

Complete Communities Enterprise District

9/15/2022





Excellence in Transportation.

Every Trip.

We strive to make every trip taken in Delaware safe, reliable, and convenient for people and commerce.

Every Mode.

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

Every Dollar.

We seek the best value for every dollar spent for the benefit of all.

Everyone.

We engage our customers and employees with respect and courtesy as we deliver our services.

- Complete Community Enterprise District (CCED) Overview
- Agency Responsibilities
 - City, County, and DelDOT
- Potential Boundary
- Possible Path Forward

Topics

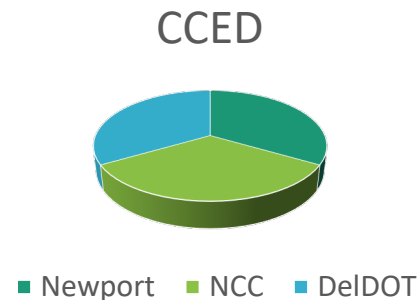


- Senate Bill 130 (*AN ACT TO AMEND TITLE 2, TITLE 9 AND TITLE 22 OF THE DELAWARE CODE RELATING TO TRANSPORTATION AND LAND USE*) passed in 2016.
- Provides a legislated framework for local governments to develop land use policies to facilitate higher density, more urban development patterns in coordination with transportation planning and capital investment ***explicitly*** to prioritize transit, bike, and ped mobility.
- There is a loose analogy to TIDs (DeIDOT Agreement, spatial boundaries, planning coordination).

What is a CCED



- Local government enters agreement with DelDOT to establish 'District' boundaries.
- Certain land use and development coordination policies must be approved by local government.
- DelDOT takes on the primary role of developing capital programming to meet CCED performance measures.
- Each agency responsible for different parts, but communication is consistent throughout the whole process.



Collaborative Process



- Area must be ***contiguous, compact*** in shape (not linear), and ≤ 9 square miles. (§ 2104 1-3).
- Area must be zoned at a ***density high enough to enable frequent transit service*** (§ 2104 4).
- **Neighborhoods must be within ½ mile of an existing or planned bus or rail stop/station** . (§ 2104 8).
- All off-street parking requirements must be exempt and contain **a majority of land area zoned for residential uses** and zoned to maximize transit, walking, biking, etc. (§ 2104 5-6) .

CCED Requirements



Local Government and County Responsibilities

Sign a Memorandum of Understanding establishing:

- Agreed upon CCED boundaries.
- The planning process responsibilities of the City, the County, and DeIDOT.
- Includes framework for areawide master plan.

Complete and adopt a Master Development Plan into the City comprehensive plan which includes the following elements:

- Mass transit routes,
- A mix of parcels of land zoned for residential, commercial, light industrial, or institutional uses,
- A guide for the specific design of the physical form, public spaces, and amenities of the CCED so that transit, walking, and cycling are safe and comfortable modes of travel for all residents of the CCED, and
- Level of service requirements specific to the CCED.



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- Plan and approve permissive Zoning
 - Plan for Transit/ Non-Auto oriented Land use
 - Modify local off-street parking requirements
 - Develop Guidance for public space/ local streets
 - Develop level of service requirements

What That Means



LIVE

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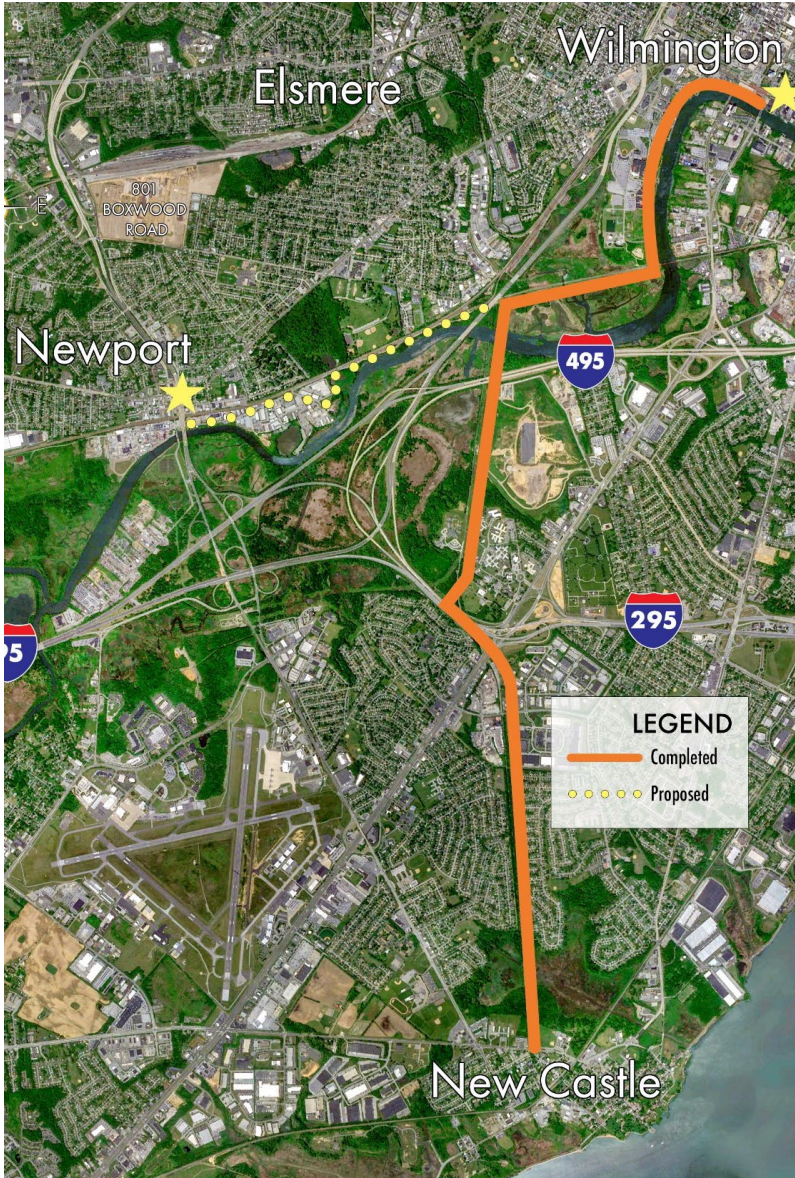
Not to be deemed final or official. This is for illustrative purposes only.

