2016 Delaware Institute for Local Government Leaders

Strategies & Resources for Delaware Local Governments

October 7, 2016
Delaware Complete Communities Planning Toolbox: Online Resources for Local Officials

Sarah Pragg, Marcia Scott, BJ DeCoursey
Institute for Public Administration, University of Delaware

completecommunitiesde.org
Toolbox Overview
Developing a Framework

- Workshops with two pilot communities
- Extensive literature review and research on national and Delaware best practices
- Collaboration with DelDOT and OSPC

completecommunitiesde.org
A complete community is one that considers more transportation options and connectivity, mixed and efficient uses of land, healthy environments, job growth and business diversity, and an involved citizenry that helps define a community’s unique character and sense of place. In short, a complete community is a place that you love to live.
Five Elements of Complete Communities

- Complete Streets
- Efficient Land Use
- Healthy and Livable
- Inclusive and Active
- Sustainable and Resilient
Delaware Complete Communities Planning Toolbox

Website resources provide:

- Planning Tools
- Community Design Tools
- Public-Engagement Strategies
Coming soon!

Visual Tools

HOW WALKABLE IS YOUR COMMUNITY?
New Visual Tools
GIS Story Maps
Healthy and Livable: Planning for Aging-Friendly Communities

A healthy community is one that enables people to maintain a high quality of life and productivity. A livable community is one that has affordable and appropriate housing, supportive community features and services, and adequate mobility options, which together facilitate personal independence and the engagement of residents in civic and social life.

According to the AARP Public Policy Institute, 99 percent of Americans age 50 and over want to remain in their homes as long as possible. Similarly, the AARP Survey on Community Services in Delaware found that 85% of Delawareans age 65 or older believe it is "very important" or "extremely important" to remain in their homes as long as possible.

Creating aging-friendly environments is one tool used for building complete communities.

Aging friendly environments offer:
- affordable, accessible housing
- multiple modes of transportation
- access to community services
- opportunities for engagement

Two models for creating aging-friendly environments are The Village Model and Accessory Dwelling Units.

Click through the tabs to learn more about examples of creating aging-friendly environments in Delaware. Use the legend to analyze what you are seeing and click on the symbols to see examples.
Wilmington Large Projects

In FY 2015 Wilmington was awarded 15 large project grants. Explore downtown Wilmington’s current residential, commercial, and mixed-use large development projects by clicking on the plotted stars.

Downtown Development District Plan of Wilmington

Wilmington Incentives

Expedited Permitting
- Permit applications in DDD are worked through multi-department approval process to ensure shortest possible review time. A City-wide permitting reform process is underway to reduce review time further in the DDD.

Architectural and Engineering (A&E) Feasibility Assistance
- 50% match (up to $20,000) for architectural and engineering feasibility work for for-profit small business developers to explore capital investments in DDD. (Totally development cost capped at $1 million, program allocation of $100,000 approval-based). [City-wide]
New Videos
Healthy and Complete Communities in Delaware: The Walkability Assessment Tool

Written by
Julia O’Hanlon, Associate Policy Scientist
Marcia S. Scott, Policy Scientist
Lexi West, Public Administration Fellow
Overview of Assessment Tool Process

Step 1: Preparing for the Workshop and Walk

Step 2: Let’s Get Walking!

Step 3: Path Forward

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attractive, inclusive, efficient, healthy & resilient places

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Step 1: Preparing for the Workshop and Walk

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Visual Prompts

2. Crosswalk Design and Accessibility Issues

Signalization

Do accessible pedestrian signals (APS) communicate information about the Walk/Don’t Walk intervals at signalized intersections in non-visual formats to pedestrians who have low vision and/or visual impairments? Do signals provide visual and auditory cues?

Push Buttons

Are crosswalk buttons installed at a height that is accessible to pedestrians and individuals using assistive mobility devices?

