



2019 Report on **State Planning Issues**

Prepared for
Governor Carney and the 150th General Assembly

Prepared by the
Cabinet Committee on State Planning Issues

October 2019

The cover design images were provided by Temple Carter.

ACKNOWLEDGEMENTS

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State Agencies that Assisted with the Report

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**STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF STATE PLANNING COORDINATION**

September 30, 2019

Dear Governor Carney and the Members of the 150th General Assembly,

On behalf of the Cabinet Committee on State Planning Issues, I am pleased to present the 2019 Report on State Planning Issues. The Office of State Planning Coordination (OSPC) prepares this report on behalf of the Committee, in accordance with the Delaware Planning Act (29 Del. Code Ch. 91).

The Cabinet Committee serves as an advisory body, and includes leaders of state agencies whose missions intersect with land use planning in the state. Their role is to promote orderly growth and development; and to align the state's provision of infrastructure and services with local governments' land use decisions.

The purpose of the annual report is to share information relevant to planning and land use decisions, and present data collected for analyzing residential and non-residential development trends. Also prominent in the report are highlights of projects led by Cabinet Committee agencies and partners. These projects are helping to revitalize communities and foster economic development, and to balance prosperity with preserving our natural and cultural resources.

This year's annual report coincides with the twenty-year anniversary of the 1999 adoption of the first State Strategies for Policies and Spending guide. As such, the 2019 Annual Report includes a look back on how the State Strategies were developed, and how they continue to be implemented at the State and local level. The State Strategies serve as the principle guide to how and where our state invests resources.

I hope you will be as proud as I am of how our state agencies are working together, and coordinating with local governments to meet the needs of our citizens and visitors.

Sincerely,

A handwritten signature in blue ink that reads "Constance C. Holland".

Constance C. Holland, AICP

Director, Office of State Planning Coordination

EXECUTIVE SUMMARY

The 2019 Annual Report on State Planning Issues was prepared by the Delaware Office of State Planning Coordination (OSPC) on behalf of and in conjunction with the Cabinet Committee on State Planning Issues (hereafter “Cabinet Committee”).

The Cabinet Committee serves as an advisory body to the Governor and includes leaders of state agencies whose missions intersect with land use planning in the state. Their role is to recommend actions that promote orderly growth and development, encourage efficient use of state resources, and align with the State’s land use goals.

This year’s annual report coincides with the twenty-year anniversary of the 1999 adoption of the first *Strategies for State Policies and Spending* (hereafter “*State Strategies*”). As such, the 2019 Annual Report includes a look back on how the *State Strategies* were developed and how they continue to be implemented at the state and local level. Eleven overarching goals for guiding land use decisions and improving quality of life were agreed upon by the Cabinet Committee in 1999, based on the vision for Delaware’s future expressed by stakeholders and the public. These eleven goals are still relevant today and are presented throughout this report.



1999 State Strategies Goals

- › Look for these boxes throughout the report for the original *State Strategies* goals that apply to each project area.

The purpose of the annual report is to share information relevant to planning and land use decisions and present data collected for analyzing residential and non-residential development trends. Also prominent in the report are highlights of projects led by Cabinet Committee agencies and partners. These projects are helping to revitalize communities, foster economic development, and balance prosperity with preserving our natural and cultural resources. Projects are grouped by the general themes outlined below:

Strengthening Delaware’s Economy

Promoting the establishment and expansion of high-quality employment opportunities in sectors such as science, technology, banking, and finance has been a state goal for many years. Governor Carney identified and implemented the restructuring of the state’s approach to attracting high-quality employers to

Delaware. Initiatives to attract business and industry, promote sale of agricultural products, and cultural and ecotourism opportunities include the Opportunity Zones federal tax deferment program and other support by the Division of Small Business, the Delaware Grown branding and marketing, and the Delaware Byways and Delaware Bayshore scenic corridors programs.

Building Strong Communities

Communities are strengthened by providing incentives for infill development and redevelopment, reducing crime and blight, and preparing for emergencies and a changing climate. Numerous projects and programs are underway to help our communities thrive economically and be resilient in the face of changing conditions. Downtown Development Districts help revitalize selected municipalities through economic incentives and targeted assistance in strengthening neighborhoods and improving housing conditions. The State Historic Preservation Tax Credit Program assists in preserving and rehabilitating historic buildings throughout Delaware. Strong communities must be resilient to changing environmental conditions. Programs to assist with preparing for climate change, such as the Resilient and Sustainable Communities League (RASCL), the Sustainable Communities Regional Planning Grant, and the Resilient Community Partnership, are featured in this section. Public safety efforts by the Delaware State Police and paramedic services are also included.

A Healthier Delaware

In order to improve Delawareans' health outcomes and their quality of life, it is important to start addressing the quality of the environment in which we all live. To start, state agencies, local governments, and communities can change the design of communities and transportation systems, promote access to healthy foods, increase opportunities for exercise, and collect data to track outcomes. Several initiatives, such as the Council on Farm and Food Policy, Healthy Communities Delaware, and the Delaware Environmental Public Health Tracking Network are providing communities with the data and resources needed to improve general health. The Statewide Comprehensive Outdoor Recreation Plan and the Outdoor Recreation, Parks and Trails Program aid this goal by providing guidance and funding opportunities for expanding outdoor recreation opportunities.

Agricultural, Natural, and Cultural Resources

The character of Delaware is integrally linked to its agricultural roots, natural resources, and historic charm. Clean water is a necessary component of thriving communities and integral to supporting healthy ecosystems. Conserving these resources is essential to the quality of life residents deserve, and fosters eco and cultural tourism opportunities. The full report highlights agricultural preservation and open space programs as well as efforts by the Division of Historical and Cultural Affairs' State Historic Preservation Office. Programs and efforts to preserve and enhance the state's water resources and infrastructure are also discussed.

Better Schools for All Delaware Children

Access to quality education is one of the foundations of a learned society. Student enrollment statistics, school site selection processes, and the newly created Opportunity Grants are discussed in this report. These are just some of the data, policies, and initiatives that help ensure that capacity exists to educate Delaware's children and that schools are located in a community setting with adequate infrastructure.

Planning for Connectivity and Mobility

Transportation is a critical component of Delaware's infrastructure system, and Delaware Department of Transportation (DelDOT) is responsible for over 85 percent of Delaware's roads. With population growth and improving economic activity, the demands on this infrastructure are higher than ever. Projects discussed in this section include transportation improvement districts and master plans, DelDOT's Long-Range Transportation Plan, efforts to prepare for autonomous vehicles, improvements to non-motorized transportation, and updates to transit programs.

Data, Resources, and Collaborations

Planning is most effective with accurate and up-to-date information, sufficient resources, and engaged partners. Public policy planning efforts at the state and local level rely on the data and collaborations provided by the University of Delaware, the Delaware Population Consortium, and the U.S. Census Bureau. Efforts to improve geospatial coordination and to create a consolidated state land inventory are underway. The Preliminary Land Use Service (PLUS) continues to provide the venue for agency partners to review development projects, and the Annexation Plan of Services Review continues to ensure

municipalities demonstrate their capacity to provide services prior to expanding their boundaries.

Analysis of Development Trends

In addition to the projects above, the report includes a five-year trend analysis of statewide building and development trends. Development approvals and building permit data have been collected from all sixty local jurisdictions since the start of 2008. The purpose of this reporting is to inform state, county, and municipal efforts to promote development activity around existing infrastructure and in compliance with comprehensive plans and the *Strategies for State Policies and Spending*. These data are collected and reported in a consistent way based on information gathered directly from all statewide jurisdictions that issue development approvals and building permits. Trends are summarized in the body of the report and detailed in Appendix A.

State Financial Investments

Finally, this report includes state financial investments relevant to planning goals, updated demographic data and population trends, comprehensive plan status of local governments and their recent accomplishments, and Downtown Development District funding and projects (Appendices B–F).



Governor Carney, OSPC Director Connie Holland, and DSHA Director Anas Ben Addi welcome City of New Castle to the DDD program.

INTRODUCTION

The 2019 Annual Report on State Planning Issues was prepared by the Delaware Office of State Planning Coordination (OSPC) on behalf of and in conjunction with the Cabinet Committee on State Planning Issues (hereafter “Cabinet Committee”).

The Cabinet Committee serves as an advisory body to the Governor and includes leaders of state agencies whose missions intersect with land use planning in the state. Their role is to recommend actions that promote orderly growth and development, encourage efficient use of state resources, and align with the State’s land use goals.

The primary policy guide that outlines the State’s land use goals is the *Strategies for State Policies and Spending* (hereafter “State Strategies”). The purpose of the State Strategies is to coordinate land-use decision-making with infrastructure and services in a manner that makes the best use of natural and fiscal resources. The importance of such coordination lies in the fact that land-use decisions are made at the local level, while the bulk of infrastructure and services that support land-use decisions are funded by the state. The State Strategies are updated every five years; the next update is due to be released in 2020.

This year’s annual report coincides with the twenty-year anniversary of the 1999 adoption of the first State Strategies guide. As such, the 2019 Annual Report includes a look back on how the State Strategies were developed, and how they continue to be implemented at the state and local level. Eleven overarching goals for guiding land use decisions and improving quality of life were agreed upon by the Cabinet Committee in 1999, based on the vision for Delaware’s future expressed by stakeholders and the public. These eleven goals are still relevant today and are presented throughout this report.

The purpose of the annual report is to share information relevant to planning and land use decisions and present data collected for analyzing residential and non-residential development trends. Also prominent in the report are highlights of projects led by Cabinet Committee agencies and partners. These projects are helping to revitalize communities, foster economic development, increase prosperity, and preserve our natural and cultural resources. Projects are grouped by the general themes below:

- › Strengthening Delaware’s Economy
- › Building Strong Communities
- › A Healthier Delaware
- › Agricultural, Natural, and Cultural Resources

- › Better Schools for All Delaware Children
- › Planning for Connectivity and Mobility
- › Data, Resources, and Collaborations

The report appendices include additional details on statewide building and development trends, state financial investments relevant to planning goals, updated demographic data and population trends, comprehensive plan status of local governments and their recent accomplishments, and Downtown Development District funding and projects.



Murderkill River, Bowers Beach

GOVERNOR JOHN CARNEY'S ACTION PLAN FOR DELAWARE

Strengthening Our Economy

“We know that the key to lifting up our state is making sure that every Delawarean has a good job. When I ran for office in 2016, I promised that our number one priority would be to strengthen our economy. We have more work to do. But since that time, Delaware’s unemployment rate has fallen to 30-year lows, and more Delawareans are working than ever.”

—Governor John Carney

Since his first day in office, Governor Carney has focused on improving Delaware’s economy and making sure Delaware remains a place where businesses of all sizes can grow, thrive, and create good-paying jobs for Delawareans and Delaware families. *Here’s what we have accomplished so far:*

- ☐ Created the Delaware Prosperity Partnership to lead economic development efforts to attract, grow and retain businesses within Delaware
- ☐ Organized the Governor’s Construction Career Expo with school and private sector partners to promote job opportunities for young Delawareans and career seekers
- ☐ Signed legislation codifying consumer protections of the Affordable Care Act into Delaware law
- ☐ Finalized a \$600 million agreement to expand the Port of Wilmington and create jobs
- ☐ Focused on improving Delaware’s infrastructure with Delaware’s largest-ever infrastructure investment—including investing \$4 billion in road and bridge improvements statewide through 2025
- ☐ Announced plan to eliminate broadband deserts and ensure that every Delaware citizen and business has access to high-speed broadband service by 2021
- ☐ Increased investments in Downtown Development Districts, Strong Neighborhoods Housing Fund, and Housing Development Fund to strengthen communities statewide
- ☐ Signed Executive Order to establish state spending limits consistent with economic growth
- ☐ Passed legislation creating a Transportation Infrastructure Investment Fund to help the state to react quickly to important economic development projects
- ☐ Signed into law modifications to the New Economy Jobs Program Credit

- ☐ Received top AAA bond ratings from all three major credit rating agencies, and saved taxpayers \$4.7 million through debt refinancing
- ☐ Signed major reforms to the Coastal Zone Act, clearing the way for additional redevelopment and cleanup of legacy industrial sites

Improving Our Schools for All Delaware Children

“Every third grader should be reading at grade level. Every eighth grader should be proficient in math. And every student should be graduating high school ready for college, or a career. All Delaware children can learn, and deserve access to a world-class education.”

—Governor John Carney

All across the state, many of our children are not getting the education they need to be successful in today’s world. Governor Carney knows that the earlier we can reach children, the better their chances of success. Delaware must focus on early childhood education, supporting teachers, and getting children to perform on grade level. *Here’s what we have accomplished so far:*

- ☐ Invested \$75 million over three years in Opportunity Funding for new, targeted resources for English learners and low-income students, including new mental health supports in schools
- ☐ Provided targeted investments in Christina’s Wilmington schools in collaboration with district, board, and Christina Education Association, and launched a Dual Generation Early Education Center to provide early learning for children on the first floor, and social services, education, and workforce training for adults on the second floor
- ☐ Invested \$20 million for Delaware’s Higher Education Economic Development Fund, and additional funding for capital projects at Delaware Technical and Community College, Delaware State University, and the University of Delaware
- ☐ Signed legislation creating the Community College Infrastructure Fund
- ☐ Expanded summer and after-school programs in communities serving high-risk populations
- ☐ Created the High Needs Educator Student Loan Payment Program, offering up to \$10,000 in student loan relief for educators in high-needs schools and subject areas
- ☐ Worked with schools statewide to enhance internet speeds in the classroom, and make Delaware a national leader in classroom broadband speeds and connectivity

Protecting our Quality of Life

“Delaware is a beautiful state, with beaches and outdoor spaces for Delaware families and visitors alike to enjoy. We should protect our unique natural heritage.”

—Governor John Carney

Investing in quality of life measures means protecting the natural heritage that makes Delaware such a great place to live, work, and raise a family. *Here’s what we have accomplished so far:*

- ☐ Invested \$20 million in funding for open space and farmland preservation
- ☐ Invested \$25 million for drinking water, clean water, and conservation
- ☐ Strong advocacy at the federal level against policies that threaten Delaware’s natural heritage and economy, such as offshore drilling
- ☐ Launched “Keep DE Litter Free” public awareness campaign; formed the Delaware Anti-Litter Alliance to encourage municipalities and organizations to pursue anti-litter policies; expanded the Work-A-Day Earn-A-Pay program statewide; and banned single-use plastic bags to address litter in Delaware
- ☐ Joined twenty-three other Governors of the U.S. Climate Alliance announcing the “Nation’s Clean Car Promise” to protect citizens from vehicle pollution and to fight climate change
- ☐ Expanded Delaware’s State Parks system with the addition of the seventeenth state park, Auburn Valley State Park in Yorklyn.



OVERVIEW OF STATE PLANNING IN DELAWARE

The State Role in Land Use Planning

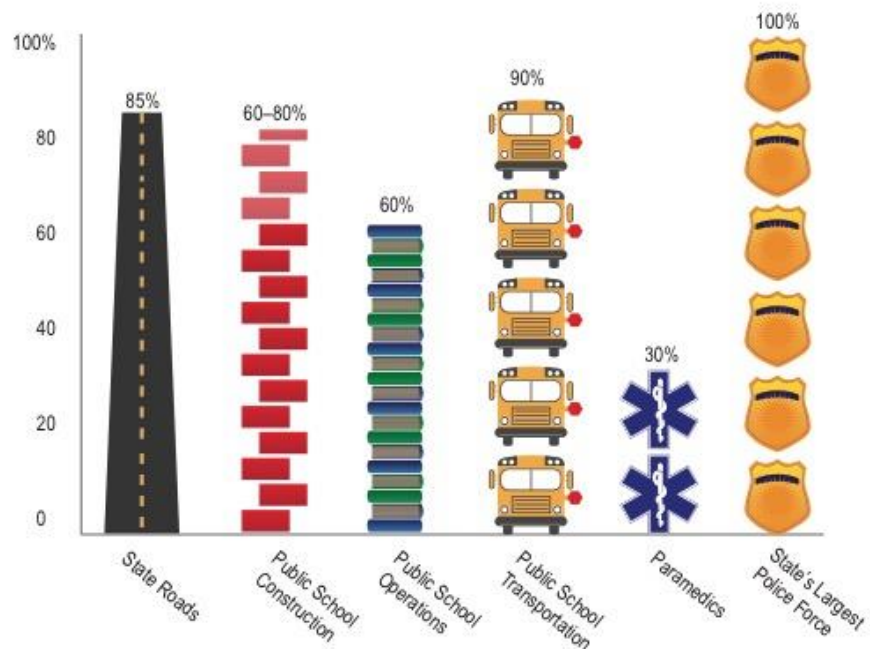
Delaware is growing and changing in population size, composition, and density. Though land use decisions are made by local jurisdictions (municipal and county), the impact of local government land use decisions, land development patterns, and each Delawarean's decision of where to live affects us all statewide. The effect can be felt fiscally—as taxpayers—and in the health, safety, and welfare of our state.

Unlike most other states, Delaware's state government provides many of the services and a great deal of infrastructure throughout the state:

- › **Roads and Other Facilities** — The State maintains approximately 85 percent of Delaware roads, as compared to a national average of about 25 percent. This includes more than 13,971 lane miles; 1,722 bridges; 1,200 traffic signals; 49 park-and-ride facilities; and 146,484 signs.
- › **Schools** — The State provides approximately 60 percent of school operating funding and provides between 60 and 80 percent of educational-facility capital-construction funding, depending upon a local school district's relative property wealth.
- › **School Transportation** — The State provides 90 percent of school transportation costs.
- › **Police and Paramedic Services** — The State Police is Delaware's largest police force, and the State provides 30 percent of paramedic funding to local jurisdictions.

In addition to the services already mentioned, the State also provides the following:

- › **Service Centers** — The State funds 15 state service centers that deliver more than 160 programs and services on approximately 665,500 visits annually.
- › **Delaware Transit Corporation (DTC)** — In fiscal year (FY) 2019, DTC provided more than 945,600 paratransit trips with 298 paratransit buses at a per-person cost to the State of approximately \$50, compared to nearly 7.2 million fixed-route DART bus rides with 260 buses at approximately \$7.60 per person.



As illustrated above, Delaware's State government provides many services and infrastructure needs throughout the state.

The state government has a large stake in where and how land is developed, and as such, the cost of providing these services is greatly affected by our pattern of land use. In general, the more spread out we are, the costlier it is for taxpayers. Thus, for the state to allocate resources efficiently, we need to determine a clear path to our goal of conserving our fiscal and natural resources. If state and local governments are not working together, a great deal of waste and inefficiency can occur.

The State's role in land use planning has been recognized by the General Assembly for many years. In the past thirty years or so, a structure has been developed to enable and ensure coordination and collaboration between the State, its agencies, and local government planning efforts. The following is a summary of this process, followed by some details about state land use planning.

Delaware Land Use Planning Overview

- › Land use decisions are made at the county and municipal levels. However, the majority of infrastructure and services needed to support such decisions are provided by the state.
- › The guiding documents for land use decisions are the local comprehensive plans, which are reviewed at least every five years and updated at least every ten years.
- › Comprehensive plans are legal documents with the force of law, requiring development to be consistent with certified comprehensive plans.
- › Comprehensive plans must be implemented within eighteen months of adoption by amending the official zoning map(s) to rezone all lands in accordance with the uses and intensities of uses provided for in the future land use element of the comprehensive plan.
- › The state's overall guide to land use policy is articulated in the *Strategies for State Policies and Spending*, which is updated every five years.
- › Comprehensive plans are certified by the State as to their consistency with the state land use policies as articulated in the current *Strategies for State Policies and Spending*.
- › The PLUS review process coordinates land use with local governments, whereby major land use change proposals (e.g., large subdivisions proposals, comprehensive plan amendments, and comprehensive plan updates) are reviewed by state agency representatives along with local government representatives and developers.
- › Master plans are land use plans focused on one or more sites within an area, which identify access and general improvements. Local governments are encouraged to use master plans to implement specific concepts for areas outlined in their broader comprehensive land use plans.

STATE OF DELAWARE LAND USE PLANNING STRUCTURE

Cabinet Committee on State Planning Issues

One of the most significant actions in regard to improving the coordination of land use activities was the re-establishment of the Cabinet Committee on State Planning Issues (hereafter “Cabinet Committee”) in 1994. The Cabinet Committee’s primary purpose is as an advisory body to promote the orderly growth and development of the state, including recommending desirable patterns of land use and the location of necessary major public facilities. In essence, the mission of the Cabinet Committee is to advise the Governor and General Assembly on coordinating the state’s provision of infrastructure and services with the land use decision-making process that is controlled by local governments.

Office of State Planning Coordination

The Office of State Planning Coordination (OSPC) works closely with and prepares this report on behalf of the Cabinet Committee. The OSPC’s mission is the continual improvement of the coordination and effectiveness of land use decisions made by state, county, and municipal governments while building and maintaining a high quality of life in the state of Delaware.

The OSPC meets its mission through:

- › Coordinating state, county, and local planning efforts.
- › Coordinating state agency review of major land-use-change proposals prior to submission to local governments.
- › Researching, analyzing, and disseminating information concerning land use planning.
- › Meeting the information and resource needs of all state agencies and local governments.
- › Coordinating the spatial data and geographic information system (GIS) needs of state agencies and local governments.

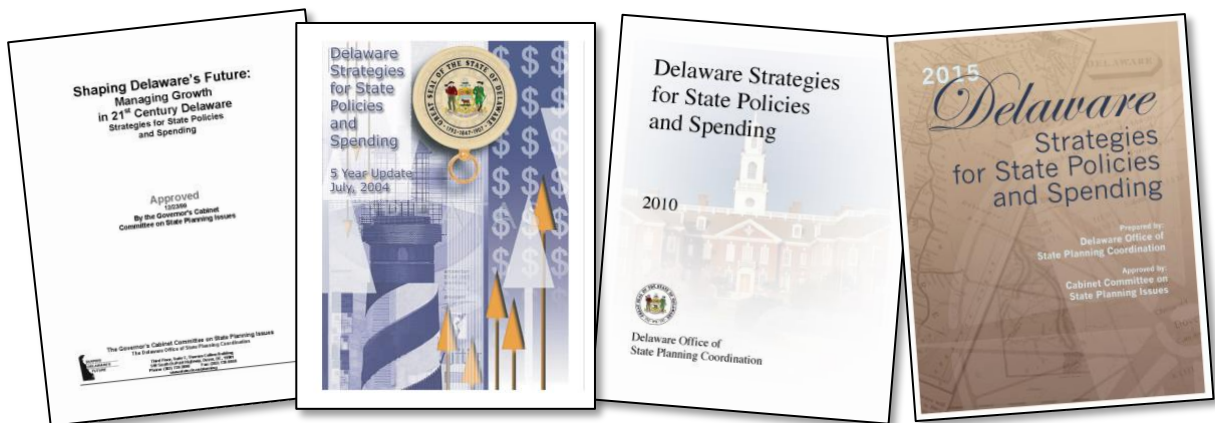
An Overview of the *Strategies for State Policies and Spending*

The *Strategies for State Policies and Spending* (hereafter “*State Strategies*”) report is the key policy document that provides a framework for land use planning in Delaware. The *State Strategies* were first developed in 1999 by the Cabinet Committee on State Planning Issues to fulfill its directives under Title 29, Chapter 91 of the Delaware Code. The *State Strategies* provide a framework for the infrastructure and service investments by state agencies. Updates occur every five years, most recently in 2015. The OSPC is currently working on the 2020 update.

The *State Strategies* report is used in a variety of ways, including for state agency capital budgeting, PLUS reviews, school site reviews, and public facility locations. Local governments rely on this document for the preparation of comprehensive plans.

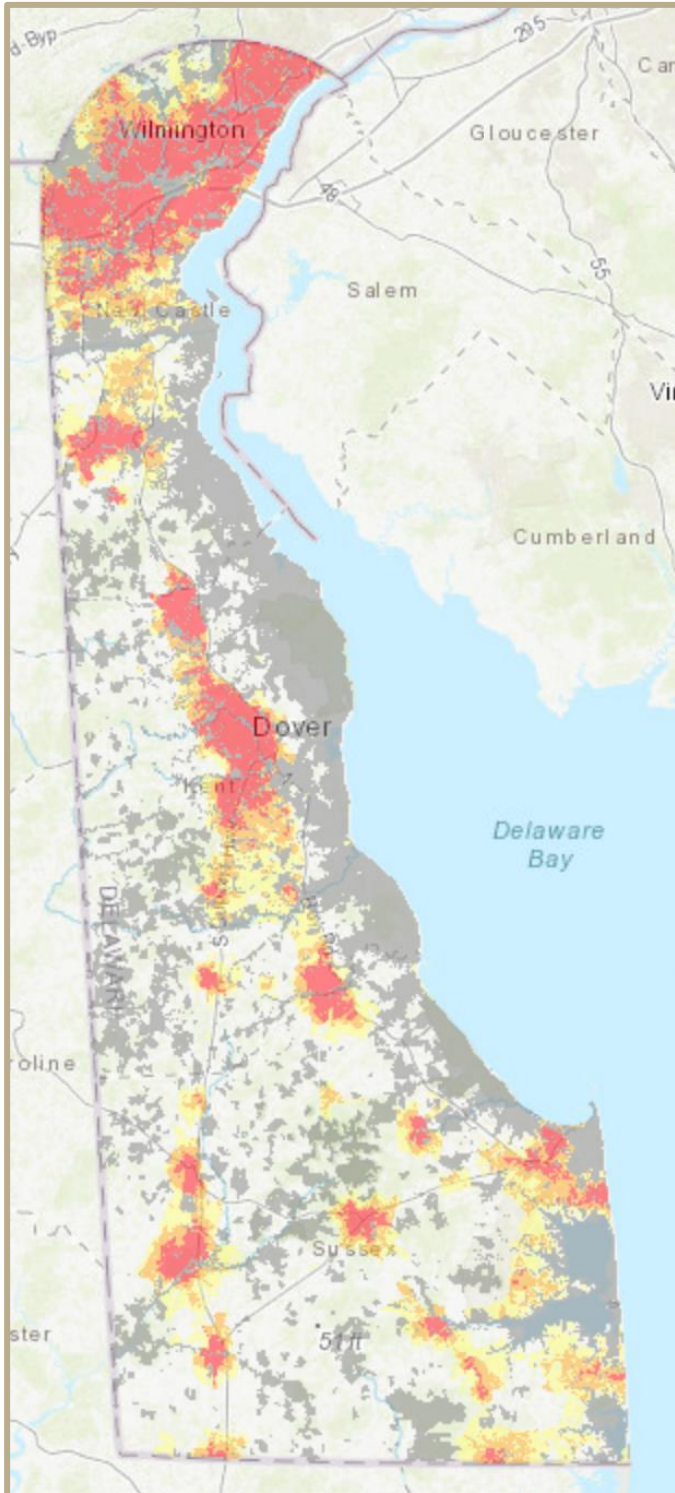
Spatial analysis (mapping) is a primary component of developing the *State Strategies* updates. The mapping incorporates data from certified county and municipal comprehensive plans, state agencies, and all relevant environmental and infrastructure data layers. The result is a map showing where levels of government intend to invest in infrastructure and services to enable growth, as well as areas where preservation and agriculture are intended. The map identifies Investment Levels 1 through 4 (summarized on the next page), which then serve to guide state investments.

Since 2008, the state has been collecting development data from local governments to track just how well these efforts are paying off. This information is summarized on page 25 and detailed in **Appendix A: Development Trends and Data Analysis**.



The State Strategies are updated every five years.

Delaware State Strategies for Policies and Spending Investment Levels, 2015



Investment Level 1 – Mostly developed areas in municipalities or urbanized areas in the counties with higher density population and infrastructure, mixed-use development, and a variety of transportation options.

Investment Level 2 – Less developed, but rapidly growing, suburban and urban areas where infrastructure is in place or planned for the near future.

Investment Level 3 – Areas in longer-term growth plans, and/or areas within growth areas that have some environmental constraints. Although growth is planned here, infrastructure

Investment Level 4 – Rural and agricultural areas, suitable for natural resource protection, open space, and agricultural use, including agricultural industries.

Out-of-Play – Areas not available for private development activity due to public ownership, conservation by private or nonprofit entities, or environmental constraints that will not allow development by law.

DELAWARE'S *STATE STRATEGIES*: LOOKING BACK, MOVING FORWARD

In part due to economic good fortune after World War II, Delaware surged in population and economic activity in the late 1940s and 1950s. The affordability of automobiles and first homes prompted Delaware to build suburbia, a practice that alarmed many throughout the state. A growing population and many new businesses and housing developments quickly changed Delaware's landscape. Gradually, far-sighted Delawareans questioned this fast-paced development.

Throughout the years and various gubernatorial administrations, solutions were sought, land use planning reports were issued, and recommendations were made. Starting with the establishment of the State Planning Council in 1959, Delaware officials have sought ways to manage growth. From its 1968 comprehensive plan to its 1976 Delaware Tomorrow Commission to its 1995 "Shaping Delaware's Future" goals, the state has tried, with varying degrees of success, to direct new development to already developed areas, to protect farmland, and to maintain a high quality of life—all the while encouraging economic vitality.

While there were many important milestones in the journey toward today's state planning structure, you might say that the Quality of Life Act of 1987 was an important turning point. Previously, there had been almost thirty years of studies and commission reports that concluded Delaware should do a better job planning for land use, protecting natural resources, and limiting sprawl. Regardless, little had changed to better coordinate the roles of state and local governments while growth continued unabated. Rapid residential growth, especially in New Castle County, was not coordinated with road and other infrastructure improvements, leading to traffic congestion and a lack of public facilities. At the time there was a widespread perception that the county planning process was not effective at keeping pace with development.

During Governor Michael Castle's administration (1985–1992) there were no fewer than sixteen bills introduced in the legislature to address planning and development issues. The end result of these efforts was the passage of the Quality of Life Act of 1988. This act created specific requirements for county comprehensive planning, charging the counties to "utilize and strengthen the existing role, processes and powers of county governments in the establishment and implementation of comprehensive planning programs to guide and control future development."¹ The practical effect of this bill was to require the

¹ Cohen, William J. An Overview of State Planning in Delaware 1959–2000. Delaware Office of State Planning Coordination, May 2001. Page 10.

counties to prepare and update their plans on a regular basis, and it required that the plans put a greater emphasis on development impact and the provision of infrastructure and services.

The Quality of Life efforts reflected a public desire to “do something” to improve land use planning in Delaware, and also that the legislature had the will to act. Even though this was a hard fought and won change to Delaware’s planning procedures, it represented an incremental change at best. Requiring the counties to plan was a good first step. However, it did not address planning in the municipalities nor did it affect how state agencies interacted with those plans as they planned for infrastructure and services.

When Governor Thomas Carper (1993–2001) came into office land use planning was one of the policy priorities pursued by his administration. Building upon the efforts begun under the Castle administration, the General Assembly passed the “State Planning and Coordination Act” in 1995. This piece of legislation re-established the Office of State Planning Coordination (OSPC), which had been disbanded in 1981. The legislation also re-activated the Cabinet Committee on State Planning Issues. Other legislation expanded the requirement for local government comprehensive planning to the municipalities, so that now all jurisdictions in the state were to regularly prepare plans and share them with the state and others.

“Many of our state’s most serious problems are directly related to poor land use planning—water pollution, dirty air associated with traffic congestion, erosion, flooding and loss of open space. If we don’t begin to do a better job of planning for future development in our state, we risk losing some of the very things that make the quality of life here so special.”

—Delaware Gov. Thomas Carper (1999)¹

The administration, through the Cabinet Committee, proceeded with a broad public outreach effort to gain input from the public, local governments, and key stakeholders about how the state should approach land use planning reform. This effort, branded “Shaping Delaware’s Future,” included a statewide planning conference in December 1994, over 40 interest group meetings, interactive workshops in each county attended by approximately 250 people, and a telephone survey of 1,000 Delaware residents.

