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THE BAYNARD BOULEVARD

ANALYSIS AREA

COMMUNITY NOTEBOOK

Department of Planning & Development
City of Wilmington

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BAYNARD BOULEVARD ANALYSIS AREA COMMUNITY NOTEBOOK

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Executive Summary

The Baynard Boulevard Analysis Area Community Notebook (Baynard Boulevard Notebook) is a background document to the Neighborhood Comprehensive Development Plan for the Baynard Boulevard Analysis Area. It precedes preparation and adoption of the analysis area's comprehensive development plan. Community Notebooks do not contain policy statements or recommendations for actions, initiatives, activities, or strategies to solve problems or issues revealed during the course of its preparation. Instead, it reports and describes the existing social, economic, environmental, political, and legal factors for a defined geographic area that are related to or influenced by land development activities. This community notebook updates the earlier version of the Baynard Boulevard Notebook that was prepared before the adoption of the current Baynard Boulevard Neighborhood Comprehensive Development Plan in 1983.

The information contained herein is largely developed, created, or prepared by other City Departments, public and private corporations (e.g., school districts, special purpose agencies), or governmental agencies that conduct activities or operations within the neighborhoods located within the Baynard Boulevard Analysis Area. Planning Department staff coordinates the collection and analysis of selected data in order to discern trends, patterns, or other social, economic, or environmental factors or activities within the specific geographic areas.

Given the differing sources of data and information contained herein, the role of the Planning Department in the development of a comprehensive development plan is to present the various data for use in the planning process. Data sources are included in the community notebook's bibliography.

The data found in the community notebook, combined with input from the plan's public participation process, aids in the goal of producing an updated comprehensive development plan for adoption. This snapshot document is primarily used to provide a "talking points" document for public meetings.

The plan's public participation process is dynamic and incorporates citizen input in order to tailor the finished plan to the needs, concerns, and/or interests of the community. Accurately portraying the community's interests culminates in receiving local approval, essential to the City Council adoption process of the final Neighborhood Comprehensive Development Plan.

1.0 INTRODUCTION

1.1 Overview of Neighborhood Comprehensive Development Plan Preparation Process

The Wilmington Citywide Comprehensive Development Plan consists of a Citywide Land Use Plan and thirteen individual analysis area plans which guide growth and development. The individual analysis area plans address land use and zoning issues for each of the separate analysis areas shown on **Map A**. The original Comprehensive Plan for the Baynard Boulevard area was adopted by the Planning Commission in January 1959. It was titled “A Planning Study for Neighborhoods No. 9 and 10.” Since then, a completely revised version was adopted in 1983. Once adopted by City Council, the new revision of the Baynard Boulevard Analysis Area Neighborhood Comprehensive Development Plan will supersede all previous versions.

This community notebook is designed to:

- provide an inventory of social, economic, environmental, political, and legal factors (SEE factors) of development and their respective conditions as each pertains to land use development within the analysis area at the time the notebook was prepared;
- provide an inventory of the census tract data and SEE factor information for the analysis area as a subset when compared with similar census data and SEE factors for Wilmington overall;
- identify critical and/or sensitive land use development SEE factor information which warrant special consideration in the comprehensive development plan preparation process;
- function as a resource document that can be used by residents, community and business groups, City staff, and others in their neighborhood evaluation processes; and
- provide discussion points for use in generating meaningful dialogue among resident stakeholders, interested parties, and elected officials, and for defining issues that are useful in consensus building for the neighborhood comprehensive development plan’s approval and adoption process.

1.2 Community Notebook Organization

This notebook has been organized and designed for easy reference use and its sections can be updated as necessary. The Notebook includes:

- a description of the subject analysis area and its boundaries, as well as brief descriptions of its neighborhoods;
- a brief description of pertinent demographics found within the analysis area;
- a brief environmental profile along with a summary of salient natural and man-made environmental features located within the analysis area;
- an inventory of cultural and historic resources located within the analysis area;
- information on educational and recreational resources located within the analysis area;

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- a description of municipal service infrastructure and the services provided within the analysis area;
- a public safety profile for the pertinent census tracts located within the analysis area;
- a review of transportation infrastructure including traffic volumes, street operating characteristics, and public transit mobility options;
- an overview of the analysis area's political representative districts; and
- a summary of the area's current zoning districts and their definitions.

Based on additional fieldwork, archival research, and public input, the community notebook may include sections that highlight features and issues that are germane to the analysis area. Similarly, there may be items included in the community notebook that are of special interest to, or which may affect or impact, a smaller portion of the analysis area. Because of the significance of these items, they are usually worthy of broader discussion during the comprehensive development plan preparation process.

Changes to this notebook do not require amendments to the comprehensive development plan for this analysis area, nor do they imply or mandate amendments to the comprehensive development plan. New data or changing conditions may prompt amendments to the approved comprehensive development plan, and any resulting recommendations would be adopted after public meetings and the review and approval by the Wilmington City Planning Commission and by City Council.

2.0 Analysis Area's Physical and Environmental Characteristics

2.1 Description of Analysis Area Boundaries and Size

Located on the north side of the Brandywine Creek, slightly northeast of Wilmington's Central Business District (CBD) is the Baynard Boulevard Analysis Area. The Baynard Boulevard Analysis Area (Analysis Area) extends from the railroad right-of-way corridor on the west to North Market Street on the east, and from West 30th Street on the north to the Brandywine Creek on the south. Covering a surface area of 499.25 acres, or slightly more than 0.78 square miles, the Analysis Area contains census tract 3 (118.22 acres), census tract 4 (254.4 acres), and census tract 5 (126.63 acres). The Analysis Area also includes about 5,747 feet (north bank) of Brandywine Creek shore line as its southern boundary. **Map B** shows the borders of each census tract and also the boundaries of the overall analysis area.

2.2 Natural Environment and Geographical Features

From a geographic perspective, the Baynard Boulevard Analysis Area's terrain contains features that place it in a transitional zone in the Mid-Atlantic region, where the tidal streams and marsh gradually give way to the Piedmont and the gently-rising foothills of the Appalachian Mountains located further to the north and west. The study area is characterized by an over-arching natural topographic slope towards the Brandywine Creek. The Analysis Area contains about 5,747 feet of Brandywine Creek shoreline. Individually, micro-slopes within the study area form small urban hydrological catchment areas which direct the flow of water ultimately towards the Brandywine Creek, the Delaware River, or towards subterranean streams. The terrain rises from

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the Brandywine Creek to higher elevations located to the north, west, and east. While the Brandywine Creek is the lowest point within the study area, the highest natural point of elevation, nearly 180 feet above sea level, is located within an area adjacent to West 30th Street and the railroad right-of-way.

Ongoing land use surveys of this analysis area indicate surface topography that includes faint geographic evidence of small streams that once flowed from the higher elevations down to the Brandywine Creek. Virtually no small streams or brooks remain today. Presently, any small natural streams that were once within the analysis area have had their streambeds filled in or the streams themselves relocated into drainage pipes. The drainage pipes are part of the analysis area's buried infrastructure and all that remains as evidence of their former existence are small land depressions or gentle slopes in the existing terrain. Because the land area comprising the overall Baynard Boulevard Analysis Area is generally at a higher elevation than other parts of northeast Wilmington, there is little likelihood that a rain event will cause more than brief, temporary spot flooding. A map depicting the boundaries of the Baynard Boulevard Analysis Area while also showing flood districts and historic districts located within Wilmington is included herein.

2.3 Study Area Population and Density

Map B depicts Baynard Boulevard's three census tracts and their respective individual boundaries. When the surface area of the 3 census tracts is combined, the analysis area has a total area of 499.25 acres or slightly more than .78 square miles resulting in a gross population density of nearly 19.6 people per acre. A quick review of census tract data related to the surface area of the three census tracts reveals the following:

- a) Census Tract 3 contains 118.22 acres or 0.18 of a square mile;
- b) Census Tract 4 is the largest of the Analysis Area's three census tracts, containing 254.4 acres or 0.4 of a square mile; and
- c) Census tract 5 contains 126.63 acres or 0.20 of a square mile.

According to the 2010 census, the Baynard Boulevard Analysis Area had a total population of 9,797, which is about a 3% decrease from its 2000 population of 10,101. Sections on demographic analysis come later in this report.

2.4 Current Land Use and Zoning

Map D depicts Current Land Use for the Baynard Boulevard Analysis Area and **Map E** depicts the Baynard Boulevard Analysis Area's current zoning. A review of the current zoning district map reveals that the Analysis Area currently contains three types of land use zones including:

- commercially zoned districts (C-1, C-1A, and C-2);
- residential zones (R-2, R-2A, R-3, R-4, R-5, and R-5B); and
- O zoned districts (open space and parks).

The residentially zoned districts account for the study area's largest category of zoned land. Definitions of the individual zones are included in **Appendix H**.

2.5 Neighborhood Groups

Many of the Analysis Area's residents and interested parties take an active interest as stakeholders in their neighborhoods, participating in many community groups and civic associations which provide organized forums for collecting input on issues of concern to the community. Many of the groups also provide regular forums for feedback to local political decision makers. The Baynard Boulevard Analysis Area community groups and civic associations include the 9th Ward Civic Association, Triangle Neighborhood Association, Washington Heights Neighborhood Association, 2500 Civic Association, Brandywine Village Civic Association, North Brandywine Village Civic Association, and 28th & 29th Street Civic Association. The Baynard Boulevard Analysis Area includes all of City Councilmanic District 2 and a very small portion City Councilmanic District 1. The study area is also served by the 1st District Neighborhood Planning Council and the 2nd District Neighborhood Planning Council districts. A more complete listing of the neighborhood groups along with contact information for each, can be found in the Appendix. **Map F** shows the various neighborhoods within the Baynard Boulevard Analysis Area.

2.6 Brief Historical Background of Baynard Boulevard Analysis Area

In general, the growth and development of the residential character of the Baynard Boulevard Analysis Area followed several major social, economic, and environmental trends that were evident throughout Wilmington's history. During the late 1700s and early 1800s, the Baynard Boulevard Analysis Area served as an industrial area, in part because of the presence of good transportation access and available energy sources in the form of the Delaware River, the Christina River and, more importantly for this Analysis Area, the Brandywine Creek.

The Analysis Area's economic and industrial development primarily followed the construction of numerous water-powered grist mills. Moreover, the later development and use of cheaper, less labor-intensive forms of transportation such as horses and horse-drawn wagons helped to expand the reach of commerce beyond the waterway, and also helped to transition Wilmington from a walking or pedestrian city. Numerous roadways, trails, and paths linked the Baynard Boulevard Analysis Area to Wilmington's commercial and residential core as well as to the largely rural areas to the north and west of the Brandywine Creek.

The first European settlement north of the Brandywine Creek occurred in the 1730s. This was initiated by the Quaker families of Canby and Tatnall, who started flour-milling operations along the Brandywine Creek in an area that is now North Market Street. Brandywine Village, as it came to be known, was a separate community and not an extension of early Wilmington which at that time was still nestled along the banks of the Christina River. As the flour mills thrived, the area grew and Brandywine Village expanded to the east, west, and north along the North Market Street corridor (formerly known as Philadelphia Pike). In 1869, more than 130 years after its beginning, Brandywine Village and the farmlands surrounding it were annexed into the City of Wilmington. Shortly afterwards, the large land owners subdivided their properties into a grid street pattern using the North Market Street and Vandever Avenue intersection, as the point of departure for subdividing the large land parcels. Additional land development efforts within the Analysis Area proceeded slowly during this period, until the completion of the North Market Street electric streetcar line in 1888.

In 1892, the Northside Improvement Company was organized by Samuel H. Baynard, a local entrepreneur and civic leader. The company bought a 60-acre tract formerly owned by the Elliot

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family. This large tract was bounded roughly by Brandywine Park, Washington Street, Concord Avenue, and Franklin Street. A year later, the first Washington Street Bridge was erected, thus opening the way for development in this tract to begin in earnest, particularly after streetcar lines began operating across the new bridge.

Baynard and his company had envisioned a mixed middle and upper income housing development which would be focused on a tree-lined boulevard. Residential home building was encouraged by offering a free choice of lots to the first three buyers to build representative homes. A few houses were also built by the company, while many others were built through the personal efforts of officers and directors of the company, including Baynard himself. Contrary to the company's initial intent, early residents of the area were predominantly upper-middle class, comprised mostly of company directors, professionals, entrepreneurs, and building contractors.

North of Concord Avenue (formerly Elliott Avenue), the largest land developer was the Creston Land Improvement Company. Construction in this portion of the Baynard Boulevard Analysis Area, as well as in the balance of the area located south of Concord Avenue, continued at a steady pace from 1900 onward. Virtually every local builder and contractor of the time was involved in residential construction in this area. Consequently, the housing stock along Baynard Boulevard and its adjacent areas reflects a diversity of cost levels, architectural styles, and influences.

In 2011, Planning Department staff focused on a residential development which came to be known as "Concord Heights." The purpose of the 2011 Planning staff research effort was to determine National Register eligibility of this development. Part I of the Concord Heights Evaluation Level Survey is included as **Appendix I**.

Limited large-scale row house construction in the Baynard Boulevard Analysis Area neighborhoods began around late 1870s. Despite the early residential construction in the early 1870s, the preponderance of the residential development within the Baynard Boulevard Analysis Area began as single family detached dwellings in the 1880s and continued uninterrupted until World War I and shortly thereafter. The earliest residential development occurred along North Market Street (i.e., Brandywine Village) and consisted of housing for workers of nearby industries along the Brandywine Creek. During this period there was sporadic commercial development along North Market Street, Vandever Avenue, and Concord Avenue, along with some industrial development in the areas adjacent to the Brandywine Creek, as the area to the north of the waterway continued to accommodate residential development. Also, while there was much early land speculation by a few individual owners, many local historians credit the extension of trolley lines into the Analysis Area's interior with spurring development therein.

The pace of change and development quickened dramatically in response to the emerging technological, scientific, and environmental influences during the latter half of the nineteenth century and early part of the twentieth century; Wilmington experienced many social and economic changes, some quite dramatic, with far-reaching consequences. Many of Wilmington's localized changes were in response to and had their beginnings in national and international events.

During the 1950s and 1960s, the Analysis Area experienced major changes along its western boundary because of interstate highway construction (I-95). This major public works project was designed to improve regional transportation access into and through Wilmington. Additionally, the Analysis Area experienced many social and economic changes as its residents

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increased their urban-to-suburban exodus, facilitated in part by increases in automobile ownership, new home construction outside of Wilmington's municipal boundaries, urban unrest, and dramatic changes in other demographic characteristics (e.g., the baby boom years immediately following the end of World War II). As a consequence, between 1950 to 1970, the Baynard Boulevard Analysis Area experienced population losses and a substantial change in racial composition within its neighborhoods. The population decline, while slowing, continued at a decreasing rate for the period 1990 to 2010.

There are many neighborhoods within the Baynard Boulevard Analysis Area that have persevered and emerged from the population turnover as stronger, more viable communities over time. The growth of many collaborative partnerships involving local residents, non-profit agencies, and private corporations have found success by working together to redevelop existing neighborhoods, house by house and block by block. Likewise, many individual residents are working to make their homes and blocks more desirable places to live. While redevelopment is occurring in many sections of this analysis area, overall the Baynard Boulevard Analysis Area still contains a few blighted areas that may ultimately yield to wholesale reconstruction to facilitate construction of new communities tailored to modern needs and lifestyles.

2.7 National Register of Historic Places, City Historic Districts & Selected Buildings

In 1966, the National Historic Preservation Act called for, among other things, a program to preserve historic and cultural properties throughout the nation. Towards this end, the National Register of Historic Places was created to designate districts, sites, structures, and objects that are significant in, and/or contribute to American archaeology, engineering, history, and culture.

Wilmington, whose 1638 founding occurred years before America became a nation, is rich in architectural history and is well represented on the National Register of Historic Places. As of 2012, some 14 districts and 59 sites, structures, and objects located within the city have been designated historically significant by the City of Wilmington. Others have met the standards of the National Register of Historic Places and are designated as such for their importance in national as well as regional, state, and local events.

