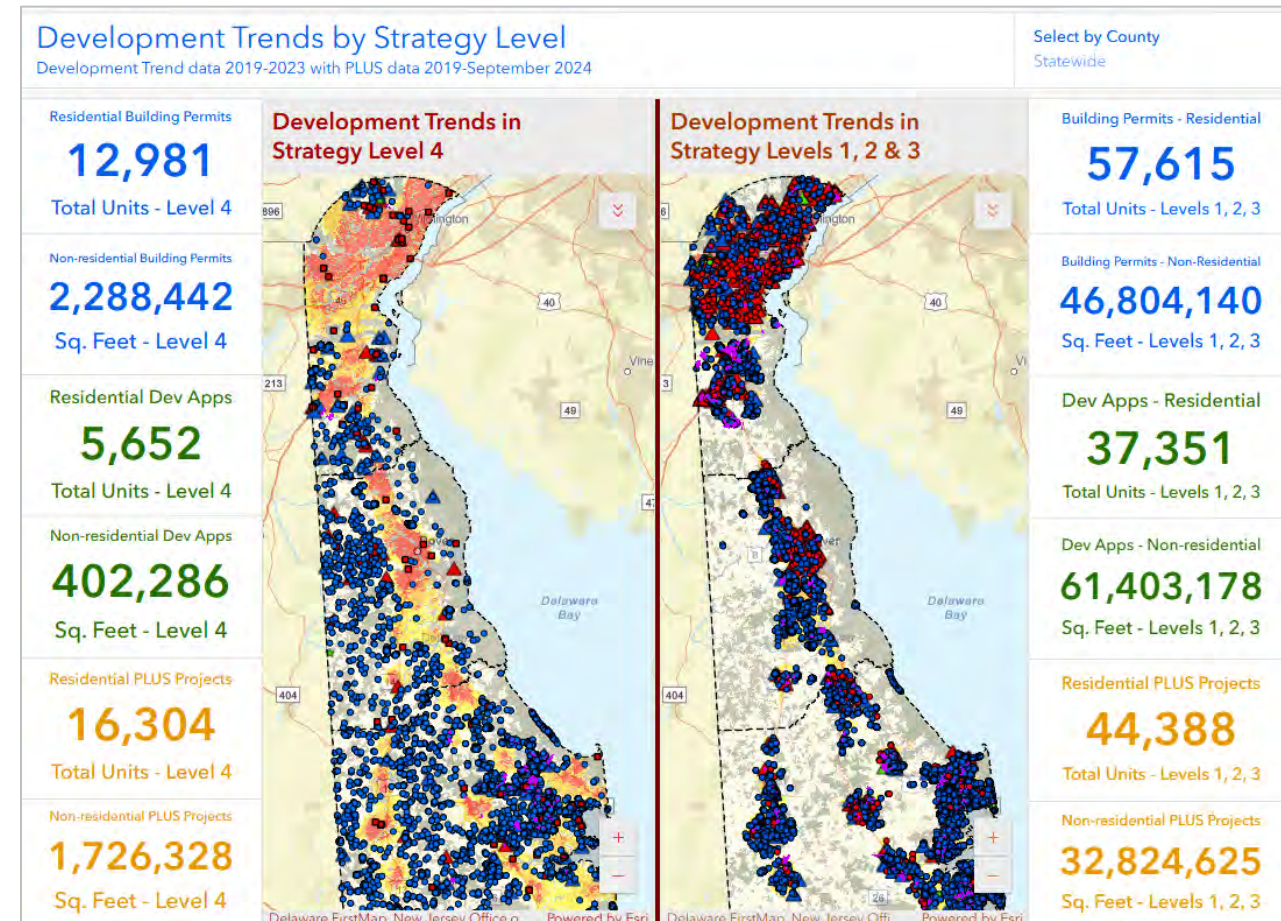
Source: Root Policy Research, 2021 ACS 5 year estimates, and HMDA.

Data Insight: Development and Land Use

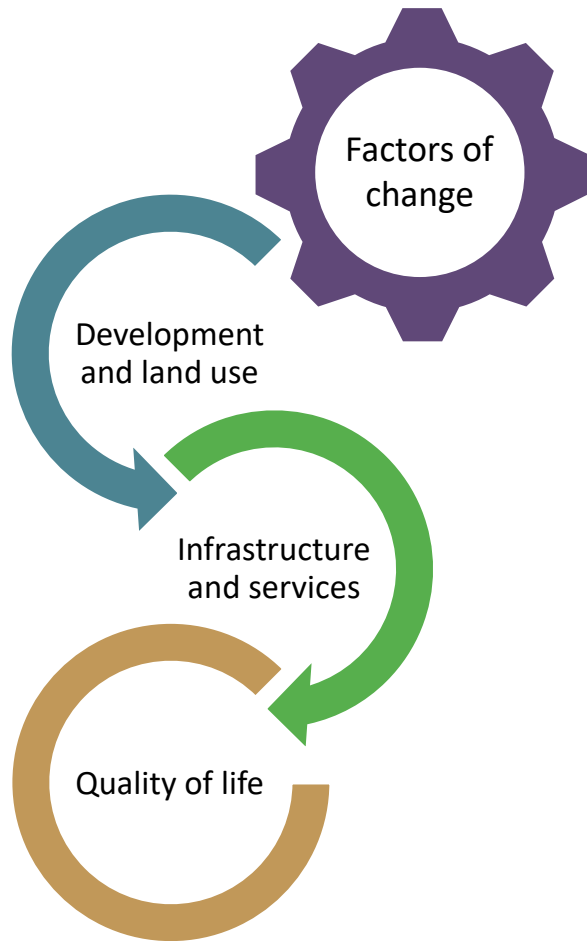
- Sprawl
- Uniform housing
- Warehousing/logistics

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



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

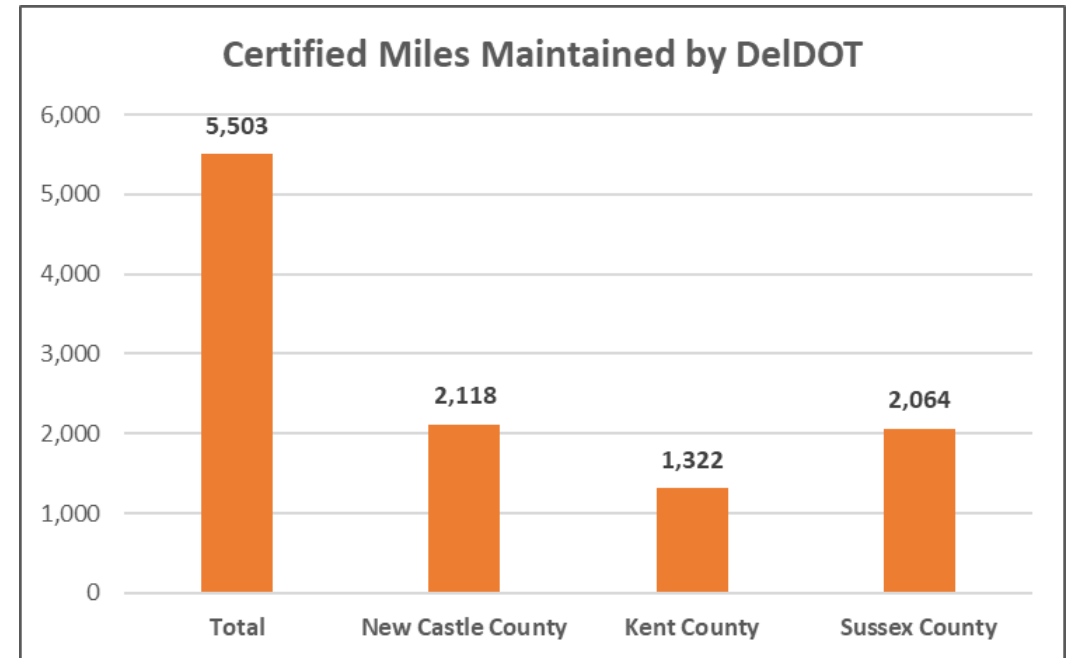
Housing

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.



Services operating costs will continue to increase		Cost per trip, cost per mile, and cost per vehicle are all rising
Efficiency will decrease		Miles-per-route are increasing, but revenue-per-mile is decreasing
Travel needs will continue evolving		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

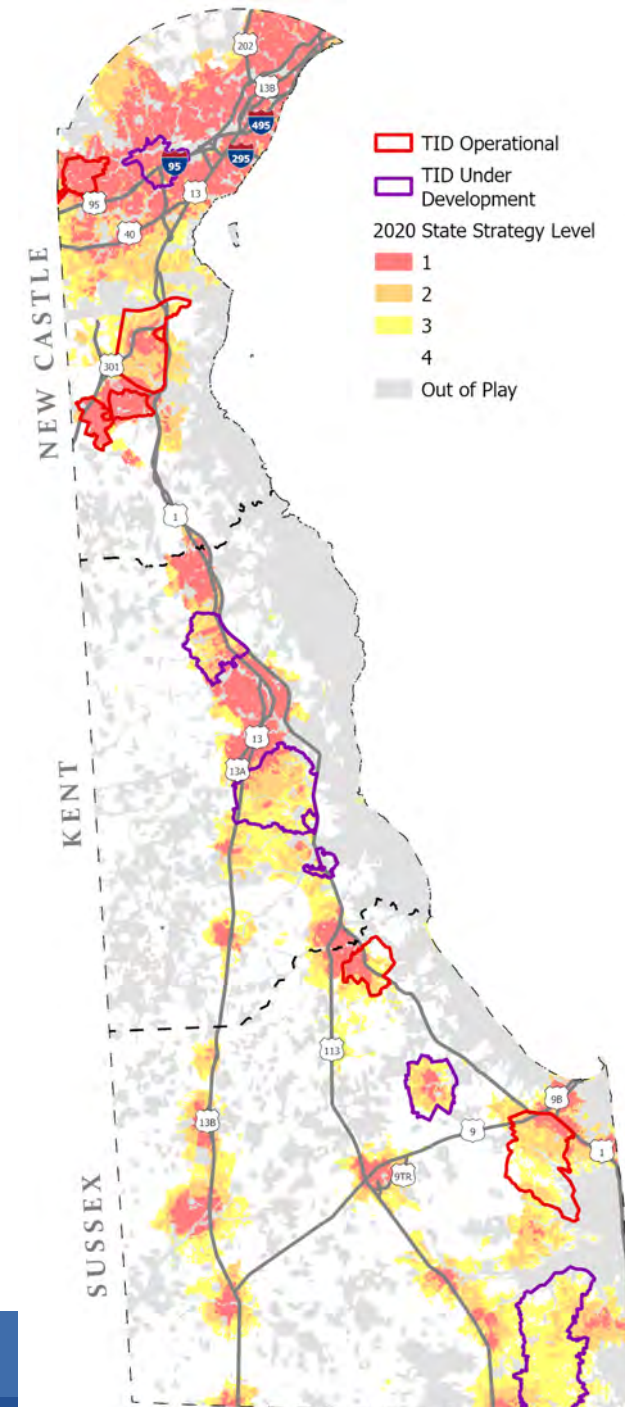
(includes 2 of 7 TIDs currently under development)