Once all of the results of these outreach efforts were tallied, the findings clearly indicate that there was broad support for better planning in Delaware. Delawareans favored a future where development was concentrated near adequate infrastructure, communities were designed to have a mix of uses and a variety of transportation options, older communities were revitalized, and new communities were well designed and visually appealing. In addition, Delawareans supported preservation of open space, agricultural lands, and our

cultural heritage. Finally, there was clear consensus that infrastructure investments should be coordinated between state and local governments and focused on existing or planned communities to be cost effective and efficient.

Once this vision for Delaware’s future was expressed by the public and stakeholders it was further refined into eleven goals by the Cabinet Committee. The goals are listed in the table below.

Table 1. The “Shaping Delaware’s Future” goals (1999)²

Goal 1	Direct investment and future development to existing communities, urban concentrations, and growth areas.
Goal 2	Protect farmlands and critical natural resource areas.
Goal 3	Improve housing quality, variety, and affordability for all income levels.
Goal 4	Ensure objective measurement of long-term community effects of land use policies and infrastructure investments.
Goal 5	Streamline regulatory processes and provide flexible incentives and disincentives to encourage development in desired areas.
Goal 6	Encourage redevelopment and improve the livability of existing communities and urban areas, and guide new employment into underused commercial and industrial sites.
Goal 7	Provide high-quality employment opportunities for citizens with various skill levels to retain and attract a diverse economic base.
Goal 8	Protect the state’s water supplies, open spaces, farmlands, and communities by encouraging revitalization of existing water and wastewater systems and the construction of new systems.
Goal 9	Promote mobility for people and goods through a balanced system of transportation options.
Goal 10	Improve access to educational opportunities, health care, and human services for all Delawareans.
Goal 11	Coordinate public policy planning and decisions among state, counties, and municipalities.

During this time there was also a great deal of discussion and study about what the state’s role in land use should and could be, and how to reform Delaware’s land use planning systems to achieve these goals. One unique circumstance in Delaware that stood out is that the state funded (and still does) a great deal of infrastructure and services that are directly impacted by land use and development patterns. Roads, schools, police, and libraries are usually the responsibility of local governments in other states, but here in Delaware the

² Shaping Delaware’s Future: Managing Growth in 21st Century Delaware, Strategies for State Policies and Spending. The Governor’s Cabinet Committee on State Planning Issues, prepared by the Delaware Office of State Planning Coordination. December 23, 1999. Pages 11–12.

state funds these items and more. There was clearly a rationale for the state and the local governments to coordinate land use, services, and infrastructure.

The report “Choices for Delaware: The Future of Land Use and Infrastructure” in 1997 summarized the situation as follows:

One of the reasons why state and local government activities have a tendency to be misaligned is that there is no single written document indicating where the state is going and how its individual functional agency programs fit together. As a result, local government actions are sometimes based on best guesstimates or in some cases outright misunderstandings. Members of the Study Committee referred to situations where the State’s “right hand” seems not to know what the “left hand” is doing. As a result, both local governments and the private sector sometimes find themselves in the middle of conflicting state agency positions, such as when a property owner and/or a local government are trying to accommodate an economic development initiative which turns out not to be supported by DelDOT or DNREC.³

The *Strategies for State Policies and Spending* (hereafter “*State Strategies*”) document and maps represented the state’s response to these issues. The state recognized that there was a need for a plan to guide investment in infrastructure and service. Such a plan would unify state policy regarding these investments, while also providing a guide for local government comprehensive plans. The first version of the *State Strategies* was developed from 1997 through 1999. The OSPC created a working group of state agency planners, representing The Delaware Department of Transportation (DelDOT), the Delaware Department of Natural Resources and Environmental Control (DNREC), the Delaware Department of Agriculture (DDA) and others. This group collected data and maps and utilized the then new geographic information system platform “DelGIS” to map these policies statewide. There was also a great deal of outreach to the counties and municipalities to understand and map their growth plans. This proved to be a bit challenging in some cases because not all local governments had completed their comprehensive plans at that point in time. The agency working group and the Cabinet Committee created policies that would implement the eleven Shaping Delaware’s Future Goals, and the maps indicated areas of the state where different investments would be made. The initial edition of the *State Strategies* was adopted on December 23, 1999.

Governor Ruth Ann Minner (2001–2009) also emphasized land use planning as a significant policy initiative during her administration. During her long career in the legislature and as lieutenant governor she was an advocate for open space

³ Choices for Delaware Final Report. Siemon, Larsen & Marsh, Boca Raton, FL. May 27, 1997. Page 3.

and agricultural preservation. As governor, she developed a package of land use policies she called “Livable Delaware” that were intended to fully implement the *State Strategies*. She directed all state agencies to develop implementation plans and championed legislation that compelled local governments to coordinate their plans with the state and adhere to the plans once adopted.

For the past twenty years the State and the local governments have been implementing the *State Strategies*. State policies and investments are aligned to the goals and the Investment Level maps; simultaneously, local governments are developing and implementing comprehensive land use plans that are developed in concert with the *State Strategies*. Local governments still have control over land use approvals, and the implementation of their comprehensive plans through zoning and land use regulations is incredibly important to the overall changes in land use patterns in the state.

To keep state policies and mapping current, and to respond to changing conditions, the document and maps are updated every five years. There have been updates in 2004, 2010, and 2015. The OSPC is now in the process of preparing the update for 2020. As a part of that update, we thought it would be good to look back over the past twenty years and evaluate how effective the *State Strategies* document and maps have been at guiding growth in Delaware.

When outside experts have looked at our system of state planning, they have come away impressed. Scholar Rebecca Lewis researched Delaware for her essay in the 2015 book *Planning for States and Nation States*, published by the Lincoln Institute for Land Policy. Here is her impression of our statewide planning systems:

Despite the lack of scholarly attention, Delaware’s model of state planning is exceptional and serves as a robust example of a state relying on horizontal and vertical coordination to produce a document and map that state agencies, nonprofits, and local governments generally accept.... Delaware serves as a rare example of consensus building, consistent gubernatorial support, and, ultimately, a largely successful exertion of state influence over the spatial location of growth by investing state funding in accordance with the State Strategies Investment Levels map.⁴

Even though we clearly have developed a good system of coordinating planning activities in the state, the question remains as to how the state and the local governments have done at implementing the original eleven *Shaping Delaware’s Future* goals. Clearly state planning is not a fad or a short-term

⁴ Lewis, Rebecca. (2015). “*Delaware’s Quiet Emergence into Innovative State Planning*.” *Planning for States and Nation States*, in the US and Europe. Lincoln Institute of Land Policy, Cambridge, Massachusetts. 2015. Page 227.

activity because it has been consistently practiced and made even more robust over the past twenty years. Looking more closely back at the goals, we can see some signs of how this progress was achieved.

Goal 1: Direct investment and future development to existing communities, urban concentrations, and growth areas. Since 2008, the OSPC has collected detailed data about development trends, including building permits and development approvals by parcel. In the ten-year period between 2008 and 2017, 81 percent of the residential units statewide were located in Investment Levels 1, 2, and 3, which are areas where the state will support growth. During that same period, 93 percent of the non-residential building square footage was located in Investment Levels 1, 2, and 3, with 89 percent concentrated in Levels 1 and 2. Overall, growth and development is going where it is being directed by state infrastructure policy and the local government comprehensive plans. It should be noted that some local governments have done a better job at implementing their plans through zoning and land use regulations than others, and as such there are some differences between the counties regarding how well development adheres to the *State Strategies*. There is more discussion of this throughout the report and in Appendix A.

Goal 2: Protect farmlands and critical natural resource areas. Delaware has one of the most well-respected and robust farmland preservation programs in the nation. To date the Delaware Agricultural Lands Preservation Foundation has permanently preserved 878 farms totaling almost 123,000 acres, and another 126 farms are pending settlement. Governor Carney and the General Assembly have worked together to fully fund both the Agricultural Preservation Program and the Open Space Program in the most recent budget cycle.

Goal 3: Improve housing quality, variety, and affordability for all income levels. The Delaware State Housing Authority has been working for twenty years to preserve and maintain affordable housing in Delaware. In the past ten years, they have produced or preserved over 3,300 affordable rental units. With programs such as the Housing Development Fund, the Strong Neighborhoods Housing Fund, and the Downtown Development Districts program there are many options to support affordable housing construction. In addition, the Diamond State Community Land Trust has been providing affordable home ownership through their land trust model since their founding in 2009 as the only statewide land trust in the nation.

Goal 4: Ensure objective measurement of long-term community effects of land use policies and infrastructure investments. Since 2009, the OSPC has been preparing this annual report as a way of evaluating the effectiveness of state and local land use policies, as well as other demographic and economic trends that affect Delaware's quality of life and budget. As you will see from reading this report in detail, the data and trends do inform our planning activities and our projects and priorities are constantly changing to meet the needs identified.

Goal 5: Streamline regulatory processes and provide flexible incentives and disincentives to encourage development in desired areas. In 2004, the state developed the Preliminary Land Use Service (PLUS) process to provide consolidated state agency comments to developers and local governments prior to the local government review of land use proposals. This program has significantly reduced, if not eliminated, the "right hand does not know what the left hand is doing" scenario for local governments and developers as they now have information about all state requirements and recommendations early in the process. The State has also been a participant in and a champion of master planning, where in specific areas are planned in great detail so that development is as close to shovel ready as possible. This significantly reduces the risk for developers as well as the time it takes for approval. Finally, the state has developed some specific programs targeting incentives for development in certain areas. The best example is the popular Downtown Development Districts program described later in this report.

Goal 6: Encourage redevelopment and improve the livability of existing communities and urban areas and guide new employment into underused commercial and industrial sites. In the past twenty years, there have been many efforts to encourage redevelopment in existing areas. One excellent and highly effective example is the Downtown Development District program, established in 2015. Since that time \$31 million in state investment has leveraged over \$597 million of private investment in the eight downtown areas. The program has just recently been expanded to four additional communities.

Goal 7: Provide high-quality employment opportunities for citizens with various skill levels to retain and attract a diverse economic base. The state has worked for many years to promote the establishment and expansion of high-quality employment opportunities in sectors such as science, technology, banking, and finance. Governor Carney identified and implemented the restructuring of the state's approach to attracting high-quality employers to Delaware. He proposed and the General Assembly passed legislation to create a new public-private entity called the Delaware Prosperity Partnership to market the state to large employers. At the same time, the former Delaware Economic Development Office was restructured as the Division of Small Business. Its new mission is to support and promote Delaware's small businesses.

Goal 8: Protect the state's water supplies, open spaces, farmlands, and communities by encouraging revitalization of existing water and wastewater systems and the construction of new systems. The Delaware Water Pollution Control Revolving Fund provides low-interest loans and grants to municipalities and private and nonprofit organizations for projects that will improve water quality. This fund was created by the legislature in 1990 and is currently overseen by the Water Infrastructure Advisory Council. Recently legislation has been proposed (HB 200, 150th General Assembly) that would provide additional funds and a more reliable funding stream for water and wastewater infrastructure, stream restoration, and agricultural best practices.

Goal 9: Promote mobility for people and goods through a balanced system of transportation options. Through DelDOT and three local metropolitan planning organizations the state has been planning for transportation improvements in concert with the *State Strategies* for the past twenty years. In fact, DelDOT's Long Range Transportation Plan (LRTP) and the MPO Regional Transportation Plans (RTPs) utilized the *State Strategies* maps and investment levels as the basis for guiding transportation investments into areas identified for growth and development. Since 2012, there has been an emphasis on planning and constructing trails and pathways both by DelDOT and DNREC, which has led to many miles of new off-road bicycle and pedestrian infrastructure.

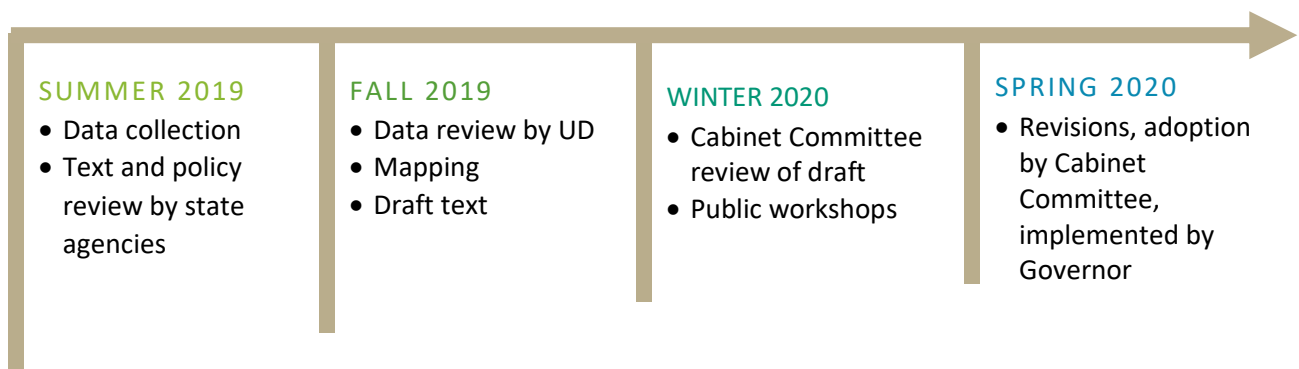
Goal 10: Improve access to educational opportunities, health care, and human services for all Delawareans. As public-school enrollment continues to grow, Delaware's school districts are upgrading facilities and building new schools. Since the state funds 60 to 80 percent of school construction costs (as well as 60 percent of school operating costs), there is an opportunity to tie school investments to the *State Strategies* policies and maps to ensure that new schools are constructed in community settings close to infrastructure and services. Legislation passed in 2004 (SB 304, 142nd General Assembly) required the approval of the OSPC, the Office of Management and Budget, and the Department of Education for the purchase of any new school site. This process has resulted in all new schools since that time being located in accordance with the *State Strategies*, many in walkable and bikable community settings.

Goal 11: Coordinate public policy planning and decisions among the state, counties, and municipalities. As mentioned previously, all local governments are now required to prepare comprehensive plans and regularly update them. Under Governor Minner's tenure, the Legislature passed HB 255 (142nd General Assembly) that strengthened the requirements for planning and compelled coordination between the state and the local governments. HB255 created a requirement that the state certify local comprehensive plans to verify that they are in accordance with the *State Strategies* and other state growth policies. The bill also required that local land use regulations be governed by the

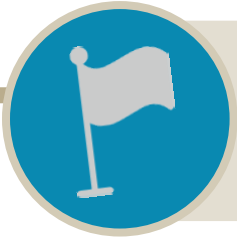
comprehensive plans and required a plan in order for municipalities to annex territory. The local plans are now reviewed through the Preliminary Land Use Service process, allowing all state agencies to weigh in and provide comments and recommendations. The Cabinet Committee also is involved in some cases. These procedures ensure that planning and policy decisions are coordinated.

There has been a great deal of progress in coordinating planning and policy decisions between the state and local governments in the past twenty years. The OSPC and the state agencies are now embarking on the 2020 update. The summary above indicates the reforms to the policies, procedures, and practices for planning in Delaware. It does not, however, really detail the impact that the last twenty years of growth has had in Delaware and how the *State Strategies* have helped guide that growth to create more complete communities and preserve our natural heritage and agricultural economy. As a part of the update process, the University of Delaware's Institute for Public Administration will be assisting OSPC staff to analyze land development, demographic, and economic data to paint a clearer picture of how Delaware has changed and what issues will need to be addressed in the next twenty years to preserve and enhance Delaware's quality of life.

The timeline for the *State Strategies* update process is generally as follows (subject to change, of course):



DEVELOPMENT TRENDS ANALYSIS

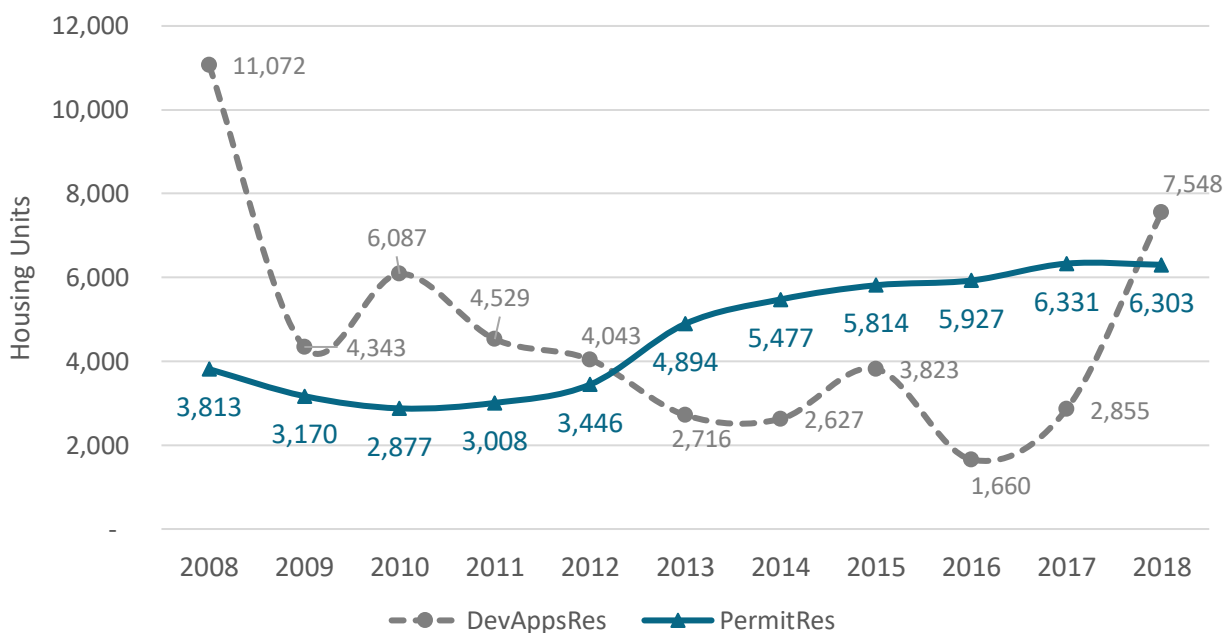


1999 State Strategies

- › **Goal 4** – Ensure objective measurement of long-term community effects of land use policies and infrastructure investments.

The OSPC has been collecting building-permit and development-approval data from all sixty local jurisdictions since the start of 2008. The purpose of this reporting is to inform state, county, and municipal efforts to promote development activity around existing infrastructure and in compliance with comprehensive plans and the *Strategies for State Policies and Spending*. These data are unique in that they are collected and reported in a consistent way based on information gathered directly from all statewide jurisdictions that issue building permits and development approvals. It should be noted that “development approvals” are seen as more speculative in nature compared to “building permit” data because pulling a permit is done when construction is expected to start. The following table illustrates the trend of residential development applications and building permits over an eleven-year period.

Figure 1. Trendlines for number of residential units in development applications (dotted gray line) and building permits (solid blue line), 2008– 2018.



The locations of these development approvals are tracked using GIS and compared with the *Strategies for State Policies and Spending* maps. As discussed earlier in the report, Investment Levels 1, 2, and 3 are considered “growth areas” where development activities are expected and encouraged.

Appendix A: Development Trends and Data Analysis includes a detailed evaluation of development activity in calendar years 2013 through 2018. Key findings include:

Development Approvals 2013 through 2018

- › During this time, a total of 21,229 residential units were approved for development in Delaware. The largest number of approved applications by County was Sussex County with 9,804 approved applications over the six-year period. The largest number of approved applications by year came in 2018, with 5,000 residential units approved in Sussex County alone.
- › Residential development applications in Level 4 areas increased sharply in 2018, particularly in Sussex County where over 40 percent (2,622) of all approved applications were in Level 4 areas.
- › Also during this time, a total of 13,439,831 square feet of non-residential space was approved for development by local governments in Delaware. The majority of this area was in New Castle County with 9,483,415 square feet.
- › During this period, local governments approved 28,165 residential units in growth areas, defined as Investment Levels 1, 2, and 3 in the *Strategies for State Policies and Spending*. Overall, this represents 81 percent of all units approved in the state. A large majority of residential units approved in New Castle County (94 percent) and Kent County (81 percent) were in Levels 1 through 3. In Sussex County, 73 percent of residential units approved were located in Levels 1 through 3.
- › Statewide, between 2013 and 2018, most of the non-residential development approvals by local governments in Delaware (94 percent) were located in Investment Levels 1, 2, or 3.

Building Permits 2013 through 2018

- › During this time, a total of 34,746 residential units were issued building permits by local governments in Delaware. Sussex County had the largest number of residential permit approvals both over the six-year period and in the most recent year (2018).
- › In all three counties across the period the majority of building permit activity occurred outside incorporated towns.

- › Incorporated places that have seen the most residential building permit activity during this six-year period are Middletown and Wilmington in New Castle County, Smyrna and Dover in Kent County, and Millsboro and Millville in Sussex County.
- › Statewide, 81 percent of residential units permitted by local governments were located in Investment Levels 1, 2, or 3 as defined by the *Strategies for State Policies and Spending*. New Castle County jurisdictions issued permits for 94 percent of their residential units in Levels 1 through 3, followed by Kent with 81 percent, and Sussex with 73 percent.
- › Statewide, 94 percent of building permits issued for all non-residential square-footage was permitted in Levels 1 through 3.



Residential Construction, New Castle County

STRENGTHENING DELAWARE'S ECONOMY

1999 State Strategies



- › **Goal 7** – Provide high-quality employment opportunities for citizens with various skill levels to retain and attract a diverse economic base.
- › **Goal 5** – Streamline regulatory processes and provide flexible incentives and disincentives to encourage development in desired areas.

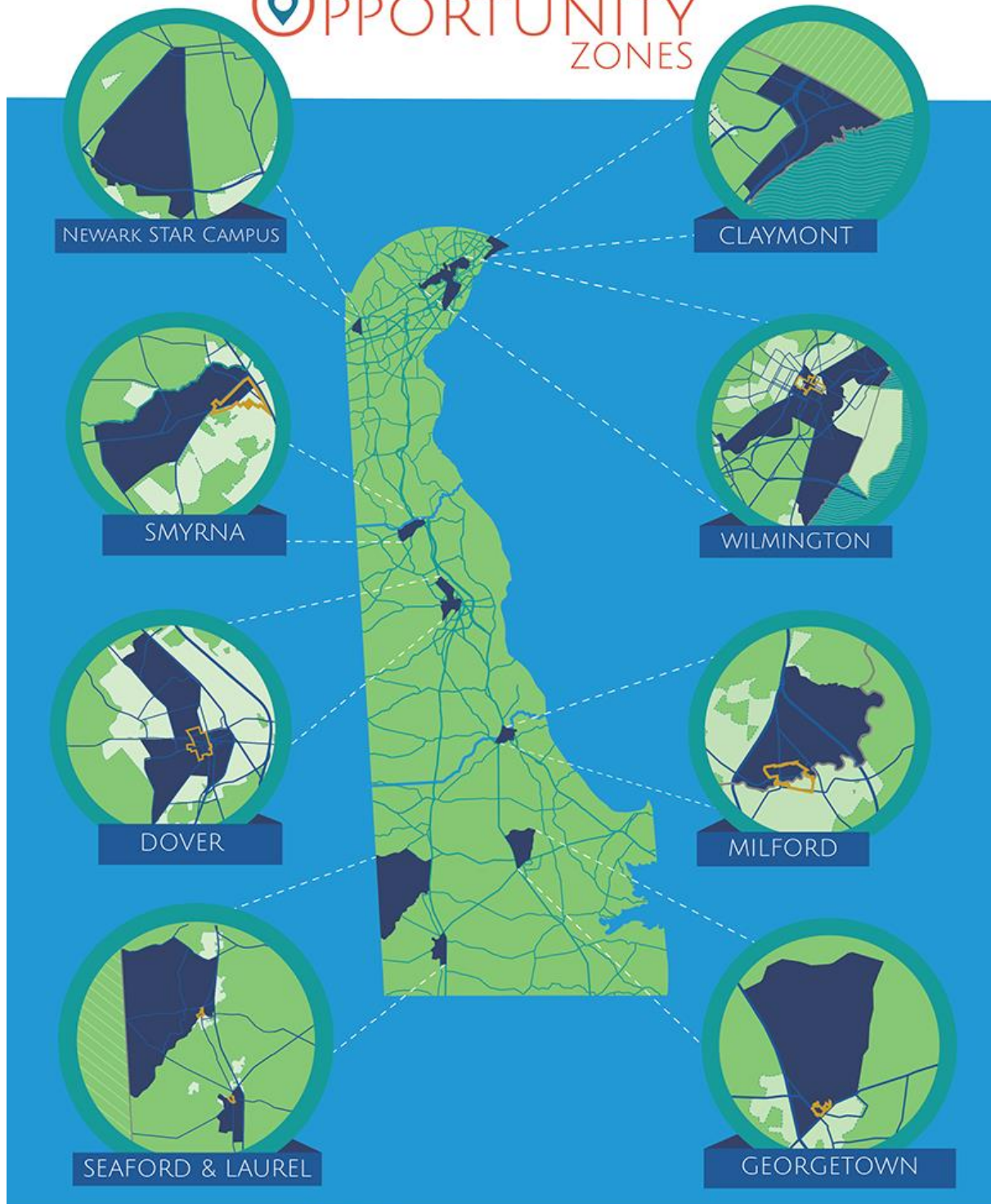
Promoting the establishment and expansion of high-quality employment opportunities in sectors such as science, technology, banking, and finance has been a State goal for many years. Governor Carney identified and implemented the restructuring of the State's approach to attracting high-quality employers to Delaware. See below for highlights of a few of these initiatives to attract business and industry, promote sale of agricultural products, and increase cultural and ecotourism opportunities:

Opportunity Zones

In April 2018, Governor Carney announced twenty-five communities and economically distressed Census Tracts across Delaware that were designated as Opportunity Zones by the U.S. Department of the Treasury. These Opportunity Zone designations will help build on ongoing community development efforts across Delaware and encourage additional private investment in economically distressed communities where such investment could have the most impact.

The Delaware sites include a mix of residential, commercial, and industrial properties that are well-positioned to compete for the significant investment needed in low-income communities across the state. Qualified investors in the zones may become eligible for federal tax incentives.

DELAWARE OPPORTUNITY ZONES



MAP KEY



In December 2018, Governor Carney co-hosted Delaware's first statewide Opportunity Zone conference in collaboration with The Biden Institute at the University of Delaware's STAR Campus. Subsequently, Governor Carney and his team have been meeting with the communities, businesses, and potential investors within and surrounding each of Delaware's twenty-five Qualified Opportunity Zones. Initially, the objectives were to educate and market the new federal program as well as help the communities to identify shovel-ready projects that were positioned to capitalize on the federal tax incentive. The OSPC created a searchable map to help guide our communities as well as potential investors. The Division of Small Business (DSB), OSPC, and the Government Information Center collaborated to build a web page dedicated to sharing information regarding Delaware's Opportunity Zones and to serve as a single point of contact for potential stakeholders. The web page can be found here: <https://business.delaware.gov/opportunity-zones/>

The DSB will continue to provide educational and marketing support related to Delaware's Opportunity Zones and serve as a matchmaker of sorts to assist potential investors to connect with projects and businesses that best match goals and objectives. Additionally, the DSB has worked with traditional real estate transactions (such as the first publicly reported transaction that occurred at 1220 N. Market Street, Wilmington, DE), workforce and affordable housing projects, and entrepreneurial businesses.

Most recently, the DSB hosted visits across the state from PNC Bank's Community Reinvestment Act Opportunity Zone Fund and U.S. Department of Housing and Urban Development's Regional Administrator to illustrate some of the compelling projects that are underway. Delaware's efforts under the direction of Governor Carney are beginning to demonstrate that the Congressional intent of strengthening communities is happening from Wilmington to Seaford and from Newark to Milford.

Support for Small Business

The DSB continues to support Governor Carney's mission of assisting Delaware's small business community. The Division has four regional business managers dedicated to providing resource connections to Delaware's small businesses and entrepreneurs. DSB also provides contingency and collaborative support to the Delaware Prosperity Partnership in their marketing and outreach efforts as they lead Delaware's economic development initiatives. As an example, the Division of Small Business has been serving as the Coordinator for Delaware's Opportunity Zones outreach through grassroots community meetings and a website. Although most of the interactions to date have been dedicated to real estate transactions and housing projects, business facility inquiries have also

occurred. The Division has forwarded those traditional economic development projects directly to the Delaware Prosperity Partnership.

Coastal Zone Conversion Permit Act

In 2017, the General Assembly amended the Delaware Coastal Zone Act with the Coastal Zone Conversion Permit Act to allow new heavy industry development at fourteen grandfathered sites in the coastal zone, with some restrictions. This Act encourages economic development of these sites, some of which are currently inactive or underutilized. All of the sites have already been designated for heavy industry use.

The legislation requires that conversion permit applications include offset projects that more than offset any new environmental impacts as a consequence of the proposed action. Additionally, responsible development practices such as the preparation of a plan to address concerns of sea level rise and coastal storms, fund securement to cover any possible damages as a result of the proposed action, and institute remediation protocols have been incorporated into the requirements.

DNREC was required to promulgate the regulations to guide this amendment by October 1, 2019. As part of the process, DNREC put together a Regulatory Advisory Committee (RAC) that was composed of various stakeholder groups representing a diversity of interests and views.



Delaware City Refinery, New Castle County

The committee included stakeholders from environmental organizations, business and industry, affected communities, government planning, and public health. The RAC provided recommendations to the Secretary on what to include in the regulations.

The RAC was informed by technical working groups of experts in the areas of environmental impacts, economic effects, offsets, and financial assurance. Early on, DNREC staff engaged with the public through various neighborhood associations located adjacent to heavy industry use sites to improve their understanding of the process and inform them of ways to provide input. Public comments were also accepted at three public open houses held in the vicinity of the industrial sites.

The proposed regulations were published to the registrar in early June 2019, and a public hearing was held on June 24, with a comment period that extended through July 9, 2019. DNREC reviewed the public comments and made appropriate revisions to the proposed regulations. The regulations were approved by the Coastal Zone Industrial Control Board on August 26, 2019 and became effective September 11, 2019.

Delaware Grown Brand

Utilizing a USDA Specialty Crop Block Grant awarded in 2015, the Delaware Department of Agriculture (DDA) Communications and Marketing Section administered a survey to determine consumer awareness and opinions of locally produced fruits and vegetables, horticultural crops, honey, cut flowers, and live Christmas trees. A total of 362 participants were involved in the survey—252 Delaware residents and 110 Delaware visitors, composed of six key markets where Delaware specialty crops are shipped and whose residents also visit Delaware (Philadelphia, Baltimore, Washington, D.C., New York City, Harrisburg, Pennsylvania, and Salisbury, Maryland). Fresh was the term most used to describe agricultural specialty crops grown in Delaware. Fresh fruits and vegetables are much more associated with Delaware than horticultural crops, cut flowers, or evergreens. Nearly eight in ten residents and visitors believe it is important to buy from local growers of produce.



The top six Delaware-grown fruits having the highest awareness were strawberries, watermelon, berries, apples, peaches, and cantaloupe. The top six Delaware-grown vegetables having the highest awareness were sweet corn, tomatoes, cucumbers, pumpkins, green beans, and lettuce. About three in four residents and visitors rate both fresh fruits and vegetables grown in Delaware as excellent or very good. Honey had the highest awareness for horticultural crops grown and raised in Delaware.

The concept was revealed to the public in January 2018. The DDA used the consumer research to develop the Delaware Grown brand to assist family farms in marketing their product for direct market sales and retail/wholesale using an iconic and easily recognizable logo. The overall brand “Delaware Grown” was tested and selected through consumer research with an added tag line of “Pick Fresh. Pick First.” This reflects the research that consumers of Delaware-grown specialty crops want to know they are getting the best and directly benefitting the community.

DDA partnered with the Delaware Government Information Center to develop the first .com consumer-facing website to market Delaware Grown products, connect the consumer to the farmer, and educate the consumer on how to find and prepare Delaware fruits and vegetables purchased at farmers’ markets, on-farm markets, and in grocery stores. The delawaregrown.com website went live in April 2019.

Based upon the recent U.S. Census of Agriculture, Delaware farmers made nearly \$14 million in sales directly to consumers at farmers’ markets and numerous farm stands in 2017. This figure has increased by \$10 million in five years. When consumers buy local, they not only get the freshest Delaware has to offer, they help keep small farms productive, which in turn boosts and grows the local economy.