The Baynard Boulevard Analysis Area contains numerous places and properties that played a major role in its early development and which are listed on the National Register of Historic Places, given their historic and cultural significance. Those districts, sites, structures, and objects listed in the National Register of Historic Places (last updated in 2011) and located within the Baynard Boulevard Analysis Area are listed in **Appendix J**.

2.8 Baynard Boulevard Analysis Area's Historic Register Listed Districts (See Map C)

A. Brandywine Village Historic District – Concurrent with development of early Wilmington on the Christina River, a small village development, known as Brandywine Village, also grew up around several flour mills on the north bank of the Brandywine Creek. Oliver Canby built the first mill in 1792 and others soon followed. By 1869 the northward expansion of Wilmington reached the banks of the Brandywine, and Brandywine Village became the City's ninth ward. In 2012, only the south-mill race and the stately granite residences of the millers (some located along North Market Street near the creek) survive as a reminder of that once thriving industry which ended in the late 1800s.

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In addition to the residences of the workers and mill managers and buildings that were used for commercial establishments, the historic district contains a large number of public buildings housing services, utilities, and churches. The Brandywine Academy, one of the oldest structures in the Village, was built in 1798 and used as a private school for seventy-five years. It is presently the headquarters of the Delaware Foundation for Architecture. Two churches date from 1857: St. John's Episcopal Cathedral (designed by Philadelphian and noted architect John Notman) and the Brandywine Methodist Episcopal (now United Methodist) Church. In 1902, twenty years after the mills of the south bank ceased operations, the City of Wilmington began to construct the present pumping station (which houses a succession of water pumps including the original, and rare, Holly pump).

B. Baynard Boulevard Historic District – The Baynard Boulevard Historic District extends along Baynard Boulevard from about East 18th and Washington Streets on the south to Concord Avenue on the north. This historic district is an example of a turn-of-the-century American “streetcar suburb.” The North Side Improvement Company of Wilmington, headed by Samuel H. Baynard, purchased 60 acres in 1892 which became the company's investment in residential development. In addition to donating land, Baynard financed the construction of churches and speculative housing and churches. The residences on Baynard Boulevard were large, eclectic single family detached dwellings, housing mainly successful entrepreneurs, company directors, other professionals and building contractors. Adjacent streets to the east and west were developed with semi-attached and other types of more modest housing for skilled workers and the growing white-collar labor force. Eclecticism predominates as an architectural style on the Boulevard, as the houses show the creative adaption of formal and vernacular elements of several styles: Queen Anne, Classical Revival, Georgian Revival, Shingle Style, and Romanesque.

C. Brandywine Park Historic District – Paralleling the Brandywine Creek are Rockford Park, Kentmere Parkway, and the Brandywine Park. This chain of curving roads, wooded knolls, and dramatic vistas is the jewel of the City's park system. The noted landscape architect Frederick Law Olmstead helped to design this park. Only the Brandywine Park is located within the Analysis Area.

3.0 Neighborhood Demographics & Housing Statistical Profiles

3.1 Background - 2010 Census Data: Population

Starting in 2000, the U. S. Census Bureau broadened its categories of data collection along racial and ethnic lines for the first time. The number of categories increased from 5 to 64 for self-identification. These new data streams have yielded a broad array of in-depth information about America's changing ethnic demographic patterns and this data collection diversification is being continued.

On the one hand, increasing the number of racial and ethnic categories used by Census Bureau demographers for data collection efforts is helpful since the new categories were thought to be better able to capture the increasingly varied demographic composition of America's population. On the other hand, this change makes comparisons between racial groups among the census data collection years considerably more challenging. In addition, aside from the vast number of racial combinations that emerged from individuals combining and accounting for their individual racial heritages, many persons completing the self-identification questionnaires were unclear about the distinction between race and ethnicity. Consequently, public confusion concerning differences between race and ethnicity resulted in double-counting which skewed the results.

3.2 Census Tract Population Analysis

Using selected population data from the 2010 census, **Table 1** provides a cursory analysis of the Baynard Boulevard Analysis Area's total population. This table depicts the population change and profile by census tract, by analysis area, and in comparison with the overall City totals between 1960 to 2010.

3.3 Minority Population Analysis

Table 2 provides a racial breakdown of the Baynard Boulevard Analysis Area's population for each census tract as well as for the analysis area as a whole, and the citywide total. The results show an increase in minority population between 1960-2010.

3.4 Age and Gender Analysis

Table 3 provides a summary analysis of the 2010 Census data by age and gender for Census Tracts 3, 4, and 5. The table also compares the data for Baynard Boulevard Analysis Area to the City as a whole.

3.5 Housing Statistics Overview and Profile

Table 4 provides a summary analysis of the housing and household characteristics data for Census Tracts 3, 4, and 5, as well as providing a comparison of data between the Analysis Area.

4.0 Educational Characteristics and Resources Overview

The City of Wilmington is served by four public school districts including the Brandywine, Christina, Colonial, and Red Clay. In addition to these public school districts, a number of private, charter and parochial schools have been licensed by the State of Delaware to provide educational services to primary and secondary school aged students. **Map G** depicts the public school district boundaries for the four public school districts within the City of Wilmington.

Social progress and community vitality have long been tied to educational attainment. Two measures of educational effectiveness, namely educational enrollment and educational attainment, are explored below.

The census has regularly recorded educational attainment among the population. The Baynard Boulevard Analysis Area has been located within the Red Clay Consolidated School District and students were assigned to its schools. Although the number of private and charter schools located with the Analysis Area has fluctuated, the number of Red Clay Consolidated School District public school facilities located within the Baynard Boulevard Analysis Area during the 2011-2012 academic school years remains unchanged from previous years.

4.1 Educational Data

Appendix A provides a summary analysis of the 2010 Census data concerning educational enrollment for Census Tracts 3, 4, and 5. It also provides a summary of 2010 Census data concerning educational attainment for Census Tracts 3, 4, and 5.

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Table 1
Baynard Boulevard Analysis Area
Population Change 1960 - 2010
By Census Tract

	1960	1970	1980	1990	2000	2010
Census Tract 3 change from previous census	3,572	3,628 0.2%	3,555 -0.2%	3,425 -0.4%	3,359 -0.2%	3,194 -0.5%
Census Tract 4 change from previous census	2,906	3,302 1.4%	3,183 -0.4%	3,275 0.3%	2,999 -0.8%	2,956 -0.1%
Census Tract 5 change from previous census	4,170	3,984 -0.4%	3,956 -0.1%	3,760 -0.5%	3,743 0.0%	3,647 -0.3%
Total Baynard Boulevard area change from previous census	10,648	10,914 0.2%	10,694 -0.2%	10,460 -0.2%	10,101 -0.3%	9,797 -0.3%
Total City of Wilmington change from previous census	95,827	80,386 -1.6%	70,195 -1.3%	71,529 0.2%	72,664 0.2%	70,851 -0.2%

Source: U.S. Census Bureau, 1980 Census, 1990 Census, 2000 Census, and 2010 Census - Summary File 1

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Table 2
Baynard Boulevard Analysis Area
2010 Population Characteristics by Census Tract and Analysis Area
(Race, Median Age, Gender, & Families)

Source: U.S. Census Bureau, 2010 Census, Summary File 1

	Census Tract 3	Census Tract 4	Census Tract 5	Analysis Area Total	Citywide Total
Total Population	3194	2956	3647	9797	70851
White Population	506	1328	261	2095	23079
% White	15.8	44.9	7.2	21.4	32.6
Black Population	2539	1479	3209	7227	41127
% Black	79.5	50.0	88.0	73.8	58.0
American Indian & Alaska Native	11	8	22	41	312
% Amer. Ind & Ak Nat.	0 3.44	0.00	0.01	0.00	0.00
Asian* Population	26	40	25	91	685
% Asian*	0 8	1 4	0 7	1	1
Native Hawaiian & Other Pacific Islander	1	2	0	3	10
	0	0 1	0 0	0 0	0 0
Other** Population	111	99	130	340	569
% Other**	3 5	3 4	3 6	3 5	0 8
Total Population	3194	2956	3647	9797	70851
Gender Median Age-both	36.0	42	34 1	(X)	34 3
Male Population	1476	1333	1665	4474	33661
% Male Population	46	45	46	46	48
Male Median Age	33 8	39 5	32 2	(X)	32 4
Female Population	1718	1623	1982	5323	37190
% Female Populatic	54	55	54	54	52
Female Median Age	38 4	43 9	35 3	(X)	36 1
Hispanic or Latino*** Population (of any race)	121	135	151	407	8788
% Hispanic or Latino (of any race)	3 8	4 6	4 1	4 2	12 4
Total Number of Families	806	609	865	2280	15398
Average Family Size	3 24	3 05	3 39	(X)	3 18

* Asian means Asian Indian, Chinese, Filipino, Japense, Korean, Vietnamese, or other Asian

** Other indicates some other race or two or more races combined.

Table 3
Baynard Boulevard Analysis Area
2010 Population Characteristics by
Census Tract and Analysis Area
Gender & Age

	Census Tract 3	Census Tract 4	Census Tract 5	Analysis Area Total	Citywide Total
Total Population	3,194	2,956	3,647	9,797	70,851
Male	1,476	1,333	1,665	4,474	33,661
17 yrs old & under	443	296	504	1,243	8,677
18 yrs old to 24	136	97	187	420	3,599
25 yrs old to 34	181	194	186	561	5,768
35 yrs old to 44	202	179	207	588	4,556
45 yrs old to 54	226	211	254	691	4,665
55 yrs old to 64	167	158	187	512	3,380
65 yrs old to 74	73	136	99	308	1,763
75 yrs old to 84	35	55	37	127	925
85 yrs old & over	13	7	4	24	328
Male Median Age	33 8	39 5	34 1	N/A	32 4
Female	1,718	1,623	1,982	5,323	37,190
17 yrs old & under	414	274	535	1,223	8,586
18 yrs old to 24	145	110	172	427	3,491
25 yrs old to 34	220	246	276	742	5,972
35 yrs old to 44	261	204	249	714	4,845
45 yrs old to 54	282	232	315	829	5,181
55 yrs old to 64	212	197	226	635	3,946
65 yrs old to 74	112	207	143	462	2,453
75 yrs old to 84	48	115	51	214	1,693
85 yrs old & over	24	38	15	77	1,023
Female Median Age	38 4	43 9	35 3	N/A	36 1

Source: U.S. Census Bureau, 2010 Census
Summary File 1

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Table 4
Baynard Boulevard Analysis Area
2010 Population Characteristics by
Census Tract and Analysis Area
(Housing Characteristics & Households)

	Census Tract 3	Census Tract 4	Census Tract 5	Analysis Area	Citywide Total
Total Housing Units	1317	1601	1534	4452	32820
Occupied	1183	1478	1293	3954	28615
Vacant	134	123	241	498	4205
Occupied units	1183	1478	1293	3954	28615
Owner					
Occupied	777	638	649	2064	13656
Renter					
Occupied	406	840	644	1890	14959
Households	1183	1478	1293	3954	28615
Total Family					
Households	806	609	865	2280	15398
Male Head of					
Household	312	313	278	903	6383
Female Head					
of Household	494	296	587	1377	9015
Nonfamily					
households	377	869	428	1674	13217
Average Household Size	2 7	1 98	2 81	(X)	3 18

Source: U.S. Census Bureau, 2010 Census
Summary File 1

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5.0 Economic & Income Characteristics

Appendix A provides a summary analysis of the 2010 Census data concerning economic and income characteristics of the population residing within Census Tracts 3, 4, and 5.

6.0 Labor Force Characteristics

Appendix A provides a summary analysis of the 2010 Census data concerning the labor force characteristics of the population residing within Census Tracts 3, 4, and 5.

7.0 City Services

The Baynard Boulevard Analysis Area is located completely within the municipal boundaries of Wilmington and is fully supplied with utilities and city services.

7.1 Water System

The City of Wilmington provides potable water to all city residents including the residents of the Baynard Boulevard Analysis Area as well as several adjacent suburbs. The Brandywine Pumping Station conveys water from the Brandywine Creek to either the Brandywine Filtration Plant or the Porter Filtration Plant. The untreated or raw water undergoes a series of interconnected processes where chlorine and other chemicals are added to improve the water's taste, clarity, and purity. The treatment processes are essentially the same at both treatment plants, i.e., filtration, sedimentation, flocculation, fluoridation, and chlorination.

At present, the City has an entitlement from the Delaware River Basin Commission to withdraw up to 65 million gallons of water per day (MGD) from the Brandywine Creek. On an average day, the City currently withdraws between 30 to 35 MGD. This water system contains adequate facilities to serve existing and future development; system maintenance, rather than expansion, is planned for the future.

7.2 Sewer System

Consistent with the City's overall sewer system, the sewer system in the Baynard Boulevard Analysis Area is a combined storm water drainage and sanitary sewer, which flows by gravity to a local pumping station and then on to the Cherry Island Regional Sewage Treatment Plant.

7.3 Trash Collection

Generally, residential rubbish collection for the Baynard Boulevard Analysis Area occurs twice weekly, one day each for regular trash and recyclables. Weekly schedules may vary in response to holidays or inclement weather. All solid waste that is collected within the City of Wilmington is currently deposited at the Pigeon Point Landfill, which is operated by the Delaware Solid Waste Authority. It should be noted that the City does not collect commercial trash and such trash collection service requires private service companies.

8.0 Public Safety & Public Safety Services

8.1 Emergency Management Services

The Office of Emergency Management coordinates the efforts of all City departments including fire and police and the at-large community to ensure that City officials are prepared to act quickly and effectively should disaster strike. In 2004, the Office of Emergency Management

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installed a city-wide public address system that can be used to warn residents of various types of emergencies, including but not limited to weather events or chemical spills.

Department officials also maintain and administer the Wilmington Emergency Operation Plan mandated by the Federal government to receive relief funds for disaster events. The team endeavors to keep communications networks, transportation systems, infrastructure facilities, and vital public goods and services flowing to residents and businesses in the city when emergencies occur. An emergency operations center is also activated when snow or other weather emergencies are declared. Capital funds for establishing a permanent center have been secured through federal and state grants.

8.2 Fire Protection

The Wilmington Fire Department is a career, professional fire department which was established in 1921. The Wilmington Fire Department (WFD) maintains six fire engine companies, two ladder companies, a marine fire fighting force, three ambulances, and one rescue squad to provide city-wide service. The department is divided into two functional divisions, each under the command of a Deputy Chief; the Operations Division and the Fire Prevention Division.

Fire Station #4 is located on W. 22 Street between North Market and Tatnall Streets, and is the fire station of first response for the majority of communities and neighborhoods located within the Baynard Boulevard Analysis Area. Wilmington Fire Department officials have enacted a program that requires firefighters to be involved with community associations on a regular basis to improve communication with them.

The Fire Department also sponsors numerous on-going public education and fire prevention awareness programs throughout the year, and includes collaborative partnerships with schools, community groups, and civic organizations. In recent years, the department has promoted a ride-along program which gives city residents an opportunity to experience the functions of the fire department and evaluate possible career decisions. In addition, department officials have shown their commitment to providing the best emergency services delivery through the promotion of continuous training, active involvement with community associations, and implementation of a Customer Satisfaction Survey.

Along with its other City Code delineated responsibilities, the City Fire Marshal's Office operates several fire prevention programs targeted to different risk groups. **Table 5** provides a list of the programs currently available through the City's Fire Department.

TABLE 5	
CITY-WIDE FIRE PREVENTION & PUBLIC EDUCATION PROGRAMS	
<u>General Presentations</u>	<u>Programs Targeted for Children</u>
<ol style="list-style-type: none"> 1. Fire Safety in the Workplace 2. Fire Extinguishing Training 3. Fire Drills 4. Fire Safety in Health Care Facilities 5. Fire Safety in the Office 6. Home Fire & Smoke Detection 7. Home Fire Escape Planning 8. Fire Safety on the Job 9. Kitchen Safety 10. Evacuation Planning 11. Smoke Detectors 12. Fire Safety for the Elderly 	<ol style="list-style-type: none"> 1. The Flame House Program 2. Fire Station Tours 3. Fire Safety Merit Badge & a Learning for Life – Explorer Post (Boy Scouts of America) 4. Poster & Essay Contests 5. Phillies Phanatic Fire Safety Program 6. Home Fire Safety Program 7. Sesame Street Safety Puppet Show 8. Fire Fighter Career Day 9. Smoke Detectors 10. Fire Fighting Apparatus 11. Ambulance Familiarization

Source: City of Wilmington Fire Department, 2012.

