DELAWARE AVENUE / BANCROFT PARKWAY NEIGHBORHOOD COMPREHENSIVE DEVELOPMENT PLAN

Department of Planning and Development

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This plan supercedes the previous document, which was prepared in June 1975 (Planning Commission Resolution 10-75) and adopted by City Council (Resolution 75-170) and last revised in 2006 (Planning Commission Resolution 21-05; City Council Resolution 06-023).

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DELAWARE AVENUE / BANCROFT PARKWAY
NEIGHBORHOOD COMPREHENSIVE DEVELOPMENT PLAN

SECTION I. INTRODUCTION

A. Background

The Wilmington Comprehensive Development Plan consists of a City-Wide Land Use Plan ("City Wide Plan") and thirteen individual neighborhood plans ("Plans") which guide growth and development throughout the City. Neighborhood plans address the physical land use and zoning issues that are unique to the individual neighborhood analysis areas. Functional elements which address housing, transportation and the various types of public facilities are also included.

The Delaware Avenue / Bancroft Parkway Analysis Area was originally addressed as two separate neighborhood planning districts. These areas were merged into a single analysis area for planning purposes in 1975, when the neighborhood comprehensive plan was completely rewritten. Since that time, the Plan has had several minor text and map revisions, but has not had the benefit of being updated with accurate land use and zoning data. This updated 2007 Plan, which supercedes previous plans, identifies current land use and zoning conditions within the Analysis Area and makes recommendations that are in accordance with the community's desires for future growth and development.

B. Community Participation

Community involvement played a key role in the comprehensive planning process for this Analysis Area. The Plan was prepared with the advice and guidance of the Delaware Avenue / Bancroft Parkway Working Group, comprised of local representatives from the residential neighborhoods as well as the business community. The Working Group met regularly to discuss pertinent community issues that were relevant to the development of the Plan, and was also responsible for developing the Plan's Mission Statement. A number of public meetings were also held with the community at-large, initially to discuss the comprehensive planning process and to receive feedback on pertinent neighborhood land use and zoning issues, and then to present the draft Plan document for review and comment. After considerable public input, the Department of Planning prepared the final Comprehensive Plan recommendations with the support and concurrence of the Working Group, and the Plan was presented to the City Planning Commission and the City Council in a series of public hearings.

C. Mission Statement

Mission Statement

The Delaware Avenue / Bancroft Parkway Comprehensive Development Plan has been updated in a way that:

- *Recognizes and retains the low density residential character of the area;*
- *Provides for adequate, appropriate, economically vibrant commercial activity;*
- *Enhances the "Western Gateway" to the city;*
- *Reflects the importance of the historic areas of our communities;*
- *Maintains the diversity of housing stock;*
- *Preserves or improves our open spaces; and*
- *Provides for adequate transportation and governmental infrastructure;*

in order to retain or enhance the quality of life for residents and workers in the area, as responsible growth and development occurs.

D. Long Range Planning

This Comprehensive Plan is a long range document with an outlook of twenty years. It is not meant to be a static document, and may be amended periodically as changes are warranted. Such changes will be comprehensively reviewed in the public forum, with full consideration given to the impact that such changes will have on the long term planning decisions and the future of the Delaware Avenue / Bancroft Parkway community. The Delaware Avenue / Bancroft Parkway Analysis Area Community Notebook was developed in July 2007 as a companion document to the Comprehensive Plan, and provides up-to-date demographic and community background data.

E. Related Actions

In conjunction with the development of this Plan, on July 5, 2007 City Council adopted Substitute No. 1 to Ordinance 07-042, as amended, for the purpose of enacting a moratorium on certain residential and commercial development within the geographic boundaries of the Delaware Avenue / Bancroft Parkway Analysis Area, to be in effect until December 31, 2007. The purpose of this moratorium was to allow the Department of Planning to undergo and complete the comprehensive update to the Delaware Avenue / Bancroft Parkway Comprehensive Development Plan, while preserving the status quo of certain commercial and residential development activities. The moratorium applied to the filing of all development applications received on or after July 6, 2007 that related to: 1) any new development or expansion of commercially zoned property; and 2) any new development or expansion of residentially zoned property greater than three stories. Development applications were identified as: 1) building permits for the physical expansion of existing buildings or new construction; 2) demolition permits other than for emergency demolitions; 3) applications for any and all re-zoning actions, and 4) applications for major and minor subdivision review.

SECTION II. GENERAL CHARACTERISTICS OF THE ANALYSIS AREA

A. Description of Area

The Delaware Avenue / Bancroft Parkway Analysis Area is currently comprised of Census Tracts 11, 12 and 13 and includes a surface area of 1.3 square miles or nearly 832 acres. The boundaries include the Brandywine Creek to the north (between Greenhill Avenue and the I-95 corridor); the I-95 corridor to the east (between Pennsylvania Avenue and the Brandywine Creek), the City Line to the west (Rising Sun Lane, between the Brandywine Creek and a point south of Pennsylvania Avenue), and an irregular southern boundary that generally follows a line parallel to and south of Pennsylvania Avenue, from Rising Sun Lane to Greenhill Avenue; Greenhill Avenue south to 7th Street; 7th Street east to Woodlawn Avenue, Woodlawn Avenue north to 9th Street; 9th Street east to Union Street; Union Street north to Pennsylvania Avenue; and Pennsylvania Avenue east to I-95 (point of beginning).

Map A shows the Analysis Area boundaries. The Delaware Avenue / Bancroft Parkway area is home to various residential neighborhoods including Happy Valley, Trolley Square, Forty Acres, Highlands, Wawaset Park, and Delaware Avenue, and includes an extensive park system that includes the Rockford and Brandywine Parks and the Bancroft and Kentmere Parkways. Commercial activity is largely located within the Trolley Square area, as well as along the major corridors. As is indicated in the Mission Statement, the community is concerned with maintaining and enhancing the quality of life for residents and workers in the area as continued growth and development occurs.

B. Demographic Data

1. Population

The City of Wilmington's population, according to the 2000 U.S. Censur Bureau figures, was 72,664, an increase of 1.6 percent from 1990 (71,526). According to race, the 2000 population was comprised of 25,811 white (35.5 percent); 41,001 black (56.4 percent); 473 Asian (0.7 percent); and 5,379 Other (7.4 percent). By ethnicity, the Hispanic population was 7,148, representing a 40.9 percent increase from 1990 (3,634). Hispanics comprised 9.8 percent of the 2000 population citywide.

Population within the Delaware Avenue / Bancroft Parkway analysis area decreased slightly from 1990 by 1.4 percent, from 8,581 to 8,461 in 2000. This figure represents 11.64 percent of the 2000 city-wide population. By race, the 2000 population for the analysis area included 7,787 white (92.0 percent); 460 black (5.4 percent); 109 Asian (1.3 percent); and 105 Other (1.2 percent). During the ten year period from 1990 to 2000, the white population in the analysis area decreased 3.7 percent, from 8,085; the black population increased 11.9 percent, from 411; the Asian population increased 159.5 percent, from 42; and Other population increased 144.2 percent, from 43. By ethnicity, there were 128 Hispanic persons in 2000, representing 1.5 percent of the analysis area population. This number decreased from 135 in 1990 (5.2 percent). (Note: "Other" races include Native Americans, Alaskan and Hawaiian natives, other pacific islander, persons of one other race alone, and persons of 2 or more races. Hispanic persons can be of any racial group.)

In 2000, 10.6 percent of the population within the analysis area was under 18 years old (893); 67.1 percent were between 18 and 64 (5,680); and 22.3 percent were 65 and over (1,888). By contrast, a larger percentage of the citywide population was under the age of 18 and 65 or older, as follows: 25.9 percent were under the age of 18; 61.6 percent were between 18 and 64, and 12.6 percent were 65 and over. Regarding gender, the population within the analysis area was comprised of 44.9 percent males (3,800) and 55.1 percent females (4,661). This was roughly consistent with the citywide population breakdown, which was 47.7 percent male (34,674) and 52.3 percent female (37,990).

2. Housing

In 2000, there were 5,181 total housing units within the analysis area. Of these, 4,876 were occupied (94.1 percent) and 305 were vacant (5.9 percent). Of the occupied units, 2,741 were owner occupied (56.2 percent), and 2,135 were rental units (43.8 percent). In 2000, the median gross rent was $727, up 22.4 percent from 1990's median rent of $594. There were a total of 4,876 households, with an average of 1.74 persons per household. The number of families totaled 1,678 with 1,361 married couples/families (81.1 percent); 241 female headed households (14.4 percent), and 76 male headed households (4.5 percent).

Citywide in 2000, of the 32,138 total housing units, 89.0 percent were occupied, and 11.0 percent were vacant. Of the 28,617 occupied units, 50.1 percent were owner occupied, and 49.9 percent were rental units. Median gross rent was $596. There were 28,617 households with 15,881 families city wide. Of the families, 48.0 percent were married couples/families (7,621), 42.9 percent were female headed households (6,814), and 9.1 percent were male headed households (1,446).

3. Labor Force

In 2000, within the analysis area the total population 16 years and older that was in the labor force was 5,181, which was made up of the civilian labor force (5,176, or 99.9 percent) and the armed forces (5, or 0.1 percent). Of the civilian labor force, 5,053 were employed (97.6 percent) and 123 were unemployed (2.4 percent). The civilian labor force in the analysis area represented 15.4 percent of the citywide work force in 2000. Of the analysis area’s total population, 2,565 persons were not in the labor force.

Citywide, in 2000 the total population 16 years and older in the labor force totaled 33,699, which was made up of the civilian labor force (33,644, or 99.8 percent), and the armed forces (55, or 0.2 percent). Of the citywide civilian labor force, 30,412 were employed (90.4 percent) and 3,232 were unemployed (9.6 percent). Of the total city wide population, 22,387 were not in the labor force.

4. Education

In 2000, there were 7,621 persons 18 years of age or older within the analysis area. Of these, 123, or 1.6 percent, had less than a 9th grade education; 423, or 5.6 percent, had an education higher than 9th grade, but were without a high school diploma; 1,124 had graduated high school (14.8 percent; includes equivalency diploma); 1,373 had some college but no degree (18.0 percent); 222 had an associates degree (2.9 percent); 2,599 had a bachelors degree (34.1 percent); and 1,757 had a graduate or professional degree (23.1 percent).

Citywide, 6.4 percent of the population 18 years or older had less than 9th grade education; 16.3 percent had greater than a 9th grade education but were without a high school diploma; 26.6 percent graduated from high school; 16.4 percent had some college; 3.8 percent obtained an associates degree; 11.4 percent obtained a bachelors degree; and 7.6 percent obtained a graduate or professional degree.

5. Income

Median income figures are provided by census tract. In 1999, the median income in Census Tract 11 was $40,686, having increased 47.7 percent from 1989 ($27,542). In Census Tract 12, the median income was $46,510, 61.0 percent higher than 1989 ($28,889). In Census Tract 13, the median income was $78,925, 44.8 percent higher than in 1989 ($54,492). The median income in the analysis area was higher overall than for the City of Wilmington, which had a 1999 median household income of $35,116, (33.1 percent higher than the 1989 figure of $26,389).

SECTION III. CURRENT LAND USE AND ZONING

A. Historical Development

1. Delaware Avenue Area

Historically, the evolution of the Delaware Avenue area (Census Tracts 11 and 12) occurred during Wilmington's Industrialization Phase (1830-1880) and during the Urban Growth Phase (1880-1930). Development was encouraged by three main factors: 1) the early development of Kennett Pike as a major trading route on the southern border; 2) the first horse-car line in the City (1864), later electrified, which extended along Delaware Avenue from the central business district; and 3) its desirable location along the ridge near the Brandywine River.

