

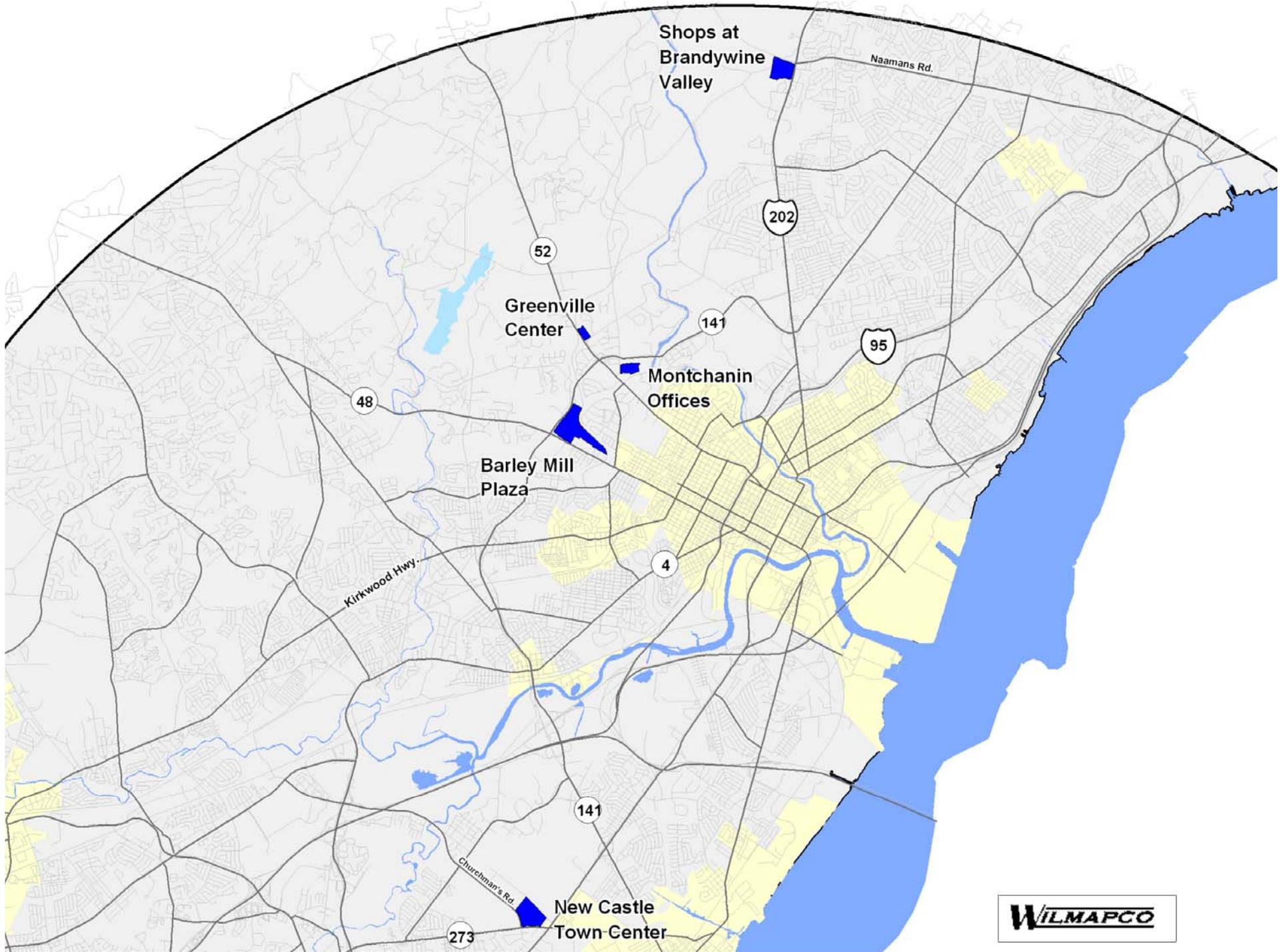


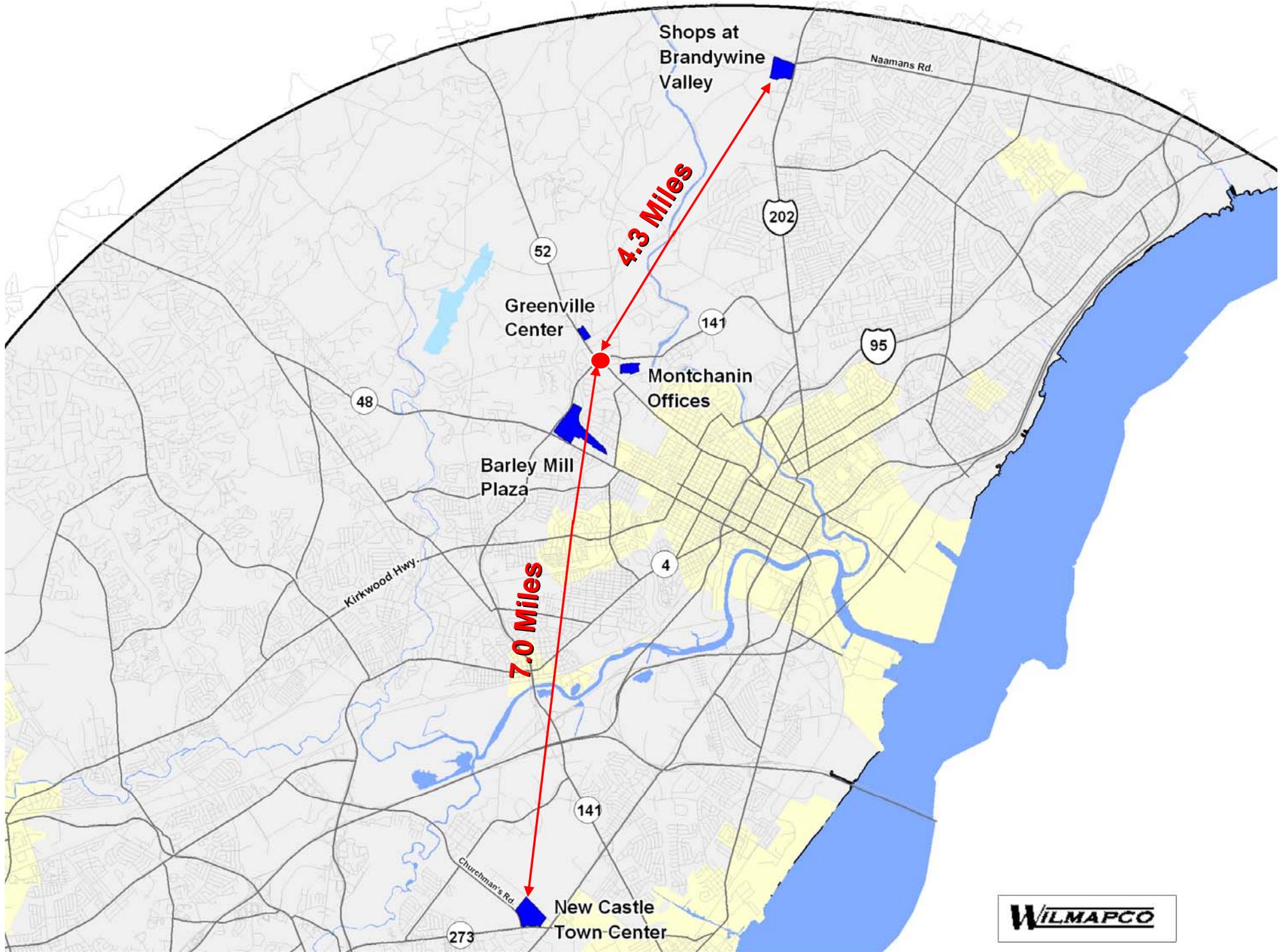
Analysis/Discussion of Proposed Development Activity in Northern New Castle County

**Prepared for the WILMAPCO Council
November 13, 2008**

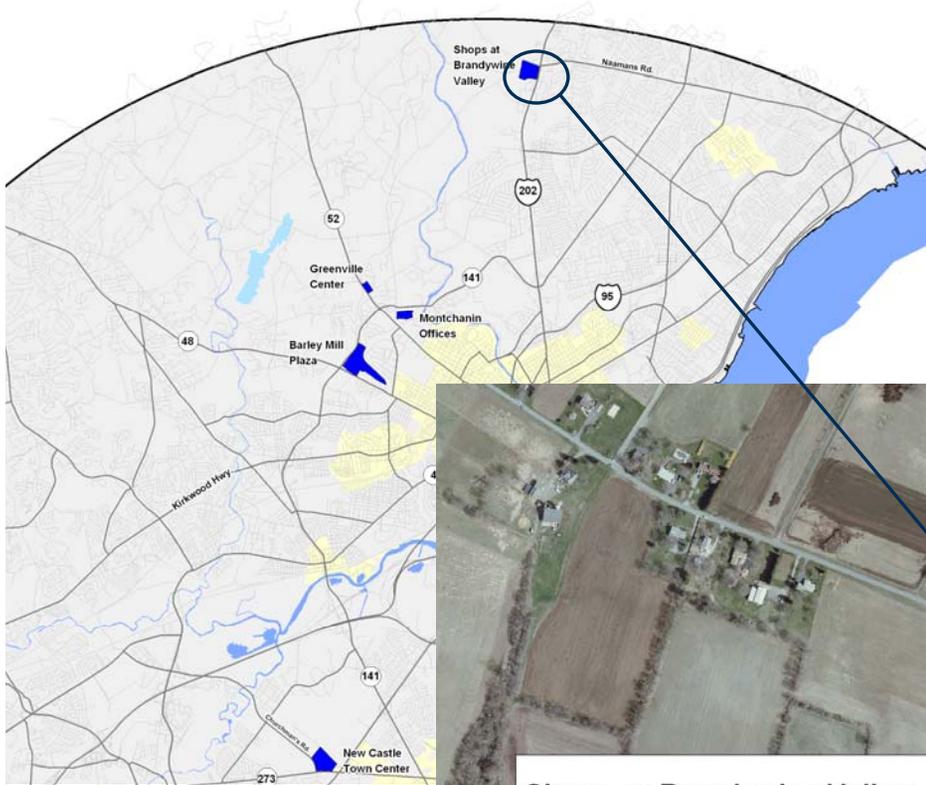
Agenda

- **Current project details**
- **Display projects in a regional context**
 - **Investment Areas**
 - **Current Traffic Conditions**
 - **Other Projects in region**
- **TIA's vs. TOA's: What's the difference?**
- **Current analysis planned for proposals**
- **Potential for Regional Plan?**





