



Forum 2 – Summary of Input

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Overview of Forum 2

On July 15, 2021, the New Castle County Department of Land Use hosted its second Public Forum as part of the public engagement for the NCC@2050 Comprehensive Plan process. Building on the series of Deep Dive topic workshops that were held throughout the spring, the purpose of this forum was to present the Department’s analysis of key trends and data, present a series of potential scenarios that analyzed the impact of various combinations of trends and policy choices, and to hold small group breakout discussions to get input about where people want to see certain kinds of development or change and why, and to discuss potential tradeoffs related to specific strategies. Following the Forum, people had the opportunity to give written input through comments on an interactive map and through a survey about policy trade-offs.

Key Takeaways: Putting together all of the input

When we step back to consolidate the input from the breakout room discussions, the interactive map comments, and the survey, there are several takeaways that will influence how we develop the draft documents:

- There is strong, broad support for the goal of open space and agricultural land preservation, although people have different preferences for which specific strategies to use to achieve this goal.
- There is strong, broad agreement that more affordable housing is needed, but there is not agreement about what kind of affordable housing should be provided, where it should go, or how to fund it.
- There is strong support for having more walkable, mixed-use places with more residential density and housing type diversity *in certain places in the county but not everywhere*. There are also portions of the county where people have strong preferences for single-family houses with large yards and sense of peace and quiet.
- Many people are bothered by the unpredictability of development. People who move to a place because they like its character want assurance it will stay the same. On the other hand, people who own property have rights to use and develop it. One role for the new Future Land Use Map will be to guide rezonings to have more predictability.
- People want the county to maintain existing infrastructure and make sure that adequate infrastructure is built when there is new development. However, there is not clear agreement about how to fund or pay for this infrastructure. Also, the quality of infrastructure drives demand for more development. Some places that do not want to see more development want better infrastructure (which would increase demand for development).

The discussion in breakout groups and comments on the survey indicate that many participants found these questions hard to answer. And we agree! These are difficult trade-offs with no one right answer. Different people have different preferences about how they want to live and what they want to see in the County. Sometimes we want things that are actually incompatible with each other (like low taxes and high quality infrastructure and services, or easy parking but also vibrant, walkable places). These choices are difficult, and we thank everyone who struggled through trying to answer them.

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What's Next

New Castle County Department of Land Use staff will use the input from this round of engagement as they revise the focus areas and create the first draft of the Future Land Use Map, revise the Goals/Objectives/Strategies, and develop the first full draft of the Comprehensive Plan.

Please watch your email and the NCC@2050 website for the release of draft documents and more opportunities to give input.

Accessing Forum Materials

The information that was presented at Forum #2 is summarized here:

<https://storymaps.arcgis.com/stories/a550dff6d82a4afea18bc06e7045da7d>

The recordings of the main presentation, the copy of the chat text, and recordings of the breakout room discussions from Forum #2 are available here:

<https://ncc2050-nccde.hub.arcgis.com/pages/our-current-work>

This report synthesizes the input we heard with Forum #2 (and feedback through surveys and other means after the forum). For raw comments, see the tables in the Appendix. There were three main ways for people to provide input associated with Forum #2:

1. Participate in a breakout group discussion during the virtual Forum where staff were taking notes,
2. Place comments on the interactive map, and/or
3. Complete the survey about trade-offs related to potential strategies.

Approximately 111 people participated in breakout group discussions. 261 comments were placed on the interactive map. 61 people completed the survey about trade-offs and strategies.

Where and How to Develop

Primary questions for a comprehensive plan are where to encourage or discourage development, and what form that development should take. Public engagement is important to the comprehensive plan because it helps us create a shared vision and build consensus about the Future Land Use Map. With a comprehensive plan and Future Land Use Map that represents the diversity of the county, we can update the zoning code to guide development toward the shared vision. When there are fewer case-by-case rezonings, change and development is more predictable for everyone. That's one thing we are hoping to improve in completing and implementing the NCC@2050 Plan that county residents are helping to create!

It's important to remember that the existing rules (established through the Zoning and Unified Development Code) are the standards a person must follow when they develop (or redevelop) land. If people are following all the rules that are currently in place (known as a plan that is "by right"), then there is less that public engagement can do to influence outcomes. But the place where public engagement can make a big difference is in the comprehensive plan and crafting the policy and rules.

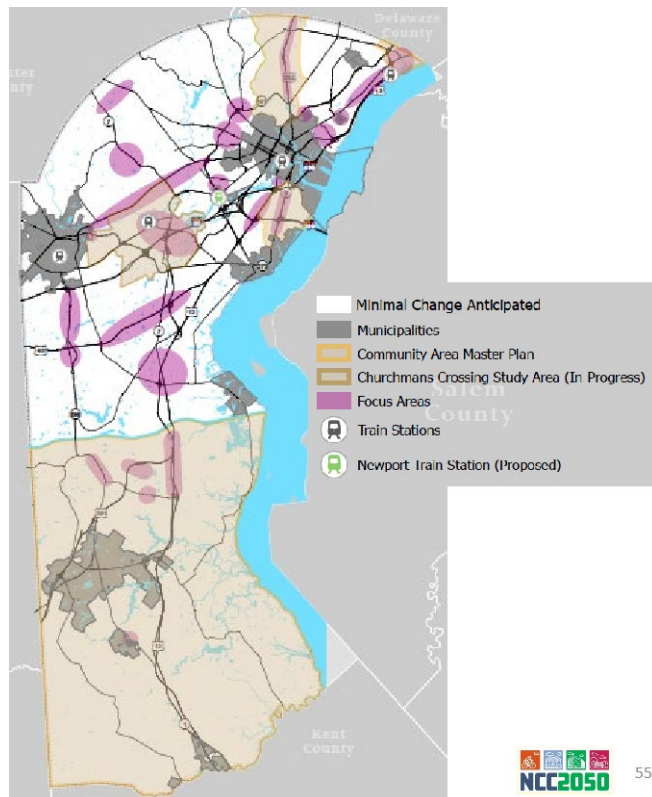
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Since population projections estimate only modest population growth for New Castle County, some people might wonder why we need to plan for development at all? There are several reasons. Even with only modest population growth, if there is not some new development to keep up with housing pressures, the cost of housing will continue to rise and become even more unaffordable for a larger percentage of people. Second, conditions are never static. Properties deteriorate and people’s preferences about housing, workplaces, and retail shift over time, so property owners need to be able to reinvest and shift the form of their development. Finally, the county must consider the long-term fiscal impacts of development patterns and encourage patterns that provide enough revenue to support long-term infrastructure and maintenance costs.

So what did we hear about where and how to develop? During the Forum, New Castle County Department of Land Use staff presented a map for discussion showing “Areas of Intended Change.” On this map, the beige areas indicate places with Community Area Master Plans¹ either adopted or in process, the white areas indicate places with minimal change anticipated over the 30 years of the plan, and the purple areas indicate Focus Areas that are candidates for intended change, either smaller, more incremental changes, or for some areas, potentially larger, more transformative changes.

Areas of Intended Change



¹ Community Area Master Plans (CAMPs) are plans completed at a sub-county level of geography. They enable a more localized study and nuanced plan than the countywide comprehensive plan. A master plan is in progress for the Churchman’s Crossing area of the county and a CAMP has been completed for North Claymont, Route 9, Route 202, and Southern New Castle County and are in the process of being adopted into the Comprehensive Plan (See [ORDINANCE NO. 21-036](#)).