TID Operational

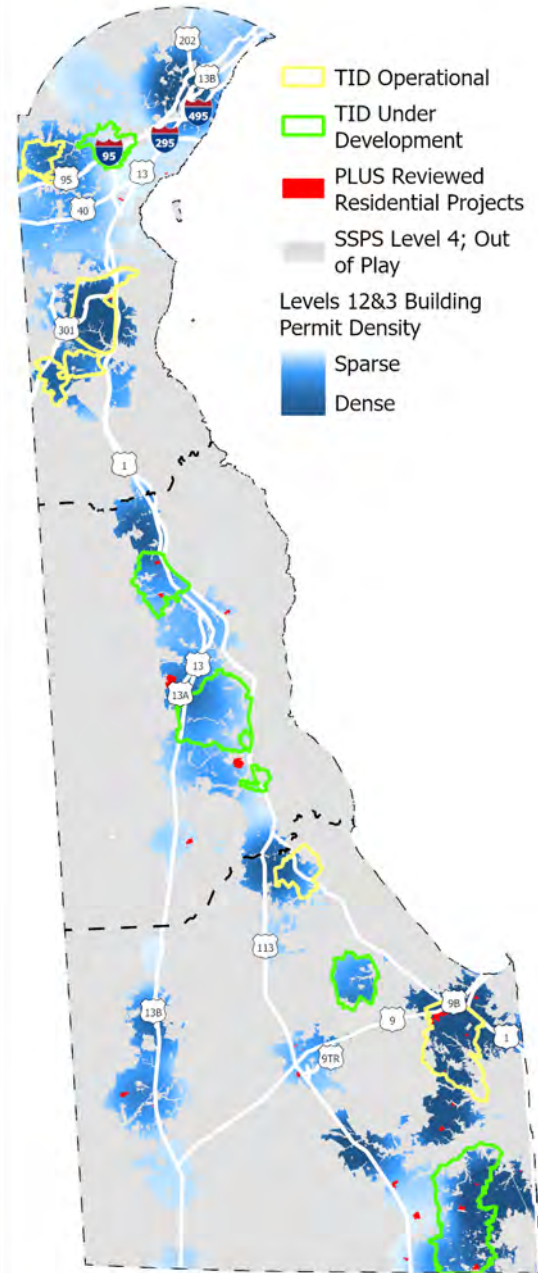
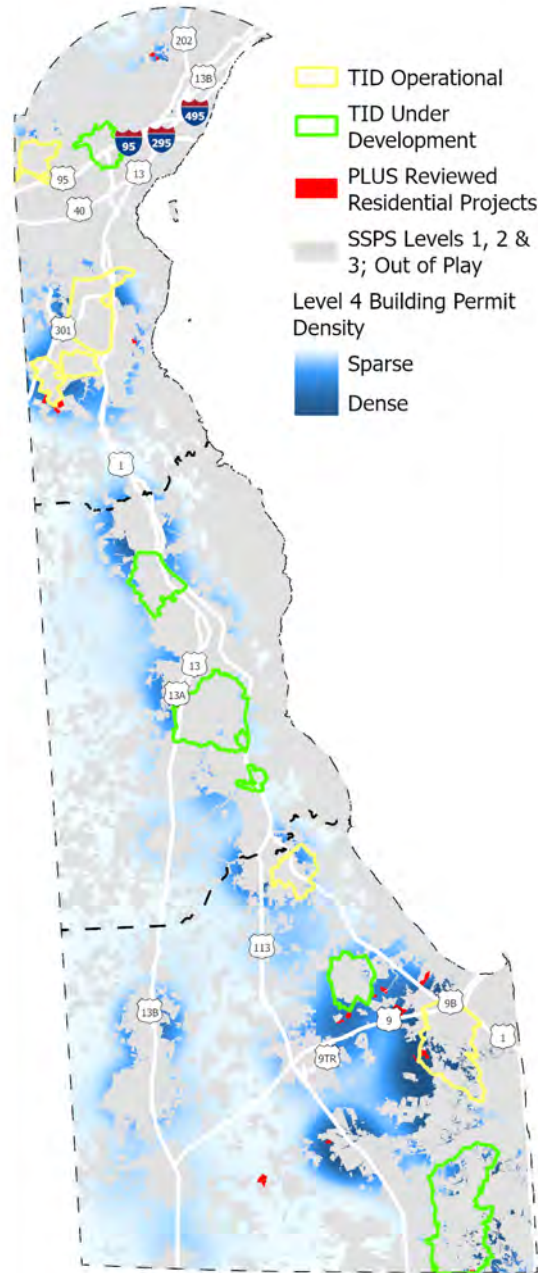
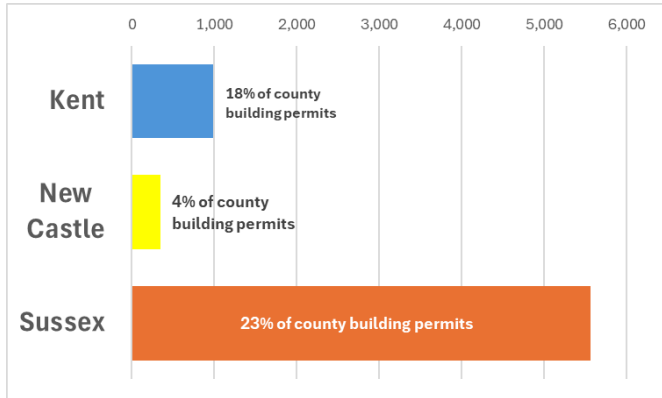
- Newark
- Southern New Castle County
- Hyetts Corner
- Westtown
- Eastown
- SE Milford
- Henlopen

TID Under Development

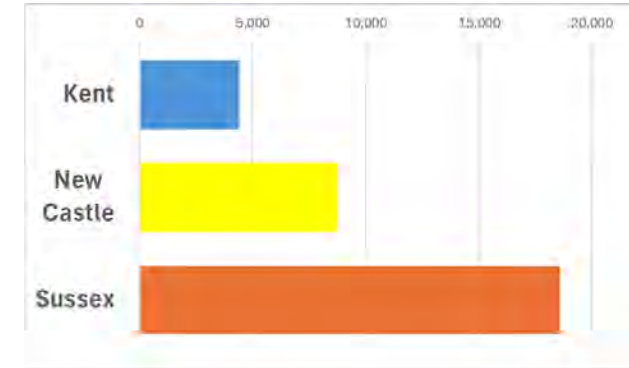
- Little Heaven
- South Frederica
- Cheswold Area
- Magnolia
- Milton
- Roxana Area
- Churchman's Crossing



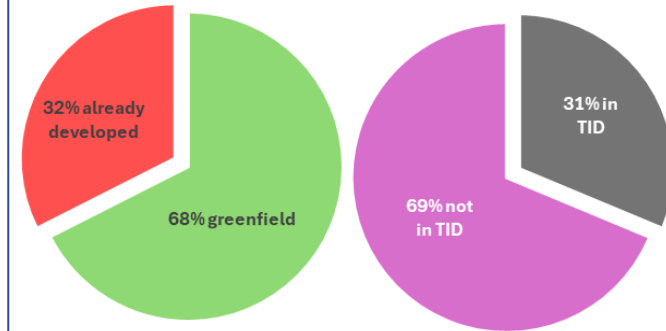
Development Trends in Strategy Level 4



Development Trends in Strategy Levels 1, 2 and 3

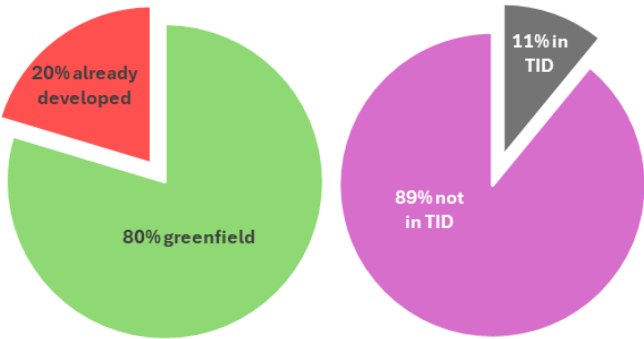


Building Permits Level 1, 2 & 3:
 31,751 residential units (82%)
 25.5M non-residential sqft (97%)



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

Building Permits Level 4:
 6,886 residential units (18%)
 765,659 non-residential sqft (3%)

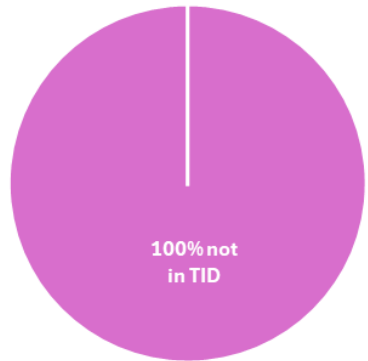
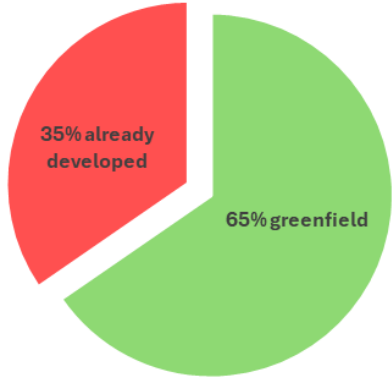


Reviewed PLUS Dev't Level 4:
 8,685 residential units (46%)
 814,100 non-residential sqft (13%)

