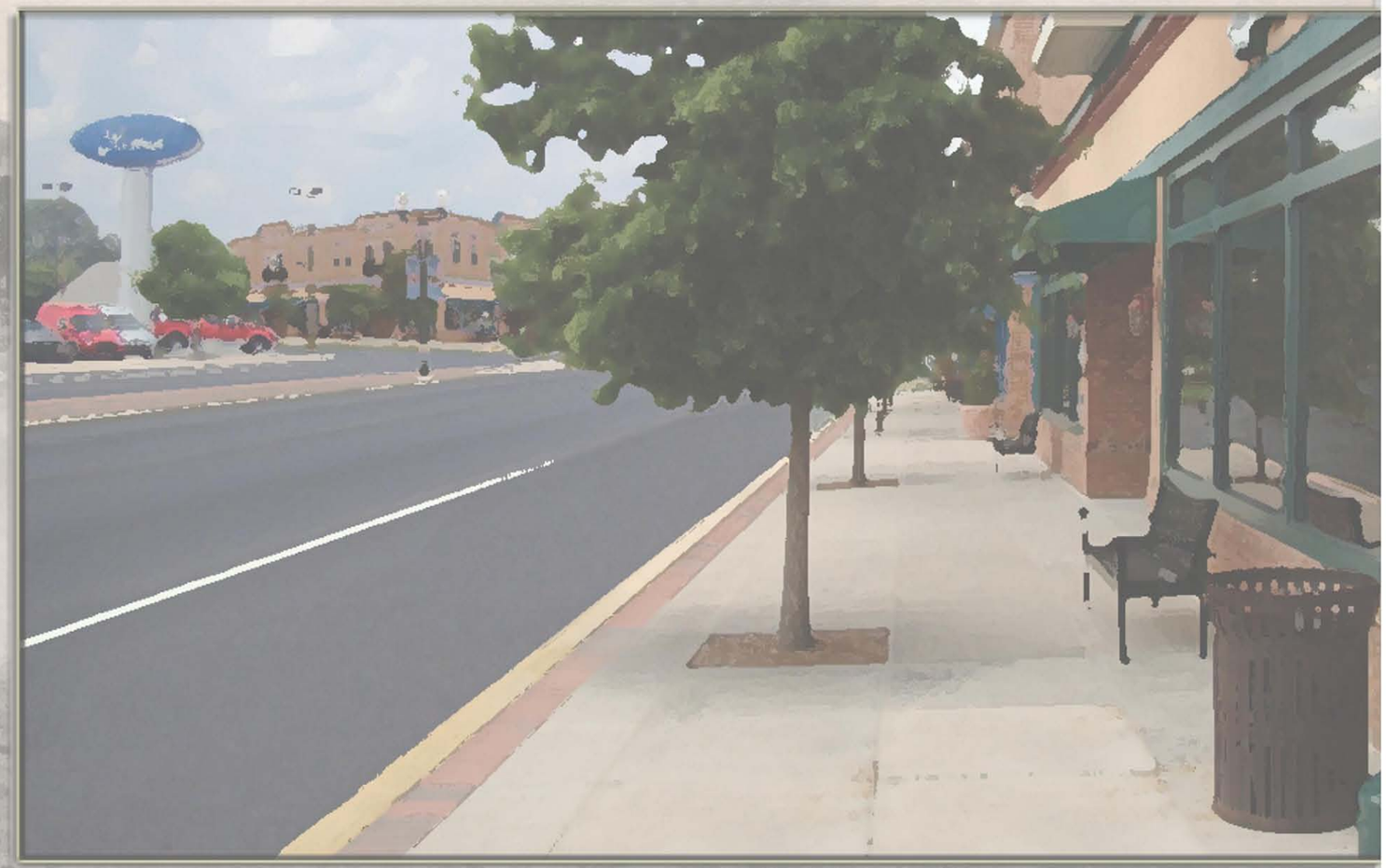
Smyrna U.S. 13 Corridor Plan and Design Book



November 15, 2012

TABLE OF CONTENTS

	Executive Summary		2
	Plan Approvals		3
I.	Introduction		4
	I-A.	Project Goals	5
	I-B.	Public Planning Process	6
	I-C.	Public/Stakeholder Comments	7
	I-D.	Community Vision	9
II.	History, Existing Conditions, and Analysis		10
	II-A.	History	11
	II-B.	Study Area	12
	II-C.	Existing Land Use/Zoning	13
	II-D.	Land Use Activity	18
	II-E.	Existing Transportation Network	19
	II-F.	Environmental Inventory	23
	II-G.	Economic Market Analysis	24
III.	Corridor Plan		25
	III-A.	Development of Alternatives	26
	III-B.	Northern Section	28
	III-C.	Central Section	29
	III-D.	Southern Section	31
IV.	Implementation Plan		29
	IV-A.	Corridor Wide	35
	IV-B.	Northern Section	36
	IV-C.	Central Section	37
	IV-D.	Southern Section	38
	IV-E.	Future Land Use Maps	39
	IV-F.	Next Steps	40
V.	Acknowledgements		41
	Appendix A (Memorandum of Agreement)		42

U.S. 13/Commerce Street - 1940's

U.S. 13/Commerce Street - 2012

U.S. 13/Commerce Street - Future

EXECUTIVE SUMMARY

The purpose of the U.S. 13 Corridor Plan is to provide the Town of Smyrna with a long-range land use and transportation master plan for U.S. Route 13 through Smyrna. The plan provides short-term and long-term strategies for enhancing both land use and transportation conditions along the corridor. Smyrna is projected to experience continued growth both along the corridor and throughout its surrounding area, and this report is expected to help guide future land use designs and related transportation improvements.

The Corridor Plan was developed cooperatively by the Dover/Kent County Metropolitan Planning Organization (MPO), the Office of State Planning Coordination, the Delaware Department of Transportation (DelDOT), and the Town of Smyrna. Consultant support was provided by McCormick Taylor and AKRF.

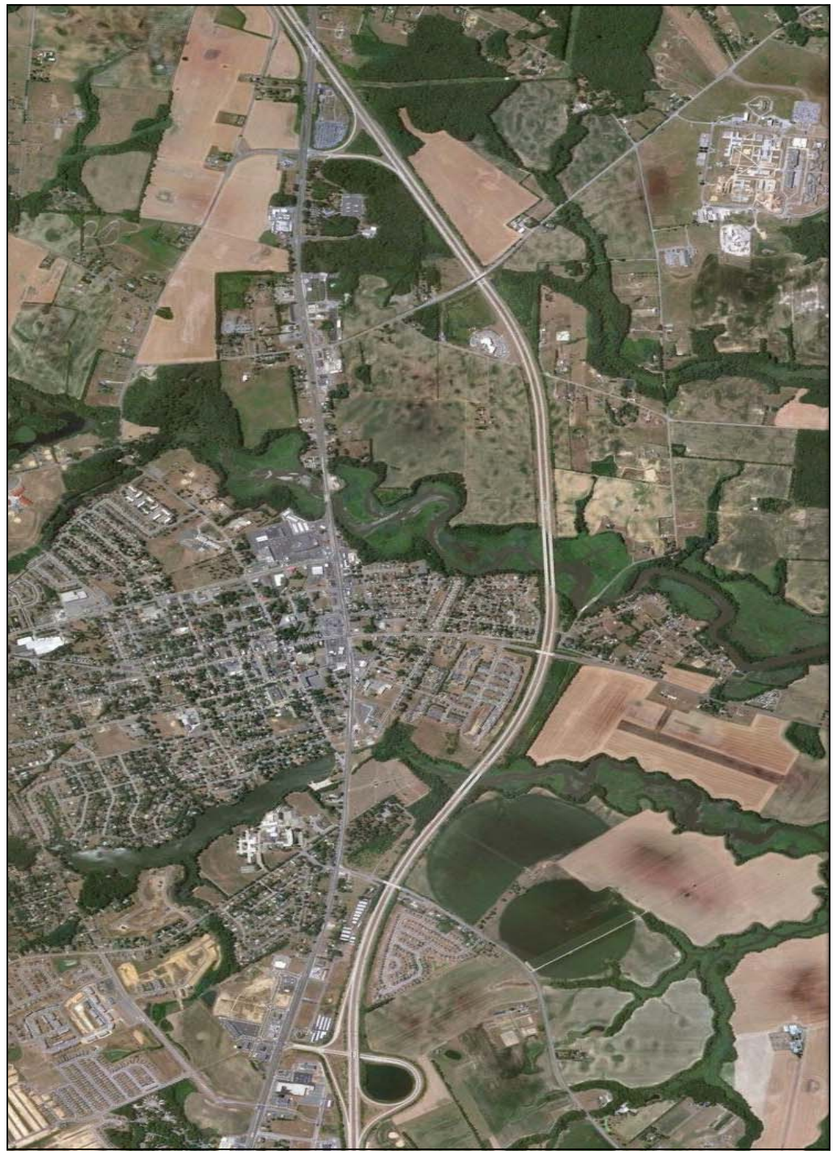
The study team evaluated U.S. 13 from its northern Route 1 interchange to its southern Route 1 interchange, a distance of approximately 3.5 miles. The study, which was initiated in July 2012, consisted of several phases. During the initial phase, the project team gathered existing land use and transportation data, evaluated projected land use and economic conditions, met with key agency and local stakeholders, and prepared for the U.S. 13 Design Week.

The U.S. 13 Design Week was a five-day design charrette held August 20 - 24, 2012. The Design Week was an open process where stakeholders and the public could discuss the positive and negative issues along the corridor, identify potential solutions, and develop recommendations cooperatively with the project team.

The final phase of the study was the development of the actual U.S. 13 Corridor Plan report, which took the ideas that were discussed and generated through the charrette process and developed them into a graphical representation of the recommendations and implementation strategies.

In summary, the study team evaluated three distinct areas along the corridor, each having unique land use, transportation, social, economic, and natural characteristics. The 3 study areas were identified as the Northern Section, the Central Section, and the Southern Section. Within each area, recommendations were developed that addressed the specific needs identified for each section. Through the course of the study, there were several common themes that arose:

- Improve pedestrian connectivity both along U.S. 13 and crossing U.S. 13
- Develop an architectural theme along U.S. 13 that ties into the Smyrna Historic District
- Develop a streetscape plan along U.S. 13 to provide residents and visitors with a unique “sense of place”
- Encourage future land use that’s compatible with the long-term vision for U.S. 13



PLAN APPROVALS

The undersigned agree to honor the vision, goals, objectives and recommendations of the Smyrna U.S. Route 13 Corridor Plan. This document, including text and maps, shall guide future transportation improvements, new land development ordinances, future land development, infrastructure investments, and streetscape improvements in the U.S. Route 13 Corridor in Smyrna as described herein. This document shall be in full force and effect until such time as all parties reconvene and mutually consent to amend this document.

_____ _____
Mayor, Town of Smyrna Date

_____ _____
Director, Office of State Planning Coordination Date

_____ _____
Secretary, Delaware Department of Transportation Date

_____ _____
Chairman, Dover / Kent County MPO Council Date

INTRODUCTION

I-A. PROJECT GOALS

In accordance with the July 2012 Memorandum of Agreement (Appendix A) between the Town of Smyrna, DelDOT, the Office of State Planning, and the MPO, the following is a summary of the goals that were established for this project:

- Work together to plan and design future land use and transportation improvements along the corridor to help the town develop a unique "sense of place"
- Enhance mobility and safety for bicyclists, pedestrians, and transit users to promote alternative transportation modes
- Enhance aesthetics along the corridor to improve both the economic vitality of businesses and the quality of life for residents and travelers
- Promote interconnections of properties and the consolidation of entrances
- Make building form and function a priority over building use to ensure the maximum amount of economic options for business growth and development
- Encourage flexible urban design solutions that fit in with the various functions of U.S. 13

Overall goals of this document:

- Adopt the U.S. 13 Corridor Plan as an amendment to the Town's Comprehensive Plan
- Develop an Implementation Plan (to include land use and design regulations intended to support the goals of the U.S. 13 Corridor Plan)

U.S. 13/Route 1 Northern Interchange
(Looking South)

I-B. PUBLIC PLANNING PROCESS

The U.S. 13 Design Week took place during the week of August 20, 2012. The Design Week used the "charrette" process, in which public input was provided directly to the project team throughout the week, to assist in the identification of corridor needs and the development of alternatives.

Approximately 100 people attended the various meetings that were held throughout the week, including local residents, business owners, developers, Town Councilmen, Planning and Zoning Commissioners, and County and state agency representatives. The primary public events are listed below:

August 20, 2012 - Kick-off meeting, held at the Smyrna Opera House. A PowerPoint presentation describing "corridor planning" was shown to the attendees. Participants also engaged in roundtable discussions using maps of the study area, to provide the design team with direct feedback on the needs of the corridor.

August 22, 2012 - Public Open House, held at the Smyrna Town Hall. The design team presented its work from the previous two days, which included potential land use and transportation concepts along each section of the corridor. The concepts presented were based directly on the feedback derived during the stakeholder interviews and the kick-off meeting.

August 24, 2012 - Final recommendations presentation, held at Belmont Hall. The design team presented modified land use and transportation concepts for the corridor. The Design Week process, the draft recommendations, and a draft implementation plan was presented through a PowerPoint presentation to the attendees.

Kick Off Meeting

Open House

Final Presentation

The project team conducted an intensive public outreach effort as part of this study. Unlike traditional corridor planning studies that involve an initial collection and analysis of data, development of alternatives, then a review by the public, the U.S. 13 Corridor Study followed the charrette public involvement process. Prior to the development of alternatives, the project team solicited public input as early in the process as possible. The comments and feedback received during this initial period was used to develop alternatives that address the needs identified by the public.

There were three primary methods the project team used to gather public input:

Internet Survey **Stakeholder interviews** **Design Week**

Internet Survey

Through a link provided on its web site, the Town of Smyrna developed an on-line questionnaire to gather public input. The survey was first posted on the web site in early July, 2012. As described below, 3 response questions were asked. As of August 22, 2012, there were 51 responses to the survey.

How safe do you feel walking or biking along U.S. 13 in Smyrna?

Very unsafe	60.8%
Moderately/slightly safe	25.5%
No answer	11.8%
Extremely/very safe	2.0%

Brandywine Chrysler Plymouth

U.S. 13 near Ronny's Garden World

Are you satisfied with the overall appearance of the U.S. 13 corridor?

Moderately/slightly dissatisfied	28.6%
Moderately/slightly satisfied	28.5%
Extremely dissatisfied	23.8%
Neither	16.7%
Extremely satisfied	2.4%

What changes would most improve the visual appearance of U.S. 13?

Improved landscaping	64%
Buffered sidewalks/bike paths	64%
Improved pedestrian crosswalks	62%
Decorative streetlights	54%
Town of Smyrna banners	44%
Improved directional signs	34%
Bike lanes	34%
Bus shelters	30%
Other	26%

I-C. PUBLIC/STAKEHOLDER COMMENTS

Stakeholder Interviews

Prior to the U.S. 13 Design Week, the project team identified key stakeholders to interview. In accordance with the design charrette process, stakeholders are identified as individuals:

- who are decision makers
- who can supply valuable information
- who may be affected by the project
- who have the power to promote or block the project

Former Hoffecker's Auto Sales

U.S. 13 Near Royal Farms

"Route 13 is underdeveloped, lacks character and purpose, and is built for through traffic not local trips."

"U.S. 13 will need to serve its historic role as a regional route but it can be made into a more attractive boulevard."

"Continuous sidewalks need to be provided on both sides of the road..."

As listed, representatives from the project team (MPO, State Planning, and Town of Smyrna) interviewed the following stakeholders in July and August, 2012. Each interview consisted of 12 questions regarding transportation needs, land use issues, aesthetics, positive and negative aspects of the corridor, and suggestions for improvements.