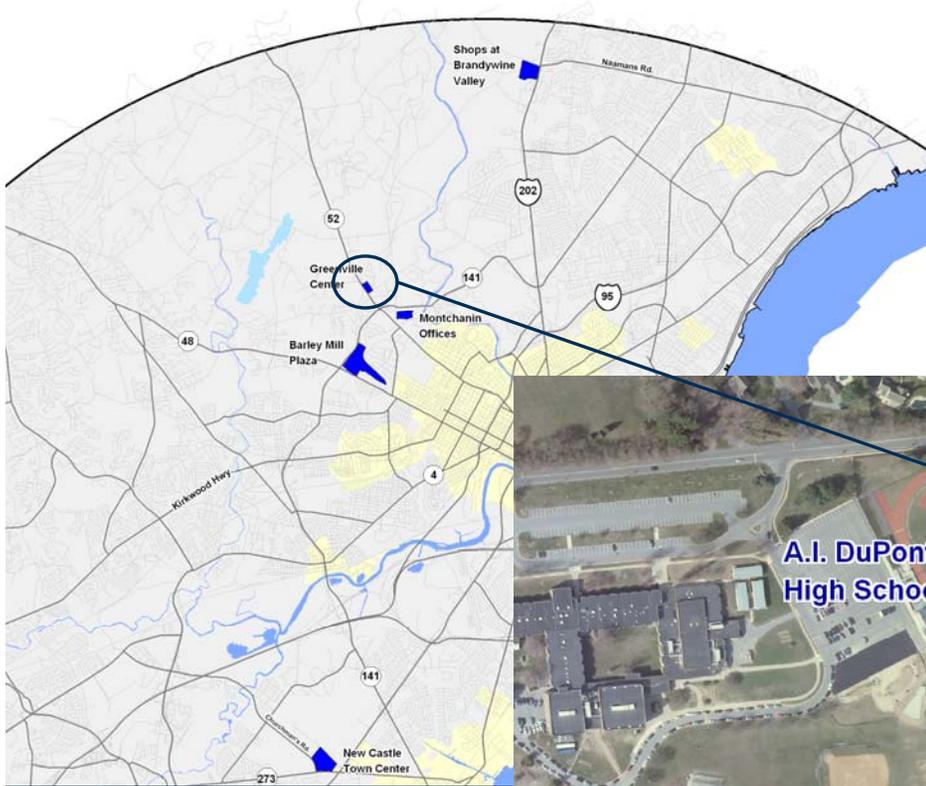
Project Details: Shops at Brandywine Valley



- Shops as Brandywine Valley
- 237,000 sq. ft. Retail
- 120-room Hotel
- 87-unit apartment complex

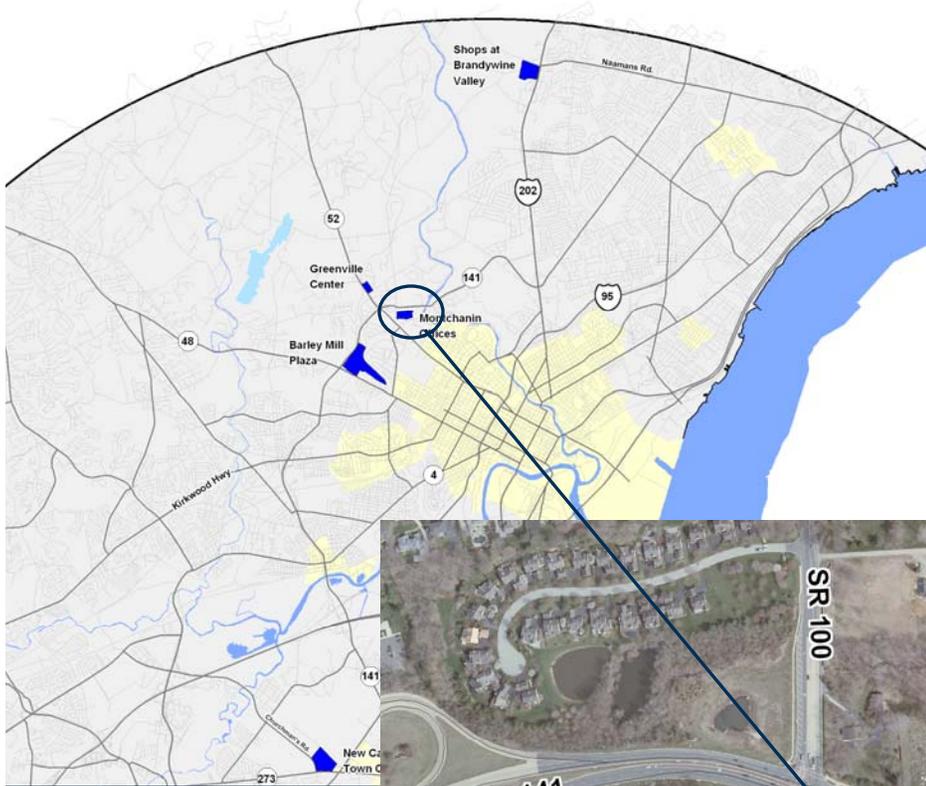
- Currently Zoned ST.
Seeking Rezoning to
CR (Commercial Regional)

Project Details: Greenville Center

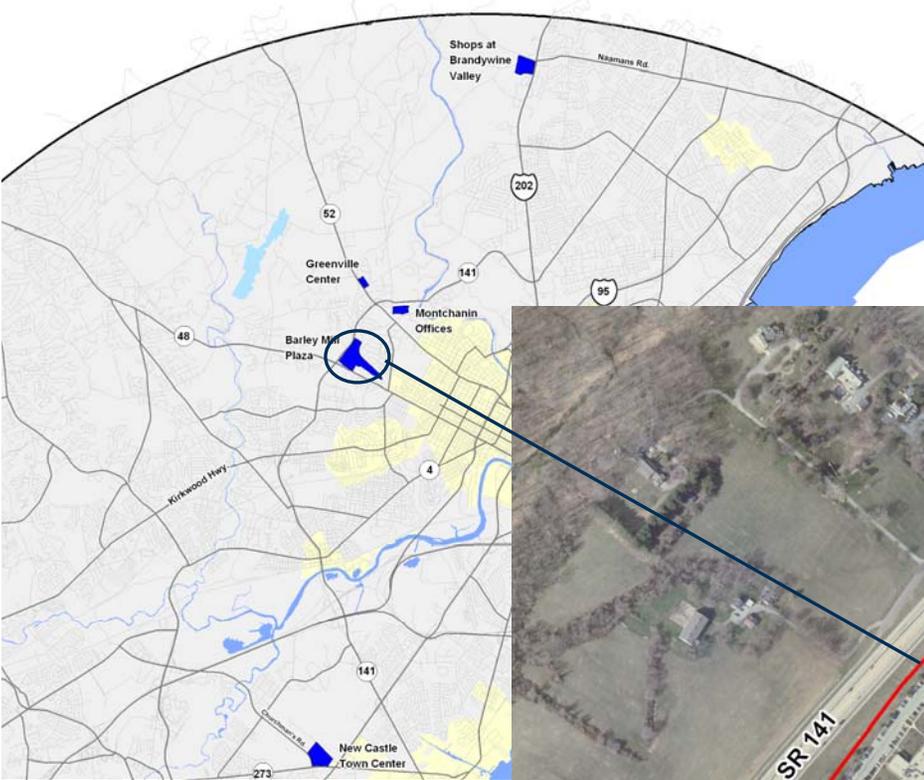


- Greenville Center Additions**
- 19,035 sq. ft. Office Space
 - Parking Garage
 - 12 story Office/Retail/27-unit Apartment Bldg.
 - Demolition of 16,800 sq. ft.

Project Details: 20 Montchanin Rd.



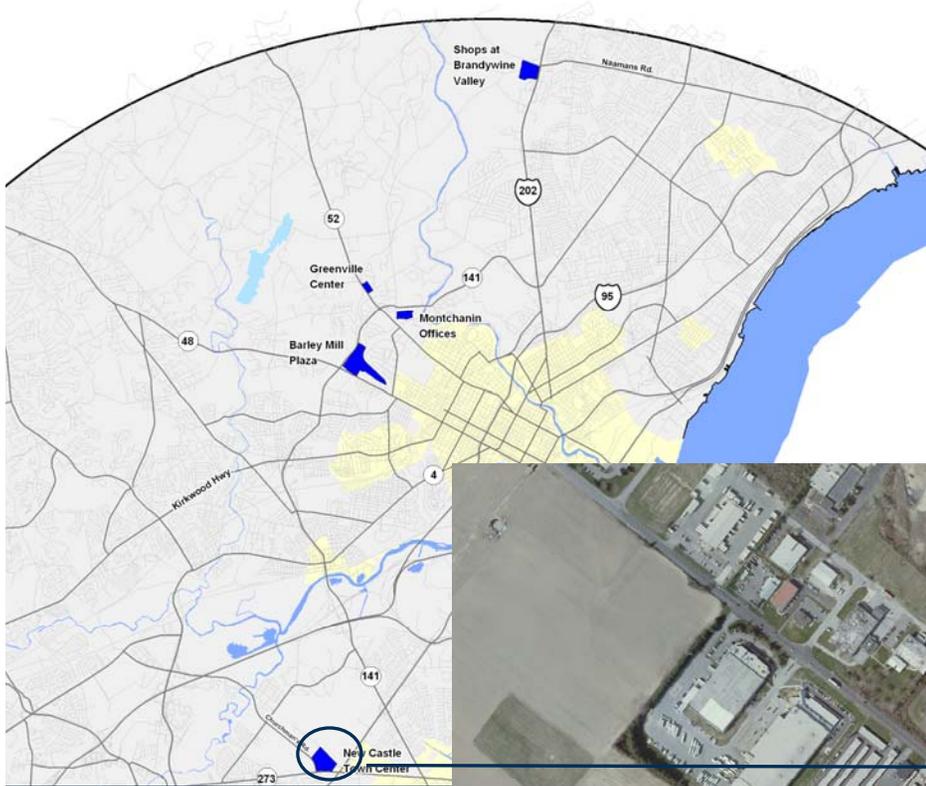
Project Details: Barley Mill Plaza



Barley Mill Plaza
1,434,638 sq. ft. Office Space
688,212 sq. ft. Commercial Space
700-unit apartment complex
Demolition of all existing buildings
(1,012,149 sq. ft.) except 9,400sq. ft.