8.3 Ambulance Service

Ambulance service is dispatched by the City of Wilmington Fire Department, and is primarily provided by a contracted private paramedic service. If the private paramedic contractor is unable to respond, the call is referred to the Fire Department's ambulance unit. In the event that they cannot provide service, the call is referred to the nearest volunteer station that is able to respond to the call.

8.4 Calls for Service in Baynard Boulevard Analysis Area

The Baynard Boulevard Analysis Area receives fire protection service from the Wilmington Fire Department and data concerning calls for Fire Department service is collected by grid or district. A table depicting the calls for service from the Fire Department for site-specific locations within the Baynard Boulevard Analysis Area for the period 2006 through 2011 is listed herein.

Table 6 – Calls for Fire or Emergency Medical Services

Type of Call	2006	2007	2008	2009	2010	2011
Structure	218	193	177	217	166	150
Vehicle	17	12	8	11	14	5
Miscellaneous	176	213	234	225	205	136
EMS, Rescue	1,375	1,569	1,765	1,752	1,818	1,668
Total Calls	1,786	1,987	2,184	2,205	2,203	1,981

Source: Wilmington Fire Department, February 2012

9.0 Police Department: Crime & Safety Profile

9.1 Crime & Land Use Connection

Architects, urban planners, law enforcement officials, and others have long recognized that a link exists between types of land use and types of crime. Numerous national studies of the relationship between crime and land use have shown the propensity for certain types of crime to occur more frequently within certain types of structures and land uses within the built environment. Clearly, these studies do not automatically conclude that by building certain types of structures, all crime will be eliminated. Rather they reveal that good defensible space can be built into an environment and be used to help reduce the incidence of certain types of crime.

Locally, the Wilmington Police Department assembles its crime reports based on crime reporting districts or police patrol grids. The boundaries of these patrol grids frequently, but not always, coincide with those of the City's census tracts. According to the Wilmington Police Department's map of police patrol grids, there are seven police patrol grids located within the Baynard Boulevard Analysis Area.

Policing services for the City of Wilmington are regularly evaluated to increase responsiveness and to increase effectiveness without a significant or dramatic increase in manpower resources or other costs. Under reorganization plans, the City of Wilmington's Police Department is divided into management sectors in order to better guide and direct law enforcement resources and efforts to achieve increased crime fighting effectiveness. **Table 7** lists WPD programs that are currently available to the community and have been in recent years.

Table 7

POLICE PROGRAMS AVAILABLE TO THE COMMUNITY	
	<p>Community Drug Prevention Program Victim Services Program Drug Abuse Resistance Education Program (DARE) Police Athletic League (PAL) Self-Esteem Program Good Touch/Bad Touch Program Ride Along Program Youth and the Law Program Neighborhood Watch Program Vacation Safety Program Holiday Safety Program Street Safety Program Senior Lock Program Senior Citizen Safety Program Officer Friendly Program Home and Commercial Security Surveys Home Security Program Operation Identification Program</p> <p>For more information on any of these programs, please contact the Wilmington Police Department at 302-576-3940.</p>

10.0 Parks and Recreation Facilities

10.1 Parks in the Baynard Boulevard Analysis Area

An inventory of the public recreational areas within the Baynard Boulevard Analysis Area reveals that there are several types of park or recreational facilities located within its boundaries including public parks, playgrounds, and recreation areas as well as tot-lots and pocket parks.

Map I depicts the public parks, playgrounds, and recreation areas as well as tot-lots and pocket parks located within the Analysis Area. The following section identifies each park, playground, recreational area, or tot-lot/vest pocket park located therein.

- Eastlake Playground, located at the corner of N. Madison and W. 30th Streets, covers an area of 0.692 acres. Its amenities include playground equipment, basketball courts, park benches, lights, and a pavilion;
- Garfield Triangle, located at the triangular intersection of Concord Avenue, W. 23rd Street and N. Jefferson Street, covers an area of 0.077 acres. Its amenities include landscape planters and a statue of former President Garfield;
- Tatnall Playground, located at the corner of Tatnall and W. 24th Streets, covers an area of 0.583 acres. Its amenities include playground equipment, a basketball court, benches, and a pavilion;
- Louis L. Redding Park, located at the triangular intersection of Concord Avenue, Tatnall and W. 22nd Streets, covers an area of 0.129 acres. Its amenities include a plaque and plantings; and

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- Brandywine Park, located along the Brandywine Creek between N. Market Street and the freight railroad's elevated bridge and right-of-way, covers an area of 121.16 acres. Its amenities include park roadways, walking trails, picnic tables, park benches, flower gardens, a pavilion, a zoo, Baynard Stadium, and numerous statues.

Source: Wilmington Departments of Parks and Recreation, Planning and Development, 2011

11.0 Transportation: Surface Street System & Public Transportation Services

11.1 Transportation Overview

The North Market Street corridor forms the Baynard Boulevard Analysis Area's easternmost boundary while the freight railroad's right-of-way forms its westernmost boundary. The overall surface street network, within the Analysis Area, can be characterized as a grid pattern that uses a significant number of traditional one-way pair streets to facilitate traffic movement among and between neighborhoods as well as between major activity centers and trip generators and attractors located nearby. The major trip generators and trip attractors include the Wilmington Central Business District, the US 202 shopping and commercial areas, and access to I-95. **Map L** depicts the state maintained roadways located within the analysis area while another map, that is not included, depicts the direction of traffic flow along the streets within this analysis area.

The Baynard Boulevard Analysis Area's transportation resources consist of numerous types of public rights-of-way including streets and sidewalks as well as bus routes and paratransit public transportation services, taxi travel options, undesignated bikeways, and large numbers of automobiles.

The following assessment of the Baynard Boulevard Analysis Area's transportation resource scenario will include a review of the major features of its streets and highways as well as a cursory review of public transportation services. The data used has been provided by the Delaware Department of Transportation, the Delaware Transit Corporation (DART First State), and by private transportation service providers. **Map K** depicts the current DART bus routes within the Analysis Area.

11.2 Local Surface Circulation Routes

The Baynard Boulevard Analysis Area's overall surface transportation network includes various public rights-of-way classified as collector streets, arterial streets, and local streets. The public streets found within this analysis area meet traditional traffic engineering standards for public roadways since nearly all include some type of traffic control device, center crowns for effective storm water drainage, sidewalks, curbs, and gutters as well as storm water catch basins and streetlights. In most instances, on-street vehicle parking is permitted on collector and local streets.

Some of the Baynard Boulevard Analysis Area streets such as Concord Avenue and N. Market Street have been designed as arterials and presently function as gateway arterials into Wilmington and its neighborhoods. Typically, arterial streets are designed to accommodate larger traffic volumes than either collector or local streets and such traffic volumes normally include trucks, cars, buses, and bicycles. For example, access on to and/or from I-95 is available via Concord Avenue slightly northwest of the Baynard Boulevard Analysis Area. Other streets (i.e. collectors and locals) have been designed to accommodate the traffic that normally originates from or is destined for those dwellings or commercial establishments located within

neighborhoods. Further, some of the streets and their intersections have undergone alterations or engineering modifications in response to changes in traffic movement, traffic volume, or both.

11.3 Baynard Boulevard Analysis Area Surface Street Network & Parking

The vast majority of blocks found within this analysis area are short and narrow. This is a characteristic common among America's early East Coast cities and most likely results from the area's general emergence and development when Wilmington was a largely pedestrian city before widespread proliferation of either horseback transportation, horse-drawn carriages, fixed guide-way public transit, or in the twentieth century, the privately operated automobile.

11.4 On-street Parking

When the Analysis Area's surface street network is viewed from the perspective of accommodating on-street parking, several factors seem apparent. First, the majority of the Baynard Boulevard Analysis Area's land uses are residential, namely semi-attached, row house or single-family residential dwellings as compared to high-rise apartments or low rise multi-family or other multi-family, high density types of residential land uses. The single family row house and other low rise or single-family residential dwelling types of land use activities typically are not excessive trip generators or attractors when compared to other types of either multi-story, high-rise residential, commercial or manufacturing/industrial land uses. Furthermore, the majority of the Analysis Area's land uses which have historically been major traffic trip generators and attractors, such as employment sites or commercial centers, have either closed or relocated to other areas within New Castle County. Moreover, those which remain are located either along the area's boundaries or along the study area's major collector streets. This results in traffic bound for specific sites and not meandering through neighborhoods via local streets to reach their respective destinations. Many of the area's larger trip attractors and traffic generators have designated parking facilities located nearby so that large scale on-street parking by non-neighborhood vehicles does not appear to be a problem. Finally, ongoing field observation has revealed that within the Baynard Boulevard Analysis Area where on-street parking congestion is a problem, the problem is typically short term and temporary, e.g. Sunday morning for church or in response to a short term community-wide event.

In summary, ongoing field observations of the Baynard Boulevard Analysis Area's on-street parking situation reveals that in most instances, any traffic congestion problems are usually short term, temporary and most often associated with a special event or regular recurring activities of a short duration (i.e., weekly church service). Most often, those land uses which are major trip attractors and generators either have parking lots adjacent to their specific locations or available nearby to lessen the on-street parking problem. At the time the land use survey for this notebook was prepared, on-street parking congestion within the Baynard Boulevard Analysis Area, while a concern, was not an on-going widespread persistent problem throughout the entire analysis area. Towards that end, on-going monitoring of on-street parking conditions by City of Wilmington parking regulation enforcement personnel should continue. Auto ownership appears to be increasing among residents within the Baynard Boulevard Analysis Area and this will cause increased competition for on-street parking.

11.5 State Maintained and Other Designated Roadways

Consistent with common practice throughout Delaware, streets and highways within the City of Wilmington have been designated as either state or non-state maintained roadways; second, each of the state-maintained roadways is designated as either a primary or secondary circulation route; and finally, anything not listed as a primary or secondary state-maintained circulation route is

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considered a local roadway. The following streets located within the Baynard Boulevard Analysis Area are designated as roadways within the federal aid urban system including:

- **US Route 202** (Concord Avenue) and
- **US Route 13** (North Market Street).

Through an agreement with the City, the Delaware Department of Transportation maintains certain selected streets and roads within the municipal boundaries of Wilmington. The state maintained roadways located within the Baynard Boulevard Analysis Area include Baynard Boulevard, Broom Street- Miller Road, West 18th Street, N. Market Street, Concord Avenue, and Washington Street.

The remaining streets located within the Baynard Boulevard Analysis Area are maintained by the City of Wilmington. **Map L** depicts the state maintained roadways within the Baynard Boulevard Analysis Area at the time this community notebook was prepared.

11.6 Wilmington Initiative Projects and Transportation Enhancement Projects in the Baynard Boulevard Analysis Area

The Wilmington Initiatives are a group of projects designed cooperatively between the Delaware Department of Transportation, the City of Wilmington, and the Wilmington Area Planning Council (WILMAPCO) to promote a balanced transportation system by incorporating improvements to all modes of travel. The aim of these projects is to enhance livability in Wilmington and in those neighborhoods immediately adjacent to the project areas by providing a better connection between land use and transportation development, transportation and public spaces. These projects also strive to promote additional residential and commercial development in the city as a result of these proposed environmental and transportation enhancements.

Due to the continued efforts of a multi-agency partnership between the Delaware Department of Transportation (DelDOT), the City of Wilmington and WILMAPCO, funding for the Wilmington Initiatives' projects has been made possible through a variety of funding sources including the Transportation Improvement Program and the Transportation Enhancement Program. The following Wilmington Initiatives and Transportation Enhancement projects, (some already completed and others are in the design stage), are located within the Baynard Boulevard Analysis Area:

- **Baynard Boulevard Streetscape improvements,**
- **Concord Avenue Streetscape improvements, and**
- **Wilmington Signal Improvement (City-wide Project)** – This project upgrades traffic signals city-wide by adding demand-activated features, computer-controlled signals, and brings intersection design into compliance with Americans with Disabilities Act requirements. Although this project was largely completed during 2006, it remains a work in progress as signal system refinements and/or adjustments continue in order to meet changing traffic flow characteristics.

11.7 Traffic Summary Report & the Baynard Boulevard Analysis Area

The Delaware Department of Transportation (DELDOT) annually publishes a report, **Traffic Summary**, which is available via the DELDOT web site. This report provides traffic volume and turning movement data for certain roadway segments of the highway network under the DELDOT Road Inventory and located within the Baynard Boulevard Analysis Area.

Annual Average Daily Traffic (AADT) is the total number of vehicles that yearly pass a particular point divided by the number of days in the year. DeIDOT has consistently used the same type of analytical methodologies for tabulating and reporting the traffic data recorded at the same locations so that yearly comparisons between data can be done with confidence.

The traffic summary report tabulates data by mode: public road mileage, vehicles registered by type, total licensed drivers statewide and by gender, vehicle-miles traveled, and the volume of traffic by street functional classification. **Table 8** lists the AADT data for selected street count locations within the Baynard Boulevard Analysis Area.

Table 8
Traffic Volumes Summary 2005 – 2010
Baynard Boulevard Analysis Area - December 2011

Location/Years	<u>AADT</u> <u>2010</u>	<u>AADT</u> <u>2009</u>	<u>AADT</u> <u>2008</u>	<u>AADT</u> <u>2007</u>	<u>AADT</u> <u>2006</u>	<u>AADT</u> <u>2005</u>
Concord Ave / N. Wilmington City Limits	25,627	25,273	24,426	25,391	26,043	25,888
Concord Ave / N. Broom St	11,870	12,856	12,425	12,916	13,248	13,169
Concord Ave / Baynard Blvd	8,395	8,279	8,483	8,819	9,046	8,993
Concord Ave / Washington St	9,883	9,747	9,420	9,793	10,045	9,986
N. Market St / E. 18th St	12,384	12,213	11,804	12,271	12,586	12,511
N. Market / Concord Ave	12,304	13,861	13,396	13,926	14,284	14,199
Washington St / Baynard Blvd	10,083	12,164	11,574	13,156	13,494	13,414
Washington St / Concord Ave	5,103	7,791	5,519	7,162	7,346	7,303
Baynard Blvd / Concord Ave	5,585	5,803	5,702	5,928	6,081	6,045
Baynard Blvd / N. Broom St	3,040	3,659	3,595	3,738	3,834	3,812
N. Broom St / Concord Ave	7,567	7,605	7,832	8,066	7,435	6,847
N. Broom St / Baynard Blvd	8,832	20,336	19,319	19,896	18,338	16,886
W. 18th St / Baynard Blvd	1,682	1,313	1,574	1,207	1,238	1,231
W. 18th St / Augustine Cut-off	3,112	3,079	3,356	2,831	2,904	2,887
Augustine Cut-off/ W. 18th St	10,676	5,987	5,055	8,339	8,553	8,502

Sources: Traffic Summary (reports online) 2000 thru 2010
Delaware Department of Transportation 2010

11.7 Transportation Services to the Public in the Baynard Boulevard Analysis Area

11.7.1 Taxi & Other Privately Provided Transportation Service

Private transportation service is generally provided on-demand and is available to all areas within the City of Wilmington, including the Baynard Boulevard Analysis Area. At the time this report was compiled, numerous companies provided an increasing array of transportation services within Wilmington and within the Baynard Boulevard Analysis Area. Many companies provide service 24 hours per day, 7 days per week primarily using modified or unmodified vans or occasionally sedans. Given the abundance of trip demand generators located with the Analysis Area (i.e., schools, social service agencies and organizations, churches, etc.), the market for private transportation providers appears to have many opportunities.

The private transportation business is a dynamic entity with various companies entering and leaving this very competitive market. Many private transportation companies are finding success in niche markets, as providers of “for hire transportation service” such as non-emergency medical transportation or by catering to special groups (for example, yellow school bus service, service to regional airports, special tour or charter bus packages to various regional attractions and resort areas, etc.). Accordingly, residents or organizations within the Baynard Boulevard Analysis Area are able to receive transportation services from private providers who use cars (sedans), vans, yellow school buses, tour buses, or other types of mass transit vehicles.