Delaware Byways

Under the Delaware Department of Transportation (DelDOT), the Delaware Byways Program recognizes six different transportation corridors that offer an alternative travel route to major highways while telling a story about Delaware’s heritage, recreational activities, or beauty. Origins of the byways program are intended to link historic sites and natural/scenic wonders through a series of travel routes created to get motorists off the beaten path to explore holistic communities and intrinsic sites throughout the state.

As a program, the six state-designated byways (with one being a National Scenic Byway) are also aimed at tourism-based promotion, conservation, and other planning-related activities such as transportation corridor master planning. Each byway corridor has a specific management team that operates under a Corridor Management Plan (CMP) to protect, enhance, or promote their respective byway. The byways volunteers are responsible for sponsoring, developing, and managing a CMP for their byway. This CMP identifies the cultural and historic resources of the byway and recommends context sensitive design solutions and other management strategies or actions to maintain, preserve, or enhance the local character.

The scenic and historic byways program at DelDOT continues to evolve, but is also challenged by the lack of grant or line item funding for individual byways and their corridor management efforts. However, a portion of this program is still widely active with existing grant monies supporting efforts along the Delaware Bayshore Byway. The grant dollars continue to guide and fund several projects and efforts listed under the Delaware Bayshore Initiative discussed below.

Another byway project of note is the Route 9, Delaware City Bike and Pedestrian Path. This byway effort helps to support Delaware City Main Street and the Fort DuPont Redevelopment and Preservation Corporation. This project aims to provide recreational elements within the redevelopment area of Delaware City and to ensure that connectivity is offered between the new and expanded city limits. Efforts of the Route 9, Delaware City Bike and Pedestrian Path are also supporting and coordinating the partial modification in master planning effort of this redevelopment area for the recreational areas that still adhere to the Section 6(f) of the Land and Water Conservation Fund. Overall, DelDOT's participation and byways grant funding effort is limited to planning, design, and engineering services (i.e., no construction) for Delaware City and the Fort DuPont Redevelopment and Preservation area. Specific federal grant dollars, not spent, will expire in August 2020.

Take a virtual tour of all six byways with the Scenic Tour of Delaware Byways Showcase Story Map: <https://deldot.gov/Programs/byways/index.shtml>



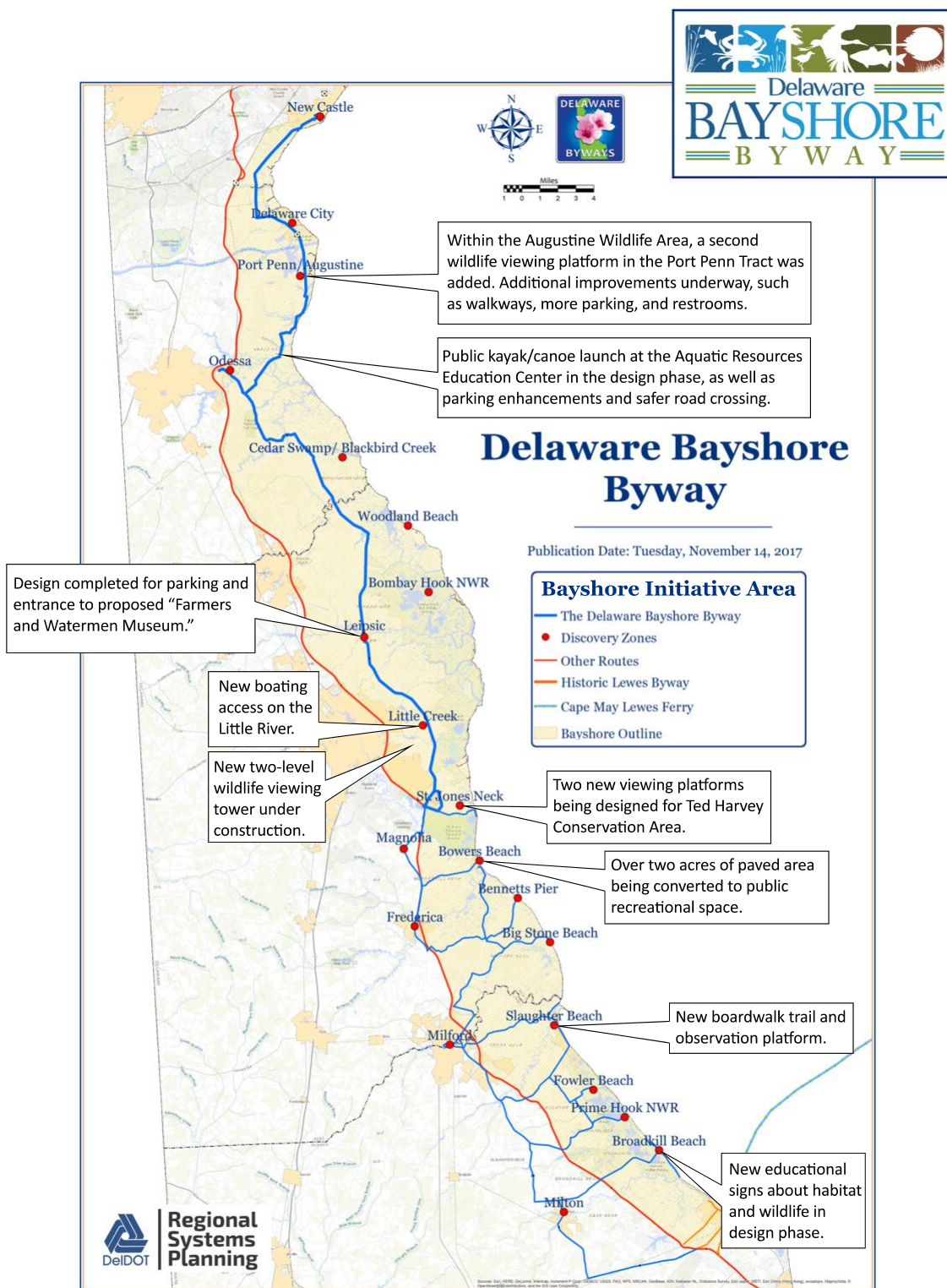
Delaware Bayshore Program

DNREC's Delaware Bayshore Initiative continues to highlight the Delaware Bayshore region to promote the protection, conservation, and restoration of Bayshore habitats; enhance public access to lands and waters for outdoor recreation while raising awareness about the Bayshore's natural, cultural, and historic resources; and increase community engagement by investing in Bayshore communities and encouraging ecotourism, volunteerism, and stewardship. The Bayshore Initiative is also promoted as one of the Byways discussed previously.

The Bayshore Byway connects northern river communities including New Castle, Delaware City, Port Penn, St. Georges, Middletown, Odessa, Smyrna, Leipsic, Little Creek, and Dover, as well as the northern beach communities of Woodland Beach, Pickering Beach, and Kitts Hummock, with the southern communities including the towns of Frederica, Milford, and Milton with spur roads to Bayshore beach communities such as Bowers, South Bowers, Slaughter Beach, Broadkill Beach, and Lewes. Additionally, the Byway directly connects nine state wildlife areas, two state parks, two National Estuarine Research Reserves and two National Wildlife Refuges to communities, residents, and visitors. The Byway management committee and Delaware Greenways have completed a draft revision of the Bayshore Byway Corridor Management Plan to expand the geographic scope to incorporate the extension of the Byway south to Lewes.

The complete Delaware Bayshore Byway from New Castle to Lewes, extended in 2017 to continue along a series of scenic roads from Route 9 near Dover south to the Lewes Historic Byway, encompasses more than 100 miles through the Bayshore region. See Figure 2 for byway locations and highlights of recent improvements.

Figure 2. Delaware Bayshore Byway improvements in 2019



BUILDING STRONG COMMUNITIES



1999 State Strategies

- › ***Goal 1*** – Direct investment and future development to existing communities, urban concentrations, and growth areas.
- › ***Goal 5*** – Streamline regulatory processes and provide flexible incentives and disincentives to encourage development in desired areas.
- › ***Goal 3*** – Improve housing quality, variety, and affordability for all income levels.
- › ***Goal 6*** – Encourage redevelopment and improve the livability of existing communities and urban areas and guide new employment into underused commercial and industrial sites.

Communities are strengthened by providing incentives for infill development and redevelopment, reducing crime and blight, and preparing for emergencies and a changing climate. Numerous projects and programs are underway to help our communities thrive economically and be resilient in the face of changing conditions.

Downtown Development Districts

In April 2014, the General Assembly passed Senate Bill 191, the Downtown Development Districts Act of 2014 (the Act), which was subsequently signed by the Governor on June 5, 2014. The Act created the Downtown Development District (DDD) program. The program seeks to revitalize the downtown Central Business Districts in selected city, town, and county areas through the use of economic and other incentives. The purposes of the Act are to:

- › Spur private capital investments on commercial business districts and other neighborhoods;
- › Stimulate job growth and improve the commercial vitality of districts and neighborhoods;
- › Help build a stable community of long-term residents by improving housing opportunities; and,
- › Assist municipalities in strengthening neighborhoods while harnessing the attraction that vibrant downtowns hold for talented people, innovative small businesses, and residents from all walks of life.

A variety of economic and other incentives were envisioned to achieve the purposes of the Act. The primary state-level incentive is the DDD rebate program. These rebates are to be made available to offset up to 20 percent of the hard costs associated with construction or redevelopment activities in DDDs.

The OSPC works closely with the Office of the Governor and the Delaware State Housing Authority (DSHA) to implement the program. The OSPC's role is to manage the application and review process for district designations, monitor compliance with the program requirements, review and process boundary and incentive revisions in conjunction with the CCSPI, and provide technical assistance to districts as needed. DSHA administers the DDD rebates. The OSPC relies heavily on input from partner agencies during the designation process and thereafter. In addition to DSHA, subject matter expertise was provided by the State Historic Preservation Office, the Department of Natural Resources and Environmental Control, and the Department of Transportation.

There are twelve designated DDDs: Wilmington, Dover, and Seaford (designated in January 2015); Smyrna, Harrington, Milford, Laurel, and Georgetown (designated in August 2016); and Delaware City, Clayton, Middletown and the City of New Castle (designated in August 2019). All of these municipalities offer a local incentive package that works in concert with the DDD rebate to encourage investment in each district. All of the districts work in concert with DSHA staff to actively market the DDD rebates and other incentives to developers and property owners in their communities.



OSPC Director Connie Holland

Downtown Development District Rebate Program

The rebate continues to be extremely successful. Since early 2015, there have been 118 projects completed and placed in service. These 118 projects have used \$11.2 million in state DDD funds to leverage \$180 million in private investment. The total pool of active projects completed and reserved represent \$31.7 million in state DDD funds leveraging \$598 million in private investment.

The largest percentage of projects have been for residential (36%), followed by commercial projects (33%) and mixed-use projects (31%). A majority of these projects (76%) have been for rehabilitating existing buildings, with the remaining 24 percent of projects being new construction. In addition, local governments have provided these investors with a variety of incentives such as tax abatements, permit fee waivers, impact fee waivers and reductions, business license fee waivers, and other financial incentives. These local governments have also provided expedited processing and direct assistance that have a value that cannot be calculated in monetary terms.

In FY 2019, \$10.1 million in state funds were reserved for twenty large projects and are expected to leverage \$227 million in private investment. In addition, thirty-four small projects were completed in FY 2019 and received \$775,725 in rebate funds. Altogether, approximately \$10.9 million in DDD funds is leveraging \$231 million in private investment. The FY 2019 projects include creating a range of housing opportunities, new businesses, and jobs through new construction, renovating vacant buildings, and supporting historic preservation. For additional information about the funded projects, please visit the DDD Story Map online here: <https://bit.ly/2tDoWml>. Please see Appendix F for more detailed information about DDD rebate funds and projects.

DDD Marketing Assistance Pilot Program

Division of Small Business, working in collaboration with Delaware State Housing Authority and the OSPC have successfully executed a request for proposal (RFP) for a consultant to assist Delaware's Downtown Development Districts in attracting new development. The consultant's scope of work includes development of marketing strategies with an emphasis on smaller communities that may have limited capacity to market their sites and opportunities. This project is a one-year contract to serve as a pilot program that will be evaluated with the possibility of issuing a new RFP for FY 2021.

State Historic Preservation Tax Credit Program

Delaware's [Historic Preservation Tax Credit Program](#) assists in preserving and rehabilitating historic buildings throughout Delaware. Applicants may be eligible for tax credits for qualified rehabilitation work on properties that are listed in the National Register of Historic Places or are certified as contributing to a listed historic district. Since its inception in 2001, the program has assisted in the preservation of 266 properties and leveraged over \$363 million in investment (through FY 2018). The state historic preservation tax credit is often used in conjunction with other federal and state incentive programs.

Currently, the State Historic Preservation Office (within the Division of Historical and Cultural Affairs) is authorized to award up to \$8 million in credits each fiscal year through state FY 2025. At the beginning of each fiscal year, a certain amount of these credits are reserved for different types of projects, including those within Downtown Development Districts (DDD). Credits are awarded based on a percentage of the qualified rehabilitation costs. The percentage varies with the type of applicant. Projects that are also eligible for the Low Income Housing Tax Credit (LIHTC) program, managed by the Delaware State Housing Authority, may receive additional historic preservation tax credits. Listed below are some key tasks completed in this fiscal year:

- › In FY 2019, all \$8 million in available historic preservation tax credits were awarded. Projects included rehabilitation of owner-occupied, nonprofit-owned and income-producing properties located across the state. Two of these projects are within DDDs and at least one is also receiving LIHTC.
- › The Division posted for public comment and adopted an amended regulation for the Historic Preservation Tax Credit Program to specify under what circumstances a credit award would be withdrawn, establish a time frame during which rehabilitation work may qualify for a credit award, amend the fee schedule, and make other clarifications and technical corrections to the regulation. The regulation included transitional provisions to assist applicants that were already engaged with the program.
- › Meeting a stated goal in both the State Historic Preservation Plan and the OSPC's 2018 annual report, HCA participated in the OSPC's March 2019 workshop for communities participating in the state's Downtown Development Districts program. Historic preservation is one of the criteria for consideration for the DDD program, and the state's Historic Preservation Tax Credits can be used in concert with other incentives under the DDD program. The program was reauthorized through FY 2025.

Local Comprehensive Plans

The Governor certifies comprehensive plans once they are confirmed to be consistent with Delaware Code and state land use policies as articulated in the Strategies for State Policies and Spending. This year, the Governor certified fourteen comprehensive plans, this included plans for both Kent and Sussex Counties. In addition, the OSPC worked with four towns on pre-update reviews of their plan, one town with a five-year comprehensive plan review, twenty-two towns that are working to update their comprehensive plans, eight towns that have requested extensions to the due date of their updates, and thirteen towns regarding amendments to their comprehensive plans. New Castle County has

also submitted five Unified Development Code (UDC) amendments for review through the Preliminary Land Use Service (PLUS) process. Details on local comprehensive plan certifications and updates can be found in Appendix E.

Climate Resiliency and Adaptation

Since 2014, eleven agencies have been working together to prepare their agencies for climate change, build state assets to a higher standard for resiliency, and assist local governments in preparing for climate impacts. Some of these efforts are summarized below:

Resilient and Sustainable Communities League

The Resilient and Sustainable Communities League (RASCL), which began in 2015, is a partnership of state agencies, nonprofit organizations, and academia formed to coordinate and make sure that resiliency building services offered by league members align with and meet the needs of Delaware's local governments. This is a critical concern, since there is a growing urgency for more resilient communities in the face of natural hazards and climate impacts, but also because state resources are limited and they must be used to the maximum effect.

RASCL's mission is to "accelerate the capacity of all local governments to undertake the necessary steps to become sustainable and resilient." The group's membership has grown to eighteen agencies and organizations that meet quarterly to network, share information, and coordinate service delivery. The group includes representatives from:

- › Delaware Center for Inland Bays
- › Delaware Department of Natural Resources and Environmental Control
- › Delaware Department of Transportation
- › Delaware Emergency Management Agency
- › Delaware Environmental Monitoring and Analysis Center
- › Delaware Forest Service
- › Delaware Geological Survey
- › Delaware Interfaith Power and Light
- › Delaware League of Local Governments
- › Delaware Nature Society
- › Delaware Sea Grant
- › Division of Public Health
- › Energize Delaware

- › Nature Conservancy
- › Office of State Planning Coordination
- › Office of the Delaware State Climatologist
- › Partnership for the Delaware Estuary
- › University of Delaware Coastal Resilience Design Studio
- › University of Delaware Institute for Public Administration (IPA)

The RASCL website (www.derascl.org) provides useful information on climate change, including links to funding resources, reports, and videos.

In the past year, RASCL held its second annual summit, which is an event intended to promote information sharing and best practices on community resiliency topics with community leaders and practitioners across the state. The theme for the 2018 summit focused on funding resilient and sustainable projects at the state and local level. Presenters shared information about federal investments in resiliency, new statewide funding initiatives, and successful local case studies from communities planning for resiliency and sustainability in the face of a changing environment. Nearly 170 people attended, representing more than sixteen municipalities, state and federal government, local communities, academia, and private companies. The RASCL Outreach Committee is currently planning the next summit for November 15, 2019, at the DelTech Del-One Conference Center in Dover. The focus will be on implications for land use and water quality management.

As a direct result of discussions at the 2018 summit, RASCL partners coordinated with Senator Carper’s office to promote an Army Corps of Engineers (USACE) workshop for Delaware Communities. This event was held on March 29, 2019, and was an opportunity for Delawareans to grow and advance working relationships around key Army Corps initiatives. Some topics that were covered included an overview of the Army Corps, what the USACE can do for Delaware, the Section 7001 process, general investigations, project partnership agreements, operations and maintenance, and other opportunities for engagement.

RASCL members have continued their outreach efforts through informal “Coffee Hours” held in each county. During these interactive events, community leaders interested in discussing issues regarding resiliency and sustainability can speak directly with RASCL members to learn more about programs and funding that are available for assisting with planning and implementation of adaptation and mitigation projects. The first 2019 Coffee Hour was held in Dover on February 5, and focused on the fourth National Climate Assessment released in November 2018. The second was held at the Center for the Inland Bays on May 29, where

attendees learned about the importance of clean water and how having a funding source may help improve water quality across the state. The next one is being planned for a location in New Castle County in the early fall of 2019.

Sustainable Communities Planning Grant

The DNREC Division of Climate, Coastal, and Energy continued its support of the Sustainable Communities Planning Grant program, established in 2017. The primary goal of the program is to provide funding and technical support for communities to plan for sustainable growth and resilience to the impacts of climate change. Sustainable communities are defined as vibrant, healthy, and prepared communities that balance demands for environmental protection, resiliency, economic growth, and social objectives. Sustainable communities keep their residents safe from unexpected events while also providing economic stability and maintaining a high quality of life. A secondary goal of the program is to increase the capacity of Delaware communities to implement the concepts of sustainable planning. By developing actionable strategies to achieve their sustainability goals and supporting outreach and information sharing with other communities, the work being completed will provide concrete examples of what communities throughout the state can do to prepare for the impacts of climate change. Five grants, totaling \$245,000, were awarded to benefit local governments through development of Community Sustainability Plans:

- › City of Wilmington: Resilient Wilmington—Phase I
- › City of Newark: Newark Community Sustainability Plan
- › Town of Frederica: Frederica Community Sustainability Plan
- › Town of Milton: Town of Milton Sustainability Plan
- › Town of Fenwick Island: Fenwick Island Sustainable Community Plan

Each of these communities is on target to complete the requirements of the grant by the end of 2019. They have made significant progress toward developing sustainability goals through outreach and educating residents, assessing vulnerabilities, and completing other sustainability planning activities. They were encouraged to establish partnerships with nonprofit, community, and quasi-governmental organizations and form multi-disciplinary stakeholder groups. These communities represent a broad range of demographics and geography throughout the state and will serve as strong examples of how sustainable planning can be accomplished in Delaware. Funding for the Sustainable Communities Planning Grant Program comes from the Regional Greenhouse Gas Initiative (RGGI), a multi-state carbon dioxide cap-and-trade program focused on reducing emissions from electric generating units that contribute to global warming.



Port Mahon, Kent County

Resilient Community Partnership

The Resilient Community Partnership (RCP), run by the Delaware Coastal Programs, leverages federal funding provided by the National Oceanic and Atmospheric Administration (NOAA) to help Delaware communities improve their planning and preparation capabilities for responding to coastal and climate hazards. The current RCP is with a group of the coastal Delaware municipalities, including the Cities of Lewes and Rehoboth, Towns of Henlopen Acres, Dewey Beach, Bethany Beach, South Bethany, and Fenwick Island, and will examine specific methods of reducing impervious surface coverage to decrease flooding after heavy precipitation events or coastal storms, increase infiltration of groundwater, and improve water quality for residents and visitors.

The project will include the development of best practices for increasing infiltration as well as model ordinances that could support the best practices. An analysis of past and current surface area coverage will also be completed utilizing recent LIDAR mapping. DCP staff have thus far worked with representatives from each municipality to determine current codes and policies that are in place that affect impervious surface coverage. The project team will also meet with municipal representatives and will conduct public outreach to obtain feedback on proposed alternatives for increasing runoff infiltration. With this guidance, the report will recommend specific best practices and model ordinances that are tailored to suit each community. The results of this report will be shared with other communities throughout Delaware.

In addition to the efforts discussed above, the state and its agencies invest significant financial resources toward building strong communities by supporting home ownership and providing police and paramedic services.

Housing

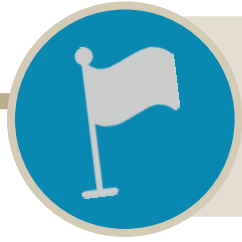
Quality, affordable housing is a necessary and desirable asset for any neighborhood. The Delaware State Housing Authority (DSHA) provides a number of programs to help Delawareans obtain housing. In order to enable more homeownership, the DSHA helped 1,259 home buyers with more than \$253 million in mortgage assistance in FY 2019. For those in the rental market, 1,401 low-income households were assisted with public housing units or vouchers and 242 new affordable rental units were created or preserved in FY 2019. To more broadly address community revitalization, the DSHA administers both the Strong Neighborhoods Housing Fund (SNHF) and the Downtown Development District rebate program. The SNHF has distributed \$11.25 million which leveraged \$34.2 million in private investment. Please see Appendix B for more detailed metrics. The Downtown Development District program continues to be active, and in FY 2019, \$10.9 million in state funds leveraged projects totaling \$231.4 million in the eight designated districts.

Public Safety

In Delaware, the Delaware State Police (DSP) plays a very important role in protecting Delaware's citizens. The DSP provides specialized policing and investigative services to all of Delaware's other police agencies. In addition, the DSP is responsible for protecting Kent and Sussex residents that live in unincorporated areas and small towns that lack police departments. This represents approximately 58 percent of Kent County residents and 79 percent of Sussex County residents. In FY 2019, the budget for the DSP was approximately \$118.1 million.

Additionally, the State currently provides 30 percent of the funding that the counties use to provide their jurisdictions with paramedic service. This percentage was increased from 24 percent in the most recent budget process. In FY 2018, the State (at 24%) funded county paramedic operations with \$8.6 million of state funding. In the first three quarters of FY 2019, the state provided \$11.2 million in funding to the counties to support the paramedic program. The fourth quarter spending for this program was not available at the time of publication, so the actual total will be higher in FY 2019. Additional details can be found in Appendix B of this report.

A HEALTHIER DELAWARE



1999 State Strategies

- › **Goal 10** – *Improve access to educational opportunities, health care, and human services for all Delawareans.*

In order to improve Delawareans' health outcomes and their quality of life, it is important to start addressing the quality of the environment in which we live. To start, state agencies, local governments, and communities can change the design of communities and transportation systems, promote access to healthy foods, increase opportunities for exercise, and collect data to track outcomes.

Planning Healthy Communities

A healthy community design incorporates a mixture of land uses, transportation options, parks, medical services, and recreational opportunities. The OSPC has collaborated with many state agencies and other partners on ways to make Delaware a healthy place to live, work, and play. The following are brief summaries of some current activities in healthy community planning:

Council on Farm and Food Policy

Following a yearlong community planning process led by the Delaware Department of Agriculture (DDA), the Delaware Council on Farm and Food Policy was formed in August 2018 and charged with facilitating access to resources that will allow all Delawareans to circumvent challenges associated with securing nutritious and local food options, minimizing deficiency within communities, and achieving healthy lifestyles. The Council advises Delaware's Secretary of Agriculture on policy, project development, resource priorities, and implementation strategies to achieve its goal. A 2016 University of Delaware and DDA report titled "Connecting Healthy Farms to Healthy Delawareans: A Farm and Food Report," as well as the findings of the Plan4Health project and report, which identified a need for healthy food access in neighborhoods throughout the areas in Kent County that were studied, provided the impetus for the Council's formation. The OSPC is represented by Principal Planner David Edgell, who was also selected by Secretary of Agriculture Michael Scuse as the inaugural Chair of the Council.

The Council's initial project for 2019 is a comprehensive, baseline assessment tool designed to identify, categorize, and visually display resources throughout

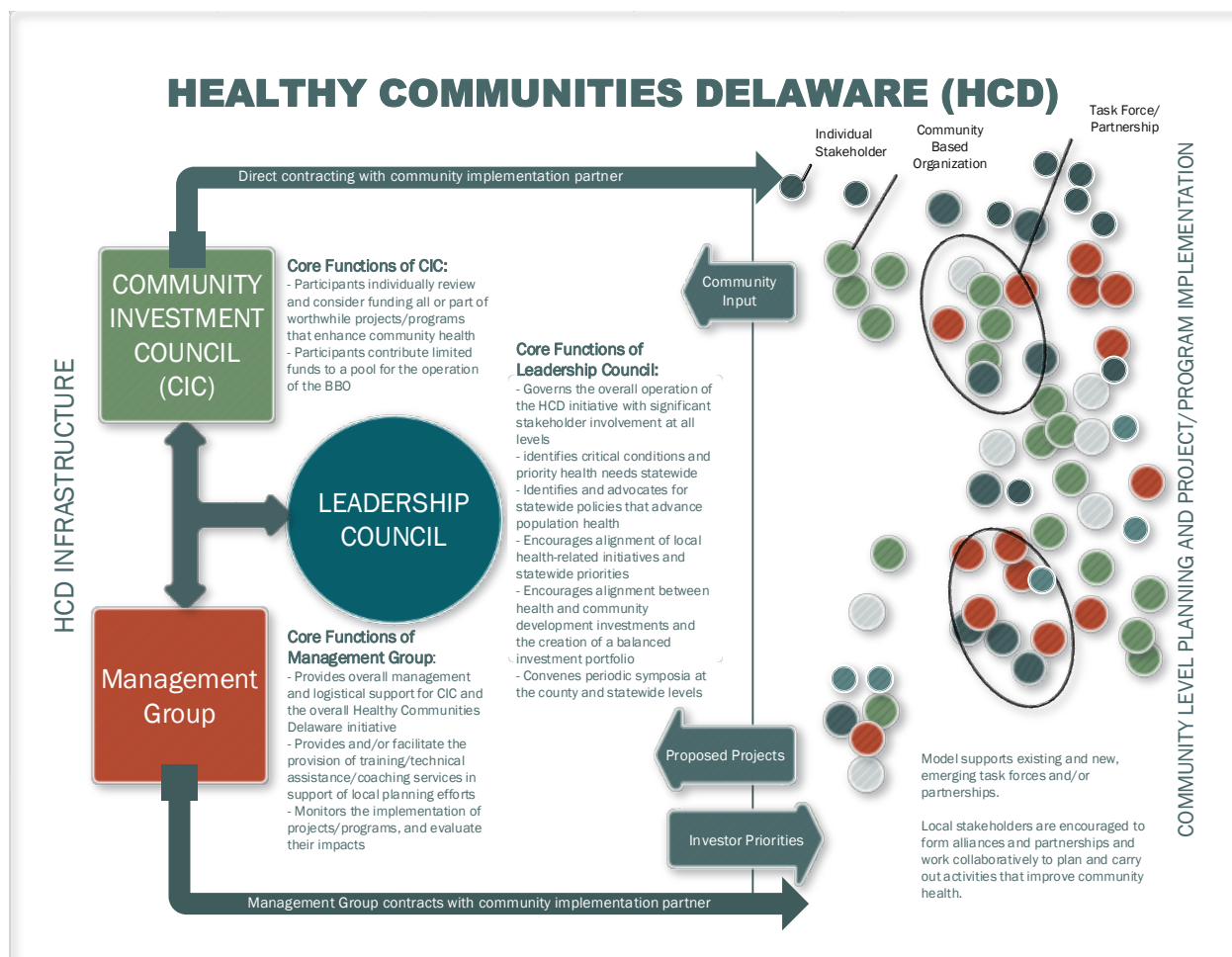
the state that are available for community members to access and afford nutritious food options. Information and analyses drawn from this tool will allow the Council and the Secretary to make informed and evidence-based decisions about how best to allocate resources for future projects. The Council provides ongoing support to the Delaware Farm to School Program Committee by assisting with planning and implementation strategies to broaden the program scope by incorporating feeding opportunities outside of traditional school settings. In addition, the Council has identified a need to encourage more healthy food retail in neighborhoods throughout the state. The Council is hoping to build upon the success of the Wilmington Corner Store Initiative and facilitate a similar program that would focus on other high-need areas in Kent and Sussex Counties in the coming year.



Produce Market, Smyrna

Healthy Communities Delaware

Healthy Communities Delaware is a consortium of public, nonprofit, and private organizations committed to making a collective impact by aligning efforts and investments surrounding social determinants of health for communities in the state. Building on the work accomplished through the State Innovation Model Healthy Neighborhoods work, the University of Delaware, Delaware Division of Public Health, and Delaware Community Foundation are collaborating on developing a sustainable infrastructure to support communities after the grant ended in early 2019. The work is guided by a diverse Leadership Council that is committed to the implementation of effective and sustainable ways of investing in our local communities to reduce the health disparities that exist from one ZIP code or neighborhood to another. The legislature passed funding for Healthy Communities Delaware in the FY 2020 budget.



My Healthy Communities Delaware Data Portal (Delaware Environmental Public Health Tracking Network)

The My Healthy Community data portal delivers neighborhood-focused population health, environmental, and social determinant of health data to the public. Launched on May 13, 2019, the innovative technological showpiece allows users to navigate the data at the smallest geographical area available, to understand and explore data about the factors that influence health. Delaware residents are able to explore a variety of data indicators in the following categories: community characteristics, the environment, chronic disease, and mental health and substance use. Air quality data, asthma incidence data, public and private drinking water results, and drug overdose and death data are currently available. Over the next several months, additional categories and data indicators are expected to be added including community safety, maternal and child health, healthy lifestyles, health services utilization, infectious diseases, education, socioeconomic influencers, lead poisoning, suicide and homicide, and populations vulnerable to climate change.

Residents can search health indicators by street address, ZIP code, census tract, neighborhood, municipality, county, and state. In addition, they can compare their community's health measures with other Delaware communities, their county, and the state as a whole, as well as view data trends over time. To ensure compliance with the Health Insurance Portability and Accountability Act (HIPAA), not all data can be made available at the community level; therefore, the system is designed to provide data for the smallest geographic area possible.

My Healthy Community has been years in the making through a partnership among several Division of Public Health (DPH) programs, the Department of Natural Resources and Environmental Control (DNREC), the Division of Substance Abuse and Mental Health (DSAMH), and the Delaware Health Care Commission (HCC). DNREC provided \$138,500 in seed funding for this project in 2016; \$79,000 for the initial research phase and \$59,500 for construction of the data portal's framework, with supplemental funding from DPH through Centers for Disease Control and Prevention (CDC) grant funds (\$30,000 for development). DPH's contractor for this project was Green River Data Analysis of Brattleboro, Vermont.

Additional funding was provided by DSAMH for substance use disorder (SUD) data and from the HCC to build in additional health indicators in the summer of 2019, which will also serve to highlight Delaware's progress in meeting health care benchmarks (obesity, tobacco use, preventable emergency department visits, etc.) as part of DHSS's ongoing efforts to bring transparency to health care spending and to set targets for improving the health of Delawareans. Future funding has been secured from DNREC for data on vulnerable populations and climate change and from DPH through CDC grants for violent death data and internal sharing of timely SUD data.