DuPont
Chestnut
Run

Project Details: New Castle Town Center



New Castle Town Center
- 524,069 sq.ft. Retail Proposed
- Zoning currently I; proposed change to CR

Stoltz Properties and their Regional Context

- **WILMAPCO Long Range Plan**
 - **Current Traffic Conditions**
- **Other Nearby Development Activity**

WILMAPCO Transportation Investment Areas

Center

- Areas with the highest concentrations of population and/or employment well established land uses and development patterns and opportunities for significant re-development.
- Provide intensive transportation investment with an emphasis on public transportation, walking and bicycling

Core

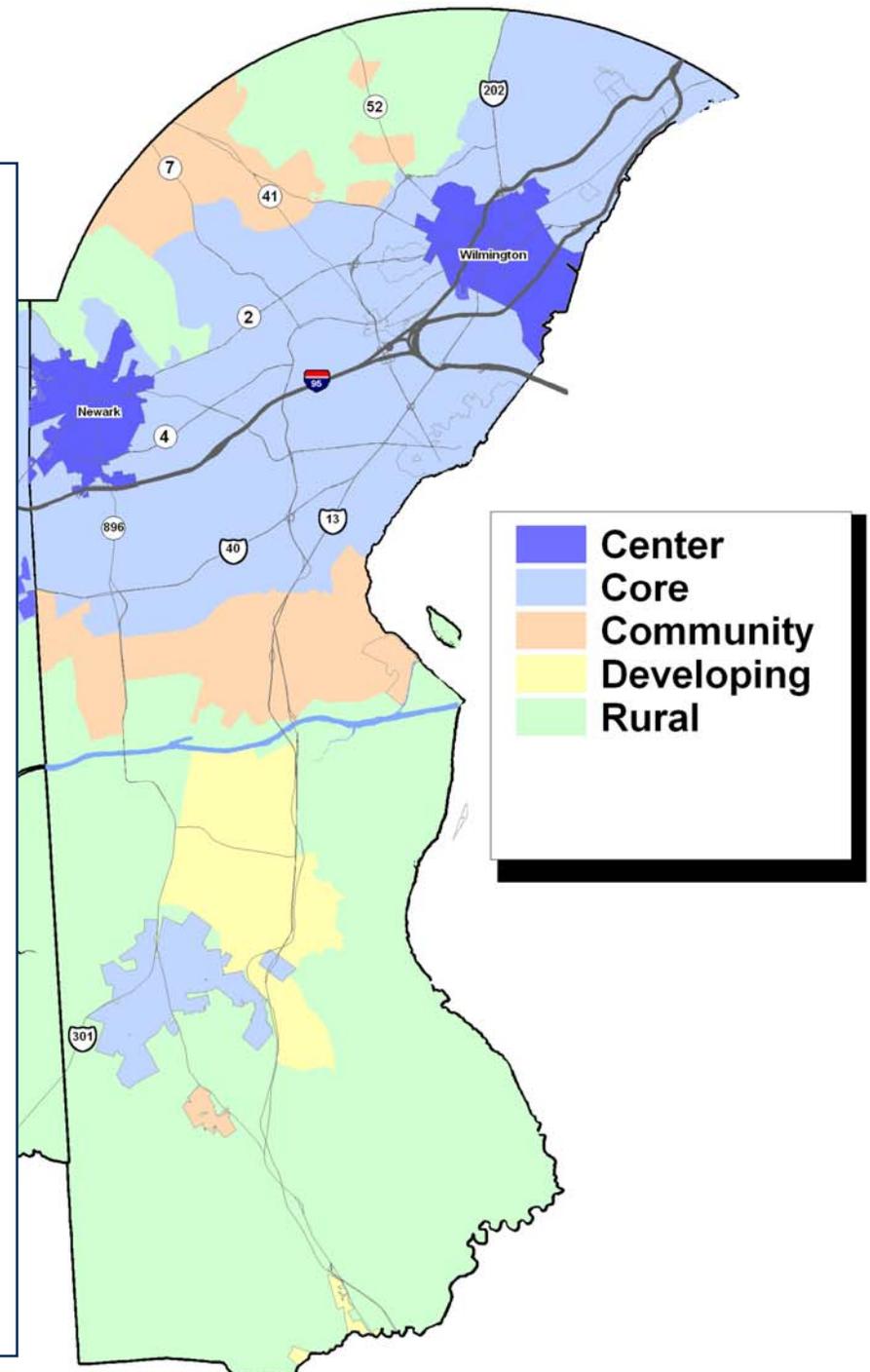
- Areas which contain densely settled population and employment patterns.
- Contain a substantial amount of key regional transportation infrastructure encompassing all modes.
- The transportation objective for these areas is to maintain the existing infrastructure while allowing for system expansion for all modes of transportation, including the expansion of rail service and the addition of roadway capacity.

Community

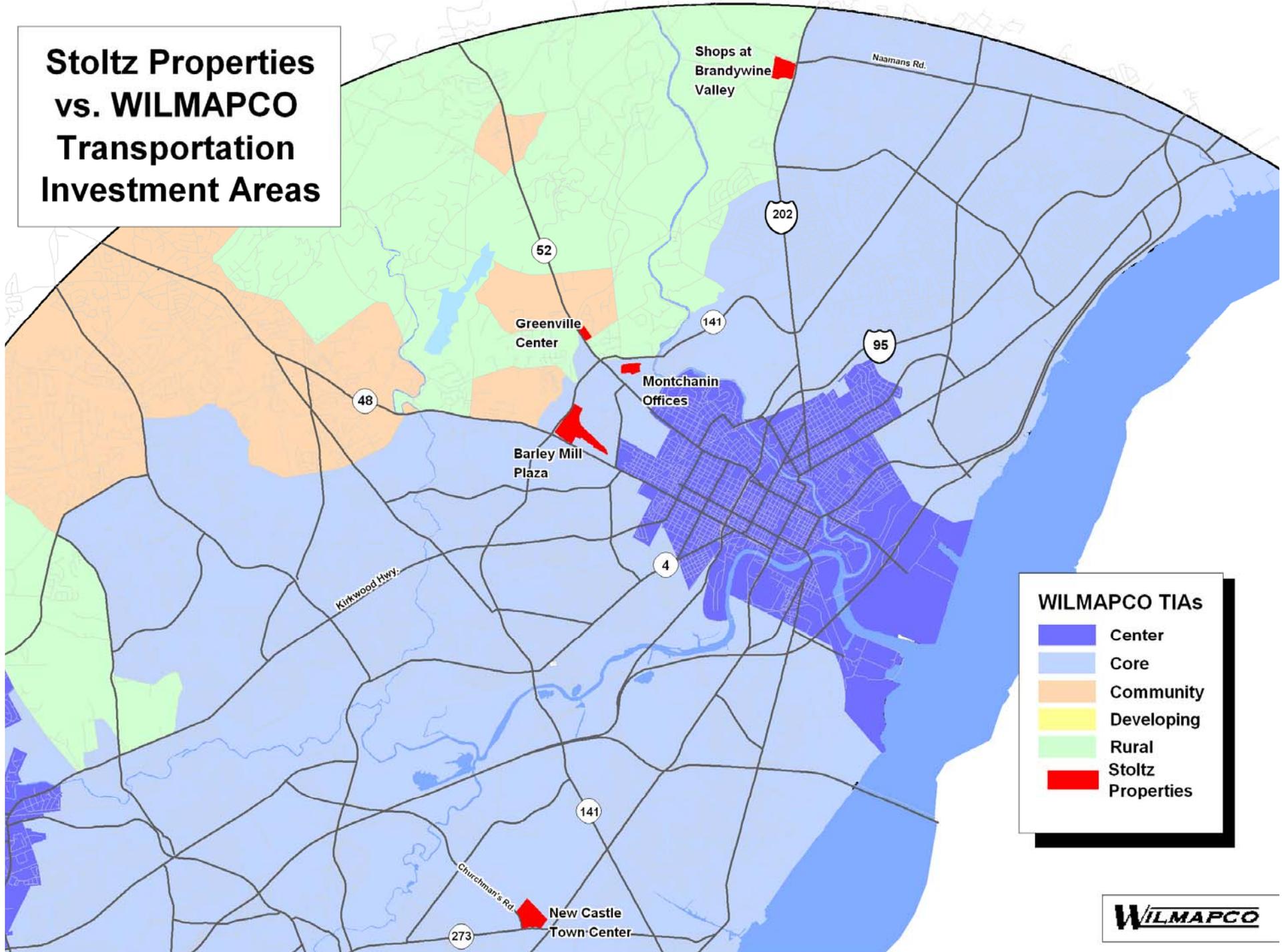
- These are areas with well-established land uses and development patterns and where growth and development pressures are expected to be moderate.
- The transportation objective for these areas is to expand and improve transportation facilities and services, and to make each as safe and efficient as possible.

Rural

- These are rural areas where limited growth and development exist or are expected, where transportation facilities and services are considered adequate to meet needs, and where natural resources are to be preserved.
- The transportation objective of these areas is to preserve existing transportation facilities and services, and to manage the transportation system to support the preservation of the natural environment.



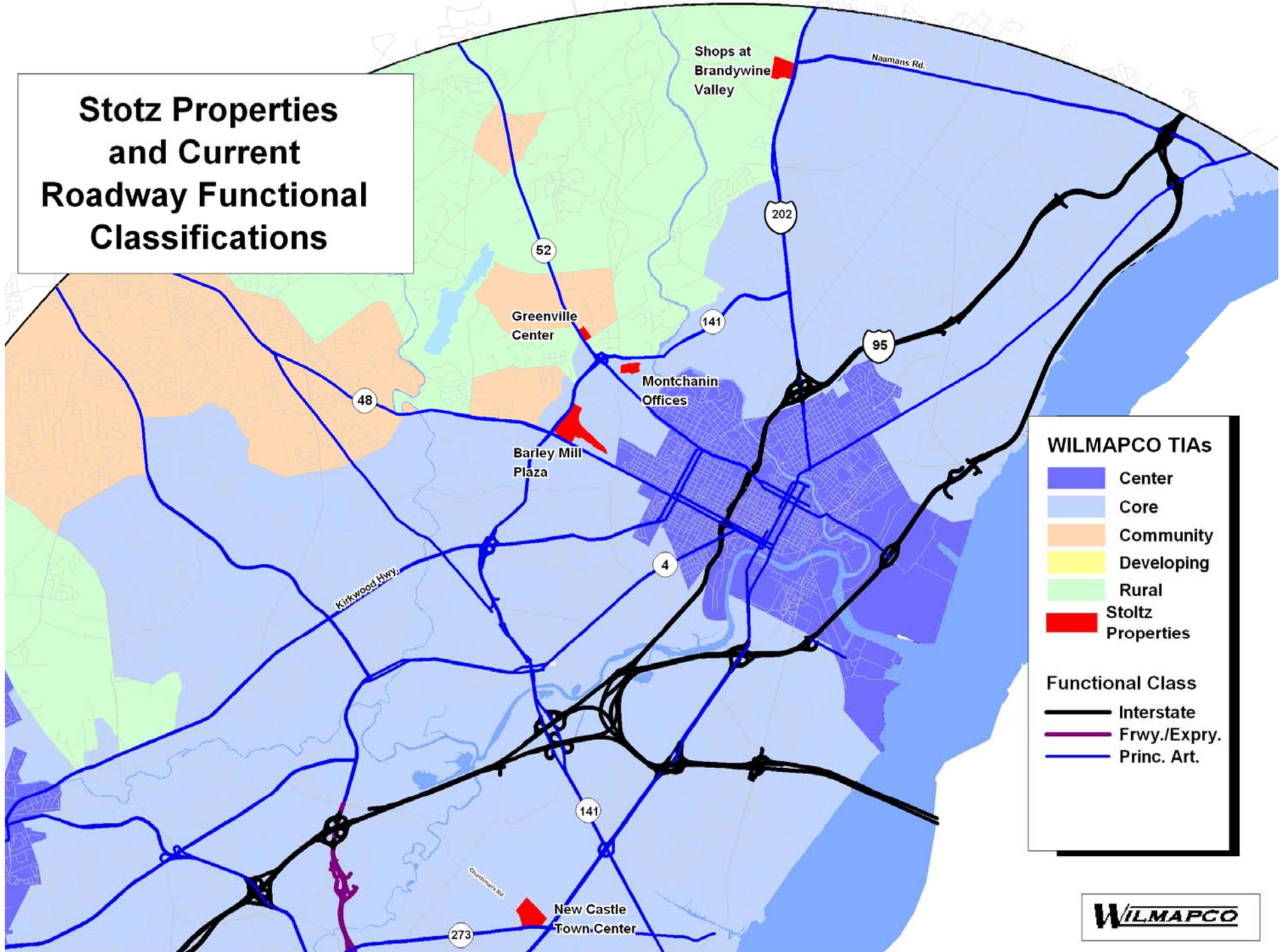
Stoltz Properties vs. WILMAPCO Transportation Investment Areas