Source: Harvey Hanna & Associates Inc. Greater Newport Vision Book

- Develop Walk/Bike/Transit Plans for the district
- Develop capital projects to realize the plans
- Boost CCED projects in capital prioritization
- Make all roads that are not limited access 25 mph
- Refrain from road capacity projects
- No off-street parking requirements

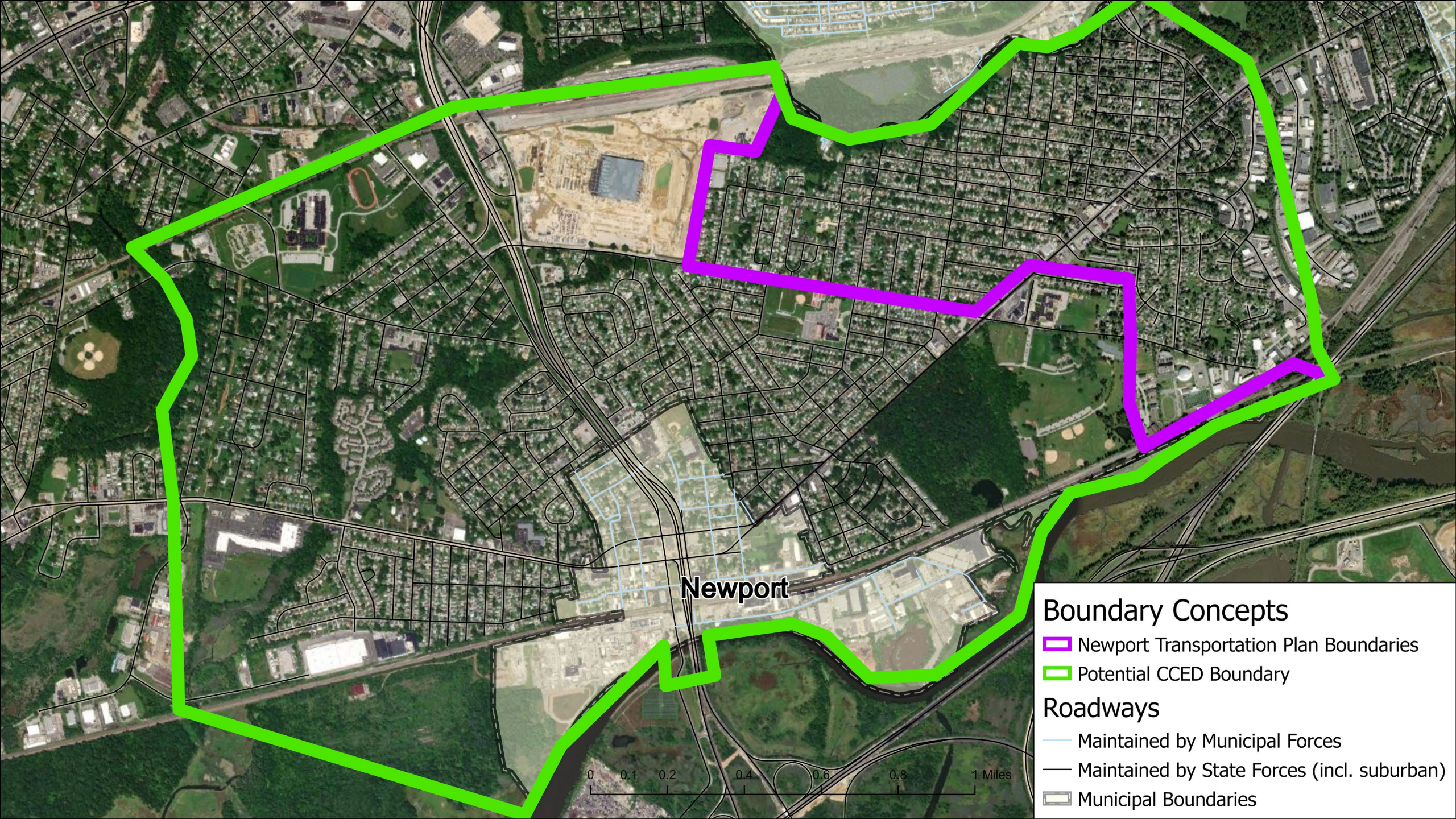
DelDOT General Roles (Planning/ Capital Program & Roadway Management)






Newport- Wilmington Trail





Newport

Boundary Concepts

-  Newport Transportation Plan Boundaries
-  Potential CCED Boundary

Roadways

-  Maintained by Municipal Forces
-  Maintained by State Forces (incl. suburban)
-  Municipal Boundaries



- Step 1: MOU on agency roles and process
- Step 2:
 - Develop an Areawide Master Plan with land use and transportation **scenarios** with public involvement, followed by development of the Master Development Plan
- Step 3: Incorporate recommended scenario in Master Development Plan

Possible Path Forward



Areawide Master Plans, Can Consider a Wide Range of Possible and Potential Land Uses