In September 2011, most of the taxi drivers operating within the study area were employed as independent contractors to the various taxi companies providing such services. As such, the number of taxis available for service at any given time varied, but usually remained in the 15-25 taxi range for day time service; 6-8 vehicles available for service during the evening hours; and 3-5 vehicles for overnight service. Given the nature of the prevailing taxi business, reliable estimates concerning the numbers of daily passenger trips provided by the independent contractor operators have been extremely challenging to ascertain.

11.7.2 Public Transportation Services in the Baynard Boulevard Analysis Area

Within Delaware, publicly operated fixed route, fixed schedule bus service and publicly operated demand-response paratransit service are provided under the auspices of the Delaware Department of Transportation, Delaware Transit Corporation (DART 1st State). The fixed route bus service network operates as a radial system within Wilmington with Rodney Square serving as the major transfer point or the hub. In December 2011, DART First State operated twelve fixed route, fixed schedule bus routes which directly serve the Baynard Boulevard Analysis Area. Transfer connections via DART 1st State bus routes at Rodney Square and the AMTRAK Station can provide Analysis Area residents with links to regional, national, and international transportation resources. In addition, the study area also benefits from DART Paratransit service. Other types of commercial door-to-door transportation services are also provided by many private companies.

Some form of public transit service is available to virtually all parts of the Baynard Boulevard Analysis Area. Commonly accepted transit service planning standards state that any location within 1,320 feet or within a quarter of mile on either side of a bus route is most likely served by it. DART 1st State’s Paratransit service operates in the Baynard Boulevard Analysis Area on a door-to-door advance reservation basis to serve persons registered for this service.

In December 2011, the DART 1st State bus routes that provided transit service access to the Baynard Boulevard Analysis Area included routes 1, 2, 11, 12, 28 and 35. **Map K** depicts the major routes currently operating within the Baynard Boulevard Analysis Area. These bus routes link the Analysis Area with the Wilmington CBD, the Wilmington AMTRAK Station, north to south Concord Avenue, and, via transfers at Rodney Square, with other locations throughout Delaware. What's more, with thoughtful trip planning, a Baynard Boulevard Analysis Area resident's public transit travel options can be extensively broadened by using DART 1ST State, New Jersey Transit Corporation (NJT) buses and Southeastern Pennsylvania Transportation Authority (SEPTA) trains in the Wilmington CBD as well as AMTRAK to reach destinations within the mid-Atlantic region and beyond.

DART 1st State also provides a paratransit service for persons certified as eligible under the guidelines of the Americans with Disabilities Act (ADA). There are key differences between fixed route services and paratransit services, including ease of use through an advance reservation system for demand-response door-to-door service versus fixed route, fixed schedule service from the nearest bus stop, and customer cost for service (i.e., flat fare for paratransit service versus multi-zone fares and multi-ride passes for fixed route service).

In general, public transportation riders fall into two categories, the choice rider and the captive, or dependent, transit rider. DART 1st State riders are no exception. On the one hand, choice riders, have choices and options for their trip-making needs. As a result, bus system service limitations are not a deterrent to the choice rider's trip-making travel options since personal mobility is unrestrained. The choice rider, most often using transit for the work-related weekday trip, finds that DART's public transportation service is good and generally satisfies this demand. For other travel needs, the choice rider usually has other options to make necessary trips when public transit service is inconvenient or unavailable. The bulk of DART's public transportation service that operates within the Analysis Area supports the weekday work-related trip and other travel needs. In 2011, weekend service included an operating schedule for Saturday service and for Sunday service.

For those riders who are dependent on public transportation service for all their trip making needs, DART service poses certain challenges. Personal travel and trip-making must be adjusted to the DART operating schedule. Within the Baynard Boulevard Analysis Area and throughout most of Delaware, it has been decades since any type Sunday local public transportation service has been operated. In 2011, the availability of an abbreviated type of Sunday local public transportation service profile of bus service produced significant benefits for the transit-dependent rider.

11.8 Bikeways & Bicycle Paths

Consistent with the City of Wilmington Bicycle Plan that was adopted by the WILMAPCO Council in 2008, several bikeways have been proposed for inclusion within the Baynard Boulevard Analysis Area. As proposed, some of the bikeways will share existing streets with other vehicular traffic, while other proposed bikeways will be included as part of the Greenway Network located within the Analysis Area. Additional discussions with members of staff from DelDOT, WILMAPCO, and the City of Wilmington's Bicycle Advisory Committee concerning designated bikeways sharing the public rights-of way within the Baynard Boulevard Analysis Area are on-going.

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The New Castle County, Delaware Bicycle Map depicts several bikeways that are located within the Baynard Boulevard Analysis Area. Moreover, the City of Wilmington Bicycle Plan was adopted by the WILMAPCO Council in 2008, and maps within this report show that bikeways share and are located within the rights-of-way of Baynard Boulevard, North Broom Street, West 18th Street, a portion of West 19th Street, and North Van Buren Street. There are also extensive bicycle pathways within Brandywine Park. It should be noted that anecdotal evidence seems to indicate that most bicycle use in the Analysis Area has been found to be largely for recreational purposes by members of the general population as opposed to using bicycle transport as an essential or primary mode of personal transportation.

12.0 Special Districts or Special Projects Within the Baynard Boulevard Analysis Area

The Baynard Boulevard Analysis Area is home to several different types of projects and programs that have been developed under the guidance of public agencies, private companies, or in a collaborative public-private partnership. In 2011, these projects, sponsors, or initiatives included the Wilmington Housing Partnership's RISE (Residential Improvement and Stabilization Effort) Initiative, the Brandywine Village Revitalization Inc. (www.brandywinevillage.org), the 2nd District Neighborhood Planning Council, and community development corporations along with various transportation enhancement and improvement projects discussed under the transportation section.

13.0 COUNCIL AND LEGISLATIVE DISTRICTS

This section describes the political representation districts for the Baynard Boulevard Analysis Area. The boundaries of each election district, whether for City, County, or State offices, are subject to change every ten years following reapportionment based on census results. This process of redistricting was most recently completed in 2011.

City Council District: The Wilmington City Council consists of eight district members, four members-at-large, and the President of the Council. The majority of the Baynard Boulevard Analysis Area is included in Councilmanic District 2 and a very small portion of Councilmanic District 1. As a result, this analysis area is currently represented on the Wilmington City Council by the Honorable Charles Potter, Jr. of Council District 1, and the Honorable Ernest "Trippi" Congo, II of City Council District 2. **Map H** shows the city council boundaries in relation to the Baynard Boulevard Analysis Area. **Appendix E** lists all Wilmington City Council members.

In addition, for the 2012 term, the At-Large City Council Members are the Honorable Justen A. Wright, the Honorable Loretta Walsh, the Honorable Charles M. "Bud" Freel, and the Honorable Michael A. Brown, Sr. The City Council President is the Honorable Norman D. Griffiths. Members of City Council serve four-year terms. The current terms of those elected City Council members will expire in January 2013.

County Council District: Following the 2010 census, many municipalities and electoral districts were re-aligned based on the new population numbers. Accordingly, New Castle County Council districts were realigned as prescribed by Delaware State statute. The membership of New Castle County Council was also increased in size from 7 members to 13 members.

For the purposes of representation on the New Castle County Council, the City of Wilmington encompasses two districts, 4 and 10. The Baynard Boulevard Analysis Area is located

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completely within District 4. New Castle County District 4 is represented by the Honorable Penrose Hollins and New Castle County Council District 10 is represented by the Honorable Jea Street. The members of New Castle County Council serve four-year staggered terms so that half the Council members serve 4-year terms and the terms are staggered so that half of Council comes up for re-election every two years (except following re-districting). There are no term limitations for Council members.

State Representative District: For the purpose of representation in the Delaware State Legislature, the City is divided into seven representative districts. The Baynard Boulevard Analysis Area is included in Delaware State Representative District 1. The current State Representative is the Honorable Dennis P. Williams, (District 1). The members of the State House of Representatives serve two-year terms.

State Senate District: For the purpose of representation in the Delaware State Senate, the City is divided into seven districts. The Baynard Boulevard Analysis Area is included as a part of State Senate District 1 which is currently represented by the Honorable Harris B. McDowell. The members of the Delaware State Senate serve four-year terms.

Sources: The City Clerk of Wilmington City Council – City of Wilmington, Delaware website; the New Castle County, Delaware website; and State of Delaware official website, December 2012.

Baynard Boulevard Analysis Area Community Notebook

List of Exhibits Baynard Boulevard Analysis Area

Map A	Analysis Area in Citywide Analysis Area Context
Map B	Census Tract Map – CT 3, CT4, & CT 5
Map C	Historic & Cultural Resources
Map D	Current Land Use
Map E	Current Zoning
Map F	Neighborhoods
Map G	Public School Districts
Map H	City Council District Boundaries
Map I	Parks, Open Space, & Recreational Facilities
Map K	DART Bus Routes
Map L	State Maintained Roadways
Map M	Flood Zones
Map N	Water Lines
Map O	Sewer Lines

MAP A BAYNARD BOULEVARD ANALYSIS AREA

City Wide Analysis Areas

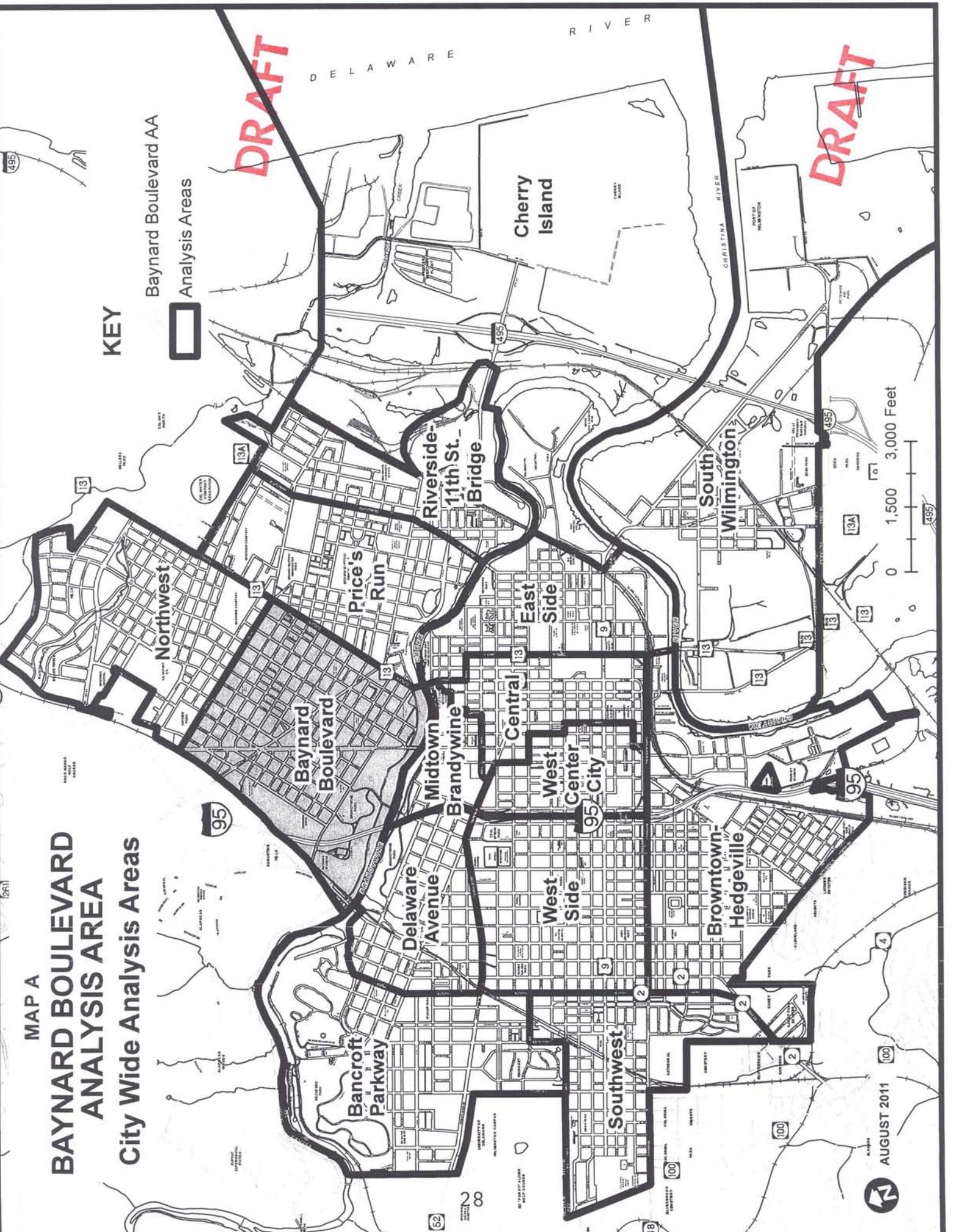
KEY

Baynard Boulevard AA
Analysis Areas



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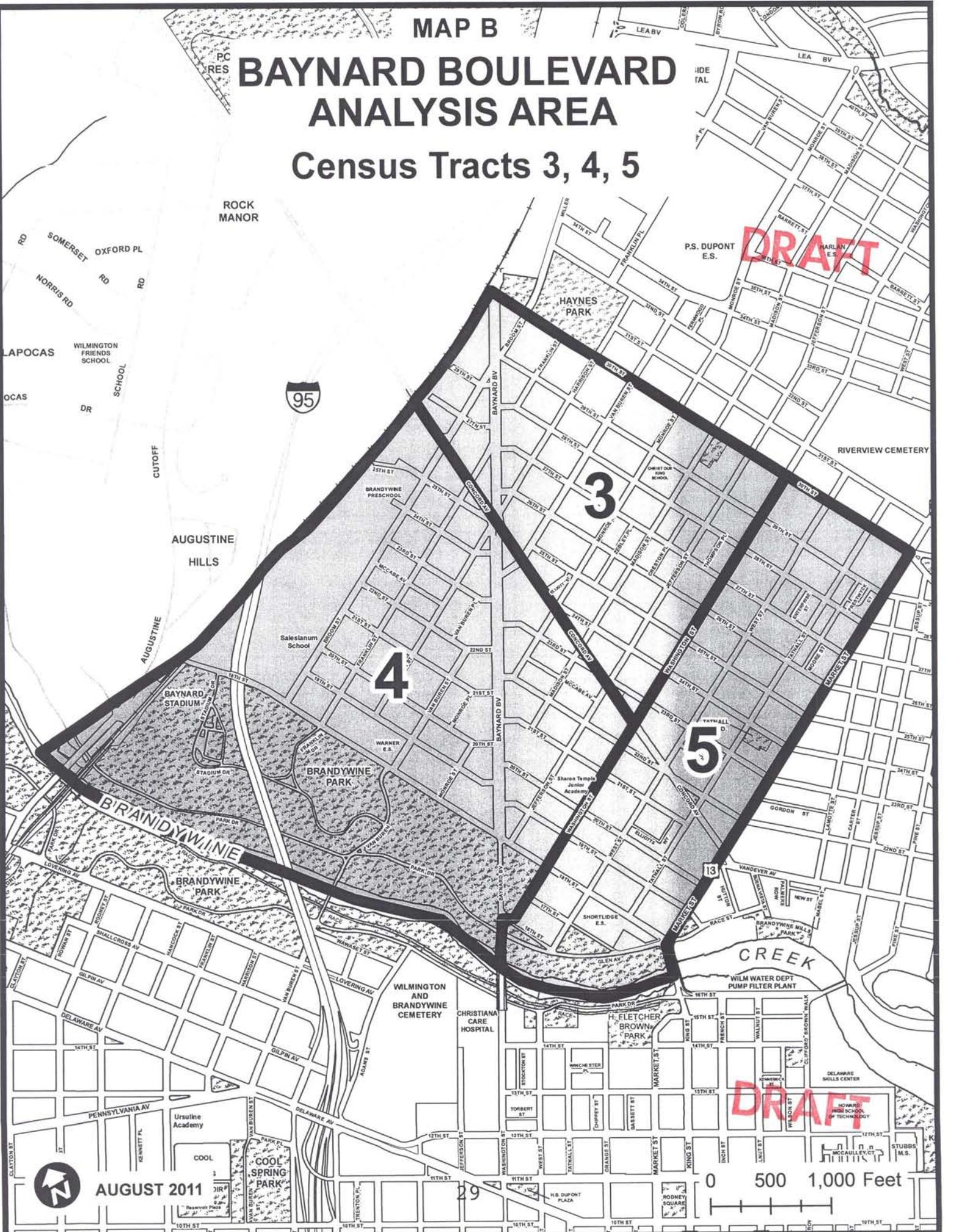
AUGUST 2011