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

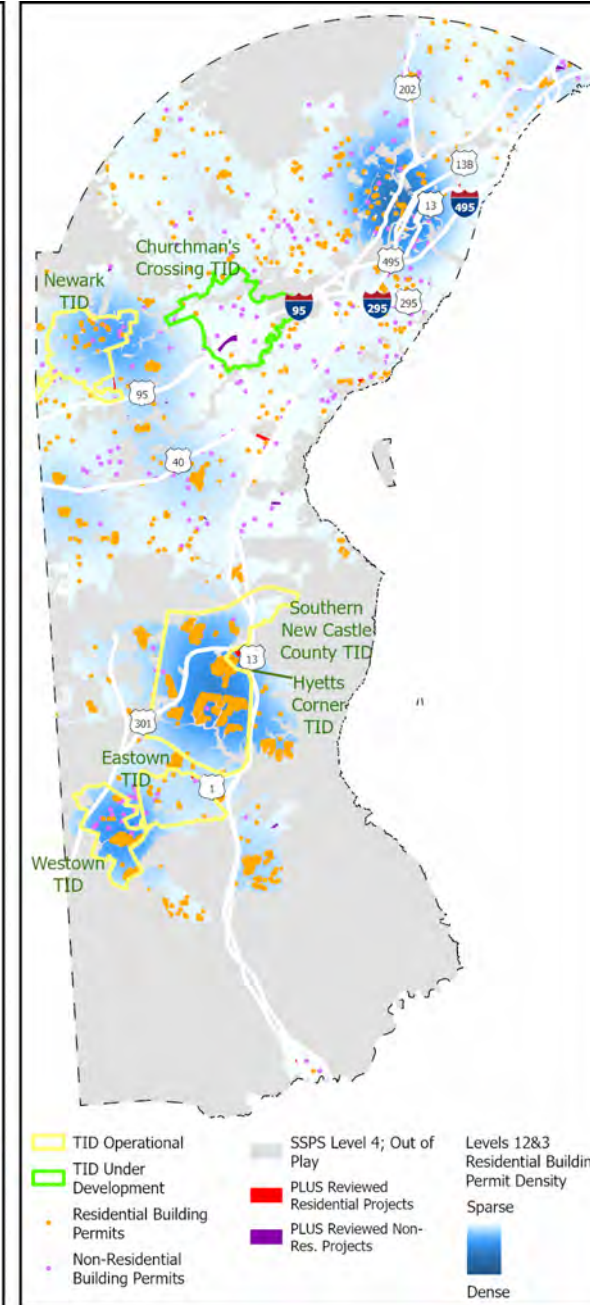
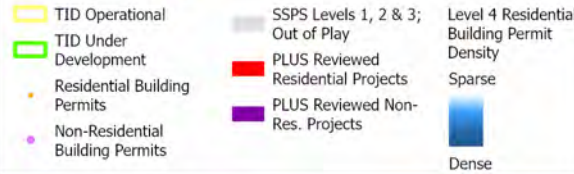
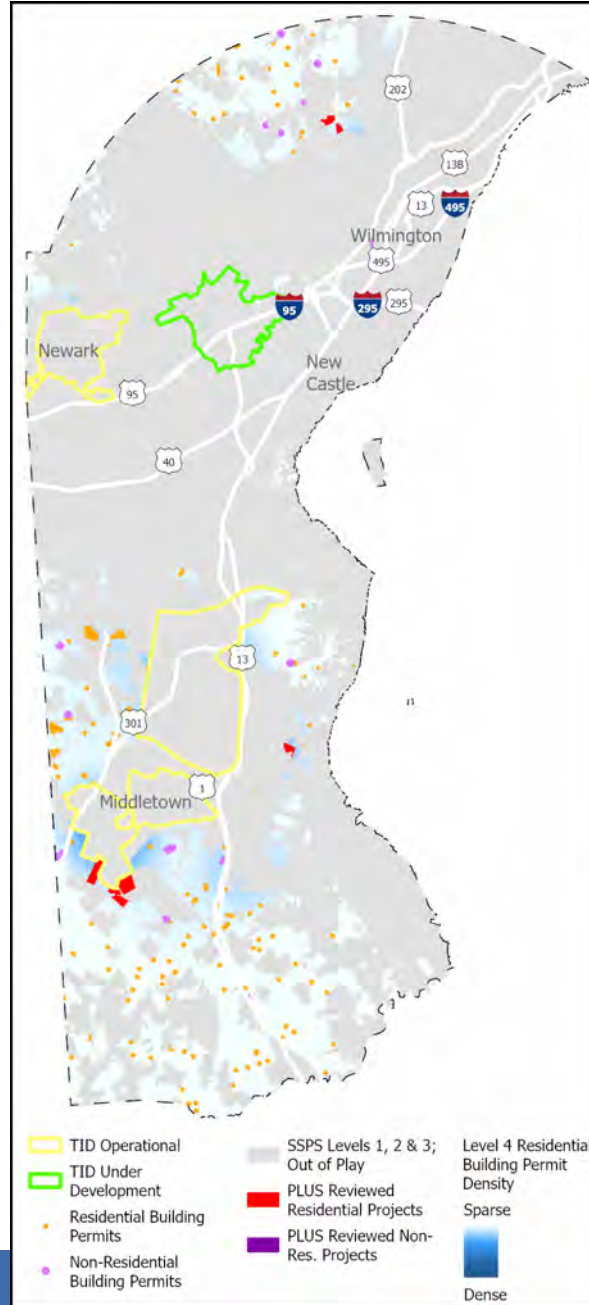
Development Trends in Strategy Level 4

Building Permits Level 4:
344 residential units (1%)
83,028 non-residential sqft (<1%)



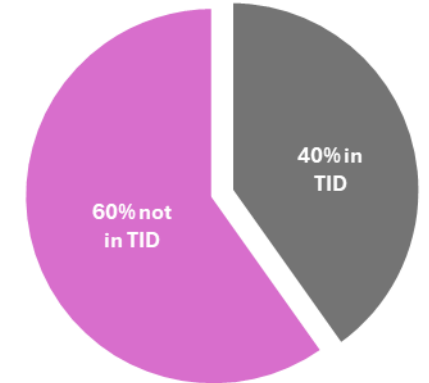
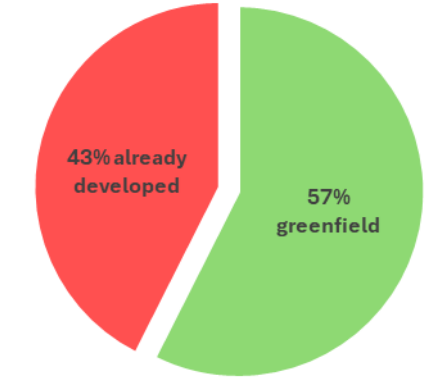
Reviewed PLUS Dev't Level 4:
1,735 residential units (65%)
0 non-residential sqft (0%)

NEW CASTLE COUNTY



Development Trends in Strategy Levels 1, 2 and 3

Building Permits Level 1,2&3:
8,756 residential units (96%)
18.3M non-residential sqft (100%)



Reviewed PLUS Dev't Level 1, 2 & 3:
940 residential units (35%)
57,740 non-residential sqft (100%)

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

Transportation

Dwelling Units

Transportation Improvement District (TID)	Forecast Year		SUPPLY	DEMAND
NEW CASTLE	Southern New Castle County	2040	8,607	
	Easttown	2040	2,069	
	Westtown	2040	2,496	5,667
	Newark	2045	1,959	
	Churchman's Crossing	2045	5,566	
KENT	2045		16,206	14,851
SUSSEX	2045		36,847	33,678
		TOTAL	73,750	54,196

Total Land Area

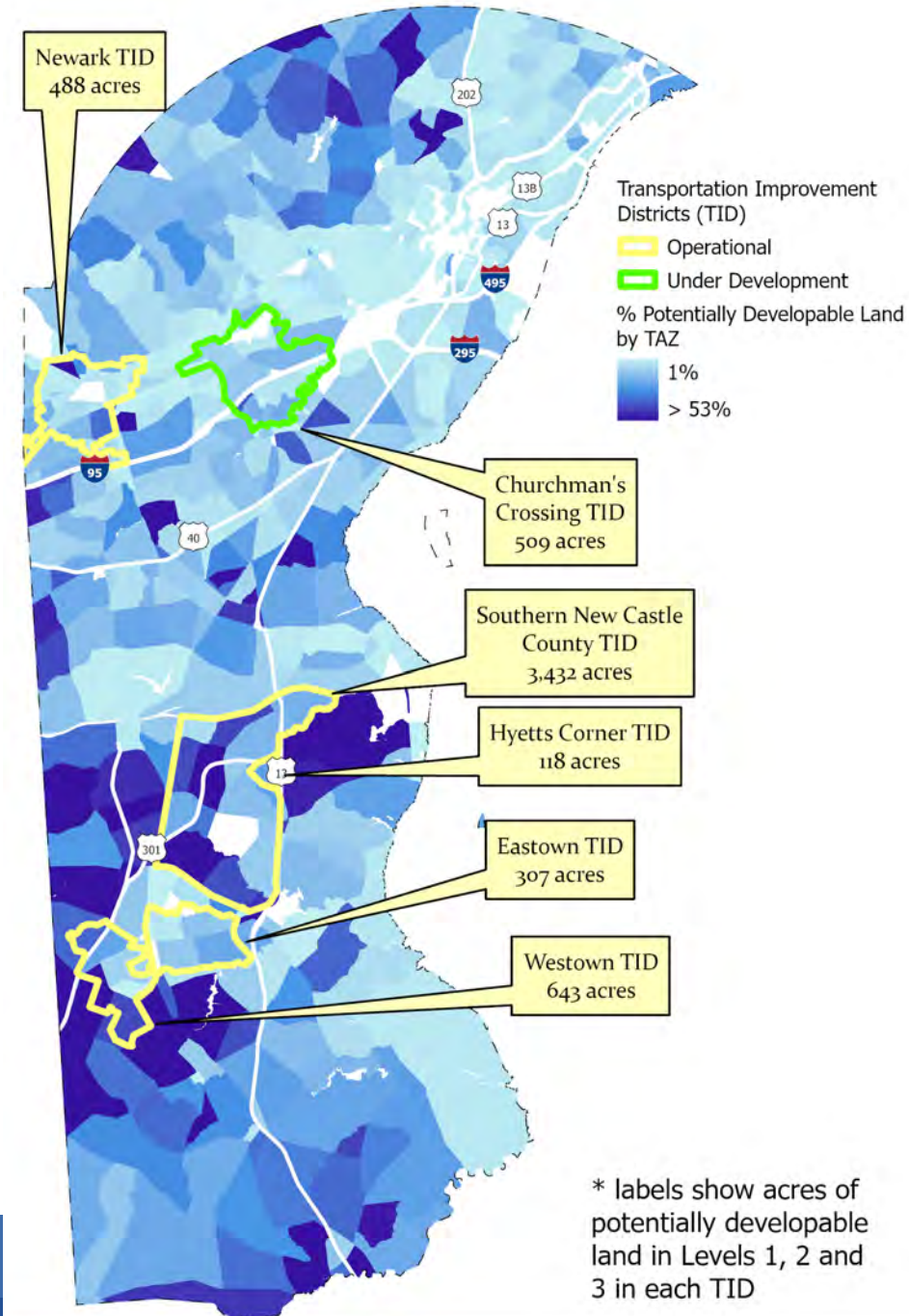
-

- 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)