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Breakout discussions and the interactive map survey, which was open for three weeks, gave people an opportunity to comment on these intended change areas. The map showing where people placed pins that indicate either minimal/no change, enhance/incremental change, or transformative change illustrates the diversity of opinion in the county. You can view the map dashboard with all of the individual pins and comments here: <https://ncc2050-nccde.hub.arcgis.com/pages/our-current-work>

For some places in the county, the comments were fairly consistent in terms of the type of change/no change people hope to see, but there are many areas where some people would like to see no/minimal change while other people would like to see more change. Most areas, even where the majority of comments tilt in one direction or the other, include a mix of opinions.

Intended Change Areas with Support for Change

Areas with generally strong support for change, most often transformative change, include:

- Philadelphia Pike/Governor Printz Blvd (US 13 north of Wilmington)
- Route 202 corridor north of Wilmington
- Hockessin, Valley Road area
- Route 9 south of Wilmington
- Route 13 (US 13 south of Wilmington)
- Route 141/Lancaster Pike (the area around 141, 100, and 34)
- Kirkwood Highway (Rt 2 from 41 to Newark)
- Churchman’s Crossing
- US 40 between Bear and Wrangle Hill Rd (72)

| Area | Type of Change / Comments |
|--|---|
| Philadelphia Pike/Governor Printz Blvd (US 13 north of Wilmington) | <ul style="list-style-type: none"> • Mix of all 3, but enhance/incremental change most common • Economic Hub, Town/Village Center, or Mixed Residential |
| Route 202 corridor north of Wilmington | <ul style="list-style-type: none"> • Town/Village Center • Support for sidewalks, landscaping, pedestrian crossings |
| Hockessin, Valley Road area | <ul style="list-style-type: none"> • Mix of enhance/incremental change with no/minimal change |
| Route 9 south of Wilmington, | <ul style="list-style-type: none"> • Town/Village Center • Support for residential with objections to light industry, manufacturing, warehouses |
| Route 13 (US 13 south of Wilmington) | <ul style="list-style-type: none"> • Transform • Town/Village Center • Support for affordable housing |
| Route 141/Lancaster Pike (the area around 141, 100, and 34) | <ul style="list-style-type: none"> • Mix of transform with some enhance/incremental change • Some support for multifamily housing • Concern for sidewalks and safe access to Barley Mill • Concern about long-term flooding |

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|--|--|
| Kirkwood Highway (Rt 2 from 41 to Newark) | <ul style="list-style-type: none"> • Mix of all 3: transform, enhance/incremental change, no/minimal change, with transform the most frequent • Concern about the road being dangerous • Support for pedestrian connections and walkability |
| Churchman's Crossing | <ul style="list-style-type: none"> • Mix of enhance/incremental with transform • Town/Village Center • Support for Transit Oriented Development (TOD), denser residential development, and more train parking |
| US 40 between Bear and Wrangle Hill Rd (72). | <ul style="list-style-type: none"> • Transform • Town/Village Center and Economic Hub with Mixed Residential off the main corridor • Redevelopment with a mix of uses |

Intended Change Areas with Support for No or Minimal Change

Some areas that had been indicated on the map for discussion as possible areas for intended change received a majority of comments indicating a preference for no or minimal change, including:

- Glasgow Ave (the area of Glasgow near the US 40 / 896 intersection)
- Wrangle Hill, near the intersections of US 13, Rt 1, 72, and 7
- Northwestern portions of the Southern New Castle County master plan area.

| Area | Type of Change / Comments |
|---|--|
| Glasgow Ave (the area of Glasgow near the US 40 / 896 intersection) | <ul style="list-style-type: none"> • No/minimal change • Concerns about stormwater and flooding |
| Wrangle Hill, near the intersections of US 13, Rt 1, 72, and 7 | <ul style="list-style-type: none"> • No/minimal change pins had no comments • The few pins for change suggested Economic Hub or Town/Village Center, with one comment encouraging focused zoning to create a town center |
| Northwestern portions of the Southern New Castle County master plan area. | <ul style="list-style-type: none"> • Concerns about traffic congestion, school capacity, losing trees |

Intended Change Areas with Very Mixed Opinions

Some areas had an almost even split in the kinds of pins and comments placed on the map, including:

- North Claymont
- Greenville
- Pike Creek

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| Area | Type of Change / Comments |
|----------------|---|
| North Claymont | <ul style="list-style-type: none"> Mix of all 3: transform, enhance/incremental change, no/minimal change |
| Greenville | <ul style="list-style-type: none"> About ½ the pins wanted no/minimal change, while about ½ wanted enhance/incremental change Even among people who wanted change, there was no agreement on what type of development, with some support for Economic Hub, Mixed Residential, and Town/Village Center Some comments supported more affordable housing, better transit access, more parks, and better bike infrastructure |
| Pike Creek | <ul style="list-style-type: none"> About ½ the pins wanted no/minimal change, while about ½ wanted enhance/incremental change |

Areas Originally Marked as Minimal Change: New Area with Support for Change

One area on the map that was originally put in the “minimal change anticipated” category had a cluster of pins supporting transformational change:

- Kennett Pike: Rt 52 north of Greenville to the Pennsylvania border

| Area | Type of Change / Comments |
|---|---|
| Kennett Pike: Rt 52 north of Greenville | <ul style="list-style-type: none"> Several pins for transform, with one pin for no/minimal change Mixed residential and Town/Village Center One comment to keep this area large lot suburban housing |

Areas Originally Marked as Minimal Change: Comments

Numerous pins were placed in areas of the map that had originally been marked as “minimal change anticipated.”

Repeated themes in these areas included:

- Desire to protect open space, forests, native plants
- Desire to preserve prime agricultural soils
- Interest in hiking trails
- Interest in “dark skies” program
- Concern about “high density housing,” including apartments, condos, and townhomes
- Concern about traffic congestion
- Concern about school capacity

All of the comments on the interactive map will help the Department of Land Use staff to revise the focus areas and create the first draft of the Future Land Use Map.

Strategies and Tradeoffs

The breakout room discussions and online survey also tried to explore the preferences that New Castle County residents have related to potential strategies and their tradeoffs. For instance, some people want to live in places with smaller yards with adjacent or nearby access to public or community parks and natural areas, while others want to have large





private yards with their own peace and quiet. Sometimes these preferences cluster in different places, so one-size-fits-all does not work and more fine-grained, localized plans or policy is needed. We also have to consider the fiscal impacts and costs of infrastructure. Different patterns of development generate different amounts of tax revenues and ongoing infrastructure costs, so we have to think about how those revenues and costs balance.

For the Forum breakout room discussions, we grouped specific tradeoffs with associated strategies. For the other survey (to take separate from the Forum), we simplified the questions to be faster and easier to answer online without a facilitator. You can see the full results in “Tradeoffs Survey Results” in the Appendix.

Tradeoffs with Support in One Direction

New Castle County is large, and people in the county have diverse preferences and opinions, so for each trade-off there were always at least a few people on either side of the tradeoff. However, there were some tradeoffs where a majority of people chose one side over the other, including:

- A strong preference for long-term economic growth over short-term revenue gain.
- A consistent pattern of more support for compact, walkable, mixed-use development over larger lot, more spread out, single-family housing development with easier parking. There was strong support for development in designated centers and corridors, but a more even split between “more walkability” versus “larger yards.”
- More support for better environmental performance (reduced stormwater runoff, lower temperatures, and reduced vehicle travel and air pollution) over easier parking.
- Support for easier and safer walking and biking and reduced traffic deaths over easier driving.