Census Tract 12 was developed with lower to middle income working class houses which were smaller and less expensive, such as semi-detached and row houses. Increased distance from the downtown, coupled with proximity to the cotton mills and quarries along the Brandywine Creek, made this a logical site for housing for industrial workers, and became known as Forty Acres. Businesses in the vicinity included the Harmann and Fehrenbach Brewery on Lovering Avenue in 1866 (now occupied by Gallucio's Cafe); the horse-car depot of the Wilmington Passenger Railway situated at Delaware and Dupont Avenues, and a station of the Baltimore and Ohio Railroad that ran through the area after 1886. The Logan House, built between 1864 and 1868, catered to railroad patrons and employees.

Development continued west along Delaware Avenue to the City's current western boundary, aided by the development in the early 1860's of a horse-drawn railcar system that ran from Front Street out to Delaware Avenue and North Dupont Streets, and from there to Rising Sun Lane. During this period, large homes were constructed on spacious lots on both sides of Delaware Avenue. Established institutions included the Academy of the Visitation at Delaware Avenue and North Harrison Street, Heald's Hygeian Home at Van Buren Street and Shallcross Avenue (later known as the Wilmington Homeopathic Hospital, and then the Memorial Division of the Delaware Medical Center); and the Home for Aged Women at Gilpin Avenue and North Harrison Streets.

Until the 1920's and 1930's, the area east of Dupont Street (Census Tract 11) continued to be built with substantial detached and semi-detached homes; the only solid row house development that took place was in Happy Valley. Middle income row houses and smaller elevator apartment buildings were constructed along the 1400 and 1500 blocks of Delaware Avenue, on remaining vacant lots or as replacements to earlier development.

2. Bancroft Parkway

Formerly the Bancroft Parkway analysis area, Census Tract 13 was predominantly upper-middle class and residential in character. During the 18th and 19th centuries, this rural area of farms, country estates and an occasional mill on the Brandywine was located outside of the City of Wilmington. One of the earliest surviving farm houses built in 1740 is currently a part of the Goodstay Center of the University of Delaware. Eighteenth century homes include Schmaltze's Bakery, which was built prior to 1798 and became an inn and toll house (Columbus Inn) when Kennett Pike was completed. Breck's Mill was built in 1813, and a mill village began to grow along the south bank of the Brandywine and along Rising Sun Lane, which was named Henry Clay Village.

Other early settlements along the Brandywine include the Bancroft Mills, manufacturers of fine cloth, which first established in 1824 at the Market Street Bridge and relocated in 1831, further expanding and purchasing mills downstream. Bancroft Mills was the largest cotton dyeing and finishing works in the country by 1945. A school, rental housing, and banking were provided for employees, including 143 brick dwellings in Rockford and Kentmere Villages, some of which still exists along Ivy and Rockford Roads. The mills were later bought by Indian Head Mills of Boston, which has since discontinued operations.

Joshua Heald developed the Highlands on 18th Street between Mount Salem Lane and Woodlawn Avenue, including some adjoining streets along the horse car line in the latter half of the 19th century. These semi-detached houses were sold to middle class families who worked in the city.

In 1901 William Bancroft formed the Woodlawn Company, which managed housing development activities. The first area developed was in the Red Oak Road and 19th Street area, with expensive homes that bordered Rockford Park. Bancroft also established the Wilmington park system, donating land and acquired other properties for sale in order to develop City parks, including Brandywine and Rockford Parks, and Kentmere Parkway, whose curving design connected the two parks.

Bancroft later planned the Bancroft Parkway in 1912, which connected Canby Park to Rockford Park. In 1917, Wawaset Park was developed when the du Pont Company bought up the Schuetzen Park, which was a horse racing and later auto racing track and fair grounds. The homes provided much needed housing for du Pont's expanding corporate staff.

B. Patterns of Development / Summary of Current Conditions

Most of the existing land uses within the analysis area are consistent with the zoning categories in which they are located. Current Land Use and Current Zoning is shown on Map B and Map C, respectively.

1. Residential Development

Single family residential development comprises the majority of the residential land use in the western section of the Analysis Area, although there are multi-story residential and garden-style condominiums present. The single family housing stock includes detached, semi-detached, and row house dwellings which are supported by the R-1 one family detached, R-2 one family semi-detached, and R-3 one family row house zoning districts, respectively. This residential land use pattern has been the mainstay of the Analysis Area and has held stable throughout the years.

Multi-family developments are prevalent within the central and eastern sections of the Analysis Area, varying in their density from smaller apartment buildings to high rise apartments and condominiums. Examples of lower density multi-family developments include the three story apartment buildings that front along Delaware Avenue in the Trolley Square area and the Mayfair Apartments at 1300 Harrison Street; the garden-style condominium complexes such as the three story Rockford Towers, located adjacent to Rockford Park and the five story Brandywine Park Condominiums located on Riddle Avenue along the Brandywine Creek. Other examples are the Hamilton House at 1403 Shallcross Avenue and the Bancroft Mills Condominiums situated on the Brandywine Creek at the end of Rockford Road. Lower density multi-family developments are typically associated with R-5A low density and R-5A1 low medium density apartment house zoning; however, in the Analysis Area, most of these types of uses have developed as matter of right uses within the more intensive R-5B medium density and

R-5C high density apartment house zoning districts, where the high rise apartments and condominiums that are typically associated with the R-5B and R-5C zones are also found. Examples of higher density high-rise condominium developments include the Park Plaza on Lovering Avenue, the Devon and 1401 Condominiums on Pennsylvania Avenue, and The Dorset at 1301 N. Harrison Street. High-rise apartment buildings include The Plaza on Delaware Avenue.

Residential uses also exist which accommodate housing needs for special populations, such as the independent living retirement homes owned and operated by Lutheran Senior Services at two facilities, Luther Towers I and II, located at 1201 N. Harrison and 1420 N. Franklin Streets, respectively; nursing care facilities such as Kentmere Nursing Care located on Lovering Avenue at Union Street; and assisted living facilities such as Gilpin Hall Retirement Home, 1101 Gilpin Avenue. The Wilmington Housing Authority operates the Lincoln Towers high-rise apartment building adjacent to Trolley Square Center at 1625 Gilpin Avenue.

Some of these residential districts also permit nonresidential uses, such as commercial or office uses. The higher density residential districts such as R-5B and R-5C permit certain commercial uses, limiting them to the ground floor of the building; low intensity home occupations are permitted in single family dwellings. In the past, R-5B districts permitted free standing office buildings on parcels 10,000 square feet or greater, which allowed developments such as the 3 story Dravo Building at 2323 Pennsylvania Avenue and the 6 story office building at 2300 Pennsylvania Avenue. These free standing office buildings are no longer permitted uses in R-5B. In some cases, lower intensity commercial and office uses have been permitted to establish in residential areas through the approval of the Zoning Board of Adjustment. This was the case along the western section of Pennsylvania Avenue, between Woodlawn and Greenhill Avenues, where portions of the larger R-5B district include single family homes since converted into office and commercial uses. Throughout the Trolley Square area, C-1 zoning has encouraged the unique mix of commercial and residential uses that are found there, all of which is permitted under C-1.

In addition, there are several areas of R-4 zoning which permits the conversion of single family row houses for apartments, which can be found along Shallcross, Gilpin, and Delaware Avenues and Van Buren Street, as well as along Bancroft Parkway. A large R-2-A district, which permits the conversion of single family detached and semi-detached units into apartments is located between Rodney, Franklin and 13th Streets and Shallcross Avenue. Such conversions increase housing density within neighborhoods, and can be associated with increased congestion and parking issues as well.

2. Parks and Open Space

There is an abundance of dedicated parks and open space within this Analysis Area, the largest of which are Rockford Park and Brandywine Park, both of which are situated along the Brandywine Creek. These parks are currently owned by the City of Wilmington and are maintained through an agreement with the Delaware Department of Natural Resources and Environmental Control, Division of Parks and Recreation. The Bancroft and Kentmere Parkways provide open space and vehicular connections between Canby and Rockford Parks, and Rockford and Brandywine Parks, respectively. Smaller public neighborhood parks within the area include Stapler Park and Gilpin Playground. Fountain Plaza, Columbus Triangle, and the Soldiers and Sailors Monument Park are a few of the smaller settings that provide for public use and enjoyment. Park facilities are further discussed in Section VI.

3. Commercial and Industrial Development

a. C-6 Special Commercial Districts

The Bancroft Mills are no longer in operation along the Brandywine Creek, but the area east of Rockford Road until recently did include such related cloth finishing operations as Wilmington Finishing Company. This area is currently zoned C-6 special commercial, and currently includes a mix of uses, including offices, studios, apartments, row houses and condominiums. A portion of this former waterfront mill site is currently under review for the development for a residential complex to be known as Rockford Falls. The C-6 district is designed to encourage intense and high quality commercial uses along boulevards and major arterial streets leading to and from Wilmington's downtown, as well as the residential uses that are permitted under the R-5C district. C-6 includes special controls on height and bulk, which help provide a proper setting, and requires the review of proposals through the Design Review and Preservation Commission. The only other C-6 special commercial district in the Analysis Area is a two block area along Delaware Avenue between Van Buren and the I-95 interchange, one block of which is currently serving as commercial parking lot.

b. Commercial Corridor Development

There are several areas of concentrated commercial development within the Analysis Area. The Pennsylvania Avenue corridor between Bancroft Parkway and I-95 serves as a commercial corridor, and includes a heavy concentration of auto dealerships, along with office uses and commercial retail such as fast food, floral shops, gasoline service stations, banks, salons and restaurants. Zoned C-2 secondary business centers, this district is designed to support more intensive commercial development including shopping and business needs for large segments of the City outside of the downtown area.

Until recently, the broader area surrounding the Pennsylvania Avenue and Union Street intersection was zoned C-5 heavy commercial, which provides sites for large wholesale and storage establishments, both indoor and outdoor. It permits uses that generate heavy truck traffic, and as such is often located within easy reach of main highways. Car wash facilities, auto paint and body shops are examples of the heavier commercial uses permitted under C-5. Uses that typically located within this particular area were more characteristic of the C-2 zoning district, however, as C-2 uses are also permitted under the C-5 district, including auto dealerships and related businesses, gas stations, banks and commercial retail and shops for personal services. This area was rezoned to C-2 in 2006 to discourage the heavier commercial uses which conflict with the single family neighborhoods found adjacent to the corridor.

The west side of South Union Street is within the Analysis Area and is also zoned C-2, supporting auto dealerships and related businesses, banks and commercial uses. Another small C-2 center is situated along Lovering Avenue near Augustine Cut-Off, where offices, retail, a restaurant and service station currently exist.

c. Neighborhood Commercial Development

The Trolley Square neighborhood is situated along Delaware Avenue, generally between Union and Clayton Streets. This area is characterized by neighborhood oriented commercial and single and multi family residential mixed uses. Residential uses includes single- and multi-family apartments; commercial uses include restaurants and bars, retail shops and personal services. Currently, the C-2 secondary business centers, C-1 neighborhood shopping and C-1-A neighborhood commercial zoning support the development in this neighborhood. Shopping centers include the Trolley Square Center on Delaware Avenue between Dupont and Clayton Streets, which is a three story mix commercial retail, office and apartment uses; and the Rockford Shops, on Dupont Street between 14th and 16th Streets. Notable within this C-2 center are the Rockford Shops and Acme grocery store.