MAP B

BAYNARD BOULEVARD ANALYSIS AREA

Census Tracts 3, 4, 5



AUGUST 2011

DRAFT

0 500 1,000 Feet

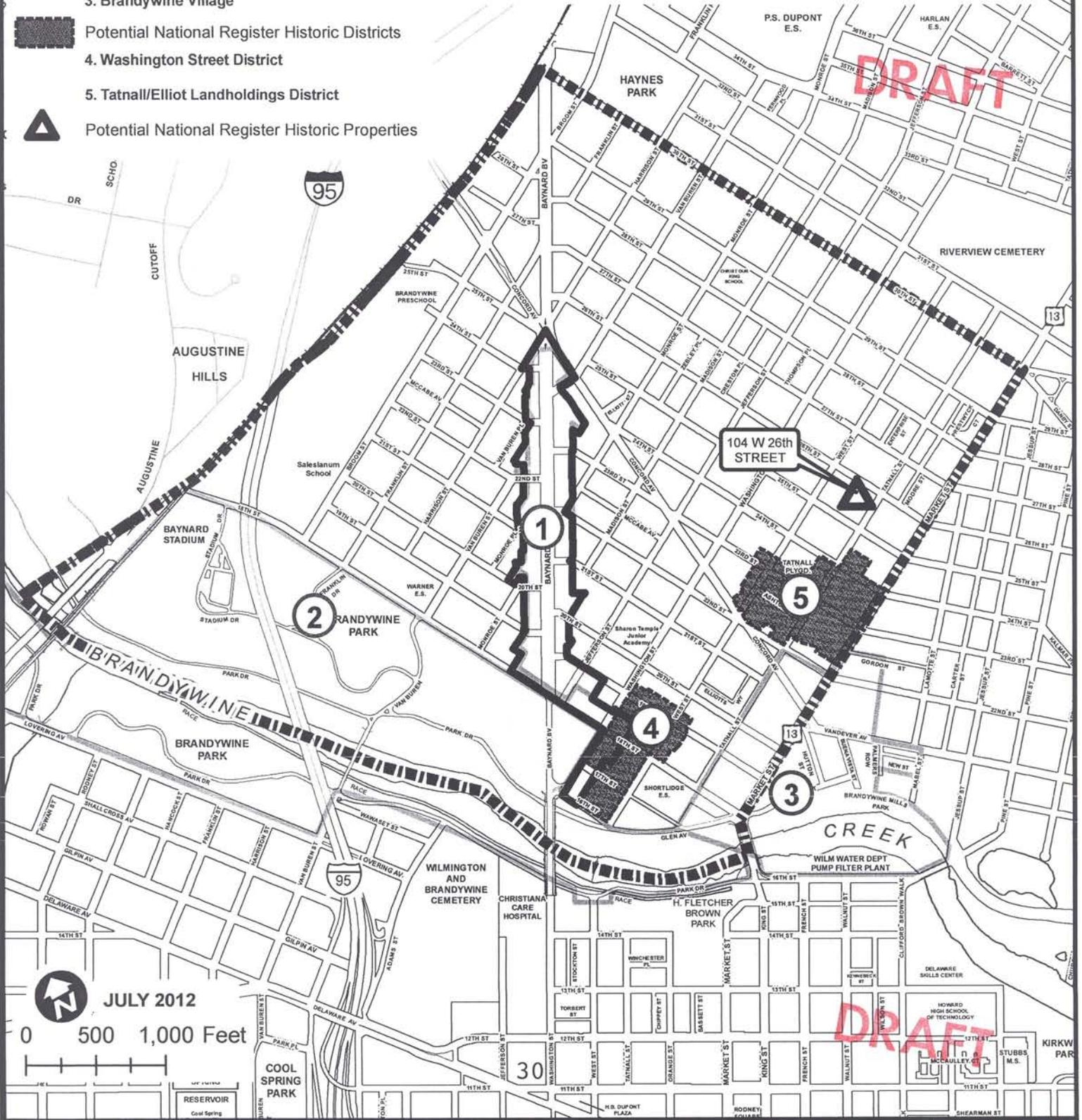
KEY

Analysis Area

-  Baynard Boulevard
-  Baynard Boulevard City Historic District
-  National Register Historic Districts
 1. Baynard Boulevard
 2. Brandywine Park/Kentmere Parkway
 3. Brandywine Village
-  Potential National Register Historic Districts
 4. Washington Street District
 5. Tatnall/Elliott Landholdings District
-  Potential National Register Historic Properties

BAYNARD BOULEVARD ANALYSIS AREA

Historical and Cultural Resources



DRAFT

WORKING DRAFT
Baynard Blvd Analysis Area
Current Land Use - February 2012

Legend

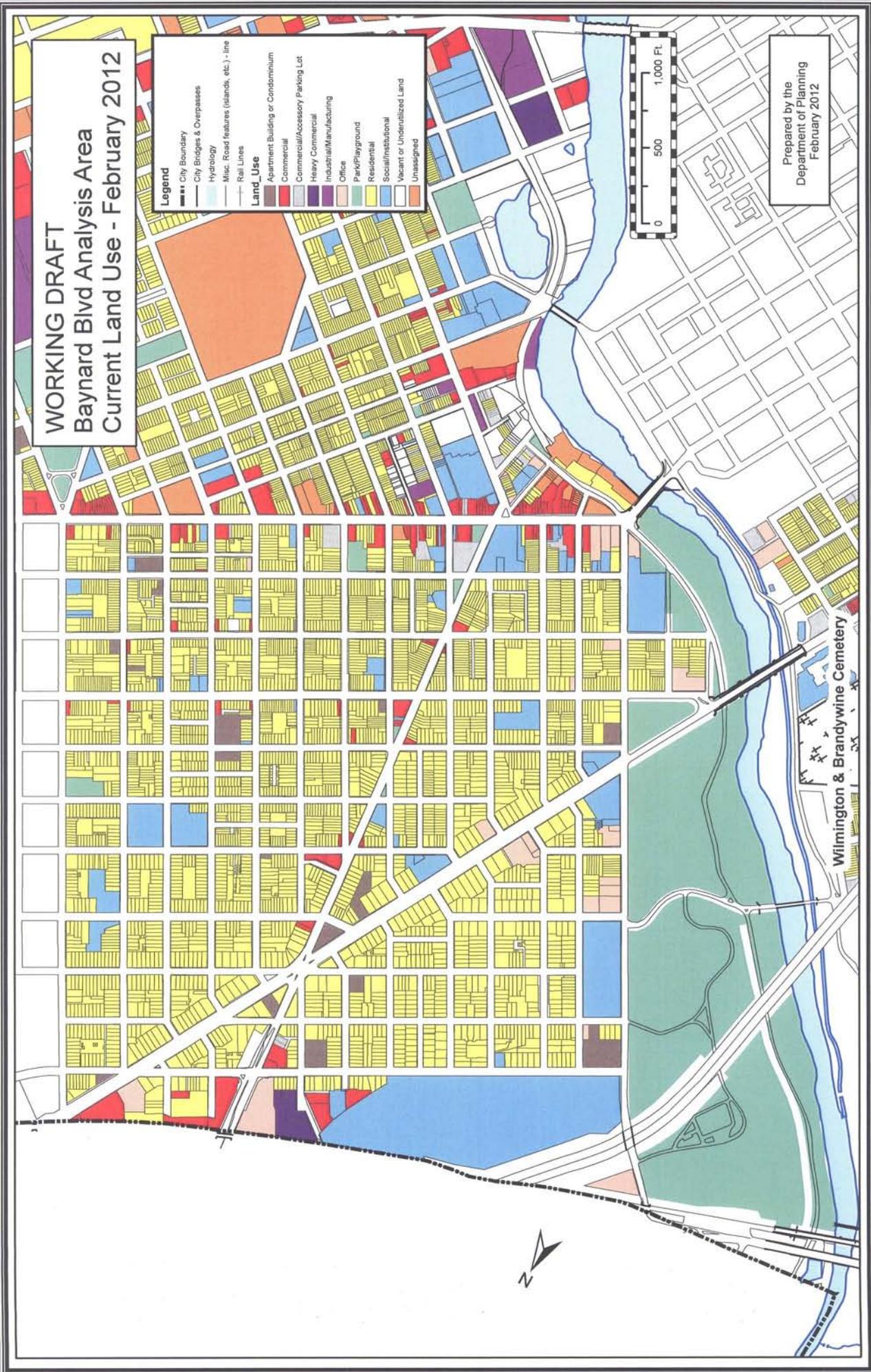
- City Boundary
- City Bridges & Overpasses
- Hydrology
- Misc. Road features (islands, etc.) - line
- Rail Lines

Land Use

- Apartment Building or Condominium
- Commercial
- Commercial/Accessory Parking Lot
- Heavy Commercial
- Industrial/Manufacturing
- Office
- Park/Playground
- Residential
- Social/Institutional
- Vacant or Underutilized Land
- Unassigned