Written comments added support for these clear preferences, illustrated by this selection (see the Appendix for the full set of comments):

Plan success =

- Increased transit use and vacant/parking lots put to good use
- Public transportation
- If I am able to move in the next few years and have a variety of housing options that are affordable and in a highly walkable neighborhood where I can rely on walking/public transit for ~80% of my travel.
- More incentives for those with farm land to continue farming, grants to help them diversify to stay profitable.
- Less loss (more gain) of forest, wetlands; more access to open space, trails
- More open spaces and parks. Bike/walk paths throughout the state that link to all parks statewide. Light rail systems along major roadways such as Route 40 from Newark to Wilmington and a light railway from Wilmington to the Beach along Route 1.
- Preservation of natural spaces for parks of at LEAST 30%. We need to aim for 50%. EO Wilson says we need 50% of land dedicated to be preserved as natural space to maintain biodiversity and receive adequate ecosystem services like clean air and water.

Tradeoffs with Divided Preferences

Some tradeoffs showed much more of a divide, where people were split almost evenly, with approximately equal numbers choosing both sides of the tradeoffs:

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- Consistently roughly ½ of respondents showed a preference for neighborhoods that are more homogenous in terms of housing type and household income across multiple questions:
 - More affordable housing spread throughout the county vs. Neighborhoods that are more homogenous in terms of housing type and household income
 - More options for housing finance and income (ADU rents can help owner pay mortgage or living costs) vs. Neighborhoods that are more homogenous in terms of housing type and household income
 - More "life cycle" neighborhoods (places people can live no matter what state of their life cycle) vs. Neighborhoods that are more homogenous in terms of housing type and household income
- Respondents were also split over more flexible use of land (opportunity for small business development, change of use, infill developments, etc.) vs. more certainty about availability of parking

Written comments also demonstrate these divisions, illustrated by this selection (see the Appendix for the full set of comments):

Plan success =

- Not using a one size fits all approach and allowing the county to have different areas with different and market based “ preferred ways of life” (I.e. suburban vs. rural vs. center city).
- Respecting the opinions of the residents who moved to the country just for that and stop ruining the natural landscape of Middletown
- No apartments in areas where houses sell for 500,000 to 900,000

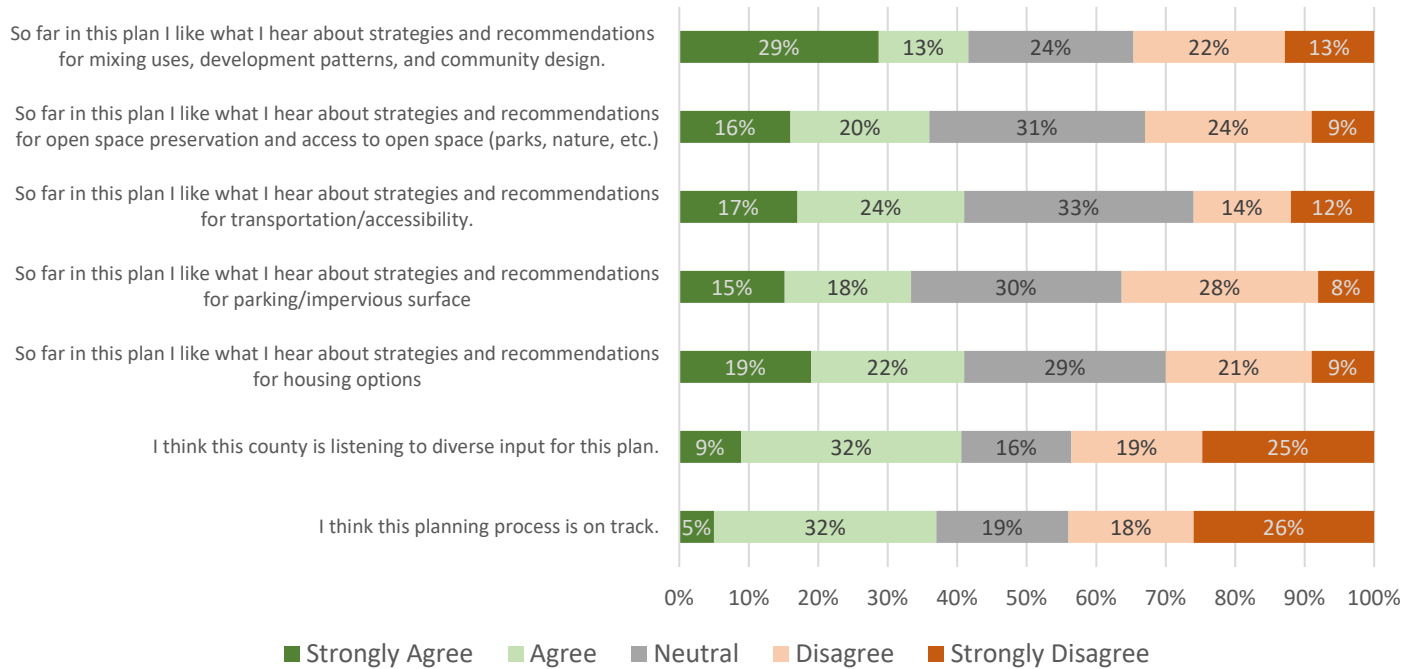
How are we doing?

The final part of the survey asked several questions to help us understand how satisfied (or dissatisfied) respondents are about various parts of the NCC@2050 plan development process. The results show a mix of opinions, with some people satisfied, some people neutral, and some people dissatisfied.

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Plan Success



Overall, the results of these questions show that the 61 people who took this survey are quite split in terms of how satisfied they are with the NCC2050 planning process so far. On every question, 26-44% of people are satisfied and also 26-44% of people are dissatisfied. The results for the following statements show that more people agree than disagree:

- So far in this plan, I like what I hear about strategies and recommendations for mixing uses, development patterns, and community design.
- So far in this plan, I like what I hear about strategies and recommendations for open space preservation and access to open space (parks, nature, etc.).
- So far in this plan, I like what I hear about strategies and recommendations for transportation/accessibility.
- So far in this plan, I like what I hear about strategies and recommendations for housing options.

The results for the following statements show that more people disagree than agree:

- So far in this plan, I like what I hear about strategies and recommendations for parking/impervious surface.
- I think the county is listening to diverse input for this plan.
- I think this planning process is on track.

Department of Land Use staff will continue to incorporate all of the input we have heard as we develop the first draft of the Future Land Use Map and the Comprehensive Plan.