Ground floor corner commercial uses, and medical and professional and medical offices for sole practitioners can also be found throughout adjacent neighborhoods, particularly around the Trolley Square neighborhood. These uses are permitted with zoning board of adjustment approval within the R-3 zoning, and as a matter of right in C-2, C-1, and C-1-A districts.

d. Free Standing Office Uses

Office buildings can be found on Lovering Avenue at Augustine Cut-Off, and along Mill Road. A large C-6 district exists along Delaware Avenue between Van Buren Street and I-95, which includes real estate and legal offices. Also, medical offices are present in the Medical Center, located at 1707 Gilpin Avenue and Gilpin Medical Office, at 1001 Gilpin Avenue.

The Delaware Avenue / Bancroft Parkway analysis area does not currently support heavy commercial or industrial uses. Although a large portion of area surrounding the Pennsylvania Avenue / Union Street intersection was formerly zoned C-5 heavy commercial, few heavy commercial uses established. Small M-1 zoning districts exist within the Rockford Park area; the first is located at the base of Rockford Road and is occupied by offices; the second, triangular shaped lot abuts Bancroft Estates Road, but because of its topography, has not been redeveloped. Both of these districts were associated with the former Bancroft Mills operations. Areas zoned M-1 along Union Street were recently rezoned to C-2 to be more consistent with existing and desired future development along that corridor.

4. <u>Social and Institutional Uses</u>

a. Education

The analysis area is located within the Red Clay Consolidated School District, which has one public school facility within the Analysis Area, Highland Elementary School, located at 2100 Gilpin Avenue and serving Kindergarten through 5th grade. Tower Hill School is one of the area's largest private institutions, and serves preschool through 12th grade on its 40 acre campus, which is generally bounded by 18th Street, Pennsylvania Avenue, Mount Salem Lane and Rising Sun Lane. St. Ann Parochial School, which operates under the auspices of the Catholic Diocese of Wilmington, is located at 2006 Shallcross Avenue and serves Kindergarten through 8th grade. Additional information on schools can be found in Section VII, Public Utilities, Services and Educational Institutions.

b. Cultural/Institutional

The Delaware Art Museum is located at 2301 Kentmere Parkway. The Delaware Center for Horticulture is located at Scott Street. Information on these institutions can be found in Section VII, Public Utilities, Services and Educational Institutions.

c. Social Services

Social Services are located within the Analysis Area and include the Kentmere Nursing Care Center, 1900 Lovering Avenue; Lutheran Senior Services, Inc., 1420 North Franklin Street; and the Graham Senior Center, 1709 Gilpin Avenue. The Wilmington Housing Authority operates the Lincoln Towers high-rise apartment building adjacent to Trolley Square Center at 1625 Gilpin Avenue.

d. Religious Organizations

The area is represented by a variety of religious organizations, including Immanuel Church at 2414 Pennsylvania Avenue, St. Ann's Catholic Church, 2013 Gilpin Avenue; Immanuel Church Highlands, 2400 17th Street; Mt. Salem in Rockford Park United Methodist Church, 2629 West 19th Street; St. Stephen's Lutheran Church, 1304 Rodney Street; and Westminster Presbyterian Church, 1502 W. 13th Street. The Catholic Diocese of Wilmington also has offices at 1925 Delaware Avenue and 1626 Union Street.

C. Recent Zoning Actions and Studies

The following is a brief summary of some of the more significant rezonings and zoning studies that have taken place within the Delaware Avenue / Bancroft Parkway Analysis Area in recent years. Map D shows the rezoning history in the area.

1. Zoning Actions

a. Pennsylvania Avenue / Union Street Area

In March 2006, the area surrounding the Pennsylvania Avenue and Union Street intersection was rezoned to eliminate the C-5 heavy commercial and M-1 light manufacturing zoning, and the potential for the related higher density commercial and manufacturing uses, from the neighborhood. This area is generally bounded by 11th, 14th, Scott Streets and Grant Avenue and was rezoned from C-5 heavy commercial to C-1 neighborhood shopping and C-2 secondary business centers.

The C-1 district provides a small buffer along the neighborhood boundary and was originally proposed to extend from 13th and 14th Streets, from the rear property lines of lots along the east side of Bancroft Avenue to Scott Street, including the property on the southeast corner. Along Pennsylvania Avenue, C-2 zoning was implemented to permit higher density commercial activity along Pennsylvania Avenue such as auto dealerships while eliminating the potential for auto body and auto paint shops and other incompatible uses from the residential neighborhoods. This zoning action also changed two small M-1 districts along Union Street to C-2, which is consistent with the character of land use and development along the Union Street corridor, which includes office and commercial uses such as auto dealerships and retail operations.

b. Delaware Avenue [Trolley Square Area]

In April 2004, two areas in the Delaware Avenue / Trolley Square area were rezoned. The first area, generally bounded by Scott, Rodney, 13th and 14th Streets, was rezoned from R-4 row houses with conversions to R-3 one family row houses, which eliminated the possibility for conversions of row houses into apartments. Such conversions change the single family characteristics of a neighborhood to multi-family, increasing the density of development and aggravating parking problems. The second area, generally bounded by Rodney, Clayton and 13th Streets and Pennsylvania Avenue, was rezoned from C-2 secondary business centers and R-5B apartment house medium density to R-3 one family row houses. This property is owned by the Westminster Presbyterian Church, which is a compatible land use in single family residential neighborhoods. This rezoning consolidated all of the church's adjacent properties under the R-3 category. The original zoning proposal also recommended the rezoning of eight properties facing 16th Street, between Dupont and Clayton Streets from C-2 to R-4 apartments with conversions, but this area was eliminated from the final rezoning action because of the impacts that would have resulted on the existing businesses.

c. Pennsylvania Avenue, between Bancroft Parkway and Riverview Avenue

In 2000, adjustments were made to the boundaries of the existing R-5B district along Pennsylvania Avenue between Bancroft Parkway and Riverview Avenue. The intent was to leave intact the R-5B zoning for those properties fronting Pennsylvania Avenue, while excluding parcels or portions of parcels developed with single family detached and semi-detached dwellings which were inconsistent with the high density multi-family zone.

The rezoning actions were as follows: 1) to better suit the single family detached dwellings in the Wawaset Park neighborhood, four properties along Riverview Avenue south of Pennsylvania Avenue, were rezoned from R-5B to R-1; 2) to better suit the single family semi-detached character of the neighborhood, fifteen properties along Woodlawn Avenue north and south of Pennsylvania Avenue and along 12th Street, and three properties south of Pennsylvania Avenue between Woodlawn and Bancroft Parkway, were rezoned from R-5B to R-2; and 3) to bring the Highlands Condominiums on Riverview Avenue under a single uniform zoning designation of R-5B, a small portion of the parcel that was zoned R-2 was rezoned to R-5B to be consistent with the remainder of the parcel. R-5B is consistent with the four story, multi-family use.

d. Block bounded by 16th, and 17th Streets, Woodlawn Avenue and Bancroft Parkway

In 1998, two semi-detached dwellings at 2201-2203 16th Street which bordered an R-2 single family detached district but which were zoned R-1 single family detached, were rezoned to R-2 to make their zoning consistent with their existing land use. In addition, a portion of 2222 W. 17th Street was also rezoned from R-1 to R-2, to bring the entire parcel under a uniform R-2 designation. This rezoning action amounted to the enlargement of the existing R-2 district abutting the R-1 district in question.

e. Rockford Road

In 1996, the property known as 9 Rockford Road was rezoned from C-1 to R-3 and was redeveloped into Rockford Mews, which included 16 townhouses and private open space. The R-3 zoning was consistent with zoning along the rest of Rockford Road and the single family character of the area.

f. Hill Road

In 1995, land along Hill Road known as 68 Hill Road and the parking lot for 29 Hill Road LLC was rezoned from M-1 light manufacturing and C-6 special commercial to R-3 single family row houses to permit the development of 26 semi-detached dwellings and the renovation of the Bancroft Mansion.

g. East of Scott Street, between Lovering and Delaware Avenues

The two block area generally bounded by Lovering and Delaware Avenues, Scott Street and the west side of the railroad embankment, abuts the single family neighborhood to the west and the railroad embankment to the east and is currently developed with a mix of residential and commercial uses, but was historically zoned M-1. The block between Gilpin and Shallcross Avenues was rezoned from M-1 to C-1 in 1985. The south and eastern portions of the block between Shallcross and Lovering Avenues were rezoned from M-1 to C-1 in 1985, and the northwest portion was rezoned from C-2 to C-1 in 1989. While it was not uncommon to have more intensive commercial and manufacturing zones along railroad lines, these actions brought the zoning more in line with the character of the adjacent single family neighborhoods.

h. Delaware Avenue/Union Street Area

In 1985, two C-1 districts located on Delaware Avenue at its intersection with Union Street and with Lincoln Street, were rezoned from C-1 neighborhood shopping to R-3 single family row houses and C-1-A neighborhood commercial districts. The C-1-A zone accommodates the existing commercial uses at these intersections along the Delaware Avenue corridor, and the R-3 is better suited for the existing residential dwellings along Union Street, which abut other R-2 and R-3 neighborhoods.

i. Richards Alley and Vicinity

In 1985, the properties within the block bounded by Shallcross and Gilpin Avenues and Van Buren and Harrison Streets were rezoned from R-5B and R-5C to R-4 to allow apartment conversions; and all properties along Richards Alley were rezoned from R-5C to R-3 to more consistently reflect the actual land use. This rezoning action helped to preserve the balance in providing new housing opportunities while maintaining the desirable character of the neighborhood.

j. Trolley Square Area

This two block area bounded by Delaware and Gilpin Avenues and Scott and Clayton Streets was rezoned from C-2 to C-1 in 1978. The western block, between Scott and Dupont Streets, is traversed by the railroad and directly abuts a single family R-3 neighborhood to the west; a C-2 commercial district to the south; and a residential and commercial mixed use C-1 district to the north. The eastern block, between Dupont and Clayton Streets, was developed with the Trolley Square Center, which at the time was a unique, three story mixed use residential and commercial development. This block abuts neighborhood commercial uses in a C-2 district south of Delaware Avenue; R-3 and R-4 single and multi-family neighborhoods to the east; and the Brandywine Park (O, open space) and a high rise housing complex (R-5C) to the north.

2. Zoning Studies

In addition to the zoning analyses which resulted in various zoning actions over the years, various other zoning studies were conducted for areas where problems were either anticipated or already occurring, although they did not result in any immediate zoning action. They are as follows:

a. 1710 Delaware Avenue.

The former site of Lynam's Service Station was reviewed for possible zoning alternatives. The site is currently zoned C-2 and allows uses that are potentially incompatible with the abutting single family residential districts. This site, and the larger C-2 zone surrounding it, are currently recommended for rezoning to C-1 (see Section IV, Proposed Land Use and Zoning).

b. 1700 and 1900 Blocks of Scott Street

In May 2004, the district Council Member requested that the east side of the 1700 and 1900 blocks of Scott Street be examined for a zoning change from C-1 to R-3, and a preliminary analysis was prepared by the Planning Department. Both blocks abut an existing R-3 district to the west and the railroad embankment, which acts as a geographical barrier, to the east.