Stakeholder	Agency
Pat Stombaugh	Mayor of Smyrna
Jeff Flairty	Smyrna Long-Range Planning Committee
Temple Carter	Smyrna Planning Commission
Isaac Willis	Smyrna Fire Department
Debbie Wicks	Smyrna School District
Daryl Jester	Smyrna Public Works
Wilbert Bordley	Smyrna Police Department
Jeff Hurlock	Town of Clayton
Don Weber/Tom Meyer/ Gene Donaldson/Adam Weiser/Denny Hehman	DelDOT Traffic
Thad McIlvaine	DelDOT Transportation Solutions
Cathy Smith/Lisa Collins/ Tremica Cherry	Delaware Transit Corporation
Sarah Keifer/Mary Ellen Gray	Kent County Planning
Kevin Coyle	Department of Natural Resources & Environmental Control
Judy Diogo/Ray Harbeson	Central Delaware Chamber of Commerce
Joe Zilcosky	Delaware Economic Development Office
Wayde Clendaniel	Fearn Clendaniel Architects

I-D. COMMUNITY VISION

Quotes heard during the stakeholder interviews and Design Week:

"Route 13 looks like everywhere else." "There's no sense of place." "Don't know where Smyrna starts and ends."

"Route 13 is not friendly for pedestrians. It's a barrier between the east and west parts of town."

"The highway lacks character." "The corridor seems neglected and unattractive."

"Route 13 lacks a matching design theme."

"There's great potential to transform the corridor over the next 20 years."

"There's an opportunity to change the feel of this road."

Based on feedback gathered throughout the Design Week, during the stakeholder interviews, and meetings with Town officials, the following is a list of key points that define the community and agency vision for U.S. 13:

Transportation

- Improve pedestrian mobility along U.S. 13
- Improve east-west pedestrian connectivity across U.S. 13
- Maintain U.S. 13 as a 4-lane roadway, with no significant changes to the typical section
- Evaluate new bike/pedestrian connections from U.S. 13 to downtown, parks, and residential areas

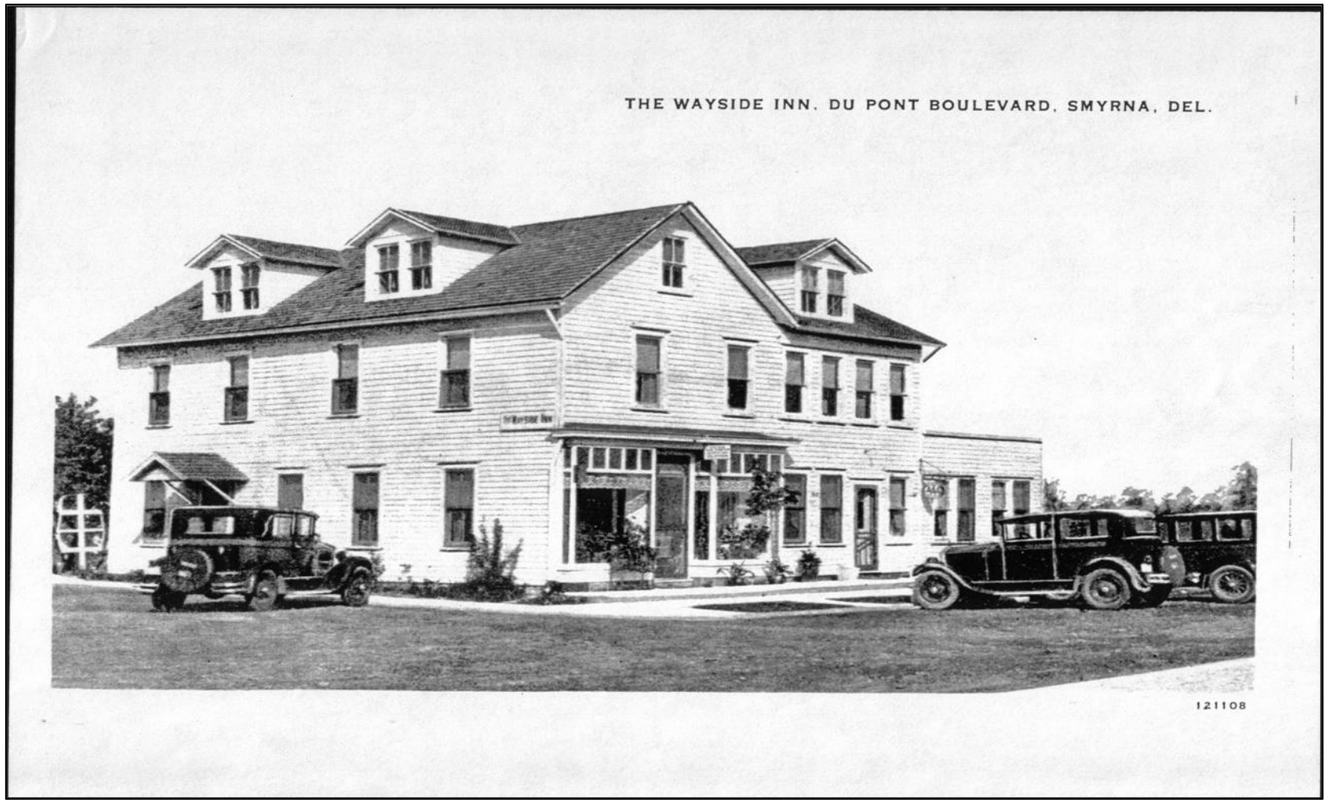
Aesthetics/Streetscaping

- Need to improve the visual appearance along U.S. 13
- Add more greenery along the corridor
- Provide a common architectural theme along U.S. 13
- Provide community gateways at each end of Town
- Pursue aesthetic treatments such as banners, lighting, and street trees

Land Use/Economic Development

- Promote consistent architectural themes for future development
- Pursue redevelopment of under-utilized commercial lots
- Make U.S. 13 inviting so travelers will exit off of Route 1
- Promote Duck Creek and Lake Como as economic attractions
- Mix land uses so people can walk to work, stores, and restaurants

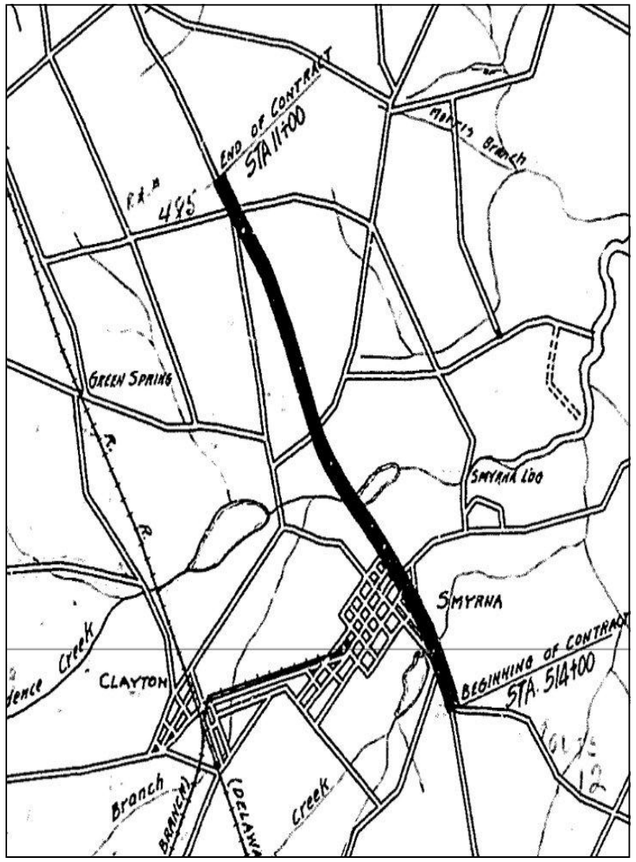
HISTORY, EXISTING CONDITIONS & ANALYSIS



Credit to Delaware State Archives, Dover, DE, DelDOT Plan Archives, Dover, DE, and Arcadia Publishing from *The DuPont Highway (Francis; Hahn)*.

II-A. HISTORY

The DuPont Highway, named after its visionary and private financier, T. Coleman DuPont, was planned to extend the length of the State of Delaware, from the Maryland line in Sussex County to Wilmington. Construction of this highway, known as the nation's first "superhighway" was initiated in Sussex County in 1911. The highway, which provided bypasses of the towns along its route, was designed to accommodate high-speed traffic through the use of adequate grades and curve design.



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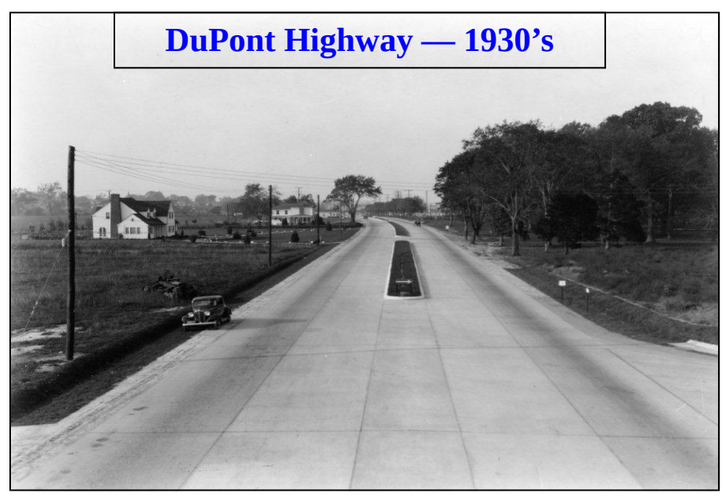
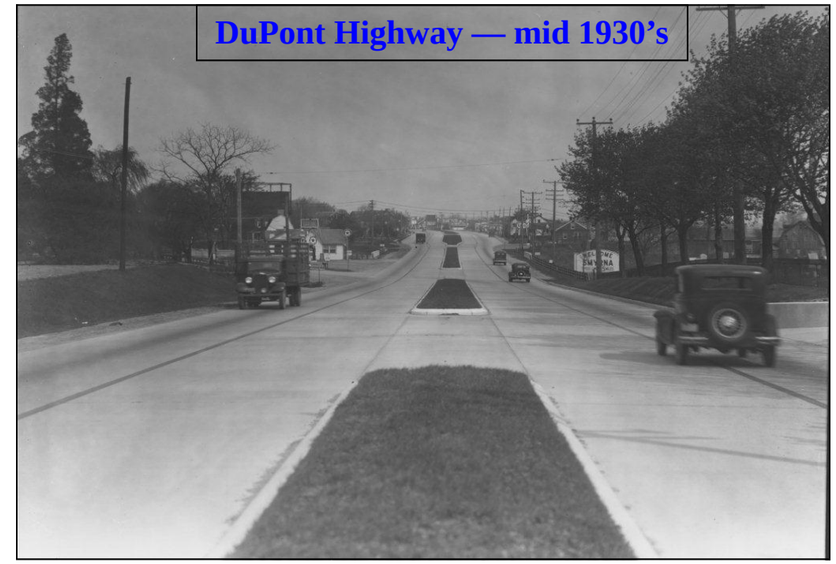
The DuPont Highway was constructed in the Smyrna area in 1917. This was the newly-formed State Highway Department's second public transportation improvement contract in the state. The project limits were Cheswold to Smyrna-Leipsic Road. The original contract called for a 20-foot wide concrete section with 9-foot wide dirt shoulders.

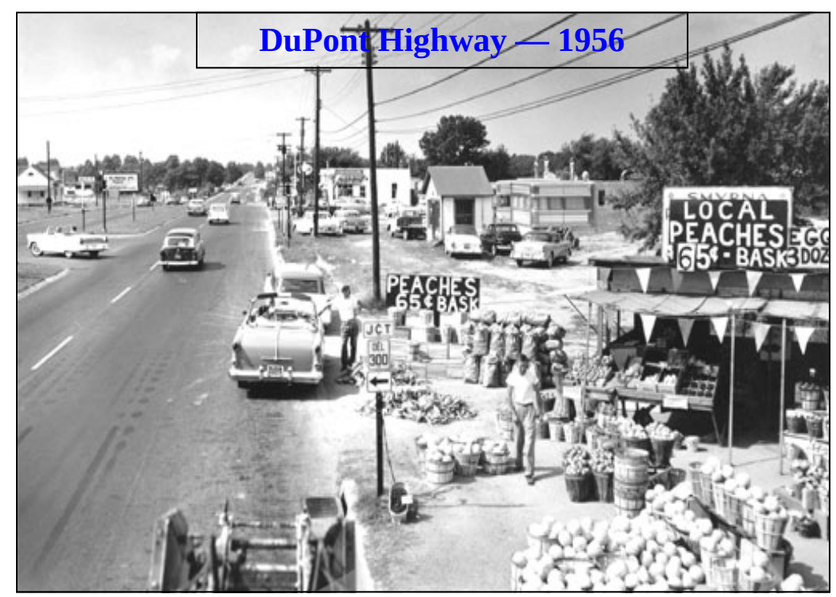
By 1923, the State Highway Department had begun construction on the extension of the DuPont Highway through the east side of Smyrna, creating the initial bypass of the downtown.

In 1934, the DuPont Highway was widened to provide two travel lanes in each direction, while maintaining a curbed median to separate traffic.

In 1993, the first phase of Route 1 was completed, providing a limited-access bypass of U.S. 13 from Smyrna to Dover.


DuPont Highway — 1930's


DuPont Highway — mid 1930's



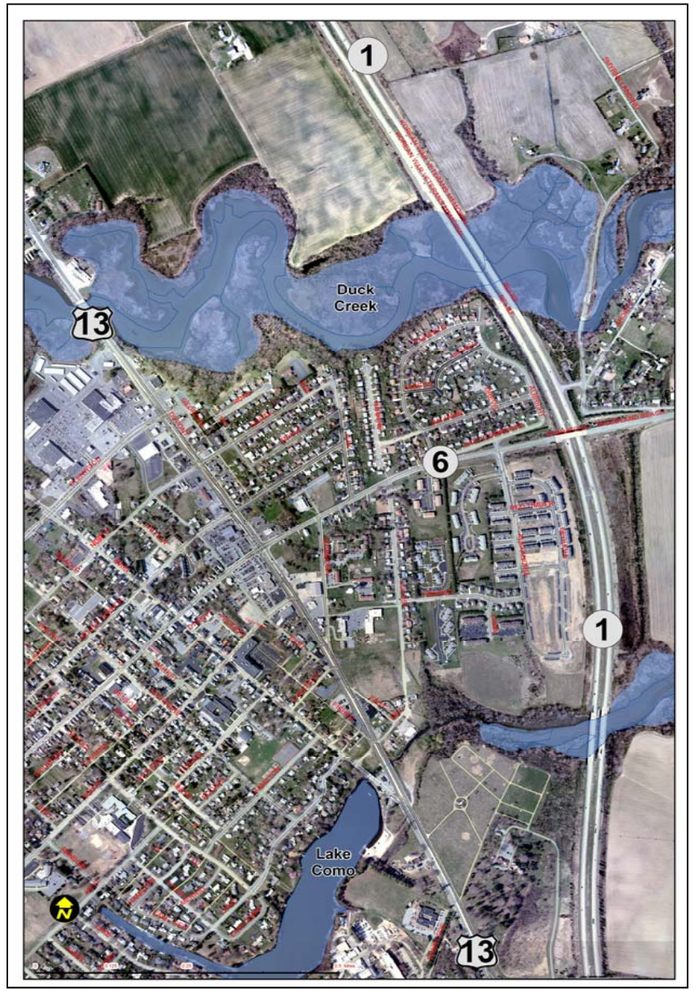
DuPont Highway — 1956

II-B. U.S. ROUTE 13 STUDY AREA

Based on the variations between existing land uses, roadway typical sections, densities, and natural features, the project team determined early in the process that the U.S. 13 corridor through Smyrna is composed of three distinct areas. Each area has common land use and transportation characteristics. The project team developed alternatives for each section, based on these individual characteristics and the identified project needs. The three areas, which are divided by the two primary bodies of water in Smyrna, Duck Creek and Lake Como, are shown in the maps below.