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Appendix

1. Comments from Interactive Map
2. Tradeoffs Survey Results
3. Open-Ended Survey Comments



Comments from Interactive Map

| Change | Preference | Focus Area | Comments |
|-------------------|------------|--|--|
| No/Minimal Change | | Philadelphia Pike/Governor Printz Blvd | I like this area as it is. |
| No/Minimal Change | | Greenville | Greenville area, prior opposition to development |
| No/Minimal Change | | Summit Bridge Road | Does not want high density, traffic congestion, over crowded schools |
| No/Minimal Change | | | residents not looking for growth |
| No/Minimal Change | | Summit Bridge Road | Back roads and school system cannot handle it |
| No/Minimal Change | | | focus growth where there is existing infrastructure |
| No/Minimal Change | | | High density housing as currently in planning is not fitting or suitable for this area. |
| No/Minimal Change | | | Concerned about growth. Does not want growth |
| No/Minimal Change | | Greenville | Why is Greenville targeted as an area for change? |
| No/Minimal Change | | | Does not want town homes or high density apartments |
| No/Minimal Change | | | Lost small time feel |
| No/Minimal Change | | | Route 40, 896, Kirkwood Hwy, and Glasgow areas are all fairly developed already. Not sure what real question is being that there are already various uses there that are functioning well. |
| No/Minimal Change | | | Why would we have more homes developed here if it shows the population growth is going down |
| No/Minimal Change | | | Back roads and school system cannot handle more |
| No/Minimal Change | | | protect forests |
| No/Minimal Change | | Glasgow Ave | Stormwater management issues; need to be careful about how much more growth and impervious occurring here would negatively impact an area already experiencing some flooding issues |

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| Change | Preference | Focus Area | Comments |
|-------------------|------------|--|---|
| No/Minimal Change | | Glasgow Ave | Stormwater issues are already causing flooding and water problem, more development would only make this issue worse |
| No/Minimal Change | | Churchmans Crossing | What does red line on Kirkwood Hwy represent? Don't think anyone is very impressed with what is being presented. |
| No/Minimal Change | | | Preserve open space in this area |
| No/Minimal Change | | Philadelphia Pike/Governor Printz Blvd | hesitant to develop this area due to safety. families would steer clear due to this issue |
| No/Minimal Change | | Hockessin | Not sure that this area is buildable or is a desirable area to build in. |
| No/Minimal Change | | Kirkwood Highway | Add ped connectivity from housing to businesses |
| No/Minimal Change | | | concern about high density residential |
| No/Minimal Change | | Glasgow Ave | Traffic changes, no more residential |
| No/Minimal Change | | | Local opposition to proposed development |
| No/Minimal Change | | Greenville | there has already been substantial work done in this area we should focus on areas that need the most work over the next 10 years. |
| No/Minimal Change | | Hockessin | Hockessin has it's own small town feel already in progress. If any changes are implemented they need to be handled by Hockessin in keeping with their growth plans. |
| No/Minimal Change | | Glasgow Ave | This area is already experiencing over taxed with stormwater runoff |
| No/Minimal Change | | | We should provide more green space for the city residents |
| No/Minimal Change | | | No apartments , condos, or townhomes . Larger single family lots are okay |
| No/Minimal Change | | | High density housing as currently in planning is not fitting or suitable for this area. |
| No/Minimal Change | | | High density housing as currently in planning is not fitting or suitable for this area. |
| No/Minimal Change | | | High density housing as currently in planning is not fitting or suitable for this area. |
| No/Minimal Change | | | it's ruining land that should be preserved and the roads are already congested |
| No/Minimal Change | | | It's already congested with traffic. Single family homes should be there if anything at all. It's ruining nature. |

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| Change | Preference | Focus Area | Comments |
|-------------------|------------|------------|--|
| No/Minimal Change | | | There's only 3 police officers on a fully staffed night with NCCPD that patrol middletown. |
| No/Minimal Change | | | People moved here for the open land and back roads. Not high density housing and road congestion. Not to mention the schools being overcrowded. |
| No/Minimal Change | | | This area is already established and we all appreciate the land around us in it's natural form. Stop trying to pack more houses on top of each other along with apartments and townhouses! it's insanity! |
| No/Minimal Change | | | Just leave alone. |
| No/Minimal Change | | | Do not touch this area |
| No/Minimal Change | | | Leave alone |
| No/Minimal Change | | | Leave the farms there! |
| No/Minimal Change | | | The farm is beautiful! We don't need or want apartments here! |
| No/Minimal Change | | | Too far away from commercial areas and not enough infrastructure for so many houses, apartments, and townhouses. |
| No/Minimal Change | | | There is an exploratory plan submission here for Carter Farms - I argue that this will continue the unsustainable and harmful sprawl that characterizes the unincorporated areas outside of Middletown. This farm is good for the environment and scenery. |
| No/Minimal Change | | | Preventing more developments sprouting up preserves our infrastructure, as these backroads cannot support more people and they shape our environment in grotesque and unsustainable ways. |
| No/Minimal Change | | | Preserves our environmental integrity and sustainability, along with keeping our backroads uncluttered. |
| No/Minimal Change | | | Preventing more unsustainable single home development |
| No/Minimal Change | | | Prevention from unsustainable single home family developments |
| No/Minimal Change | | | Preserve environmental sustainability and prevent single family home growth |

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| Change | Preference | Focus Area | Comments |
|-------------------|------------|------------------|--|
| No/Minimal Change | | | UD Professor Ed Kee has mentioned the Levels west of Middletown as the best farming soil in the state. Let's work to preserve this for future farming generations. No more single family home development |
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| No/Minimal Change | | | UD Professor Ed Kee has mentioned the Levels west of Middletown as the best farming soil in the state. Let's work to preserve this for future farming generations. No more single family home development |
| No/Minimal Change | | | We don't need any more Low density residential here! The backroads cannot sustain the amount of traffic |
| No/Minimal Change | | | It's really essential that we keep this land open |
| No/Minimal Change | | | Adding multi family homes will destroy this area and lower property value. Multi family homes /townhomes and appartments/condos should be placed closer to town. People moved out of town to places like back creek for the quiet. |
| No/Minimal Change | | | Large family lots for this area fit the already developed neighborhood. No appartments or townhomes |
| No/Minimal Change | | | Leave this alone |
| No/Minimal Change | | Kirkwood Highway | Just add pedestrian overpass to connect residences and businesses |
| No/Minimal Change | | | Tax cost for resources required for additional homes, such as sewer and expanded roads. Excess traffic. |
| No/Minimal Change | | Glasgow Ave | There are existing plans for developing this area, and they should be implemented. |
| No/Minimal Change | | Glasgow Ave | Peoples Plaza provides local shopping and does not need to turn into a mega-plex. Preserve as is. |

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| Change | Preference | Focus Area | Comments |
|-------------------|------------|--------------------|--|
| No/Minimal Change | | Summit Bridge Road | Housing developments are already overwhelming this area, we need to limit cutting down trees any more. |
| No/Minimal Change | | Glasgow Ave | Do not cut down any more trees along this road. |
| No/Minimal Change | | | This area should be changed incrementally. If/When development is added it should be interconnected. Politics stopped this process in the past.. |
| No/Minimal Change | | | Dark skies program |
| No/Minimal Change | | | Create hiking trail along creek |
| No/Minimal Change | | | Establish and promote native plant meadows |
| No/Minimal Change | | | Establish and promote native plant meadows |
| No/Minimal Change | | | Establish hiking trail along creek |
| No/Minimal Change | | | Establish and promote native plant meadow |
| No/Minimal Change | | | Carrying capacity Of natural landscape already overburdened, two approved areas for development not accounted for here that will increase strain; Frenchtown woods critical natural area should be protected |
| No/Minimal Change | | Summit Bridge Road | Want suburban feel in this area |
| No/Minimal Change | | | Why are you developing some many areas concurrently? Have the impacts been measured in aggregate? How much citizen input did you receive? |
| No/Minimal Change | | | Frenchtown Woods Critical Natural Area— should be preserved as old Forest and because of its ecological value. Also, low lying wetlands with limited carrying capacity for drainage, which is already a problem.Both circumstances are antithetical to devel |
| No/Minimal Change | | | No High Density Housing buildings or communities. Traffic would increase through the neighborhood |
| No/Minimal Change | | Kennett Pike | Keep this area large lot suburban setting, NO high density housing! |
| No/Minimal Change | | | This area should remain suburban with large lot individual homes, no high density housing! |

