

6.0 TRANSPORTATION

6.1 Streets

Camden is like most traditional agrarian hamlets in that it has developed around its roads and railroad. Camden's highways and streets have been a significant aspect of the development of the Town. The original roads were dictated by trade routes of country roads and were not part of the traditional grid system that automobiles are used to traveling today.

US Route 13 was relocated to the east in 1973 and Main Street was designated Business/Alternate US Route 13A. Camden-Wyoming Avenue and Caesar Rodney Avenue were designated as Delaware State Highway 10.

The major highways which pass through Camden include: US Route 13, US Route 13A (Main Street) and Delaware Route 10 (Camden-Wyoming Avenue/Caesar Rodney Avenue). Other major highways and roadways in the Camden Area include Delaware Route 9, US Route 113 and the Puncheon Run Connector to DE Route 1 toll road.

New streets have been added to the Town as subdivisions are constructed and the streets are accepted by the Town for maintenance. Camden includes approximately 9.58 miles of Town maintained streets. Approximately 5.9 miles of roadway are maintained by DeIDOT. Camden continues to work with DeIDOT through DeIDOT's Corridor Capacity Preservation Program (CCPP).

U.S. Route 13 is a part of DeIDOT's CCPP. The four main goals of the CCPP are:

1. To maintain a road's ability to handle traffic efficiently and safely,
2. To minimize the transportation impacts of increased economic growth,

3. To preserve the ability to make future transportation-related improvements,
4. To prevent the need to build an entirely new road.

Land Use / CCPP approaches for developing areas are as follows:

1. Alternative Access: limit direct access from the corridor to the development.
2. Low Traffic Generation: Allow direct access for developments generating less than 200 trips per day only.
3. Entrance Consolidation: Promote collaborative access between multiple developments with single access points to the corridor.
4. Service Roads: Allows for visibility along the corridor and spreads out access to existing local roads and ramps.
5. Local Road Improvements: Provide acceleration and deceleration lanes while reducing access points from developments to the corridor.
6. Intersection Improvements: Provide capacity for higher traffic volume to collect traffic and accommodate turns to keep non-turning traffic from using the turn lane as a passing lane.
7. Interchange Improvements: Provide interchanges at signaled at grade intersections to limit access and promote traffic flow within the corridor.

The major impediments to traffic flow in Camden include:

- Inadequate size of major streets in proportion to traffic volume (US Route 13, DE Route 10).
- Numerous curb cuts related to strip development along US Route 13.
- Storm flooding along DE Route 10 and several minor collector and local roads (West Street, Old North Road, Center Street, South Street).
- Sharp angle intersections along DE Route 10 restricting truck turning radius.

The Delaware Department of Transportation (DelDOT) traffic data indicates that traffic volume increased substantially from 1980 to 1990 where the growth is seen as fifteen to sixty percent (15%-60%). The data in the table below, from the Town of Camden Comprehensive Plan approved in May of 1992, shows that the 2010 DelDOT projections were underestimated when compared to recent traffic counts in the right column.

Traffic Count Site Location	2010 Projection	2007 Average Daily
Upper King Road/South Street	3950	8618
Camden Wyoming/Route 13	5600	20,228
Route 13/East Street	31,000	38,258
Upper King Road	2500	3595
Caesar Rodney/Vepco Court	4100	6649

Traffic impact studies for proposed developments within the town and the surrounding area include consideration of additional east-west and north-south road improvements, in particular intersections along the US 13 and SR 10 corridors. Camden awaits the completion of these studies and other transportation

studies being conducted by the Department of Transportation. Camden will seek consensus on the recommendations from these studies for inclusion in the Comprehensive Plan. Camden will work in cooperation with DeIDOT, adjoining jurisdictions, and the development community to preserve the viability of existing and new corridors, and facilitate implementation of those improvements appropriate to development as it occurs.

6.2 Pedestrian Access

Governor Minner formed a Statewide Pedestrian Action Plan where the Town Manager was the League of Local Governments Appointee to serve on the committee for the State Plan on Sidewalks, Pedestrian Trails and Bicycle Paths. The official report was turned to the Governor for review in July of 2007 and the Board will meeting in October of 2007 to continue to discuss the Statewide program.

Camden is located within a DeIDOT “multimodal investment area.” This strategy area is proposed to make transportation components such as public transit, sidewalks walkways, and bikeways as efficient, convenient and safe as possible.

6.3 Bus Routes

DART First State operates a weekday bus route (Route 104) that serves the Town of Camden. Information available from DART First State indicates one stop is operated at the High School, for both Camden and Wyoming. The United States Census indicates that the majority of Camden residents commute using private vehicles rather than alternative transportation.

It is recommended that, under the proposed Facilities Needs Assessment, the Town enlist the assistance of the Dover/Kent Municipal Planning Organization in

coordination with the Town of Wyoming, to determine if additional stops on Bus Route 104 would increase the number of persons making the public transportation choice.

7.0 GENERAL LAND USES

7.1 Land Use

Camden's land use is concentrated around the Town's highways and railroads. The Town Center has remained concentrated on Main Street and Camden-Wyoming Avenue. Commercial and residential uses were concentrated closer to the Town Center as agricultural uses were located on the outskirts of town. However, like most American towns, Camden has grown with planned residential subdivisions with businesses following. Shopping centers on the outskirts of towns were the preferred option for grocery shopping and the like.