NORTHERN
(Route 1 Interchange to Duck Creek)

CENTRAL
(Duck Creek to Lake Como)



SOUTHERN
(Lake Como to Route 1 Interchange)

II-C. EXISTING LAND USE/ZONING

As noted on page 12, each segment of the U.S. 13 corridor has distinct land use characteristics. Listed below is a description of each of the three segments.

Northern

The Northern section is the least developed portion of the study area, and consists of a mixture of commercial, low-density residential, and open space. Based on U.S. 13 frontage, commercial uses compose nearly half (49%) of the existing land use within this area. About 20% of the land in the Northern section is currently residential. There is a relatively significant amount of open space/vacant land remaining in this section (approximately 18%). In addition, the Smyrna Rest Area, located at the Route 1 interchange, is a significant attractor for regional travelers.

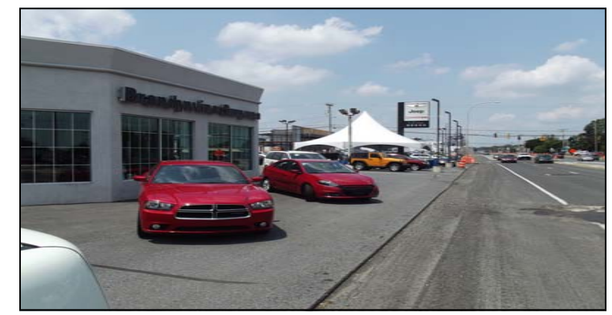
The Northern section currently is not served by public water or sewer, which has limited the amount of commercial development along this section of the corridor. With the exception of Ronny's Garden World, the existing commercial uses are generally small-scale, and include RV dealers, auto repair lots, and convenience stores.

U.S. 13 - Looking South

Central

The Central section is the most highly developed area along the corridor, consisting almost exclusively of traditional auto-dependent commercial uses. With the exception of the open space associated with Duck Creek, all but 2% of the land in the Central section is currently used for commercial purposes. The Central section is served by Town utilities, and generally consists of small commercial lots with individual entrances on to U.S. 13. Several large-scale automobile sales dealerships are located within this section, which include the Willis dealerships and Brandywine Chrysler Plymouth. These dealerships serve both a local and a regional clientele, and have been a traditional presence in Smyrna for a number of years.

Examples of the land use within the Central section include numerous restaurants (fast food and sit-down), convenience stores, gas stations, and strip shopping centers. The State Service Center, which provides government services to lower-income residents, is also located within this section.



Brandywine Chrysler Plymouth

Southern

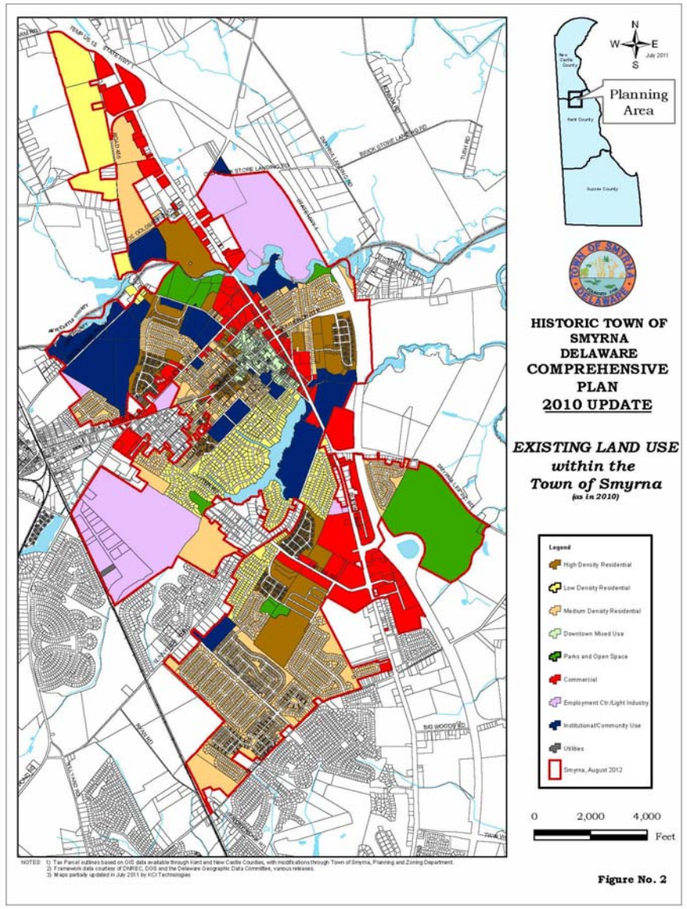
The South section is an emerging suburban development area, composing several new shopping centers as well as low-density residential uses abutting the corridor. The existing land use is relatively evenly split between commercial (39%) and residential (30%), based on U.S. 13 frontage. There is a significant amount of vacant land remaining within this section (16%), most of which is currently for sale.

There are two primary shopping areas in the Southern section, both of which are located adjacent to the Route 1 interchange: Gateway North and Simon's Corner. Gateway North is a traditional suburban shopping center, anchored by a grocery store and complimented by several restaurants and service stores. A hotel is also located near the shopping center. Simon's Corner consists of a wide variety of commercial uses, including several strip shopping centers, a bank, pharmacy, convenience store, and several restaurants.

Between the shopping centers and Lake Como, the land use consists primarily of single-family residential and small offices (medical, legal, etc.). Other important uses include Belmont Hall (state-owned conference center), State Hospital for the Chronically Ill, and the Odd Fellows Cemetery.

Simon's Corner

II-C. EXISTING LAND USE/ZONING



PARCEL DATA

Section	# parcels	In Town limits
North	60	18 (30%)
Central	64	64 (100%)
South	51	23 (45%)

Northern Section
In the Northern section, the majority of the parcels (70%) are within New Castle County jurisdiction. The majority of all parcels (75%) are zoned commercial, either under New Castle County or Town zoning.

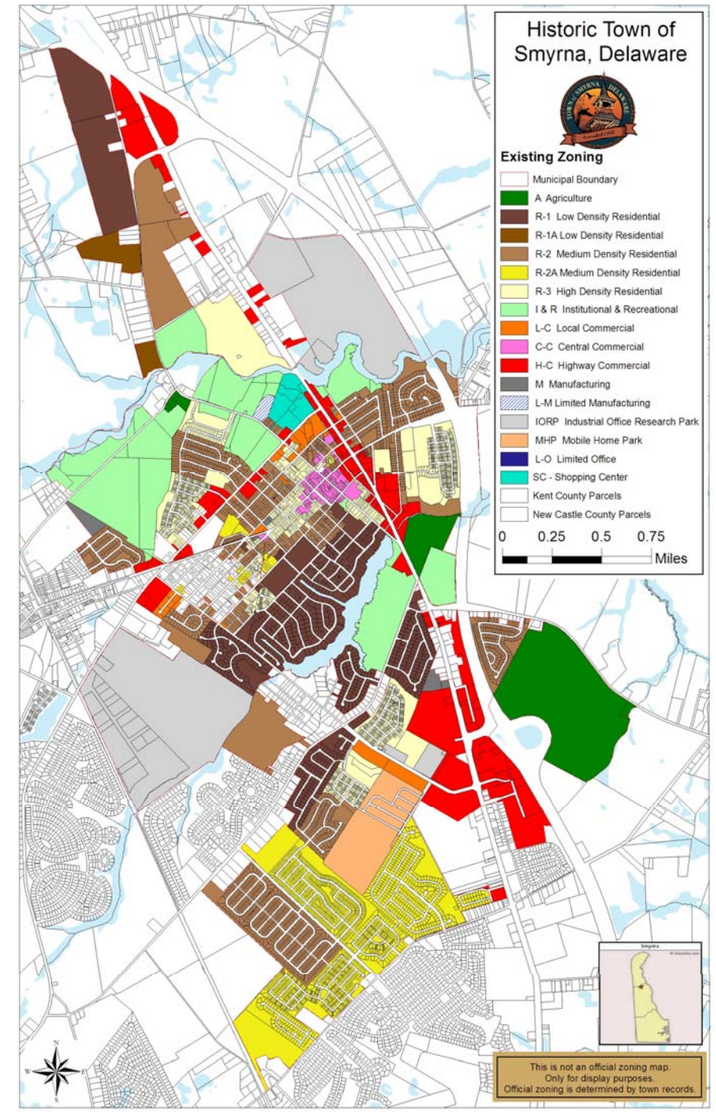
Central Section
In the Central section, all of the parcels are located within Town limits. In addition, the vast majority (98%) are zoned highway commercial.

Southern Section
In the Southern section, over half of the parcels (55%) are located within Kent County jurisdiction. The majority of all parcels (69%) are zoned commercial.

ZONING DATA

Section	Commercial	Other Zoning
North	75%	25%
Central	98%	2%
South	69%	31%

Percentages based on U.S. 13 frontage



II-D. EXISTING LAND USE (NORTHERN SECTION)

True Value Hardware

Smyrna Rest Area

Parkview RV Center

Mid Del Auto Salvage Yard

Wawa Convenience Store

Ronny's Garden World

II-D. EXISTING LAND USE (CENTRAL SECTION)

U.S. 13/Route 6 (Looking North)

Residential Area

Willis Ford

U.S. 13/Route 6 (Looking North)

Wendy's Restaurant

Dairy Sweet

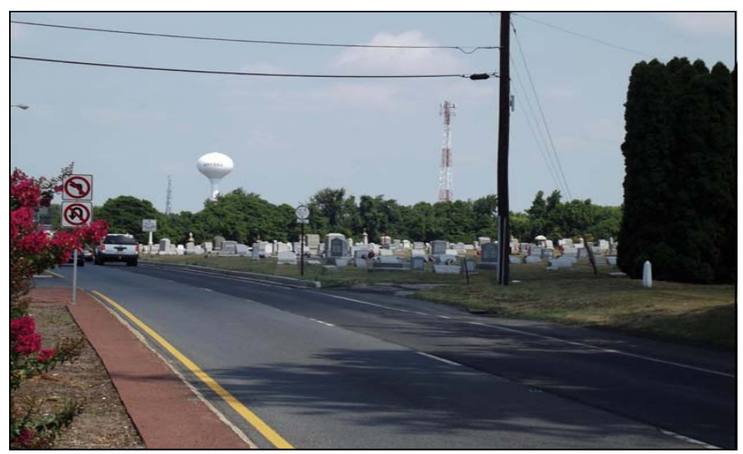
II-D. EXISTING LAND USE (SOUTHERN SECTION)

Near Belmont Hall

Gateway North Shopping Center

Smyrna Diner

U.S. 13/Smyrna-Leipsic Road



Odd Fellows Cemetery

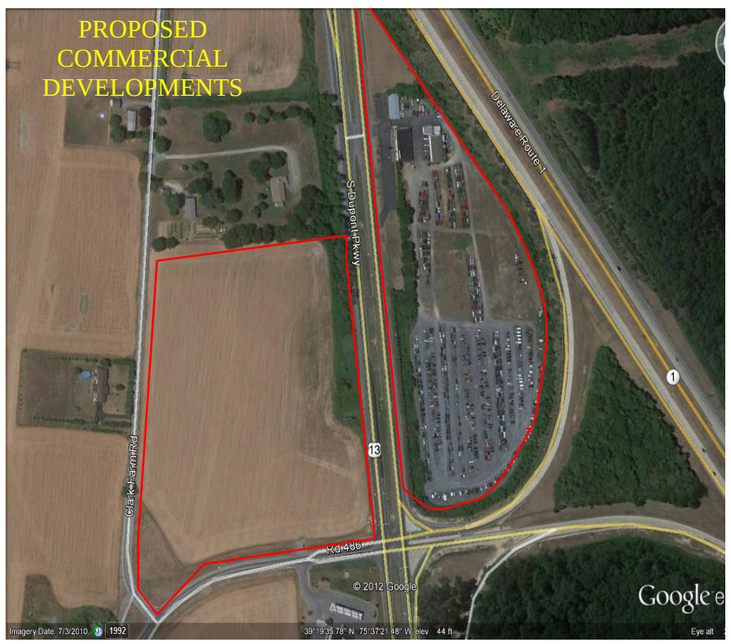
Simon's Corner Shopping Center

II-D. LAND USE ACTIVITY

As of September 2012, there were approximately 27 parcels for sale along U.S. 13, composing just over 100 acres total. Many of these parcels are relatively small, with existing structures. However, there are several relatively large, undeveloped properties located near each Route 1 interchange that are currently for sale. Near the northern interchange, there are about 30 vacant acres for sale, while near the southern interchange, there are about 36 vacant acres listed for sale.

As shown on the map to the right, there are also several residential developments proposed west of U.S. 13. As proposed, these developments compose nearly 1,000 homes on over 340 acres. In addition, a 206-acre mixed use development (Duck Creek Business Campus) has been approved at the southeast corner of U.S. 13 and Paddock Road.

In 2013, the Town of Smyrna is scheduled to extend water and sewer service along U.S. 13 from Duck Creek to Duck Creek Road. Much of this area is currently within New Castle County jurisdiction. Following the extension of the utilities, the Town anticipates that there will be significant interest in annexation requests, parcel consolidations, development proposals, and redevelopment opportunities along the corridor.

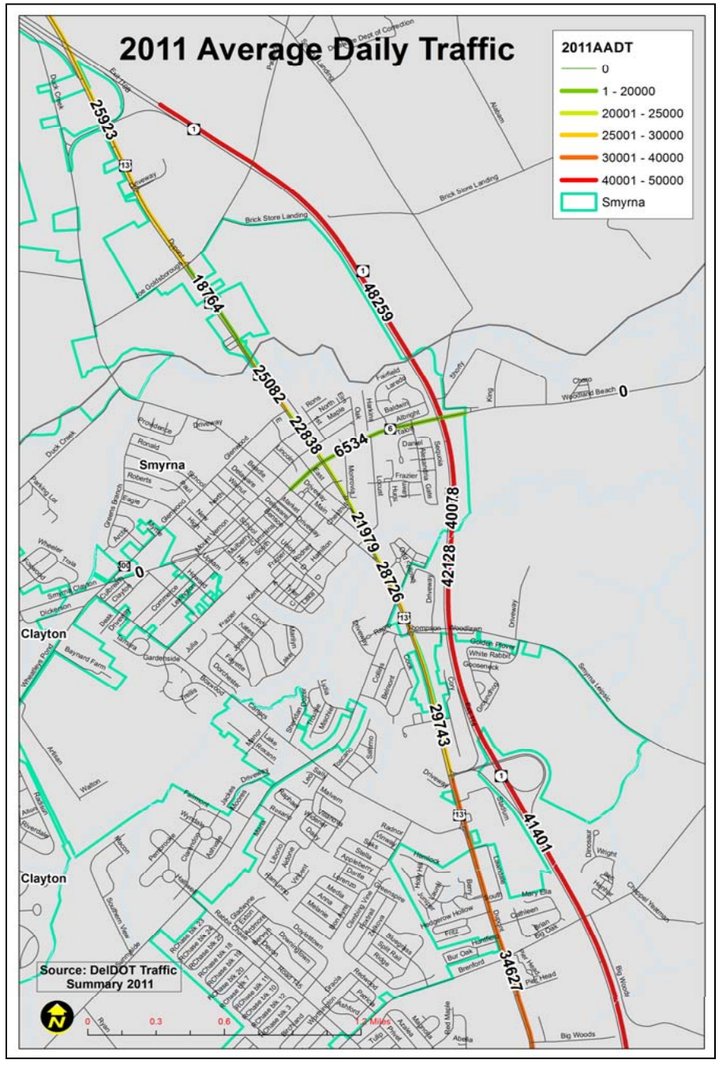


U.S. 13/Route 1 Interchange

U.S. 13/Paddock Road

II-E. EXISTING TRANSPORTATION NETWORK

As part of this study, the MPO completed an inventory of the existing transportation network within the study area. Items such as existing speed limits, shoulders, bus stop locations, and street lighting were mapped as part of the inventory. The maps on the following three pages provide a summary of the inventory. Listed below is a description of some recent transportation and transit-related data.