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| Change | Preference | Focus Area | Comments |
|----------------------------|-------------------|--|---|
| No/Minimal Change | | | Why are we building commercial in what is clearly a residential neighborhood? Planning should include keeping the village aesthetics |
| No/Minimal Change | | | No Apartments. Keep homes in character with the community. |
| No/Minimal Change | | | Maintain character of neighboring communities |
| No/Minimal Change | | | Preserves our environmental integrity and sustainability, along with keeping our backroads uncluttered. |
| No/Minimal Change | | | Single family housing. Responsible development to keep communities in character. No Apartments |
| No/Minimal Change | | | This is a great place for running and I love it just the way that it is. |
| No/Minimal Change | | Kirkwood Highway | A crosswalk here would be nice. I tried to cross this intersection on foot one time, and it was not pleasant. |
| No/Minimal Change | | Pike Creek | The horse jumps are pretty good for parkour practice, but I'd like to see more human-friendly obstacles (and I'd prefer if the staff didn't call the cops on people doing parkour here, too) |
| No/Minimal Change | | | This is one of my favorite places in Delaware. Not a fan of the barbed wire, but I'll live. |
| No/Minimal Change | | | Dark skies program to protect |
| No/Minimal Change | | | Dark skies |
| No/Minimal Change | | | Dark skies program |
| No/Minimal Change | | | Dark skies program |
| No/Minimal Change | | | The Frenchtown Woods Critical Natural Area must be protected from any development. This area is too low lying and already can't handle the stormwater, and this habitat is too important to lose. |
| No/Minimal Change | | Glasgow Ave | Glasgow Commons is too big and is not needed. Emphasis should be on upgrading Peoples Plaza or redeveloping existing brownfield sites. |
| Enhance/Incremental Change | Mixed Residential | Philadelphia Pike/Governor Printz Blvd | more duplexes |
| Enhance/Incremental Change | Mixed Residential | Greenville | housing diversity |

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| Change | Preference | Focus Area | Comments |
|----------------------------|---------------------|--|---|
| Enhance/Incremental Change | Mixed Residential | | Growth should be target to municipalities such as wilmington |
| Enhance/Incremental Change | Economic Hub | Philadelphia Pike/Governor Printz Blvd | can become hub, become an area of good environmental quality, can be an area of growth, liked the port expansion and there can be more growth, address pass environmental impacts, does not impact existing residential homes |
| Enhance/Incremental Change | Mixed Residential | | purple area should extend north of 495 to the Wilmington border. Industrial uses next to residences is unacceptable and should change. Should be change to town/village are or mixed residential |
| Enhance/Incremental Change | Town/Village Center | Kirkwood Highway | need more transit connections |
| Enhance/Incremental Change | Town/Village Center | Churchmans Crossing | need to increase residential density with transit interconnection. Will help retail |
| Enhance/Incremental Change | Town/Village Center | Route 9 | bring balanced lifestyle |
| Enhance/Incremental Change | Economic Hub | Greenville | We always put the new development and potential adverse impact on the middle to lower income housing. Is there space for anything other than Low Density housing in this area. |
| Enhance/Incremental Change | Economic Hub | Hockessin | We always put the new development and potential adverse impact on the middle to lower income housing. Is there space for anything other than Low Density housing in this area. |
| Enhance/Incremental Change | Town/Village Center | | Newport needs some new life. Train station will be a great start |
| Enhance/Incremental Change | Economic Hub | Philadelphia Pike/Governor Printz Blvd | We have so much waterfront areas that can be utilized for more economic growth opportunities for commercial or tourism type uses. |
| Enhance/Incremental Change | Town/Village Center | S Market Street | Utilizing more waterfront properties to provide more jobs |
| Enhance/Incremental Change | Town/Village Center | Philadelphia Pike/Governor Printz Blvd | Mixed Use near the water |

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| Change | Preference | Focus Area | Comments |
|----------------------------|---------------------|-----------------------|---|
| Enhance/Incremental Change | Economic Hub | Rt 141/Lancaster Pike | This area has a good mix of homes and open space already mixed with plenty of businesses (it's even getting a Wegman's). This corridor could use some sprucing up and some improvements in traffic flow. |
| Enhance/Incremental Change | Town/Village Center | | This area is changing but needs connectivity for people housing to town with bike safety in mind |
| Enhance/Incremental Change | Mixed Residential | Greenville | Existing lower income housing needs spruce up and better transit access. Need affordable housing in area. Commerce area needs a shake-up for diversity of offerings. No parks. Need biking infrastructure. |
| Enhance/Incremental Change | Mixed Residential | | I always believed that the more condensed, multi optional development should occur closer to town centers. This supports multi modal transportation options. Once you go further away from the center it becomes more open. |
| Enhance/Incremental Change | Mixed Residential | | Improve walking and bicycle access to shopping |
| Enhance/Incremental Change | Mixed Residential | | Establish hiking trails along creeks |
| Enhance/Incremental Change | Mixed Residential | Miller Road | Improve walking and bicle access to shopping center |
| Enhance/Incremental Change | Mixed Residential | | Native plants |
| Enhance/Incremental Change | Mixed Residential | | Establish hiking trails along creeks |
| Enhance/Incremental Change | Mixed Residential | | Bus route to Claymont railrad station, fro access to Philadelphia etc |
| Enhance/Incremental Change | Town/Village Center | | The Rt40 corridor from the MD border to Bear should encourage growth that is in keeping with the historic village aesthetics. Not more and ugly storage units, car washes, piles of tires and the like. |
| Enhance/Incremental Change | | Pike Creek | Mill Creek could always use some help upgrading Station 2. |
| Enhance/Incremental Change | | Pike Creek | I'd like to see this shopping center become less of a giant parking lot that people cut through and maybe have some more trees, benches, etc. |

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| Change | Preference | Focus Area | Comments |
|----------------------------|---------------------|-----------------------|--|
| Enhance/Incremental Change | | Kirkwood Highway | This road is dangerous and annoying. |
| Enhance/Incremental Change | | | I'd like to see the county take back control over renting the Judge Morris building for events; whatever outsourced company is currently doing this is not great. |
| Enhance/Incremental Change | | Hockessin | I'm concerned that any additional traffic along Valley Road will just cause more trouble given its 25mph speed limit. The road can support a whole lot faster, but the houses directly attached to it make it pseudo-residential. Not fun. |
| Enhance/Incremental Change | | Hockessin | This is a cute park, but it's never clear to me if it's open to everyone or part of HAC. Can we connect it to anything else? |
| Enhance/Incremental Change | | Hockessin | This area is subject to flooding. |
| Enhance/Incremental Change | | Churchmans Crossing | We could use additional train parking. I don't take the train often, but when I do, it usually "later" (say, 8 or 9am), and the lot is mostly full at this point. |
| Enhance/Incremental Change | | Churchmans Crossing | Love the I-95 changes recently, but getting onto I-95 from 7 southbound is still a mess (jersey barriers, requiring exiting Route 1/7 to get on, etc.) |
| Enhance/Incremental Change | | | Parking in Newark sucks and I generally avoid it. |
| Enhance/Incremental Change | Town/Village Center | Rt 141/Lancaster Pike | Plan and maintain vs 100 year fllood. Vulnerable here |
| Enhance/Incremental Change | Mixed Residential | | Plan and maintain vs 100 year flood |
| Enhance/Incremental Change | Mixed Residential | Kirkwood Highway | Plan and maintain vs 100 year flood |
| Transform | Town/Village Center | Route 9 | no light industry, no manufacturing, no warehouses, this is not a dumping ground it is residential |
| Transform | Mixed Residential | Kirkwood Highway | Walkable amenities are essential for this area to accommodate growth. |