The 1700 block had been rezoned from C-2 to C-1 in 1978 to reduce the intensity of permitted commercial uses and to limit hours of operation from 6 a.m. to midnight. The 1900 block has been C-1 since 1989; prior to that time, it was a mixture of C-2 and M-1 zoning. Several commercial uses were established within these blocks, including salons, professional and doctor offices, and a luncheonette, but the majority of uses remained residential. Zoning alternatives for these blocks included: 1) retaining the C-1 neighborhood shopping or rezoning to C-1-A neighborhood commercial for the purpose of retaining the unique mix of residential and low impact commercial uses typical of the Trolley Square area; and 2) rezoning the area to R-3, to preserve the remaining residential character and further encourage residential development along Scott Street, although this action would also create nonconforming uses that would be permitted to continue operation.

c. Columbus Inn

In 2006, Council Members Gerald Brady and Paul Ignudo requested a study of potential zoning alternatives for the Columbus Inn site at 2216 Pennsylvania Avenue. In April 2006, Ordinance 06-026 was introduced recommending that 2116 Pennsylvania Avenue and the Woodlawn Trustees property at 2200 Pennsylvania Avenue be rezoned from R-5B and R-1 to R-2 one family semi-detached dwellings. In response to concerns from the community about the larger R-5B district, this rezoning was later expanded to include 13 additional properties. The Planning Department supported R-2 zoning for the Columbus Inn and Woodlawn Trustee sites, along with the designation of a conservation district, and recommended that the additional properties either remain R-5B or be considered for C-2-A zoning. A substitute ordinance was prepared to rezone the area, including the remainder of the R-5B district along Pennsylvania Avenue, exclusive of the Devon, to R-2 zoning. Legislation that would have designated a neighborhood conservation district along Pennsylvania Avenue was also introduced in September 2006 as a separate action (see below).

d. Neighborhood Conservation District

A proposal was introduced with the purpose of designating the area along Pennsylvania Avenue between the east side of Bancroft Parkway and the westerly City line, as a neighborhood conservation district. The Planning Department recommended the conservation district designation as a way to address concerns about the impact of development on the neighborhood, to be used either in conjunction with, or as an alternative to, rezoning. The proposal was paired with the proposed 2006 rezoning of the Pennsylvania Avenue area, although neither proposal was adopted.

D. Current Development Concerns

In the past few years, community members in the Delaware Avenue / Bancroft Parkway Analysis Area have expressed concerns about development pressures that are resulting from several major projects that have been proposed or completed that add a significant number of residential units to the neighborhood. The mission of the Comprehensive Plan is to evaluate current land use and zoning conditions within the Analysis Area and to make recommendations which will address these concerns while allowing for an appropriate level of future growth and development.

1. Current Projects

The moratorium that was established in July 2007 halted the consideration of new development proposals while the Analysis Area was being evaluated during the Comprehensive Plan update. Development proposals that were submitted prior to the 6 month moratorium are discussed below.

a. 2216 Pennsylvania Avenue

Development plans were presented to and approved by the City of Wilmington for this site, which is currently zoned R-5B and is occupied by the former Columbus Inn. Approved plans call for the partial demolition of more modern additions to the historic stone tavern, which is to be incorporated as a part of the newly constructed 10 story, 60 unit luxury condominium building. Sub-grade parking would also be provided on the site. In the event that this development proposal does not materialize, it is recommended that the Columbus Inn property be rezoned to a category which is consistent with the surrounding area.

b. Bancroft Mills Property

Currently zoned C-6, development plans call for a 448 unit residential complex along the Brandywine Creek on the former Bancroft Mills property. Developers have been involved in an extensive project review process for two years. Once this project has been completed, or in the event that it does not materialize, it is recommended that the land be rezoned from its current C-6 zoning to W-4 waterfront residential/commercial mixed use, consistent with the zoning recommendation for Area L, which is located along the banks of the Brandywine directly west of this property (see Section IV, Proposed Land Use and Zoning). W-4 zoning is consistent with the character and intensity of the development being proposed, but would prohibit the higher intensity land uses allowed under C-6.

c. Gibraltar Estate

In 1995, Preservation Delaware, Inc., a statewide nonprofit organization dedicated to the preservation of Delaware's architectural heritage, began the process of acquiring the Gibraltar property, working together with the Delaware Open Space Council. The Council purchased the development rights from the Sharp Estate, protecting the house and gardens from demolition. The Sharp family then donated the property to Preservation Delaware, Inc., and in 1997 a conservation easement was placed with the State Historic Preservation Office, later amended in 2000, to ensure that Gibraltar would be restored and maintained to the highest standards. In 1998, Gibraltar was placed on the National Register for Historic Places, and developers were sought for the reuse of the building and grounds.

In 2006, a redevelopment proposal was submitted for permission to utilize the home for office uses and to construct a 2 story, 10,000 square foot office building with accessory parking on the grounds. The formal gardens would be preserved. The plan was reviewed under the City's major subdivision review process and received conditional approval by the Planning Commission in September 2005, although the process was not finalized. Plan approval was also sought from the State as holders of the conservation easement. The developer sought permission from the Zoning Board of Adjustment (ZBA) to establish an office use in the R-1 zoning district, which was approved, but was later appealed by the community. A superior court decision regarding the appeal to the ZBA decision has been sought. Redevelopment of this property is currently pending the outcome of that action.

d. Rockford Grove

Formerly occupied by the Sienna Hall, the building on this property was demolished in 2007 and redeveloped with eight single family dwellings along a new cul-de-sac off of Kentmere Parkway.

SECTION IV. PROPOSED LAND USE AND ZONING

A. Proposed Land Use

The proposed land uses which support the desired future development for the Analysis Area are indicated on Map E, Proposed Land Use. The Proposed Land Use Plan provides the basis for the zoning. The intent of the proposed land use for the Analysis Area is: 1) to retain and support the residential character of the area, by allowing development which is compatible with and supports adjoining neighborhoods, including in-fill housing and new construction which promotes a diversity of housing stock; 2) to provide for appropriate and economically vibrant commercial activity which sustains and supports the community, and which promotes positive growth and development; 3) to preserve significant open space resources while expanding parks and recreational opportunities for future generations; 4) to permit development which reflects the importance of the historic areas and cultural resources within the community, through sensitive design and construction; and 5) to provide adequate infrastructure to support and enhance future development patterns.

Land use categories included in the Proposed Land Use Plan are as follows:

1. Residential

Residential land use varies in its density of development. Low density development would include single family developments which corresponds to R-1 and R-2 zoning. Low to medium density development includes single family row houses, single family semi-detached with conversions, and row houses with conversions. These land uses correspond to R-3, R-2A and R-4 zoning. Medium density developments are characterized by multi-family garden style apartment complexes which correspond to R-5A and R-5A1 zoning. High density residential developments, characterized by multi-family high rise developments, correspond to the R-5B and R-5C zoning classifications.

2. Mixed Use Residential/Commercial

Mixed use land use typically includes residential developments other than single family dwellings, along with supporting commercial retail and personal services. It is typically found along or near the waterfront in W-4 districts, and is also permitted under the C-6 zoning.

3. Commercial

There are different intensities of commercial land use. Commercial and local shopping is typically found along main corridors and serves a broader population. It corresponds to C-2 zoning. Neighborhood level shopping and personal services and neighborhood commercial uses are compatible with residential neighborhoods because of the restrictions found in the corresponding zoning categories, which include C-1 and C-1-A. It should be noted that certain residential developments are permitted under the various commercial zoning classifications as well.

4. Parks and Open Space

Parks and open space are designated areas zoned “O” open space zoning for the purpose of providing dedicated park land for recreation and enjoyment.

B. Proposed Zoning Recommendations

1. Areas Proposed for Rezoning

The following thirteen areas have been identified for rezoning consideration, and have been recommended by the Working Group for implementation. Map F shows the recommended zoning changes for Areas A through M.

Area A **Rockford Towers, Rockford Road**
Proposed Change: R-5B to R-5A1

Existing Use: 3 story garden style condominium complex.
Adjacent Uses: Rockford Park, row houses (Rockford Mews, Brandywine Falls).

The zoning would be brought into conformance with existing land use and provide for desired future development patterns. This action prevents redevelopment of the site into high density multi-family residential dwellings that would be incompatible with the character of the adjacent single family neighborhood. R-5A1 limits development to five stories and controls density through FAR and other requirements.

Area B **Rockford Park Condominiums, Riddle Avenue**
Proposed Change: R-5B to R-5A1

Existing Use: 5 story condominium complex.
Adjacent Uses: Single family detached and semi-detached dwellings in adjacent neighborhood; office uses along Mill Road.

The zoning would be brought into conformance with existing land use and allow for desired future development patterns. This rezoning action would discourage any increase in density which would be incompatible in this area.

Area C: **Rockford Road at Lower Gap**
Proposed Change: M-1 to C-1-A

Existing Use: Office building [fitness studio, engineering office]; vacant 1 story building.
Adjacent Uses: Formerly occupied by Bancroft Mills, its outlet store, offices and worker residences, the surrounding area was redeveloped into semi-detached, row houses, apartments and condominiums.

The C-1-A zoning would allow the retail and personal services uses that are currently permitted under the M-1 zoning, without permitting the more intensive uses also provided for under M-1.

Area D **Rockford Road at Bancroft Estates Roads**
Proposed Action: M-1 to R-1

Existing Use: Single family dwelling converted into apartments.
Adjacent Uses: Single family semi-detached dwellings and row houses.

The zoning would be in conformance with the surrounding neighborhood, eliminating the potential for the development of M-1 uses which are not compatible with the single family character of the area.

Area E **Pennsylvania Avenue, between Riverview and Woodlawn Avenues**
Proposed Action:
1. **R-5B to R-5A1**
2. **Designate a Neighborhood Conservation District**

Existing Use: Apartment building, single family dwellings, professional and medical offices and buildings, accessory parking.
Adjacent Uses: Single family detached and semi-detached dwellings, Devon Condominium.

This stretch of Pennsylvania Avenue has a unique character that is not overly developed or commercialized. Existing condominiums and office buildings are appropriate for the major corridor, but the neighborhood is wary of additional development that would be permitted under R-5B. The neighborhood conservation district is recommended to help preserve the character of the corridor, while the R-5A1 zoning will allow for appropriate growth while controlling any adverse impacts on adjacent single family neighborhoods. It also prevents the expansion of commercial uses along this section of the corridor. There were varying opinions as to the zoning recommendation for Area E, although the working group endorsed R-5A1; some members supported the retention of the R-5B district, some supported a less dense residential option like R-5A, which would limit development to 3 stories.

Area F **Area bounded by 14th, Delaware, Scott and Clayton**
Proposed Action: C-2 to C-1

Existing Uses: This area is defined by four distinct parts: a) Former Lynam Site (dealership, McClafferty Printing); b) Acme site; c) Rockford Shops, bank, hair salon, single family row houses; and d) Triangle/Delaware Avenue (retail, bar/restaurant).
Adjacent Uses: Trolley Square Center and neighborhood shopping north of Delaware Avenue [retail shops, gallery, offices, restaurants, bank]; single family row houses to the west; single family semi-detached, row houses and apartment conversions along 14th Street to the south; apartments and single family dwellings to the east. A railroad embankment runs through the area.

This rezoning action would eliminate the potential for the land to be intensely developed with incompatible uses that are permitted under the C-2 zoning. Neighborhood shopping uses, such as retail, offices, banks, restaurants, are permitted in C-1, as are grocery stores, with the hours of operation are limited to 6 to 12 midnight, and would also be compatible with the existing zoning on the north side of Delaware Avenue.

Area G **Office Building, 11th Street and Grant Avenue**
Proposed Action: R-5B to C-1

Existing Use: Office building.
Adjacent Uses: Within the block are offices and Bancroft Village townhouse complex; north of 11th Street is a C-2 district with auto shops and related uses, and accessory parking.