Transit

DART Route 120 provides weekday bus service along U.S. 13 between Dover and Smyrna, between 6:00 AM and 6:00 PM in Smyrna. Route 120 terminates at the Smyrna Rest Area. There are several bus stops in Smyrna, including bus shelters near North Street (northbound) and Mt. Vernon Street (southbound).

In July 2011, DelDOT conducted a visual study of transit ridership at the two bus shelters, for an 8-hour period. The results are shown in the figure to the right. In March 2012, ridership counts were conducted on the bus. These counts, as shown below, are consistent with the July 2011 observations.

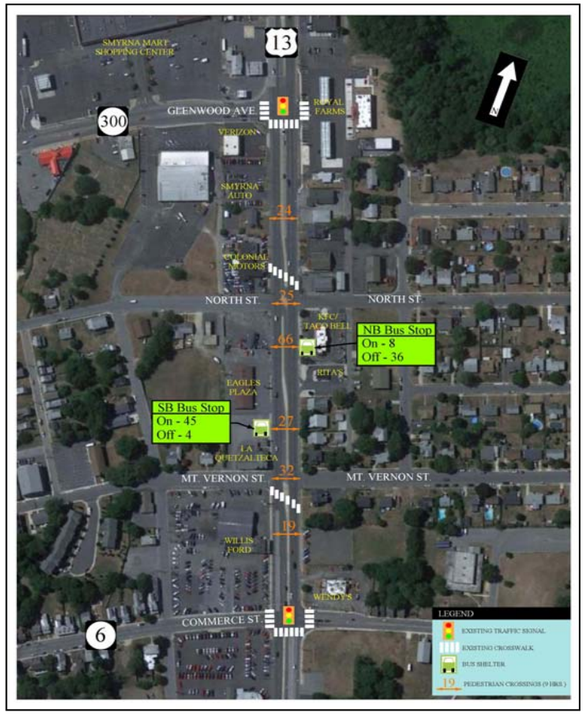
Location	On	Off
North Street (NB)	1	42
Mt. Vernon Street (SB)	47	2

Based on a review of DART ridership data and conversations with DART staff, the Smyrna stops are by far the most heavily used stops on Route 120.

Pedestrian

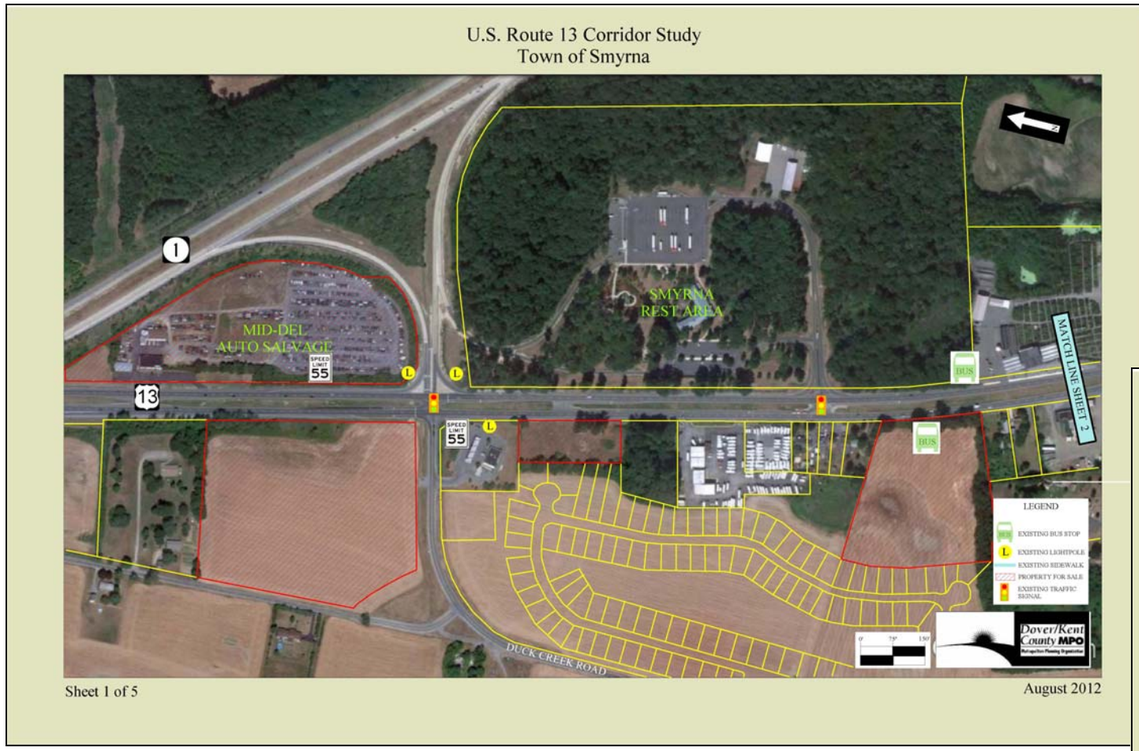
Based on a 9-hour pedestrian study completed by DelDOT in July 2011, there are relatively high volumes of pedestrians crossing U.S. 13. The pedestrian volumes are shown in the figure to the right. The study evaluated warrants for pedestrian improvements, and determined that mid-block crossings (with appropriate signing and signing) should be installed near North Street and Mt. Vernon Street. In the fall of 2012, DelDOT installed the mid-block crossings, as well as enhanced pedestrian amenities (signals and striping) at U.S. 13/Commerce Street and U.S. 13/ Glenwood Avenue.

U.S. 13 Pedestrian Volumes



Mid Block Crossing near North Street

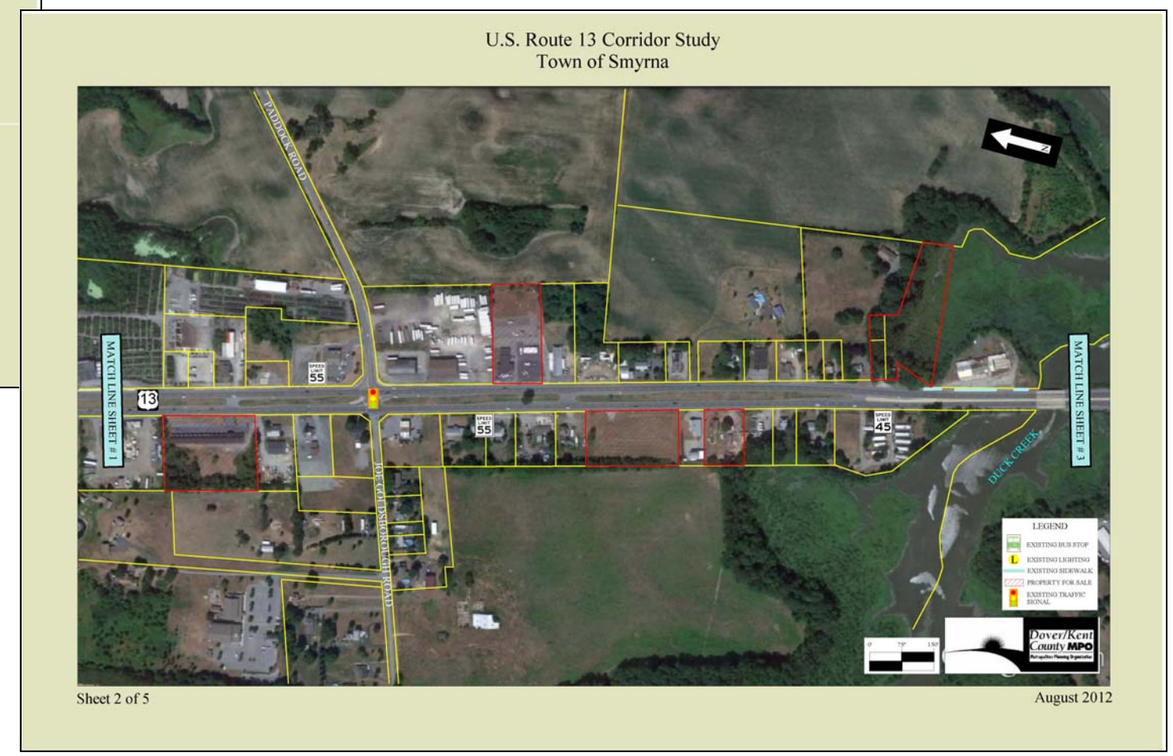
II-E. EXISTING TRANSPORTATION NETWORK - NORTHERN SECTION



On these accompanying maps, existing transportation features are shown in the section between the Route 1 interchange and Duck Creek. These features include:

- Traffic signals (3 signalized intersections)
- Street lighting (U.S. 13/Route 1 ramps)
- Bus stops (near Smyrna Rest Area)
- Speed limits

Properties that are currently for sale are also highlighted.



North of Duck Creek, U.S. 13 functions as a high-speed arterial. With the exception of a 45 MPH transition zone on southbound U.S. 13 just north of Duck Creek, the speed limit is posted as 55 MPH.

In the Northern section, U.S. 13 has a wide grass median. The road has a 10-foot wide paved shoulder throughout the entire Northern section limits.

Based on a review of archived DelDOT construction plans, the U.S. 13 right-of-way within this section is 150 feet wide. This represents the widest right-of-way width among the 3 sections that were evaluated.

There is one small segment of sidewalk in this area, in front of the newly constructed True Value hardware store just north of Duck Creek.

II-E. EXISTING TRANSPORTATION NETWORK - CENTRAL SECTION

Between Duck Creek and Lake Como, U.S. 13 functions as a traditional commercial corridor, providing direct access to a wide variety of commercial land uses. The speed limit is posted as 35 MPH throughout the entire limits of the Central section.

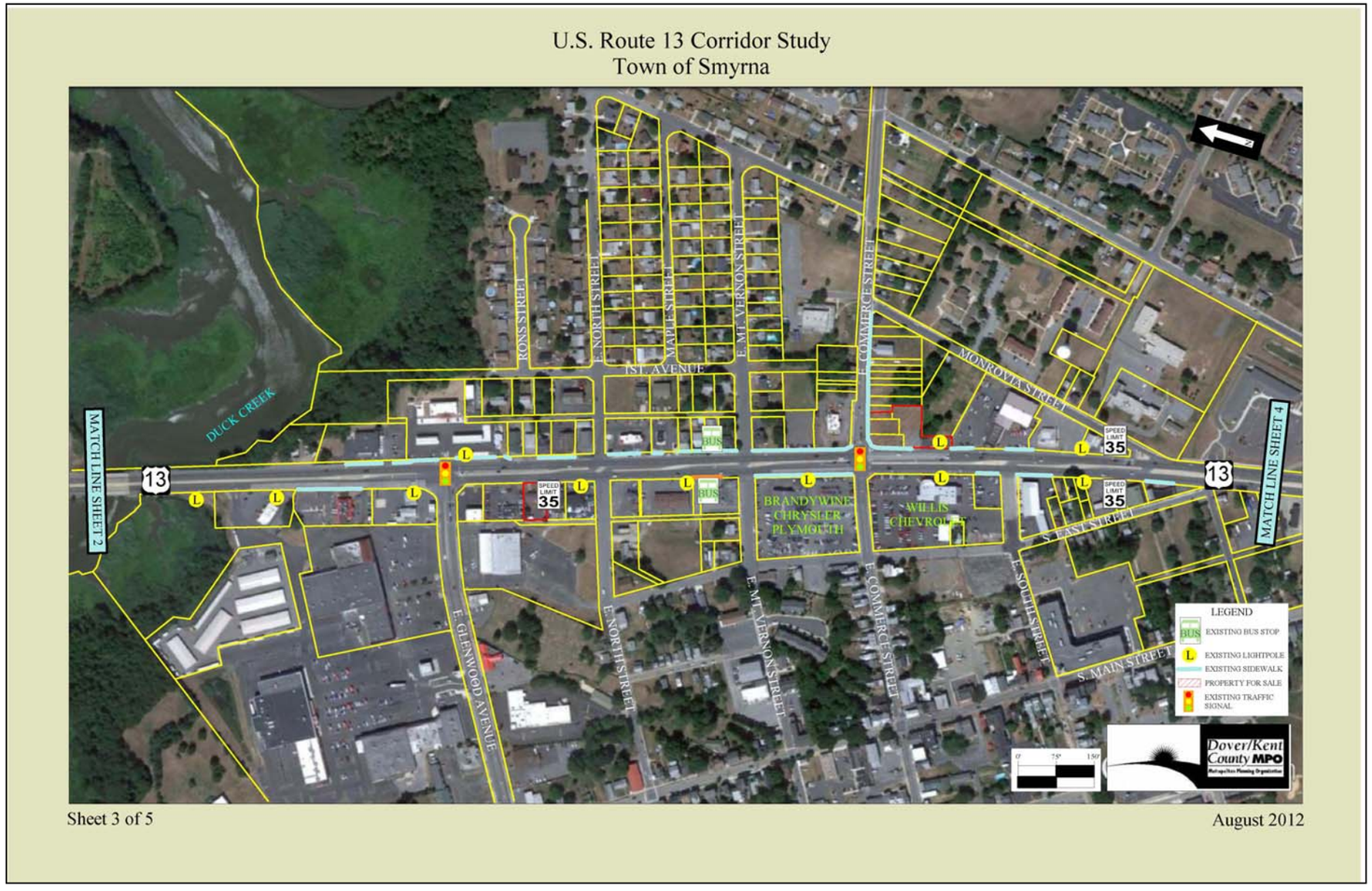
In the Central section, U.S. 13 has a narrow concrete median, which ranges from 5 feet to 17 feet wide. The road has a continuous paved outside shoulder throughout the entire Central section limits, which is also striped as a right turn lane at key intersections.

Based on a review of archived DelDOT construction plans, the U.S. 13 right-of-way within this section is 100 feet wide.

Overhead street lighting runs along the southbound lanes of U.S. 13 only, throughout the entire limits of the Central section.

There are several DART bus stops located within this section, as shown on the accompanying map. Bus shelters are provided at the Mt. Vernon bus stops, along northbound and southbound U.S. 13.

As shown on the accompanying figure, the Central section has the greatest length of sidewalks of the 3 sections that were evaluated. Sidewalks are more prevalent on the east side of the highway, as shown on the map. There are significant gaps in the sidewalk network on the west side of the highway, particularly between Mt. Vernon Street and Glenwood Avenue.