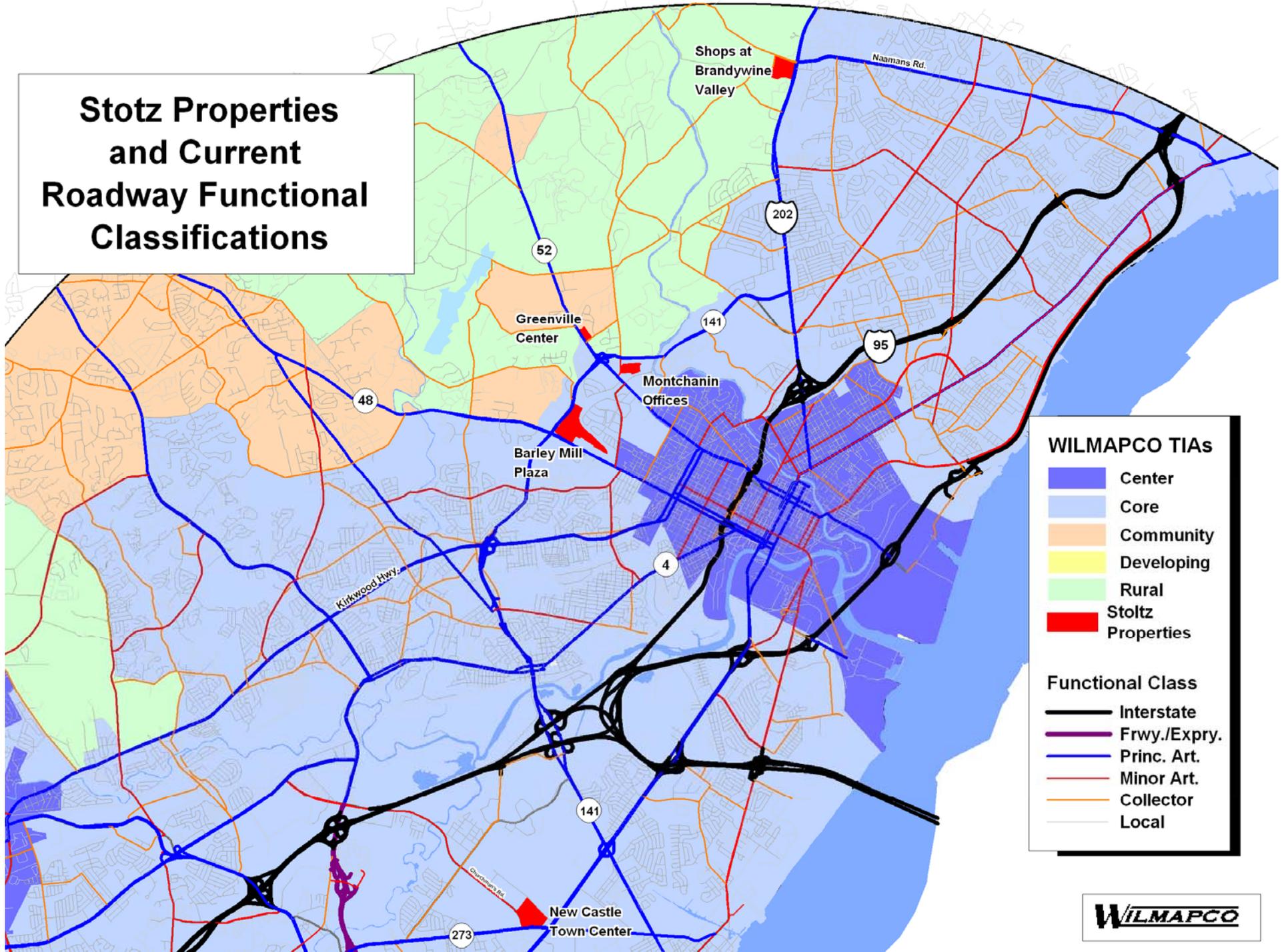
WILMAPCO TIAs

- Center
- Core
- Community
- Developing
- Rural
- Stoltz Properties

Stotz Properties and Current Roadway Functional Classifications



Stotz Properties and Current Roadway Functional Classifications



WILMAPCO TIAs

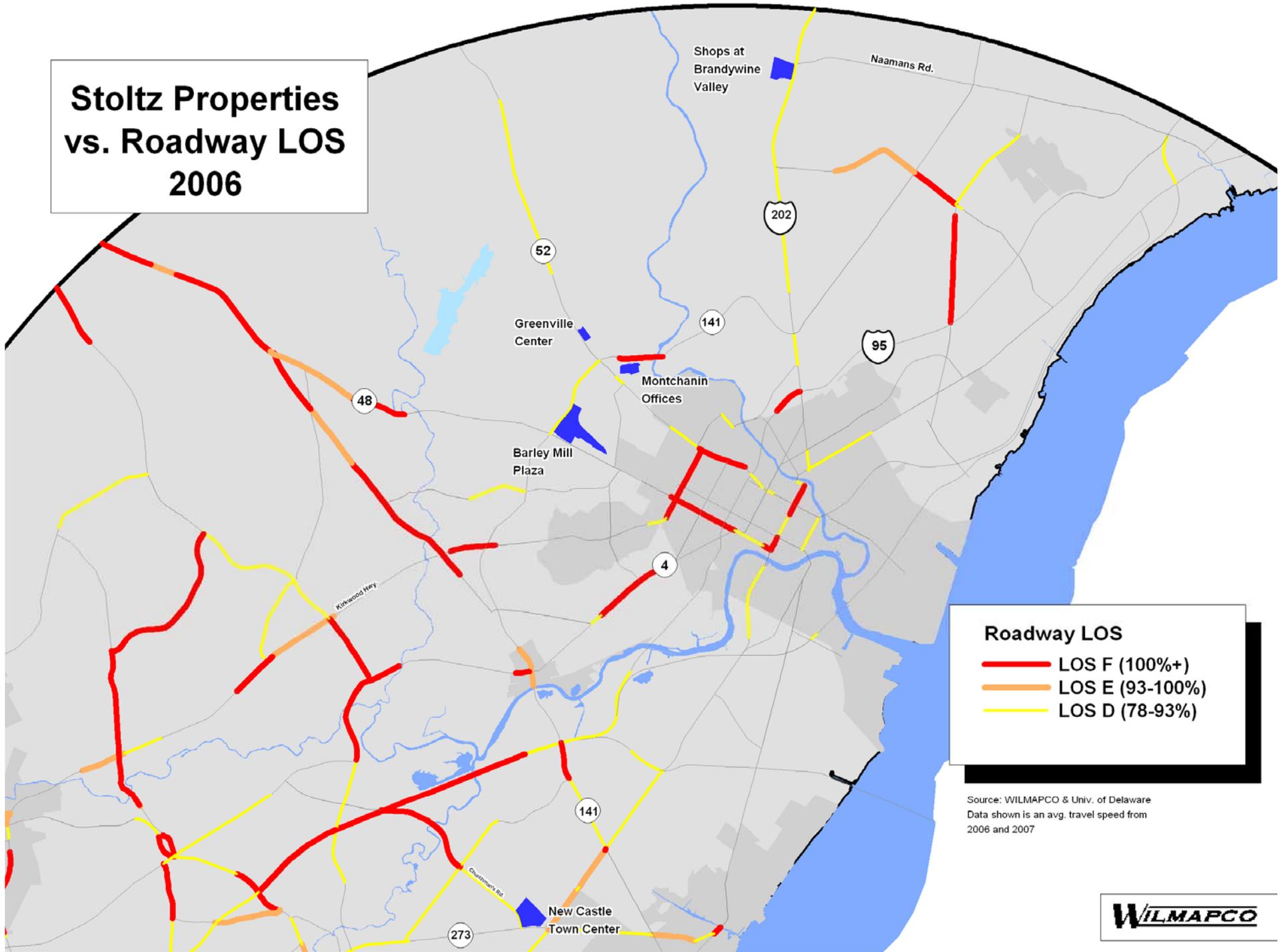
- Center
- Core
- Community
- Developing
- Rural
- Stotz Properties

