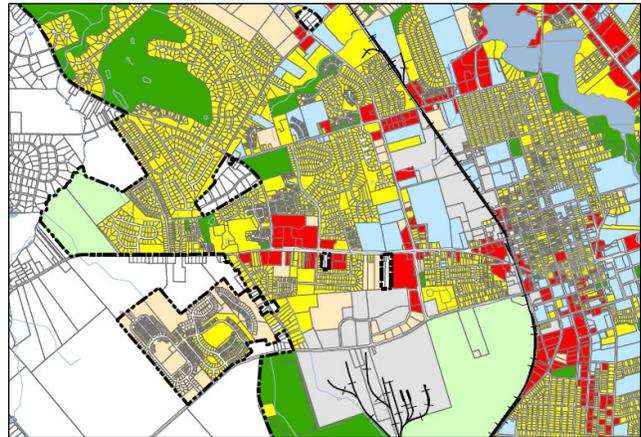


LAND USE

EXISTING LAND USE PATTERNS

Lands within the incorporated area of the city are outlined in the black dashed line. Please note that small pockets outlined in the black dashed line depict areas that have not been annexed and are subject to land use regulation by Kent County. The existing farmland located between Artis Drive and Mifflin Road on the south side of DE 8 was recently annexed by the City of Dover.



The corridor is characterized by historic commercial development patterns, recent commercial redevelopment of former commercial or residential parcels between Mifflin Road and Saulsbury Road, institutional uses including public schools and residential subdivisions. The trend of redevelopment of older residential development and lower class commercial space is anticipated to continue for properties fronting along the corridor between Saulsbury Road and Kenton Road. Additional lands are planned for development as well as lands are available for redevelopment.

CORRIDOR OVERLAY ZONE (COZ)

Land use and transportation recommendations from this study will consider land use and design regulations for the Corridor Overlay Zone (COZ) for the following purpose:

- to promote superior urban corridor development and the highest quality built environment;
- to foster coordination and linkages among corridor properties and with adjacent lands;
- to preserve the functionality and efficiency of the roadway for traffic movement; and,
- to achieve a visually balanced streetscape environment which is friendly to the pedestrian and motorist alike.

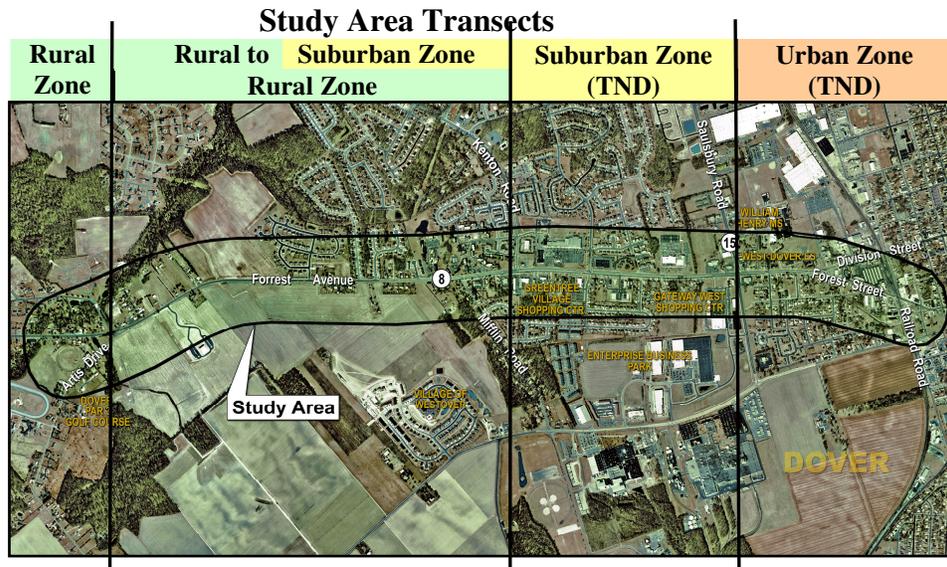
The following design standards from the COZ are important in the context of transportation improvements to support all modes of travel as well as to create a balanced streetscape environment consistent with land use patterns and characteristics.

- Front yard setbacks that vary based upon locations along the corridor
- Building placement to maximize use of building fronts along the corridor.
- Location of Parking (*primarily to the rear of buildings with some exceptions*).
- Shared access, cross access and standards for placement of entrances.
- Landscaped area 25 feet from back of curb in front yard.
- Corridor elevation standards through an architectural review.

The above design standards will be considered when identifying various transportation improvements.