This action would bring the zoning into conformance with the land use, which is appropriate for this area, as it abuts a more intensive C-2 district to the north and serves to buffer the Bancroft Village residential development to the south. C-1 also permits the development of neighborhood commercial uses which support adjacent neighborhoods.

Area H **City Systems Townhouses, Shallcross and Lovering Avenues and Harrison and Franklin Streets**
Proposed Action: R-5B to R-3

Existing Use: 3 story townhouse development.
Adjacent Uses: Brandywine Park, high rise condominiums, single family semi-detached and row houses.

The rezoning action would bring the entire block, which is developed with single family row houses and currently zoned with both R-3 and R-5B, under the appropriate, uniform zoning category which supports the existing land use and allow for desired future development patterns.

Area I **Bancroft Village Townhouses, Bancroft Parkway**
Proposed Action: R-4 to R-3

Existing Use: Row house complex located along Bancroft Parkway adjacent to railroad embankment.
Adjacent Uses: Bancroft Parkway and residential development further west; office building to the north; commercial uses along Union Street to the east, which are fairly isolated from the site due to change in elevation at the embankment.

This rezoning action would preclude the conversion of any single family row house into apartments, preserving the single family character of the area. It also brings the zoning into conformance with existing land use and allow the desired future development patterns to continue.

Area J **Franklin Street Rowhouses**
Proposed Action: R-5C to R-3

Existing Uses: Single family row house development.
Adjacent Uses: High rise apartments; Lutheran Towers, semi-detached dwellings converted to office uses.

This action brings the zoning into conformance with the existing land use and allow for desired future development patterns. It precludes the conversion of any of the single family dwellings into apartments. While row houses are permitted under R-5C, far more intensive development including some commercial uses are permitted which are not consistent with the desired single family residential character.

Area K **Brandywine Falls Condominiums, Rockford Road**
Proposed Action: C-6 to R-5A

Existing Use: Low density condominiums.
Adjacent Uses: Brandywine Creek; Rockford Park; Rockford Towers Condominiums; residential and limited office/commercial along Rockford Road [row houses, office, fitness studio, parking].

This action brings the zoning into conformance with existing residential land use and allows for desired future development patterns. It also eliminates the potential for future high intensity development to occur under the C-6 regulations, which does not limit height and also permits wide variety of commercial uses. Given the topography of the site, it's adjacency to the park, and the limited accessibility, this site is not appropriate for the type of commercial development that would be permitted under C-6 or W-4.

Area L **Brandywine Creek Area, Rockford Road East**
Proposed Action: C-6 to W-4

Existing Use: Art studio, condominiums, apartments, row houses, offices.
Adjacent Uses: Proposed Rockford Falls residential development to the east; Brandywine Falls condominiums; single family residential to the south; Brandywine Creek to the north.

This rezoning action would allow for waterfront mixed uses to develop in an area where commercial and residential development is already permitted under C-6. The W-4 district is a less intensive zone than C-6, but still has some design controls associated with it. Ultimately, the W-4 zoning would be expanded to encompass the Rockford Falls complex, when completed.

Area M **Existing R-4 District, Lovering to Gilpin Avenues; I-95 to Franklin Street**
Proposed Action: R-4 to R-3

Existing Uses: Single family detached, semi-detached, row houses, and apartment conversions.
Adjacent Uses: High rise condominiums and apartment towers (Park Plaza, Luther Towers, Dorset), low to medium density apartments (Mayfair), I-95, Gilpin Hall, row houses (Richards Alley).

This rezoning action would preclude any additional apartment conversions or the construction of new apartment buildings from taking place, preventing additional increases to density.

B. Additional Recommendations - Overlay Zoning

1. Areas Proposed for Neighborhood Conservation Districts

a. Pennsylvania Avenue Neighborhood Conservation District

To address concerns about the character of the Pennsylvania Avenue corridor, it is recommended that a Pennsylvania Avenue Neighborhood Conservation District be designated, with boundaries that are as follows: The north and south sides of Pennsylvania Avenue to a maximum depth of 200 feet from the center line in both directions, between the east side of Bancroft Parkway and the City Boundary at Rising Sun Lane. See Map G for the proposed boundaries.

The Pennsylvania Avenue corridor, which extended from Rodney Square in downtown Wilmington to Kennett, Pennsylvania, functioned as a toll road first chartered in 1811 and was historically known as Kennett Pike. The Pennsylvania Avenue/Kennett Pike corridor has been designated by the State of Delaware as a Scenic Byway to encourage municipalities to undertake corridor management programs to protect and enhance the historic viewshed, and was also designated a national scenic byway. The segment of the corridor within the City features a streetscape that retains elements from the changing use of the roadway and development of the City as an economic center. The character of the area within the proposed district boundaries, as defined by the setback, scale and massing of the former residences and associated landscape elements, still exists and is worthy of preservation. Several of the older residences that lined Pennsylvania Avenue within this area were demolished, some to make way for new residences and medical office buildings. These losses limit its potential eligibility as a National Register of Historic Places district, but there are isolated elements along the corridor which create a district that is worthy of review and consideration as a conservation district, including many landscape elements like stone walls and vegetation that were valued as part of the Scenic Byway designation.

The district boundaries are recommended so as to limit regulatory review to those elements located within the viewshed along the corridor, which is defined as those areas that can be seen from the highway. Due to the varying depth of the many properties along this corridor, consideration was given to including all properties that front Pennsylvania Avenue between Bancroft Parkway and the City line, but with a maximum district depth of 200 feet as measured from the centerline of Pennsylvania Avenue (or a maximum of 400 feet wide at any given point along the roadway).

SECTION V. TRANSPORTATION AND THOROUGHFARE PLAN

A. Transportation Goals

The goals of the Transportation and Thoroughfare Plan are to:

1) encourage responsible growth and development patterns within the Analysis Area which are consistent with the goals of the comprehensive plan and which provide appropriate, realistic and context sensitive linkages between the proposed land uses and the transportation network necessary to support them;

2) provide adequate and efficient roadways within the Analysis Area which are appropriate for and adequately serve the nature and intensity of adjacent land uses in a way that does not negatively impact the surrounding residential character of the area;

3) maintain and enhance the quality of life by providing for the continued study and evaluation of existing road network conditions and the development and implementation of solutions which will address existing and potential transportation and infrastructure issues;

4) address both pedestrian and vehicular safety by incorporating the appropriate level of traffic calming amenities into transportation and infrastructure improvement projects, to include such design features as pedestrian bump-outs, widened and enhanced sidewalks, landscape buffers and street trees, street lighting and signage, where feasible;

5) continue efforts to re-channel increasing commuter and other through traffic from the community's local road network onto more appropriate arterial roadways like Pennsylvania Avenue and Augustine Cutoff, to address community concerns regarding the increase in traffic and congestion in the neighborhoods; and

6) incorporate multi-modal transportation elements into future development which address alternative means of transportation including transit, bicycling and pedestrian considerations, in order to support a decreased dependence on the automobile as the sole means of transportation, which will in turn reduce congestion, pollution, etc.

B. Functional Classification of Roadways

Functional classification is a method of classifying roadways by the service that they provide as part of the overall highway system. It defines the nature of traveling within a network in a logical and efficient manner by defining the part that any particular road or street should play in serving the flow of trips through the entire highway network. Both the Delaware Department of Transportation and the City of Wilmington use the same method of classifying roadways. For the purpose of this system, the City of Wilmington is considered an urbanized area, which is defined to have populations greater than 50,000 as designated by the Bureau of the Census.

1. Roadways

a. Interstate

These are primary travel routes with the longest trip lengths connecting metropolitan areas, cities and industrial centers. They do not provide land access, interconnecting primarily with other higher classification of routes. Interstate 95, a portion of which borders the Analysis Area to the east, is an interstate highway, with an interchange located at Delaware Avenue that provides north- and south-bound interstate access to Delaware and Pennsylvania Avenues, both of which traverse the Analysis Area, as well as 11th Street eastbound into the central business district.

b. Other Freeways/Expressways

Located only within urbanized areas, these roadways are similar to interstates, but is not so designated. It is considered a primary travel route that serves metropolitan cities and industrial areas, but does not provide land access, interconnecting primarily with other higher classifications of routes. There are no roads within the Analysis Area in this classification.

c. Other Principal Arterials

These roadways provide an integrated network of routes that serve major centers of activities and urban areas. They are the highest traffic volume corridors with long trip lengths and serve as a link between the higher and lower classification roadways. Land access is not prohibited. Pennsylvania Avenue (Route 52) is an Other Principal Arterial; along with segments of Union and Lincoln Streets south of their intersection with Pennsylvania Avenue.

d. Minor Arterials

These are routes that interconnect Other Principal Arterials and provide access to smaller developed areas, linking cities and towns. More emphasis is placed on land access. Within the Analysis Area, Minor Arterials include a segment of Greenhill Avenue south of its intersection with Pennsylvania Avenue; Augustine Cut-Off, north of Lovering Avenue; and Union and Lincoln Streets, between Lovering and Pennsylvania Avenues.

e. Major Collector

These are routes that provide service to important travel generators (county seats, towns, schools, recreational and agricultural areas) that are not serviced by higher classifications. Major Collectors provide land access and collect traffic from lower classifications, channeling them to higher classifications. Routes within the Analysis Area include Delaware Avenue, from Harrison Street to Greenhill Avenue; Greenhill Avenue, between Delaware and Pennsylvania Avenues; and Rising Sun Lane, north of Pennsylvania Avenue.

f. Minor Collector

Only present in rural areas, these routes service local traffic generators, smaller towns, and communities. Provides land access and provides link for traffic from local roads to the higher classifications. There are no Minor Collectors in the Analysis Area.

g. Locals

These routes provide direct access to land and link to the higher classification routes. Local roadways have the lowest volumes of traffic and short trip lengths, and consist of all roads not otherwise designated as higher classifications.

2. Parkways

Within the Analysis Area, two of the local roads also have the distinction of being classified as parkways. Kentmere Parkway extends from Union Street to Woodlawn Avenue at Shallcross Avenue; and Bancroft Parkway extends south from Kentmere Parkway to 9th Street, and ultimately connects with Canby Park. These bands of park land are zoned "O" open space and include one way street pairs which serve to connect with larger City parks. In addition, Rockford and Brandywine Parks include a roadway aptly named Park Drive, which provides vehicular access though the parkland. In Brandywine Park, the curvilinear Park Drive extends from I-95 west to Kentmere Parkway at Union Street; in Rockford Park, Park Drive forms a ring road through the park, with access from Riverview Avenue and Tower Road.

C. Roadway Maintenance

The roadway system in Wilmington is maintained through agreements with the Delaware Department of Transportation (state maintained roadways) and the City of Wilmington (City maintained roadways). State maintained roadways within the Analysis Area include Pennsylvania Avenue (Route 52), the north and south segments of Union Street, Lovering Avenue between Augustine Cut-Off and Union Street, and Augustine Cut-Off, north of Lovering Avenue.

The various street classifications can be found on Map H, Thoroughfare and Transportation Plan.

D. Public Transportation

1. Dart First State Service Areas

Dart First State serves all three counties in Delaware with fixed route bus service and passenger rail service along the Northeast Corridor between Newark, Churchman's Crossing, Wilmington, Claymont and Philadelphia. Dart also operates Paratransit Service state-wide for the elderly and disabled, provides a statewide inter-county connector bus service year round during the weekdays, and operates frequent bus service to the Resort communities from DART's Resort Park N' Ride during the summer season (Memorial Day to Labor Day). DART also manages RideShare Delaware, a statewide car pool matching program, and supports a number of special travel programs to encourage people to use alternative modes of transportation. DART does not currently offer late night year round bus service or Sunday service on its regular routes.