OSPC provides ongoing support for this project as part of the steering committee group for My Healthy Communities Delaware. David Edgell was also part of usability testing and provided feedback on early prototypes of the My Healthy Communities Delaware portal.

Access the My Healthy Community data portal at MyHealthyCommunity.dhss.delaware.gov.

Statewide Comprehensive Outdoor Recreation Plan 2018–2023

In 2018, the Division of Parks and Recreation completed Delaware's *Statewide Comprehensive Outdoor Recreation Plan* (SCORP) for 2018–2023. In a nutshell, the SCORP helps guide future outdoor recreation investments in

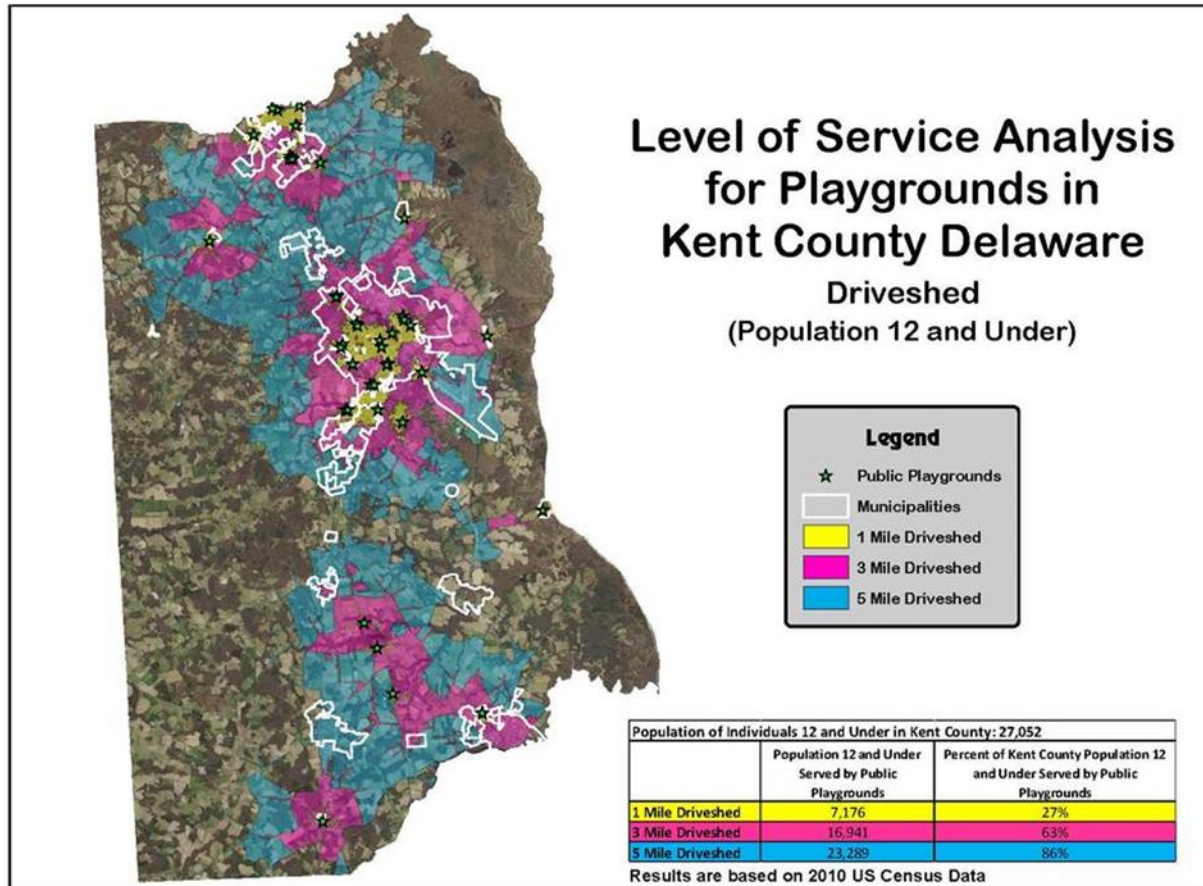
Delaware. These investments are needed. Delaware is becoming increasingly developed. Comprehensive surveys indicate 97 percent of Delawareans say investment for land, parks, trails, and natural areas are important. The percentage of Delawareans who rank Outdoor Recreation as “Very Important” has steadily increased since 2002. The SCORP assesses participation in thirty-seven outdoor recreation activities, status of facilities for those activities, accessibility, and more. It also discusses tools and goals for a collective of over twenty agencies and organizations. Seven categories of recommendations can be summarized as follows:

- › **Outdoor Recreation Inventory** – DNREC Division of Parks and Recreation should partner with municipalities and other agencies to update and maintain the inventory of outdoor recreation areas.
- › **Improving Public Health** – Outdoor recreation is incredibly important to public health.
- › **Getting Children Outdoors** – Agencies and organizations should partner to provide opportunities for children to be active outdoors.
- › **Accessible Recreation** – Recreation facilities should be more universally accessible.
- › **Statewide Trails and Pathways Initiative** – Expanding the network of pedestrian and bicycle trails and pathways should be a priority.
- › **Partnerships for Conservation, Recreation, and Tourism** – Outdoor recreation in Delaware provides over \$3 billion in consumer spending and helps attract over nine million tourists annually.
- › **Protecting Lands for Conservation and Recreation** – Enhancing the network of parks, conservation lands, and open spaces across Delaware needs to be a priority.

The SCORP can be found online at www.destateparks.com/Know/SCORP.

The Department’s [Play Outside](#) web application is immediately helpful for planning community connections to parks, trails, pathways, and open space. Play Outside has a mapping function that allows you to search for nearby parks or locate the nearest disc golf course (or playground, trail, or another amenity). The website also allows you to identify who owns or manages the land or trail. And if you open the website in your mobile device with location services enabled, you can locate where you are and take the correct fork in the trail. It is useful for individuals seeking immediately available recreation opportunities. It is also a central resource for planning activities like greenways or open space acquisitions. It is supported by the same data that enables the Division of Parks and Recreation to assist municipalities with Level of Service Analysis. Staff members have GIS and programming abilities to map and calculate walking, biking, and driving distances to existing facilities. The analysis can also calculate

the percentage of population near a facility, based on census numbers. For example, 24 percent of Kent County's population under 12 years of age is within a 10-minute bike ride to a playground. These tools enable local government decision making that is strongly supported by data.



Outdoor Recreation Parks and Trails Program

The Outdoor Recreation Parks and Trails (ORPT) Program provides 50 percent funding for projects like open space acquisitions, trail construction, playground installation, and planning/design. It is another tool to help facilitate local outdoor recreation investments serving the public. The 2018 grant resulted in twelve park projects and seven trail projects or acquisitions; totaling \$1,047,286 in funding allocated. The 2019 application phase is still in progress with awards scheduled to be announced near the end of the year. More information is available here: www.dnrec.delaware.gov/parks/services/Pages/Grants.aspx.

CONSERVING AGRICULTURAL, NATURAL AND CULTURAL RESOURCES



1999 State Strategies

- › **Goal 2** – *Protect farmlands and critical natural resource areas.*
- › **Goal 8** – *Protect the state's water supplies, open spaces, farmlands, and communities by encouraging revitalization of existing water and wastewater systems and the construction of new systems.*

The character of Delaware is linked to its agricultural roots, natural resources, and historic charm. Clean water is a necessary component of thriving communities and integral to supporting healthy ecosystems. Conserving these resources is essential to the quality of life residents deserve and fosters eco and cultural tourism opportunities. Some efforts to achieve these goals are summarized below.

Open Space Program

DNREC's Divisions of Parks and Recreation and Fish and Wildlife, the Delaware Forest Service, and the Division of Historical and Cultural Affairs are the state agencies eligible for funding through the Open Space Program, which was created through the Land Protection Act in 1990 (7 Del. C. Ch. 75). The Land Protection Act also created a Delaware Open Space Council to advise the Secretary of DNREC on all matters relating to the administration, implementation, and financing of the Open Space Program, which is the conservation program where the agencies can purchase land or conservation easements to further their missions.

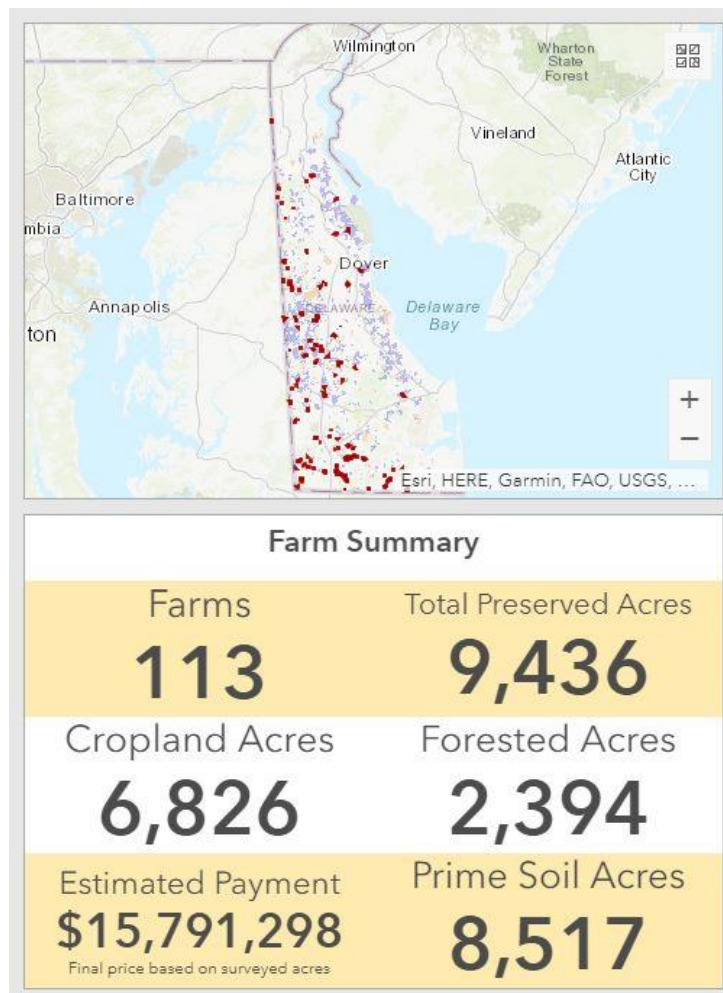
In FY 2019 the Open Space Program funded 13 projects, protected 958.1 acres and spent \$8,201,050 (Open Space money leveraged with federal and private money).

The Open Space Program was fully funded at \$10 million for FY 2020. This money will be deposited into the Open Space Program account on December 15, 2019. Of those funds, \$9 million is allotted to acquisition projects and \$1 million is allotted to infrastructure improvements.

There are twenty future projects approved by the Open Space Council and pending settlement, with an anticipated state expenditure of \$10,850,102.

Agricultural Preservation

The State has long had one of the best-regarded and most productive agricultural preservation programs in the nation. This program is critically important considering that agriculture is still Delaware's number one industry, and productive agricultural lands have been threatened by population growth, land development, and "suburban sprawl." In FY 2019, the program preserved 110 farms and 3 forestland properties comprising 9,400 acres using a combination of state, federal, local, and other funds totaling over \$15 million; this was the largest number of farms preserved in one year and the third-highest year for land (acres) preserved. It is interesting to note that since the great recession, this program has been able to preserve more acres per dollar invested. Cost per acre for farmland easements peaked in FY 2007 at \$6,624 per acre, but has decreased to \$1,671 per acre in FY 2019. To view the [data dashboard](#) and [online map](#) of Agricultural Preservation in Delaware visit <https://agriculture.delaware.gov/agland-preservation-planning/reports/>.



Division of Historical and Cultural Affairs Delaware State Historic Preservation Plan for 2018–2022

The Division of Historical and Cultural Affairs' State Historic Preservation Office (SHPO) released an updated plan to help guide citizens, organizations, and agencies working together to preserve Delaware's heritage for the future. The 2018–2022 plan outlines strategies and specific actions under six broad goals, which include enhancing relationships among government programs, encouraging inclusion of historic preservation as a best practice in landscape and community planning, and making the best possible information on Delaware's historic resources widely available.

The new plan also focuses on developing tools and information needed to help guide growth and change in ways that sustain and enhance the state's character and quality of life, of which Delaware's historic properties and cultural landscapes are an essential part. In this work, the plan complements OSPC's *Delaware Strategies for State Policies and Spending* to coordinate land use decision-making, as well as other statewide and local planning efforts.

The Delaware SHPO updates the State Historic Preservation Plan every five years, with input from preservation professionals, nonprofit organizations, and the public. The current historic preservation plan, *Partners in Preservation: Planning for the Future, Delaware's Historic Preservation Plan 2018–2022*, is available online at: <https://history.delaware.gov/wp-content/uploads/sites/179/2019/02/2018-2022DelawareSHPOPlanSP.pdf>

Additionally, SHPO met with preservation partners to identify priorities for the 2019 calendar year and exchange information on preservation initiatives. Through the PLUS process review of comprehensive plans, SHPO encouraged municipalities to consider how the goals, strategies, and actions outlined in the new plan may support and be coordinated with their local planning efforts.

National Register of Historic Places

The [National Register of Historic Places](#) is the official federal list of the country's historic places that are deemed worthy of preservation. Buildings, structures, archaeological sites, districts, and objects can be nominated for the National Register. The SHPO assists property owners, local governments, and other partners in their efforts to prepare nominations. Nominated properties are reviewed by the Delaware State Review Board for Historic Preservation, and if applicable, by a board or commission within Certified Local Governments (CLGs) with preservation programs, to determine if properties are eligible for listing.

The Keeper of the National Register (within the National Park Service) makes the final determination on listing a property.

Listing is voluntary and does not impose restrictions on what the owner can do with the property. However, some local governments adopt historic preservation ordinances to encourage protection and appropriate rehabilitation of listed buildings and districts. Projects receiving federal assistance are reviewed for their effects on properties that are listed in, or eligible for listing in, the National Register. Properties listed in the National Register may be eligible for state and/or federal historic preservation tax credits. Currently 762 nominated properties have been listed in the National Register, including a total of 10,207 resources. In FY 2019, six properties were newly listed in the National Register of Historic Places:

- › 7/16/2018 – **Godwin School** (near Millsboro, Sussex County)
- › 8/13/2018 – **Homestead Hall** (near Middletown, New Castle County)
- › 9/13/2019 – **Ball Theatre** (Millsboro, Sussex County)
- › 6/20/2019 – **Downtown Harrington Historic District** (Harrington, Kent County)
- › 6/20/2019 – **Richard Allen School** (Georgetown, Sussex County)
- › 6/20/2019 – **Taylor's Bridge School** (near Townsend, New Castle County)

Historic Cooch's Bridge Property Acquisition

The Division of Historical and Cultural Affairs (HCA) purchased a portion of the Cooch's Bridge property, which is where the only Revolutionary War battle in Delaware was fought in 1777. The acquisition, which was supported by the Cooch family, was funded by Delaware Open Space Council funds and private donations. The property includes the historic Cooch home, its outbuildings, and approximately ten acres of surrounding property. The Cooch family still retains ownership of 170+ acres of adjacent land, which is protected by a conservation easement. HCA is beginning the process of developing a Master Plan for the Cooch's Bridge site with input from stakeholders. The purchase of the property will help allow for continued archaeological study of the property and provide a new public resource for learning about the history of the state, including the story of the Battle of Cooch's Bridge. For additional background see:

<https://history.delaware.gov/2018/12/12/state-of-delaware-to-acquire-historic-property-at-coochs-bridge-the-site-of-the-states-only-revolutionary-war-battle/>

GIS Mapping of Historic Properties and Survey of Coastal Communities

The SHPO is required to maintain an inventory of historic properties (buildings, structures, archaeological sites, districts, and objects) within the state and to share information, as appropriate. The agency has been engaged in a multi-year effort to digitize information contained in paper and on microfiche and post it to the [Cultural and Historical Resources Information System](#) (CHRIS), a web-based geographic information mapping system. Both the previous and current State Historic Preservation Plan highlighted the need to complete this process. In addition, the plans have called for addressing gaps in the inventory for certain areas of the state, including areas threatened by climate change. The following projects will aid in fulfilling this need.

Supported by a federal Emergency Supplemental Historic Preservation Fund (ESHPPF) grant for recovery from Hurricane Sandy and the state's Strategic Opportunity Funding for Adaptation grant program, the SHPO had previously hired staff to complete GIS-mapping, upload digitized survey data, and complete other data quality-related tasks. Staff mapped over 31,000 new points in CHRIS, adjusted over 25,000 points, and mapped several hundred polygons to be linked to digitized survey reports. In FY 2019, work to upload documents to these points and other data quality-related tasks continued. At the conclusion of the grants, 36,600 documents had been uploaded. The projects will assist in our state's resilience to future disasters and effects from climate change, by making cultural resource data more readily available for planning and for event responses.

An identification level architectural survey of small communities on the Delaware River and Bay was conducted by a consultant using the remaining ESHPPF grant funds. The focus was vulnerable areas for which there was little or no previous survey. This project addressed gaps in the state's inventory of potential historic properties in communities prone to flooding or storm damage, providing information that will be helpful in planning for future events. Summary information was collected on a total of 845 properties built before 1970. Four communities were then selected for which a full identification survey, including forms and GIS mapping, would be undertaken; a selected survey was also conducted in two additional communities. The project produced a survey report and GIS-mapped points with survey forms for nearly 350 properties, all located in coastal communities with a history of flooding or storm damage issues.

Water Resources

In addition to the efforts discussed above, the state and its agencies invest significant financial resources toward improving water quality by maintaining and upgrading water and wastewater infrastructure.

Community Water Quality Improvement Grants provide a source of funding for municipalities, nonprofit and community organizations, and homeowner's association to improve water quality through environmentally sound and cost-effective projects. In FY 2019, \$250,000 in state funds supported this program. Another program that seeks to improve water quality is the **Nonpoint Source Program**. Nonpoint source pollution can contaminate waterways from many diverse sources of run-off, and these funds are used for projects that mitigate these effects. In FY 2019, \$783,000 in state funds were paired with \$1.1 million in federal funds for a total of \$1.9 million for this program.

Water and wastewater infrastructure are critical aspects of the built environment that must keep pace with a growing population and economy. It is also vitally important that these systems be updated in order to protect the environment. Local governments or private utility companies most often construct and operate these systems. The State, through the Water Pollution Control Revolving Funds, provides the funding to assist utility providers to update these systems. In FY 2019, over \$68 million in state and federal funds were made available to a range of utility providers statewide.

Drinking water infrastructure is a critical public health investment that must keep pace with a growing population and economy. It is vitally important that public drinking water systems be maintained to provide Delawareans this basic necessity. Local governments or private utility companies most often construct and operate these systems. The State, through the Drinking Water State Revolving Fund, provides funding for public water systems to assist in constructing these vital assets. In FY 2019, over \$17 million in loan funds were distributed to a range of water providers throughout the state.

BETTER SCHOOLS FOR ALL DELAWARE CHILDREN



1999 State Strategies

- › **Goal 10** – Improve access to educational opportunities, health care, and human services for all Delawareans.

Access to quality education is one of the foundations of a learned society. The following data, policies, and initiatives help ensure that capacity exists to educate Delaware’s children and that schools are located in a community setting with adequate infrastructure.

Education

Delaware has nineteen local school districts. All districts receive funding from the State for both capital and operating expenses. Due to population growth and change, public school enrollment continues to rise in Delaware. The State spent approximately \$1.48 billion on public school operating costs in FY 2019, roughly a third of Delaware’s total General Fund budget. In addition, in FY 2019 the State spent over \$53.1 million on capital projects to maintain Delaware’s schools, and \$96.8 million on land acquisition and new school construction.

**\$1.48
billion**

*State spending on
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in FY 2018*

**\$96.8
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*State spending on
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**\$53.1
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*State spending on
capital projects to
maintain
Delaware’s schools
in FY 2018*

Student Enrollment

Enrollment in public schools continues to rise, having increased from 132,841 during the 2013–14 school year to 138,666 in the 2018–19 school year. These

figures include students in charter schools, which receive operating funds but not capital funds from the state. The state recently received a \$10 million federal grant to support expansion of successful charter schools and startups of additional schools.

School Site Selection

The OSPC works closely with the Delaware Department of Education (DDOE), Office of Management and Budget (OMB), and the local school districts to identify viable sites for new school construction. The process involves GIS analysis, a review of the *Strategies for State Policies and Spending*, utility availability, local government comprehensive plans, school district needs, transportation, and other factors. All potential school sites are reviewed through the PLUS process, and the Secretary of Education, directors of OMB, and the OSPC must approve the site.

In order to address increasing enrollment and the need for modern, updated facilities, four districts (Cape Henlopen, Laurel, Appoquinimink, and Caesar Rodney) worked to replace or constructed new schools during FY19. In order to maximize the benefits to the communities and leverage state and local school-district investments, these facilities are located in Levels 1, 2, or 3 of the *Strategies for State Policies and Spending*. Cape Henlopen School District opened its replacement of H.O. Brittingham Elementary School in fall of 2018 and will be opening its replacement for Rehoboth Elementary School in fall of 2019 and its replacement of the Sussex Consortium in February of 2020. Laurel School District opened its new Laurel Elementary School in fall of 2018. Appoquinimink School District will be opening Lorewood Grove Elementary School in fall of 2019, Odessa High School in fall of 2020, and Cantwell's Bridge Middle School in fall of 2020. Caesar Rodney School District will be opening a new elementary school in December of 2020.

Opportunity Grants Program

In FY 2019, the State initiated a \$6 million Opportunity Funding program to support English Learners (ELs) and students from low-income (LI) households. In FY 2020, this investment was increased to \$25 million per year for three additional years to provide additional per-pupil funding for ELs and LI students as well as mental health supports for schools with the highest percentage of LI students. Furthermore, the state increased investments in K–3 special education, early childhood education, workforce development, student transportation, academic support, school wellness centers, and educator professional learning.

PLANNING FOR CONNECTIVITY AND MOBILITY



1999 State Strategies

- › **Goal 9** – *Promote mobility for people and goods through a balanced system of transportation options.*

Transportation is a critical component of Delaware’s infrastructure system, and as previously noted, DelDOT is responsible for over 85 percent of Delaware’s roads. With population growth and improving economic activity, the demands on this infrastructure are higher than ever.

The number of vehicle miles traveled (VMT) is a measure of demand on the road system. After several years of decline, the number of registered motor vehicles and the vehicle miles travelled (VMT) in Delaware are both on the rise again and have been since FY 2012. Ridership of the Septa R2 rail line has increased during the last two fiscal years but is below the ridership levels of 2014–16. The Dart fixed-route service ridership remained basically even compared to FY 2018, decreasing by only one-tenth of 1 percent. Paratransit ridership increased two percent from last year’s 927,000 trips to 946,000 trips.

Local governments, state agencies, and regional transportation organizations must work closely together to maximize transportation efficiencies and options. This section highlights these coordinated efforts:

Metropolitan Planning Organization Coordination

Metropolitan planning organizations (MPOs) are federally designated agencies responsible for coordinating transportation planning and programming in Delaware’s urbanized areas (areas with populations of 50,000 or more persons). Plans and programs developed and adopted by the MPOs outline how federal transportation funds will be spent and must comply with federal regulations. MPOs also sponsor, fund, and undertake transportation planning studies that support local government comprehensive planning and redevelopment activities.

In Delaware, there are three MPOs. WILMAPCO covers New Castle County as well as Cecil County, Maryland. The Dover/Kent County MPO covers all of Kent

County, including all portions of Smyrna and Milford. The Salisbury/Wicomico MPO covers portions of western Sussex County along US 13 from the City of Seaford south to the Town of Delmar, as well as the greater Salisbury area and Wicomico County, Maryland. The OSPC's director and planners are active members of each MPO's working committees and help to promote coordination and collaboration between the MPO, DelDOT, and local governments through integrating land use and transportation planning.

All MPOs must adopt a Metropolitan Transportation Plan (MTP) and update it periodically. Each MTP contains a list of transportation projects that must be consistent with Delaware's Capital Transportation Program (CTP). WILMAPCO completed their MTP in March 2019; and the Salisbury/Wicomico MPO will complete their MTP by the end of the 2019 calendar year. The OSPC and DelDOT both have roles in communicating local government priorities to MPO staff.

Master Planning Activities

A "master plan" can be defined as a land use plan focused on one or more sites within an area, which identifies access and general improvements. It is intended to guide growth and development over a number of years, or in phases. Master planning is a tool that can benefit Governor Carney's land use agenda by making government more efficient, promoting economic development, and, in general, improving the quality of life for Delaware citizens.

Master Planning Progress

The New Road Corridor Master Plan – In 2018, the City of Lewes, DelDOT, and Sussex County embarked upon putting together a master plan for the New Road Corridor. The New Road Corridor Master Plan frames the vision for the corridor as one that still works to retain certain character-defining features of the area, while acknowledging the likelihood of new development and transportation projects that are programmed. The Master Plan shows examples of how that vision can be achieved and offers guidance to the development community, the City of Lewes, Sussex County, DelDOT, the Lewes Scenic and Historic Byway Committee and the public, on how the recommendations contained in the Master Plan can be implemented. While the plan is focused on recommendations for the road and public right-of-way along New Road, a limited number of recommendations illustrate how developers and landowners can voluntarily work together to help achieve the Master Plan's community-based vision and goals. Everyone who works on projects within the corridor will need to cooperatively work together to successfully implement the Master Plan. Approaching the third quarter of 2019, this master plan should be formally

adopted and endorsed by those public agencies that oversee land use transportation while guiding public and private infrastructure investments.

Route 9 Corridor Master Plan for Land Use and Transportation – This master plan identifies the best reinvestment and redevelopment strategies for the Route 9 Corridor between the cities of Wilmington and New Castle. The Monitoring Committee for this master plan continues to meet whereupon the listing of master plan transportation projects and recommendations were prioritized for future implementation. The project is listed in DelDOT's CIP for preliminary engineering and design for FY 2023. Other actions included completion of the Fair Community Relocations Survey, exploring the designation of a Hometown Overlay Zone for sections of the study area, coordinating public health and air quality, and setting up initial language modification within the On the Job Training (OJT) program. The OJT program would allow greater local hiring and training for citizens who reside directly in the Route 9 area that are seeking skills to be hired and retained in the heavy construction industry.

Southeast Neighborhood Master Plan – This master plan was adopted by the City of Milford in July 2011. The Southeast Milford TID will facilitate the implementation of the transportation improvements identified in the master plan. New developments within the TID area will share in the cost of the road improvements identified by the master plan. In the past year, DelDOT has worked with the City to develop an initial TID agreement, which has been signed. This has enabled DelDOT and City staff to finalize the data that will be used to create the list of needed transportation improvements and the cost share per trip that will be paid by the developers.

Another goal of the Southeast Neighborhood Master Plan was to preserve agricultural lands in the surrounding area. To achieve this, the city worked with the Delaware Department of Agriculture to develop a transfer of development rights (TDR) program. The Milford City Council adopted the ordinances establishing the program in July 2019. Developers will be able to purchase development rights from the land owners in order to develop more densely in the receiving areas that are near infrastructure and services.

Kent County Little Heaven and South Frederica Master Plans – As Kent County was collecting public input for their recently adopted and certified comprehensive plan, the need for high quality employment opportunities and economic development was a top issue for County residents and stakeholders. To address this need, the county's land use plan identified "Employment Centers" in the vicinity of Little Heaven and South Frederica. As a condition of certification, the OSPC recommended to the Governor that the County be required to complete master plans for these areas prior to any rezoning or development approvals. Shortly after receiving certification the county began the master planning process. A public workshop was held in November 2018,

and a working group of citizens, agencies and stakeholders has been formed. The OSPC, DNREC and DelDOT are key partners in this effort and are represented on the working group. The working group has developed visions, goals and draft land use plans for both master plan areas. A second set of public workshops were held in September 2019, and DelDOT is currently working with a consultant to model road infrastructure capacity based on development of the master plan areas. A workshop focusing on the transportation impacts and issues is scheduled for November 2019.

Transportation Improvement Districts

A Transportation Improvement District (TID) is one tool to implement master plans. A TID is a geographic area defined for the purpose of securing required improvements to transportation facilities in the area. It is a place where land use and transportation are planned in detail in advance, such that development consistent with that planning can pay a readily determined fee and forego the Traffic Impact Study process. A Transportation Improvement District provides the transportation improvements needed to support land development in locations identified as appropriate for development in local comprehensive plans. Coordinating land use and transportation can lower infrastructure costs and foster planning for market-ready development and redevelopment opportunities.

Delaware Department of Transportation is committed to encouraging the use of TIDs and implementing them in Delaware in order to improve land use and transportation coordination with local land use agencies. DelDOT has a principal planner whose fulltime job is to conduct outreach on TIDs, facilitate their development, and manage the implementation of TID infrastructure fee programs and monitoring programs. TID-related accomplishments are listed below.

- › Initial TID agreements with Town of Middletown and City of Milford were executed, forming TIDs to implement the East Middletown (Eastown) and South East Milford Master Plans.
- › For Eastown, the traffic analysis and list of transportation improvements are expected to be presented to the Town and public, to finalize the TID fee program, by end of calendar year 2019.
- › For South East Milford, the existing conditions report was finalized and the future year traffic analysis is planned to be conducted in calendar year 2019.
- › City of Newark and DelDOT formed a TID Committee that is meeting monthly to guide the development of a Newark TID. All parties are working toward executing the initial TID agreement in calendar year 2019.

- › DelDOT and Kent County are working to initiate a TID in the north Dover/Cheswold area.
- › DelDOT and Sussex County are working to initiate the Henlopen TID, south and west of State Route 1 and north of Burton Pond/Chapel Branch in the Lewes/Rehoboth area.

Transportation Planning & Programming

DelDOT Long-Range Transportation Plan

Delaware's transportation network is continually evolving with changes in land use, demographics, travel patterns, preferences, and technology. All of these changes require DelDOT to develop new and cost-effective solutions to meet the future needs of the transportation network. As a guide toward these solutions, the federally required Long Range Transportation Plan (LRTP) identifies broad goals, policies and priorities to meet transportation needs over a twenty-year period. The goals are multi-modal and address current and future community land use, economic development, environment (natural, human, and cultural), traffic demand, public safety, health, and social needs. The current update of DelDOT's LRTP, *Innovation in Motion*, provides a framework for the documentation of innovative policies, programs, and operations and will also explore new strategies for addressing our transportation challenges.



INNOVATION IN MOTION

Innovation in Motion consists of three main parts. Part One includes background information about the state, trends in demographics, transportation and technology, and a summary of the broader LRTP goals. Part Two is a compilation of content derived from DelDOT's divisions that are specific to various transportation modes and other topics as they relate to the plan's goals stated in Part One. The theme of the topic-specific content focuses on the challenges facing DelDOT and the state's transportation system over the next two decades and the plans and innovations that are ongoing and being

developed within DelDOT to meet these challenges. Part Three highlights new innovations and evolving technologies across the transportation industry that are changing the ways the public uses and interacts with the transportation system. Among the topics addressed in this section are connected and autonomous vehicles and related technology and the increasing role of mobile applications and telecommunication in data access and sharing.

The full draft of *Innovation in Motion* is complete, pending approval by the Delaware Council on Transportation by the end of 2019. The LRTP website contains background information about the plan and explanations of the plan's development and goals, the secretary's video message, announcements of public events related to the development and release of the plan, and will ultimately include the full plan as linked PDF documents.

LRTP Activity: Strategic Corridors

DelDOT continues to be focused on the development of strategies and planning for the state's major transportation corridors. These strategies will result in a comprehensive vision in the areas of safety, access, and multimodal mobility for each corridor. Plans developed through this new approach will prioritize investments and phasing of projects over time. The plans will support statewide economic growth objectives and will streamline project development and environmental review processes. Partnerships with local land use agencies and stakeholder input will be valuable components in this effort. Corridor strategies have already been established in several locations, including US Route 113, State Route 1, US Route 13 (south of Wilmington), and State Route 2 (through Marshallton).