The expansion of development created traffic which became a "quality of life" issue for Camden residents. The traffic was diverted from the residential neighborhoods to a new four-lane highway to the east. This established a new commercial highway district and encouraged commercial shopping centers on the outskirts of the traditional town center.

The land use patterns can be characterized as commercial along Dupont Highway (Route 13), town center commercial in the core to the north, and residential and commercial along Main Street and Upper King Road to the South. The majority of the land use is residential. A large portion of agricultural use is located to the west.

The following table lists the acreage under the zoning of 2006, and revised in 2007.

Zoning Designation	Acreage	Percent of Total
Agriculture	268.31	15.50
Community Commercial	85.76	4.95
Highway Commercial	437.09	25.26
Preservation	44.73	2.58
Town Residential	28.36	1.64
Single Family	655.98	37.91
Multi-Family	119.04	6.88
Manufacturing	91.31	5.28

Single family residential is the largest percentage of zoned designated land within Camden at 38% (656 acres) with Highway Commercial following at 25% (437 acres.) The agricultural use is at 15.5% (268 acres.)

FUTURE ZONING ACREAGES:		
Zone	Acreage	Percentage
AG/TDR:	813.973	13%
C-1:	85.756	1%
C-2:	1140.664	19%
P:	44.734	1%
R-1:	28.363	0%
R-2:	3240.742	57%
R-3:	119.040	2%
R-4:	91.309	2%
R-5:	295.951	5%
TOTAL	6040.534	

As mentioned earlier, the following zoning district changes were made to the Zoning Ordinance adopted in August of 2006, and are reflected in the Zoning Ordinance approved in July 2007:

May 2006 Ordinance

July 2007 Ordinance

R – Residential

R1 – Town Residential
R2 – Single Family
R3 – Multi-Family
R4 – Manufactured
R5 – Traditional Neighborhood Design

C – Commercial

C1 – Community Commercial
C2 – Highway Commercial

I – Industrial

C2 – Highway Commercial

Future Land Use Definitions:

- AG/TDR – Agricultural/Transfer of Development Rights: This district provides opportunities for TDR receiving areas to be developed with residential and complimentary mixed uses.
- C1 – Community Commercial: This district provides opportunities for residential, office, personal, and business development and services subject to standards that will ensure land use compatibility with adjacent residential areas.
- C2 – Highway Commercial: This district provides sufficient space in appropriate locations for a variety of commercial activities generally serving a wide area and located particularly along certain existing major thoroughfares where a general mixture of commercial and service activities now exist, but which uses are not characterized by extensive warehousing, frequent heavy trucking activity, open storage of material or the nuisance factor of dust, odor and noise associated with manufacturing.
- P – Preservation District: This district is to preserve undeveloped areas such as open space and agricultural lands, areas of special environmental quality, recreation potential, natural beauty or ecological importance, to enhance the quality of life in Camden, including the opportunity for privacy, natural environment and beauty, rural and low density surroundings and recreational assets.
- R-1 – Town Residential: This district accommodates existing residential lots in town to maintain the community's small town character. This is a **low density** residential zone.

- R-2 – Single Family Residential: This district provides sufficient space for new residential development and customary accessory uses. To enhance community character, allow institutional and other mixed uses consistent with residential neighborhoods. This is a **medium density** residential zone.
- R-3 – Multi-Family Residential: This district provides multi-family housing opportunities in appropriate locations throughout the town to provide alternatives to single family detached homes. This is a **high density** residential zone.
- R-4 – Manufactured Home Park and Trailer Park Residential: This district accommodates manufactured housing units meeting the HUD standard and well-designed mobile home communities in appropriate locations throughout the town. This is a **high density** residential zone.
- R-5 – Traditional Neighborhood Design: This district provides a pedestrian-friendly residential neighborhood that includes a mix of housing choices and that also includes uses to fill shopping, employment and recreational needs.

7.2 Land Use Plan

The table below illustrates the anticipated land use breakdown.

Land Use	Acreage	Percent of Total
Unknown	73.17	3.56
Residential with Local Commercial	128.95	6.28
Primary Commercial	224.56	10.93
Commercial, Manufacturing or Light Industrial	143.93	7.01
Community Services, Institutional or Public Uses	172.85	8.41
Public Park	53.66	2.61
Preservation	150.42	7.32
Traditional Neighborhood Design	268.31	13.06
Primary Residential	834.01	40.59
Public Utility & Municipal Facilities	1.74	0.08
Other	3.04	0.15

The following are to be anticipated in the land use plan:

- The future land use will be largely residential with grid styled streets. This will allow for neighborhoods with interconnections, local services, and local retail services.
- The land use located along DuPont Highway will remain primarily commercial. Shared parking and shared entrances to parking lots is encouraged.
- Throughout the northern area of Camden are areas where residential and commercial overlap. This is where the land use map anticipates commercial, residential, and home-based businesses.
- Interspersed throughout the Town in larger parcels on the outskirts and smaller parcels towards the historic core, are the institutional land uses. These include community services, public uses, etc. A mix of uses and open space is encouraged at these sites.
- To the very north of the Town of Camden is a County Public Park.
- To the west is commercial, manufacturing, or light industrial use.
- There are small parcels of land that are designated as public utilities or municipal facilities that are not regularly open to the public.
- The future land use map illustrates a traditional, historic core where Traditional Neighborhood Design is to be encouraged. This plan will continue to encourage such design principles, but will do away with the historic properties – please reference Appendix B.