Bus service is provided in the Analysis Area to varying degrees by five fixed service routes, all of which travel to and from the downtown hubs of Rodney Square and the Wilmington Train Station, from which transfers can be made to the outlying routes in New Castle County. Route 10 serves the Delaware Avenue area exclusively; Routes 6, 7 and 20 provide service along the Pennsylvania Avenue corridor, with Route 6 traveling directly to Newark via Kirkwood Highway; Route 24 provides service between Wawaset Park and the downtown via 4th Street; and Route 28 provides service along the Delaware Avenue corridor to Trolley Square and then north to the du Pont Experimental Station on Route 141. In addition, inter-county service between Wilmington and Dover, with stops within the Analysis Area near I-95, is provided by Route 301.

E. Transportation Planning

Transportation planning for the City is guided in part through the Wilmington Initiatives Partnership involving the City of Wilmington, Delaware Department of Transportation (DelDOT) and the Wilmington Area Planning Council (WILMAPCO). This partnership works together to coordinate the policy, planning, and funding efforts for transportation infrastructure improvements within the City. Initially, Wilmington Initiatives planning efforts were concentrated in the central business district and along the corridors leading to and from the downtown area, which resulted in several major projects being completed along Market, Union, Lincoln, West 4th and 11th Streets and Martin Luther King, Jr. Boulevard, among others. Citywide efforts are also a part of the Wilmington Initiatives, and include a wayfinding signage program and the Wilmington traffic signalization project.

1. Transportation Agency Responsibilities

a. The City of Wilmington Department of Public Works, Division of Transportation

The Transportation Division is responsible for transportation policy and planning, the development and programming of transportation improvements, the installation of traffic signals and signs, the issuing of permits, and the operation of City streets, including street lights, parking meters, and line striping.

b. WILMAPCO

The Wilmington Area Planning Council (WILMAPCO) is the metropolitan planning organization (MPO) for New Castle County, Delaware and Cecil County, Maryland. It is designated by the Governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and programs that involve federal funds or are of regional significance must be reviewed and approved through WILMAPCO. It partners with the transportation agencies, state and local governments and the public to ensure that transportation investments will satisfy the needs of the region's residents and employers. WILMAPCO strives to educate and involve the public throughout the decision making and funding process.

WILMAPCO produces four federally mandated transportation documents, as follows:

Regional Transportation Plan (RTP)

The Regional Transportation Plan has a 20 year planning horizon, and is updated every four years. Significantly, no transportation projects in this region may be funded with federal money unless the projects are found in an approved RTP. This long-range Plan must be financially reasonable and conform to national air-quality standards. The Plan first examines the forecasted trends for the region such as population, employment, housing, and trip-making. Challenges are identified from these trends, and investments that will mitigate these challenges are provided. The RTP provides not only a framework for future decision making, it also lists all of the anticipated short and long term transportation projects. In this respect, the RTP is both a policy document and an action document. The RTP's three goals are to 1) Improve Quality of Life; 2) Support Economic Activity, Growth and Goods Movement; and 3) Efficiently Transport People. These goals are ultimately realized through the efforts of the Departments of Transportation, Transit Authorities, States, Counties and municipalities.

Transportation Improvement Program (TIP)

The four year Transportation Improvement Program is developed based on project submissions from the Departments of Transportation, the two Counties and included municipalities. Transportation projects found in the TIP are ranked according to how well they reflect the strategies in the RTP. The program is updated at least every four years and is approved by the MPO and the Governors of each state. WILMAPCO typically adopts a revised TIP annually, and may also periodically amend the document.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program discusses the planning priorities faced by WILMAPCO and describes planning activities anticipated within the region each year. The program identifies responsible staff involvement, the schedule for completing the work, and the products that will be produced.
Congestion Management Process (CMP)

The Congestion Management Process is required for each urbanized area with a population greater than 200,000. The Federal Highway Administration defines a CMP as "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility." Regulations require the analysis to include ongoing methods to monitor congestion, both traditional and nontraditional congestion strategies, implementation plans, and performance measures. The WILMAPCO CMP examines: level of service (roadway segment volume to capacity ratio); intersection level of service; actual travel speeds compared to posted speed limits; and transit volume to capacity ratio. Congested areas and corridors are identified and tools to address the congestion are defined through an approach that places the greatest emphasis on eliminating trips and reducing peak-hour Vehicle Miles Traveled (VMT). Other strategies, in order of emphasis, are shifting auto trips to other modes, shifting drive alone trips to carpooling and vanpooling, improving roadway operations, and adding capacity.

c. The Delaware Department of Transportation

The Delaware Department of Transportation is responsible for providing a safe, efficient, and environmentally sensitive transportation network that offers a variety of convenient, and cost-effective choices for the movement of people and goods throughout the state. Comprehensive transportation planning and development coordination services are provided to address the mobility needs of Delaware residents and visitors. Key objectives include working with customers to create plans that will result in a comprehensive system of transportation options in coordination with Livable Delaware goals and the State Strategy and county comprehensive plans. The agency is also responsible for providing transportation information and advice to local governments with land use decision-making responsibilities to help coordinate zoning, subdivision and annexation decisions among state agencies, counties and municipalities; to acquire real estate needed for protecting and improving the state's transportation system; and to support the state's effort to discover and solve transportation problems by collecting, analyzing, summarizing and publishing transportation related data.

DelDOT funds major transportation initiatives through a variety of mechanisms, including the General Assembly's Capital Transportation Program (CTP) portion of the Bond Bill. Communities can take advantage of such programs as the Transportation Enhancements program, which was established in 1991 through the Intermodal Surface Transportation Efficiency Act (ISTEA). This act, which was reauthorized in 1998 and 2005, requires states to set-aside 10% of their Surface Transportation Program funds specifically for Transportation Enhancements, which must be related to surface transportation and provide public access. Since 2002, DelDOT has used a sliding scale to determine the required contribution from project sponsors for this reimbursement program. Project sponsors can use private cash from non-profit organizations; state funds; federal dollars, other than federal DOT funds; local funds, such as municipal dollars, Community Transportation Funds, and other monies available to local authorities; and services in-kind.

Another source of transportation improvements funding is through the Community Transportation Fund (CTF), which was established in the mid-'80s by the state's Bond Bill Committee to speed the process of making relatively small local improvements and also to put decision-making about priorities into the hands of each community through their representatives. Fixed amount of funds are provided annually to each State Senator and House Representative to be used as they and their constituents believe is best for transportation improvements within their district. Legislators may also fund their own project ideas and they have the option of banking a portion of their yearly CTF budget for up to three years in order to fund a larger transportation improvement. For funding through the CTF program, proposed improvements projects need to meet three criteria. They must: 1) have a transportation component; 2) be on public property or land dedicated to public use; and 3) benefit more than one individual (with certain exceptions).

F. Transportation Issues

1. Rockford Falls Development

The Rockford Falls residential development project currently under consideration proposes the addition of 448 dwellings to the former Bancroft Mills site along the Brandywine Creek. Access to this site will be from Mill Road and Riddle Avenue to the east and Rockford Road to the west, with the Upper and Lower Roads to the immediate west of the site linking to Rockford Road. Efforts are being made to optimize traffic circulation patterns between the development site and the adjacent neighborhood and to provide an appropriate level of improvements to mitigate any potential negative impacts from the development. To that end, the City contracted with Rummel, Klepper and Kahl (RK&K), an engineering consultant, to review and evaluate the results of the traffic study completed by the developer, and to also provide an independent traffic analyses for the larger geographical area around the development site. The City has engaged the community in this planning process, to review and discuss the various design solutions being developed to address concerns related to the anticipated issues along the roadways linking the development to the neighborhood. The recommendations resulting from the City's ongoing traffic analysis conducted by RK&K and community input on these issues will be presented to the developer to determine the best solution for limiting the impacts related to traffic and circulation, as well as pedestrian safety and parking conditions. The community and other interested parties will continue to be given full opportunity to discuss concerns, comment on issues, or make recommendations regarding the proposed plans during the continuing planning stages, including the subdivision review process.

2. CSX Railroad

The CSX railroad passes through the Analysis Area on an elevated track, with bridges passing over Lovering Avenue near Augustine Cut-Off, Gilpin Avenue near Dupont Street, Delaware Avenue near Dupont Street, 14th Street near Scott Street, and Pennsylvania Avenue near at Union Street. Roadways that are elevated over the railroad track include a portion of 9th Street near Bancroft Parkway, and a portion of 7th Street at Ferris Street. Because there is a grade separation between the railroad track and the roadway, there is less of an issue with potential vehicular conflicts at these crossings. However, maintenance continues to be a major issue, particularly along the bridges and embankments, and ways to address these concerns continue to be sought.

SECTION VI. PARKS AND RECREATION PLAN

There are several parks and recreational facilities within the Delaware Avenue / Bancroft Parkway Analysis Area, as shown on Map I, Parks and Recreational Plan. The largest facilities are the Rockford and Brandywine Parks, which are owned by the City of Wilmington and maintained under the Delaware State Parks program through an agreement with the State of Delaware Department of Natural Resources and Environmental Control (DNREC). Certified police officers provide enforcement of the State Park rules and regulations, and a ranger station is located in Brandywine Park. These parks are host to many community and regional events, concerts and festivals. The annual spring Flower Market, which was established in 1921 for the purpose of raising money for children's charities, has been held in Rockford Park since 1952. The Brandywine Art Festival is a regional event that has been held in the Brandywine Park each September since 1960. The preservation and improvement of existing park resources is important to the community, as is encouraging new opportunities for expanding open space holdings through such means as the dedication of private property as parkland and the active pursuit of grant programs for the continued development of park facilities.

A. Parks and Open Spaces

1. Rockford Park

Rockford Park is the largest park within the Analysis Area, situated in the northwest corner along the Brandywine Creek. In 1889, William Pool Bancroft, father of Wilmington's park system, endowed 59 acres of land to the City to establish Rockford Park. Today, more than 104 acres of meadow and woodland constitute the park, which is traversed through a series of rings roads accessed at the northern terminus of both Tower Road and Riverview Avenue. Features include tennis courts, baseball diamonds, sledding hills and walking trails.

Prominently positioned at the top of the hill is Rockford Tower, a 115-foot tall, stone water tower built in 1901. Still a part of the City of Wilmington's water system, the tower's steel tank holds 500,000 gallons. This landmark tower was reopened to the public in 2002, and visitors can climb the stairs in the tower to the observation deck for magnificent, 360-degree views of Rockford Park. Also located within the park is a bronze statue of Admiral Samuel Francis Dupont, sculpted by Launt Thompson. First erected in Washington D.C. in 1884, this monument of the civil war hero was later relocated by the du Pont family to Rockford Park on Park Drive at the Tower Road entrance. The 2.2 acre area known as Rockford Grove is situated to the immediate east of Rockford Park.

2. Brandywine Park

In 1885, Wilmington's Board of Park Commissioners founded Brandywine Park, a wooded area in the heart of Wilmington which became Delaware's first large urban park. The 178-acre park, which was added to the National Historic Register in 1976, stretches along a one-mile run of the Brandywine Creek and offers visitors outdoor recreation, wooded trails, picnic spots and playgrounds, and cultural events. The park actually spans several analysis areas, and includes features such as the Jasper Crane Rose Garden and Bringhurst Fountain, Josephine Fountain, the 5,000 seat Baynard Stadium, Brandywine Zoo, and Monkey Hill Pavilion. Gilpin Playground is situated adjacent to Trolley Square Center. The Delaware Center for Horticulture established its headquarters within Brandywine Park in the former Parks Building on Dupont Street. Park roads include South and North Park Drive, which run along the Brandywine Creek; Lovering Avenue and Dupont Street also traverse the parkland.