TRANSECT CONCEPT

The following depicts a transect concept to support transportation planning and design of context sensitive solutions consistent with the concepts and standards outlined in the City’s COZ. For example, the COZ identifies areas along the corridor consistent with the identified Study Area Transects with development guidelines that impact public space for various transportation improvements, as well as creates a multi-modal corridor with opportunities to create a walkable community. The following diagram identifies the various transects consistent with areas identified in the COZ.



TND – Traditional Neighborhood Development

The above identified zones provide the basis for support of further development/redevelopment of the study area applying transportation principles, roadway classifications and land uses, design guidelines for roadways and pedestrian and bicycle facilities, design measures to support ordinance/code development (*to correctly locate and design to the appropriate level of intensity land uses and transportation systems*), measurement of secondary and cumulative affects as well as development of a study process to support corridor planning. This model utilizes the concept of developing Traditional Neighborhood Developments (TNDs) as defined by both the transect category and state planning documentation. The concept of zones can be utilized in modular fashion to define various rural, suburban and urban environments and the appropriate level development/redevelopment and context sensitive transportation solutions. As development and redevelopment occurs along the corridor the characteristics of transects identified above may change (*e.g. it is anticipated that the rural and rural to suburban transects will become more suburban in character*). Table 1 on the following page further describes this concept by zone including land use characteristics and existing transportation improvements for various modes along the DEL 8 Corridor within the study area. Each area is described by general land use categories as well as by transect with respective COZ Standards. The identified zones will be utilized with analysis conducted through this study to identify transportation and land use recommendations.

Table 1: Existing General Transportation and Land Use Characteristics

Corridor Section	Speed Limit	Traffic Volume	Roadway Cross Section	Pedestrian Improvements	Land Use Category	COZ Standards	Transect
Artis Dr. to Mifflin Rd	50 mph	11,100 aadt	1 - WB shoulder 1 - WB travel lane 1 - EB travel lane 1 - EB shoulder	No sidewalk	Farmland/ Residential	Setbacks: 60-80' Curb cuts: 275' apart	Rural to Suburban Zone
Mifflin Rd to Kenton Rd	50 mph	11,600 aadt	1 - WB shoulder 1 - WB travel lane 2 - EB travel lanes	No sidewalk	Residential	Setbacks: 40-60' Curb cuts: 275' apart	Suburban Zone
Kenton Road to Del. 15 (S. Saulsbury Road)	35 - 40 mph	15,500 aadt	2 - WB travel lanes 1 - Center turn lane 2 - EB travel lanes	S/W on both sides (one hot mix; one concrete)	Commercial	Setbacks: 40-60' Curb cuts: 105' apart	
Del 15 (S. Saulsbury Road) to Gibbs Dr.	25 mph	20,234 aadt	2 - WB travel lanes 1 - Center turn lane 2 - EB travel lanes	S/W on both sides	Commercial/ Residential	Setbacks: 20-30' Curb cuts: 105' apart	Urban Zone
Gibbs Dr. to Delmarva RR line	25 mph	11,200 aadt	Transitions from 4 lane section to 2 lane section with shoulders	S/W on both sides	Commercial/ Residential/ Institutional (school)	Setbacks: 20-30' Curb cuts: 105' apart	

OPPORTUNITIES FOR DEVELOPMENT/REDEVELOPMENT

The Future Land Development Opportunities exhibit identifies preserved, undeveloped or underutilized lands and proposed or planned development within and adjacent to the study area that should be considered when analyzing future land use and transportation needs as well as accessibility, mobility and safety of all modes of transportation along the corridor. For purpose of this study, opportunity sites are defined as sites that are undeveloped/vacant, contain dilapidated or deteriorated structures, assessed at some level of historic significance (historic or potentially historic), and/or underutilized. Opportunity sites for redevelopment and development will result in transportation impacts on the Corridor and intersecting streets.

Table 2: Development/Redevelopment Opportunities and Restrictions

Summary of Development/Redevelopment Opportunities and Restrictions	
Type of Opportunity/Restriction	Acres
Permanent Agricultural Preservation	88.8
TOTAL RESTRICTED LANDS	88.8
Undeveloped Lands	75
Underutilized Lands	79.3
Proposed Land Developments	129.3
Potential Land Developments	100.9
TOTAL OPPORTUNITIES FOR DEVELOPMENT/REDEVELOPMENT	384.5

Planned developments are shown on the exhibit referred to as Proposed Development Patterns. This exhibit depicts the location of planned developments and the location of proposed ingress and egress to the sites that must be considered when exploring transportation solutions along the corridor and solutions such interconnectivity between developments.

OPPORTUNITIES FOR SHARED ACCESS AND CROSS ACCESS

The following are key areas for further evaluation of shared access and cross access improvements as part of the transportation solutions.

- Modern Maturity and Dove View interconnect
- Wawa east to Independence Boulevard
- From Saulsbury Road to signal at Modern Maturity