Prepared by the
Department of Planning
February 2012



Wilmington & Brandywine Cemetery



DRAFT

MAP F

BAYNARD BOULEVARD ANALYSIS AREA

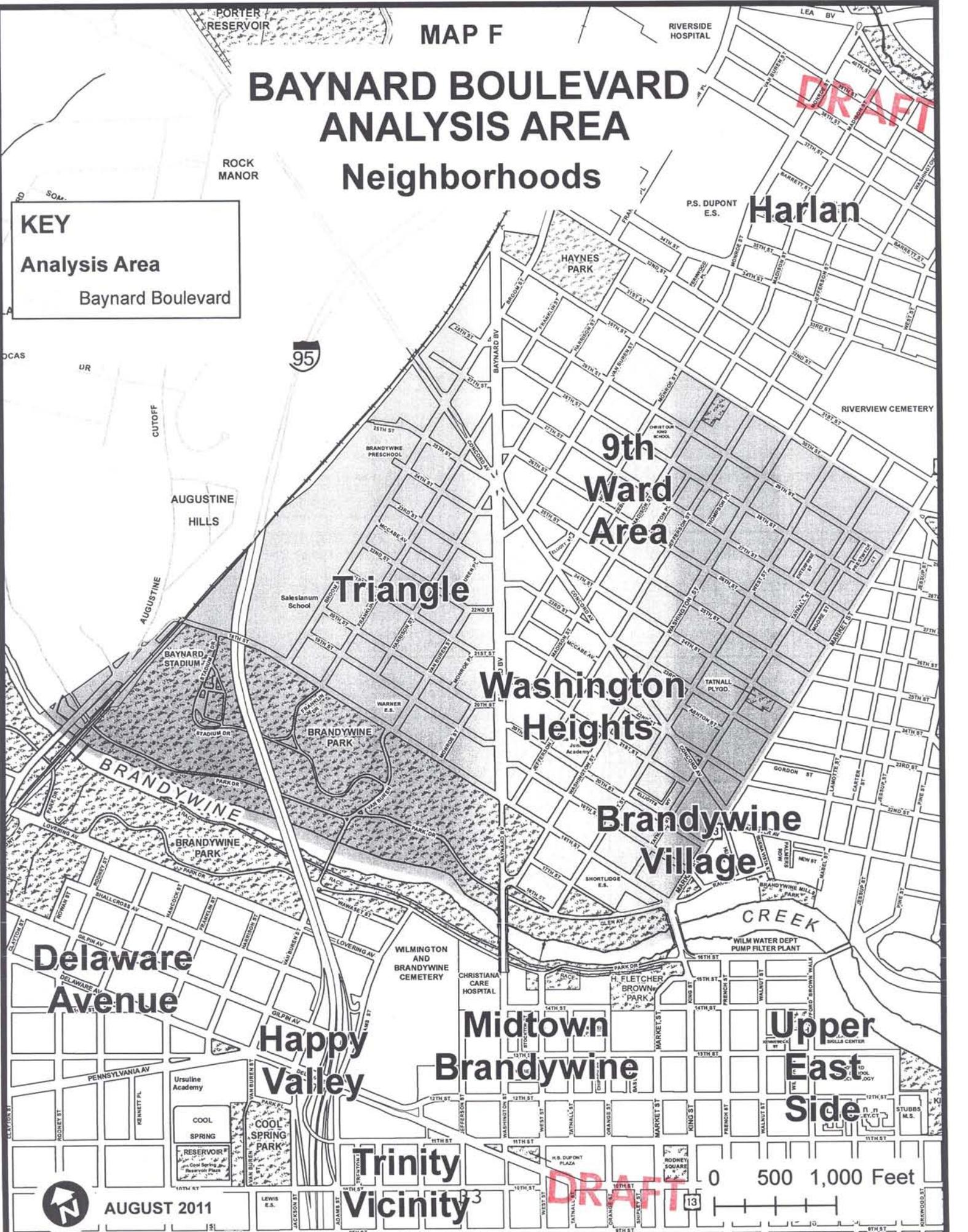
Neighborhoods

DRAFT

KEY

Analysis Area

Baynard Boulevard



AUGUST 2011

Trinity Vicinity

DRAFT

0 500 1,000 Feet

MAP G

BAYNARD BOULEVARD ANALYSIS AREA Public School Districts

KEY

-  Public School Districts
-  Analysis Area
-  Baynard Boulevard

BRANDYWINE SCHOOL DISTRICT



RED CLAY CONSOLIDATED

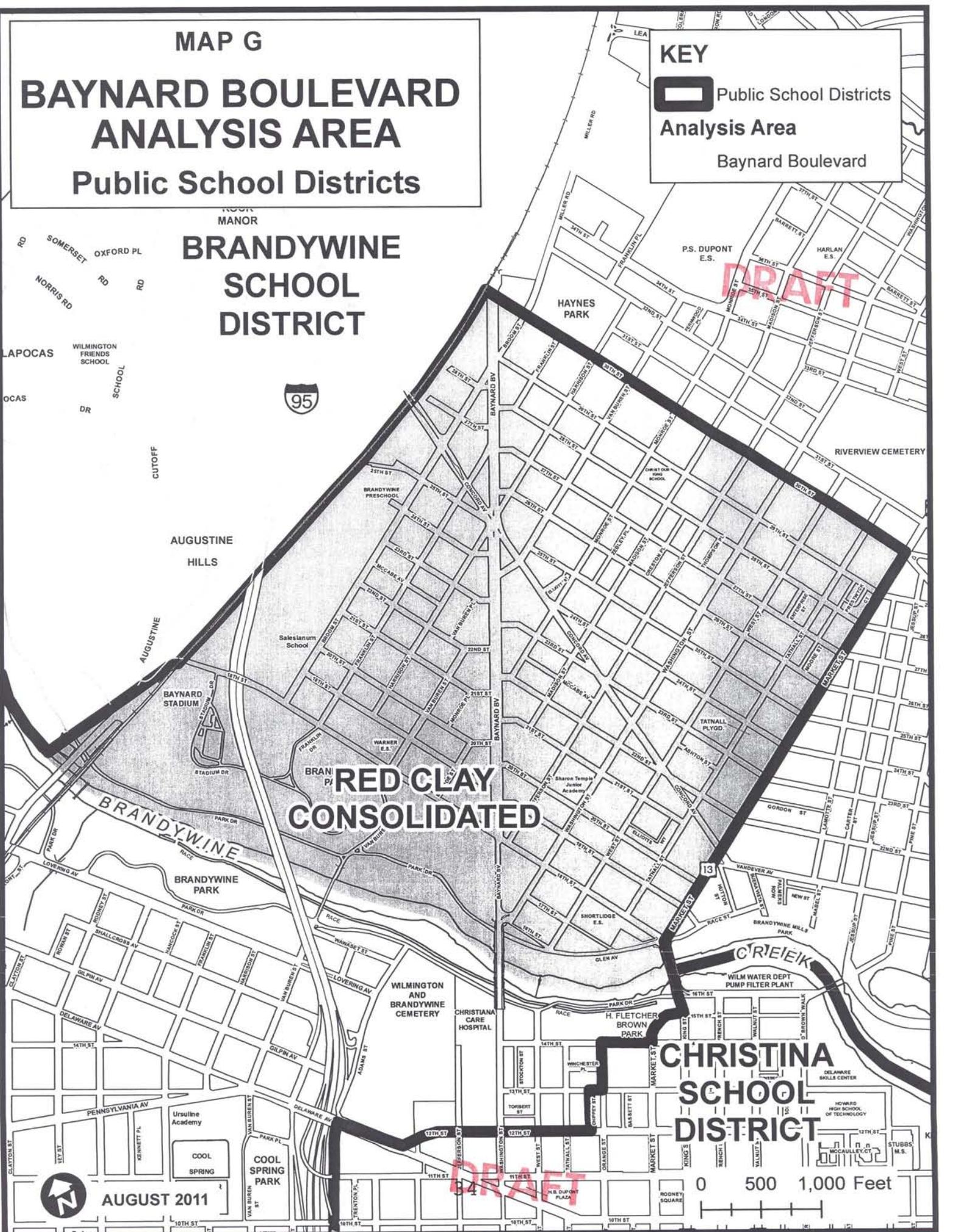
CHRISTINA SCHOOL DISTRICT

AUGUST 2011

0 500 1,000 Feet

DRAFT

DRAFT



MAP H

BAYNARD BOULEVARD ANALYSIS AREA

Councilmanic Districts

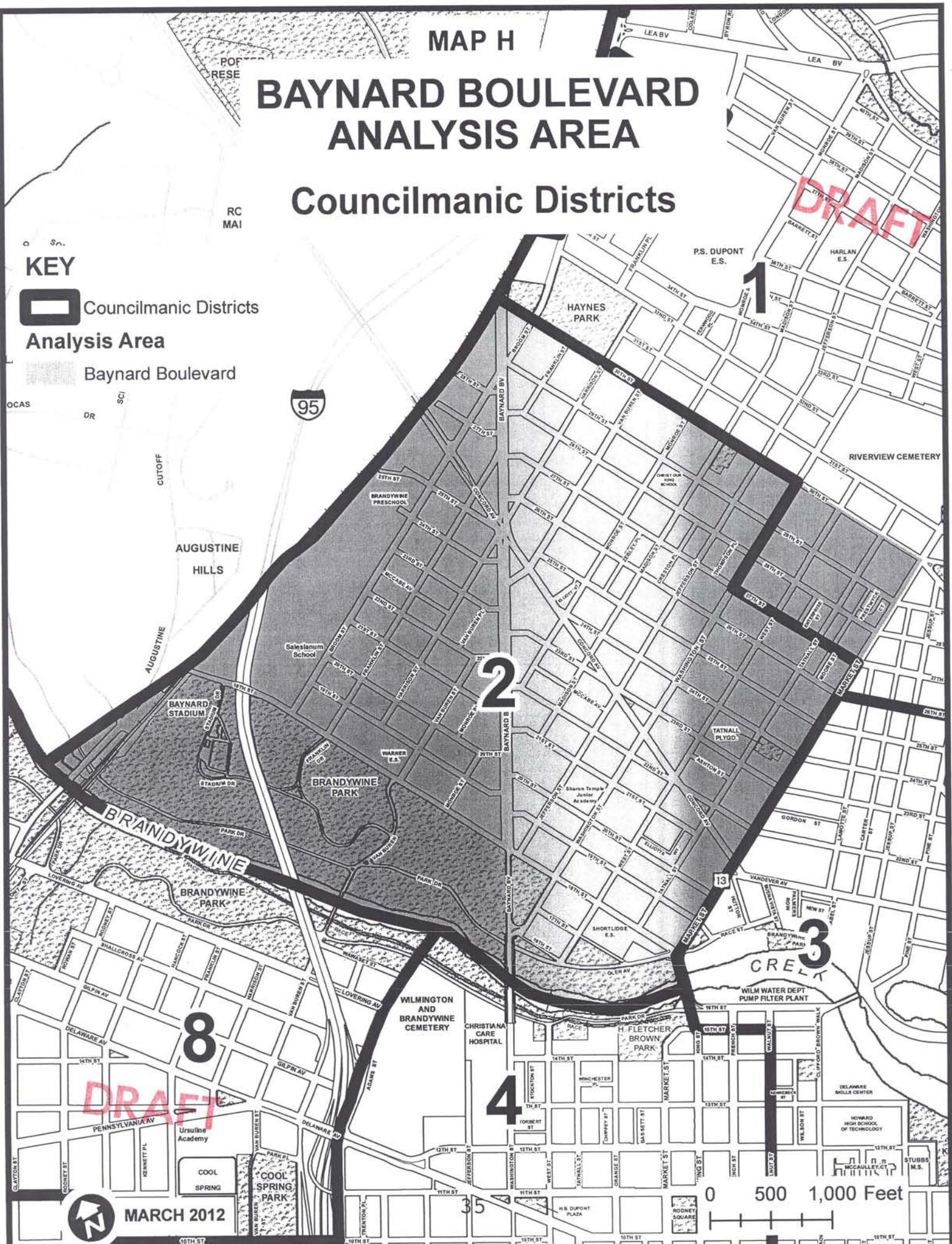
KEY

 Councilmanic Districts

 Analysis Area

 Baynard Boulevard

DRAFT



8

2

1

4

3

MARCH 2012

0 500 1,000 Feet



MAP I

BAYNARD BOULEVARD ANALYSIS AREA

Parks, Open Space, Recreational Facilities

POR RESEF

SOMERSET RD
OXFORD PL

KEY

- Parks
- Analysis Area
- Baynard Boulevard



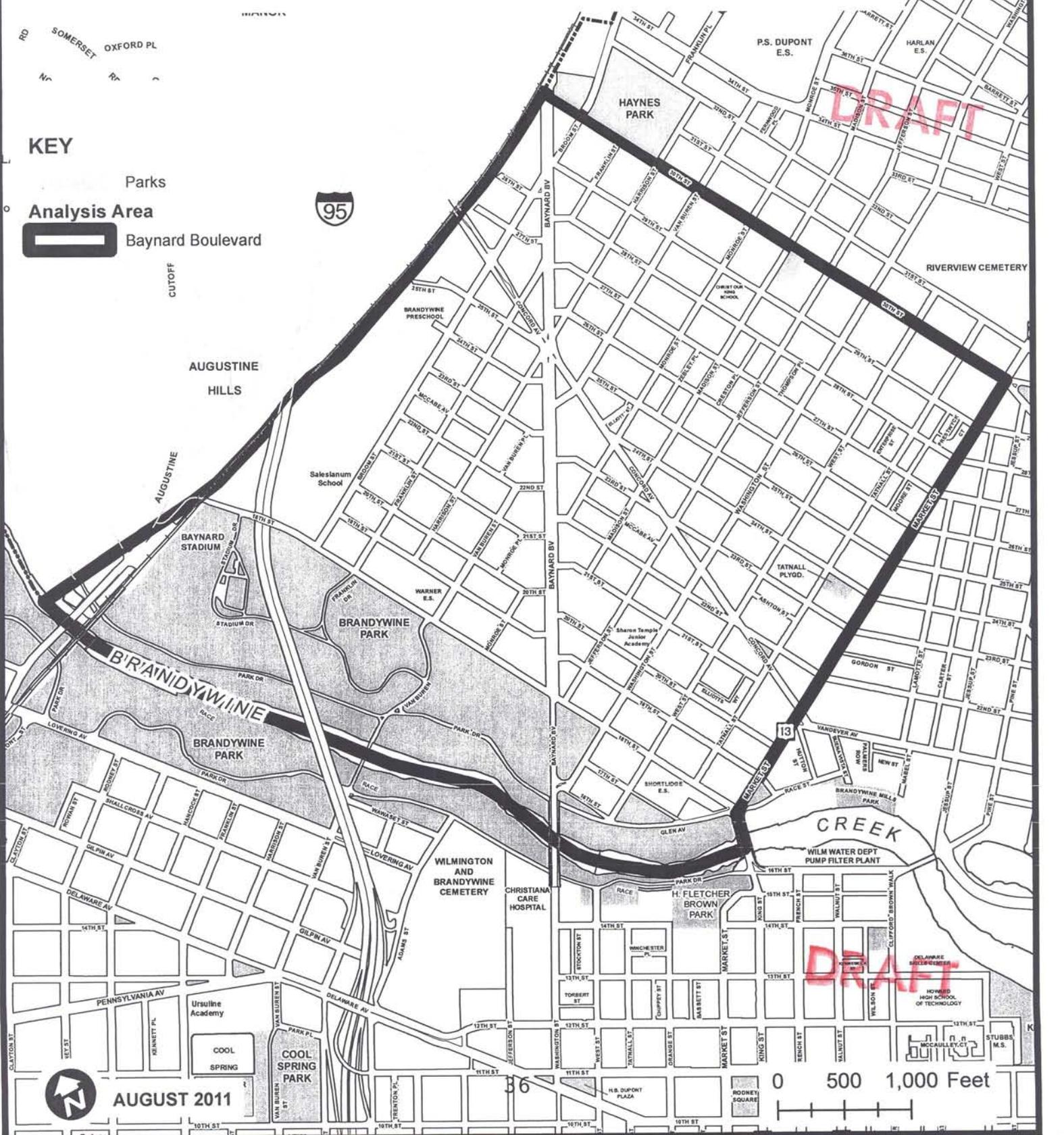
DRAFT

DRAFT



AUGUST 2011

0 500 1,000 Feet



MAP K

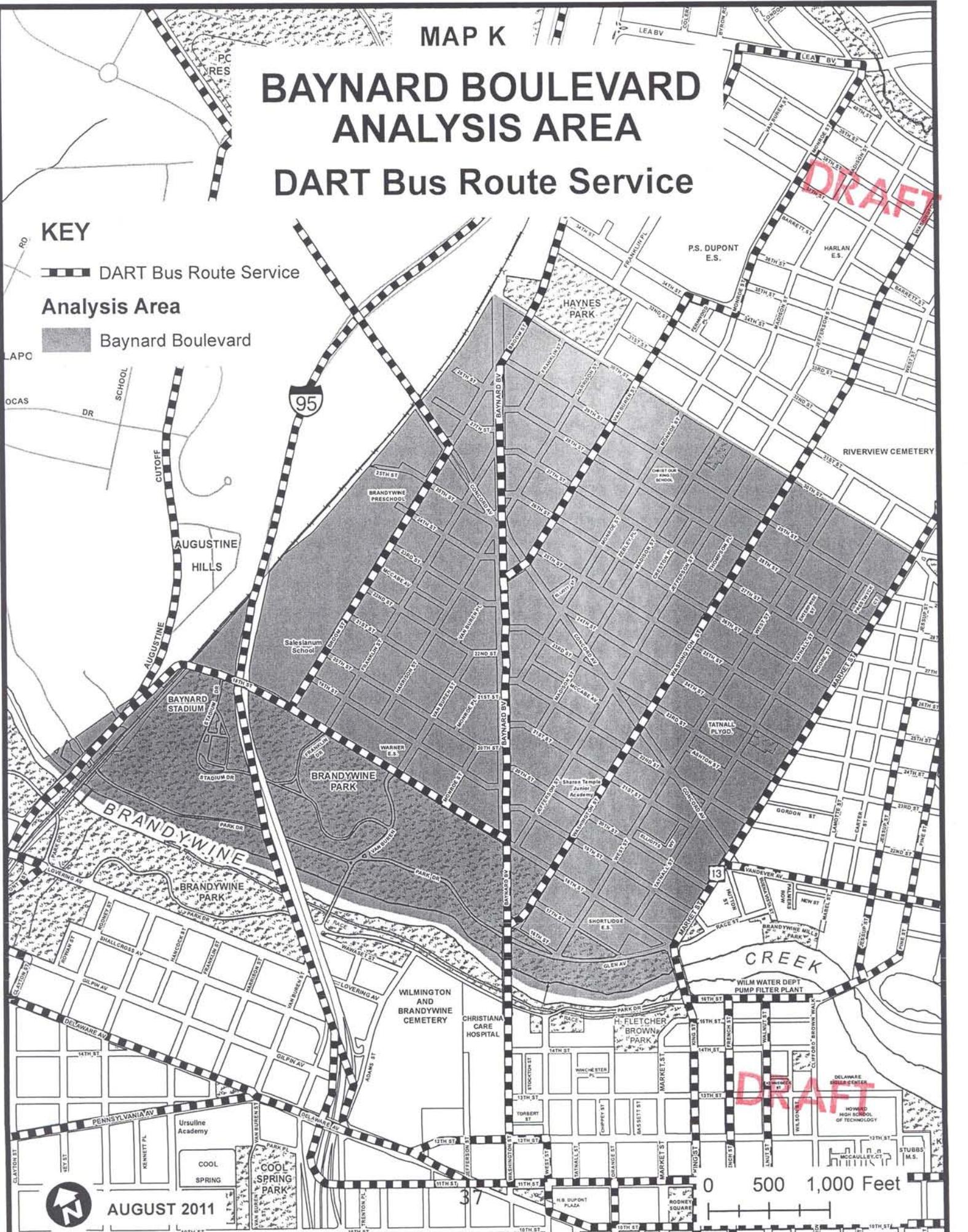
BAYNARD BOULEVARD ANALYSIS AREA DART Bus Route Service