=

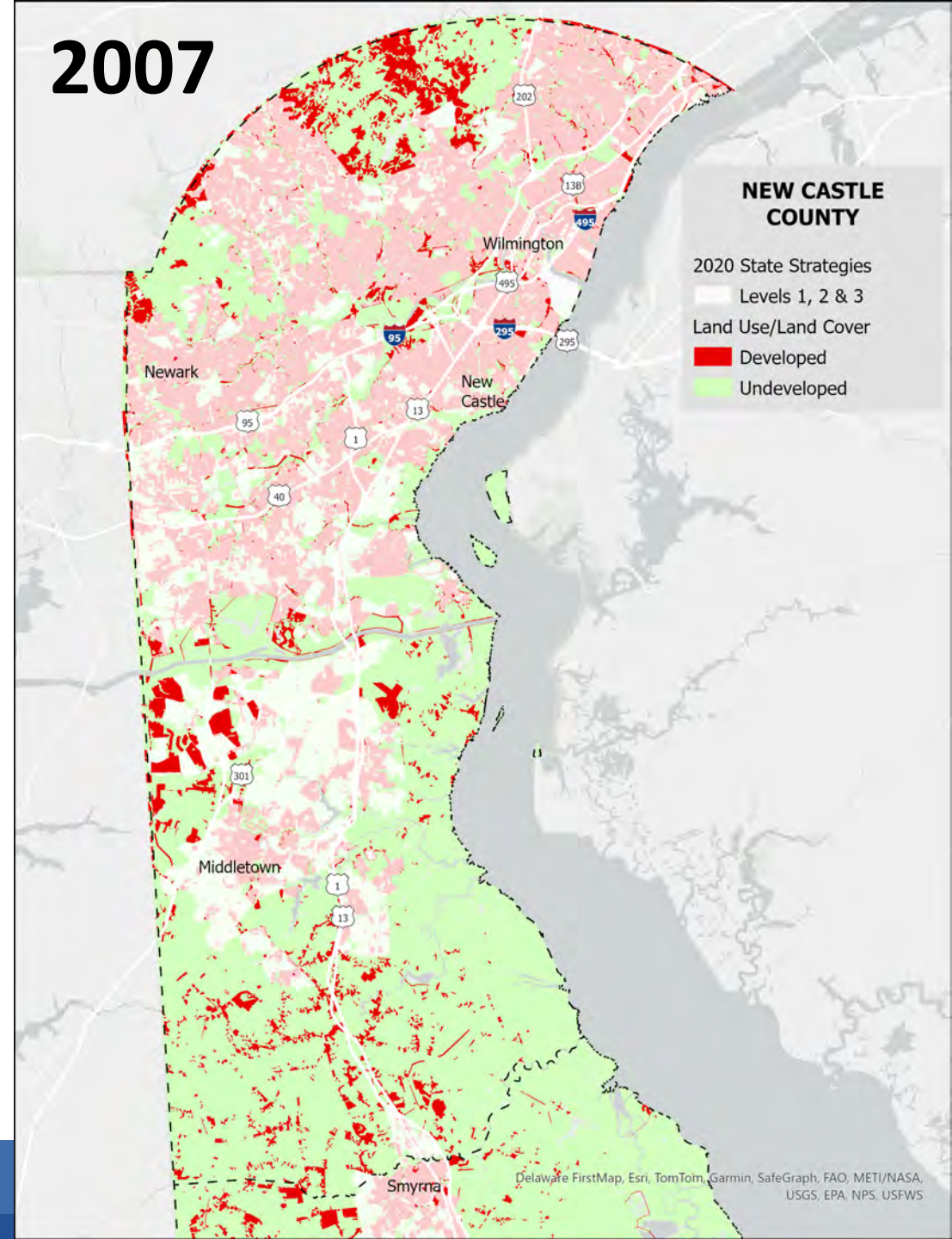
Developable Land Area

Percent of land developable (estimated by TAZ)



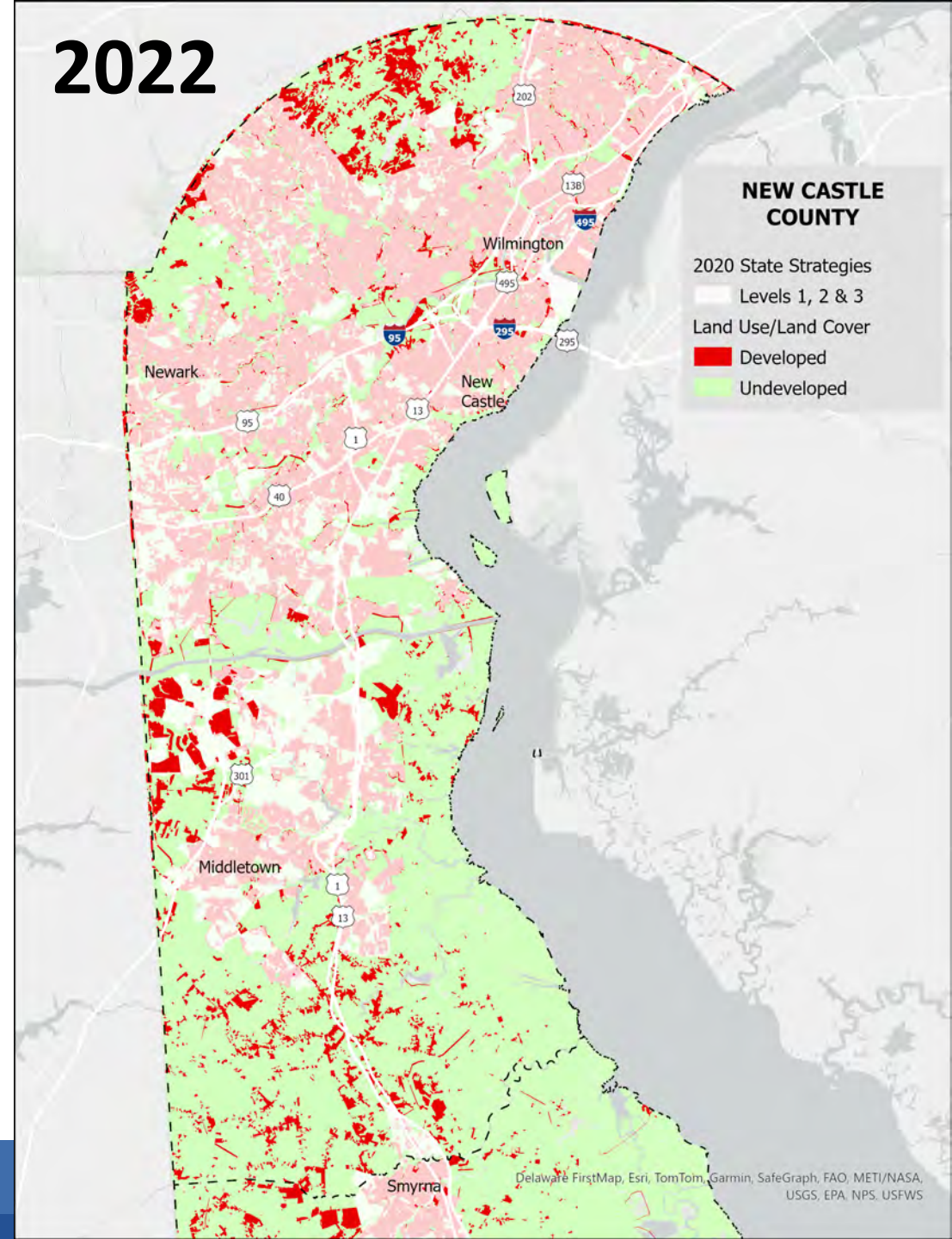
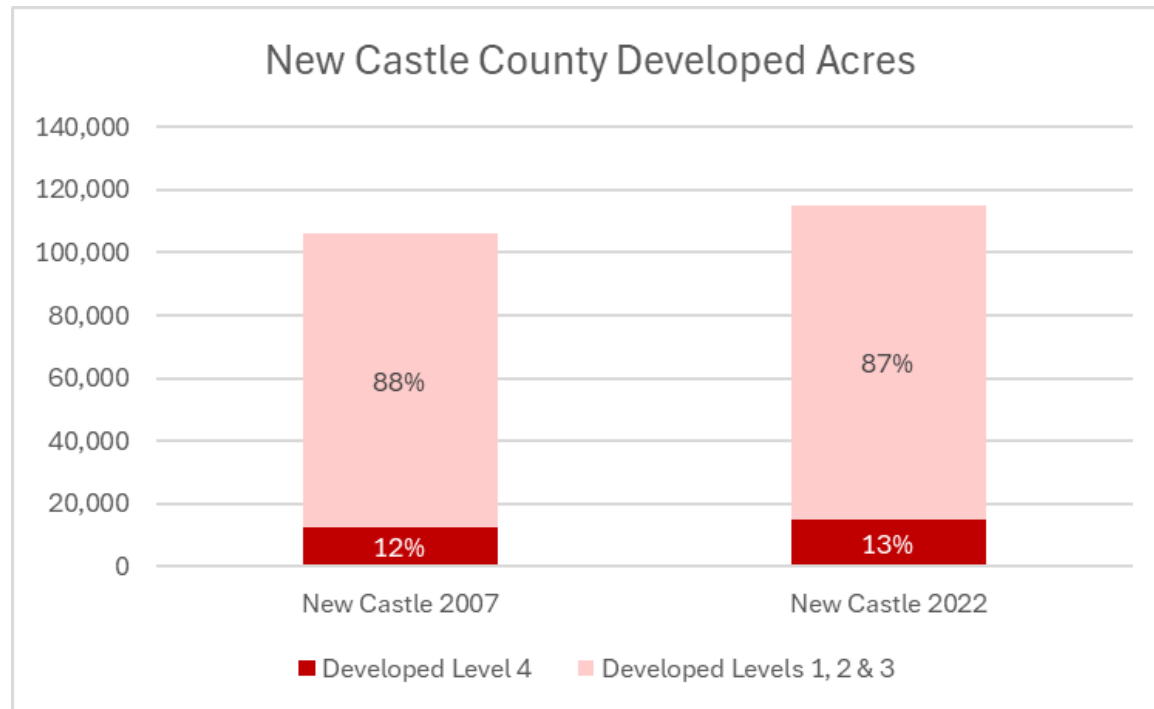
Developed Land