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| Change | Preference | Focus Area | Comments |
|-----------|---------------------|---------------------|--|
| Transform | Town/Village Center | Route 40 | Multiple people also in agreement. Transitions to mixed residential 800-1000 feet outside of the Rt 40 Area |
| Transform | Town/Village Center | Route 13 | Include Rt9 in the monies being expended on the S Walnut & S Market St corridor |
| Transform | | | More growth should be directed into Wilmington and other municipalities, not on new greenfield sites |
| Transform | Town/Village Center | Route 40 | beyond 800 -1000 ft consider mix residential beyond that distance |
| Transform | Town/Village Center | Newport Area | great location for new development with a train station |
| Transform | Town/Village Center | | include the area north of 495 this is not a no mans land it is directly adjacent to residential get rid of diamond materials |
| Transform | Town/Village Center | Churchmans Crossing | Great place for TOD |
| Transform | Town/Village Center | Churchmans Crossing | opportunity for TOD, denser development |
| Transform | Economic Hub | | Need to focus on this area. Seems to be forgotten. |
| Transform | Economic Hub | | Not for industrial Uses. Residential area, not industrial area. |
| Transform | Town/Village Center | Kirkwood Highway | This area could use a character boost |
| Transform | Economic Hub | | Should be rezoned. |
| Transform | | Route 40 | making this area convenient to a mix of development/uses; redevelopment |
| Transform | | Route 40 | Making this area a mix of redevelopment uses. These corridors are prime for redevelopment. |
| Transform | | Edgemoor | Riverfront area: would be great to see a mixed use area like on the slides |
| Transform | | Kirkwood Highway | what kind of transportaion? |
| Transform | | Route 13 | Want to see affordable housing here being that it is a great area. |

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| Change | Preference | Focus Area | Comments |
|-----------|---------------------|--|--|
| Transform | Town/Village Center | Philadelphia Pike/Governor Printz Blvd | I would love to see Philadelphia Pike and the Bellefonte area come back to life. There are great homes of all different varieties, access to public transportation, river front, school etc already in place. The people that live there need a real change. |
| Transform | Town/Village Center | Route 202 | install sidewalks so we can walk or bike to business nearby |
| Transform | Town/Village Center | Route 202 | provide more landscaping |
| Transform | Town/Village Center | Route 202 | more pedestrian crossings |
| Transform | Town/Village Center | | rezone, no industrial, manufacturing, warehousing |
| Transform | Town/Village Center | DuPont Pkwy | Needs people oriented rather than car centric design |
| Transform | Town/Village Center | Wrangle Hill | This is a no man's land that is totally focused on cars and is unattractive. Focused zoning creating a town center that orients people would make for an attractive close in place. |
| Transform | Economic Hub | Route 40 | This area is totally car centric, confusing, unattractive and dangerous for cars, humans, bicycles. A bus way, trees, mixed-use development, connecting shopping malls to make sense rather than one-by-one, thru lanes, side turning lanes might help. |
| Transform | Economic Hub | Kirkwood Highway | This area is slipping. Connect shopping to the residential. Maybe a shuttle like the DC Connector Bus. Landscaping. Thru/Local Lanes. Attractive, Safe, protected Transit Stops esp for workers |
| Transform | Town/Village Center | Miller Road | Miller Rd Shopping Center should be transformed to compliment recent developments in this area. |
| Transform | Town/Village Center | S Market Street | this are should be transformend to compliment the recently released Master Plan for the South Market Street area by working with City of Wilmington officials. |
| Transform | Economic Hub | Rt 141/Lancaster Pike | DuPont already announced desire to redevelop as life sciences/ reseach center. |

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| Change | Preference | Focus Area | Comments |
|-----------|---------------------|-----------------------|---|
| Transform | Town/Village Center | Kirkwood Highway | Multifamily housing |
| Transform | Town/Village Center | Rt 141/Lancaster Pike | Establish sidewalks for safe access to Barley Mill |
| Transform | Town/Village Center | Rt 141/Lancaster Pike | Multifamily housing |
| Transform | Economic Hub | | Light mfg, research, warehouses near airport, major roads |
| Transform | Town/Village Center | Newport Area | Multifamily housing near train station, Amazon |
| Transform | Economic Hub | Scotts Run | Office buildings utilizing both bike trail and highway connections to draw in workers from near and far |
| Transform | Town/Village Center | Boyds Corner Road | I know it's already planned, but Bayberry Town Center can't get here fast enough! |
| Transform | Town/Village Center | | This area would benefit from a complete streets policy. Express buses to Regional Rail (Wilm and Claymont), bike lanes, and hi-visibility crosswalks with priority crossing signalization for peds. |
| Transform | Economic Hub | | Hub for light industrial, offices, machining shops support local businesses. ~ collaborative industrial park. Apprentice programs for Delcastle, ... |
| Transform | Economic Hub | Rt 141/Lancaster Pike | Multifamily housing |
| Transform | | | I know that it's not popular, but I hate this yard-waste site. The lack of proper turn lanes and other things to handle the volume of traffic make it really annoying to drive through here when it's open. |

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Tradeoffs Survey Results

Forum 2 Facilitated Survey

Proposed Strategy 1

| Tradeoff 1 | |
|---|----|
| A - Foster long-term economic growth and reinvestment in areas already served by infrastructure | 39 |
| B - Short-term public revenue gain, such as collecting development fees | 3 |

| Tradeoff 2 | |
|----------------------|----|
| A - More walkability | 24 |
| B - Larger yards | 21 |

| Tradeoff 3 | |
|--|----|
| A - More development in designated centers and corridors | 31 |
| B - Development spread throughout the County | 13 |

Proposed Strategy 2

| Tradeoff | |
|--|----|
| A - More affordable housing spread throughout the County | 19 |
| B - Neighborhoods that are more homogenous in terms of housing type and household income | 25 |

Proposed Strategy 3

| Tradeoff 1 | |
|--|----|
| A - More affordable housing throughout the County | 19 |
| B - Neighborhoods that are more homogenous in terms of housing type and household income | 24 |

Forum 2 Survey 2

| Tradeoff 1 | |
|---|----|
| A - Foster long-term economic growth and reinvestment in areas already served by infrastructure | 10 |
| B - Short-term public revenue gain, such as collecting development fees | 2 |

| Tradeoff 2 | |
|----------------------|---|
| A - More walkability | 8 |
| B - Larger yards | 4 |

| Tradeoff 3 | |
|--|---|
| A - More development in designated centers and corridors | 8 |
| B - Substantial development can happen outside of designated centers and corridors | 3 |

| Tradeoff 4 | |
|---|----|
| A - More Development in walkable, mixed-use places with more variety of housing types | 11 |
| B - More development with larger-lot single family detached housing | 1 |

| Tradeoff 5 | |
|--|---|
| A - More affordable housing spread throughout the county | 8 |
| B - Neighborhoods that are more homogenous in terms of housing type and household income | 4 |

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Forum 2 Facilitated Survey

| Tradeoff 2 | |
|---|----|
| A - More options for housing finance and income (ADU rents can help owner pay mortgage or living costs) | 17 |
| B - Neighborhoods that are more homogenous in terms of housing type and household income | 25 |

| Tradeoff 3 | |
|---|----|
| A - More "life cycle" neighborhoods (places people can live no matter what state of their life cycle) | 21 |
| B - Neighborhoods that are more homogenous in terms of housing type and household income | 21 |