KEY

 DART Bus Route Service

Analysis Area

 Baynard Boulevard



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0 500 1,000 Feet



AUGUST 2011

37

MAP L

BAYNARD BOULEVARD ANALYSIS AREA

State Maintained Roadways

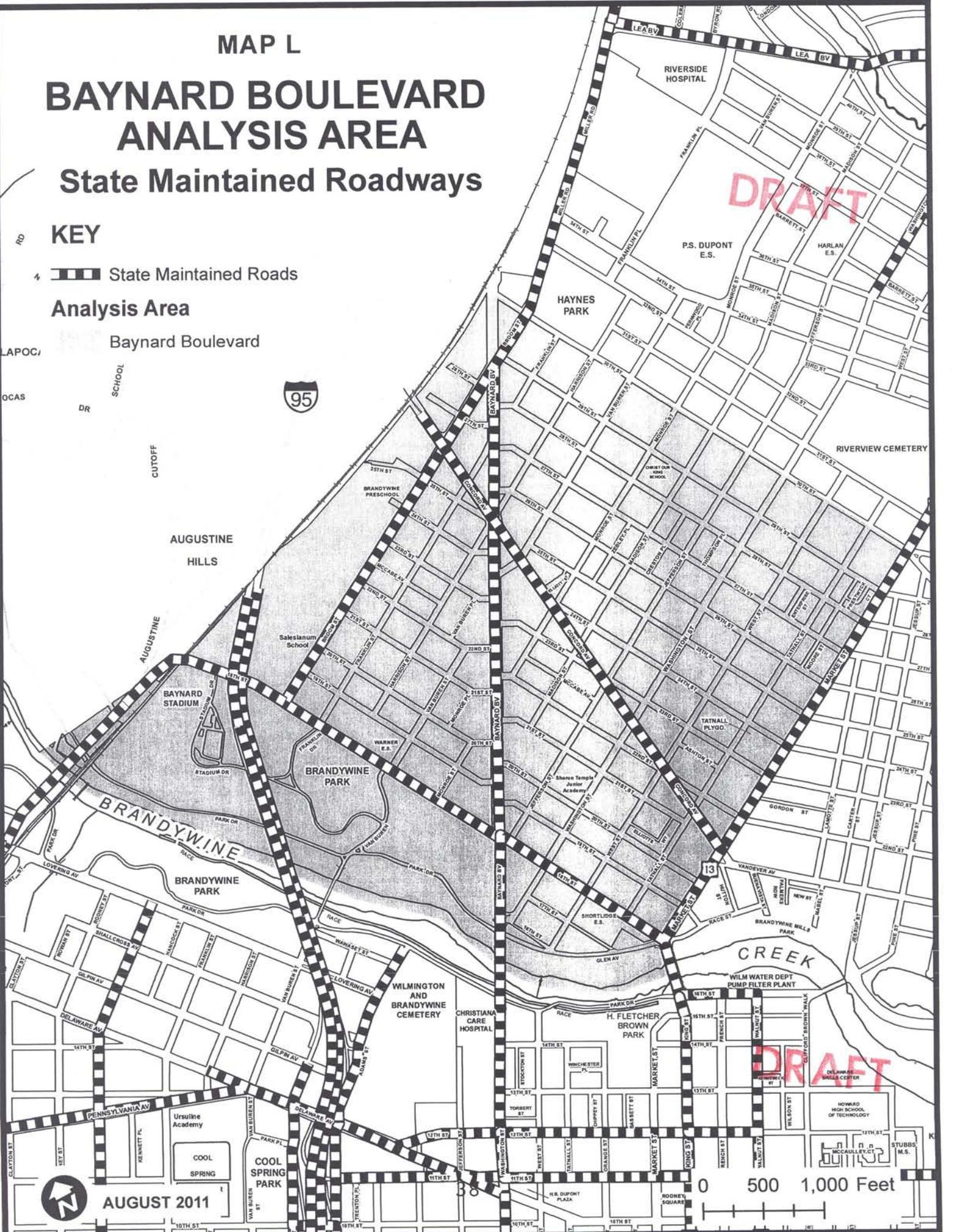
KEY

-  State Maintained Roads
-  Analysis Area

Baynard Boulevard

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AUGUST 2011

0 500 1,000 Feet

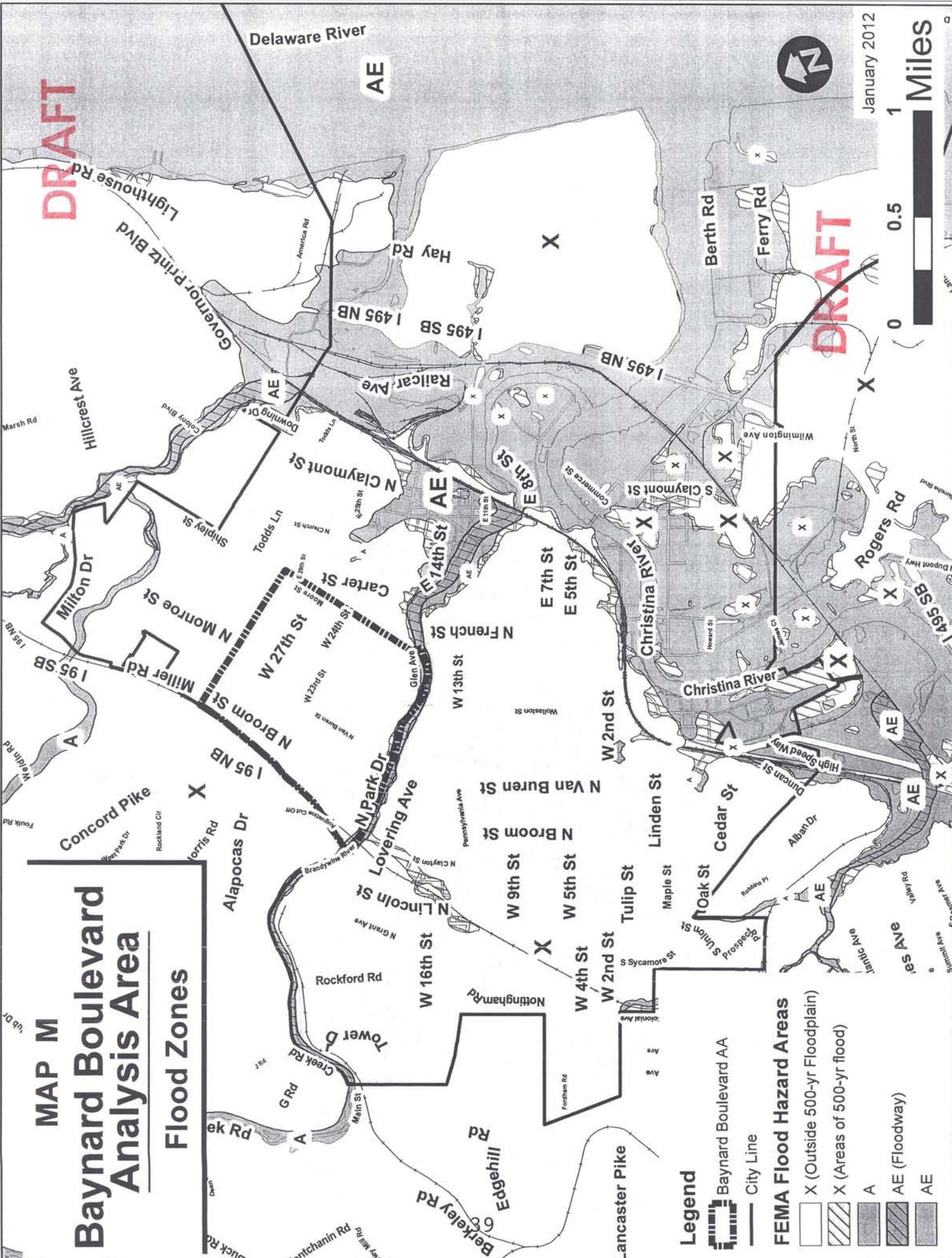
MAP M

Baynard Boulevard Analysis Area

Flood Zones

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Legend

Baynard Boulevard AA

City Line

FEMA Flood Hazard Areas

X (Outside 500-yr Floodplain)

X (Areas of 500-yr flood)

A

AE (Floodway)

AE

January 2012

0 0.5 1 Miles



MAP N

BAYNARD BOULEVARD ANALYSIS AREA Water System

KEY

Water Mains

Diameter

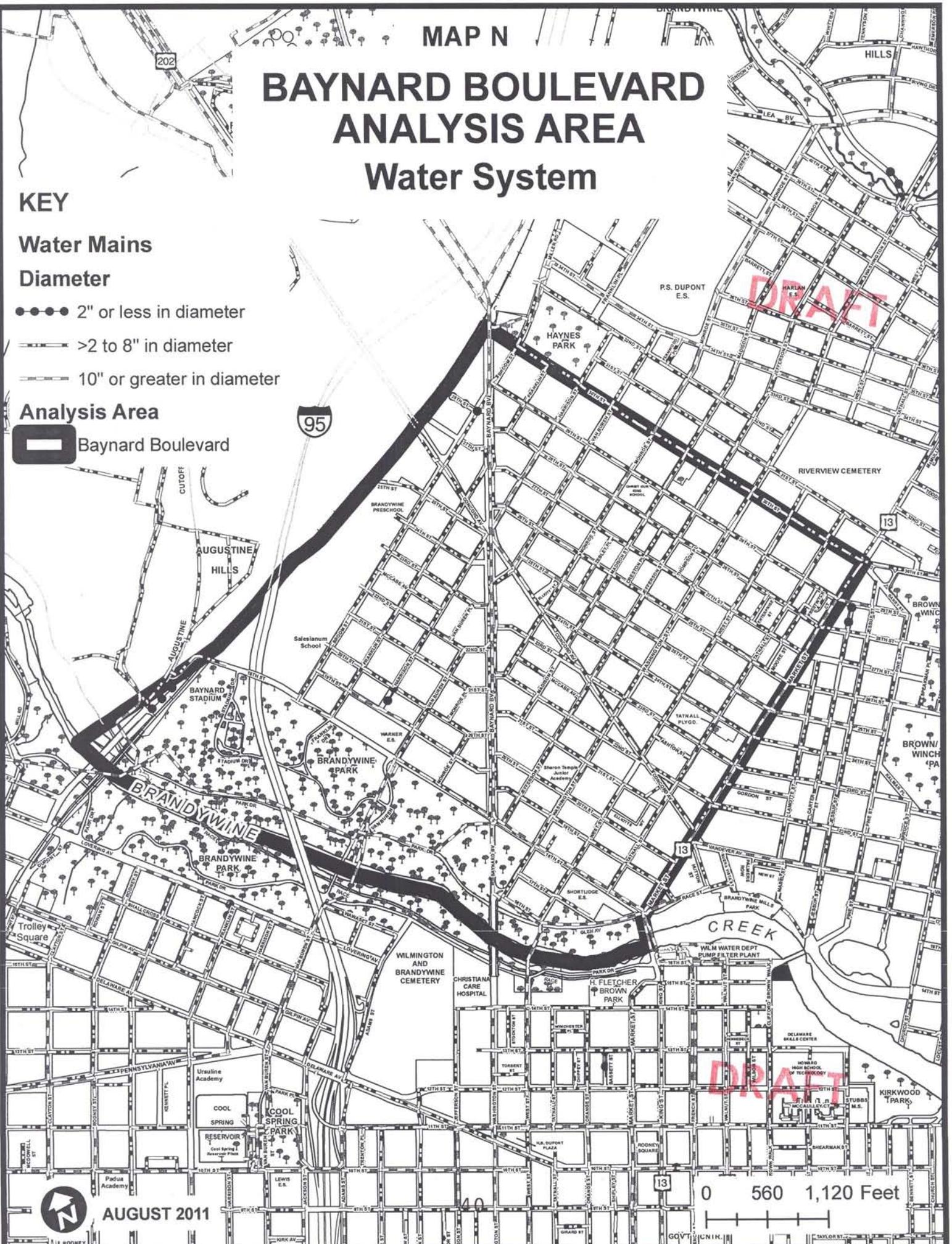
●●●● 2" or less in diameter

— — — — — >2 to 8" in diameter

— — — — — 10" or greater in diameter

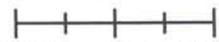
Analysis Area

▭ Baynard Boulevard



AUGUST 2011

0 560 1,120 Feet



MAP 0

BAYNARD BOULEVARD ANALYSIS AREA Sewer System

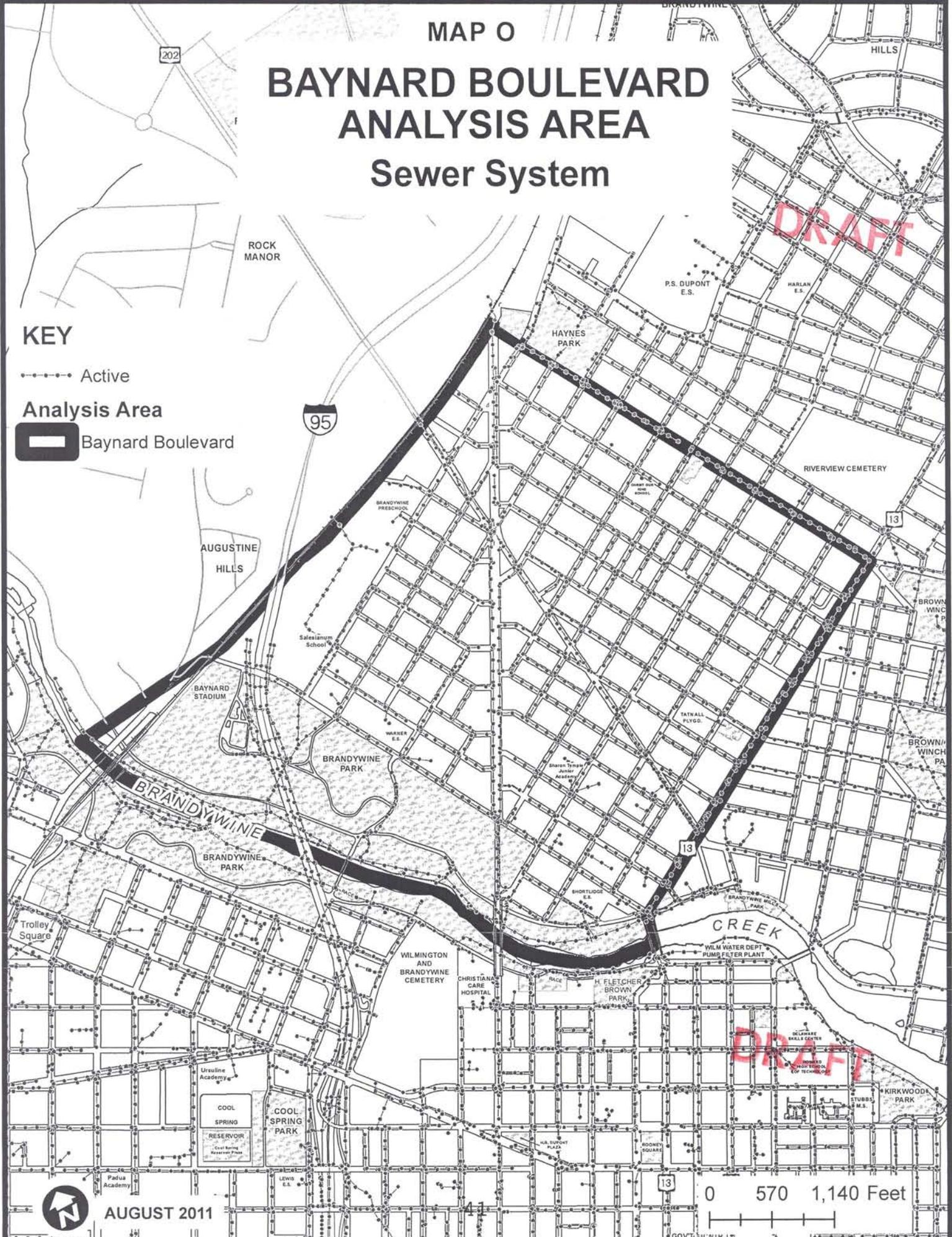
DRAFT

KEY

Active

Analysis Area

Baynard Boulevard



DRAFT



AUGUST 2011

0 570 1,140 Feet

GOVT. ENGINEER

DRAFT

APPENDIX A
Baynard Boulevard Analysis Area Selected Census Data
City of Wilmington Census Tracts – 3, 4, and 5

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Boulevard Analysis Area/Census Tract 3

Demographic Characteristics

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POPULATION: (2010 - 100% Data)						SCHOOL ENROLLMENT: (2006-2010 Estimate****)		
(All Persons)						(Persons 3 Years and Over)		
	2000		2010		Percent Change			
	Number	Percent	Number	Percent	2000-2010	Number		
White.....	631	18 8	506	15 8	-19 8	Preprimary School.....	89	
Black.....	2605	77 6	2539	79 5	-2 5	Elementary or High School.....	636	
Asian.....	17	0 5	26	0 8	52 9	College or Graduate/Professional School.....	241	
Other*.....	106	3 2	123	3 9	16 0	Total.....	966	
Total.....	3359	100 0	3194	100 0	-4 9			
Hispanic**.....	92	2 7	121	3 8	31 5			
AGE: (2010 - 100% Data)						LANGUAGE SPOKEN AT HOME: (06'-10' Estimate)		
(Persons 5 Years and Over)						(Persons 5 Years and Over)		
	WHITE	BLACK	ASIAN	OTHER*	TOTAL	HISPAN**	Number	
	Number	Number	Number	Number	Number	Percent	Number	
ALL PERSONS.....	3194							
Under 5.....	26	186	0	9	221	6 9	All Persons 5 Years and Over.....	3095
5 to 17.....	51	547	7	31	636	19 9	Language other than English.....	116
18 to 39.....	174	689	9	42	914	28 6	Speak English "not well" or "not at all".....	0
40 to 64.....	180	895	9	34	1118	35 0	TRANSPORTATION TO WORK: (06'-10' Estimate)	
65 +.....	75	222	1	7	305	9 5	(Workers 16 and Over)	
MALES.....	1476							
Under 5.....	10	104	0	5	119	8 1	Private Automobile.....	1071
5 to 17.....	22	280	4	18	324	22 0	Public Transportation.....	160
18 to 39.....	82	315	4	19	420	28 5	Bike/Walk.....	37
40 to 64.....	90	384	4	14	492	33 3	Other.....	0
65 +.....	31	85	1	4	121	8 2	Worked at Home.....	57
FEMALES.....	1718							
Under 5.....	16	82	0	4	102	5 9	NUMBER OF VEHICLES AVAILABLE:	
5 to 17.....	29	267	3	13	312	18 2	(2006-2010 Estimate)	
18 to 39.....	92	374	5	23	494	28 8	1 (Per Occupied Housing Unit)	Number
40 to 64.....	90	511	5	20	626	36 4	None.....	206
65 +.....	44	137	0	3	184	10 7	1.....	536
							2.....	359
							3 or More.....	67
							EDUCATIONAL ATTAINMENT: (06'-10' Estimate)	
							(2006-2010 Estimate)	
							Population 18 Years and Over...	2421
							Less than 9th Grade.....	42 1 7
							9th to 12th, No Diploma.....	377 15 6
							High School Graduate****.....	846 34 9
							Some College, No Degree.....	470 19 4
							Associate Degree.....	240 9 9
							Bachelor's Degree.....	319 13 2
							Graduate or Professional Degree.....	127 5 2
HOUSEHOLDS: (2010 - 100% Data)								
	WHITE	BLACK	ASIAN	OTHER*	TOTAL	HISPAN**		
	Number	Number	Number	Number	Number	Percent	Number	Percent
Family Households.....	113	657	4	32	806	24		
Married.....	73	249	4	11	337	7		
Male Head.....	9	73	0	4	86	2		
Fem. Head.....	31	335	0	17	383	15		
Nonfamily Households....	126	236	3	12	377	12		
Total Households.....	239	893	7	44	1183	36		

*Other includes American Indian/Alaska Native, Native Hawaiian/Other Pacific Islander, Some Other Race Alone and Two or More Races.