2007



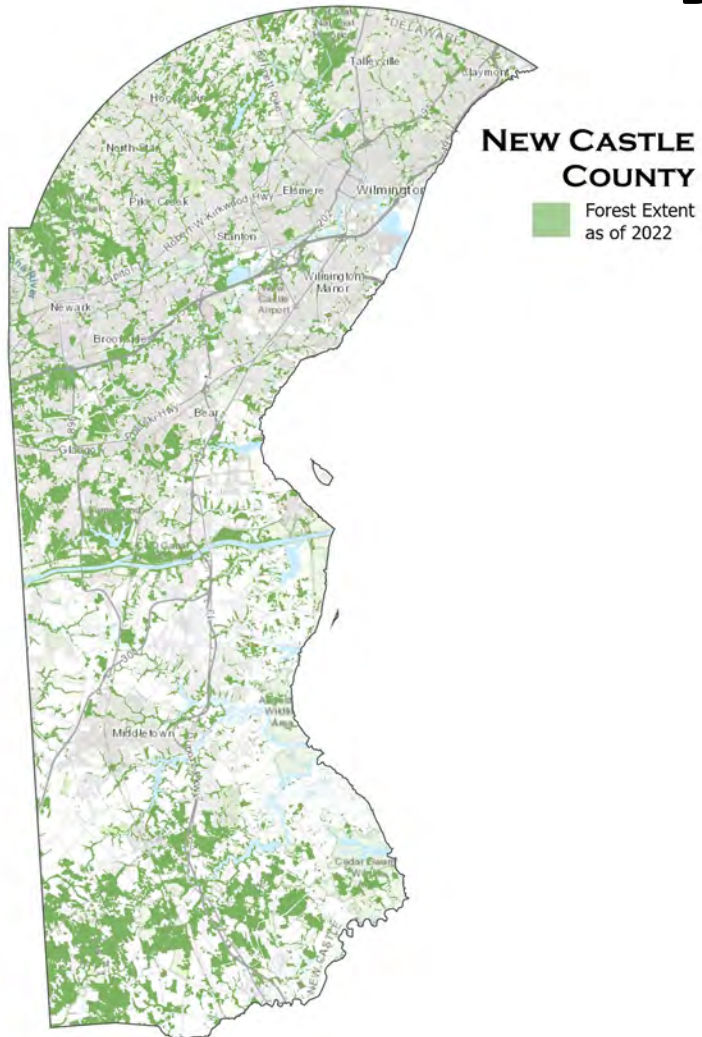
Developed Land

- Between 2007 and 2022, about 11,300 acres were developed in New Castle County
- About 2,700 acres of that occurred in Level 4 areas



Environment – Land / Resources at Risk

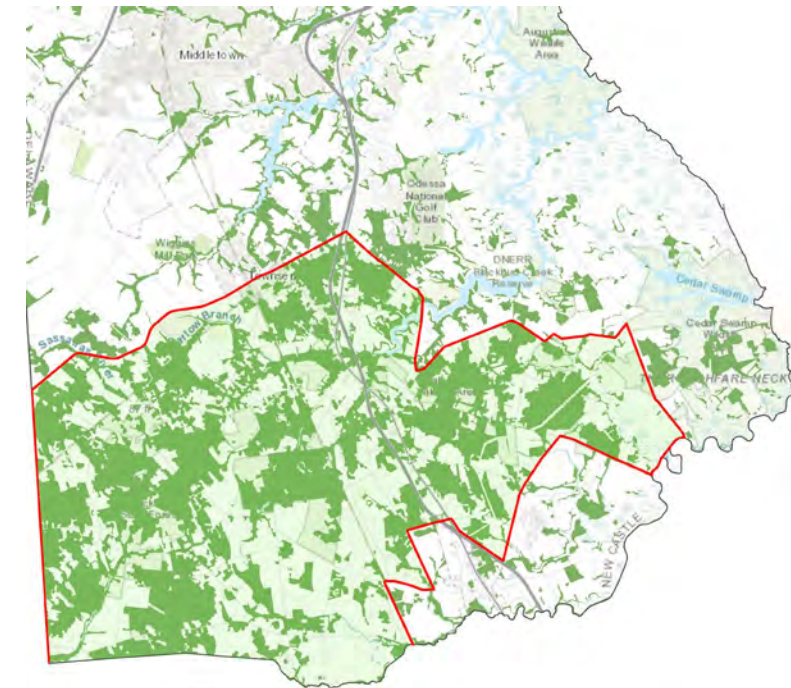
Delaware Statewide Forest Strategy



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.

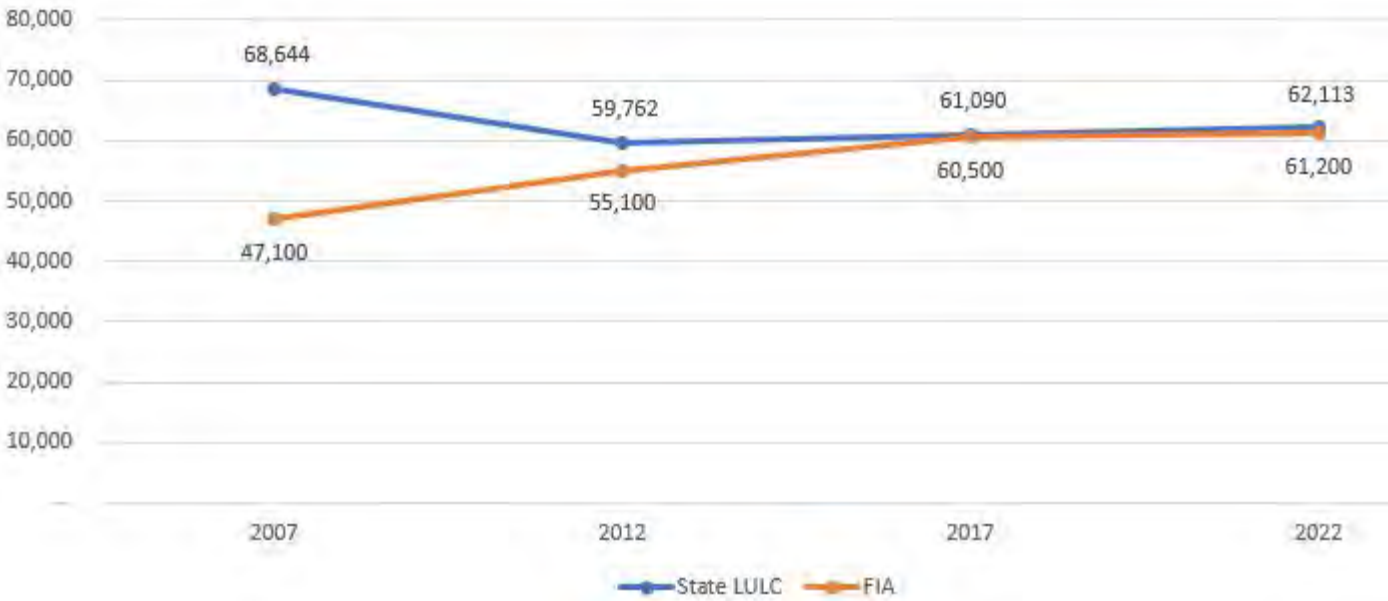
2020 Key Threats:

- Conversion
- Fragmentation
- Forest Health pests
- Impacted wetlands



Environment – Land / Resources at Risk

Total Forest Acres by Year, New Castle County



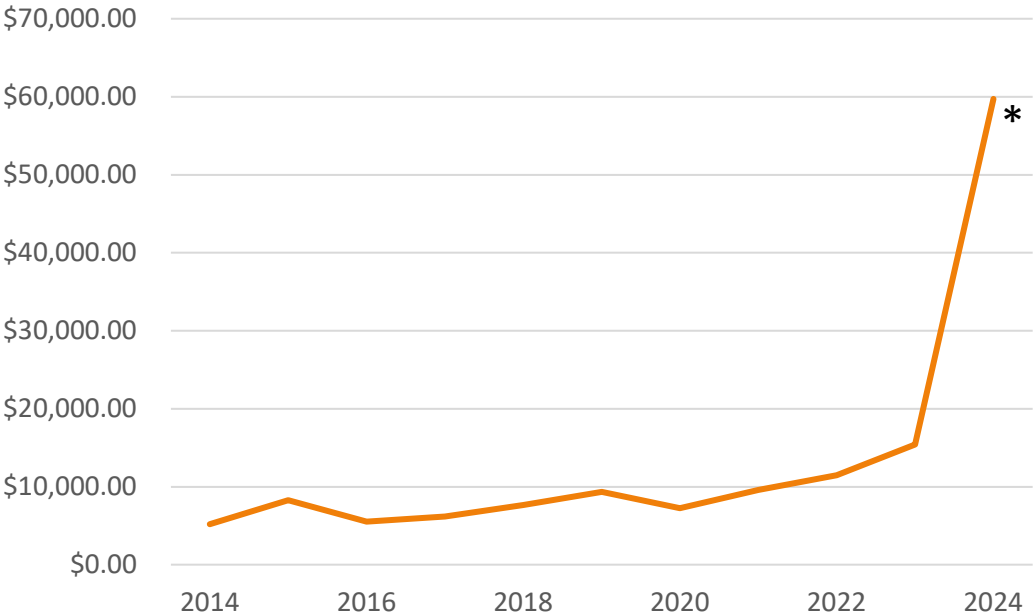
Land Use Land Cover data

LULC – Land Use Land Cover

FIA - Forest Inventory and Analysis

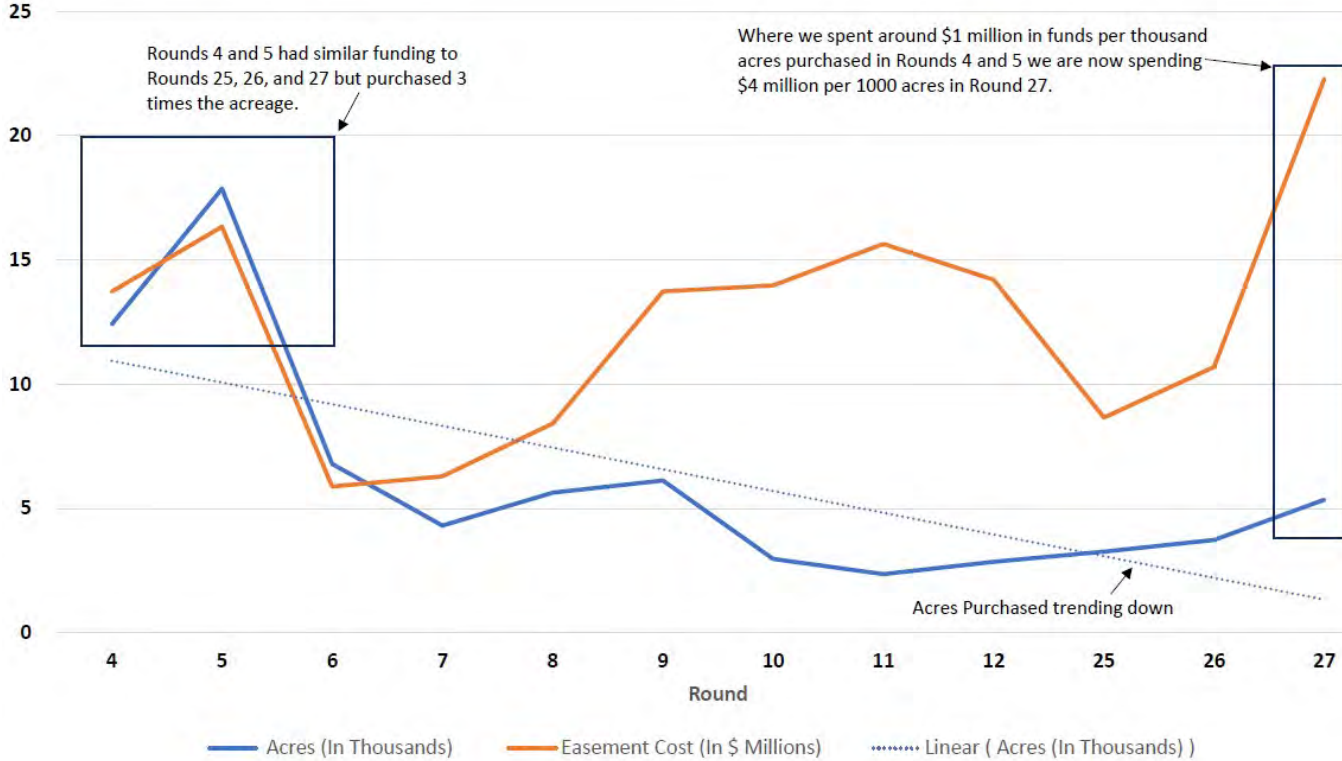
Environment – Preservation Efforts and Challenges