LRTP Activity: Connected and Autonomous Vehicles (CAV)

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) defines "self-driving" vehicles as "those in which operation of the vehicle occurs without direct driver input to control the steering, acceleration, and braking and are designed so that the driver is not expected to constantly monitor the roadway while operating in self-driving mode." DelDOT is planning for Connected and Autonomous Vehicles (CAV) in part through the efforts listed below:

- Integrating CAV technology into DelDOT's short-term and long-term planning efforts.
- Actively participating in national and regional organizations of transportation officials that develop transportation policy and conduct research.
- Maintaining relationships with product manufacturers.
- Coordinating with neighboring states of Maryland and Pennsylvania to share data over dedicated fiber optic networks.

- › Continuing to expand the fiber optic and telecommunications network throughout Delaware.
- › Developing Integrated Transportation Management System (ITMS) statewide: traffic signals, variable message signs, roadside detectors, weather stations and other assets, which are connected to and controlled from the Transportation Management Center in Smyrna.
- › Monitoring and maintaining traffic signs, roadway and bridge surfaces, and roadway striping in a state-of-good-repair using in-house and contracted resources.
- › Increasing connectivity between databases to improve cross-departmental decision making and project design.



Mileage-Based User Fee Pilot Program

Delaware is the lead state for a pilot project to determine the feasibility of replacing the state fuel tax with a mileage-based user fee (MBUF). The main purpose of this pilot program is to provide a better understanding of how an MBUF might work in our region given the potential for out-of-state mileage and toll interoperability challenges. Delaware has recruited 450 participants.

Participation includes having a plug-in device—with or without location—installed in your vehicle’s on-board diagnostic port to track mileage (one is able to choose the method). Mileage and fuel usage is then based on vehicle data obtained from the plug-in device. Location information is used to differentiate the mileage by the state in which the vehicle is driven and also provides enhanced driver amenities. A mock monthly “invoice” is generated to show mileage traveled and what the MBUF would be based on those miles. The entire pilot project is a simulated mock process and no funds are involved at any point.

Capital Transportation Program (CTP)

House Bill 66 was signed into law this year. This law changes the Capital Transportation Program (CTP), which funds road construction in Delaware, from an annual program to a biennial program. The change will enable DelDOT to develop more plans and studies so DelDOT may be more responsive to the state’s changing transportation needs.

DelDOT is in the process of revising the CTP Project Prioritization Process due to new factors that emerged from federal and state guidelines along with DelDOT’s past and current investment in the data collection process. The criteria being considered are safety, system operation effectiveness, economic impact, social and health elements, and state and local priority. These changes may allow the process to be more quantitative. The weight of the data driven criteria may increase from 70 percent to 77 percent. DelDOT Council on Transportation (COT) is reviewing these criteria and changes.

Non-Motorized Transportation

Since 2011, both DelDOT and DNREC have increased their efforts to provide infrastructure for non-motorized transportation that encourages and provides low-stress roads, streets, trails, and pathways. Numerous trail facilities have been constructed statewide providing both recreation and transportation options for a wide range of Delawareans. A total of over \$70 million has been allocated to trail and pathway projects between these two agencies since 2011. More information on trails and pathways can be found in Appendix B.

Blueprint for a Bicycle-Friendly Delaware

Delaware is consistently ranked as one of the most bicycle-friendly states in the nation. Thanks to significant investments in bicycle infrastructure, as well as the adoption of supportive policies, programs and public information campaigns, Delaware has been among the top of the League of American Bicyclists' Bicycle Friendly States program since 2009, rising as high as number three in 2015 and 2016. This is a successful foundation upon which to build. The Blueprint for a Bicycle-Friendly Delaware lays out a series of innovative strategies for planning, design, coordination, and communication to continue this important work.

Level of Traffic Stress

DelDOT has developed a relatively comprehensive model of roads and pathways that are suitable for non-motorized transport based on a metric called Level of Traffic Stress (LTS)—available on FirstMap as Bicycle Network Model map and feature services. The model evaluates roads for both physical and traffic related factors that influence how stressful it may be to walk or bike near certain volumes or intensities of automobile traffic.

Using this model, we can gain insight into where existing networks of roadways and pathways form coherent travel networks, and where proposed projects can leverage the nature of existing roads and pathways to maximize the impact of connecting people to the places they want to go, without a car. While DelDOT does not currently have a method for relating LTS values or metrics of network connectivity into meaningful raster or zonal data, DelDOT Planning is willing to cooperate to ensure that we can develop a meaningful metric that is relevant to State Strategies.

Transit Programs

Electric Buses

DTC received \$2,029,300 in funds under a competitive bid from the Federal Transit Administration (FTA) for the purchase of six fully-electric 35-foot buses to be utilized in and around Dover. With the award of a second FTA grant of \$1 million, DTC purchased ten additional electric buses, thus bringing the statewide total to sixteen buses. Eight of the additional ten buses will operate in New Castle County, slated for late 2019, and two electric buses will be added to Sussex County Resort's service early 2020. These electric vehicles will replace current diesel fleet buses and will contribute to significantly lowered emissions. An added benefit to the Community is that battery-electric buses are quieter than diesel buses. A battery electric bus averages over "21 MPG equivalent" vs. diesel buses averaging only around 4.0 MPG. Anticipated savings will be realized through a reduction of fuel and maintenance costs. In addition to the bus

purchase, charging infrastructure will be installed at key locations. The first six electric buses were delivered to Dover in the spring 2019.

Propane Autogas Powered Fleet

After a successful two-year pilot program testing five propane autogas paratransit buses, DTC has purchased additional alternative fuel vehicles to increase its fleet of propane-powered paratransit buses to a total number of 218, representing more than half of the fleet. DTC has also invested in new propane fueling stations in each of the counties as an affordable, onsite fueling infrastructure to support their commitment to greener technologies in the public transit system.

Each of the propane autogas paratransit buses will reduce more than 91,000 pounds of carbon dioxide emissions over its lifetime compared to gasoline models. Propane autogas is a low carbon alternative fuel that reduces greenhouse gases by up to 25 percent, 60 percent less carbon monoxide and fewer particulate emissions versus gasoline.

Pilot Connected Automated Vehicle (CAV)

DTC is collaborating with the University of Delaware to pilot and implement a new technology into the public transit system: a connected and automated vehicle (CAV) for the STAR Campus in Newark. This pilot program with the University of Delaware and business community is underway to deploy two Automatic Vehicle Shuttles to provide access to and from the Newark Regional Transportation Center by utilizing technology to address first- and last-mile connectivity to surrounding trip origins and destinations.

Claymont Regional Transportation Center

The Claymont Regional Transportation Center (CRTC) will be the focal point of a comprehensive redevelopment of the former Claymont Steel site with the potential to add jobs and improve transportation options for northern New Castle County. The preliminary engineering phase for CRTC commenced in January 2016. The project was awarded a \$10 million Transportation Investment Generating Economic Recovery (TIGER) grant from the U.S. Department of Transportation (DOT) to support engineering and construction. The CRTC will replace the existing Claymont Train Station on Myrtle Avenue and will provide a state-of-the-art, multi-modal commuter rail station, which will be 100 percent ADA-compliant with elevators, pedestrian bridge, high-level platforms, and expanded parking capacity. A Design/Build contract for the project was released in late spring/early summer of 2018.

Newark Regional Transportation Center

Newark Regional Transportation Center (NRTC) in Newark, Delaware, will increase capacity and support additional SEPTA train service between Newark, Wilmington, and Southeastern Pennsylvania, including Philadelphia. The project includes a new station building, improved parking, a new high-level platform, a new freight track connection, and a new pedestrian bridge with elevators to access the platform. The project will make the station ADA-compliant, eliminate conflicts with freight operations, and permit expansion of regional and commuter rail, as well as facilitate connections with local bus services. SEPTA revenue service will continue during NRTC construction. Work has already started on the first of multiple phases for the new reconfiguration of the parking lot. SEPTA and Amtrak trains will continue to serve the station throughout construction. The NRTC is scheduled to be completed by the end of November 2019.

Lewes Transit Center

The Lewes Transit Center opened in May 2017 and is now operational for year-round service in Eastern Sussex County, offering additional parking options and transportation for riders in the beach area. DTC also constructed a 170-foot long permanent canopy over the passenger waiting area with a modern design. The new canopy includes overhead digital passenger displays for bus information, benches, and charging ports for electronic devices. The passenger visitors' center opened in May 2019 for the summer season. The center offers restrooms, ticket sales, real-time transit displays, and USB charging stations. Construction is ongoing for the drivers' area and maintenance garage, is expected to be completed in late 2019, and will accommodate both fixed route and paratransit maintenance.

Wilmington Transit Center

The transit center located along Front and Walnut Streets (adjacent to the Biden Train Station) in Wilmington is currently under construction in 2019. The project is being completed under a public-private partnership and is scheduled for completion in early 2020. The transit center can accommodate ten transit buses at one time and will include parking for a mix of over 200 daily, monthly, and rental car spaces. Customers will be able to conveniently transfer between DART buses and easily access the train station and intercity bus terminal. Amenities such as USB charging stations, WI-FI, ticket sales, real-time transit displays, and access to public restrooms will be provided.

DART Transit App's Paratransit Feature

In August, an enhancement to the DART Transit app will include a new feature for paratransit customers to view current scheduled trips, including real-time bus tracking. This feature, empowering paratransit customers to independently track and better prepare for arrival of their scheduled bus, stemmed from another project highlighted during DelDOT's Innovation Fair last October, which introduced a similar tool made available internally to DART Reservationists, significantly improving customer service and reducing response times to paratransit customer inquiries.

Mobility Initiatives

New and innovative approaches to addressing the state's specialized transportation and mobility coordination are underway in Delaware. DTC is exploring customer focused mobility options through Partnerships Pilots that offer efficient technological support in developing and implementing mobility options for an on-demand, alternative transportation service for eligible individuals. The goal of formulating these pilot partnerships is to expand our ability to meet the transportation needs of all Delaware residents, particularly transportation-disadvantaged populations. The pilot will supplement DTC's traditional paratransit services.

Paratransit Trip Subsidy Program

The trip subsidy program continues to provide DTC with operational savings and improved customer service thanks to our partnering agencies. Easter Seals started providing trips in New Castle County in August 2014, Kent County in September 2017, and in Sussex County in October 2017. As of June 30, 2019, Easter Seals has provided 54,613 trips statewide. CHEER joined the program in July 2015, and has provided 21,117 trips through June 30, 2019. In mid-December 2017, Modern Maturity Center started providing trips for the program and as of June 30, 2019, has provided 3,864 trips. Since inception, the trip subsidy program has transitioned a total of 79,594 trips from paratransit.

DATA, RESOURCES, AND COLLABORATIONS



1999 State Strategies

- › **Goal 4** – *Ensure objective measurement of long-term community effects of land use policies and infrastructure investments.*
- › **Goal 11** – *Coordinate public policy planning and decisions among state, counties, and municipalities.*

Planning is most effective with accurate and up-to-date information, sufficient resources, and engaged partners. Public policy planning efforts at the state and local level rely on the data and collaborations summarized in the section below.

Census State Data Center

The OSPC serves as the Governor's liaison between the State of Delaware and the U.S. Census Bureau. This representative ensures state compliance with the Federal Memorandum of Agreement establishing a joint project between the U.S. Census Bureau and the State of Delaware. The representative disseminates Census Bureau communications to the State Data Center network and affiliates, and represents the State at Census Bureau meetings and functions. In addition, the OSPC responds to public inquiries regarding the Census.

Delaware Population Consortium

The population projections produced by the Delaware Population Consortium (DPC) are indispensable to many planning and forecasting processes throughout the state. However, the DPC was not formalized or adopted by the State as the authority for population, housing, and employment projections until this year. Senate Bill 7, an Act to Amend Title 29 of the Delaware Code Related to the Delaware Population Consortium, was signed into law on May 14, 2019, and will become effective in November 2019.

This new legislation formalizes the DPC, identifies its membership and work products, and requires that all counties, municipalities, school districts, and state agencies use the DPC projections for planning and policy purposes.

Having one authoritative set of demographic and population projections for Delaware is vital to efficient and effective land use planning, economic development, school planning, and other state functions. This legislation is an

important implementation measure from Governor Carney's Government Efficiency and Accountability Review (GEAR) initiative. It will ensure that all state, county, and local agencies are using one mutually agreed upon set of population projections and as such encourage efficiency and transparency in government. DPC population data and projections can be found in Appendix C.

Geospatial Coordination

Delaware has been using the [Delaware Geographic Data Committee](#) (DGDC) to coordinate geospatial technology in the state for over 20 years. OSPC chairs the DGDC user group that was established to: ensure the availability of geospatial data; promote the use and sharing of geospatial data, GIS software and tools; establish data standards; and support the geospatial data providers and users in Delaware.

Geospatial Coordination has faced quite a few challenges. Delaware is one of a handful of states without a dedicated position for geospatial coordination. The geospatial needs of agencies have surpassed our available resources to provide coordination across all agencies. There is also a lack of funding for key data sets needed by all agencies.

The improvement of data integration and mapping is one of Governor Carney's GEAR initiatives. OSPC has been tasked with evaluating how GIS is being coordinated in the state and is focused on identifying efficiencies and opportunities to reduce duplication. DelDOT offered to fund a study through a contract with UD IPA to evaluate GIS coordination in Delaware. Return-on-investment (ROI) scenarios will be provided as well as recommendations of how to improve geospatial coordination. This initiative was kicked off in late July and is scheduled to be completed in 2020.

Since last year's annual report, the geospatial community has had several accomplishments worth highlighting.

- › Our biggest accomplishment continues to be FirstMap, which provides a repository for all agencies to publish their geospatial data.
 - › DTI's FirstMap team manages the solution, as well as updates the software, technology, and data.
 - › Data continues to be updated and added by many agencies.
 - › Geospatial Open Data is available through FirstMap.
 - › Active Technical Advisory Committee (TAC) will guide FirstMap improvements and geospatial coordination efforts.
 - › FirstMap continues to provide updates to Esri's Community Maps program to ensure authoritative Delaware specific data is being used worldwide.

- › DTI is scheduling to launch FirstMap 2.0 by the end of 2019, which provides upgrades to the platform in performance as well as new capabilities.

State Land Inventory

The OSPC has been tasked through the GEAR process to improve the current state land inventory process by establishing a centralized database with all agency real property data. Several state agencies purchase land and maintain disparate inventories of their land. It is a goal of the State to be able to coordinate the information regarding all state-owned land and structures as well as land leased for state office space. To have this information readily and easily accessible would provide the state with details on expenditures and assets. UD IPA assisted this year by conducting research into state agency practices and procedures regarding real property and the data necessary to manage it. Their research included interviews with key agency personnel to gain insights into their use of this data and how their needs could be integrated into a centralized database system. The results of the research have been incorporated into a report that can easily be translated into a business case for the Department of Technology and Information (DTI), which is the first step in evaluating the need for the project and scoping the technical solutions.

Key findings of the report included:

- › There is a need for an authoritative inventory of State land and facilities. The study characterized the current methods as “ad-hoc” and noted considerable variation in methods.
- › There is a need for institutionalized, cross-agency knowledge of land and facility resources. Currently there is no structured method of sharing this data between and across agencies.
- › A centralized system to inventory and manage state lands will lead to efficiencies in land and facility acquisition, reporting, and disposition.

University of Delaware Collaboration

The OSPC continues to have a strategic partnership with the University of Delaware’s Institute for Public Administration (IPA). IPA worked on some key projects this year:

- › **Data Integration and Mapping Project:** The OSPC and IPA completed a project to integrate all the OSPC records related to local government comprehensive plans. Local government comprehensive plans go through several procedures before they are adopted by the local governments and certified by the Governor. Most local governments

send the plan through pre-PLUS before they begin the planning process, then the draft plan is reviewed through PLUS, a report is generated by the OSPC for the Governor's consideration, and ultimately the plans are adopted and certified. On occasion the local governments can propose amendments to their comprehensive plans, which are reviewed through PLUS as well. The OSPC's records are stored in paper files and in several databases. This project involved developing a "comprehensive plan database" that is accessed via a website interface. All documents related to comprehensive plans and plan amendments are accessible through this website. The website is available to the public on the OSPC's website. This year UD completed the second phase of this project that included adding more information and improving the interface that allows OSPC staff to edit and keep the information current. A future phase will also involve moving the website and database from UD servers to the State of Delaware's servers.

- › **Development Trends:** IPA continues to assist the OSPC to refine the system for analyzing and tracking development trends data using GIS. See Appendix A for a complete reporting of this year's data.
- › **On-Call and Annual Report:** IPA assisted the OSPC and many local governments through our longstanding "on-call" relationship. There are many data, research, analysis, and GIS-mapping needs that arise throughout the year. IPA supplements the OSPC staff in some of these cases, utilizing both professional staff and graduate students. IPA also assists the OSPC to prepare reports and publications, such as this one.

Annexation Plan of Services Review

Municipal annexations are governed by Delaware Code Chapter 22, Title 1, §101. Among other requirements, all annexations must be consistent with the most recently adopted municipal comprehensive plan, be depicted as future annexation areas within that plan, and must be rezoned by ordinance to classifications consistent with the adopted comprehensive plan or development strategy.

Cities and towns are also required to prepare a Municipal Annexation Plan of Services (POS) for all annexations. The plan demonstrates how services are to be provided, and the operating and financial capabilities necessary to support them. The plan of services collects property and land use data, information about needed utility and public safety services, and helps municipalities examine the impact of development in annexation areas. Between July 1, 2018, and June 30, 2019, OSPC received twenty-seven Plan of Services applications. Of those, twenty-three have been annexed into municipalities totaling just over 100 acres. Three of the POS applications are still in process and one has been withdrawn.

Preliminary Land Use Service

The PLUS process is a monthly review process that brings state and local land use officials together with developers to review development proposals in the earliest stages of the development to note possible issues and make suggestions before a developer has made substantial investment in a project. The process is also used to review comprehensive plans for updates and amendments. Since last year's report, the state has reviewed 114 PLUS applications. These applications included comprehensive plan reviews, updates, and amendments, and rezoning requests, site plans, and subdivision plans.

The OSPC is currently working with the Department of Technology and Information to greatly enhance the PLUS process for reviewers and applicants. This recently initiated project will integrate GIS and an interactive web portal to improve communication and work flow among agency reviewers and to increase access to information for project applicants and the public.



Agricultural Preservation District, Kent County

APPENDIX A: DEVELOPMENT TRENDS DATA AND ANALYSIS

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Introduction

To assist in the tracking of development trends in the state, the Office of State Planning Coordination (OSPC) has been collecting building permit and development approval data from sixty local jurisdictions in Delaware, including all three counties, since the start of 2008.

Data collected for this effort include development application approvals and building permits. Development application approvals indicate where a developer has gained approval from local jurisdictions to build; building permits are issued by the local jurisdiction when construction is ready to commence.

While there is not a perfect correlation between development applications and building permits largely due to developments that are approved but not constructed and developments where building permits are issued but construction does not commence immediately, these two measures can give an overview of development patterns. The number and location of both development approvals and permits issued in Delaware can also indicate broader trends in development activity in the short term (in the case of building permits) and in the longer term (in the case of development applications).

Note that these stages of development occur after the initial review of a project (through the Preliminary Land Use Service, or PLUS, process), and before the final stage of development in which a Certificate of Occupancy (CO) is issued by the jurisdiction.

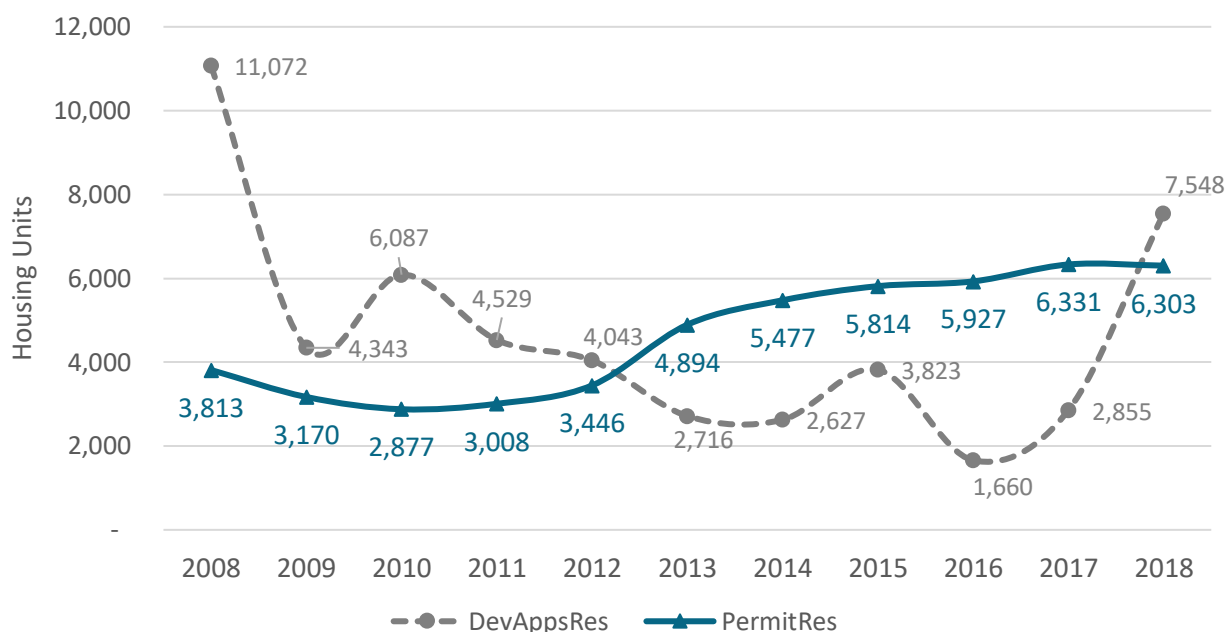
Data for this analysis have been provided to the Institute for Public Administration (IPA) at the University of Delaware by the OSPC. The latest full year of data (2018) represents the eleventh year of analysis, during which time OSPC has provided consistent tabular and GIS-compatible development data and information. The data include the date of the development application or building permit approval, the number of units proposed (for residential applications) or square-footage (for non-residential applications), the county and local jurisdiction, acreage, and physical location, among other attributes.

Policies at the state level help guide local development in appropriate ways. The 2015 *Strategies for State Policies and Spending* (the *State Strategies*), is a document that seeks to achieve this goal by specifying where in the state development is most appropriate and desirable. The *State Strategies* defines four “investment levels,” or zones, which specify the intensity of development encouraged in each zone by state agencies. Investment Levels 1 and 2 constitute areas where growth is most encouraged, Level 3 is considered a secondary growth zone, and Level 4 defines the zone where intensive growth is not encouraged by the state. By comparing locations where applications for development and building permits have been approved to the *State Strategies* investment levels, it is possible to gauge the effectiveness of the state’s growth policies. The *State Strategies* is updated every five years; this analysis reflects the growth zones defined in the latest version (2015).

Residential Trends

Residential development trends in this report are measured by housing starts based on the number of individual dwelling units in approved applications (either initial development applications or building permits, which occur later in the development process).

Figure A.1 Trendlines for number of residential units in development applications (gray line) and building permits (blue line), 2008–2018



The trend lines in Figure A.1 show a general overview of residential development applications and building permits over an eleven-year period dating back to 2008. The data show a steep drop-off in residential development application activity immediately following 2008 with a more gradual and variable decline through 2017. A steep increase in applications occurred in 2018, the largest increase since the 2008 recession. During that same period the number of residential units approved based on building permits saw a much shallower dip following the 2008 downturn, with a steady and continuous recovery since. This recovery was steepest at the end of the recessionary period, approximately 2012–2014, with a slowing of the increase in the most recent five-year period.

Development Applications

Development application data represent approved preliminary development plans for residential (and non-residential) building. These project applications include site plans that indicate the planned scope and scale of building and thus provide an indication of potential future development.

Table A.1 presents a summary of residential units in approved development applications for the six-year period from 2013 to 2018 by county in Delaware. During this time, a total of 21,229 residential units were approved for development in Delaware. The largest number of approved applications by County

was Sussex County with 9,804 approved applications over the six-year period. The largest number of approved applications by year came in 2018, with 5,000 approved applications in Sussex County alone.

Table A.1 Residential units approved in development applications, by county

County	2013	2014	2015	2016	2017	2018	Total
New Castle	905	1,135	1,000	347	1,808	2,097	7,292
Kent	728	650	1,550	445	309	451	4,133
Sussex	1,083	842	1,273	868	738	5,000	9,804
Total	2,716	2,627	3,823	1,660	2,855	7,548	21,229

Table A.2 shows the number of units for each year by local jurisdiction.

Table A.2 Residential units approved in development applications, by local jurisdiction

Jurisdiction	2013	2014	2015	2016	2017	2018	2013–2018
New Castle County*	488	780	820	127	944	1,088	4,247
Middletown	-	-	-	30	854	948	1,832
New Castle	-	120	66	27	-	-	213
Newark	412	117	89	127	7	23	775
Wilmington	5	118	25	36	3	38	225
New Castle Total	905	1,135	1,000	347	1,808	2,097	7,292
Kent County*	646	208	-	367	-	394	1,615
Cheswold	-	-	272	-	-	-	272
Dover	82	41	986	78	7	4	1,198
Frederica	-	-	-	-	299	-	299
Houston	-	-	4	-	-	-	4
Milford	-	401	-	-	3	-	404
Smyrna	-	-	288	-	-	53	341
Kent Total	728	650	1,550	445	309	451	4,133
Sussex County*	352	714	48	635	128	3,903	5,780
Dewey Beach	-	-	-	23	-	-	23
Georgetown	-	-	-	-	-	138	138
Greenwood	-	-	-	-	-	17	17
Lewes	-	-	-	-	2	-	2
Milford	-	-	1,194	-	1	37	1,232
Millville	55	128	-	102	551	223	1,059
Ocean View	300	-	31	108	56	137	632
Seaford	72	-	-	-	-	314	386
Selbyville	304	-	-	-	-	231	535
Sussex Total	1,083	842	1,273	868	738	5,000	9,804
State Total	2,716	2,627	3,823	1,660	2,855	7,548	21,229

*Represents development applications in unincorporated areas of the county

Over the past six years, most approved developments have occurred in unincorporated county areas and a few municipalities—Middletown, Dover, Milford, Millville, and Newark. Unincorporated areas of New Castle County and Sussex County alone accounted for over 47 percent of all approved applications during this period. Similarly, in 2018 much of the development application activity occurred in just a few jurisdictions, including Middletown, Seaford, Selbyville, and Millville, in addition to unincorporated county land in New Castle County and Sussex County. In 2018, approximately 52 percent (3,903) of all approved residential applications in Delaware occurred in unincorporated areas of Sussex County.

The OSPC and other state agencies seek to encourage development (both residential and non-residential) in the growth zones (Levels 1 and 2 as defined by the *State Strategies* map) and steer development away from Level 3 and particularly Level 4 zones. The location of proposed and actual development is an important indicator of the efficacy of these state-level policies on local development trends. Table A3 summarizes residential housing units in development applications for the six-year period, 2013–2018, by county, for the entire state, and by *State Strategies* investment level. As the table shows, development applications in Level 4 areas increased sharply in 2018, particularly in Sussex County where over 40 percent (2,622) of all approved applications were in Level 4 areas.

Table A.3 Residential housing units based on development applications, by county and statewide, by *State Strategies* investment level, 2013–2018

	2013	2014	2015	2016	2017	2018	2013–2018
New Castle	Units	Units	Units	Units	Units	Units	Total Units
Levels 1 & 2	853	503	875	328	1,702	800	5,061
Level 3	8	505	117	9	89	699	1,427
Level 4	44	127	8	10	17	598	804
New Castle Total	905	1,135	1,000	347	1,808	2,097	7,292
Kent							
Levels 1 & 2	681	442	1,546	445	309	451	3,874
Level 3	-	-	4	-	-	-	4
Level 4	47	208	-	-	-	-	255
Kent Total	728	650	1,550	445	309	451	4,133
Sussex							
Levels 1 & 2	354	380	1,238	284	328	908	3,492
Level 3	517	120	18	534	405	2,068	3,662
Level 4	212	342	17	50	5	2,024	2,650
Sussex Total	1,083	842	1,273	868	738	5,000	9,804
Delaware							
Levels 1 & 2	1,888	1,325	3,659	1,057	2,339	2,159	12,427
Level 3	525	625	139	543	494	2,767	5,093
Level 4	303	677	25	60	22	2,622	3,709
State Total	2,716	2,627	3,823	1,660	2,855	7,548	21,229

Building Permits

Building permit data represent development that has been permitted and is ready to move forward to the construction phase. They represent building that is very likely to occur in the near future and, therefore, are a good measure of likely building activity in the near term.

Table A.4 presents a summary of residential units in building permits for the six-year period from 2013 to 2018 by county in Delaware. During this time, a total of 34,746 residential units were approved for development by local governments in Delaware. Sussex County had the largest number of residential permit approvals both over the six-year period and in the most recent year (2018).

Table A.4 Residential units approved in building permit, by county

County	2013	2014	2015	2016	2017	2018	Total
New Castle	1,569	1,889	2,136	2,191	1,979	1,313	11,077
Kent	914	986	903	1,096	1,297	1,192	6,388
Sussex	2,411	2,602	2,775	2,640	3,055	3,798	17,281
Total	4,894	5,477	5,814	5,927	6,331	6,303	34,746

Table A.5 shows the number of units for each year by local jurisdiction.

Table A.5 Residential units approved in building permits, by local jurisdiction

Jurisdiction	2013	2014	2015	2016	2017	2018	2013–2018
New Castle County*	1,162	1,111	1,170	1,085	1,204	1,003	6,735
Arden	2	-	-	-	-	-	2
Ardentown	1	1	-	-	-	-	2
Bellefonte	16	-	-	1	-	-	17
Delaware City	1	2	1	4	-	2	10
Elsmere	-	3	2	-	-	5	10
Middletown	113	182	224	247	333	178	1,277
New Castle	-	6	5	9	2	3	25
Newark	21	300	20	259	90	56	746
Odessa	-	-	-	-	1	-	1
Smyrna	-	-	1	-	-	-	1
Townsend	18	26	48	45	43	31	211
Wilmington	235	258	665	541	306	35	2,040
New Castle Total	1,569	1,889	2,136	2,191	1,979	1,313	11,077
Kent County*	645	664	550	618	618	618	3,713
Bowers Beach	4	2	-	1	-	-	7
Camden	4	3	15	17	25	22	86
Cheswold	-	1	13	56	41	46	157
Clayton	28	26	19	29	44	58	204
Dover	99	143	165	225	383	208	1,223

Jurisdiction	2013	2014	2015	2016	2017	2018	2013–2018
Farmington	2	2	-	1	-	1	6
Felton	3	4	2	2	2	10	23
Frederica	18	23	17	11	21	21	111
Harrington	1	4	8	4	11	13	41
Hartly	1	-	-	-	-	1	2
Houston	-	-	-	4	1	-	5
Kenton	-	2	-	-	1	2	5
Leipsic	-	-	-	-	1	-	1
Little Creek	-	1	-	-	-	-	1
Milford	3	5	11	7	6	5	37
Smyrna	89	106	84	104	119	174	676
Woodside	-	-	-	-	1	-	1
Wyoming	17	-	19	17	23	13	89
Kent Total	914	986	903	1,096	1,297	1,192	6,388
Sussex County*	1,732	1,900	1,945	1,845	2,219	2,888	12,529
Bethany Beach	28	18	22	13	24	14	119
Bethel	1	-	4	3	4	4	16
Blades	1	-	3	-	1	-	5
Bridgeville	52	48	54	19	46	16	235
Dagsboro	9	9	7	3	10	8	46
Delmar	5	3	4	3	8	60	83
Dewey Beach	3	13	24	8	7	34	89
Ellendale	7	3	9	14	9	14	56
Fenwick Island	9	10	5	3	10	5	42
Frankford	5	4	1	1	2	4	17
Georgetown	11	54	7	32	2	27	133
Greenwood	8	1	-	6	4	2	21
Henlopen Acres	2	2	-	1	2	1	8
Laurel	1	2	1	1	2	2	9
Lewes	66	71	26	39	9	14	225
Milford	22	31	62	48	98	123	384
Millsboro	135	140	178	233	171	145	1,002
Millville	123	133	178	141	145	92	812
Milton	39	45	54	42	32	49	261
Ocean View	26	46	58	67	107	152	456
Rehoboth Beach	34	28	37	-	34	-	133
Seaford	67	14	50	18	14	45	208
Selbyville	10	15	27	82	81	84	299
Slaughter Beach	-	2	4	4	1	3	14
South Bethany	15	10	15	14	13	12	79
Sussex Total	2,411	2,602	2,775	2,640	3,055	3,798	17,281

Jurisdiction	2013	2014	2015	2016	2017	2018	2013–2018
State Total	4,894	5,477	5,814	5,927	6,331	6,303	34,746

*Represents development applications in unincorporated areas of the county

In all three counties across the period the majority of building permit activity occurred outside incorporated towns. Incorporated places that have seen the most residential building permit activity during this six-year period are Middletown and Wilmington in New Castle County, Smyrna and Dover in Kent County, and Millsboro and Millville in Sussex County. Sussex County has seen more residential building permits issued than the other counties for each year. In fact, in every year examined, except for 2016, Sussex County accounted for at least 48 percent of the total number of building permits issued statewide, and in 2018 had over 60 percent of the total number of permit approvals statewide.