**This classification for ethnicity has only two categories: Hispanic/Latino or Not Hispanic/Latino. Hispanics and Latinos may be of any race.

***Includes those earning equivalency diplomas.

****This data was collected from the American Community Survey 5 Year Estimates. The survey was conducted annually from 2006 through 2010 and the number is the compilation of the data collected over this period. For more information on the American Community Survey 5 Year Estimates see Census.gov.

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Boulevard Analysis Area/Census Tract 3

Labor Force Characteristics

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LABOR FORCE: (2006-2010 Estimate)

	WHITE		BLACK		ASIAN		OTHER*		TOTAL		HISPANIC**	
	#	%	#	%	#	%	#	%	#	%	#	%
ALL PERSONS	480		1973		13		96		2562		149	
In Labor Force.....	281	58 5	1286	65 2	13	100 0	81	84 4	1661	64 8	134	89 9
Employed.....	215	44 8	1059	53 7	13	100 0	81	84 4	1368	53 4	74	49 7
Unemployed.....	66	13 8	227	11 5	0	0 0	0	0 0	293	11 4	60	40 3
Not in Labor Force***.....	199	41 5	687	34 8	0	0 0	15	15 6	901	35 2	15	10 1
MALES	252		800		0		49		1101		67	
In Labor Force.....	183	72 6	515	64 4	0	0 0	49	100 0	747	67 8	67	0 0
Employed.....	131	52 0	401	50 1	0	0 0	49	100 0	581	52 8	7	0 0
Unemployed.....	52	20 6	114	14 3	0	0 0	0	0 0	166	15 1	60	0 0
Not in Labor Force.....	69	27 4	285	35 6	0	0 0	0	0 0	354	32 2	0	0 0
FEMALES	228		1173		13		47		1461		82	
In Labor Force.....	98	43 0	771	65 7	13	100 0	32	68 1	914	62 6	67	81 7
Employed.....	84	36 8	658	56 1	13	100 0	32	68 1	787	53 9	67	81 7
Unemployed.....	14	6 1	113	9 6	0	0 0	0	0 0	127	8 7	0	0 0
Not in Labor Force.....	130	57 0	402	34 3	0	0 0	15	31 9	547	37 4	15	18 3

INDUSTRY: (2006-2010 Estimate)

	Number	Percent
Agriculture.....	0	0 0
Mining.....	0	0 0
Construction, Extraction, & Maintenance.....	60	4 4
Manufacturing.....	125	9 1
Wholesale Trade.....	10	0 7
Retail Trade.....	237	17 3
Transport. & Warehousing....	37	2 7
Utilities.....	0	0 0
Information.....	8	0 6
Finance, Insur., Real Estate, Rental & Leasing.....	116	8 5
Professional, Scientific, Management, Administration, & Waste Mgmt.....	155	11 3
Educational Services.....	128	9 4
Health Care & Soc. Serv.....	234	17 1
Arts, Entertainment, & Recreations.....	21	1 5
Accommodations & Food Ser....	14	1 0
Other Services.....	122	8 9
Public Administration.....	101	7 4
Total Employed Persons.....	1368	100 0

OCCUPATION: (2006-2010 Estimate)

	Number	Percent
Management, Business, & Financial Occupations.....	114	8 3
Professional & Related Occupations.....	351	25 7
Service Occupations.....	205	15 0
Sales.....	214	15 6
Office & Administrative Support.....	237	17 3
Farming & Forestry.....	0	0 0
Construction/Extraction/Maintenance.....	104	7 6
Production Occupation.....	60	4 4
Transportation & Material Moving.....	83	6 1
Total Employed Persons.....	1368	100 0

PLACE OF WORK: (2006-2010 Estimate)

	Number	Percent
(Workers 16 and Over)		
Worked in Delaware.....	1113	81 4
Worked in New Castle County.....	1113	81 4
Worked out of New Castle County.....	0	0 0
Worked out of Delaware.....	212	15 5

*Other includes American Indian/Alaska Natives, Native Hawaiian/Pacific Islanders, Some Other Race Alone and Others of Two or More Races.

**This classification for ethnicity has only two categories: Hispanic/Latino or Not Hispanic/Latino. Hispanics and Latinos may be of any race.

***Not in labor force includes all people 16 years old and over who are not classified as members of the labor force. This category consist of mainly students, housewives, retired workers, seasonal workers interviewed in an off season who were not looking for work, institutionalized people, and people only doing incidental unpaid family work.

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Boulevard Analysis Area/Census Tract 3

Housing Characteristics

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HOUSING OCCUPANCY: (2010 - 100% Data)

	WHITE		BLACK		ASIAN		OTHER*		HISPANIC**	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupied Units.....	239	18 1	893	67 8	7	0 5	44	3 3	36	2 7
Owner Occupied.....	189	14 4	555	42 1	4	0 3	29	2 2	18	1 4
Rental Occupied.....	50	3 8	338	25 7	3	0 2	15	1 1	18	1 4
Total Occupied Units.....	239		893		7		44		36	

HOUSING OCCUPANCY TOTALS: (2010 - 100% Data)

(All Races)	2000	2010	2000-2010
	Number	Number	Percent Change
Occupied Units.....	1224	1183	-3 3
Owner Occupied.....	832	777	-6 6
Renter Occupied.....	392	406	3 6
Vacant Units.....	92	134	45 7
Total Units.....	1316	1317	0 1

HOUSING COSTS: (06'-10' Estimate)

(All Races)	Number
Median Contract Rent.....	\$799
Aggregate Contract Rent.....	\$352,200
Median Housing Value.....	\$165,800
Aggregate Housing Value.....	\$113,472,500

PERCENTAGE OF HOUSEHOLD INCOME SPENT ON HOUSING: (2006-2010 Estimate)

(All Races)	Income Level:				TOTAL***	
	\$10,000- \$19,999	\$20,000- \$34,999	\$35,000- \$49,999	\$50,000 or More	Number	Percent
	Rental Units					
Less than 20%.....	0	31	0	57	88	21 7
20% to 29%.....	0	0	30	93	123	30 3
30% or More.....	121	152	10	0	283	69 7
Ownership Units						
Less than 20%.....	27	34	12	214	287	36 9
20% to 29%.....	0	12	22	99	133	17 1
30% or More.....	96	0	65	67	228	29 3

YEAR STRUCTURE WAS BUILT: (2006-2010 Estimate)

	Number of Housing Units		Percent
2005 or Later.....	0	0	0 0
2000 to 2004.....	20	1	1 5
1990 to 1999.....	0	0	0 0
1980 to 1989.....	10	0	0 8
1970 to 1979.....	56	4	3 3
1960 to 1969.....	45	3	3 4
1950 to 1959.....	162	12	3 3
1940 to 1949.....	226	17	2 2
1939 or Earlier.....	860	65	3 3

*Other includes American Indian/Alaska Native, Native Hawaiian/Pacific Islander, Some Other Race Alone and Others of Two or More Races.

**This classification for ethnicity has two categories: Hispanic/Latino or Not Hispanic/Latino. Hispanics and Latinos may be of any race.

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Boulevard Analysis Area/Census Tract 3

Income Characteristics

DRAFT

HOUSEHOLD INCOME: (2006-2010 Estimate)

	WHITE		BLACK		ASIAN		OTHER*		TOTAL		HISPANIC**	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Less than \$10,000.....	12	4 9	33	3 8	0	0 0	0	0 0	45	3 9	0	0 0
\$10,000-\$14,999.....	23	9 5	54	6 2	0	0 0	0	0 0	77	6 6	0	0 0
\$15,000-\$24,999.....	27	11 1	173	19 8	0	0 0	0	0 0	200	17 1	0	0 0
\$25,000-\$34,999.....	0	0 0	177	20 3	0	0 0	0	0 0	177	15 2	0	0 0
\$35,000-\$49,999.....	23	9 5	116	13 3	0	0 0	0	0 0	139	11 9	0	0 0
\$50,000-\$74,999.....	48	19 8	96	11 0	0	0 0	40	78 4	184	15 8	9	15 8
\$75,000-\$99,999.....	32	13 2	122	14 0	0	0 0	11	21 6	165	14 1	48	84 2
\$100,000 or More.....	78	32 1	103	11 8	0	0 0	0	0 0	181	15 5	0	0 0
Total.....	243	100 0	874	100 0	0	0 0	51	100 0	1168	100 0	57	100 0

BELOW POVERTY LEVEL: (2006-2010 Estimate)

	WHITE		BLACK		ASIAN		OTHER*		TOTAL		HISPANIC**	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Families.....	22	20 4	86	79 6	0	0 0	0	0 0	108	100 0	0	0 0
Married Couple.....	0	0 0	12	11 1	0	0 0	0	0 0	12	11 1	0	0 0
Male-headed.....	0	0 0	5	4 6	0	0 0	0	0 0	5	4 6	0	0 0
Female-headed.....	22	20 4	69	63 9	0	0 0	0	0 0	91	84 3	0	0 0
Total.....	22	20 4	86	79 6	0	0 0	0	0 0	108	100 0	0	0 0

PERCENT BELOW POVERTY LEVEL: (2006-2010 Estimate)

(All Races)

	Number	Percent
Families.....	108	100 0
With Children Under 18 Years.....	84	77 8
With Children Under 5 Years.....	19	17 6
Female-headed Household Families.....	91	100 0
With Children Under 18 Years.....	79	86 8
With Children Under 5 Years.....	0	0 0
Individuals.....	486	100 0
Persons 18 Years or Older.....	257	52 9
Persons 65 Years or Older.....	33	6 8
Children Under 18 Years.....	229	47 1
Children 5 to 17 Years.....	207	42 6
Children Under 5 Years.....	22	4 5

INCOME SUMMARY: (06'-10' Estimate)

(All Races)

	Number
Median Household***	
Income.....	\$47,250
Median Family***	
Income.....	\$57,339
Median Nonfamily	
Income.....	\$30,352
Per Capita****	
Income.....	\$23,051

*Other includes American Indian/Alaska Native Alone, Native Hawaiian/Pacific Islander Alone, Some Other Race Alone and Others of Two or More Races.

**This classification for ethnicity has only two categories: Hispanic/Latino or Not Hispanic/Latino. Hispanics and Latinos may be of any race.

***A family household includes a householder and one or more people living in the same household who are related to the householder by birth marriage or adoption. A household includes all the people who occupy a housing unit as their usual place of residence.

****Per capita income is an average obtained by dividing aggregate income by total population of an area.

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Boulevard Analysis Area/ Census Tract 4

Demographic Characteristics

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POPULATION: (2010 - 100% Data)							SCHOOL ENROLLMENT: (2006-2010 Estimate****)				
(All Persons)							(Persons 3 Years and Over)				
		2000		2010		Percent Change			Number		
		Number	Percent	Number	Percent	2000-2010			Number		
White.....	1444	48 1	1328	44 9	-8 0	Preprimary School.....	237				
Black.....	1417	47 2	1479	50 0	4 4	Elementary or High School.....	396				
Asian.....	16	0 5	40	1 4	150 0	College or Graduate/Professional School.....	119				
Other*.....	122	4 1	109	3 7	-10 7	Total.....	752				
Total.....	2999	100 0	2956	100 0	-1 4						
Hispanic**.....	113	3 8	135	4 6	19 5						
AGE: (2010 - 100% Data)							LANGUAGE SPOKEN AT HOME: (06'-10' Estimate)				
(Persons 5 Years and Over)							(Persons 5 Years and Over)				
		WHITE	BLACK	ASIAN	OTHER*	TOTAL	HISPAN**				
		Number	Number	Number	Number	Number	Percent	Number	Number		
ALL PERSONS.....						2956					
Under 5	83	71	0	11	165	5 6	8	All Persons 5 Years and Over.....	3016		
5 to 17	119	245	13	28	405	13 7	28	Language other than English.....	239		
18 to 39	487	308	12	41	848	28 7	47	Do Not Speak English Well.....	0		
40 to 64	471	480	11	18	980	33 2	32	TRANSPORTATION TO WORK: (06'-10' Estimate)			
65 +	168	375	4	11	558	18 9	20	(Workers 16 and Over)			
MALES.....					1333			Private Automobile.....	1110		
Under 5	48	27	0	4	79	5 9	5	Public Transportation.....	169		
5 to 17	59	139	4	15	217	16 3	10	Bike/Walk.....	67		
18 to 39	225	135	5	21	386	29 0	23	Other.....	30		
40 to 64	228	210	7	8	453	34 0	13	Worked at Home.....	14		
65 +	72	121	2	3	198	14 9	6	NUMBER OF VEHICLES AVAILABLE:			
FEMALES.....					1623			(2006-2010 Estimate)			
Under 5	35	44	0	7	86	5 3	3	(Per Occupied Housing Unit)	Number		
5 to 17	60	106	9	13	188	11 6	18	None.....	455		
18 to 39	262	173	7	20	462	28 5	24	1.....	582		
40 to 64	243	270	4	10	527	32 5	19	2.....	352		
65 +	96	254	2	8	360	22 2	14	3 or More.....	142		
HOUSEHOLDS: (2010 - 100% Data)							EDUCATIONAL ATTAINMENT: (06'-10' Estimate)				
		WHITE	BLACK	ASIAN	OTHER*	TOTAL	HISPAN**				
		Number	Number	Number	Number	Number	Percent	Number	Percent		
Family Households.....	299	287	7	16	609	25	Population 18 Years and Over...	2528			
Married	233	106	7	7	353	11	Less than 9th Grade.....	72	2 8		
Male Head	17	38	0	2	57	6	9th to 12th, No Diploma.....	285	11 3		
Fem. Head	49	143	0	7	199	8	High School Graduate***.....	744	29 4		
Nonfamily Households....	376	469	4	20	869	29	Some College, No Degree.....	332	13 1		
Total Households*.....	675	756	11	36	1478	54	Associate Degree.....	146	5 8		
									Bachelor's Degree.....	561	22 2
									Graduate or Professional Degree.....	388	15 3

*Other includes American Indian/Alaska Native, Native Hawaiian/Other Pacific Islander, Some Other Race Alone and Two or More Races.

**This classification for ethnicity has only two categories: Hispanic/Latino or Not Hispanic/Latino. Hispanics and Latinos may be of any race.

***Includes those earning equivalency diplomas.

****This data was collected from the American Community Survey 5 Year Estimates. The survey was conducted annually from 2006 through 2010 and the number is the compilation of the data collected over this period. For more information on the American Community Survey 5 Year Estimates see Census.gov.

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