Surface

Is the crosswalk surface (e.g., colors, textures, designs) delineated to ensure public safety? Do individuals using assistive mobility devices easily navigate the surface? Brick pavers or uneven surfaces may create accessibility issues for persons with disabilities.
Step 2: Let’s Get Walking!
What to Look for on Your Walk

Pedestrian Environment

Safety
  - Streets
  - Sidewalks
  - Crosswalks

Accessibility
  - Streets
  - Crosswalks

Connectivity
  - Transit
  - Streets

Walk Appeal
Step 3: Path Forward
Low-Stress Bikeability Assessment Tool
What is Low-Stress Bicycling?

Providing routes between people’s origins and destinations that do not require cyclists to use links that exceed their tolerance for traffic stress, and that do not involve an undue level of detour.

-Peter Furth, Northeastern University
Levels of Traffic Stress

Level of Traffic Stress 1
Safe for children to use; Usually completely separated from auto traffic

Level of Traffic Stress 2
Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic

Level of Traffic Stress 3
Tolerated by riders who are enthused and confident; Heavy traffic with separated bike facility

Level of Traffic Stress 4
Only tolerated by strong and fearless riders; Cyclists must interact with high volumes or speeds of auto traffic
Run Python script to evaluate segments against LTS designation criteria.

Roadway segments with associated RI data

Roadway segments with associated LTS designations
Planning for Complete Communities in Delaware: The Low-Stress Bikeability Assessment Tool

December 2015

written by William J. DeCoursey, Kirsten Jones, and Marcia S. Scott
preparing by Institute for Public Administration, School of Public Policy & Administration, College of Arts & Sciences, University of Delaware
funded by the Delaware Department of Transportation

IPA Institute for Public Administration
www.ipa.udel.edu

serving the public good, shaping tomorrow's leaders
INTERSECTIONS
Conflicting Movements

Conflicting Movements: Cars and bikes are trying to move through the intersection in different directions at the same time; creates confusion and danger

Non-Conflicting Movements: Specific traffic signals and/or timings allow cyclists to cross traffic while other traffic is stopped

Conducting a Low Stress Bikeability Assessment: An Overview of What to Look for
<table>
<thead>
<tr>
<th>NETWORK</th>
<th>8. Are there any abrupt endings for the bicycle facility?</th>
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<tbody>
<tr>
<td><img src="image1.jpg" alt="Image" /></td>
<td>If a route exists, it must continue so that people can ride it through to their destinations. Otherwise, the route becomes useless.</td>
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<td><img src="image6.jpg" alt="Image" /></td>
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<tr>
<td><img src="image8.jpg" alt="Image" /></td>
<td><img src="image9.jpg" alt="Image" /></td>
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</tbody>
</table>

#### No Warning: Cyclist is told to use the facility, but then it disappears, preventing the ability to safely continue on the route.

#### Warning: “Bike Lane Ends” signs provide warning that the facility will disappear, but do not allow the cyclist an alternative way of traveling, and provide warning far too late for the cyclist to account for the ending.

#### Bike Lane Taken Over By Turning Lane: Bike lane disappears when approaching intersections to make room for a right-turn auto lane.
Flood-Ready Communities
Creating a Flood Ready Community
Delaware Planning Education Program
Creating Flood-Ready Communities: A Guide for Delaware Local Governments

January 2016

written by
Brandon Grabelsky, Public Administration Fellow
Marcia S. Scott, Policy Scientist

prepared by
Institute for Public Administration
School of Public Policy and Administration
College of Arts and Sciences
University of Delaware

funded by the
Delaware Department of Transportation

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Climate Change and Sea Level Rise:
Delawareans say they are convinced and ready to act.

In 2014, Delaware residents were surveyed about their thoughts on climate change and sea level rise. Delawareans believe that climate change and sea level rise are happening and are a threat to our state. They think we should act now and they believe that their own actions can make a difference.

Residents in Delaware believe climate change and sea level rise are happening and are a threat.

- 79% are convinced that climate change is happening.
- 70% are convinced that sea level rise is happening.

Delawareans agree that they can personally take action to reduce climate change.

- 65% say they are taking action to reduce their impact.

Delawareans support key strategies to respond to and prepare for sea level rise.

- 85% support funding and regulations to reduce risk in flood-prone areas.
- 71% support funding to reduce risk using public funding.
- 77% support new structures as long as they are funded.
- 77% support new structures as long as they are funded.
- 64% support new technologies to reduce impacts.
- 53% support new technologies to reduce impacts.