3. Stapler Park

Stapler Park is a 2.8 acre neighborhood park bounded by 16th, 17th, Union and Bancroft Parkway, and includes a playground.

4. Gardens of Gibraltar

Located on Pennsylvania Avenue at Greenhill Avenue, Gibraltar was built in 1844 and was later extensively renovated. Formal gardens were created on the site between 1916 and 1923, designed by landscape architect Marian Cruger Coffin. With the goal of opening the Marian Coffin Gardens to the public, Preservation Delaware, Inc. launched a capital campaign and a major restoration project in 1998 to return the gardens to their original appearance. The project was completed in 1999 and included the restoration of the pool, fountains, ironwork, and walkways. Minor changes to paths and access routes ensure that portions of the garden are accessible to visitors with disabilities.

5. Other Recreational Facilities

In addition to the City-owned parks located within the analysis area, there are several public, private and parochial schools which provide access to onsite playgrounds and recreational facilities, including Highlands Elementary, Tower Hill School, and Saint Ann's Parochial School.

B. Parkways

1. Kentmere Parkway

The Rockford and Brandywine Parks are connected by the Kentmere Parkway, an east-west parkway which is bordered by one-way pairs of local roads. The area between these roads contains 3.3 acres of open space. Located along the parkway is the bronze statue of Thomas Francis Bayard (1828-1898), a prominent Delawarean who held several significant offices during his lifetime. Erected by the Bayard Memorial Commission in 1907 on Kentmere Parkway at Woodlawn Avenue near the Delaware Art Museum, this statue was designed and executed in London by Effie Sillman Ritchie; the pedestal was the work of her brother Michael Stillman.

2. Bancroft Parkway

The Canby and Rockford Parks are connected by the Bancroft Parkway, a north-south parkway which is also bordered by one way pairs of local roads.

C. City Plazas and Monuments

Columbus Triangle, the Soldiers and Sailors Monument Park and Fountain Plaza are a few of the smaller public open space settings for public use and enjoyment.

1. Columbus Square

On October 12, 1956 the 0.12 acre Columbus Square was dedicated at 1300 Pennsylvania Avenue, and the 11 foot bronze statue of Christopher Columbus created by Italian sculptor Egidio Giaroli, was erected on a five foot pedestal one year later, in 1957.

2. Soldiers and Sailor Monument Park

Located at 14th and Broom Streets, this park features the soldiers and sailors monument, dedicated on May 30, 1871 to honor the veterans of the Civil War. The monument consists of a 45 foot high granite column resting on a concrete base 10 feet in height, atop a two stepped concrete platform. The column is topped by four garlanded shields bearing stars and stripes motifs bearing a bronze globe upon which a bronze eagle has just alighted, clasping in its talons a reptile representing secession. It was the City's first outdoor public monument, and remains the largest.

3. Fountain Plaza

Located at the intersection of Pennsylvania and Delaware Avenues, this plaza provides a passive park environment with benches and a fountain. The Charles Parks statue, "Boy and Dogs," sculpted in 1967, is located here.

SECTION VII. PUBLIC UTILITIES, SERVICES AND EDUCATIONAL INSTITUTIONS

A. Public Utilities

1. City of Wilmington Water System

The majority of the Analysis Area is served by the Porter Filtration Plant, augmented by service from Rockford Tower. A description of the citywide service system is provided below.

a. Citywide Water Treatment and Distribution Service

The City of Wilmington water treatment and distribution system provides potable water for industrial, commercial, domestic and fire protection purposes both within the City and for outlying suburbs. The City also has the capacity to supply treated water to the Suburban and Artesian Water Companies when necessary. The principal components of the system are two filter plants having a design capacity of 56 million gallons per day; nine service zones reflecting varying pressure needs due to topographic elevational differences; five ground level storage tanks with a capacity of more than one million gallons; eight pumping stations; and 334 miles of transmission and distribution piping that ranges in diameter from 4 to 48 inches. The public works system started in 1796, and continuous efforts have been required over the years to keep the facilities in balance with the needs of the community. These water system improvements are generally funded through the Capital Budget and Capital Improvements Program, as well as through State grants.

The Brandywine Creek has provided a reliable source and supply of water since 1827. The City has an entitlement to withdraw up to 65 million gallons of water per day, with current demands calling for 26 million gallons daily to operate the system. The water is diverted from the Creek by a low dam located downstream from the Augustine Cut-Off bridge, flowing by gravity in a 4,800 foot long masonry race along the south bank to the Brandywine Pumping Station. At the station, the water is sent to both the Porter Filtration Plant and the Brandywine Filtration Plant, where it is treated.

Filtration Plants

Porter Filtration Plant: To reach the Porter Plant, raw water is conveyed through a 42 inch transmission main to the Porter Reservoir, a 35 million gallon sedimentation basin located on Concord Pike. From the reservoir, it flows to the Porter Rapid Sand Filter Plant, which consists of six 90 foot diameter concrete flocculation and sedimentation basins, a chemical and filter building enclosing two wash-water tanks, twelve rapid sand filter units, and a clear well for collection and storage of the filtered water. The clear well is augmented by a 6.75 million gallon capacity finished water reservoir. This treated water is then supplied by gravity to the City and is pumped to outlying Concord Pike and Faulk Road areas.

A 48 inch steel transmission main built in 1907 connects the Porter Plant finished water reservoir to the Cool Spring Gate House. This main feed distribution mains supplying a section of the City known as High Service Zone (which includes the Analysis Area). The Cool Spring Reservoir provides the necessary storage for peak demands in the Low Service Zone and is normally supplied directly by pumps at the Brandywine Filtration Plant.

Brandywine Filtration Plant: Raw water also flows from the Creek to the Brandywine Plant, which has a total capacity of 20 million gallons per day and consists of ten sand filtering units. The water enters the sedimentation basins and flows to these filters, discharging into a clear well, which has an 580,000 gallon capacity, and then carried from this reservoir by an 48 inch main to the suction well in the Brandywine Finished Water Pumping Station. Here, the finished water is discharged through steam turbine driven centrifugal pumps to the Cool Spring Reservoir.

Storage and Distribution

Finished water flows by gravity from the various storage facilities through the distribution system to mains varying from 4 to 48 inches, and then into service pipes to their final destination. The reservoirs which serve to store this water are described below.

Cool Spring Reservoir has operated since 1875 as an uncovered filtered water reservoir having a capacity of 40 million gallons in its North and South basins, distributing water by gravity for service to the Low Service Zone, including the south and east sides of the City, the downtown and the riverfront area. Pursuant to changes in federal regulations related to water quality, in December 2005 the City of Wilmington began a two year project to replace the existing South Basin of this open tank reservoir with an enclosed, buried concrete tank for drinking water storage. This tank will contain approximately 10 million gallons of drinking water within two basins, allowing one to be shut down for maintenance while the other is operating. The project also consists of the construction of a new gate house, new underground piping to allow an interconnection between the high and low pressure zones, and a landscaping plan to restore the area to a park setting with walkways and a pond after completion. A Memorandum of Understanding was developed between the City and the State Historic Preservation Office, given the historic nature of the original structure, and a cultural resource documentation report for the Reservoir and neighboring Gatehouse structure was prepared.

Rodney Street Reservoir is a covered filtered water reservoir having a capacity of 7.5 gallons. This facility is not currently in service, and requires extensive renovation work. This reservoir was intended to provide back-up service for the Porter Filter Plant.

The Rockford Tower is a steel standpipe 40 feet in diameter and 60 feet high, enclosed by stone masonry. It has a capacity of 500,000 gallons and supplies the western section of the City and immediate suburbs.

The Edgar M. Hoopes Reservoir is supplied by runoff from its natural watershed and by the Brandywine and Wills raw water pumping stations, which transfer raw water from the Brandywine Creek for storage. Downstream from the Hoopes Dam is the Old Mill Pumping Station, which has a capacity of 42 million gallons per day. Water from these units can supply the Porter Plant during low flow conditions on the Brandywine Creek.

2. Sanitary Sewer and Storm Water Systems

The City of Wilmington sewer system consists of a combined storm water drainage and sanitary sewer, which flows by gravity to the pumping station at 12th and Thatcher Streets, and then on to the Cherry Island Regional Sewage Treatment Plant. Both the Brandywine Creek and Christina River receive overflows during certain rain events and at times when the system cannot handle the storm water runoff and discharges of untreated sewerage.

Within the Analysis Area, there are interconnections between the sanitary and storm water systems which allow sanitary sewage to be diverted into the storm sewer system during precipitation events. This creates a combined sewer overflow that discharges into the Brandywine Creek at the base of Rockford Road. Contributing to the problem is runoff from private property storm connections, including roof drains and area drains, which are directly connected to the combined sewer. The City is instituting a rain leader (gutters and down spouts) disconnection program and sewer separation in the Rockford Road shed area, to eliminate this CSO problem. In addition, the City has received State and Environmental Protection Agency grants to address other combined sewer overflow issues throughout the City.

B. Police, Fire and Emergency Services

1. Police Department

The Department of Police is authorized to deploy up to 289 officers in motor vehicles, on foot, and on bicycle in order to protect and serve the citizens of the city. It recently joined the ranks of 350 other departments nationwide in achieving operations accreditation from the Commission on Accreditation for Law Enforcement Agencies.

2. Fire Department

The City of Wilmington Fire Department currently maintains six fire engine companies, two ladder companies, a marine fire fighting force, three ambulances and one rescue squad. Within the Analysis Area, there is one station, Fire Station #5, at 1816 Gilpin Avenue near Trolley Square Center. This is the station of first response for the majority of neighborhoods located north of Pennsylvania Avenue. Fire Station #6, at 3rd and Union Streets, which although outside the Analysis Area, is also poised to provide quick response to emergencies. Ambulance service is typically dispatched by the Department through a private paramedic contractor, which operates 2 full time units and one part time unit for peak hours. Rescue 2, the Department's only ambulance unit, provides backup with two ambulances.

3. Fire Marshall

The Fire Marshall's office maintains a fire-safe environment through the engineering of efficient fire protection systems, the enforcement of the most current codes and standards, and the presentation of effective public education programs. The Fire Marshall coordinates its efforts with other City departments.

4. Emergency Management

The Wilmington Office of Emergency Management coordinates the efforts of the City's police and fire departments, all City departments and the at-large community to ensure that city leaders are prepared to respond quickly and effectively during an emergency situation. The Department maintains and administers the Wilmington Emergency Operation Plan, which is mandated by the Federal Government to receive disaster relief funds.

C. Educational and Cultural Institutions

1. Education

a. Public and Private Schools

The Analysis Area is located within, and served by, the Red Clay Consolidated School District. Students residing within the Analysis Area are typically assigned to the Highlands Elementary School for kindergarten through 5th grade and A.I. du Pont Middle School for grades 6 through 8. Highlands Elementary is the only public school facility physically located within the Analysis Area. It has an enrollment of 375 with an average class size of 25 students. A.I. du Pont Middle School is located at 3130 Kennett Pike and has an enrollment of 510 students. The A. I. du Pont High School, located at 50 Hillside Road, serves students in grades 9 through 12 and has an enrollment of 1,395 students.