Functional Class

- Interstate
- Frwy./Expyr.
- Princ. Art.
- Minor Art.
- Collector
- Local



Stoltz Properties vs. Roadway LOS 2006

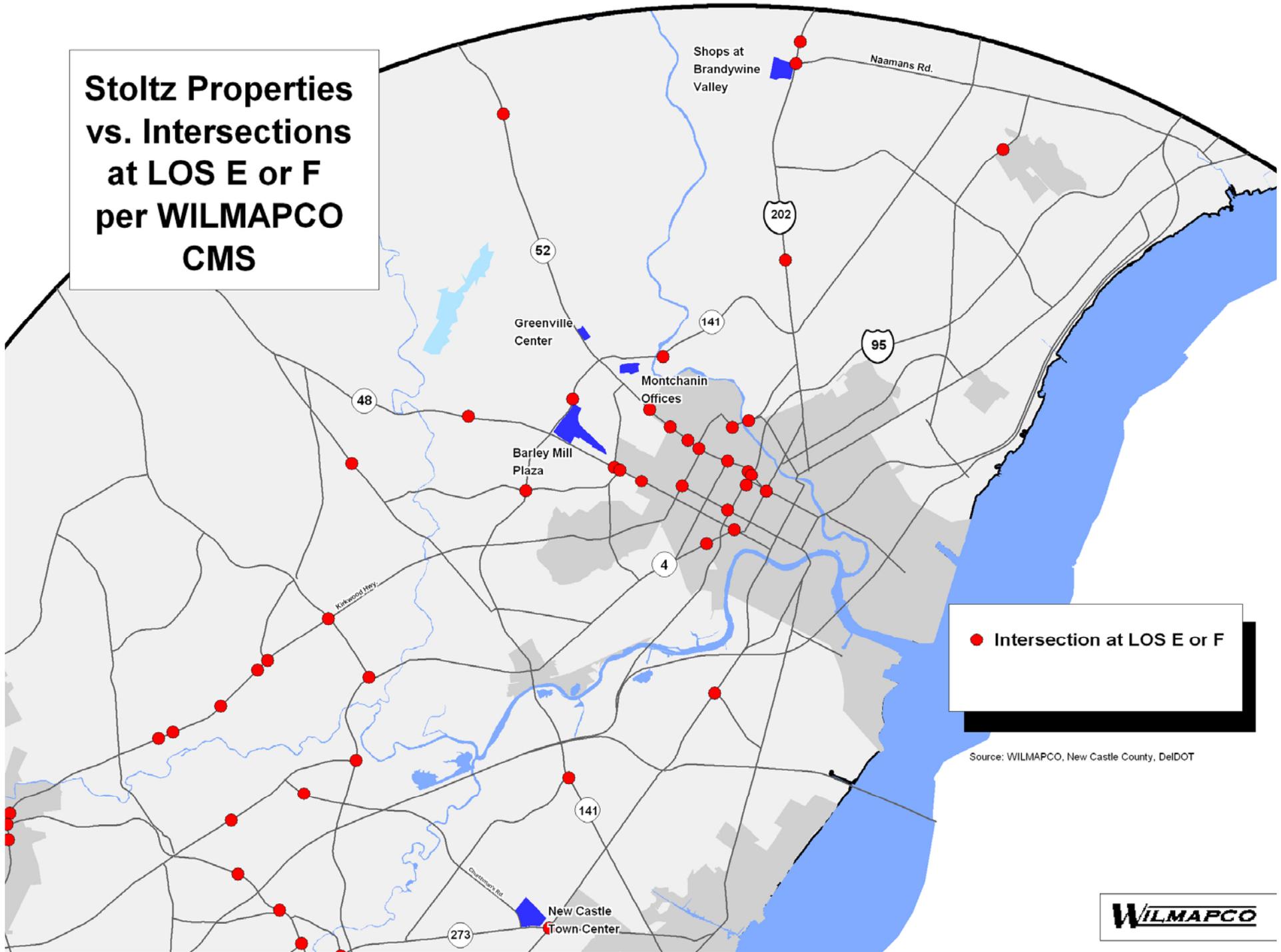


Roadway LOS

- LOS F (100%+)
- LOS E (93-100%)
- LOS D (78-93%)

Source: WILMAPCO & Univ. of Delaware
Data shown is an avg. travel speed from
2006 and 2007

Stoltz Properties vs. Intersections at LOS E or F per WILMAPCO CMS

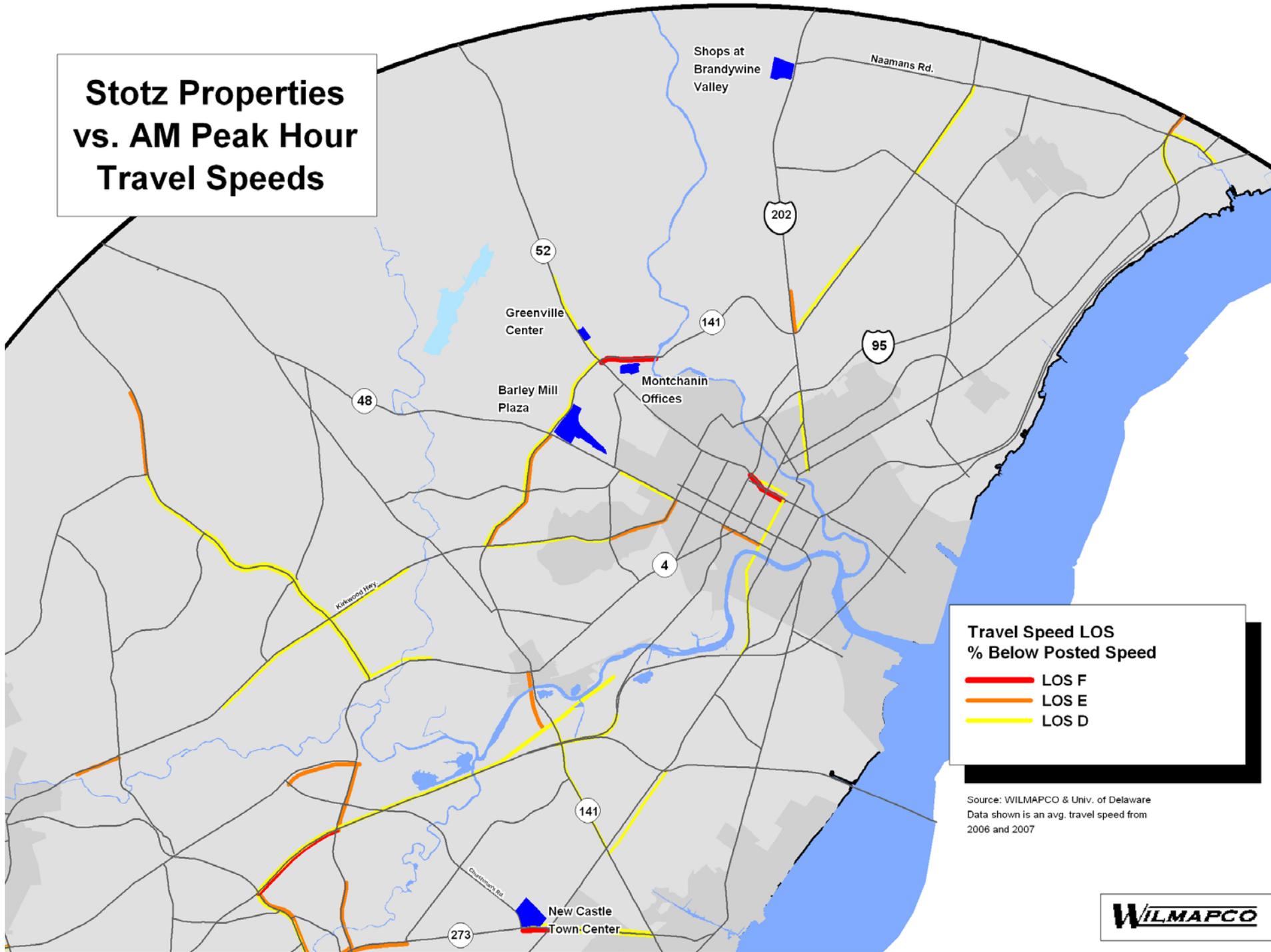


● Intersection at LOS E or F

Source: WILMAPCO, New Castle County, DeIDOT



Stotz Properties vs. AM Peak Hour Travel Speeds



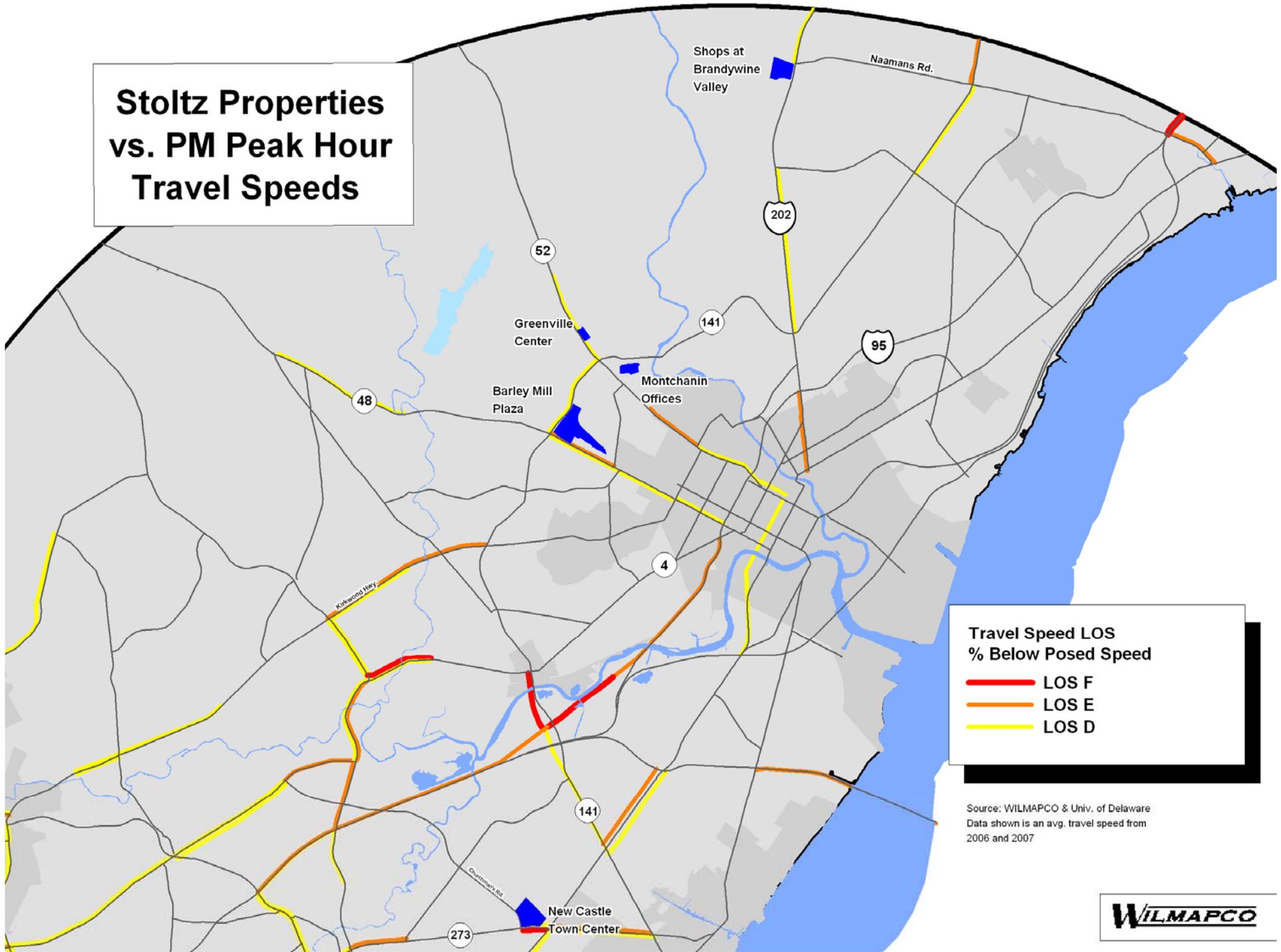
Travel Speed LOS
% Below Posted Speed

- LOS F
- LOS E
- LOS D

Source: WILMAPCO & Univ. of Delaware
Data shown is an avg. travel speed from 2006 and 2007