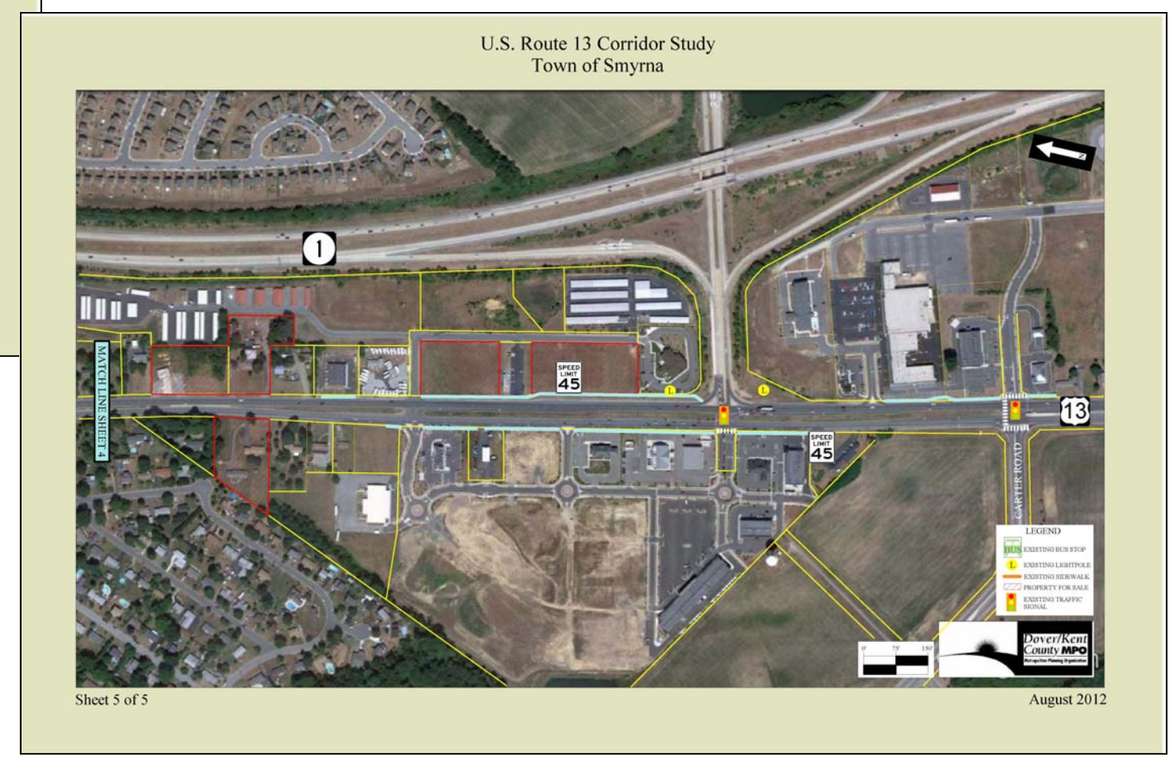
A DelDOT Transportation Enhancement (TE) project is proposed along the U.S. 13 median, from Fisher Street to Commerce Street. Construction of the project, which involves an extension of the existing median enhancements, began in November 2012.

II-E. EXISTING TRANSPORTATION NETWORK - SOUTHERN SECTION

On these accompanying maps, existing transportation features are shown in the section between Lake Como and the southern Route 1 interchange. These features include:

- Traffic signals (2 signalized intersections)
- Street lighting (U.S. 13/Leipsic Road and the Route 1/U.S. 13 interchange)
- Bus stops (near Belmont Hall)
- Speed limits

Properties that are currently for sale are also highlighted.



South of Lake Como, U.S. 13 functions as a transitional area between the urban section and the high-speed roadway south of Carter Road. With the exception of a 35 MPH transition zone on southbound U.S. 13 just south of Lake Como, the speed limit is posted as 45 MPH. There are numerous commercial and residential entrances onto the road.

In the Southern section, U.S. 13 has a median area which ranges from 4 feet to 26 feet wide. With the exception of northbound U.S. 13 at the Odd Fellows Cemetery, the road has a continuous paved shoulder throughout the entire Southern section limits.

Sidewalks are present throughout the more commercialized areas near the Route 1 interchange, including along Simon's Corner and near the Gateway North shopping center. In addition, there are sidewalks along southbound U.S. 13 just south of Main Street, as shown on the map above.

II-F. ENVIRONMENTAL INVENTORY

Duck Creek

Belmont Hall

A cursory analysis of existing environmental and cultural resource inventories was conducted. The accompanying map shows existing wetland, water recharge, and flood-plain areas, based on information provided by DNREC.

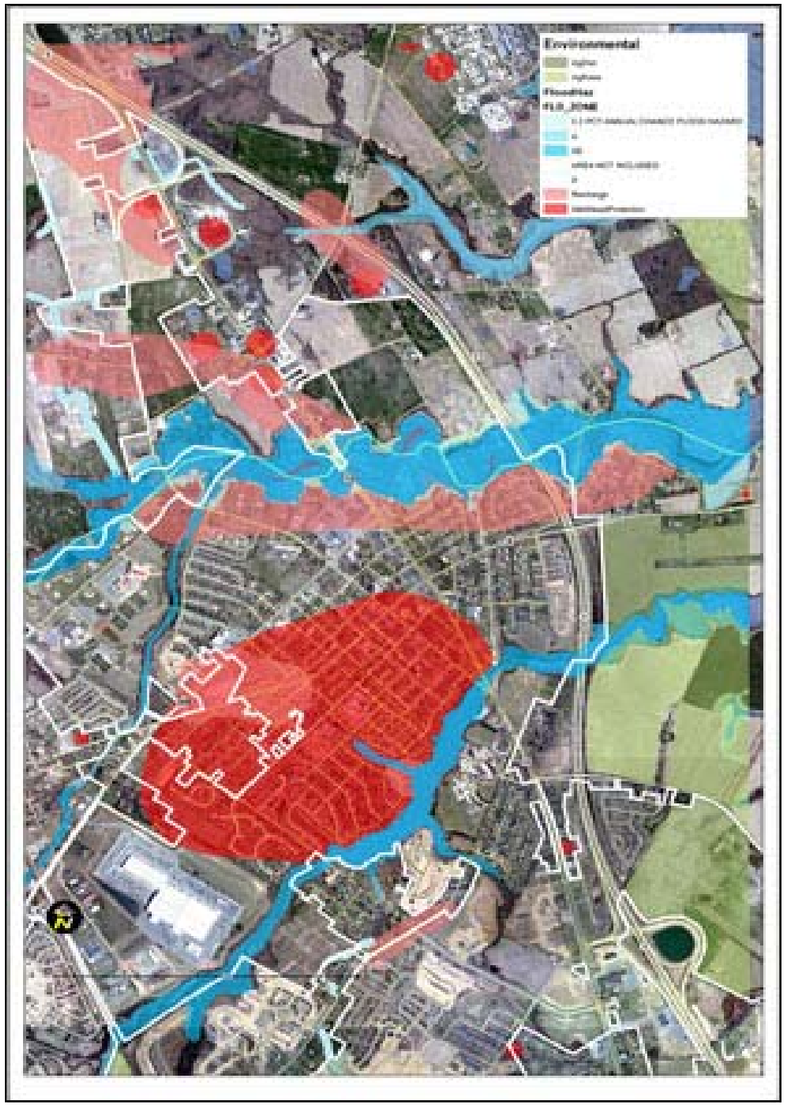
In summary, there are several areas along the corridor considered excellent water recharge areas, particularly in the Northern section. These are shown in pink on the adjacent map.

There is an extensive area adjacent to Duck Creek that is located within the 100-year floodplain. A smaller flood-plain area is also associated with Mill Creek.

The area adjacent to Lake Como is considered a well head protection area (highlighted in red). A portion of the well head protection area traverses U.S. 13.

There are two properties within the study area listed on the National Register of Historic Places:

- Belmont Hall
- Woodlawn (former “Thomas England House”)



II-G. ECONOMIC MARKET ANALYSIS

In August 2012, AKRF completed an economic market analysis of the Smyrna Trade Area. The Trade Area was delineated as the area 15 miles to the north of Smyrna, and 5 miles to the south. The primary purpose of the market analysis was to identify alternative land uses that could be sustained in the U.S. 13 corridor. AKRF conducted the analysis of economic and real estate factors that could influence future development using a variety of methods, including field views, analysis of existing data sources, statistical research, and interviews with key realtors and developers. This data was used during the Design Week to help identify potential land use options that would be consistent with the projected economic market in and around Smyrna.

The market analysis evaluated recent trends and future opportunities for three land use types: housing, office, and retail. Listed below are the key points for each land use:

Housing Development - Analysis

- Smyrna led the State in building permits from 2008 - 2011 (662)
- Since 2004, new home ownership is equally divided between single-family and townhomes
- About 16,000 new homes are projected for the Trade Area by 2030

Opportunity - Historic downtown is a draw for new residents

Opportunity - Townhomes close to shopping/amenities in mixed-use communities

Retail Development

- Significant *inflow* of expenditures for convenience goods from customers living outside the Trade Area
- Significant *outflow* of expenditures for shopping goods to stores outside the Trade Area (i.e., Dover Mall)

Opportunity - 225,000 S.F. of additional retail could be supported in Smyrna (smaller/specialized retail more likely than big box)

Office Development - Analysis

- Significant percentage of vacant office space (16%) in area
- Large amount of vacant office space (740,000 S.F.) in area
- Little demand for office space for the next decade

Opportunity - Small medical offices

CORRIDOR PLAN

The design team listened to the participants of the initial workshop. When combined with the background information assembled ahead of time, the team identified two themes that were predominant:

- Commercial Corridor
- Live/Work/Shop/Play

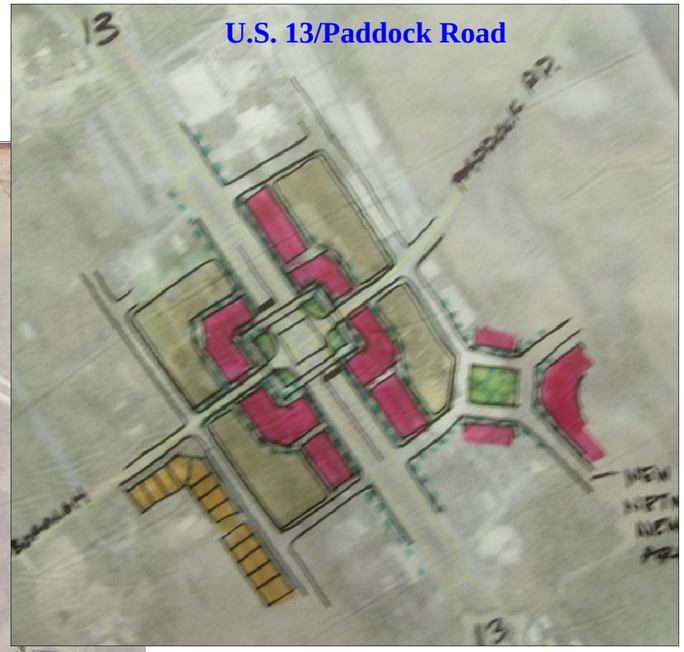
The Commercial Corridor concept develops the area to maximize new commercial development, in keeping with current zoning and land use. The Live/Work/Shop/Play theme combines uses and creating a new 'feel' for the corridor. Designs related to the two themes were developed for presentation to participants of the Wednesday night workshop. For each of the corridor sections, northern, central, and southern, the design team explored the potential developments for the short and long terms.

This was a mechanism to elicit comments from the second workshop attendees and studio visitors on the elements of their ideal community. The Design Team combined the comments to get an idea of a shared vision for the corridor.

Northern Section

The Commercial Corridor theme in the northern section consisted of additional strip development along U.S. 13, particularly around the intersection of Paddock Road. The Commercial Corridor would provide parking in the front of the buildings, and would not propose a mixing of land use types. This is consistent with existing zoning and land uses along other parts of the corridor.

In an effort to provide additional transportation alternatives and a different feel for the corridor, the project team evaluated the Live/Work/Shop/Play theme for this area. This alternative concentrated new development around a "development node", the intersection of Paddock Road and U.S. 13, to include more substantial buildings fronting a well developed intersection with bike, pedestrian, and roadway connections to surrounding vacant land. The residential development proposed for west of U.S. 13 and north of Joe Goldsborough Road would be developed in clusters to preserve the open vistas and visibility of historic agricultural uses. Also considered for the northern area was the development of a consistent theme for the buildings and uses for the lands available at the northern Route 1 interchange. The Town expressed an interest in promoting an "outdoors" architectural theme in this area.

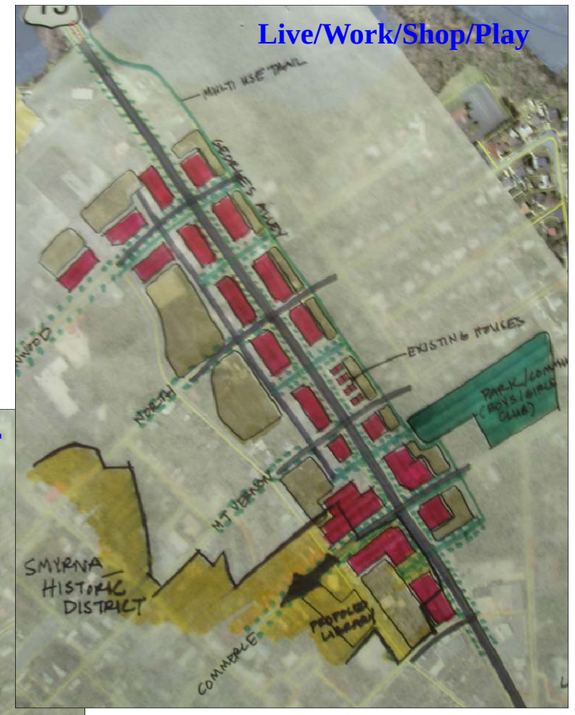


Live/Work/Shop/Play - This alternative provides a different feel along the corridor, to make a driver feel like they had arrived somewhere unique. It effectively creates a northern gateway beyond Duck Creek. It also included the preservation of open agricultural land to the west by different housing development methods.

Commercial Corridor - This alternative maintains the function, look, and feel of the area. The type and density of concentrated development would alert drivers of a community ahead.

Central Section

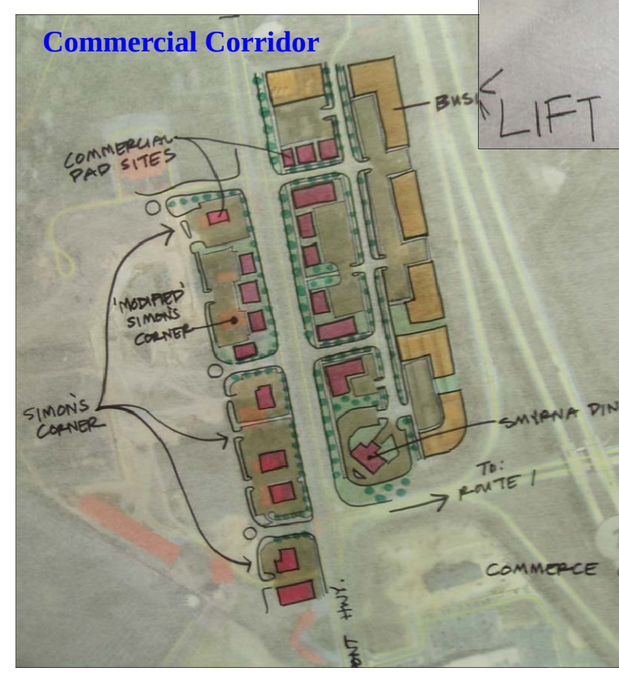
The Commercial Corridor theme was most easily applied to the central section, since it is compatible with the predominant existing land use along this section of the corridor. Currently, parking lots front the buildings, sidewalks are not connected, bus stops are located away from buildings, land uses are not mixed, and there's not a consistent aesthetic or architectural theme.



The Live/Work/Shop/Play theme goes a step beyond to project a greater amount of development and redevelopment. It offered an alternative to a strictly commercial corridor to something that incorporated residential uses alongside of mixed commercial uses. The mechanism to make this possible was to build multi-story buildings along the corridor close enough to the sidewalk to function as a retail business. This land use option would provide additional transportation alternatives such as walking, bicycling, and enhanced bus service.

Southern Section

The Commercial Corridor theme was evident in the existing development patterns of the southern portion of the corridor. The stretch from Sunnyside Road to Simon's Corner is projected to evolve as a limited commercial corridor area as sites become available. The design team did anticipate that the parcels along U.S. 13 at Simon's Corner could potentially be replicated on the east side of the highway. They thought there was some possibility for eventual redevelopment of the storage facilities adjacent to Route. 1.