Open Space Preservation - Price per acre



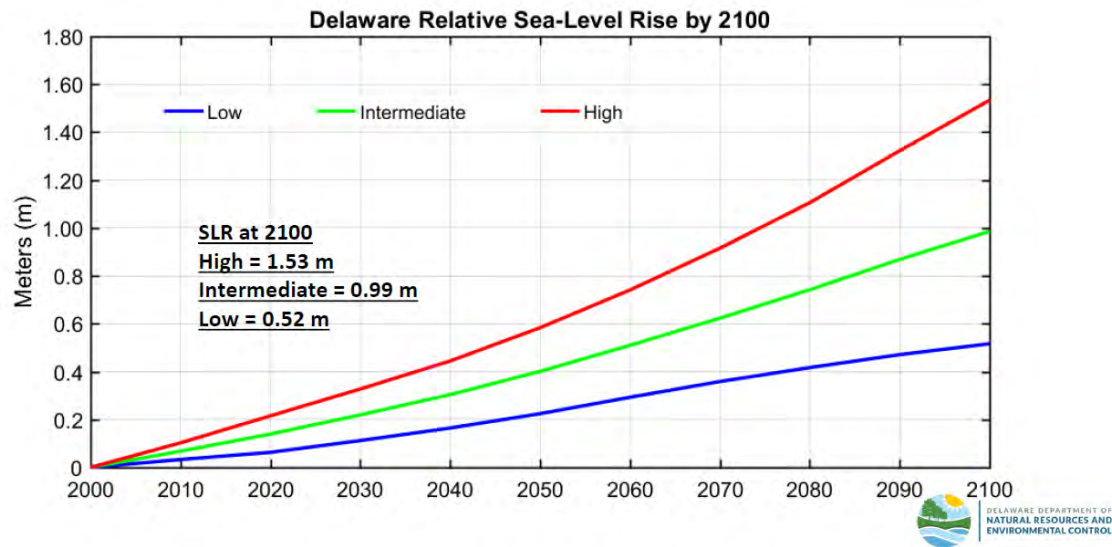
*Note: Price spike in 2023 and 2024 due to a key 285-acre land purchase adjacent to White Clay Creek State Park.

Agricultural Land Preservation Program – Acres Purchased vs. Funds Spent

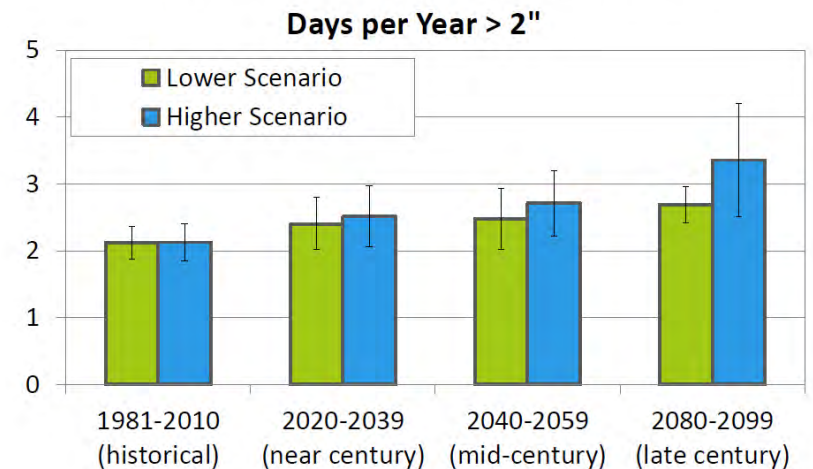


Environment – Resiliency and Adaptation

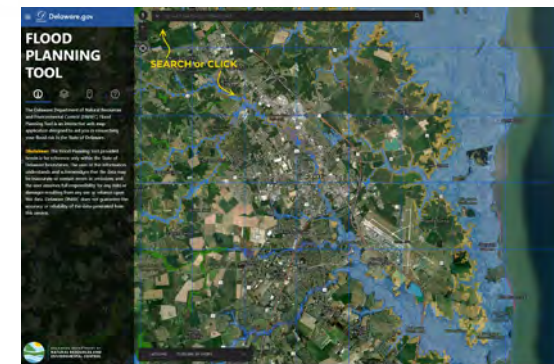
Sea Levels will continue to rise



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

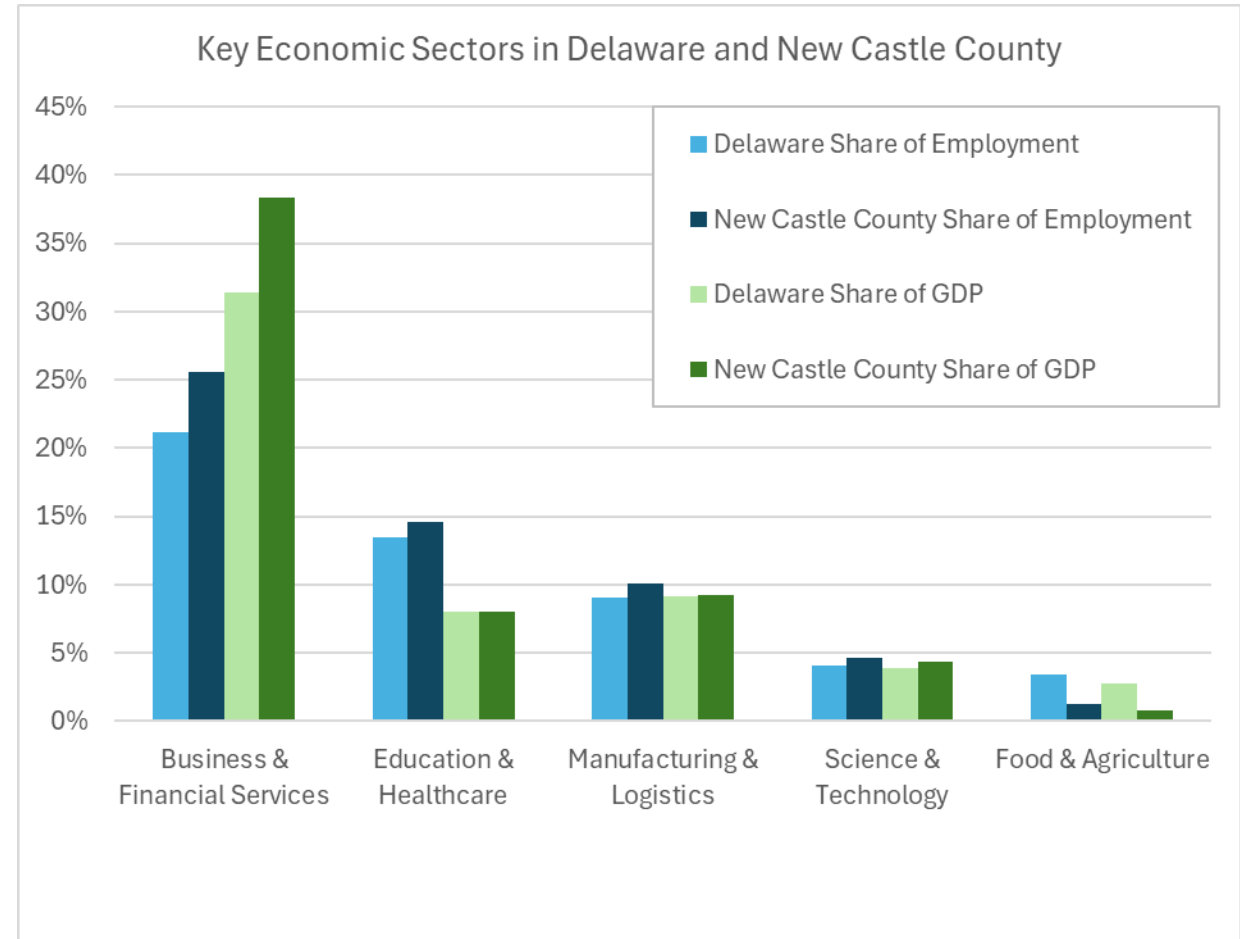
New Castle County total jobs: 360,255

Delaware total GDP: \$90.4 billion

New Castle County GDP: \$64.5 billion

Future industries?

- Fintech and associated sectors?
- Aviation and enhanced logistics?
- Green jobs and alternative energy?
- Biosciences and advanced industries?

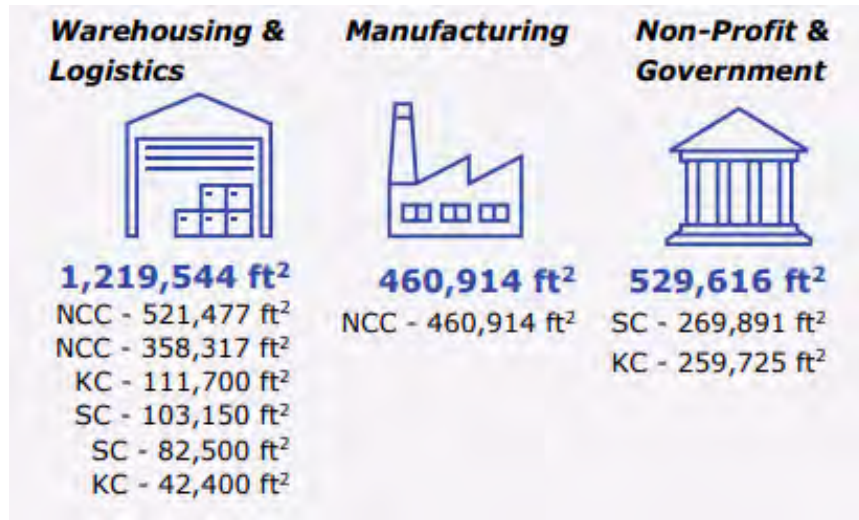


Economy – Concerns

- Land conversion
- Physical space needs
- concerns

- Nuisance issues
- Freight / transport

Three Largest Non-residential Projects in Each County by Type (2023)