Table A.6 summarizes residential housing units based on building permits for the six-year period, 2013–2018, by county, for the entire state, and by *State Strategies* investment level. As the table shows, approved permits in Level 4 areas in Sussex County have consistently been higher than New Castle or Kent County. Overall, approved permits in Level 4 areas in Sussex County have accounted for approximately 27 percent of the total while that number has been 19 percent for Kent County and 6 percent for New Castle County. Sussex County also had the largest number of approved permits in Level 4 areas for every year measured, with over 1,000 in 2018 alone.

Table A.6 Residential housing units based on building permits, by county and statewide, by *State Strategies* investment level, 2013–2018

	2013	2014	2015	2016	2017	2018	2013–2018
New Castle	Units	Units	Units	Units	Units	Units	Total Units
Levels 1 & 2	1,315	1,472	1,642	1,559	1,497	868	8,353
Level 3	178	345	353	406	371	359	2,012
Level 4	76	72	141	226	111	86	712
New Castle Total	1,569	1,889	2,136	2,191	1,979	1,313	11,077
Kent							
Levels 1 & 2	677	703	642	784	966	924	4,696
Level 3	74	72	77	81	102	63	469
Level 4	163	211	184	231	229	206	1,224
Kent Total	914	986	903	1,096	1,297	1,193	6,389
Sussex							
Levels 1 & 2	1,197	1,392	1,319	1,148	1,247	1,579	7,882
Level 3	596	511	714	793	969	1,170	4,753
Level 4	618	699	742	699	839	1,088	4,685
Sussex Total	2,411	2,602	2,775	2,640	3,055	3,837	17,320
Delaware							
Levels 1 & 2	3,189	3,567	3,603	3,491	3,710	3,371	20,931
Level 3	848	928	1,144	1,280	1,442	1,592	7,234
Level 4	857	982	1,067	1,156	1,179	1,380	6,621
State Total	4,894	5,477	5,814	5,927	6,331	6,343	34,786

Non-residential Trends

Non-residential development includes commercial, office, industrial, and institutional uses. The unit of measure for this analysis is the total square-footage of approved and permitted non-residential development.

Figure A.2 Trendlines for non-residential square footage in development applications (gray line) and building permits (blue line), 2008–2018

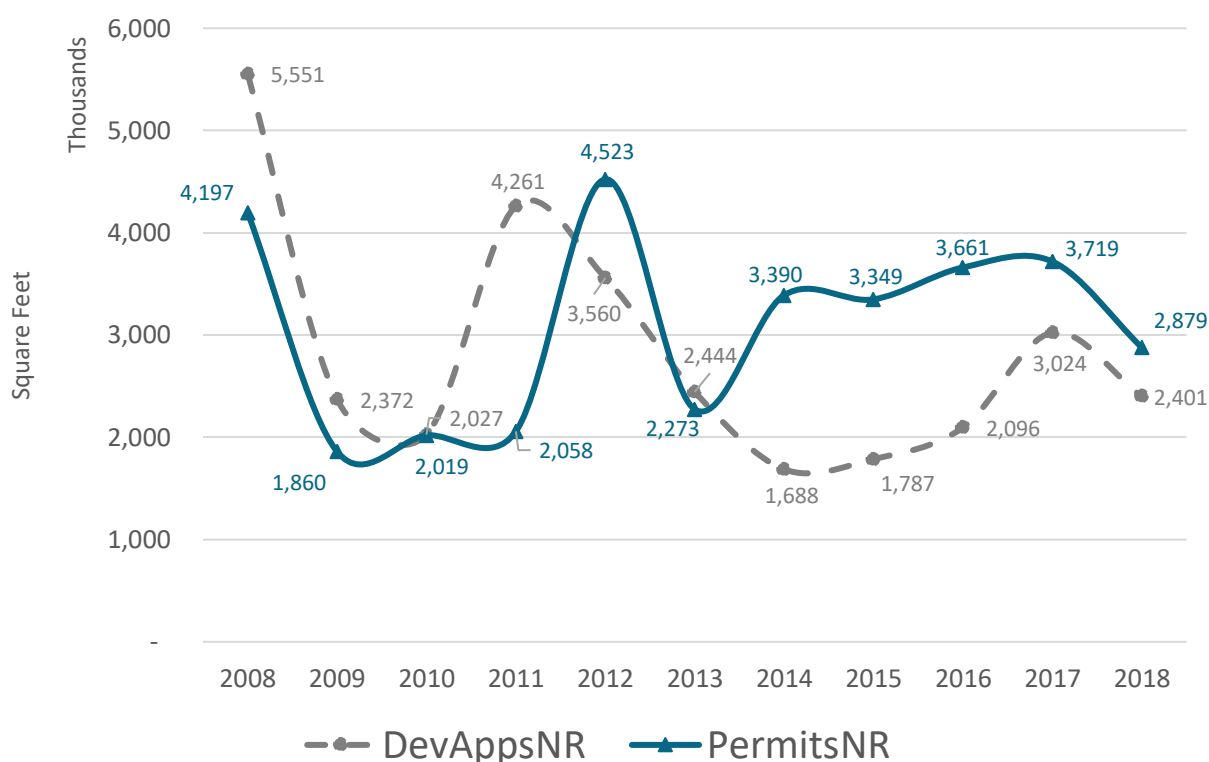


Figure A.2 presents the trend in non-residential development applications and building permits over an eleven-year period dating back to 2008. The data show a steep drop-off in non-residential development application and permit activity following 2008. Non-residential development applications rebounded statewide in 2011 before dropping back down again to their lowest point over the eleven-year period in 2014. Non-residential permit activity took slightly longer to rebound, but followed a pattern similar to that for applications, rising sharply in 2012, falling in 2013, and stabilizing thereafter. Over the last five years, non-residential permit activity statewide has remained higher in terms of square-footage than non-residential applications. Both development application and permit activity slowed down in the last two years of the analysis.

Development Applications

Table A.7 presents a summary of non-residential square footage in approved development applications for the six-year period from 2013 to 2018, by county, in Delaware. During this time, a total of 13,439,831 square feet were approved for development by local governments in Delaware.

Table A.7 Non-residential square footage approved in development applications, by county, 2013–2018

County	2013	2014	2015	2016	2017	2018	Total
New Castle	2,090,496	1,254,744	845,829	1,652,375	1,942,087	1,697,884	9,483,415
Kent	292,839	344,333	693,592	405,361	899,432	478,635	3,114,192
Sussex	60,580	88,485	247,392	37,989	182,823	224,955	842,224
Total	2,443,915	1,687,562	1,786,813	2,095,725	3,024,342	2,401,474	13,439,831

Table A.8 shows the square footage for each year by local jurisdiction.

Table A.8 Non-residential square footage approved in development applications, by local jurisdiction, 2013–2018

Jurisdiction	2013	2014	2015	2016	2017	2018	2013–2018
New Castle County*	1,911,279	1,168,594	151,534	1,222,574	1,206,238	1,541,788	7,202,007
Elsmere	-	-	-	6,500	-	-	6,500
Middletown	148,416	56,234	676,196	249,839	648,293	67,520	1,846,498
Newark	-	12,379	8,882	173,462	-	8,900	203,623
Townsend	-	9,217	9,217	-	-	-	18,434
Wilmington	30,801	8,320	-	-	87,556	79,676	206,353
New Castle Total	2,090,496	1,254,744	845,829	1,652,375	1,942,087	1,697,884	9,483,415
Kent County*	171,879	85,461	176,452	27,600	269,194	271,292	1,001,878
Cheswold	-	-	22,000	-	45,622	-	67,622
Dover	120,960	203,276	422,603	369,441	422,078	110,344	1,648,702
Harrington	-	-	-	-	6,777	2,753	9,530
Hartly	-	-	-	8,320	-	-	8,320
Milford	-	2,436	-	-	57,945	82,246	142,627
Smyrna	-	53,160	72,537	-	97,816	12,000	235,513
Kent Total	292,839	344,333	693,592	405,361	899,432	478,635	3,114,192
Sussex County*	38,280	-	-	-	-	-	38,280
Bridgeville	-	-	9,100	-	-	-	9,100
Delmar	-	-	-	-	-	10,000	10,000
Georgetown	-	38,727	102,635	23,989	121,685	12,085	299,121
Laurel	-	1,560	119,500	-	-	-	121,060
Milford	-	-	16,157	-	1,242	85,000	102,399
Millsboro	-	-	-	-	54,294	-	54,294
Millville	16,000	-	-	-	-	59,524	75,524
Ocean View	1,500	-	-	14,000	-	36,000	51,500
Seaford	4,800	48,198	-	-	5,602	16,975	75,575
Selbyville	-	-	-	-	-	5,371	5,371

Jurisdiction	2013	2014	2015	2016	2017	2018	2013–2018
Sussex Total	60,580	88,485	247,392	37,989	182,823	224,955	842,224
State Total	2,443,915	1,687,562	1,786,813	2,095,725	3,024,342	2,401,474	13,439,831

*Represents development applications in unincorporated areas of the county

New Castle County in 2018 continues to show the strongest amount of approved non-residential development, with 1,697,884 square feet approved and almost all of it occurring in unincorporated county areas. Kent County saw a drop off in non-residential applications in 2018, while applications in Sussex County increased slightly. However, the combined square footage of non-residential applications approved for both Kent and Sussex Counties accounted for only 29 percent of the statewide total in 2018.

The following table (Table A.9) summarizes non-residential square footage in development applications for the six-year period, 2013–2018, by county, for the entire state, and by *State Strategies* investment level. Concurrence with the *State Strategies*—to what degree development is being focused in designated growth areas, is an important indicator of whether the direction of non-residential development is following the priorities and vision set forth by the OSPC and other state agencies. As the table shows, over the past six years much less approved non-residential development has occurred in Level 4 areas compared to residential uses. The vast majority of the non-residential square footage in New Castle County has occurred in Level 1 and 2 areas, and there has been almost no approved non-residential activity in Level 4 areas of Sussex County during this period.

Table A.9 Non-residential square footage based on development applications, by county and statewide, by *State Strategies* investment level, 2013–2018

	2013	2014	2015	2016	2017	2018	2013–2018
New Castle	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Total Sq. Ft.
Levels 1 & 2	2,081,351	1,149,147	574,364	1,527,348	1,884,559	1,491,097	8,707,866
Level 3	-	92,892	15,742	112,627	2,200	126,062	349,523
Level 4	9,145	12,705	255,723	12,400	55,328	80,725	426,026
New Castle Total	2,090,496	1,254,744	845,829	1,652,375	1,942,087	1,697,884	9,483,415
Kent							
Levels 1 & 2	120,533	267,196	649,650	397,476	823,143	434,574	2,692,572
Level 3	60,193	-	25,130	-	-	-	85,323
Level 4	112,113	77,137	18,812	7,885	76,289	44,061	336,297
Kent Total	292,839	344,333	693,592	405,361	899,432	478,635	3,114,192
Sussex							
Levels 1 & 2	32,800	86,925	247,392	37,989	182,823	145,245	733,174
Level 3	25,980	-	-	-	-	79,710	105,690
Level 4	1,800	1,560	-	-	-	-	3,360
Sussex Total	60,580	88,485	247,392	37,989	182,823	224,955	842,224
Delaware							
Levels 1 & 2	2,234,684	1,503,268	1,471,406	1,962,813	2,890,525	2,070,916	12,133,612
Level 3	86,173	92,892	40,872	112,627	2,200	205,772	540,536

Level 4	123,058	91,402	274,535	20,285	131,617	124,786	765,683
State Total	2,443,915	1,687,562	1,786,813	2,095,725	3,024,342	2,401,474	13,439,831

Building Permits

Building permit data represent development that has been permitted and is ready to move forward to the construction phase. These permits represent building that is very likely to occur in the near future and, therefore, represent a good measure of building activity in the near term.

Table A.10 presents a summary of non-residential square footage based on building permits for the six-year period from 2013 to 2018, by county, in Delaware. A total of 19,271,098 square feet of building space was approved for development by local governments in Delaware in that period. New Castle County had by far the most square-footage approved by permit in this six-year period, and Sussex County had the second highest.

Table A.10 Non-residential square footage approved by building permit, by county, 2013–2018

County	2013	2014	2015	2016	2017	2018	Total
New Castle	1,545,518	2,324,904	1,877,562	2,079,265	2,909,565	1,693,901	12,430,715
Kent	355,212	382,310	342,037	489,791	325,072	496,827	2,391,249
Sussex	372,588	682,484	1,129,779	1,091,791	484,132	688,360	4,449,134
Total	2,273,318	3,389,698	3,349,378	3,660,847	3,718,769	2,879,088	19,271,098

Table A.11 shows the square footage approved for each year by local jurisdiction.

Table A.11 Non-residential square footage approved by building permit, by local jurisdiction, 2013–2018

Jurisdiction	2013	2014	2015	2016	2017	2018	2013–2018
New Castle County*	1,399,888	2,118,840	1,177,856	1,483,058	2,156,092	979,812	9,315,546
Delaware City	3,600	-	-	-	-	-	3,600
Elsmere	-	-	745	-	-	2,050	2,795
Middletown	117,750	52,503	193,320	132,242	352,929	116,820	965,564
New Castle	-	58,310	-	-	-	-	58,310
Newark	-	73,144	97,367	130,417	269,826	338,951	909,705
Townsend	-	-	-	6,000	-	-	6,000
Wilmington	24,280	22,107	408,274	327,548	130,718	256,268	1,169,195
New Castle Total	1,545,518	2,324,904	1,877,562	2,079,265	2,909,565	1,693,901	12,430,715
Kent County*	143,773	63,991	226,906	163,584	36,427	19,298	653,979
Bowers Beach	-	-	-	1,821	-	-	1,821
Camden	33,420	-	-	21,099	20,371	-	74,890
Cheswold	-	8,320	4,025	-	22,000	13,200	47,545
Clayton	-	-	-	-	-	6,160	6,160

Jurisdiction	2013	2014	2015	2016	2017	2018	2013–2018
Dover	142,041	246,086	101,506	260,710	152,027	386,751	1,289,121
Farmington	-	8,500	-	-	-	-	8,500
Felton	-	-	-	-	2,400	1,800	4,200
Frederica	3,350	8,320	-	-	-	-	11,670
Harrington	-	-	-	-	6,777	2,753	9,530
Hartly	6,375	-	-	8,320	-	-	14,695
Houston	-	-	-	2,560	-	-	2,560
Magnolia	-	-	-	-	-	3,600	3,600
Milford	25,425	37,493	-	12,600	36,470	8,471	120,459
Smyrna	828	9,600	9,600	19,097	24,600	52,594	116,319
Woodside	-	-	-	-	24,000	2,200	26,200
Kent Total	355,212	382,310	342,037	489,791	325,072	496,827	2,391,249
Sussex County*	131,931	298,244	386,892	438,095	262,378	463,404	1,980,944
Bethany Beach	-	132,845	-	-	8,800	-	141,645
Blades	-	-	3,700	-	-	-	3,700
Bridgeville	-	28,958	-	-	-	-	28,958
Delmar	8,282	15,178	-	-	2,280	-	25,740
Dewey Beach	-	28,800	-	-	2,200	-	31,000
Fenwick Island	-	-	-	3,049	-	-	3,049
Frankford	-	-	-	2,130	3,226	9,840	15,196
Georgetown	131,419	55,797	120,635	22,832	108,757	79,948	519,388
Laurel	-	1,560	9,180	151,885	-	-	162,625
Lewes	6,000	51,040	-	4,000	3,000	-	64,040
Milford	-	-	602,065	437,000	-	-	1,039,065
Millsboro	12,159	15,154	2,307	-	55,120	56,471	141,211
Millville	36,184	-	-	21,000	1,692	45,684	104,560
Milton	-	4,050	-	7,000	-	-	11,050
Ocean View	4,149	-	-	-	13,920	-	18,069
Rehoboth Beach	2,080	-	-	-	9,597	-	11,677
Seaford	5,880	43,044	5,000	4,800	8,898	16,013	83,635
Selbyville	34,504	7,814	-	-	4,264	17,000	63,582
Sussex Total	372,588	682,484	1,129,779	1,091,791	484,132	688,360	4,449,134
State Total	2,273,318	3,389,698	3,349,378	3,660,847	3,718,769	2,879,088	19,271,098

*Represents development applications in unincorporated areas of the county

As noted previously in this section, non-residential square footage based on building permits has been focused in New Castle County over the six-year period shown in Table A.11. Most of this permitted square footage has occurred in unincorporated areas of New Castle County, with significant additional permitted square footage in Wilmington, Middletown, and Newark during this period. In Kent County, building permits have been primarily issued in Dover and unincorporated areas of the county. In Sussex

County, most of the permitted square footage for non-residential development has occurred in unincorporated areas of the county, with significant amounts in the towns of Milford and Georgetown.

Table A.12 summarizes non-residential square footage based on building permits for the six-year period, 2013–2018, by county, for the entire state, and by *State Strategies* investment level. The majority of non-residential permitted square footage has occurred outside of Level 4 areas statewide. This is particularly true in New Castle County, where just 1.4 percent of non-residential permitted square footage has occurred in Level 4 areas. Sussex County, in contrast has a relatively higher percentage (14 percent) of permitted square footage in Level 4 areas. However, this was reversed in 2018, when New Castle County had more total square footage permitted in Level 4 areas than the other two counties. Overall just 5.6 percent of all non-residential permitted square footage has occurred in Level 4 areas statewide over the six-year period.

Table A.12 Non-residential square footage based on building permits, by county and statewide, by *State Strategies* investment level, 2013–2018

	2013	2014	2015	2016	2017	2018	2013–2018
New Castle	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Total Sq. Ft.
Levels 1 & 2	1,516,512	2,311,477	1,833,443	2,021,800	2,863,375	1,482,545	12,029,152
Level 3	-	4,600	36,563	49,388	1,287	131,303	223,141
Level 4	29,006	8,827	7,556	8,077	44,903	80,053	178,422
New Castle Total	1,545,518	2,324,904	1,877,562	2,079,265	2,909,565	1,693,901	12,430,715
Kent							
Levels 1 & 2	320,537	322,344	171,963	473,430	290,120	481,409	2,059,803
Level 3	7,815	8,500	360	7,981	31,837	1,080	57,573
Level 4	26,860	51,466	169,714	8,380	3,115	14,338	273,873
Kent Total	355,212	382,310	342,037	489,791	325,072	496,827	2,391,249
Sussex							
Levels 1 & 2	315,688	465,022	906,061	888,870	293,944	460,994	3,330,579
Level 3	34,626	112,972	20,298	110,984	34,360	266,524	579,764
Level 4	22,274	104,490	203,420	91,937	155,828	60,890	638,839
Sussex Total	372,588	682,484	1,129,779	1,091,791	484,132	788,408	4,549,182
Delaware							
Levels 1 & 2	2,152,737	3,098,843	2,911,467	3,384,100	3,447,439	2,424,948	17,419,534
Level 3	42,441	126,072	57,221	168,353	67,484	398,907	860,478
Level 4	78,140	164,783	380,690	108,394	203,846	155,281	1,091,134
State Total	2,273,318	3,389,698	3,349,378	3,660,847	3,718,769	2,979,136	19,371,146

Concurrence with Growth Policies

The location of new development depends on many factors, including state infrastructure investments, county and municipal land-use plans, local development regulations, real estate market demands, lending practices, individual land developers, and consumer preferences. The 2015 *Strategies for State Policies and Spending*, published by the OSPC, sets forth priorities for growth as defined by state agencies.

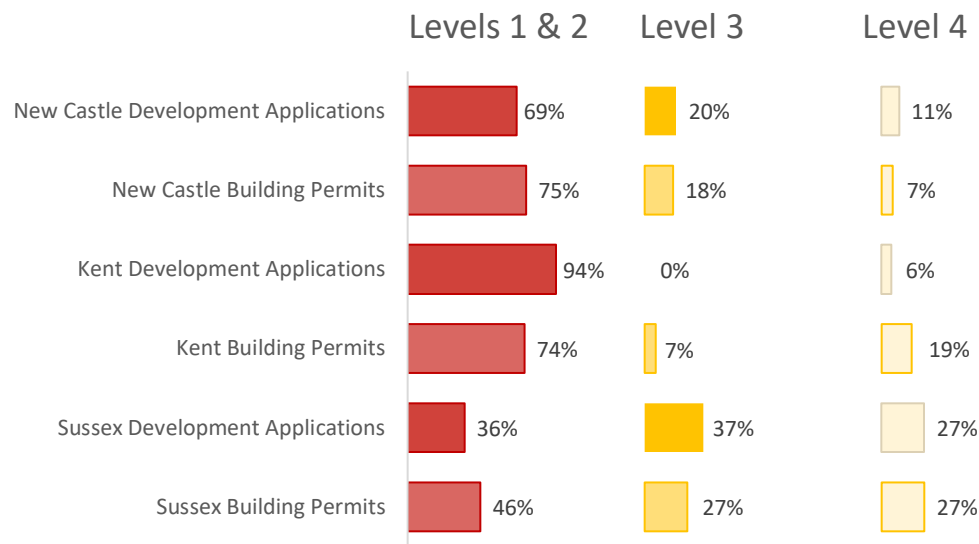
In this analysis, development activity is measured by the number of units and square footage of building reflected in development applications and building permits. The *State Strategies* is intended to affect this activity, encouraging growth in certain areas and discouraging it in others, based on priorities of various state agencies. The degree to which this occurs, and the trend in the proportion of growth in areas favorable or unfavorable to those state agencies, provides an indication of the efficacy of the *State Strategies* document itself.

The following sections examine the proportions over the last six-year period (2013–2018) of development applications and building permits for residential and non-residential development. A higher proportion of development proposed in primary (Levels 1 and 2) and secondary (Level 3) growth zones indicates concurrence of that development with the goals of the *State Strategies*. Relatively higher amounts of development proposed in Level 4 areas indicates that the *State Strategies* are not as effective in guiding growth.

Residential Development

Figure 3 present the proportion of residential development, based on the number of units in development applications and building permits for the most recent six-year period for which data have been compiled (2013–2018).

Figure A.3 Residential development, proportion by *State Strategies* level, by county, 2013–2018

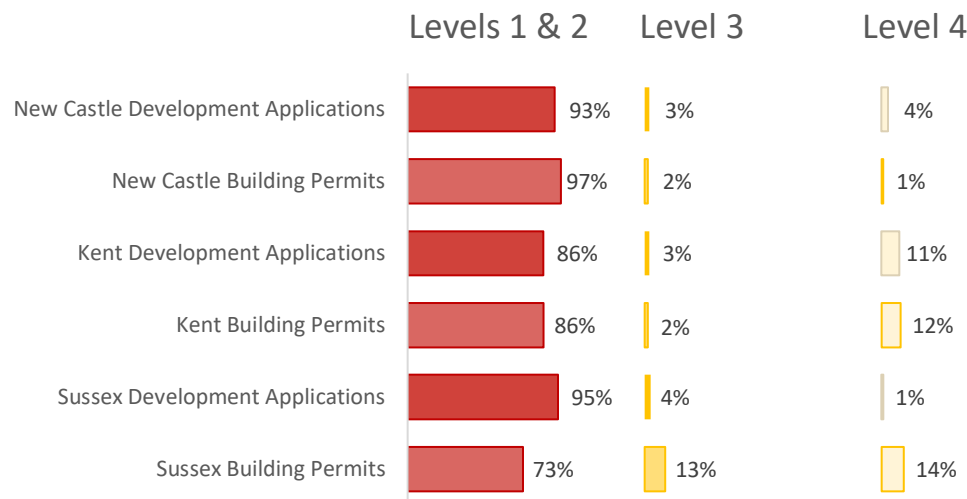


Across the period (2013–2018), the proportion of residential units in Levels 1 and 2 was high in New Castle and Kent Counties, with more significantly development occurring outside those areas in Sussex County. Note that the proportion of units based on development applications in Levels 1 and 2 growth zones for New Castle County (69%) and Sussex County (36%) was lower than the proportion based on building permits in the same Level 1 and 2 growth zones (75% in New Castle County and 46% in Sussex County). This is an indicator that future permitted residential units may increasingly tend to occur outside of Level 1 and 2 areas, as applications tend to be a leading indicator while permits indicate when construction is likely to occur.

Non-residential Development

Figure A.4 presents the proportion of non-residential development, based on the square footage in development applications and building permits for the period 2013 to 2018.

Figure A.4 Non-residential development, proportion by *State Strategies* level, by county, 2013–2018



Across the period (2013–2018), the proportion of non-residential square footage planned for Level 1 and 2 areas based on applications was relatively high in all three Delaware counties. In Sussex County, the square footage in non-residential development applications diverged significantly from the development application data. For instance, the proportion of non-residential square footage in Level 1 and 2 areas in Sussex County based on applications was 95 percent, but the number based on permits was only 73 percent. In both New Castle and Kent Counties, these two values were more closely aligned. Non-residential square footage permitted in Level 4 (non-growth zones) was significantly higher in both Kent and Sussex Counties than in New Castle County.

Trends Summary

Table A.13 and A.14 summarize the number and percentage of growth occurring in primary and secondary growth zones (*State Strategies* Levels 1 and 2, and Level 3) based on development applications and building permits, respectively.

Table A.13 Summary of development application activity by county and investment level, 2012–2017

County	Levels 1 & 2	Level 3	Level 4	% in growth zones	% outside growth zones
Residential Units, 2013–2018					
New Castle County	5,061	1,427	804	89%	11%
Kent County	3,874	4	255	94%	6%
Sussex County	3,492	3,662	2,650	73%	27%
Non-Residential Square Footage, 2013–2018					
New Castle County	8,707,866	349,523	426,026	96%	4%
Kent County	2,692,572	85,323	336,297	89%	11%
Sussex County	733,174	105,690	3,360	100%	0%

Based on development applications, residential growth in New Castle County was focused largely in areas where it is encouraged (Levels 1, 2, and 3), with 89 percent of approved units located in those areas. Kent County saw the highest percentage (94%) of residential units in growth zones, while Sussex County had the lowest rate (73%) of units approved in growth zones.

With regard to non-residential development, there is a high degree of alignment with the *State Strategies*, with 96 percent, 89 percent, and 100 percent of total square footage in development applications occurring in growth zones in New Castle, Kent, and Sussex Counties, respectively.

Table A.14 Summary of building permit activity by county and investment level, 2013–2018

County	Levels 1 & 2	Level 3	Level 4	% in growth zones	% outside growth zones
Residential Units, 2013–2018					
New Castle County	8,353	2,012	712	94%	6%
Kent County	4,696	469	1,224	81%	19%
Sussex County	7,882	4,753	4,685	73%	27%
Non-Residential Square Footage, 2013–2018					
New Castle County	12,029,152	223,141	178,422	99%	1%
Kent County	2,059,803	57,573	273,873	89%	11%
Sussex County	3,330,579	579,764	638,839	86%	14%

Based on residential building permits, New Castle County had the highest percentage of growth (94%) focused in designated growth zones. Kent and Sussex Counties both had lower proportions of residential units in growth zones, at 81 percent and 73 percent, respectively.

Nearly all non-residential square footage in New Castle County (99%) was targeted in growth zones based on building permit activity. In Kent County, a somewhat lower proportion of non-residential growth (89%) was directed to growth areas, while in Sussex County, the proportion was 86 percent.

Overview of Methodology

The OSPC and IPA conducted a spatial analysis in order to examine the location and extent of recently approved development across Delaware. Spatial analysis was performed using the ArcMap GIS software package produced by Esri. The best available spatial datasets were identified and used in order to perform the analysis and compare development activity relative to the 2015 *Strategies for State Policies and Spending* investment levels.

The OSPC obtain development application and building permit data from Delaware’s municipalities and counties for each year from 2008 onward. These data form the basis for the spatial analysis. For each building permit or development application, the data included parcel identification, the number of residential units and/or amount of non-residential square-footage associated with the permit or application. In some cases, street address or other locational information (e.g., subdivision name,

crossroads) pertaining to the particular permit or application was included. All development data were structured and compiled into a single, consistent data set in Esri geodatabase format.

The results of this analysis should be used to gauge general trends in development activity across the state. The magnitude and direction of trends can be determined in this way, but precise levels of development should not be inferred from the analysis.

APPENDIX B: STATE FINANCIAL INVESTMENTS SUPPORTING RECENT TRENDS

In support of a growing population and changing demographics, the state government provides a variety of infrastructure and services. In accordance with the *Strategies for State Policies and Spending* and the Governor's land use agenda, Delaware has strategically invested state taxpayer dollars in important infrastructure and services. These funds help pay for public education, transportation, water and wastewater, public safety, agricultural and forest preservation, and housing. The following are some highlights showing fiscal trends and indicators from the past five fiscal years.

Education

In fiscal year (FY) 2019, the Delaware Department of Education's capital expenditures for public education equaled \$148.1 million which included \$96.8 million for new construction and land acquisition. The remaining funds were used for maintenance and upgrades to existing school facilities. The operating budget for public education was \$1.48 billion in FY 2019, which represented approximately one third of Delaware's General Fund budget.

Table B.1 Public education trends and indicators, fiscal years 2015–2019

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Total Enrollment*	134,442	135,517	136,706	137,873	138,666
Charter School Enrollment	12,521	14,112	15,030	15,882	16,088
State Portion, Public Education Operating Budget (in thousands)	\$1,267,581.1	\$1,305,084.2	\$1,379,643.5	\$1,418,473.8	\$1,481,992.2
State Portion, Education Bond Bill	\$90,601,237	\$71,269,200	\$76,424,600	\$132,542,464	\$148,109,697
State Portion, New Construction and Land Acquisition**	\$19,983,900	\$7,835,100	\$8,028,200	\$57,261.863	\$96,832,561
New Schools Opened<<	1	0	0	1	1

Source: Delaware Office of Management and Budget; Delaware Department of Education

* Total enrollment includes charter school enrollment and does not include Dover Air Force Base.

** New Construction and Land Acquisition is a subset of the Education Bond Bill. The remaining portion of the Education Bond Bill funded other capital projects at school facilities.

<< New schools are public schools that involve the construction of a new building utilizing state capital funds. Building additions and charter schools are not included.

Enrollment in public schools continues to rise, having increased from 132,841 during the 2013–14 school year to 138,666 in the 2018–19 school year. These figures include students in charter schools, which receive operating funds but not capital funds from the state. The state recently received a \$10 million federal grant to support expansion of successful charter schools and startups of additional schools.

In order to address increasing enrollment and the need for modern, updated facilities, Cape Henlopen School District opened its replacement of H.O. Brittingham Elementary School in the fall of 2018, will be opening its replacement for Rehoboth Elementary School in the fall of 2019, and its replacement of the Sussex Consortium in February 2020. Laurel School District opened its new Laurel Elementary School in the fall of 2018. Appoquinimink School District will be opening Lorewood Grove Elementary School in the fall of 2019, Odessa High School in the fall of 2020, and Cantwell’s Bridge Middle School in the fall of 2020. Caesar Rodney School District will be opening a new elementary school in December 2020. In order to maximize the benefits to the communities and leverage state and local school-district investments, these facilities are located in Levels 1, 2, or 3 of the *Strategies for State Policies and Spending*.