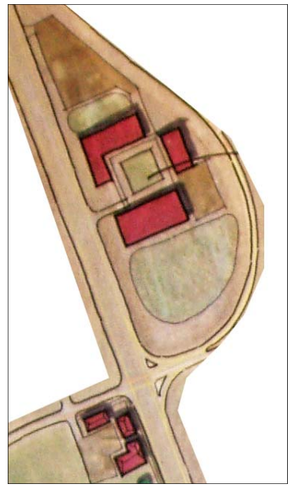


The Live/Work/Shop/Play theme anticipated that there would be redevelopment of underutilized parcels. In this scenario, the greatest impact would be to the vacant and underutilized parcels, changing the uses along U.S. 13, particularly along the vacant land to the west. The vacant property at Simon's Corner, instead of being reserved for a big box store, would be developed as a mixed use lifestyle center. The parcels along U.S. 13 could provide supermarket, banking, pharmacy and restaurants spaces. The lifestyle center would provide housing and other services to create a truly supported pedestrian-scale neighborhood.

III-B. NORTHERN SECTION PLAN

After the public comments were considered, the recommended plans were developed. This section details the plan recommendations. The Northern Section recommendations includes ideal elements of both the "commercial corridor" and "live/work/shop/play" plans. It recognizes that the corridor north of Duck Creek will likely retain a commercial presence. The recommended plan foresees an area that incorporates residential uses and uses other than retail along U.S. 13.

The property at the north interchange with Route 1, currently housing the auto salvage yard, will become available for redevelopment. This plan speculates on what that redevelopment might be by suggesting outdoor themed retail and service uses that could rely on the access to Route 1. The design team identified an opportunity for a hunting or sporting goods store along with sales and service of Motor Homes or trailers. Given the location near the underutilized Duck Creek recreation opportunities, a small watercraft sales and rental outlet could be appropriate in this location as well. The design team heard of the desire for a water park near this interchange. While not appropriate for this parcel, parcels on the west side of U.S. 13 may offer that opportunity. The design team evaluated potential concepts involving large, space-dependent uses on this parcel, particularly those involving the outdoor and/or recreational theme. It was felt that future retail uses should be focused at the U.S. 13/Paddock Road intersection.



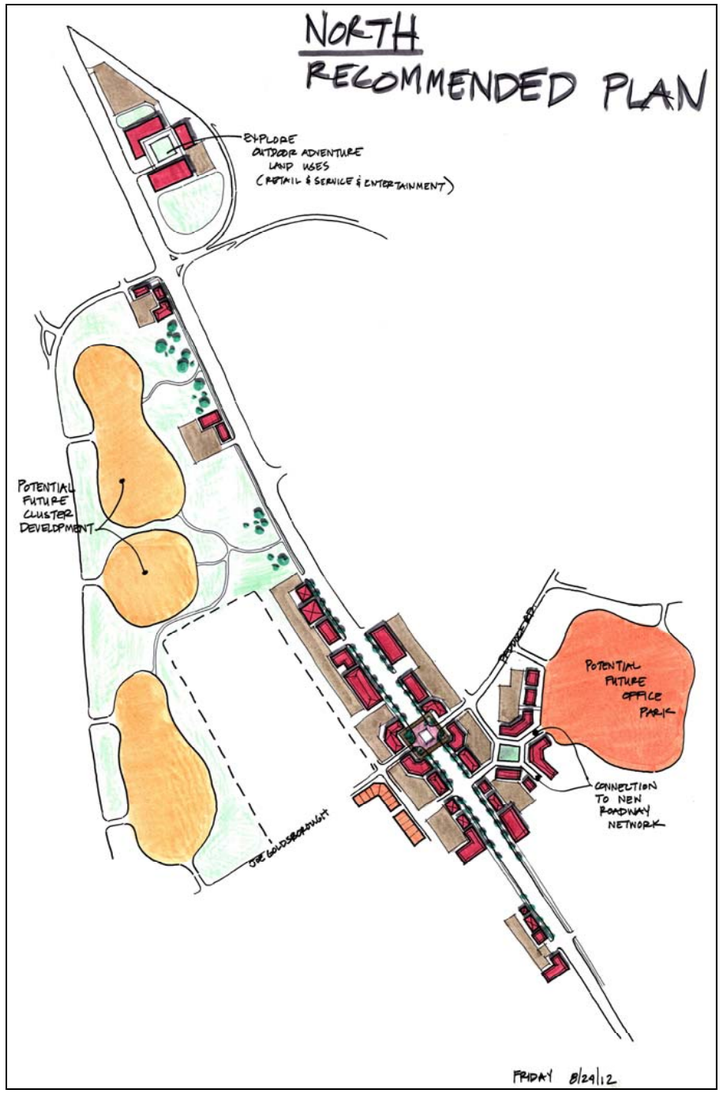
North Route 1 Interchange

The recommended plan includes the development of a consistent architectural theme in this area, one that revolves around an outdoors aesthetic. An example of a recent development that echoes that theme is shown in the photo below.

True Value Hardware

The recommended plan for the Northern section of the corridor includes elements of both the "Commercial Corridor" and the "Live/Work/Shop/Play" plans. The vacant sites and those with redevelopment potential are envisioned for primarily commercial uses, but those sites may incorporate residences in the upper stories. The intersection of U.S. 13 and Paddock Road becomes a node for development activity that extends to Duck Creek and begins to create a road network in the properties to the east. The intersection functions as an entrance into the town of Smyrna, alerting drivers that they are entering a unique place. The creation of a road network to the southeast incorporates those properties as a development site for less visibility-dependent uses such as an office park or light industrial uses, as was originally planned as the Duck Creek Business Park and included as an Employment Center. In order to preserve the historic vistas afforded by open agricultural areas, the plan recommends re-designing the residential subdivision plans west of U.S. 13. The new design would increase density and cluster the housing units, in order to preserve additional open space. Shared-use connections from the new communities to U.S. 13 should be incorporated into the design.

The current residents and those planned in the foreseeable future will not be sufficient to support the retail potential of the corridor. The section of the corridor will, for a large part, remain auto dependent. The retail and office uses discussed previously will require sufficient parking to meet the demands of tenants and customers. The buildings along the Northern section of U.S. 13 should be constructed near the highway and parking supplied in the rear. The area should be developed with sidewalks and bicycle facilities included and they should expand to connect with the infrastructure developed south of Duck Creek, in the Central section.



U.S. 13 Northern Recommended Plan

III-C. CENTRAL SECTION PLAN

The central section is associated with the historic town of Smyrna. It has been developed and redeveloped several times over. If redeveloped, it is the environment that creates the "sense of place" and provides the context for the rest of the corridor and for any future plan.

Despite this being the most commercially developed section, it was developed as a bypass of the original town with few amenities for pedestrians or bicyclists. In addition, the right-of-way was considered to be suitable only for business and through-travel. The residents that participated in the planning efforts felt that the important steps were to bury the overhead utilities, create a more pedestrian friendly environment that connects with the historic center of town, carry potential customers through the corridor, and present a good appearance for the town of Smyrna.

Smyrna has a vibrant, historic downtown area that is only one block from U.S. 13. The historic downtown, which is listed on the National Register of Historic Places, consists of a wide variety of uses that include the Smyrna Opera House, the Smyrna Library, Christiana Care, historic shops and restaurants, and historic structures that house a mixture of residential land uses. The Smyrna Historic District also has an established architectural and streetscaping theme, as evidenced in the graphics below. Participants in the Design Week indicated a strong desire to tie future improvements along U.S. 13 to the Smyrna Historic District themes. Also, participants identified the need to physically link U.S. 13 to the Historic District through improved pedestrian connections, signage, and landscaping along Mt. Vernon Street and Commerce Street.

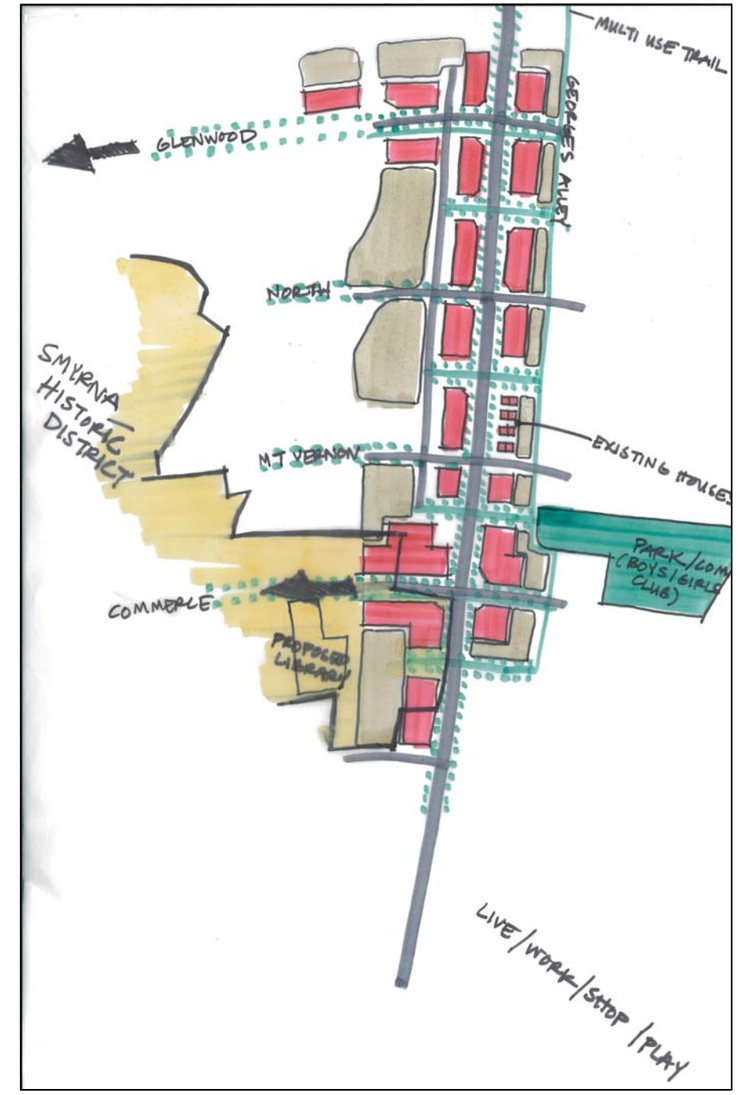
Commerce Street (Looking East)

Commerce Street (Looking East)

Main Street (Looking North)

Proposed Historic District Banners

Main Street (Looking North)



U.S. 13 Central Recommended Plan

III-C. CENTRAL SECTION PLAN

The success of the corridor plan depends on the town's ability to develop a mechanism beyond this plan to institutionalize urban design in the corridor. There was considerable discussion about implementing a hybrid form-based code for properties on the corridor. Such a code creates a priority for building form and construction, and therefore allows a mix of uses. The preferred form the design team heard was to present buildings close to the road while providing parking behind and to include a mix of uses in those buildings, including residences, offices and retail space. This form provides for all the potential means to travel the corridor, as a driver, as a pedestrian, as a bicyclist, even in wheelchair. The sidewalks must be wide enough to facilitate the users, and they must be continuous to connect all of the destinations in the corridor, including those in the Northern and Southern sections.

U.S. 13/Commerce Street - Existing

U.S. 13/Commerce Street - Rendering

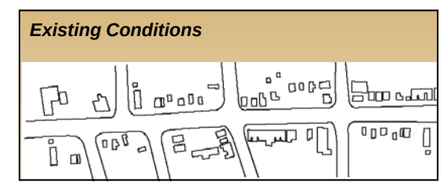
The design of the road, while moving traffic, allows appropriate speeds for walkers and motorists. The consensus of the public meetings and the design team was that the speed limit through this center section of the corridor remain at 35 miles an hour. In this plan, it would remain a four lane road with turn lanes, but it could include measures at the intersections to assist pedestrians. In addition, one of the tasks the design team was asked to consider was a mechanism to define a "gateway" into Smyrna. A potential solution for the southern gateway is shown in an artist rendering of the section at U.S. 13/Main Street near Lake Como.

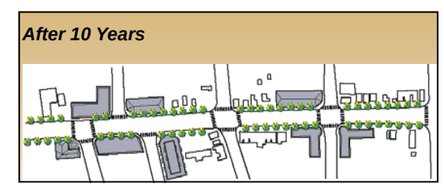
U.S. 13/Main Street - Rendering

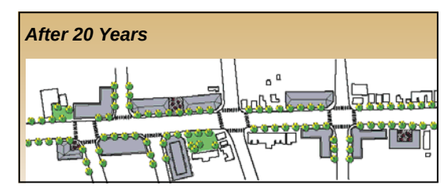
The strategy identified during the Design Week was to concentrate the new land use themes at the two key intersections in the Central section: Glenwood Avenue and Commerce Street. As properties re-develop over a period of time, the developers would design new buildings in accordance with the U.S. 13 Corridor Plan. As noted, this would include:

- Pedestrian connections
- Buildings close to the highway (parking in the rear)
- Landscaping
- Transit amenities
- Mix of land uses
- Architecture consistent with Historic District theme

The Town recognizes that this will be a long-term plan that will be implemented as properties re-develop over time. The graphic below depicts the land use process anticipated for U.S. 13, showing the potential evolution of redevelopment over a 20-year period..







III-D. SOUTHERN SECTION PLAN

If the Northern section is for future development and the Central section is the historic development area, then the Southern section is the current development area. The development of the commercial area at Simon's Corner is the beginning of the new, alternative small community center development. The Southern area plan has the potential for setting the standard for future development in the town of Smyrna while preserving the character of the corridor.

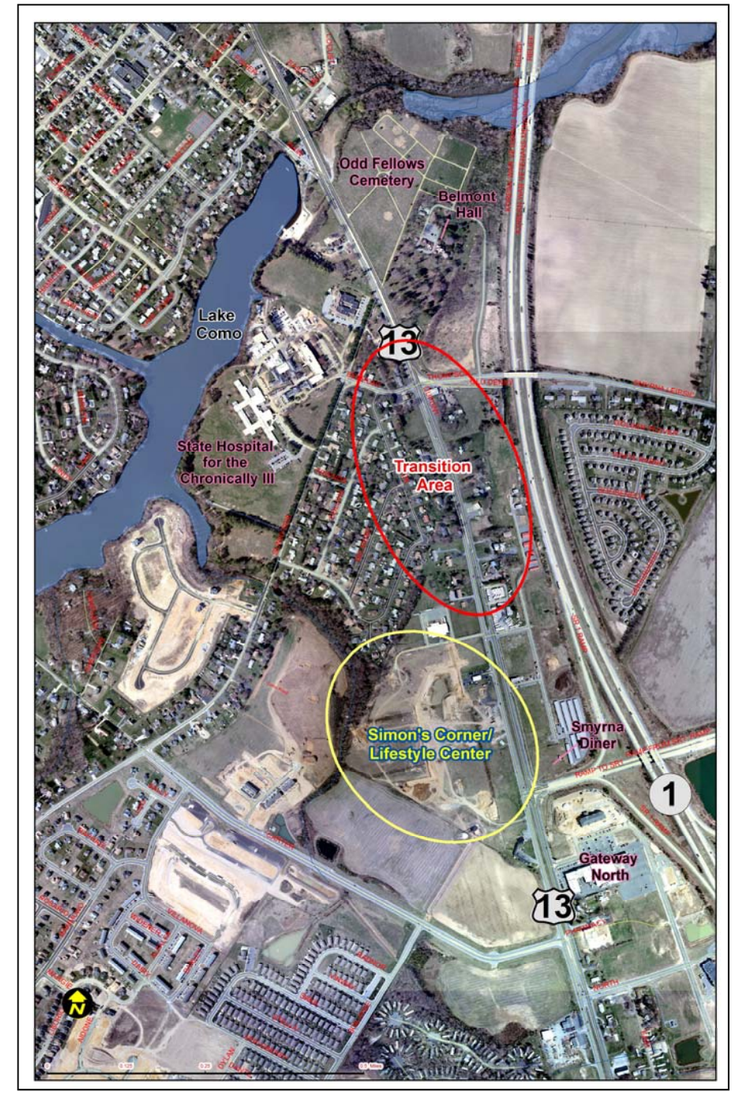
The Economic Analysis performed for the corridor plan indicated that there were some niches of retail service that currently weren't being served. It was concluded that the town and surrounding areas could not immediately support those types of retail niches (i.e., big box retail). The town would have to further evolve to become a commercial center in its own right.