Stoltz Properties vs. PM Peak Hour Travel Speeds



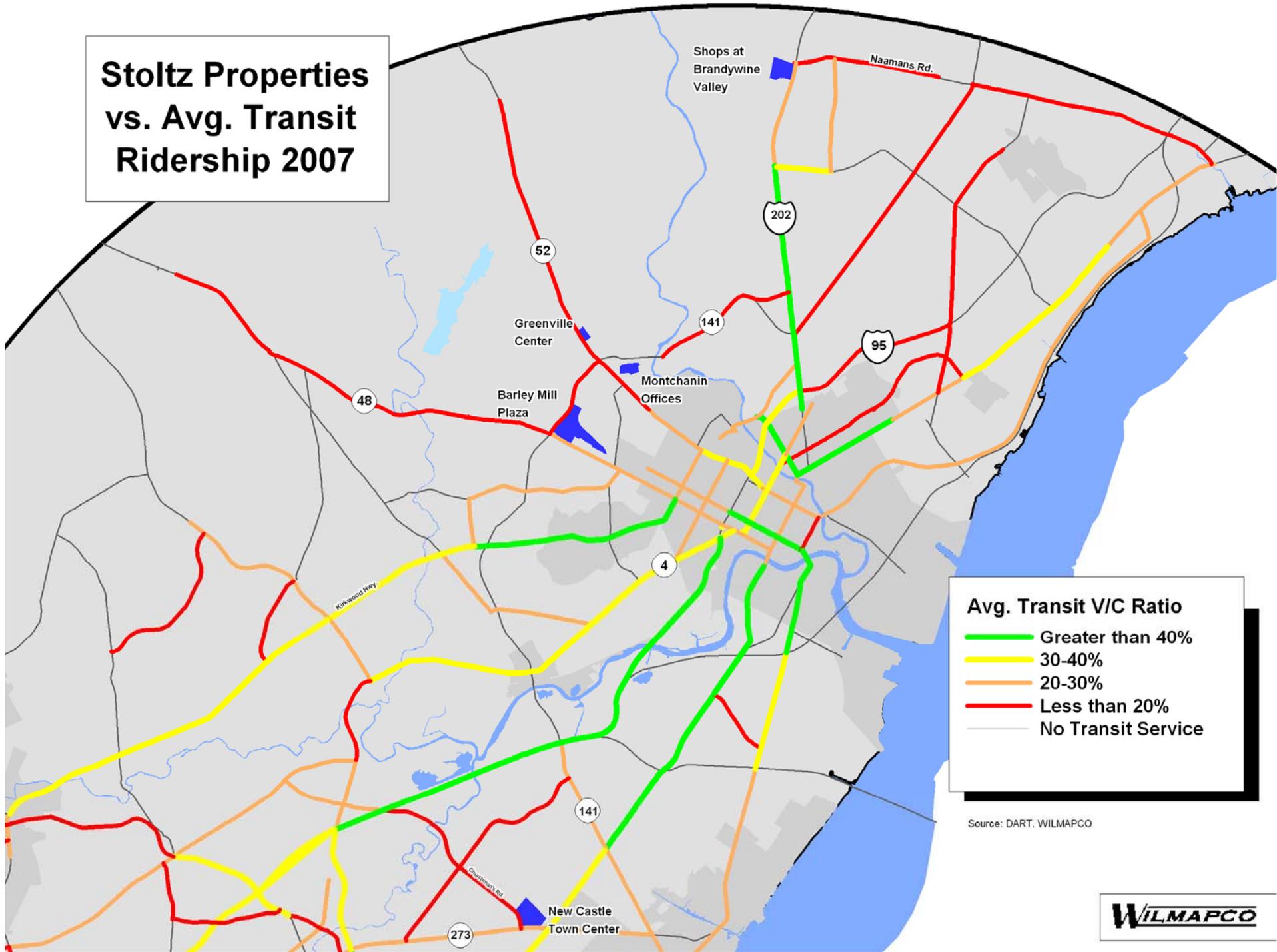
**Travel Speed LOS
% Below Posted Speed**

- LOS F (Red line)
- LOS E (Orange line)
- LOS D (Yellow line)

Source: WILMAPCO & Univ. of Delaware
Data shown is an avg. travel speed from
2006 and 2007



Stoltz Properties vs. Avg. Transit Ridership 2007



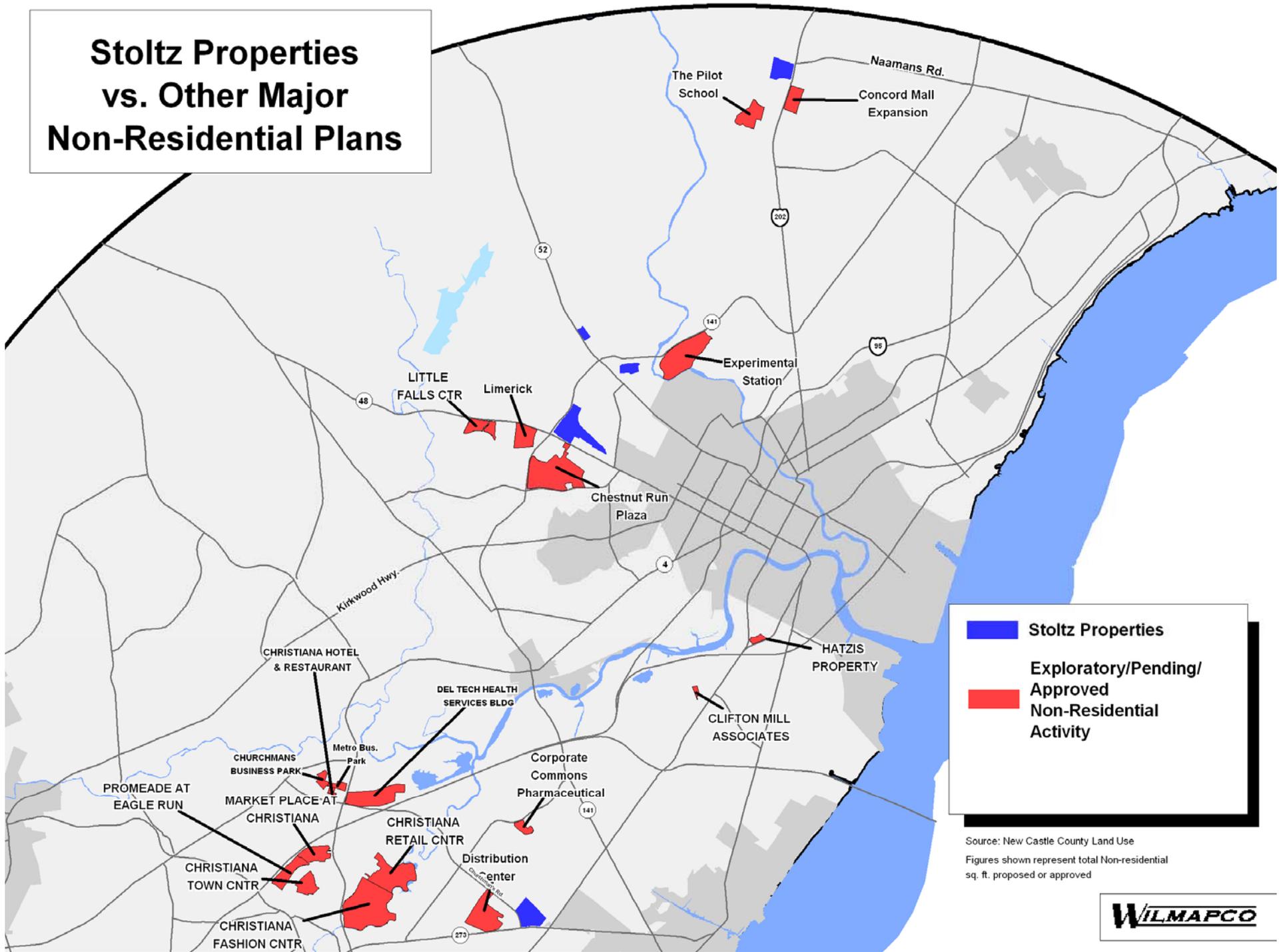
Avg. Transit V/C Ratio

- Greater than 40%
- 30-40%
- 20-30%
- Less than 20%
- No Transit Service

Source: DART, WILMAPCO



Stoltz Properties vs. Other Major Non-Residential Plans



Blue Stoltz Properties
Red Exploratory/Pending/Approved Non-Residential Activity

Source: New Castle County Land Use
Figures shown represent total Non-residential sq. ft. proposed or approved



Planned Traffic Studies for Stoltz Properties

- **Difference Between a Traffic Operational Analysis (TOA) and a Traffic Impact Study (TIS)???**
- **Current Designation of Stoltz Properties**
- **Current extent of study areas**

A Traffic Impact Study (TIS) is:

According to DeIDOT's Standards and Regulations for Subdivision Streets and State Highway Access, a TIS is:

“A study conducted during the development approval process to determine the impacts that traffic generated by the proposed development will have on the surrounding street network and the improvements needed to the transportation system in order to mitigate those impacts.”

What are the applicable regulations?

1. Chapter 2 of DeIDOT 's Standards and Regulations for Subdivision Streets and State Highway Access
2. Chapter 11 of New Castle County's Unified Development Code

A Traffic Operational Analysis (TOA) is:

According to DeIDOT's Standards and Regulations for Subdivision Streets and State Highway Access, an Operational Analysis is:

An evaluation or series of evaluations conducted during the TIS and site entrance reviews that is used to determine the ability of a proposed development project to operate safely and with adequate access. Analyses conducted during the heading of "Operational Analysis" may include Queueing Analysis, Highway Capacity Analyses, and Accident Analyses.

When to use a TIS or a TOA

- DeIDOT and County regulations are specific as to when a TIS may and may not be required and when the requirement can be waived.
- DeIDOT regulations grant the authority to require a TOA as necessary to review a plan.