In FY 2019, the state initiated a \$6 million Opportunity Funding program to support English Learners (EL) and students from low-income (LI) households. In FY 2020, this investment was increased to \$25 million per year for three additional years to provide additional per-pupil funding for EL and LI students as well as mental health supports for schools with the highest percentage of LI students. Furthermore, the state increased investments in K–3 special education, early childhood education, workforce development, student transportation, academic support, school wellness centers, and educator professional learning.

Infrastructure

Trails and Pathways

Since 2011, the State has had a renewed emphasis on the benefits of an integrated non-motorized pathway and recreational trail network to provide opportunities for pedestrians and bicyclists to travel safely and efficiently and to expand outdoor recreation opportunities while enjoying the natural, cultural, and historic assets of Delaware. It also recognizes the benefits of an integrated multi-modal transportation infrastructure in improving the economic and environmental sustainability of communities. Investing in trails and pathways will support the creation of jobs resulting in investments for bicycling and walking. It will also support construction and trail maintenance jobs. Investing in trails and pathways will create tourism opportunities, support tourism-related jobs, and support recreationally related goods and services. There is also a growing body of evidence that “active transportation” in the form of walking and cycling has significant health benefits. All of these benefits show how this infrastructure investment improves the quality of life for Delaware’s citizens. The following table lists the funding for trails and pathways from the Delaware Department of Transportation (DelDOT) and the Delaware Department of Natural Resources and Environmental Control (DNREC) since FY 2015.

Table B.2 Trails and pathways funding, fiscal years 2015–2019, in millions

Agency	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total
DNREC	\$2.7	\$3	\$2.5	\$0	\$2	\$21.4
DelDOT	\$.8	\$3.4	\$5.4	\$.8	\$7.7	\$28.7
Total	\$3.5	\$6.4	\$7.9	\$.8	\$7.9	\$50.10

The following table details the projects that have been completed since 2011 and those that are currently under construction by DelDOT or DNREC. Numerous other projects are in the design and concept planning stages.

Table B.3 Trail project summary and status

Name	Summary and Status
New Castle County	
New Castle Industrial Track, Phase III	Bridge crossing of the Christiana River and elevated boardwalk through the marsh to connect to DuPont Environmental Center and Wilmington River Walk has been completed.
Miller Road Streetscape	Currently in design phase.
Trail Re-surfacing, Route 72 from East Delaware Avenue to Dayett Mill Road	This project involves the re-surfacing of an existing trail network along Route 72 from East Delaware Avenue to Dayett Mill Road and has been completed.
McCoy Road Pedestrian Bridge	Project has been completed.
Tri-Valley Trail Phase I	A 1.8-mile paved trail connecting Thompson Station/Paper Mill Road intersection with Smith Mill/Paper Mill Road intersection. Construction completed and trail open.
Trail Re-surfacing, Route 72 from East Delaware Avenue to Dayett Mill Road	This project involves the re-surfacing of an existing trail network along Route 72 from East Delaware Avenue to Dayett Mill Road. Work is underway and scheduled to be completed by spring 2019.
Tri-Valley Trail Phase II	Paving complete connecting Smith Mill and Corner Ketch Roads with bridge installation to follow.
Lums Pond - Buck Jersey Road	Design underway for 1.2 mile paved trail from Howell School Rd to Rec Area #3.
Kent County	
West Street Trail	Multi-use pathway to connect DART facility on Water Street to existing trail along North Street has been completed.
Brecknock Park Trail	Multi-use pathway that extends trail along West Dover Connector to entrance of Brecknock Park has been completed.
US13 Sidewalk Improvements	Construction of sidewalk along US13 from Leipsic Road to Townsend Boulevard is under construction.
Senator Bikeway	Multi-use pathway along Route 8 from Saulsbury Road to West Street is under construction.

Name	Summary and Status
Capital City Trail, Gateway Shopping Center to South State Street	Extension of the Capital City Trail from shopping center to South State Street. Project will be sent out for bid by end of year.
Capital City Trail, South State Street to US13	Extension of the Capital City Trail from South State Street to US13. Project is currently on hold.
Trail Re-Surfacing, North Street	Resurfacing of an existing trail along North Street in Dover from railroad tracks near Eden Hill to Schutte Park has been completed.
Trail Re-Surfacing, Saulsbury Road	Resurfacing of an existing trail along Saulsbury Road in Dover from Forest Avenue to College Road has been completed.
Trail Re-Surfacing, Forest Avenue	Resurfacing of an existing trail along Forest Avenue from Saulsbury Road to a point west of Mifflin Road has been completed.
Sussex County	
Georgetown to Lewes Trail Phase II	Extension of trail along rail line from Savannah Road to Log Cabin Road has been completed. Log Cabin Road to Fisher Road in design phase.
Junction & Breakwater Trail, Rehoboth Extension	Multi-use pathway that connects trail at Hebron Road to Rehoboth Avenue near round-a-bout; one section nearing completion, another in design.
Double Bridges Road Multi-Use Trail	Project currently in design phase.
Munchy Branch Road Multi-Use Trail	Project currently in design and on hold.
Georgetown to Lewes Phase 8	Extension of trail connecting Georgetown to Lewes along decommissioned rail line currently in design phase.
Fenwick Island sidewalks	Currently in design phase.
Savannah Road Bicycle Improvements	Currently in design phase.
Assawoman Canal Trail Phase 2	Route 26 underpass is designed. Construction expected Fall 2019.
Holts Landing Sea Hawk Trail	Boardwalk connector under construction. Expected Fall 2019 completion.
Cape Henlopen Rail Trail	Completed 2 mile paved trail along Cape Henlopen Drive from Freeman Hwy to park entrance (SPI Pharma Inc.)

Roads and Bridges

DelDOT is responsible for maintaining approximately 90 percent of all roads in Delaware compared with other states, which maintain about 20 percent of their roads. The state also is responsible for transit services. Responding to the demands of Delawareans for a safe, efficient transportation system is a challenge, especially in light of recent growth and development trends. In FY 2019, DelDOT made capital expenditures of over \$312 million in state funds to address Delaware's transportation needs. Total capital spending in FY 2019 was more than \$527 million, including federal funds.

Table B.4 demonstrates a number of trends that are relevant to transportation planning. After several years of decline, the number of registered motor vehicles and the vehicle miles travelled (VMT) in

Delaware are both on the rise again and have been since FY 2012. Ridership of the Septa R2 rail line has increased during the last three fiscal years, but is below the ridership levels of 2015–16. The Dart fixed-route service ridership remained basically even compared to FY 2018. Paratransit ridership increased 2 percent from last year’s 927,000 trips to 946,000 trips.

Table B.4 Transportation trends and indicators, fiscal years 2015–2019

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Licensed Drivers	681,165	750,601	721,561	786,504	801,086
Registered Motor Vehicles*	879,138	901,256	921,850	928,927	934,615
Vehicle Miles Traveled* (billions)	9.5	10.1	10.4	10.7	10.7
DART R2 Rail Ridership	1,273,590	1,240,830	1,128,094	1,160,079	1,196,630
DART Fixed Route Ridership (millions)	9.3	8.4	7.5	7.2	7.2
Paratransit Ridership	998,920	981,677	953,234	926,884	945,628
Transportation Trust Fund Revenues (thousands)	\$507,724	\$530,610	\$554,600	\$565,500	\$595,800 (unaudited)
State Capital Expenditures (thousands)	\$135,597	\$196,685**	\$217,435**	\$233,936**	\$312,206**
Federal Capital Expenditures (thousands)	\$236,919	\$217,650	\$215,920	\$233,904	\$215,668
Total Capital Expenditures (thousands)	\$372,516	\$414,335**	\$433,355**	\$467,840	\$527,874

Source: Delaware Office of Management and Budget; Delaware Department of Transportation

* Data for calendar year (CY19 is projected)

**Without US 301 (State Capital Expenditures with US 301 equal \$400,380 for a total of \$616,048)

Water and Wastewater

While the operation of drinking water and wastewater systems has traditionally been the domain of Delaware’s local governments, the state Department of Health and Social Services (DHSS) and DNREC do provide significant funding to allow for the improvement and expansion of these systems. Table B.5 lists recent state and federal expenditures on wastewater projects through the Water Pollution Control Revolving Funds, which is a program that is administered by DNREC to provide support for community wastewater service projects. In FY 2019 a total of \$68 million of state and federal funds were used, which is the largest amount in the past five fiscal years. The State has also provided assistance for wastewater projects through a 21st Century Fund Wastewater Management Account.

Drinking Water Planning Grants provide a source of funding for municipalities to plan and design drinking water infrastructure projects. In FY 2019, \$300,000 in state funds supported this program.

Grants were awarded to public water systems in each county and supported the Drinking Water State Revolving Fund program.

Table B.5 Wastewater funding to local governments, fiscal years 2015–2019

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Projects Funded	2, +1 increase	9	9	4, +1 increase	12 + 3 increase
Water Pollution Control Funds (State Match)*	\$1,303,275	\$1,363,400	\$1,305,000	\$1,294,800	\$1,571,800
Water Pollution Control Funds (Federal Grant)	\$6,516,373	\$6,817,000	\$6,525,000	\$6,474,000	\$7,859,000
Water Pollution Control Revolving Funds (Principal and Interest Repayments)*	\$0	\$16,790,582	\$8,070,020	\$58,203,048	\$58,632,188
Water Pollution Control Funds (Total)	\$7,819,648	\$24,970,982	\$15,900,020	\$65,971,848	\$68,062,988
21st Century Wastewater Fund*	\$1,468,000	\$1,593,560	\$621,650	\$235,063	\$0

Source: DNREC Environmental Finance

* State Funds

Public Safety

Paramedic Program

The State currently provides 30 percent of the funding that the counties use to provide their jurisdictions with paramedic service. This percentage was increased from 24 percent in the most recent budget process. In FY 2018, the State (at 24 percent) funded county paramedic operations with \$8.6 million of state funding. In the first three quarters of FY 2019, the state provided \$11.2 million in funding to the counties to support the paramedic program. The fourth quarter spending for this program was not available at the time of publication, so the actual total will be higher in FY 2019.

Table B.6 State paramedic program funding, fiscal years 2015–2019

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019*
State Portion	30%	30%	30%	24%	30%
New Castle	\$4,795,792	\$5,191,588	\$5,211,418	\$4,153,270	\$5,211,419
Kent	\$1,465,162	\$1,515,794	\$1,425,949	\$1,212,635	\$1,703,902
Sussex	\$4,174,649	\$4,051,517	\$4,172,763	\$3,241,214	\$4,351,845
Total	\$10,435,603	\$10,758,899	\$10,810,131	\$8,607,119	\$11,267,166

Source: Delaware Office of Management and Budget

*FY19 reflects three quarters only. Final expenditures were not available at time of publication.

State Police

The Delaware State Police (DSP) provides statewide public safety services. The agency assists all local and county police agencies with specialized police and investigative services. The agency has the primary responsibility for enforcing traffic laws on Delaware's major roadways. In addition, the DSP is the agency responsible for providing police protection for residents of unincorporated Kent and Sussex Counties, as well as for small towns that lack municipal police departments. Due to population growth in the unincorporated areas (and small towns) in both counties, the DSP has primary responsibility for protecting approximately 58 percent of the population in Kent County and 79 percent of the population in Sussex County (as per 2010 Census 100-percent population count data).

From FY 2015 through FY 2019, the funding necessary to support the DSP has steadily increased from \$112.2 million in FY 2015 to \$118.1 million in FY 2019. In 2019, DSP deployed "Tourniquets for all Troopers," in which DSP purchased and issued a tactical tourniquet to all uniformed troopers as well as trauma kits for all vehicles. In 2019, DSP also received \$121,704 in federal grants for the purchase of bulletproof vests through the Bureau of Justice Assistance Program. In FY 2017, the design for the new Troop 7 building was completed and construction started in FY 2019, with an expected completion date of November 2020. The new Troop 7 facility will provide the space and resources needed to support the DSP mission well into the future. The building is located at 19444 Mulberry Knoll Road in Lewes, Delaware, with specifications including:

- › 25,300 square-feet main building
- › 9.2-acre lot
- › Holding cells for male and female adults and juveniles
- › Private interview rooms
- › Polygraph rooms
- › Evidence processing and storage area

Troopers will have a secured Sally Port for prisoner transfer and will be behind a security fence for a double layer of protection. Currently prisoners are taken out of the car in the parking lot, which is often intermixed with civilian parking, and walk into the building. The new facility will allow for better community interaction with free use of a large community room for civic meetings. The polygraph rooms will help address overcrowding at Troop 4. The garage will provide a large repair area, a vehicle processing bay, and large evidence storage and will house the explosive ordnance unit truck and trailer.

In 2019, DSP sworn staffing was approved to be increased by twelve troopers. Ten troopers dedicated to a full-time contingent of the Special Operations Response Team were funded by the Fund to Combat Violent Crime. Two troopers were additions to the School Resource Program.

Table B.7 State police personnel and budget, fiscal years 2015–2019

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Total Employees*	961	960	965	963	975
GF Budget** (thousands)	\$112,289.6	\$111,505.1	\$114,757.6	\$115,662.3	\$118,076.8

Source: Delaware Office of Management and Budget

* Includes both troopers and civilian staff

** State Police budget reported is General Fund only and excludes the Closed State Police Pension Plan. All fiscal years have been adjusted downward to exclude the Closed State Police Pension Plan.

Agriculture

Farmland Preservation

Delaware has one of the best-regarded and most productive farmland preservation programs in the nation. Administered by the Department of Agriculture, farmers and other landowners sell easements to their land to the state, which essentially extinguishes their right to develop the land, but continues to allow a wide range of agricultural uses. In the past five fiscal years, the program has preserved 210 farms, totaling over 19,000 acres. This has been accomplished using a combination of federal, state, and local funds.

The Agriculture Lands (Aglands) Preservation Program chooses farms to preserve based on the percentage discount that the owners offer from the appraised value of their farms' development rights. For example, if a farm's development rights value is worth \$1,000,000 and the owner is willing to sell those rights for \$400,000, this is a 60 percent discount (donation). The farms with the highest percentage discounts are preserved. Over the twenty-three-year history of the Aglands Preservation Program, landowners have discounted (donated) on average 59 percent of their farms' development rights value.

In FY 2019, the program selected 110 farms to preserve totaling 9,400 acres; these easements will settle during FY 2020. The cost per acre of farmland easement has decreased significantly, from a peak of \$6,624 per acre in FY 2007 to \$1,228 per acre in FY 2016, but rose slightly to \$1,690 in FY 2019. The easement value is partially based on the appraised market value of the land for "highest and best use," which is usually housing development. This overall decrease can be attributed to the reduced demand for new housing and land-development projects in rural areas; however, the recent improvement in the housing market is reflected in the higher easement values for FY 2017 through FY 2019.

The Department of Agriculture continues to seek additional funding sources for the program. Prior to FY 2015, Delaware utilized over \$49 million of USDA Natural Resources Conservation Service (NRCS) funds for farmland preservation, but did not utilize Agricultural Conservation Easement Program (ACEP) funds in FY 2015 and FY 2016 due to new federal regulations that were not compatible with the state's program. In FY 2017, the Department of Agriculture successfully reached agreement with the USDA NRCS to utilize federal ACEP funding to help preserve easements. Delaware received \$5 million of NRCS ACEP funds in FY 2019, one of Delaware's largest allocations from NRCS. In FY 2014, the program

received nearly \$520,000 from Ducks Unlimited to help purchase easements on farms that contain forested wetlands; these funds helped to purchase five easements between FY 2014 and FY 2016. Similarly, Delaware is now eligible to utilize the U.S. Department of Defense's Readiness and Environmental Protection Integration (REPI) funds from the Naval Air Station Patuxent River for easements in southwestern Sussex County. These federal funds are used to protect lands around military installations and within their testing areas and flight paths. Additionally, in FY 2019 each of Delaware's county governments provided funding—this is the first time in eleven years that all three county governments provided funding to the Aglands Preservation Program in the same year. Specifically, Sussex County provided \$1 million, New Castle County contributed \$828,546, and Kent County contributed \$100,000.

Table B.8 Farmland preservation by easement, fiscal years 2015–2019

	FY 2015	FY 2016	FY 2017 [^]	FY 2018 [†]	FY 2019 [‡]
Farms Preserved	13	16	32	38	110
Acres Preserved	1,071	2,220	2,980	3,524	9,275
State Funds	\$1,263,661	\$2,226,763	\$2,252,048	\$2,664,079	\$8,382,144
Federal Funds	\$0	\$0	\$1,411,081	\$1,339,040	\$5,377,053
County/Other Funds	\$146,432	\$500,470	\$272,198	\$585,338	\$1,928,546
Legal and Survey*	\$41,264	\$67,973	\$133,000	\$162,599	\$500,000
Total Funds	\$1,451,357	\$2,727,233	\$4,068,327	\$4,751,056	\$16,187,743
Cost per Acre**	\$1,317	\$1,228	\$1,321	\$1,302	\$1,671

Source: Delaware Department of Agriculture

* State Funds

** Cost per acre paid to land owner excludes legal and survey costs.

[^] FY 2017 totals are estimates because not all settlements have occurred as of publication.

[†] FY 2018 totals are estimates because not all settlements have occurred as of publication.

[‡] FY 2019 totals are estimates because no settlements have occurred as of publication.

Young Farmer Loan Program

The Young Farmer Loan Program was established in FY 2012 by the Department of Agriculture to help individuals acquire farmland. Applicants who meet the criteria for the program (age 18 to 40, net worth not exceeding \$300,000, and at least three years of farming experience) can apply for a loan to help purchase a farm (the property must have at least 15 acres of cropland). If approved, an applicant can receive a thirty-year, no interest loan for up to 70 percent (not to exceed \$500,000) of the appraised value of the property's development rights. The applicant has to secure the funding for the remainder of the purchase price through a private lender (bank, farm credit, etc.). The loan with the private lender is their primary loan and is paid first. Once their primary loan is paid, then the applicant pays the Young Farmer Loan up to a maximum of thirty years. For example, if their private loan is twenty years, then they have ten years to pay the Young Farmer Loan. The property is placed into a permanent conservation easement at settlement, and the applicant must actively farm the property for the life of the Young Farmer Loan.

In FY 2019, one loan totaling \$290,888 was approved to help purchase a farm totaling 76 acres.

Table B.9 Young Farmer Loan Program, fiscal years 2015–2019

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Farms Preserved	Not Funded	3	5	1	1
Acres Preserved	0	147	249	113	76
State Funds	\$0	\$471,882	\$889,330	\$305,097	\$290,888
Legal and Survey*	\$0	\$17,300	\$27,756	\$4,399	\$6,008
Total Funds	\$0	\$489,182	\$917,086	\$309,496	\$296,896
Cost per Acre**	N/A	\$3,210	\$3,572	\$2,700	\$3,827

Source: Delaware Department of Agriculture

* State Funds

** Cost per acre paid to landowner excludes legal and survey costs

Forestland Preservation

The Forest Preservation Program was established in FY 2010, and nine forest tracts were preserved at that time, totaling 872 acres. The funding for these easements included state funding combined with funding from The Nature Conservancy, a private conservation organization. The program was not funded again until FY 2019 when three tracts were preserved—two easements were also donated during FY 2017.

Table B.10 Total forest preservation easements, fiscal years 2010–2018 and 2019

	FY 2010–2018	FY 2019**
Forest Tracts Preserved	11	3
Acres Preserved	928	140
State Funds	\$1,038,400	\$113,234
Federal Funds	N/A	N/A
Local Funds	N/A	N/A
Private Conservation Funds	\$412,403	N/A
Legal & Survey*	\$49,428	\$10,000
Total Funds	\$1,500,231	\$123,234

Source: Delaware Department of Agriculture

* State Funds

** FY 2019 totals are estimates because no settlements have occurred as of publication.

Environment

Community Water Quality Improvement Grant

The Community Water Quality Improvement Grant is an annually-determined amount set aside in the Delaware Clean Water State Revolving Fund (CWSRF) Non-Federal Administrative Account. It requires a 25 percent cash match and must meet state insurance requirements. This grant is intended for projects to improve water quality as part of specific watershed improvement plans. It is meant for programs and

projects that demonstrate innovative and sustainable methods, techniques, and/or practices for water quality improvements with cost effective and measurable results.

The 2019 grants have supported measurable improvements to surface water and ground water quality throughout the state. There were three projects funding totaling \$199,928.

Table B.11 Community water quality improvement grants, fiscal years 2015–2019

State Funds	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
DNREC	\$500,000	\$350,000	\$350,000	\$250,000	\$250,000

Source: DNREC Division of Watershed Stewardship, based on the annual allocation of funds for multi-year projects

Nonpoint Source Program

Nonpoint source (NPS) pollution, unlike pollution from industrial and sewage treatment plants, comes from many diffused sources. NPS pollution is caused by rainfall or snowmelt moving over and through the ground. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters, and even our underground sources of drinking water.

The Delaware NPS Program addresses NPS pollution through educational programs, publications, and partnerships with other Delaware organizations. The Delaware NPS Program also administers a competitive grant made possible through Section 319 of the Clean Water Act, providing funding for projects designed to reduce NPS pollution.

The NPS Program (Section 319) goals for 2019 working with its partners are:

- › Nutrient Management Plans – 6,750 acres
- › Animal Waste Plans – 25
- › Cover Crops – 41,000 acres
- › Pre-Sidedress Nitrogen Testing – 1,000 acres
- › Poultry Manure Storage Structures – 13
- › Poultry Composters – 14
- › Heavy Use Protection Areas – 140
- › Horse Manure Storage Structures – 1
- › Stabilize approximately 375 linear feet of eroding shoreline in the Inland Bays Watershed
- › Living shoreline and wetlands enhancements in the Inland Bays watershed that will have an annual load reduction of 17 pounds of nitrogen per year and 1.1 pounds of phosphorus per year.
- › Reforest approximately 50 acres of land used for row crops and establish approximately 19 acres of early successional habitat, which will have an estimated total nitrogen and phosphorus load reductions of 1,070 pounds per year and 25.2 pounds per year, respectively.

Table B.12 Nonpoint Source Program Grant funding, fiscal years 2015–2019

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
State	\$746,138	\$773,138	\$843,709	\$783,115	\$783,115
Federal	\$1,144,706	\$1,154,706	\$1,265,500	\$1,174,612	\$1,174,552
Total	\$1,890,844	\$1,927,844	\$2,109,209	\$1,957,727	\$1,957,667

Source: DNREC Division of Watershed Stewardship, based on the annual allocation of funds for multi-year projects

Surface Water Matching Planning Grant

The Surface Water Matching Planning Grant is designed to assist counties and municipalities to prepare surface water projects for funding through the Delaware Water Pollution Control Revolving Fund (WPCRF). The available funding can be used to assist with surface water planning in general and for specific project planning and designs necessary. The available funding can be used to assist with surface water planning in general and for specific project planning and designs necessary to submit a loan application to the WPCRF for funding consideration. In 2019, five grants were selected totaling \$227,500.

The grants support planning, preliminary engineering, and feasibility analysis of surface water improvement projects and activities that focus on the developed landscape to improve water quality in impaired watersheds in Delaware. They can be used for a variety of projects, such as:

- › Retrofitting stormwater systems
- › Establishing green technology practices
- › Restoring streams and wetlands
- › Studying watersheds
- › Developing master surface water and drainage plans

Table B.13 Surface Water Matching Planning Grant funding, Fiscal Years 2015–2019

State Funds	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
DNREC	\$500,000	\$350,000	\$350,000	\$250,000	\$250,000

Housing

Homeownership

Delaware State Housing Authority (DSHA) continues to expand access to low rate and settlement assistance through various programs to help advance and sustain homeownership. By revamping the settlement assistance program, in FY 2019 DSHA was able to increase the number of homebuyers assisted to 1,259 with more than \$253 million in financing of first, second, and acquisition/rehabilitation loans. DSHA also continued to preserve homeownership through the rehabilitation of 290 homes to ensure they are safe and habitable.

Building on efforts to promote responsible homeownership, DSHA partners with \$tand by Me to provide financial coaching to Delawareans who want to be homeowners but need help to reduce debt, improve their credit scores, and achieve financial stability.

As Delaware’s economy improves, DSHA continues to provide resources to help reduce the impact of mortgage delinquencies through “Delaware Homeowner Relief.” This umbrella program, created by DSHA and the Department of Justice, supports housing counseling, education and outreach, foreclosure mediation, mortgage fraud investigation and prosecution, emergency mortgage assistance, and servicer events. Through this collaboration, DSHA provided foreclosure prevention and mitigation assistance to 685 families last year.

Table B.14 DSHA Homeownership Programs, fiscal years 2015–2019

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Homebuyers Assisted	617	975	806	963	1,259
Mortgage Assistance* (millions)	\$124	\$240	\$196	\$221	\$253
Homeownership Rehabilitation	319	402	223	335	290
Foreclosure Assistance: Loans, Grants, Counseling	825	733	1,192	713	685

Source: Delaware State Housing Authority

* Below-market rate mortgages, down payment, and settlement assistance.

Affordable Rental

As rental demand continues to strengthen, Delaware renters increasingly stretch their budgets to pay rent and utilities. DSHA works diligently to ensure that those most in need have access to safe, affordable, and accessible housing through DSHA’s Public Housing Units and Housing Choice Vouchers, as well as through new rental units created through the Low-Income Housing Tax Credit Program and the Housing Development Fund. In FY 2019, 1,401 low-income households were provided with Public Housing Units or Housing Choice Vouchers. Additionally, 242 affordable rental units were created new or preserved from conversion or demolition.

DSHA continues to expand the reach of the State Rental Assistance Program (SRAP). This program was created in partnership with the Delaware Department of Health and Social Services (DHSS) and the Department of Services for Children, Youth and their Families to help Delawareans who require supportive services live independently in their communities. In FY 2019, DSHA continued its partnership with the Christina, Capital, and Seaford School Districts in the HomeWorks program to provide rental assistance vouchers to help families facing homelessness to return to stable housing so their children can focus on school work. Altogether in FY 2019, there were 871 households with rental assistance administered by DSHA.

Table B.15 DSHA Rental Programs, fiscal years 2015–2019

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Rental Units Produced or Preserved	386	535	345	230	242
Housing Development Fund > (millions)	\$10	\$10	\$10	\$10	\$10
DSHA Public Housing & Housing Choice Vouchers Managed	1,413	1,412	1,400	1,405	1,401
Rental Assistance for Special Populations	731	785	749	843	871

> HDF base allocation and Affordable Rental Housing Program (ARHP). Does not include HDF allocated for specific programs.

Community Revitalization

Quality affordable housing is crucial to the growth and vitality of any community. However, housing investments alone are often not enough to build and sustain strong communities. For urban areas that especially benefit from broader community interventions, the Downtown Development Districts (DDD)s program has been spurring investment in Delaware’s downtowns, stimulating job growth, and improving the commercial vitality of our towns and cities. In FY 2019, \$10.9 million in DDD funds leveraged \$231.4 million in private investment to support 54 projects throughout the designated districts. While Harrington and Laurel did not receive any large project reservations, their municipalities did capitalize on seven small project rebates in FY 2019. Although Georgetown was not a large or small project award recipient in FY 2019, their FY 2018 large project reservation for \$457,997 is still active.

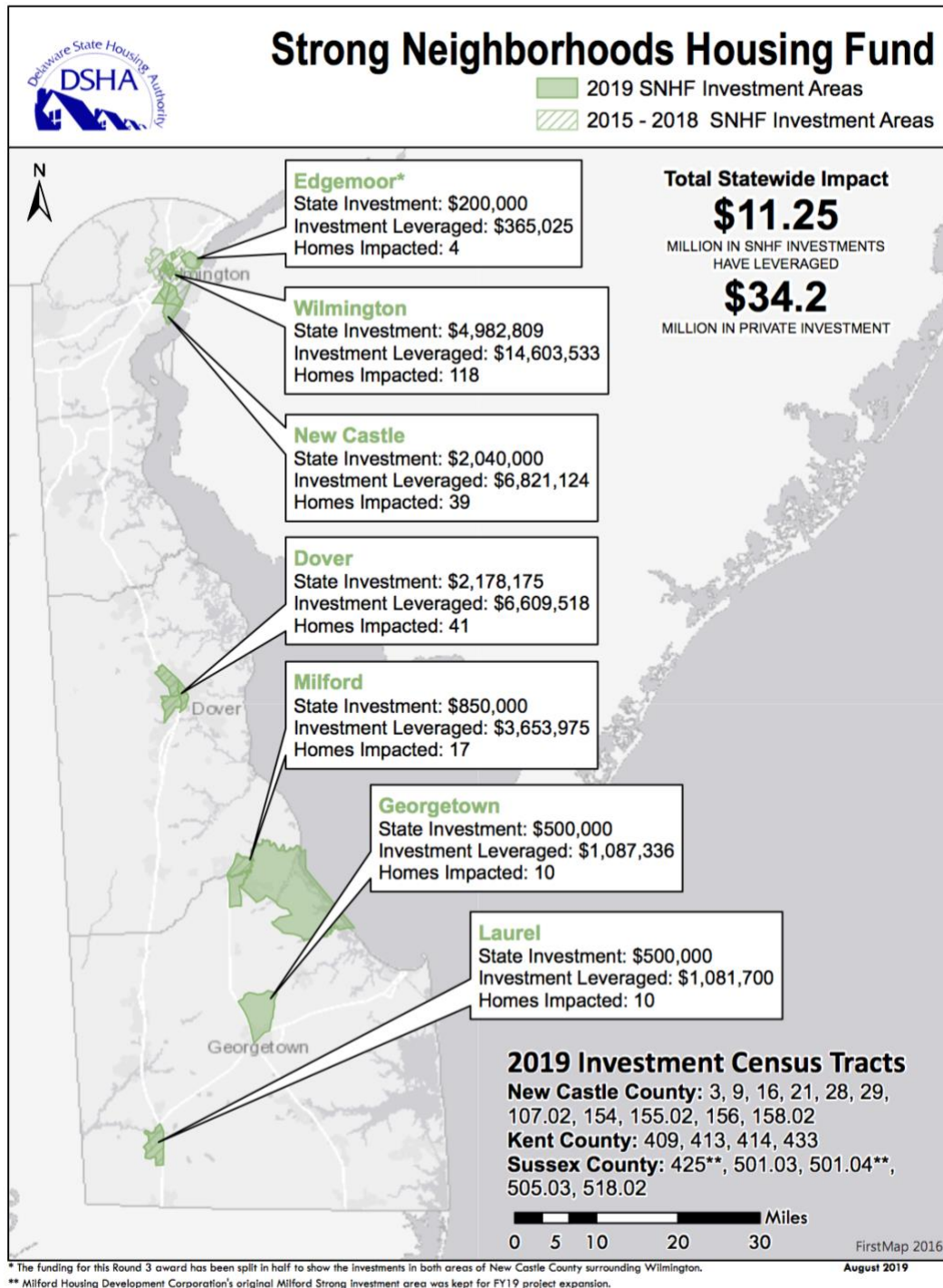
DSHA continues to combine Downtown Development District investments with community interventions through the Strong Neighborhoods Housing Fund (SNHF). The SNHF is now established as a revolving fund to help redevelop vacant and blighted lots that can have a negative impact on an entire community. In FY 2019, the General Assembly allocated \$3 million to the SNHF program which was awarded to public and private partners in Wilmington, New Castle, Dover, Milford, and Georgetown. DSHA looks forward to continuing to collaborate with public and private partners to support increased economic vitality and quality of life in the heart of Delaware’s communities.