Proposed Strategy 4

| Tradeoff 1 | |
|---|----|
| A - More flexible use of land (opportunity for small business development, change of use, infill developments, etc) | 24 |
| B - More certainty about availability of parking | 17 |

| Tradeoff 2 | |
|----------------------|----|
| A - More walkability | 27 |
| B - Easier Parking | 14 |

| Tradeoff 3 | |
|--|----|
| A - Reduced stormwater runoff and lower temperatures | 32 |
| B - Easier Parking | 10 |

Forum 2 Survey 2

| Tradeoff 6 | |
|--|---|
| A - More affordable housing throughout the county | 8 |
| B - Neighborhoods that are more homogenous in terms of housing type and household income | 4 |

| Tradeoff 7 | |
|---|---|
| A - More options for housing finance and income (ADU rents can help owner pay mortgage or living costs) | 9 |
| B - Neighborhoods that are more homogenous in terms of housing type and household income | 3 |

| Tradeoff 8 | |
|---|---|
| A - More "life cycle" neighborhoods (places people can live no matter what age/stage of their life) | 8 |
| B - Neighborhoods with all housing options the same (e.g. all single family detached houses) | 4 |

| Tradeoff 9 | |
|---|---|
| A - More flexible use of land (opportunity for small business development, change of use, infill development, etc.) | 9 |
| B - More certainty about availability of parking | 3 |

| Tradeoff 10 | |
|----------------------|----|
| A - More walkability | 10 |
| B - Easier parking | 2 |

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Forum 2 Facilitated Survey

| Tradeoff 4 | |
|--|----|
| A - Reduced vehicle travel and air pollution | 29 |
| B - Easier Parking | 12 |

Proposed Strategy 5

| Tradeoff 1 | |
|--|----|
| A - More protected/preserved land | 36 |
| B - Higher taxes or less County spending on something else | 5 |

| Tradeoff 2 | |
|-----------------------------------|----|
| A - More protected/preserved land | 30 |
| B - Higher development costs | 10 |

| Tradeoff 3 | |
|--|----|
| A - More protected/preserved land | 32 |
| B - Higher density or other development incentives | 8 |

| Tradeoff 4 | |
|--|----|
| A - Higher taxes or less county spending on something else | 16 |
| B - Higher development costs and/or higher density or other development incentives | 18 |

Forum 2 Survey 2

| Tradeoff 11 | |
|--|----|
| A - Reduced stormwater runoff and lower temperatures | 11 |
| B - Easier parking | 1 |

| Tradeoff 12 | |
|--|----|
| A - Reduced vehicle travel and air pollution | 10 |
| B - Easier parking | 2 |

| Tradeoff 13 | |
|--|---|
| A - More protected/preserved land | 9 |
| B - Higher taxes or less county spending on something else | 0 |
| C - Higher density or other development incentives | 2 |
| D - Higher development costs (more expensive housing) | 1 |

| Tradeoff 14 | |
|-----------------------------------|----|
| A - More protected/preserved land | 11 |
| B - Higher development costs | 1 |

| Tradeoff 15 | |
|--|---|
| A - More protected/preserved land | 9 |
| B - Higher density or other development incentives | 3 |

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Forum 2 Facilitated Survey

Proposed Strategy 6

| Tradeoff 1 | |
|--------------------------|----|
| A - Easier/Safer Walking | 25 |
| B - Easier driving | 17 |

| Tradeoff 2 | |
|--|----|
| A - More spending on walking and biking infrastructure | 24 |
| B - More spending on driving infrastructure | 17 |

| Tradeoff 3 | |
|--|----|
| A - Lower overall transportation costs | 17 |
| B - Easier driving | 25 |

| Tradeoff 4 | |
|--|----|
| A - Reduced traffic deaths and increased physical activity (and health outcomes) | 27 |
| B - Easier driving | 14 |

Forum 2 Survey 2

| Tradeoff 16 | |
|--|---|
| A - Higher taxes or less county spending on something else | 5 |
| B - Higher development costs and/or higher density or other development incentives | 6 |

| Tradeoff 17 | |
|--------------------------|---|
| A - Easier/Safer walking | 8 |
| B - Easier Driving | 4 |

| Tradeoff 18 | |
|--|---|
| A - More spending on walking and biking infrastructure | 8 |
| B - More spending on driving infrastructure | 4 |

| Tradeoff 19 | |
|---|---|
| A - Lower overall transportation costs for households | 9 |
| B - Easier driving | 3 |

| Tradeoff 20 | |
|--|---|
| A - Reduced traffic deaths and increased physical activity (and health outcomes) | 8 |
| B - Easier driving | 3 |

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Open Ended Survey Comments

| <u>When you think forward to when this plan is adopted, what would be the outcome that would make you consider the plan a success?</u> | <u>What else do you want us to know?</u> |
|---|---|
| Increased transit use and vacant/parking lots put to good use | Transportation is key to bridging economic and social disparity in Delaware. |
| More incentives for those with farm land to continue farming, grants to help them diversify to stay profitable. | Many older developments and business need to be renovated before breaking new ground. |
| Public transportation | Make redevelopment more attractive and mandatory |
| It will be based on broad community input. It will be clear, specific and have measurable metrics which are followed and people are held accountable for. | This survey is confusing and contains contradictions within individual choices. I disagree with Strategy 3. Residential Zoning should be less permissive. |
| | in fill smart growth preserve open space |
| less loss (more gain) of forest, wetlands; more access to open space, trails | Need way more focus on redevelopment, away from new development |
| Do not approve the current Carter Farm proposal. Houses there should fit in with the other developments in the area (off Choptank and Bethel Church Roads). | Please hold another group like this specifically to discuss the development of North West Middletown. We were not able to talk about the "gray" areas in tonight's meeting-- which is what most of us came here to discuss! |
| Local Communities are comfortable and support the changes in there immediate area. | This process does not provide an meaningful way for the public to have input. Also, the stopped the push poll survey above as it does not provide an adequate opportunity to input. |
| More open spaces and parks. Bike/walk paths throughout the state that link to all parks statewide. Light rail systems along major roadways such as Route 40 from Newark to Wilmington and a light railway from Wilmington to the Beach along Route 1. | I'm glad that NCC is thinking and planning for the future but it doesn't seem like they are along in the process as they should be. More community outreach and input should be included in the process. |