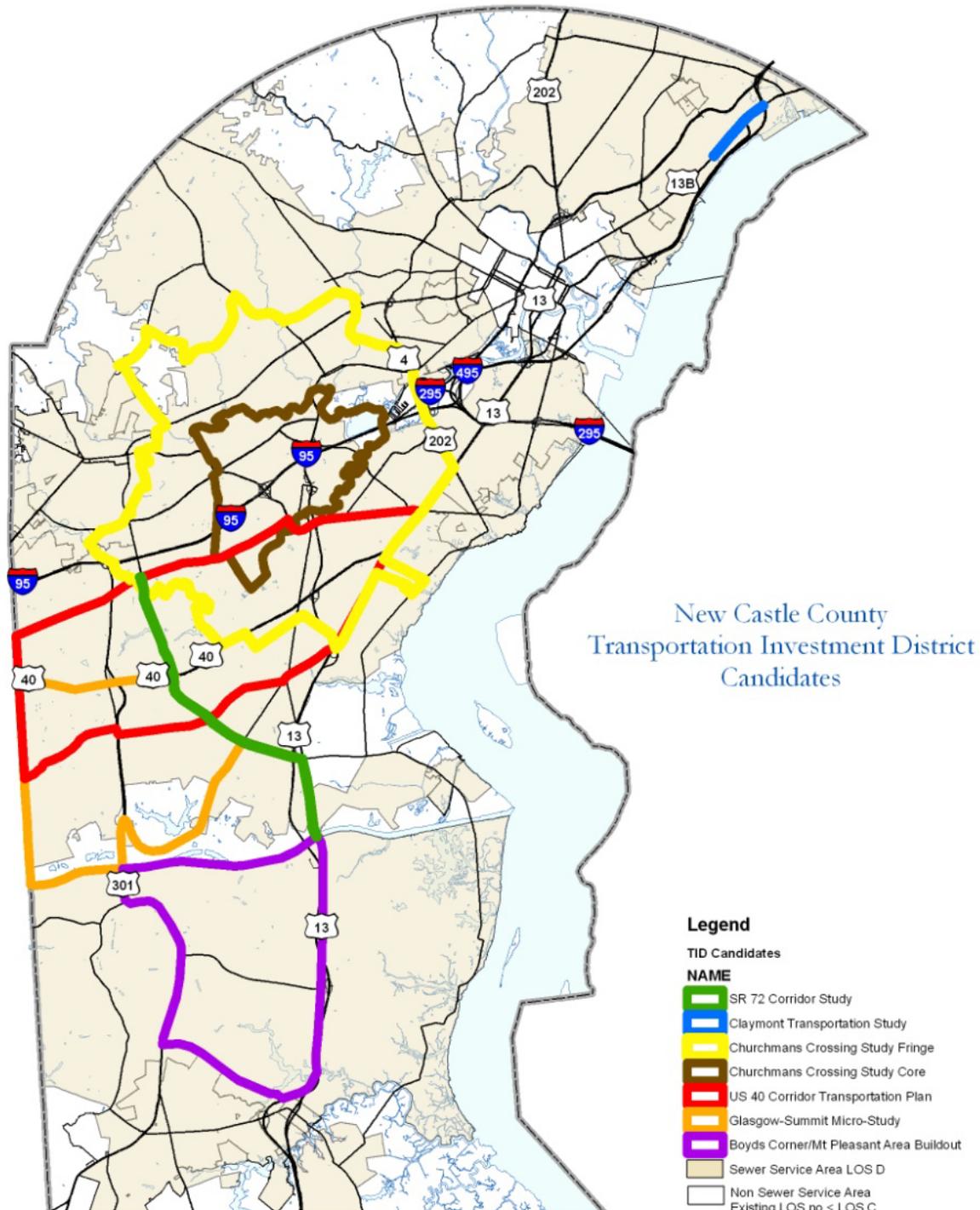
Examples of when DeIDOT might require a TOA:

- TIS not warranted
- TIS cannot be required by County Code (e.g. Redevelopment)
- TIS warranted but waived
- TIS left a relevant question unanswered

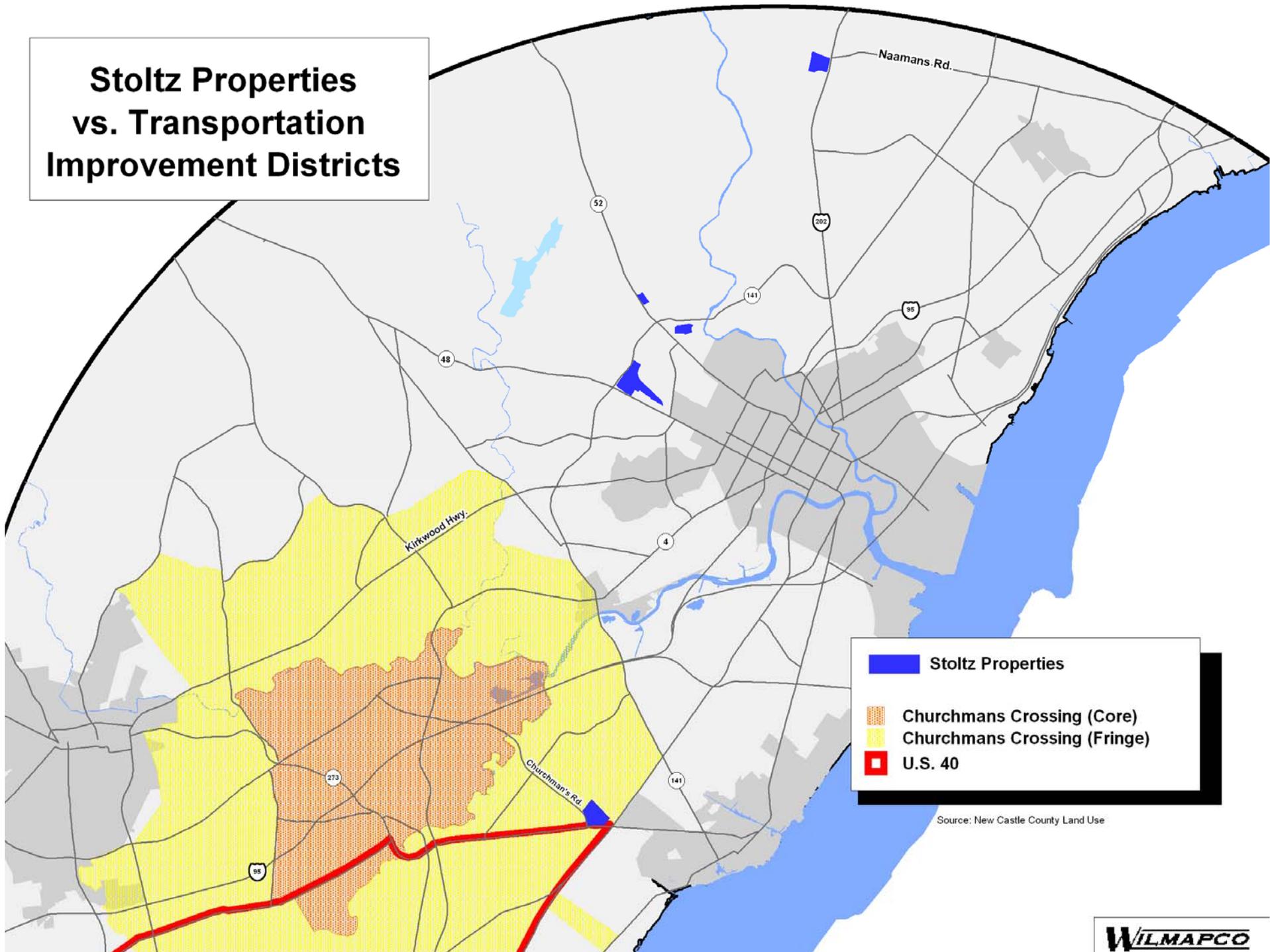
Reference to traffic and The New Castle County code

Chapter 40, Article 11

- Ensures development occurs where there is adequate transportation capacity in place as embodied in the Adequate Facilities Ordinance (AFO).
- Transportation capacity is measured by a TIS and is converted numerically into a Level of Service (LOS) designation.
- Section 40.11.121(C) TIS Waiver based on location within a Transportation Improvement District
- No major land development or rezoning is permitted if it exceeds LOS standards unless mitigation or a waiver is approved by Council or through special ordinances passed by Council.



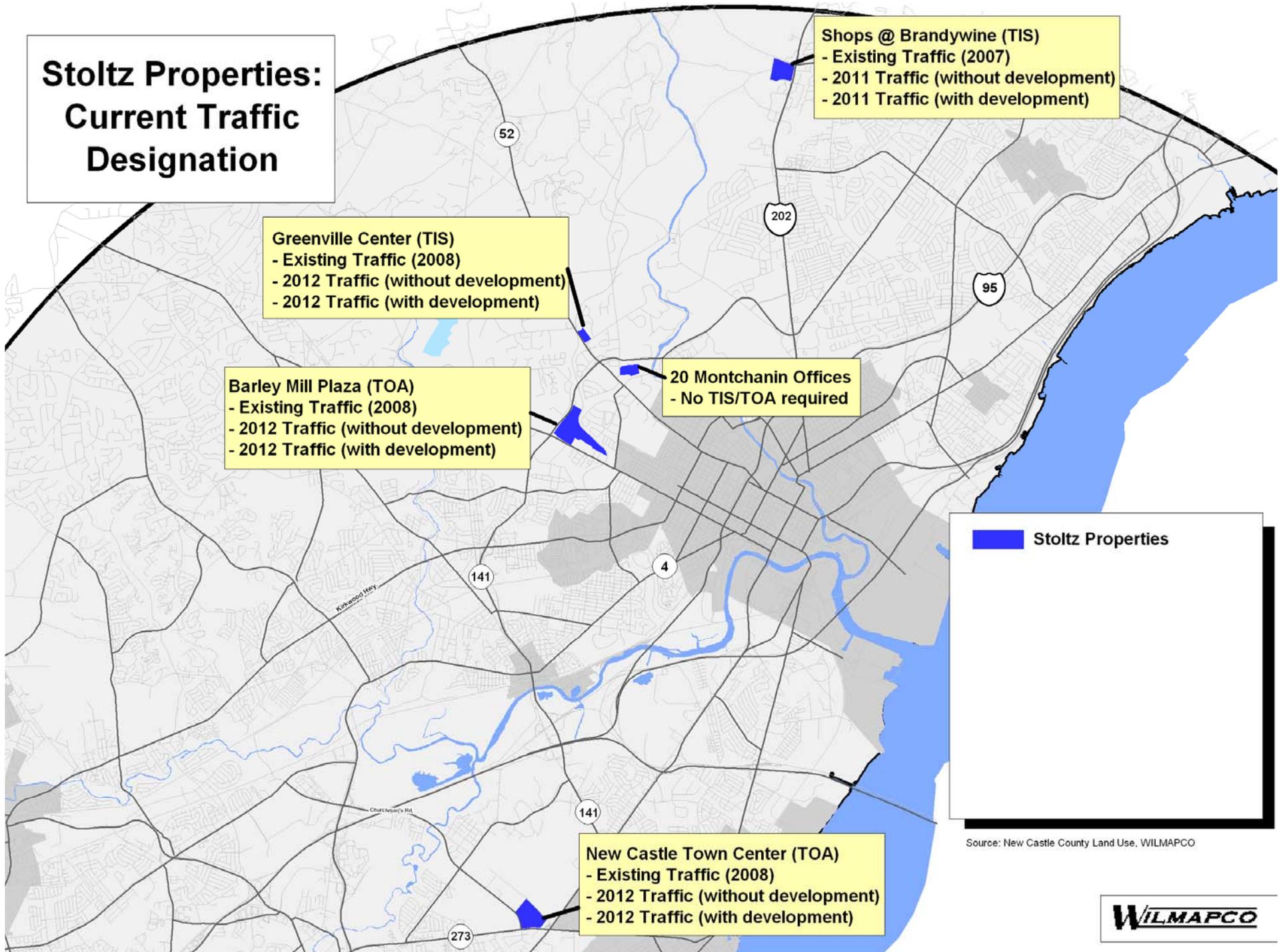
Stoltz Properties vs. Transportation Improvement Districts