Residents support local and state governments spending new money on public construction projects if it means that the structures could withstand sea level rise.

- 57% support spending new money on public construction projects.

The full report is available online at www.DE.GOV/CLIMATESURVEY

Planning Framework

Evaluate

Plan

Execute

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1. Evaluate

- Conduct Vulnerability and Risk Assessment
- Review Maps and Data
- Gauge Local Government Capacity
- Assess adequacy of local regulatory framework

The flood map is shown with an interactive before/after slider tool that enables the viewer to visualize both the landward (horizontal) extent of flooding and floodwater depths (vertical) expected to occur during the 100-year flood (or 1 percent annual chance flood event). Data for the 100-year floodplain was obtained using FEMA’s preliminary flood maps, and floodwater depths have been provided by Delaware DNREC through a project with AMEC, a London-based engineering company.

What is a 100-Year (or 1 percent annual chance) flood?
2. Plan

**SEA LEVEL RISE...**
**Impacts on Frederica & What we're doing about it**

**Is Frederica vulnerable to sea level rise?**
Frederica, like other Delaware coastal communities, is vulnerable to increased flooding related to sea level rise. Frederica currently experiences frequent, but minor flooding of streets and property due to high tide. The Town is also at risk for less frequent, but more extreme flooding events related to strong coastal storm surges being pushed up the Murderkill River. Due to global climate change and rising sea levels, more areas in town will be inundated by high tide and there will be more frequent and intense flood events. The maps on the right show high tide in Frederica where it is today (blue), and the anticipated rise ranging between 1.6 feet (green) and 4.9 feet (red) above the present level by the end of the century.

**What does this mean for Frederica?**
Within these areas reside approximately 24 homes, 6 non-residential use buildings, a wastewater pump station, underground storage tanks, and marinas. The area also includes vacant and underutilized parcels that were previously used for industry and are now part of Frederica’s future Waterfront Redevelopment Area. Some roads and bridges, including Frederica Road, will flood more frequently and may be impassable during significant storms and flood events. Also, there are some properties that are within the sea level rise inundation areas that are not within the current FEMA floodplain, and therefore may have flooding and flood insurance implications in the future. It is clear that Frederica should plan for sea level rise now. Determining how much sea level rise to plan for and over what timeframe will be an ongoing task.

**What are we doing to adapt?**
The Town has recently prepared a draft Comprehensive Plan Update to include a new Sea Level Rise section that sets forth strategies to adapt to sea level rise. Town leaders collaborated with DNREC’s Delaware Coastal Program, the Division of Energy and Climate, and other governing agencies, as well as facilitated a public outreach process to develop the following general strategies:

1) **Prepare a Waterfront Redevelopment Plan**
   The Waterfront Redevelopment Plan will balance revitalization efforts with mitigating the negative impacts associated with sea level rise. The Redevelopment Plan will integrate the specific sea level rise adaptation strategies that aim to transition vacant and underutilized parcels to mixed-use development with open space and recreational uses that will reconnect residents and visitors to the Murderkill River.

2) **Conduct a Flood Vulnerability / Drainage Study**
   The study will identify locations and causes of flooding and assess vulnerabilities in detail. The study will include a detailed inventory of roads, bridges, storm drains, facilities, buildings, and properties that are at risk from flooding considering sea level rise and increased rainfall.

3) **Update Planning Documents & Policies**
   Some draft policy goals and recommendations include:
   - Guide growth to safe locations and limit access to natural hazard areas.
   - Evaluate additional flood protection measures for properties in the vulnerable areas, such as raising structures.
   - Ensure public facilities are designed and will be hazard resistant.
   - Ensure new developments minimize run-off to flood prone areas.
   - Protect open space, agriculture, wetlands, and tidal marshes.
   - Have a strategy for the turnover of properties that are no longer habitable or are abandoned.

   The Town also has a Floodplain Damage Reduction Ordinance that provides procedures and criteria for developing in the Federal Emergency Management Agency (FEMA) flood hazard areas. New and renovated structures built in the floodplain are required to have flood proof measures to prevent or minimize flood damage in the future.