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| <p><u>When you think forward to when this plan is adopted, what would be the outcome that would make you consider the plan a success?</u></p> | <p><u>What else do you want us to know?</u></p> |
|--|--|
| <p>More investment in redlined neighborhoods, remove manufacturing, industrial, warehousing, etc in redlined neighborhoods and their surroundings, stop dumping in African -American communities;this box should show at least 5 lines of text before its scrollsoff</p> | <p>stop dumping in African -American communities;we do not want, auto dumps, asphalt and concrete plants, construction waste processing in or around our neighborhoods; We want you to values us,our families,our children,our neighborhoods;this survey is biased</p> |
| <p>Setting up the infrastructure prior to building so those around have little impact</p> | <p>Get rid of TID and require builders do complete a traffic impact study</p> |
| <p>That we have changed the zoning codes so that S zone is not so broad. That Critical Natural areas are protected. That we provide low income housing and services near jobs but that we also provide green opens spaces in those areas for mental health.</p> | <p>I have lots to say here and you've not given me enough space to say it. Provide a place for me to send my ideas since you admittedly are asking difficult questions obviously this form should have more space for thorough comments.</p> |
| <p>Instead of focusing on high density housing, we should be focusing on restoration and preservation of what we already have.</p> | <p>We do not want Middletown turned into another Pike Creek or Churmans crossing area. Stop all this development!</p> |
| <p>No apartments in areas where houses sell for 500,000 to 900,000</p> | <p>We don' t want apartments staring us in the face from our homes!!</p> |
| <p>Avoid high density building in areas that are not currently set up that way. Limit the building of open space on Churchtown Road. If a neighborhood must be built, it should remain as larger, single family homes.</p> | <p>I am concerned about the land on Churchtown Road in Middletown. This area would not benefit from apartments, condos, townhomes or businesses. I am concerned about traffic, crime and the value of my property if it were to become a high density build.</p> |
| <p>Conserving land, no new apartments and townhouses in already established areas where the infrastructure is already strained</p> | <p>The verbiage and buzzwords thrown around in the meeting and this survey need to be explained & not just to confuse residents with flashy words. Also the meeting was very hard to navigate and I was unable to join the correct group I needed (Middeltown)</p> |
| <p>Respecting the opinions of the residents who moved to the country just for that and stop ruining the natural landscape of middletown</p> | <p>Hundreds of us on the west side of Middletown are prepared to fight this legally to preserve the land here and are keeping close eye on the elected officials who don't care-they wont be getting our votes after this.</p> |

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| <p><u>When you think forward to when this plan is adopted, what would be the outcome that would make you consider the plan a success?</u></p> | <p><u>What else do you want us to know?</u></p> |
|--|--|
| <p>If I am able to move in the next few years and have a variety of housing options that are affordable and in a highly walkable neighborhood where I can rely on walking/public transit for ~80% of my travel.</p> | |
| <p>Preservation of natural spaces for parks of at LEAST 30%. We need to aim for 50%. EO Wilson says we need 50% of land dedicated to be preserved as natural space to maintain biodiversity and receive adequate ecosystem services like clean air and water.</p> | <p>Another indicator of success is that > 50% OF NCC residents get out and walk or bike right from their houses a few times per week and safely.</p> |
| <p>The majority of the NCC residents are pleased with the Planning changes, the developers are pleased to go along with the changes, and the rest of all the government agencies are willing to work w/ the County Planners to see this plan through to fruition.</p> | <p>How do the crime statistics factor into this plan? How to keep all areas pristine and not garbage strewn or covered in graffiti. Work with police to keep crime out of the new plan, so NCC residents and small business owners are safe.</p> |
| <p>Connected, protected bike ways that jibe with connected walkways supported by mass transit. Condensed housing built to net zero standards (rather than LEED incentives), with solar & battery back-up for resilience, all natural gas and propane outlawed.</p> | <p>Define green construction as net-zero based rather than standards based. Require renewables thru direct solar array installation and/or consumer choice. Require battery back-up</p> |
| <p>Walkable, bikable, mixed use villages, where people have greater options to live, shop, work, play and pray, without being a hostage to a single occupancy vehicle.</p> | |
| | <p>I am concerned that unbundling commercial parking will make it difficult for people with mobility issues who do not qualify for handicapped parking to get into stores.</p> |
| <p>I would like to see more industrial zone to help bring manufacturing to the County.</p> | <p>The growth in the County can be attributive to low cost of living and property taxes. New Castle County is unique let's keep it that way.</p> |

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| <p><u>When you think forward to when this plan is adopted, what would be the outcome that would make you consider the plan a success?</u></p> | <p><u>What else do you want us to know?</u></p> |
|--|--|
| <p>If the plan improves traffic flows throughout the area and beautifies the area to make it more appealing.</p> | <p>The repr during breakout struggled with the survey. The survery is poorly created. Many of the either or options are an impossible decision. I believe each individual communtiry needs representation to make sure their needs are met.</p> |
| <p>Protecting more land and changing S zoning code</p> | <p>Please slow down BUILDING</p> |
| <p>Reduced need for cars</p> | |
| <p>More input from citizenry. This is moving too fast without the majority of the citizens understanding it's true scope</p> | <p>These questions are biased towards the outcome your board desires. Not a legitimate survey. Reduced deaths and better health or easier driving? Really? Why cant we have both?</p> |
| <p>They didn't create new problems</p> | |
| <p>Emphasis on diversity and walking</p> | <p>Keep up the great work</p> |
| <p>Citizens say they have heard of the plan and think is right direction</p> | <p>Coordinate with Wilmington and Newark. Encourage UD, Wilm University etc student inputs</p> |
| <p>Not using a one size fits all approach and allowing the county to have different areas with different and market based " preferred ways of life" (I.e. suburban vs. rural vs. center city).</p> | <p>I am strongly against transfer of development rights!</p> |
| <p>Require commercial builds to meet an architectural design standard. No more ugly commercial builds - think design and historic village. Commercial property doesn't need to be one empty strip mall after another.</p> | <p>stop issuing building permits for more of the same commercial develop along the rt40 corridor. The visual aesthetics of the corridor lack any sense of planning or cohesiveness. Just commercial builds with no sense of design. The corridor is very ugly.</p> |
| <p>higher density districts with some form of mass transit coupled with trails that link diverse areas of the County</p> | <p>The world is changing fast and we need to be flexible in our response to the inputs and catalysts of change.</p> |
| <p>If 20 years from now a home owner feels the investment they made based on the information provided at that time can still be held true. No bait and switching the zoning after people purchase property to find out it's planned to be changed.</p> | <p>The West Wing wants representation. We do not want dense mixed use housing.</p> |
| <p>If preserving existing open space, habitat and natural resources are prioritized over development.</p> | <p>"S" zoning code needs to be broken down into three or four more zoning codes, it is far too broad.</p> |

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| <p><u>When you think forward to when this plan is adopted, what would be the outcome that would make you consider the plan a success?</u></p> | <p><u>What else do you want us to know?</u></p> |
|---|--|
| <p>I would hope you would tell the public how you plan to incorporate the comments made through multiple workshops and deep dives on zoning, racial inequities, open space and housing.</p> | <p>I am extremely disappointed. I hoped that the co. cared what the public thinks. We've talked about scenarios multiple times and the current status is not an option. You left out major components so it's clear public input was a box you had to check.</p> |
| <p>I think the logic and basic planning process is TOO limited in its thinking. These options are very ""status quo"" and is based on ""either/or"" modeling. Why not incorporate INNOVATION into this planning process? Expand the thinking.</p> | <p>Get some additional options into the strategic planning process. Do some research into what is going on in other locales!! Time to expand the model options!</p> |
| <p>green spaces stop disappearing. growth is in already developed areas. i can bike to grocery store. large blocks of contiguous forest are preserved permanently. more smaller homes are available</p> | <p>i know this is hard and i appreciate the work ncco is doing to get i out into the comp plan</p> |
| <p>A successful plan would see increased housing and affordable housing around Newark.</p> | |
| <p>I put neutral on several because I'm not sure this plan would be implemented. Marketing and promotion of the plan is critical and I'm not sure NCC ever does that well. Housing in Wilm. has poor oversight and requirements</p> | <p>Hard to know what to put in #1. Neither option seems good.</p> |
| <p>Eliminating Transfer Development Rights and eliminating high density mixed housing developments. And passing Ordinance No. 21.050.</p> | |
| | <p>as a lifelong Delawarean not even 40 years old and not planning on leaving like everybody else and now we're recruiting all these new influx of people from other states. What keeps Delaware, Delaware? Open spaces and nature!</p> |

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