The portion of the southern area adjacent to the Central area includes some of the last remaining residential structures along U.S. 13 in Smyrna. The recommended plan for the Southern area includes preserving the residential and small office character of the corridor from Lake Como south to Simon's Corner. Though currently zoned commercial, the Town has expressed an interest in retaining the residential nature of this area, which serves as a transition area between the two primary commercial areas in Smyrna, the historic commercial core and the new suburban style commercial developments adjacent to the Route 1 interchange. This approach was reiterated by the public and the stakeholders during the Design Week. This area includes the historic, National Register, publicly owned house and grounds of Belmont Hall. It also includes the privately held structure of the Thomas England House (also on the National Register of Historic Places). The primary institutional use is the State Hospital for the Chronically Ill, essentially a residential use, all within the overall residential surroundings of this area.

There are numerous single-family residences within this transition area, as well as several small offices essentially operating out of a former residence. These businesses generate low volumes of traffic. The figure to the right shows the limits of the transition area, as well as the proposed development options at Simon's Corner (discussed on page 32).

Residential Land Use

U.S. 13/Leipsic Road



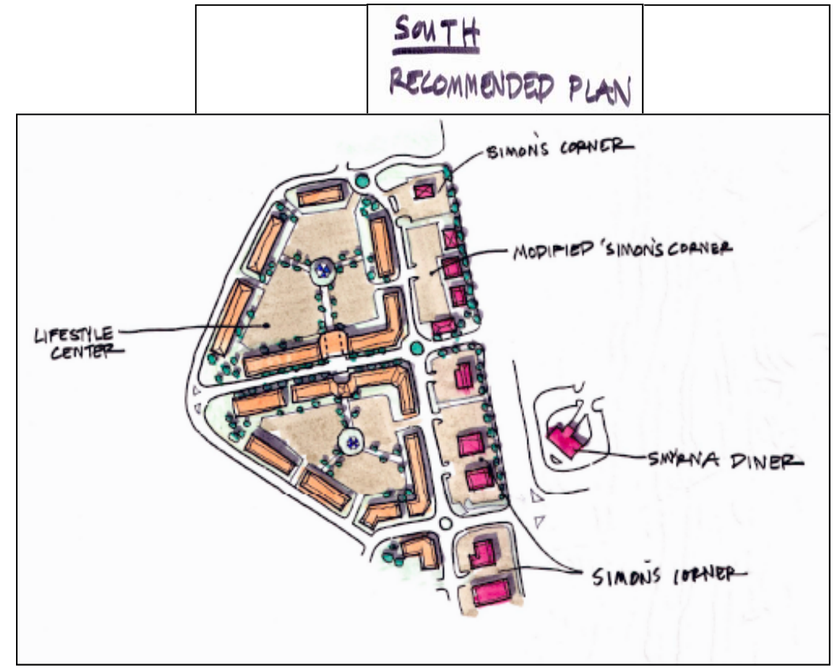
U.S. 13 Southern Section

III-D. SOUTHERN SECTION PLAN

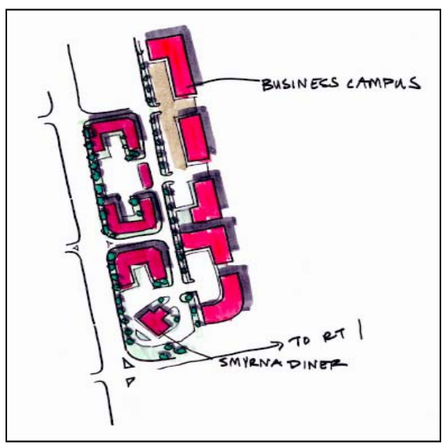
The recommended plan for the Southern area proposes to concentrate new commercial and high density residential development near the southern interchange, including Gateway North shopping center, Simon's Corner and the area around Smyrna Diner. The area immediately to the north and south of the Gateway North plaza is being developed for larger service and retail uses with smaller retail uses filling the gaps. The plan makes no recommendations to change that.

The primary recommendations for the Southern area involves development of the vacant portions within Simon's Corner and the east side of U.S. 13 and ultimately redevelopment of some of the existing uses in the area. The development of Simon's Corner relies heavily on the Live/Work/Shop/Play alternative considered on Wednesday evening of Design Week. The design recommended for the vacant land within Simon's Corner is to develop a new mixed use neighborhood known as a lifestyle center. The neighborhood would support the retail development immediately adjacent to and across U.S. 13. It would supplement the retail and service uses if smaller outlets were built into the neighborhood as part of the mixed use buildings.

The first phase of development of a lifestyle center would include changing the proposed use of the existing vacant land at Simon's Corner from a 'big box store' to high density residential that incorporated small retail and service uses on the ground floors. The residential units may be either condominiums or apartments, depending on the market. A combination of parking and open space could be accommodated within the interior of the parcel. If the market supported the development of these units on one parcel, the concept could be extended to the adjacent parcel. A potential concept for a lifestyle center is shown on the graphic to the right.



U.S. 13 Southern Recommended Plan - Simon's Corner



Potential Redevelopment Concept
East Side of U.S. 13

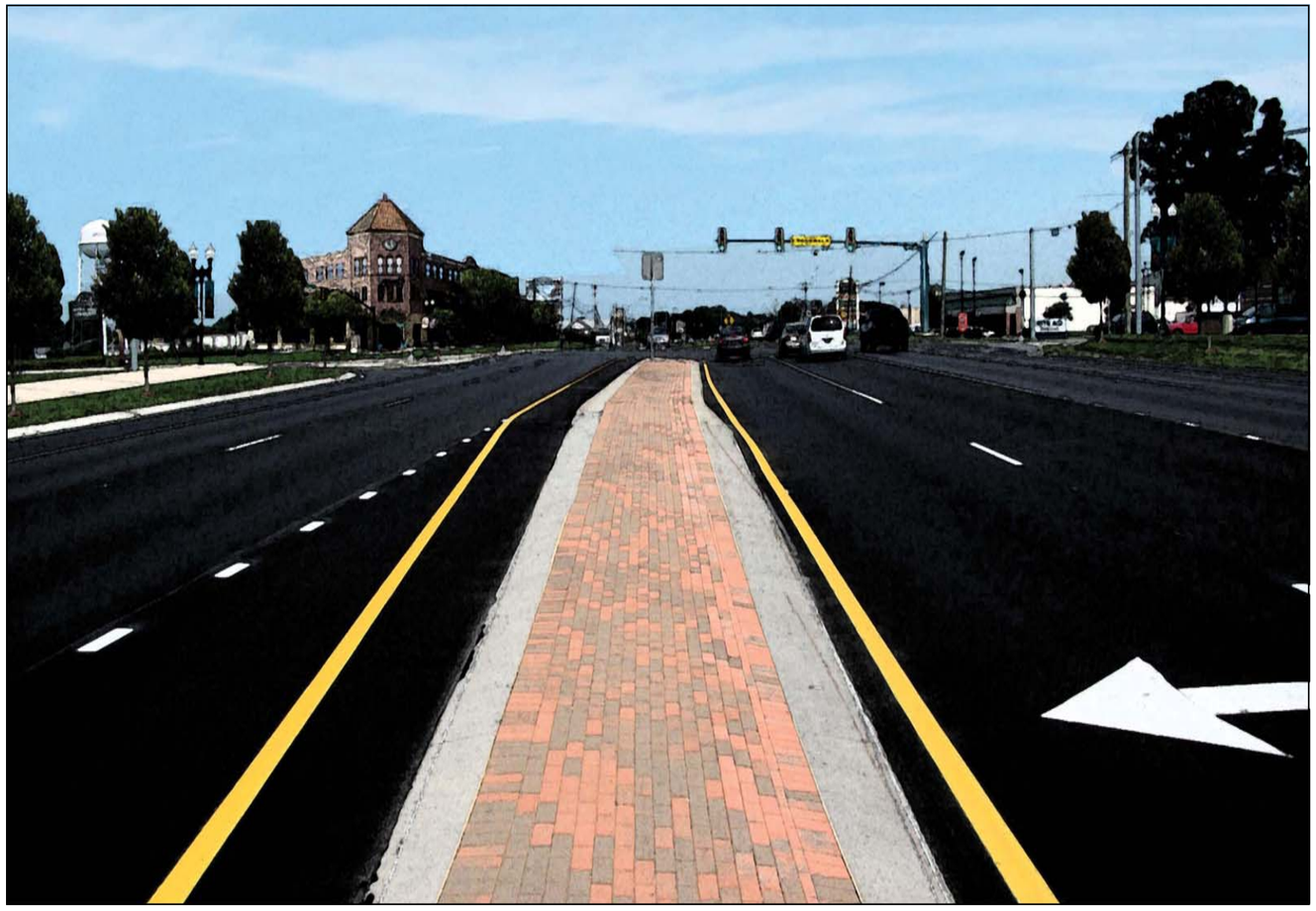
The second phase of development would include redevelopment of the uses along U.S. 13, both the east and west sides. The uses along the west side could evolve to more intense uses that serve the neighborhood and community as the market facilitates, but would be guided by form-based regulations adopted by the town. The recommendation preserves the institution of the Smyrna Diner but projects a more intensely developed retail center to the immediate north. As the market warranted, the storage units adjacent to Route 1 (on the east side of U.S. 13) could be redeveloped as commercial uses. A potential concept for a business campus for the east side of U.S. 13, north of the Smyrna Diner, is shown on the graphic to the left.

As part of the Design Week, the public and stakeholders expressed a desire to provide streetscaping and an architectural theme along the Southern section, in order to extend the common corridor-wide theme as well as providing a gateway into Smyrna. This could potentially include:

- Lighting
- Median treatments
- Landscaping
- Banners

Streetscaping Concept Near Carter Road

IMPLEMENTATION



IV. IMPLEMENTATION PLAN

The U.S. 13 Corridor Plan provides a long-term vision and implementation strategy for the Town of Smyrna, the Department of Transportation, other State and County agencies, property owners, and developers. The Implementation Plan contains a number of projects and strategies consisting of public, private, and public/private partnerships.

The overall goals of the Implementation Plan are to:

- Strengthen the economic vitality of the Town of Smyrna
- Enhance transportation conditions along the U.S. 13 corridor
- Enhance the aesthetics along the corridor
- Develop zoning codes that promote well-planned development
- Promote a pedestrian-friendly community

Specific short-term and long-term recommendations for each portion of the study area, as well as general corridor-wide recommendations are listed in the tables on the following four pages.

Artist Rendering - Duck Creek Bridge (Looking South)

In 2012, the Town of Smyrna completed a "branding" study that developed a consistent theme for aesthetic treatments throughout Town. The recommended designs for decorative lighting and banners are displayed to the left.

Artist Rendering - Future Land Use Option at U.S. 13/Commerce Street

IV-A. IMPLEMENTATION PLAN - CORRIDOR WIDE

Item	Timeframe	Responsibility
Adopt U.S. 13 Corridor Plan as a Comprehensive Plan Amendment Work with Office of State Planning through the Preliminary Land Use Service (PLUS) process	Short Term	Town of Smyrna/ Office of State Planning
Develop a Form-Based Code Hire a consultant to assist with writing a new zoning code Consider a hybrid code which combines elements of form-based codes and traditional zoning	Short Term	Town of Smyrna
U.S. 13 Development Corporation (project "champion") Gather ideas from Corporations that have been formed in other cities, such as Downtown Dover Partnership Have Town Council authorize the formation of a Development Authority or Corporation	Short Term	Town of Smyrna
Establish a Developer's Forum Invite local and regional developers for a one-day forum to solicit ideas and generate interest in Smyrna	Short Term	Town of Smyrna/ County Economic Development
Establish U.S. 13 Transportation Improvement District (TID) Work with DelDOT to create a TID (additional details below) Include language in Town's Comprehensive Plan update, indicating need to form a TID	Mid Term	DelDOT/Town of Smyrna
Corridor Beautification Encourage business owners to install landscaping Develop a "best practices" brochure for business owners to provide consistent plantings Work with the University of Delaware, Dept. of Agriculture, etc. for technical assistance	Mid Term	Town of Smyrna

Short Term: 1 - 5 years	Mid Term: 5 - 10 years	Long Term: 10+ years

Transportation Improvement District (TID): As noted in the *2007 Kent County Comprehensive Plan*, "TID's are areas where rather than relying on individual traffic impact studies, the County, DelDOT, the MPO, and the community will develop a more complete plan addressing a larger area for transportation improvements including road upgrades, road interconnections, and bicycle and pedestrian facilities." DelDOT has drafted proposed regulations relating to the creation of TID's, with adoption anticipated by the end of 2012. In order to be created, a TID requires one of the following: General Assembly legislation, MPO Council action, or an agreement between the local government and DelDOT. DelDOT is anticipating the first 3 TID agreements in the state to be enacted in the fall of 2013.

IV-B. IMPLEMENTATION PLAN - NORTHERN SECTION

Item	Timeframe	Responsibility
Gateways Meet with DelDOT Traffic to determine regulations Develop conceptual locations at north end of town and present to DelDOT Prepare design plans and secure Community Transportation Funds (CTF) for installation	Short Term	Town of Smyrna DelDOT
Duck Creek Clean Up Day Work with the community, civic groups, and DNREC to remove trash from the river	Short Term	Town of Smyrna DNREC
Evaluate a new pedestrian bridge over Duck Creek (southbound U.S. 13) Meet with DelDOT Bridge Design Develop concept plan and cost estimate	Short Term	DelDOT/MPO/ Town of Smyrna
Promote Eco-Tourism Work with DNREC to tie into Bayshore Initiative	Short Term	Town of Smyrna/ DNREC
Aesthetics/Streetscaping Develop a phased plan for incorporating street trees, landscaping, decorative lighting, banners along the corridor	Short Term	Town of Smyrna/ DelDOT
Establish an architectural theme that corresponds to the outdoors, eco-tourism and hunting/fishing	Short Term	Town of Smyrna
Promote regionally attractive uses near the interchange that are consistent with the outdoors theme (Examples - boat dealers, sporting goods store, outdoor recreational uses such as go-carts, paintball, etc.)	Ongoing	Town of Smyrna
Enable the creation of a commercial node at U.S. 13/Paddock Road/Joe Goldsborough Road Retail, restaurants, shopping, offices to serve future residential development anticipated for the area Promote buildings close to the road with parking in the rear of the building	Long Term	Town of Smyrna
Redesign proposed residential developments as "conservation subdivisions" Cluster housing units to preserve open space and views Develop a local transportation network to link neighborhoods to U.S. 13, through streets, bike paths, sidewalks	Long Term	Town of Smyrna

Short Term: 1 - 5 years Mid Term: 5 - 10 years Long Term: 10+ years

IV-C. IMPLEMENTATION PLAN - CENTRAL SECTION

Item	Timeframe	Responsibility
Develop a sidewalk concept plan Evaluate pedestrian needs along U.S. 13 and crossing U.S. 13 Identify future sidewalk locations and constraints Develop prioritized list and cost estimates	Short Term	MPO
Develop an architectural theme that corresponds to the theme of the Historic District New buildings should follow the selected architectural theme Uses along U.S. 13 should complement the Historic District, not compete against it	Short Term	Town of Smyrna
Aesthetics/Streetscaping Develop a phased plan for incorporating street trees, landscaping, decorative lighting, and banners along the corridor Complete a study of the requirements and cost necessary to bury the overhead utilities Evaluate mast arms, instead of the current wire span traffic signals	Short Term	Town of Smyrna/ DelDOT
Parks Enhance the Town-owned property at U.S. 13/Commerce Street (Boys & Girls Club) into a park Enhance the Town-owned property on the East side of U.S. 13 (north of Mill Creek) into a park	Mid Term	Town of Smyrna
Encourage a "Town-style" of development New buildings should be close to the road, with parking in the rear New buildings should be multi-use (commercial on the bottom floor, office or residential on the upper floor) Incorporate into new zoning code	Ongoing	Town of Smyrna
Promote Commerce Street as a gateway, connecting U.S. 13 with Downtown Smyrna Provide consistent streetscaping, lighting, architecture, etc. to visually link these areas	Ongoing	Town of Smyrna
Concentrate "Town-style" development at U.S. 13/Commerce Street and U.S. 13/Glenwood Avenue as the initial phase	Ongoing	Town of Smyrna