-  Stoltz Properties
-  Churchmans Crossing (Core)
-  Churchmans Crossing (Fringe)
-  U.S. 40

Source: New Castle County Land Use

Stoltz Properties: Current Traffic Designation



Shops @ Brandywine (TIS)
- Existing Traffic (2007)
- 2011 Traffic (without development)
- 2011 Traffic (with development)

Greenville Center (TIS)
- Existing Traffic (2008)
- 2012 Traffic (without development)
- 2012 Traffic (with development)

Barley Mill Plaza (TOA)
- Existing Traffic (2008)
- 2012 Traffic (without development)
- 2012 Traffic (with development)

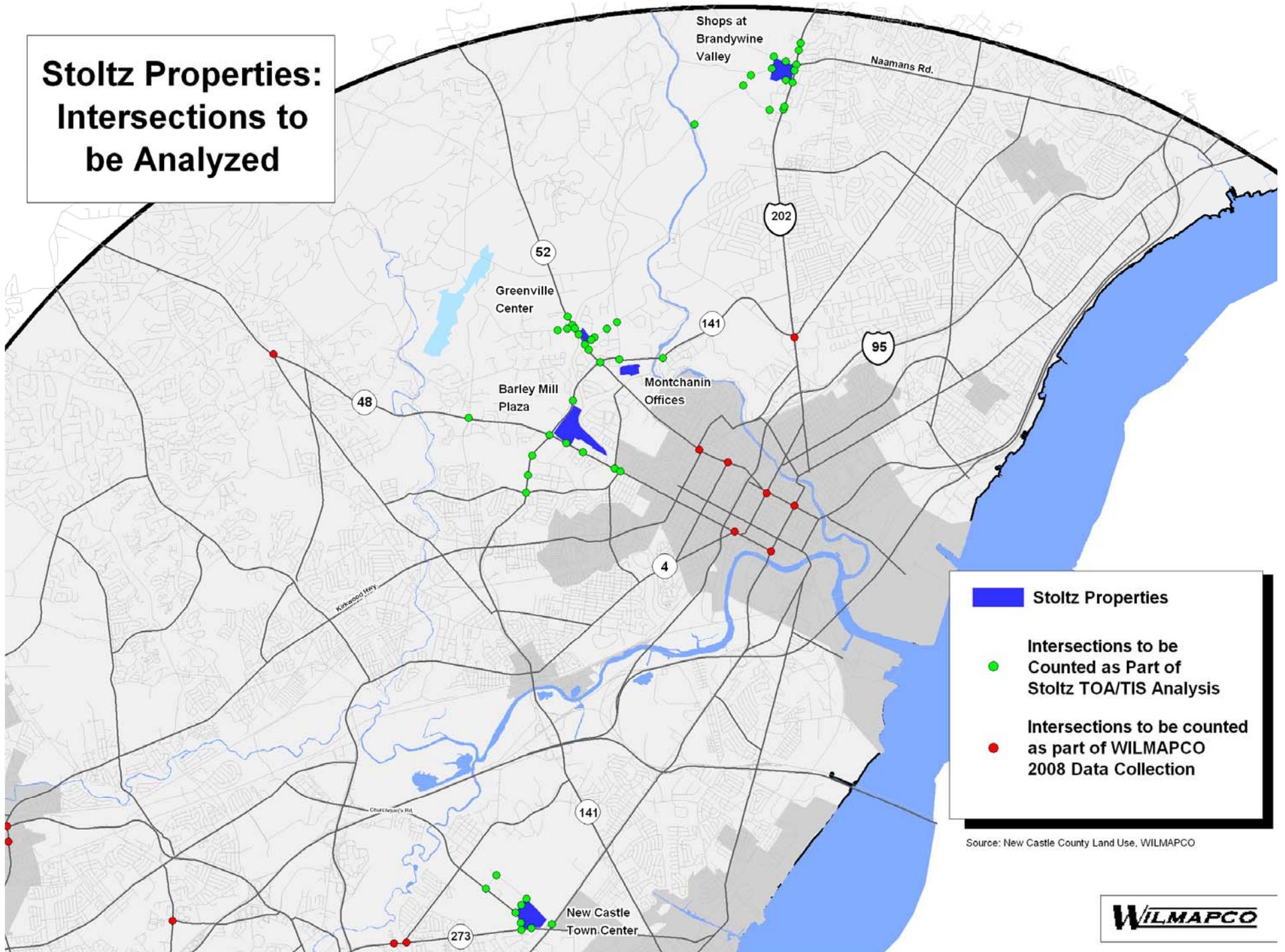
20 Montchanin Offices
- No TIS/TOA required

New Castle Town Center (TOA)
- Existing Traffic (2008)
- 2012 Traffic (without development)
- 2012 Traffic (with development)

 Stoltz Properties

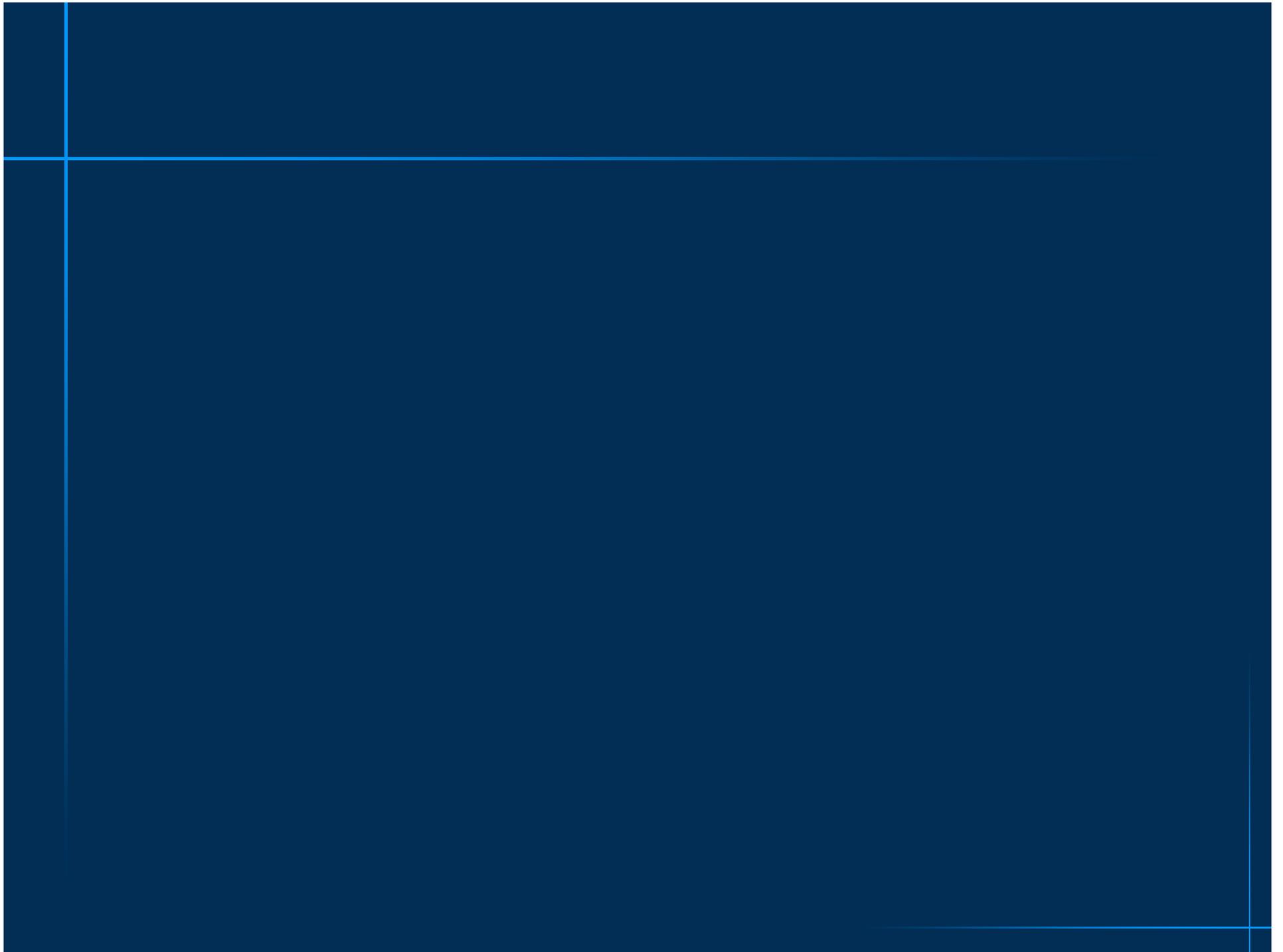
Source: New Castle County Land Use, WILMAPCO

Stoltz Properties: Intersections to be Analyzed



Next Steps?

Questions?



Traffic Impact Study Waiver

Chapter 40 Article 11.11.121

If a traffic impact study was completed for the proposed change in zoning of the subject parcel or, if, in the opinion of the Department and DeIDOT, sufficient prior traffic studies of the area of influence have previously been conducted, the requirement for a new traffic study and the further evaluation of the level of service will be waived provided the Department finds:

C. The proposed project is within a transportation improvement district or similarly identified area, as identified by DeIDOT, and trip generation numbers provided for the proposed subdivision or land development, as approved by DeIDOT, do not significantly change the traffic assumptions upon which roadway improvements designed by or approved by DeIDOT for the district or area have been based. The applicant shall contribute to transportation costs within the district or area based upon a formula to be developed by DeIDOT