   The Town is also working with the Delaware Emergency Management Agency (DEMA) to prepare a Hazard Mitigation Plan (HMP) for Frederica. The HMP will assist to identify, assess, and respond to risks considering transportation, emergency response, evacuation routes, utilities and infrastructure, and personnel responsibilities.

**FEMA flood hazards. Contact the town or go to...**

Prepared with the assistance of: AEOM

The draft Comprehensive Plan Update can be found at Town Hall or on the Town’s website. A Public Hearing for the draft is scheduled for June 17th. Please share your thoughts and opinions with us at the hearing. If you are unable to attend in person you may send your comments to Town Hall or by email.
3. Execute

- Implement recommendations of Comprehensive Plan
- Adopt Delaware Complete Communities Planning Strategies
- Strengthen Codes and Ordinances

Installation of living shorelines

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3. Execute
GIS Story Map explains benefits of Freeboard as floodplain management strategy
Delaware Database for Funding Resilient Communities

For additional information, review the database fact sheet or watch the video tutorial.

<table>
<thead>
<tr>
<th>Eligible Project</th>
<th>Funding Amount</th>
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<tbody>
<tr>
<td>Disaster Preparedness</td>
<td>Less than $15,000</td>
</tr>
<tr>
<td>Disaster Recovery</td>
<td>$15,001-50,000</td>
</tr>
<tr>
<td>Education</td>
<td>$50,001-200,000</td>
</tr>
<tr>
<td>Emergency Aid</td>
<td>$200,001-500,000</td>
</tr>
<tr>
<td>Energy Conservation</td>
<td>$500,001-1,000,000</td>
</tr>
<tr>
<td>Habitat Restoration</td>
<td>$1,000,000-$5,000,000</td>
</tr>
<tr>
<td>Infrastructure Upgrades</td>
<td>$5,000,000-$20,000,000</td>
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<tr>
<th>Match Requirement</th>
<th>Program Type</th>
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<tbody>
<tr>
<td>Not Required</td>
<td>Grant</td>
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<tr>
<td>Required</td>
<td>Insurance</td>
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<tr>
<td></td>
<td>Loan</td>
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<td></td>
<td>Mutual Aid</td>
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<td></td>
<td>Technical Assistance</td>
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Search Results

**Agricultural Loan Program**

**Agency:** Delaware Sustainable Energy Utility (SEU)

**Eligible Project Activities:** Energy conservation

**Type of Assistance:** Loans

**Typical Funding Amount:** Maximum of $250,000 per project and maximum of $400,000 per borrower.
An Introduction to the Delaware Database for Funding Resilient Communities
Input Needed!
What is your favorite fall food?

A. Pumpkin Pie
B. Squash Soup
C. Apple Dumpling
D. Pumpkin Spice Latte
E. Chicken Pot Pie

1 vote for A.
What is your go-to vacation spot?

A. Beach
B. Mountains
C. Lake
D. Disney World
E. City

[Bar chart showing 1 vote for Beach]
Your top 3 preferences for economic development topics.

A. Placemaking
B. Historic preservation
C. “Built-it-first” approach
D. Better block programs
E. Pop-up urban spaces
F. Tactical urbanism (targeted interventions)
G. Façade improvements
H. Heritage, eco, and agri tourism
Pick your top 3 preferences for planning topics.

A. Planning and zoning for economic vitality
B. Healthy communities
C. Delaware FirstMap and open data resources
D. Downtown Development District incentives
E. Planning for diverse and affordable housing
F. Strategies to transform abandoned strip malls

![Bar chart showing preferences]

- A: 20
- B: 9
- C: 8
- D: 9
- E: 8
- F: 0
Pick your top 3 preferences for transportation topics.

A) Transit-friendly communities
B) Transit-supportive land use
C) Traffic calming measures
D) Delaware Byways program
E) Cooperative (municipal) agreements
F) Transportation enhancements program
G) Pedestrian-oriented lighting
H) Improving first- and last-mile transit connections
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YouTube: CompleteCommunities
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