Table B.16 DSHA Downtown Development District Grant Program, fiscal years 2015–2019

		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Downtown Development District Grant ***	Reserved	\$4.9	\$3.2	\$6.6	\$6.1	\$10.9
Program (millions)	Leveraged	\$92.9	\$35.1	\$172.1	\$66.1	\$231.4

*** Includes both small and large projects.

Figure B.1 Strong Neighborhoods Housing Fund



APPENDIX C: DEMOGRAPHIC DATA

The U.S. Census Bureau's latest population estimates indicate that Delaware had 961,939 residents in 2017, an increase of 64,005 or 7.13 percent since the 2010 Census. Among the counties, the estimates show Sussex County has the highest growth with 14.39 percent increase, or 28,177 residents since the 2010 count. Kent County increased by 8.94 percent while New Castle County had the lowest growth rate at 3.96 percent.¹

Table C.1 U.S. Census population change, 2010–2017, state of Delaware and counties

	Population Projections		Change 2010–2017	
	2010	2017	Net Change	Percent
Delaware	897,934	961,939	64,005	7.13%
Kent	162,310	176,824	14,514	8.94%
New Castle	538,479	559,793	21,314	3.96%
Sussex	197,145	225,322	28,177	14.29%

Source: US Census Bureau, 2010 Census; US Census Bureau, Population Division, Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2017.

The American Community Survey (ACS) is a nationwide survey designed to provide communities with a fresh look at how they are changing. The ACS replaced the decennial census long form in 2010 and thereafter by collecting long-form type information throughout the decade rather than only once every ten years. The ACS produces demographic, social, housing, and economic estimates in the form of one-year, three-year, and five-year estimates based on population thresholds. The strength of the ACS is in estimating population and housing characteristics.²

In order to provide some context to Delaware's demographics and housing characteristics, Table C.2 below compares our state to the United States as well as to the states that border Delaware: Maryland, New Jersey, and Pennsylvania. When reviewing the table, there are a few items that stand out:

- › Delaware is growing faster (more than 3 percent growth since 2010) than the national average or any of the surrounding states;
- › Delaware's percentage of school-aged children is lower than the national average and all surrounding states except Pennsylvania, and the percentage of adults over 65 years old is higher than the national average;
- › Delaware is more diverse than the national average, particularly in regards to the African American population. However, Delaware's Hispanic population is less than the national average and consistent with all of the surrounding states except New Jersey, which has a much higher Hispanic population;

¹ US Census, Annual Estimates of Residential Populations, 2010–2017. Note that 2017 is the most recent data available at this time.

² Adapted from the U.S. Census Bureau's American Factfinder website glossary, <https://factfinder.census.gov/help/en/index.htm#glossary.htm>

- › Delaware has a higher rate of homeownership (71%) than the nation and any of the surrounding states. However, Delaware also has a much higher housing vacancy rate (17%) than the nation or the region. The large number of seasonal vacation homes in Sussex County contributes to the housing vacancy rate.
- › The median housing value (\$231,500) and median household income (\$79,262) in Delaware are both higher than the national average and Pennsylvania, but significantly less than Maryland and particularly New Jersey.

Table C.2 Selected demographics from the American Community Survey, 2010–2015 estimates

		United States	Delaware	Maryland	New Jersey	Pennsylvania
Total Population						
	2010 Census	308,745,538	897,934	5,773,552	8,791,894	12,702,379
	2015 ACS	316,515,021	926,454	5,930,538	8,904,413	12,779,559
	% growth 2010 Census – 2015 ACS	2.52%	3.18%	2.72%	1.28%	0.61%
% of Population						
	Age					
	0–5	6.3%	6.0%	6.2%	6.0%	5.6%
	5–9	6.5%	6.1%	6.3%	6.2%	5.9%
	10–14	6.5%	6.1%	6.4%	6.5%	6.0%
	15–19	6.7%	6.5%	6.6%	6.6%	6.7%
	20–24	7.1%	7.0%	6.8%	6.3%	6.8%
	25–34	13.5%	13.0%	13.7%	12.8%	12.6%
	35–44	12.8%	12.0%	13.1%	13.3%	12.0%
	45–54	13.9%	14.1%	15.0%	15.2%	14.4%
	55–59	6.6%	6.8%	6.8%	6.9%	7.3%
	60–64	5.8%	6.3%	5.9%	5.8%	6.3%
	65–74	7.9%	9.3%	7.6%	7.8%	8.6%
	75–84	4.3%	4.7%	3.9%	4.4%	5.1%
	85+	1.9%	1.9%	1.8%	2.2%	2.5%
	% 5–19	19.7%	18.7%	19.3%	19.3%	18.6%
	% 65+	14.1%	15.9%	13.3%	14.4%	16.2%
	Median Age	37.5	39.3	38.2	39.4	40.5

	United States	Delaware	Maryland	New Jersey	Pennsylvania
Race					
White	73.6%	69.4%	57.6%	68.3%	81.6%
Black or African American	12.6%	21.6%	29.5%	13.5%	11.0%
Asian	5.1%	3.6%	6.0%	9.0%	3.1%
Hispanic or Latino	17.1%	8.7%	9.0%	19.0%	6.4%
Educational Attainment					
% High school graduate or higher	86.7%	88.4%	89.4%	88.6%	89.2%
% Bachelor's Degree or higher	29.8%	30.0%	37.9%	36.8%	28.6%
Housing Characteristics					
% Owner*	63.9%	71.2%	66.8%	64.5%	69.2%
% Renter *	36.1%	28.8%	33.2%	35.5%	30.8%
*Of occupied housing units					
% Vacant housing units**	12.3%	17.0%	10.1%	10.9%	11.2%
** Of total housing units					
Median Home Value	\$178,600	231,500	\$286,900	\$315,900	\$166,000
Median Mortgage	\$1,492	\$1,537	\$1,951	\$2,386	\$1,425
Median Rent	\$928	\$1,018	\$1,230	\$1,192	\$840
Income and Poverty					
Mean Household Income	\$75,558	\$79,262	\$97,801	\$99,026	\$73,175
% of families in poverty	11.3%	8.2%	7.0%	8.2%	9.3%
% of individuals in poverty	15.5%	12.0%	10.0%	10.8%	13.5%

Unless otherwise noted all data is from the 2011–2015 American Community Survey 5-year Estimates.

According to the Delaware Population Consortium (DPC), Delaware's population is projected to grow by almost 195,000 between 2010 and 2050, an increase of 21.5 percent, reaching a projected population of just under 1.1 million. Sussex County is expected to see the largest percent increase in population by 40.4 percent. Kent County's population is projected to reach 210,671 by 2050, an increase of 29.4 percent. New Castle County is expected to grow by 12.3 percent over the same period, adding just over 66,500 to reach a 2050 population of 606,162.

Table C.3 Delaware population projections: 2010–2050

	Population Projections		Change 2010–2050	
	2010	2050	Net Change	Percent
Delaware	900,429	1,094,704	194,275	21.58%
Kent	162,847	210,671	47,824	29.37%
New Castle	539,642	606,162	66,520	12.33%
Sussex	197,940	277,871	79,931	40.38%

Source: Delaware Population Consortium, Release Date: October 2018.

The DPC projections indicate that the percentage of school-aged children will gradually decrease from 18.43 percent in 2015 to 16.53 percent in 2050. During the same period the projections indicate that the percentage of adults 65 years old or older will increase from 14.46 percent to almost 24 percent. Delaware is projected to become more diverse as well, with the white population projected to decrease from 63.47 percent in 2015 to just under 50 percent by 2050.

Delaware is projected to have 78,683 additional households between 2015 and 2050. Each household will need a place to live, resulting in the demand for about that many new housing units during the same period.

Table C.4 Demographic projections for State of Delaware

	2010	2015	2020	2025	2030	2035	2040	2045	2050
Total Population	900,429	945,929	989,803	1,021,441	1,044,965	1,062,816	1,076,165	1,086,324	1,094,704
% School Age	19.73%	18.43%	17.90%	17.42%	17.05%	16.85%	16.68%	16.52%	16.53%
% 65+	14.46%	16.67%	18.86%	21.19%	23.12%	24.02%	23.99%	23.66%	23.79%
Households	328,958	354,932	378,937	396,253	409,691	419,775	426,572	431,064	433,615
% White	65.36%	63.47%	61.65%	59.71%	57.67%	55.56%	53.47%	51.55%	49.86%
% Black	20.88%	21.32%	21.80%	22.45%	23.10%	23.74%	24.39%	25.02%	25.61%
% Hispanic	8.19%	8.94%	9.68%	10.47%	11.32%	12.21%	13.08%	13.86%	14.55%
% Other Race	5.57%	6.27%	6.86%	7.37%	7.91%	8.49%	9.06%	9.57%	9.98%

Source: Delaware Population Consortium, Release Date: October 2018.

APPENDIX D: COMPREHENSIVE PLANNING PROGRESS

Since September 2018, the Governor has certified fourteen comprehensive plans. These were the Towns of Bridgeville, Camden, Clayton, Dewey Beach, Felton, Houston, Leipsic, Magnolia, Milton, Slaughter Beach, Viola, and Woodside. This also includes Kent County and Sussex County.

The Office of State Planning Coordination (OSPC) is currently working with twenty-two towns that are in the process of updating their plans. The OSPC also worked with one town to complete its five-year review during this planning period.

In the next year, there are approximately four municipalities that should begin their comprehensive plan updates and at least one will be reviewing their plan to determine if changes need to be made for their five-year review.

The following table shows the current status of all municipal comprehensive plans. Municipalities that are currently known to be updating or amending their comprehensive plans are noted to be “in progress.” There are three municipalities in New Castle County that do not have plans because they have ceded control of planning and zoning to the county.

Table D.1 Municipal and county comprehensive plan activity

Municipality	County	Latest Planning Activity	Certified
Arden	New Castle	Under County control	n/a
Ardencroft	New Castle	Under County control	n/a
Ardentown	New Castle	Under County control	n/a
Bellefonte	New Castle	Update in progress	08/13/2007
Delaware City	New Castle	Master plan in progress (Ft. DuPont) Update in progress (extension granted until 11/2019) Downtown Development District (DDD) designation received 8/14/19	11/24/2008
Elsmere	New Castle	No activity	08/12/2010
Middletown	New Castle	DDD designation received 8/14/19 Plan amendment being reviewed	09/10/2012
Newark	New Castle	Two plan amendments reviewed	1/5/2017
New Castle	New Castle	Update in Progress; extension to January 2020 DDD designation received 8/14/19	07/21/2009
Newport	New Castle	No activity	12/18/2014
Odessa	New Castle	No activity	10/01/2012
Townsend	New Castle	Update in Progress	07/07/2010
Wilmington	New Castle	Plan update in progress; awaiting plan adoption to move forward with certification process	09/28/2010

Municipality	County	Latest Planning Activity	Certified
New Castle County		Submitted five Unified Development Code amendments	7/1/2012
Bowers Beach	Kent	Plan update in progress	05/15/2009
Camden	Kent	Plan certified	5/6/2019
Cheswold	Kent	Plan update in progress One plan amendment reviewed	12/18/2010
Clayton	Kent	Plan certified DDD designation received 8/14/2019	1/14/2019
Dover	Kent	Update in progress; extension granted to 2/2020 One plan amendment reviewed	02/09/2009
Farmington	Kent	No activity	1/19/2016
Felton	Kent	Plan certified	11/5/2018
Frederica	Kent	One plan amendment reviewed	9/2/2016
Harrington	Kent	Five-year review completed	12/16/2013
Hartly	Kent	One plan amendment reviewed	8/10/2016
Houston	Kent	Plan certified	7/12/2018
Kenton	Kent	No activity	1/5/2017
Leipsic	Kent	Plan certified	5/6/2019
Little Creek	Kent	No activity	08/07/2006
Magnolia	Kent	Plan certified	3/11/2019
Viola	Kent	Plan certified	3/18/2019
Woodside	Kent	Plan certified	11/13/2018
Wyoming	Kent	No activity	05/02/2011
Milford	Kent/Sussex	One plan amendment reviewed	1/22/2018
Smyrna	Kent/New Castle	One plan amendment reviewed	2/04/2013
Kent County		Plan update in progress	11/1/2008
Bethany Beach	Sussex	No activity	2/17/2012
Bethel	Sussex	Update in process	07/08/2008
Blades	Sussex	Update in process; received extension until May 2019. Plan has been through PLUS and awaiting changes from town.	04/17/2008
Bridgeville	Sussex	Plan certified	9/10/2018
Dagsboro	Sussex	Update in progress; extension request received	04/27/2009
Delmar	Sussex	Update in progress	10/25/2010
Dewey Beach	Sussex	Plan certified	9/14/2018
Ellendale	Sussex	Update in progress	10/06/2009
Fenwick Island	Sussex	No activity	10/26/2017
Frankford	Sussex	Update in Progress; extension request received	09/08/2008

Municipality	County	Latest Planning Activity	Certified
Georgetown	Sussex	Update in progress One plan amendment reviewed	01/13/2010
Greenwood	Sussex	Plan certified	5/29/2019
Henlopen Acres	Sussex	Updated 2016, not certified	07/09/2004
Laurel	Sussex	No activity	4/22/2018
Lewes	Sussex	One plan amendment reviewed	10/16/2017
Millsboro	Sussex	Update in progress	06/01/2009
Millville	Sussex	Update in progress; extension granted until 6/2019 Plan has been through PLUS process and state is awaiting final plan with changes	02/10/2009
Milton	Sussex	Plan certified	12/4/2018
Ocean View	Sussex	Update in progress	07/13/2010
Rehoboth	Sussex	Update in progress	07/23/2010
Seaford	Sussex	Update in progress One Plan amendment reviewed	01/12/2010
Selbyville	Sussex	Update in progress (extension granted until September 2019)	08/06/2007
Slaughter Beach	Sussex	Plan certified	10/8/2018
South Bethany	Sussex	No activity	07/27/2017
Sussex County		Plan certified	3/19/2019

APPENDIX E: HIGHLIGHTS FROM LOCAL JURISDICTIONS' ANNUAL REPORTS

This section highlights accomplishments and issues with local governments, as noted in their comprehensive plan annual reports. We feel this will help the State to maintain and strengthen the partnership approach to land use planning we have been nurturing over the years.

As of September 1, 2019, forty-nine municipalities and three counties have submitted an annual report. Most of the municipalities and the counties that submitted reports are working to implement the goals and objectives set forth in their comprehensive plans. Of those jurisdictions reporting, seven have noted that plan amendments may be needed at this time, seventeen are working on or have recently updated their ordinances or zoning code, thirteen municipalities are considering bike and/or pedestrian walkway plans or trails, seven towns have added or are working on adding parkland or a playground, and three are working to create a master plan or continue to move forward with an adopted master plan. In addition, sixteen local jurisdictions have identified issues that they feel could require technical assistance from the Office of State Planning Coordination (OSPC).

New Castle County

New Castle County	Most of the implementation items set forth in their 2012 plan are underway or ongoing. They are working to incorporate superior design into land development planning and to preserve the environmental and historic assets of the County. New Castle County has initiated several master plans within the County.
Bellefonte	The town is updating their comprehensive plan which was due in August 2017. They hope to have the completed document submitted for review by the fall 2019
Delaware City	Delaware City is updating their comprehensive plan. The Governor recently designated the city of Delaware City as a Downtown Development District.
Elsmere	The town is preparing for the update of their certified comprehensive plan which is due by August 2020.
Middletown	The town stated that as they continue to grow, they become more pedestrian accessible as linkages are being made between new development and redeveloped sites. The town continues to focus on the historic downtown while seeing unprecedented growth in Westtown. The Governor recently designated the Town of Middletown as a Downtown Development District.
Newark	The City has completed a Rental Housing Needs assessment to provide recommendations of incentives and zoning code amendments to encourage the creation of more affordable housing.
New Castle	The Town is adopting an ordinance to become a supporter of the Future Trails on Northern Delaware, in addition they are adopting an ordinance to work with WILMAPCO to develop a corridor transportation and land use plan for Route 9 and 273. The Governor recently designated the City of New Castle as a Downtown Development District.
Odessa	The Odessa Planning commission is reviewing their zoning ordinance to determine if changes need to be made.
Townsend	Townsend is working to improve sidewalks along Main Street and working on a mixed-use zoning designation for the downtown area.
Wilmington	Wilmington is currently updating their citywide plan. They have amended some of the neighborhood plans. The City is also working to review and update their zoning code.

Kent County

Kent County	Kent County comprehensive plan was certified in September 2018. The County has begun a master plan for their two new commercial planning areas, Little Heaven and South Frederica.
Bowers Beach	Bowers beach, in coordination with the State has completed a drainage improvement project. They will soon begin another drainage project around the parking areas within the town.
Camden	The town continues to see growth around the King property which fronts US 13.
Cheswold	Over the past year, Cheswold has received funding to place fire hydrants in the Old town area. They have now begun the design and engineering for this project.
Clayton	Clayton has adopted an incentive program to ease start-up costs for new businesses. The Governor recently designated the Town of Clayton as a Downtown Development District.
Dover	The City of Dover did not list specific accomplishments on their report. They stated that they will be showcasing their accomplishments during their comprehensive plan update which has begun and is scheduled to be completed by February 2020.
Felton	The Town of Felton plan was certified in May 2019. The town has begun to implement their plan.
Harrington	The Town of Harrington completed a 5-year review of their plan this past year. In addition, they had their historic district listed in the National Register of Historic Places. Harrington stated that they continue to use the DDD designation to promote redevelopment within the district.
Hartly	Hartly has signed an MOU with Kent County regarding code enforcement. In addition, several homes have been redeveloped over the past year.
Houston	Houston's comprehensive plan was certified in July 2018 and the town is now working on a comprehensive rezoning to be compliance with the new plan. The town as also hired a part-time code enforcement officer.
Kenton	The town of Kenton recently amended their comprehensive plan to allow the town to annex properties into town on a case-by-case basis.
Leipsic	No comprehensive plan annual report was received; however, over the past year the town has worked to update their comprehensive plan, which was certified by the Governor on May 6, 2019
Magnolia	Magnolia is seeking 1.5 million to replace the water service line in the town. In addition, they are working to increase pedestrian safety by installing a crosswalk to the Early Childhood Education Center.
Milford	The City of Milford has adopted a Transfer of Development Rights (TDR) program. The city saw the opening of their new Sussex Health Campus and are now working to redevelop the former hospital site. In addition, the city has begun working with DelDOT on a more detailed TID for the Southeast Master Plan area.
Smyrna	Smyrna has contracted marketing and business recruitment services for the downtown area and are enhancing vacant building to show their potential. The town is actively using the Façade Improvement Grants within the central Business District.
Viola	The Town of Viola recently purchased a church within the town and have begun renovating the building so it can be converted into the town hall.
Woodside	Woodside had their first comprehensive plan certified in November 2018. Since that time, they have provided educational materials to property owners regarding annexation. In addition, the town has completed the steps to begin collecting the Realty Transfer Tax.
Wyoming	The Town of Wyoming is reviewing their current zoning ordinance to create more specific zoning areas.

Sussex County

Sussex County	Sussex County plan was certified in March 2019. The County is now working on possible zoning ordinance changes to comply with the plan.
Bethany Beach	Bethany Beach now uses ArcGIS for interactive maps. The town has installed solar panels at both the town hall and the nature center. In addition, the town has recently completed a streetscape project on South Atlantic Avenue and will soon begin a project on North Atlantic Avenue.
Bethel	The Town of Bethel did not submit an annual report; however, they are working to update their comprehensive plan which was due July 2018.
Blades	Blades is currently updating their comprehensive plan which was due by May 2019. The plan was reviewed through PLUS and the state is awaiting the towns changes for approval. The town stated in their report that they are currently focused on budgetary compliance and outstanding audits.
Bridgeville	The Economic Development Committee is actively pursuing economic development opportunities for the town. The town will be working to amend their plan in the coming months to fix some mistakes in the Future Land Use Map. The town stated that they are using general fund money to help grant monies for façade improvements within the downtown area.
Dagsboro	Dagsboro has seen interest in the redevelopment of vacant buildings in the downtown area. The town is working to create incentives to bring small business economic development to the town.
Delmar	The Delmar Business park has been completed and will house the new Nanticoke Health Services
Ellendale	The Town of Ellendale did not submit an annual report; however, they are working to update their comprehensive plan which is due by October 2019.
Dewey Beach	The Dewey Beach comprehensive plan was certified in September 2018. At this time, many of their implementation items are in progress or ongoing.
Ellendale	The Town of Ellendale did not submit an annual report; however, they are working to update their comprehensive plan which is due by May 2020.
Fenwick Island	Fenwick Island is working to complete a study in the commercial zone regarding design guidelines and possible changes to the code. In addition, the town has requested money for sidewalk installation.
Georgetown	Georgetown has completed a walkability and connectivity study and they have created a Sidewalk Rehabilitation Revolving Fund to assist property owners with repairs.
Greenwood	The Town of Greenwood has been working to update their comprehensive plan. It has been submitted to the Governor and is awaiting final certification.
Henlopen Acres	The Town of Henlopen Acres has completed a tree protection ordinance.
Laurel	Laurel has completed a vacant property ordinance and a historical guideline booklet for commercial business in the downtown area.
Lewes	The City of Lewes is working to address flooding issues, evacuation procedures, and property maintenance by conducting public education sessions. In addition, the town has, in coordination with DNREC, expanded the trail networks that interconnect Cape Henlopen State park and the outlying areas of Lewes. The city has begun the process of expanding downtown parking areas and addressing unsafe parking issues near the beach and Cedar Street.
Millsboro	Millsboro has recently completed the design for the town new public park and their first dog park. In addition, the town has stated that they continue to grow residentially and have had several medical facilities locate within the town in the last few years.
Millville	Millville noted that they are working on all 38 action items in their plan, along with moving forward with updating the plan. The town has submitted the updated plan for State comment, and we are awaiting their final changes for approval. In addition, the town continues to work on their town park; this year they received funds from DNREC for playground equipment public restrooms.

Milton	The Milton comprehensive plan was certified in December 2018. Since that time, the town has been working on their comprehensive rezoning and updating their zoning code to be in compliance with new the zoning designations outlined in their plan.
Ocean View	Ocean View has addressed two drainage issues this year.
Rehoboth	The City of Rehoboth brought the ocean wastewater disposal system online this year. In addition, it is working to upgrade its wastewater handling system.
Seaford	The City of Seaford report outlined the positive impacts the Downtown Development District has had on the downtown area. In addition, they stated they continue to work on the items from the last plan, certified in 2010, and have begun work on their new plan which is due in 2020.
Selbyville	Selbyville has developed an Asset Management Plan and completed a parcel-based land use inventory. They continue to work on the update of their plan which is due by September 2019.
Slaughter Beach	The town, in cooperation with DelDOT has installed electronic signals warning of high water on the road. In addition, the educational/recreational boardwalk into the Marvel Saltmarsh is now open to the public.
South Bethany	South Bethany continues to implement their plan in a variety of ways, including working with DNREC to improve water quality, maintain and adopt-a-canal program, and a streetlight improvement plan.

APPENDIX F: DOWNTOWN DEVELOPMENT DISTRICT TABLES

Table F.1 Downtown Development District (DDD) summary report FY 2015–FY 2019, ending 6/30/19

DDD Funding Reserved/Expended

Large Projects	Total Development Cost (TDC)	Qualified Real Property Investment (QRPI)	Reservation/ Rebate	#
Active Reservations	\$418,091,652	\$262,221,970	\$20,445,465	49
Rebates Issued	\$166,267,685	\$115,617,651	\$9,177,272	28
Subtotal	\$584,359,337	\$377,839,621	\$29,622,737	77
Small Projects				
Rebates Issued	\$13,289,167	\$10,362,033	\$2,028,965	90
Grant Total	\$597,648,504	\$388,201,654	\$31,651,702	167

DDD Rebates Issued by Fiscal Reservation Year

Large Projects				
FY 2015	\$79,562,307	\$51,266,358	\$3,947,062	9
FY 2016	\$26,981,732	\$16,270,865	\$2,315,013	10
FY 2017	\$58,517,041	\$47,038,937	\$2,706,899	8
FY 2018	\$1,206,605	\$1,041,491	\$208,298	1
*FY 2019	0	0	0	0
Subtotal	\$166,267,685	\$115,617,651	\$9,177,272	28

*Projects have three years to be completed. FY 2019 projects are still under construction

Small Projects				
FY 2016	\$2,771,379	\$1,162,636	\$222,193	7
FY 2017	\$1,951,234	\$1,651,157	\$329,307	18
FY 2018	\$3,795,966	\$3,646,234	\$701,739	31
FY 2019	\$4,770,588	\$3,902,006	\$775,725	34
Subtotal	\$13,289,167	\$10,362,033	\$2,028,965	90

Large and Small Projects				
FY 2015	\$79,562,307	\$51,266,358	\$3,947,062	9
FY 2016	\$29,753,111	\$17,433,501	\$2,537,206	17
FY 2017	\$60,468,275	\$48,690,094	\$3,036,206	26
FY 2018	\$5,002,571	\$4,687,725	\$910,037	32

FY 2019	\$4,770,588	\$3,902,006	\$775,725	34
Grand Total	\$179,556,852	\$125,979,684	\$11,206,236	118

DDD Rebates Issued by Eligible Use

Large Projects	TDC	QRPI	Rebate	#
Commercial	\$88,278,837	\$70,604,841	\$4,052,096	10
Mixed-use	\$55,997,698	\$31,768,783	\$3,758,610	13
Residential	\$21,991,150	\$13,244,027	\$1,366,566	5
Subtotal	\$166,267,685	\$115,617,651	\$9,177,272	28

Small Projects				
Commercial	\$6,552,126	\$4,165,225	\$830,899	34
Mixed-use	\$2,698,606	\$2,576,344	\$478,182	14
Residential	\$4,038,435	\$3,620,464	\$719,884	42
Subtotal	\$13,289,167	\$10,362,033	\$2,028,965	90

Large/Small Projects				
Commercial	\$94,830,963	\$74,770,066	\$4,882,995	44
Mixed-use	\$58,696,304	\$34,345,127	\$4,236,792	27
Residential	\$26,029,585	\$16,864,491	\$2,086,450	47
Grand Total	\$179,556,852	\$125,979,684	\$11,206,237	118

DDD Rebates Issued To-Date by Activity

Large Projects	TDC	QRPI	Rebate	#
New Construction	\$81,802,053	\$67,311,257	\$3,398,910	9
Rehab-Existing Building	\$84,465,632	\$48,306,394	\$5,778,362	19
Subtotal	\$166,267,685	\$115,617,651	\$9,177,272	28

Small Projects				
New Construction	\$2,390,826	\$2,231,308	\$442,049	18
Rehab-Existing Building	\$10,898,341	\$8,130,725	\$1,586,915	72
Subtotal	\$13,289,167	\$10,362,033	\$2,028,965	90

Large/Small Projects				
New Construction	\$84,192,879	\$69,542,565	\$3,840,959	27
Rehab-Existing Building	\$95,363,973	\$56,437,119	\$7,365,277	91
Grand Total	\$179,556,852	\$125,979,684	\$11,206,237	118

Table F.2 DDD large-project rebate reservations, FY 2019, announced February 13, 2019

Investor	District	Eligible Use	Project Cost	Rebate/ Reservation
NCALL, Inc.	Dover	Commercial	\$2,274,021	\$383,021
Downtown Properties of Milford LLC	Milford	Mixed Use	\$787,501	\$135,000
517 Shipley LLC	Wilmington	Residential	\$60,987,395	\$1,500,000
519 Market LLC	Wilmington	Commercial	\$8,549,704	\$585,000
BPG Office Partners VIII LLC	Wilmington	Mixed Use	\$33,167,441	\$871,000
Ministry of Caring Inc.	Wilmington	Residential	\$1,026,331	\$200,266
New Compton Towne Associates, LP	Wilmington	Residential	\$12,237,226	\$500,000
Shipley Partners LLC	Wilmington	Mixed Use	\$4,468,001	\$500,000
LP-Round 8, FY 2019 TOTAL		8	\$123,497,620	\$4,674,287

Table F.3 DDD large-project rebate reservations, FY 2019, announced June 30, 2019

Investor	District	Eligible Use	Project Cost	Rebate/ Reservation
Benvenuto, LLC	Milford	Commercial	\$1,151,500	\$225,300
Mispillion Street Partners LLC	Milford	Residential	\$7,698,400	\$614,000
Shadaw Enterprises, LLC	Smyrna	Mixed Use	\$7,882,680	\$614,000
105 West 7th LLC	Wilmington	Residential	\$9,771,667	\$557,000
210 Market Cooper LLC	Wilmington	Mixed Use	\$26,476,327	\$814,000
627 Market LLC	Wilmington	Mixed Use	\$768,158	\$85,008
901 Market Associates LLC	Wilmington	Mixed Use	\$25,613,135	\$1,024,000
9th & Tatnall LLC	Wilmington	Mixed Use	\$5,830,638	\$528,000
BPG Real Estate Services LLC	Wilmington	Commercial	\$1,087,882	\$121,244
Quaker Arts LLC	Wilmington	Residential	\$14,224,744	\$614,000
The Mill-Wilmington LLC	Wilmington	Mixed Use	\$1,981,972	\$129,000
The Warner 927, LLC	Wilmington	Mixed Use	\$685,000	\$123,994
LP-Round 9, FY 2019 TOTAL		12	\$103,172,103	\$5,449,546

Table F.4 DDD small-project rebates, FY 2019

Investor	District	Eligible Use	Project Cost	Rebate Issued
Central Delaware Habitat for Humanity (4)	Dover	Residential	\$86,101	\$17,220
Central Delaware Habitat for Humanity (5)	Dover	Residential	\$93,653	\$18,731
Central Delaware Habitat for Humanity (6)	Dover	Residential	\$90,632	\$17,294
House of Coffi (Kristin Stonesifer)	Dover	Commercial	\$123,761	\$14,345
NCALL (3)	Dover	Residential	\$186,631	\$24,002
State Street 146 Properties LLC	Dover	Commercial	\$134,335	\$24,570
Blue Hen Homes LLC	Harrington	Mixed Use	\$74,035	\$14,607
IJAY LTD	Harrington	Residential	\$125,613	\$23,582
JB Investment Properties LLC	Harrington	Residential	\$50,969	\$9,954
Shivsons Properties Inc. (1)	Harrington	Commercial	\$102,280	\$20,456
Shivsons Properties Inc. (2)	Harrington	Commercial	\$84,528	\$16,906
Sussex County Habitat for Humanity (3)	Laurel	Residential	\$62,173	\$12,435
Sussex County Habitat for Humanity (4)	Laurel	Residential	\$41,323	\$8,265
Barry Lee Peterman	Milford	Residential	\$43,491	\$8,406
Daniel Bond	Milford	Commercial	\$647,273	\$32,701
Downtown Properties of Milford LLC	Milford	Residential	\$195,697	\$36,421
Hello Masu LLC	Milford	Mixed Use	\$19,100	\$3,820
Joan Durand	Milford	Residential	\$17,762	\$3,212
Juan M. Vite Hernandez	Milford	Residential	\$144,760	\$14,432
Tax Management Services, Inc.	Milford	Commercial	\$148,933	\$23,578
Transmark Properties LLC	Milford	Residential	\$22,044	\$4,389
Zook's Property Management, LLC	Milford	Residential	\$130,827	\$26,165
Zook's Property Management, LLC (2)	Milford	Residential	\$102,835	\$18,803
Craig de Mariana Aleman (6)	Seaford	Residential	\$155,151	\$30,280
Sussex County Habitat for Humanity	Seaford	Residential	\$93,153	\$15,465
Sussex County Habitat for Humanity (5)	Seaford	Residential	\$85,521	\$16,023
Barrel Holdings, LLC	Smyrna	Commercial	\$202,367	\$38,284
8th Street Associates, LLC	Wilmington	Mixed Use	\$286,753	\$50,000
BPG Office Partners XI 1105 Market LLC	Wilmington	Commercial	\$211,161	\$42,232
Forty Acres Hospitality LLC	Wilmington	Commercial	\$306,770	\$50,000
Grand Opera House, Inc.	Wilmington	Mixed Use	\$247,650	\$49,530
Helen E. Fuhrmann	Wilmington	Mixed Use	\$255,218	\$50,000

Investor	District	Eligible Use	Project Cost	Rebate Issued
Suzanne H. Kloud, D.C.	Wilmington	Mixed Use	\$40,716	\$8,143
Wilmington Monthly Meeting of Friends, Inc.	Wilmington	Commercial	\$157,372	\$31,474
TOTAL		34	\$4,770,588	\$775,725