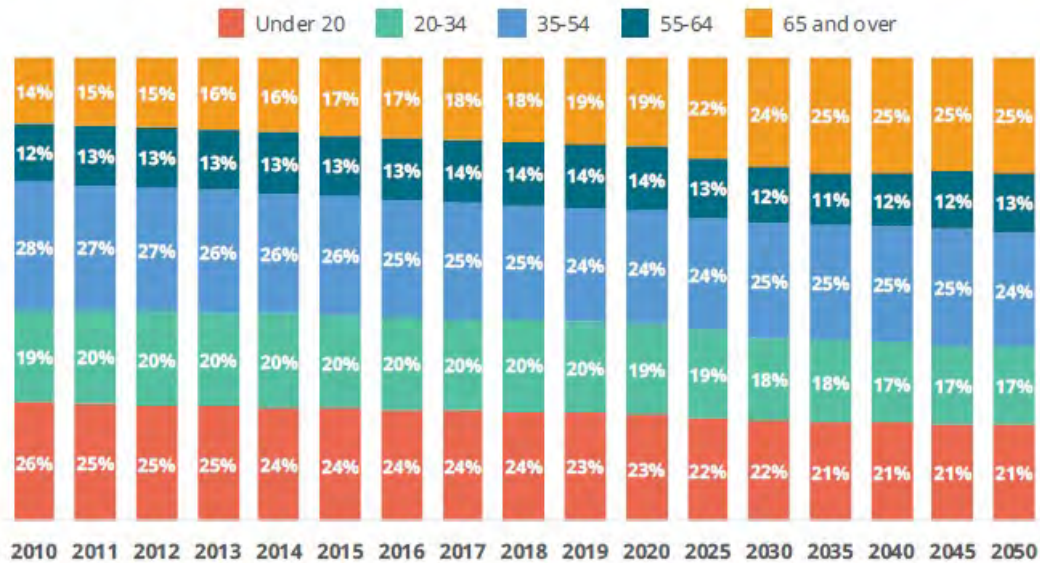
Nearly 900,000 SF warehousing / logistics permitted in NCC 2023

First/Final Mile Connection in Residential Area, Newark



Economy – Workforce

Population Projections by Age, Delaware, 2010 - 2050



- 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

Public Assistance Trends, New Castle County

	2006		2022	
Total households	191,289		223,989	
With earnings	158,321	82.8%	175,867	78.5%
With Social Security	49,527	25.9%	69,056	30.8%
With retirement income	38,539	20.1%	61,005	27.2%
With Supplemental Security Income	5,495	2.9%	7,770	3.5%
With cash public assistance income	3,592	1.9%	4,825	2.2%
With Food Stamp benefits in the past 12 months	10,613	5.5%	22,724	10.1%

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

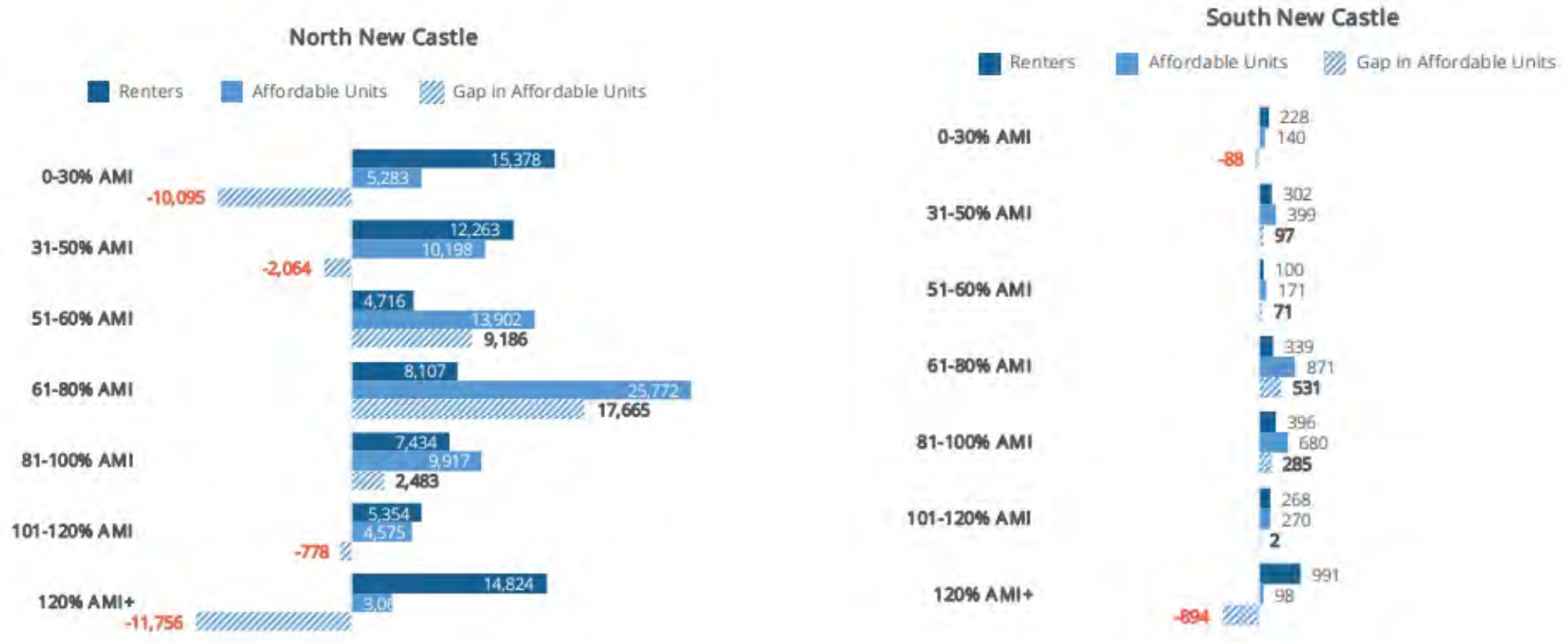


5,200
rental units



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

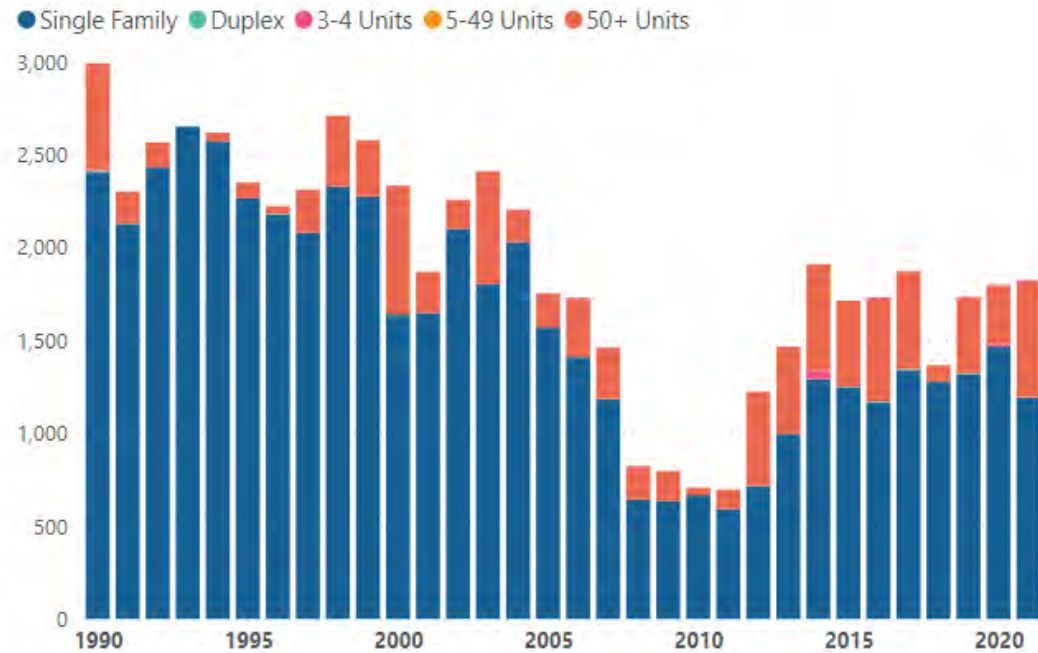
Housing



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 – New Castle County

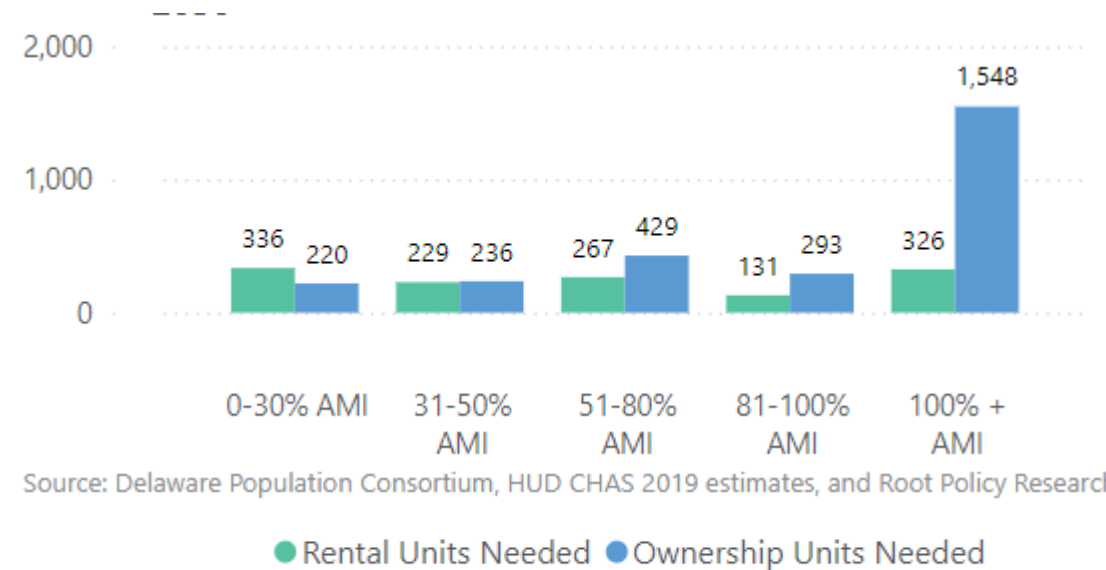
New Units Permitted by Structure Type, 1990-2021
New Castle County



Source: U.S. Housing Production Report

Only about 25% 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: 4,016 units needed, of which:

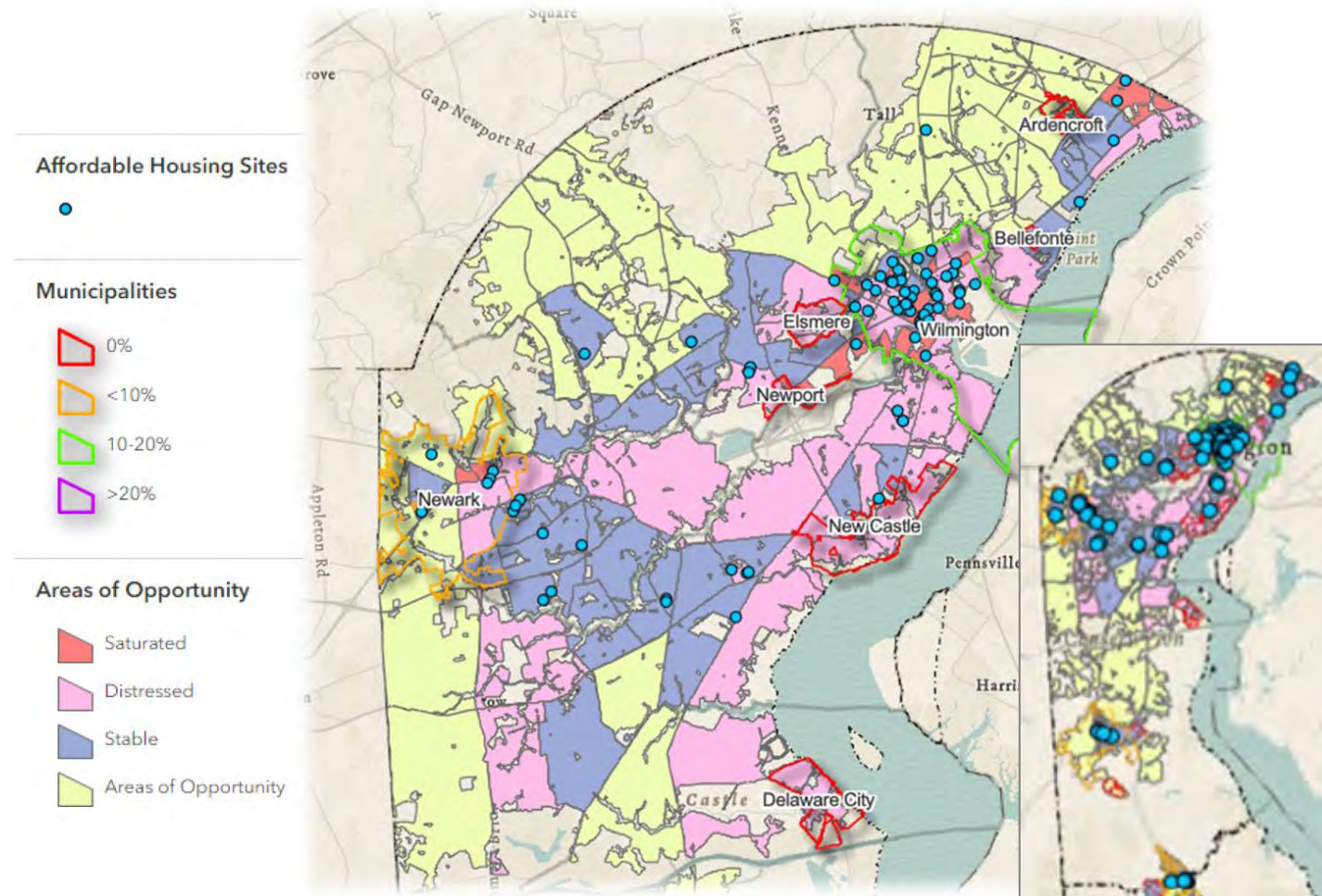
- 68% should be for homeownership
- 32% should be for renters

Housing – Strategies

Current distribution of affordable housing:

- Northern NCC:
 - Wilmington has disproportionate share
 - Yellow Areas of Opportunity have few affordable housing options
- Southern NCC:
 - Unincorporated land zoned almost exclusively single family detached housing – effectively prohibiting diverse housing types
 - Yellow Areas of Opportunity have zero affordable housing

Northern New Castle County





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

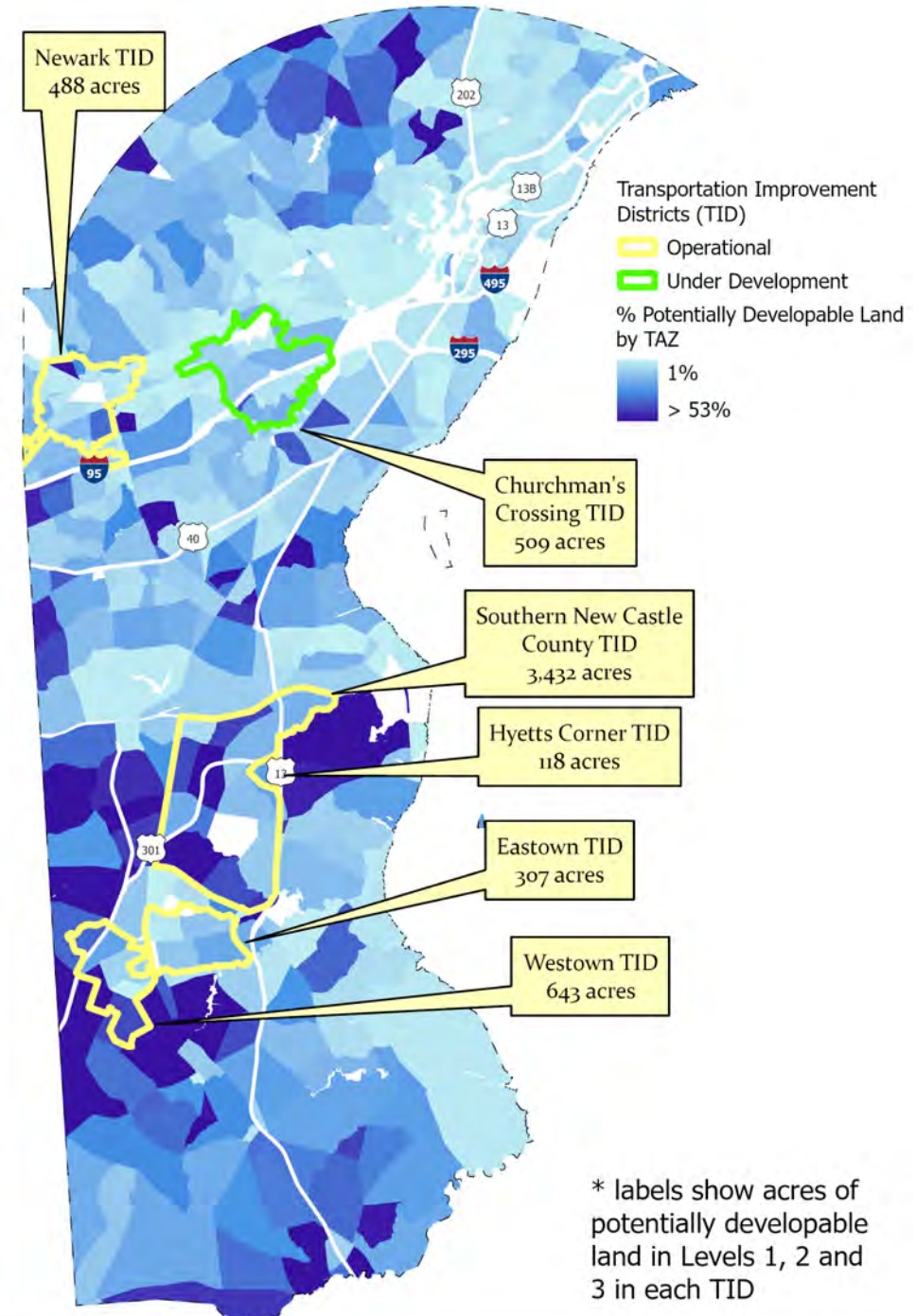
Conclusions and Discussion

What resonates? What is your experience?

Concluding Points

Transportation Improvement District (TID)	Forecast Year	Dwelling Units			
		SUPPLY	DEMAND		
NEW CASTLE	Southern New Castle County	2040	8,607	20,697	5,667
	Eastown	2040	2,069		
	Westown	2040	2,496		
	Newark	2045	1,959		
	Churchman's Crossing	2045	5,566		

- Greenfield development in TIDs plus redevelopment and infill should accommodate significantly more development than what is forecasted by the Delaware Population Consortium



New Data Explorer



<https://stateplanning.delaware.gov/ccspi/data-analysis-workgroup.shtml>



The screenshot shows the website for the State of Delaware Cabinet Committee on State Planning Issues Data Analysis Workgroup. At the top, there is the state seal and the text: "State of Delaware Cabinet Committee on State Planning Issues Data Analysis Workgroup". Below this, a blue banner contains the text: "A place to explore the data being collected and analyzed by the Data Analysis Workgroup." The main content area is white and features a section titled "Other Planning Resources" with a sub-section "The Process". This section is a four-step timeline: 1. Data Analysis Workgroup Formed, 2. Data Collection/Exploration, 3. Stakeholder Outreach, and 4. 2022 State Strategic Update. Below this, there is a "Transportation" section with a sub-section "Transportation Improvement Districts" and a "DelDOT Dashboard". The "Transportation Improvement Districts" section includes a bar chart showing \$772.2M and a map of Delaware. The "DelDOT Dashboard" section includes a bar chart showing performance metrics for Sussex, Kent, and Delaware counties.

Questions or Comments?

Email: Strategies@delaware.gov



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

New Castle
County

DEPARTMENT OF
LAND USE



Proposed Changes to Redevelopment

- Permits Redevelopment Plans to seek variances if the application includes improvements consistent with the Guiding Principles
- Reduces the gross floor area required in Commercial Neighborhood and Office Neighborhood districts from 50% to 15%
- Reduces impervious surface areas for redevelopment plans by limiting parking to 115% of the minimum parking for the site.
- Areas identified as Corridor Areas in the Comprehensive Plan must include improvements consistent with the Guiding Principles



Proposed Changes to Redevelopment

- Removes the requirement for demolition of gross floor area in Type 1 Commercial Corridors and Community Development Areas (Rt 9 and Claymont)
- Clarifies that existing gross floor area on extractive use and Brownfield sites do not need to be demolished.
- Incentivizes the preservation of historic resources by allowing the historic structure to be credited to reduce the required gross floor area to be demolished
- Expands the types of improvements that a development can take redevelopment credit to include energy efficient design and improvements in the Guiding Principles.



Corridor Development Incentives

Type 1 Commercial Corridor Areas

1. Expand redevelopment opportunities along the Type 1 Commercial Corridors
 - Plans are reviewed as redevelopment plans without requiring the demolition of existing gross floor area.
2. Consistent with the Guiding Principles





Ordinance 24-087 ADUs

- Reduce the acreage requirement for detached ADUs from 2 acres to 0.5 acres
- Remove the cap on the number of ADUs in the County
- Permit Small Single-Family homes (400-750 sf) as ADUs



Pocket Neighborhoods Ord. 24-137

COMMUNITY SERVICES
COMMITTEE

MEETING

NOVEMBER 26, 2024