Short Term: 1 - 5 years	Mid Term: 5 - 10 years	Long Term: 10+ years

IV-D. IMPLEMENTATION PLAN - SOUTHERN SECTION

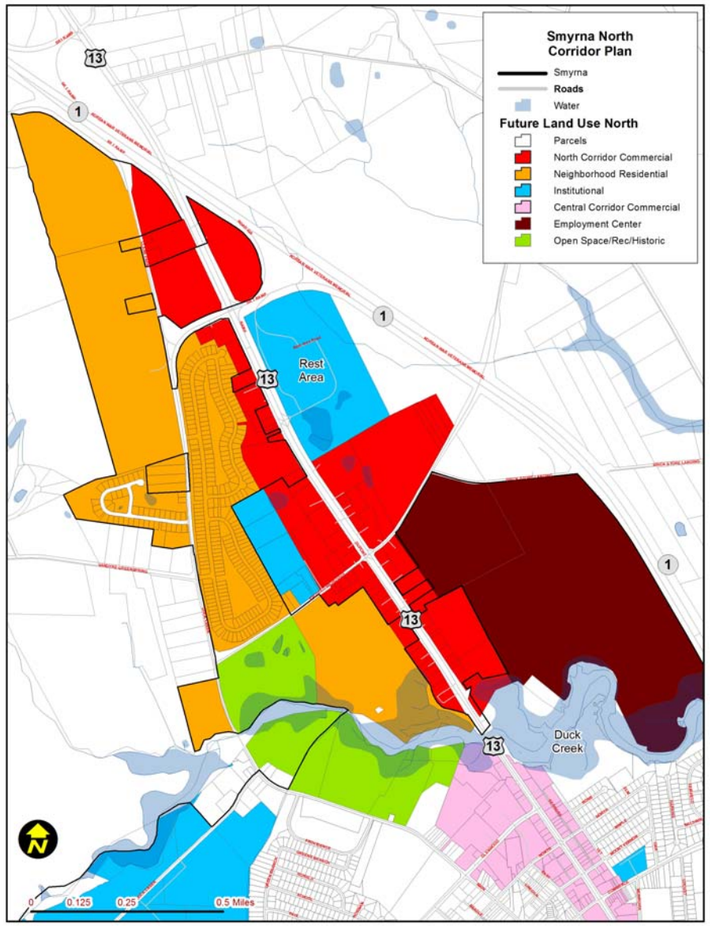
Item	Timeframe	Responsibility
Develop a sidewalk concept plan Evaluate pedestrian needs along U.S. 13 and crossing U.S. 13 Identify future sidewalk locations and constraints Develop prioritized list and cost estimates	Short Term	MPO Town of Smyrna
Gateways Meet with DelDOT Traffic to determine regulations Develop conceptual locations at south end of town and present to DelDOT Prepare design plans and secure Community Transportation Funds (CTF) for installation	Short Term	Town of Smyrna DelDOT
Evaluate a redesign of the Simon's Corner site plan Discuss a "lifestyle center" concept with the developer. A lifestyle center is a development that mixes traditional "main street" retail with residential uses on top of and close to the stores. Buildings are close to the street, with parking in the rear. The current approved plan calls for a big box store and a supermarket. The economic analysis indicated that there is not a strong market demand for big box retail in Smyrna, and the market is currently well served by convenience retail such as grocery stores.	Short Term	Town of Smyrna
Aesthetics/Streetscaping Develop a plan for incorporating street trees, landscaping, decorative lighting, banners along the corridor	Mid Term	Town of Smyrna
Preserve the residential area between Simon's Corner and Smyrna-Leipsic Road Conversion to intense commercial uses not recommended Conversion to low traffic-generating uses (offices) could be supported	Ongoing	Town of Smyrna Kent County Planning
Ensure that other commercial areas are consistent with any redesign of Simon's Corner Phase 1 - vacant commercially-zoned lands Phase 2 - existing commercial properties (as they redevelop in the future)	Long Term	Town of Smyrna

Short Term: 1 - 5 years	Mid Term: 5 - 10 years	Long Term: 10+ years

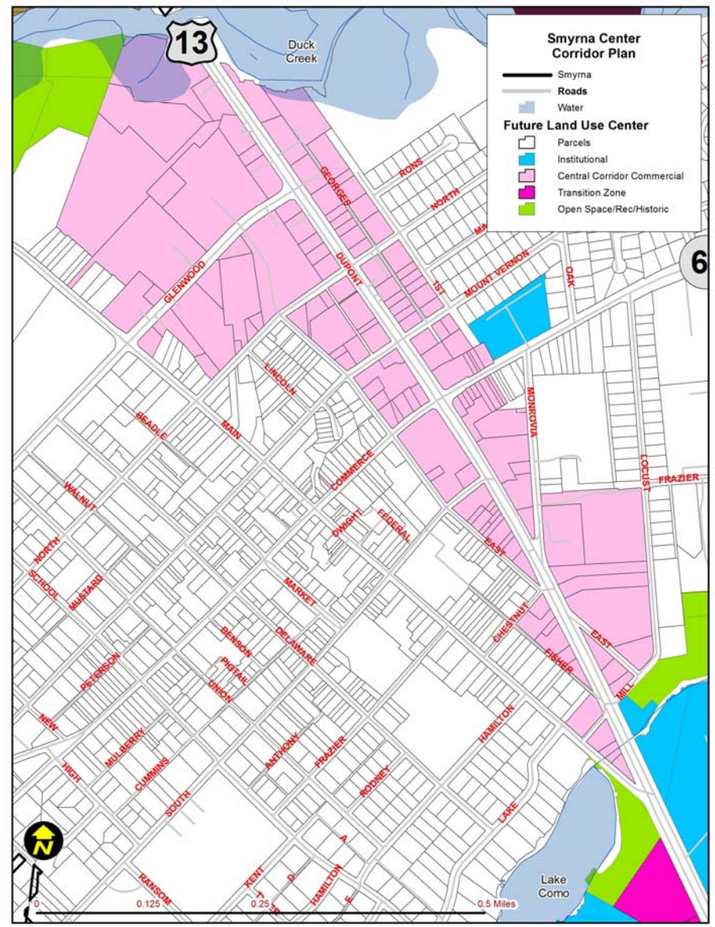
IV-E. FUTURE LAND USE MAPS

The U.S. 13 Study Report will be incorporated as an amendment to the Town's Comprehensive Plan. As part of the Comprehensive Plan amendment, the Town will include revisions to the Future Land Use maps, identifying the anticipated land use themes along the corridor. As described on pages 28 through 32 of this report, the themes for each section of the corridor are represented on the following maps. These parcel-level maps directly correspond to the land use themes identified through the U.S. 13 Study. It is anticipated that once formally adopted as part of the Comprehensive Plan Amendment process through the Office of State Planning Coordination, future land use decisions along the corridor will be guided by these maps and the themes that they represent.

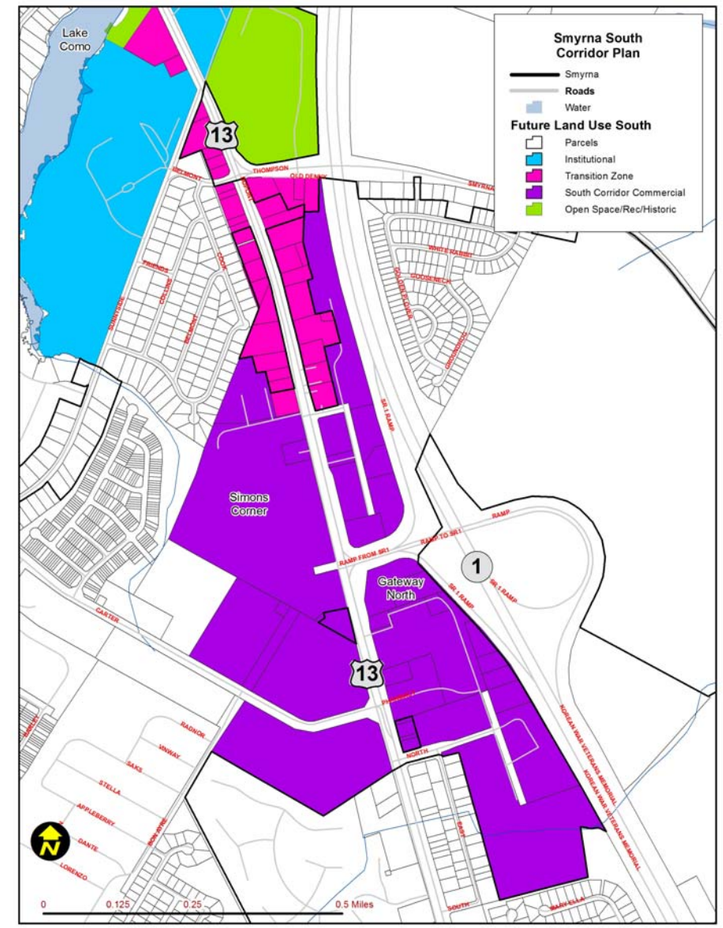
NORTHERN
(Route 1 Interchange to Duck Creek)



CENTRAL
(Duck Creek to Lake Como)



SOUTHERN
(Lake Como to Route 1 Interchange)



IV-F. IMPLEMENTATION PLAN - NEXT STEPS

September—October 2012	Preparation of draft U.S. 13 Corridor Study Report
December 2012	Smyrna Planning Commission review
January 2013	Draft U.S. 13 Corridor Study Report available for public review
January 2013	Smyrna Planning Commission review
January 2013	Smyrna Town Council review
February 2013	Office of State Planning review (amendment to Comprehensive Plan)
May 2013	Smyrna Planning Commission adoption
May 2013	Smyrna Town Council adoption
May 2013	MPO Council adoption

ACKNOWLEDGEMENTS

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Community/Agency Involvement
Smyrna Mayor and Town Council
Smyrna Planning Commission
Smyrna Long-Range Planning Committee
DelDOT Transportation Solutions
DelDOT Planning
DelDOT Traffic
Delaware Transit Corporation
Dept. of Natural Resources and Environmental Control
Smyrna School District
Smyrna Police Department
Smyrna Fire Department

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MEMORANDUM OF AGREEMENT
BETWEEN
THE TOWN OF SMYRNA
AND THE
STATE OF DELAWARE
AND THE
DOVER / KENT COUNTY METROPOLITAN PLANNING ORGANIZATION
FOR
THE SMYRNA U.S. ROUTE 13 CORRIDOR PLAN

THIS MEMORANDUM OF AGREEMENT (MOA) is hereby made by and between the Town of Smyrna ("the Town"), the State of Delaware ("the State") and the Dover / Kent County Metropolitan Planning Organization ("the MPO") and states as follows:

WHEREAS, U.S. Route 13 is the main commercial roadway corridor through the Town of Smyrna;

AND WHEREAS, the corridor is currently home to a wide variety of commercial, residential, institutional and other land uses that are essential to the economic well being of the Town and the convenience and enjoyment of town residents;

AND WHEREAS, it is the desire of all parties to ensure that this roadway corridor and the land uses adjacent to it continue to develop in a pattern that is compatible with safe, efficient travel and the character of the Town;

AND WHEREAS, the Town intends to provide water service along U.S. Route 13 from Duck Creek to Duck Creek Road in 2013, an area currently within New Castle County jurisdiction but identified by the Town as a future annexation area, and that the Town is also planning to provide sewer service to the corridor North of Duck Creek;

AND WHEREAS, all parties are committed to working together to plan and design future land uses and transportation improvements along this corridor that help the town develop a unique "sense of place; "

AND WHEREAS, through this planning and design process all parties agree to work to enhance mobility and safety for bicyclists, pedestrians, and transit users to promote alternative transportation modes;

AND WHEREAS, it is agreed that future development and land uses should be implemented in such a way as to enhance the aesthetics of the corridor in order to improve both the economic vitality of the businesses and the quality of life for residents and the travelling public;

AND WHEREAS, in order to improve traffic flow and safety the plan is to promote interconnections of properties and the consolidation of entrances along the U.S. Route 13 corridor;

AND WHEREAS, the design objective of the plan will be to make building form and function a priority over building use in order to ensure the maximum amount of economic options for business growth and development, while ensuring that development and redevelopment enhances the overall design concept for the corridor and the character of the Town;

AND WHEREAS, the plan will encourage flexible urban design solutions to promote land uses that are sensitive in scale and form and fit in with the various functions of the U.S. Route 13 corridor through Smyrna;

NOW, THEREFORE, BE IT RESOLVED that the Town, the State, and the MPO, intending to be legally bound, do hereby agree:

To work collaboratively to plan and design a corridor plan for the U.S. Route 13 Corridor through Smyrna, from the North Smyrna interchange to the South Smyrna interchange.

To engage a wide variety of stakeholders through a planning process known as a "charrette", to ensure that property owners, residents, business owners, developers, and the general public have an opportunity to participate in the development of the plan.

That the charrette will be hosted by the Town of Smyrna, using facilities and other Town resources as necessary.

That the Town and State (non-Department of Transportation) staff time and resources will be documented and provided to the MPO, to fulfill the local in-kind services match required of the MPO by the Federal government.

That the parties to this agreement will form a team of planners and designers to complete the charrette, with Town, State and MPO staff all taking active roles to conduct the charrette and develop the plan or plans that may result from this process.

That to the extent outside consultants are deemed necessary to conduct the charrette or complete the plan or plans that may result, the MPO will provide funding and administrative support to hire the consultants and manage their work.

That the plan or plans that are developed as a result of the charrette will be adopted by the Town as an amendment to the Town's comprehensive plan. The amendment will follow the normal procedures for review and certification, including review through the State's Preliminary Land Use Service process.

That the plan or plans that are to be developed will represent a consensus among all parties that are signatories to this MOA, as well as any other stakeholders deemed necessary for implementation. The parties will commit to fulfilling their roles and responsibilities for implementation as a part of reaching this consensus.

That the plan or plans that are to be developed will have robust, specific, and detailed implementation elements that will be phased appropriately to respond to changing land uses and traffic conditions.

That all parties to this MOA will develop an implementation plan to include development of costs associated with identified transportation improvements, modeling of impacts to the Regional Transportation system, develop a cost allocation model based on projected development, develop cost-sharing methodology, develop appropriate performance measures, develop a fund for developer, state and municipal contributions toward infrastructure improvements to support future development and develop an oversight committee for implementation, prioritization and monitoring of performance measures.

That the Town will develop an implementation plan that includes land use and design regulations intended to support the goals of the plan (s) and enhance the aesthetics and character of the corridor.

That all parties to this MOA will develop coordination strategies and procedures between the Town, the State Agencies, and other local governments as necessary to ensure the successful implementation of this plan (s).

THE SMYRNA U.S. ROUTE 13 CORRIDOR PLAN

SIGNATURE PAGE

The Honorable Pat Stombaugh — Date 7/9/12
Mayor, Town of Smyrna

Constance Holland — Date 7/9/12
Director
Delaware Office of State Planning Coordination

Shailen P. Bhatt — Date 9-23-12
Secretary
Delaware Department of Transportation

The Honorable Carleton Carey — Date July 11, 2012
Chairman
Dover / Kent County Metropolitan
Planning Organization Council

4