The Red Clay Consolidated School District Choice Program also allows students to select alternatives to these assignments, with choices in the vicinity including the independently operated public Charter School of Wilmington and the Cab Calloway School of Arts, both located at 100 N. Dupont Road (formerly Wilmington High School). The Charter School, with its educational emphasis on math and science, has an enrollment of 935 students. With an enrollment of 833, the Cab Calloway School of Arts focuses on academics and the creative arts.

Tower Hill School, a coeducational independent college preparatory school founded in 1919, is one of the area's largest private institutions, serving preschool through 12th grade on its 40 acre campus, which is generally bounded by 18th Street, Pennsylvania Avenue, Mount Salem Lane and Rising Sun Lane. This school has a 1:7 student faculty ratio, with a student population of 740, with 290 in the lower school, and 225 each in the middle and upper schools.

St. Ann Parochial School, 2006 Shallcross Avenue, operates under the auspices of the Catholic Diocese of Wilmington, which has its administrative offices on Delaware Avenue and Union Street. This school serves kindergarten through the 8th grade.

b. University of Delaware, Wilmington Campus

The Wilmington Campus of the University of Delaware is located at 2700 Pennsylvania Avenue, just outside of the Analysis Area boundaries. This campus supports the Academy of Lifelong Learning, created in 1980 as part of the professional and continuing studies program. The Academy is a membership organization for adults 50 years and over to exchange ideas, take classes, teach and travel. The courses, as well as all other activities, are led by members who volunteer as teachers and program leaders according to their interests, abilities, and experience. Course work originally included languages, humanities, and artistic, scientific, social and political subjects, and has grown to include the performing arts, such as the Academy Band, Chorus, and Circle Singers, and computer courses. In addition to a travel program, the Academy has social hours, extracurricular activities such as a guest lecture series and musical ensembles, and a community outreach program. The Wilmington Campus also supports the University's continuing education program. Facilities on the campus accommodate seminars, conferences, workshops and other gatherings, and include the Goodstay Conference Center located in an 18th Century mansion and Arsht Hall, constructed in 1990.

2. Cultural

a. The Delaware Art Museum

The Wilmington Society of the Fine Arts was formed in 1912 to promote the knowledge, enjoyment and cultivation of fine arts in Delaware. The initial goal was to preserve and exhibit the works of artist Howard Pyle; nearly 100 works of art were purchased to form the foundation of the Society's collection. In 1935, the family of Samuel Bancroft Jr., donated his collection of British Pre-Raphaelite art to the Society, along with 11 acres of land near Kentmere Parkway with the provision that a museum be built to house the collection. In 1938, the newly named Delaware Art Center opened to the public. The Center was joined by the Wilmington Academy of Art in 1943 to establish the Center's first educational programs and by 1954 a wide variety of studio art courses were offered. In 1956, the H. Fletcher Brown Education wing opened to the public. Major works by American artists were added in the 1950s and 60s. In 1961, Helen Farr Sloan, widow of American artist John Sloan (1871–1951), donated over 3,000 paintings, prints, drawings and manuscripts to the Center, establishing it as a national base for the study of John Sloan and his art.

The Center became the Delaware Art Museum when it was accredited by the American Association of Museums in 1972. In the 1980s and 90s, the Museum expanded existing collections and added new work from contemporary American artists. In 1987 gallery space and an auditorium were added; in 2005, another expansion resulted in the creation of the Copeland Sculpture Garden, with nine works from the Museum's permanent collection and one work on loan, including Tom Otterness's Crying Giant (2002); George Rickey's Three Rectangles Horizontal Joined Gyratory II (1990); Domenic Mortellito's Protecting the Future (1966-67); Joe Moss's Orifice II (1983); Isaac Witkin's Wild Iris (1973-74); Robert Stackhouse's Delaware Passage (1991); John van Alstine's Slate Totem (1984); Ken Wyten's A/C Forms of Force (1991); and Bernie Felch's In the Park (1986-87).

Today, the Delaware Art Museum's permanent collection focuses on four main areas: Howard Pyle & American Illustration; British Pre-Raphaelite Art; John Sloan; and American Art, 1757 – Present. Commissioned work includes "Persian Window" (1999-2000) by internationally acclaimed artist Dale Chihuly and "Illumination," by light sculptor and installation artist James Turrell.

b. Delaware Center for Horticulture

The Delaware Center for Horticulture (DCH) is a non-profit community resource organization dedicated to cultivating a greener community, and to inspire the appreciation and improvement of the environment through horticulture, education and conservation. Education and Greening Programs focus on the greening of the urban environment and include educational programs for children, teens, and adults. DCH work programs focus on community gardens, public landscapes, tree programs, roadside beautification, and community events. In addition, the DCH provides technical advice for public landscapes through partnerships with public agencies such as Delaware Department of Transportation, Delaware Department of Natural Resources and Environmental Control, and the University of Delaware. The Center also partners with a broad range of agencies and organizations as well as civic, business & community groups on greening initiatives.

SECTION VIII. HISTORICAL AND CULTURAL RESOURCES

The City of Wilmington has an abundance of historical and cultural resources within its borders, including recognized City historic districts as well as districts and individual properties listed on the National Register of Historic Places. The importance of these historic resources adds to the quality of life within the City; their preservation for enjoyment by current and future generations is an important goal. See Map J for historical and cultural resources.

A. City Historic Districts

A City Historic District is an overlay zone depicting an area that has been recognized for its outstanding historical, architectural or archaeological significance. All exterior changes to buildings or sites, including renovations, alternations, new construction, demolition and changes to topography, are monitored through a design review process. Depending on the nature of the proposed work, this process is either carried out by qualified Department of Planning staff members or the Design Review and Preservation Commission.

Since 1975, twelve City Historic Districts have been designated within the City of Wilmington, three of which are located within the Delaware Avenue / Bancroft Parkway Analysis Area.

1. Delaware Avenue

The Delaware Avenue City Historic District is generally bounded by Gilpin Avenue and13th, Rodney and Harrison Streets. This district began as an early suburb of Wilmington when Joshua T. Heald developed the first horse-drawn trolley line out of the City along Delaware Avenue in 1864. The horse barns and trolley depot were once located on the site of the Trolley Square shopping center.

The Victorian houses in this district reflect the new wealth of entrepreneurs who benefitted from the industrial demands of the Civil War and post-war rebuilding. The resulting buildings are generally large and highly stylized, reflecting the major late 19th century architectural fashions, including Italianate, Second Empire, and Queen Anne. The area is currently a mixture of owner and renter occupied buildings as a result of population increases during the two World Wars.

2. Kentmere Parkway

The Kentmere Parkway City Historic District generally encompasses the north and south sides of the Kentmere Parkway between Rockford Road and Union Street, including the Rockford Grove area, Delaware Art Museum, and residences along Woodlawn Avenue and Wood Road. The District includes a highly stylized mix of late 19th century and early 20th century homes built along a curvilinear parkway, which originated in 1885 as a 100 foot wide easement through the property of William and Jennie Field. In 1891, William P. Bancroft, industrialist, philanthropist and founding member of the City Parks Commission, collaborated with John C. Olmsted, nephew of famed landscape architect Frederick Law Olmsted and a member of the influential firm, to develop this line between Brandywine and Rockford Parks.

3. Rockford Park

The Rockford Park City Historic District is generally bounded by Red Oak Road to the north and west, Delaware Avenue to the south, and Rockford Road to the east, and is immediately adjacent to Rockford Park. The District includes homes along Red Oak Road and Willard Street. Both the neighborhood and the park are a result of the vision of William Bancroft, the major proponent of Wilmington's park system. Land adjacent to Rockford Park extending southward was purchased by Bancroft's Woodlawn Company, which installed utilities and then sold the parcels with deed restrictions for development based upon the then popular "garden city" model communities. Affluent owners hired architects to design their housing in Colonial Revival, Shingle, Tudor and other popular styles from approximately 1905 to 1910. The setbacks and spacious lots further help to define the District.

B. Neighborhood Conservation Districts

In 2004, the City of Wilmington approved enabling legislation and procedures for the designation of overlay zoning known as Neighborhood Conservation Districts. Neighborhood conservation districts are zoning overlay districts with specifically defined geographic boundaries, whose value is related to and established by association with the close proximity of structures that have certain identifiable attributes embodied in use, urban design or architecture, and the surrounding geographical features which complement the existing use. Conservation districts are separate and distinct from City Historic Districts. Review of development within such districts helps to identify and ensure the conservation of historic materials that visually distinguish the district from the areas that surround it. This ensures sympathetic treatment regarding the built environment related to original design, intent and scope, and also preserves significant natural landscape features and manmade streetscapes.

Neighborhood Conservation Districts may be designated where traditional city historic district protection is not feasible due to either a lack of community support, lack of property owner support, or lack of political support, or where the built environment includes resources that do not meet the qualification criteria of either the National Register of Historic Places or City Historic Districts. Section 48-424 of the City Code identifies the application process for property owners wishing to perform work that alters, changes, adds or removes character-defining features which will affect the exterior of a property that is viewable from the public right of way, or which affects the streetscape.

1. Forty Acres Neighborhood Conservation District

The first conservation district to be established within the City was the Forty Acres Neighborhood Conservation District, created in June 2004. This district was designated with strong community support and acknowledges the high degree of architectural integrity found in the area. The area in question can be considered an extension of one of Wilmington's original "streetcar suburbs," in that it was first settled in the 1860's after the City's trolley line had been extended from the central business district and other neighborhoods into farmland once owned by the Shallcross and Lovering families. The name Forty Acres was taken from the fertility of the farmland, where one acre of land was said to be worth 40 acres one might find someplace else. See Map K for the boundaries of the Forty Acres Neighborhood Conservation District.

C. National Register of Historic Places

The following districts and individual properties represents what has been placed on, or determined eligible for, the National Register of Historic Places.

1. Districts on the National Register of Historic Places

a. Brandywine Park, Kentmere Parkway and Rockford Park

First known as Brandywine Glen, the land along the Brandywine Creek has been a recreation area since Wilmington was established. In the 1860's, American landscape architects began planning parks to provide a better environment for residents of heavily populated areas. Evidence of this trend in Wilmington was the establishment of the Board of Park Commissioners in 1883. In 1886, the Board began purchasing land and today, Brandywine Park includes the Jasper Crane Rose Garden, Josephine Fountain, Brandywine Zoo, Monkey Hill Pavilion and several playgrounds. In 1889, fifty nine acres of land was donated by William P. Bancroft, known as the father of the Wilmington Park System, for the establishment of Rockford Park.

Built in 1901, the Rockford Park Water Tower still serves as a permanent landmark for the City. Work began in 1891 for the Kentmere Parkway, which links Brandywine Park to Rockford Park, and was completed four years later. The parkway and its landscaped median is bordered by large homes with expansive, sloping lawns.

b. Wawaset Park Historic District

Wawaset Park was developed as a planned community at the end of the pre-automobile era. It is significant for its site design, which is based on landscape planning principles developed by Frederick Law Olmstead. Curvilinear streets and ample lawns gave this neighborhood the setting of a suburb within the City. The neighborhood was designed for the professional employees of the DuPont Company, whose work force had expanded during World War I, and includes single family houses, semi-detached and row houses. The historic district exhibits early 20th century revival styles, including Tudor cottages and Georgian mansions; dwellings incorporate elements of the Picturesque and Gothic styles as well. District boundaries also include Wawaset Park Apartments at 7th Street and Greenhill Avenue, which is just outside of the Analysis Area.

c. Henry Clay Village Historic District

A small section of this district along Rising Sun Lane lies within the City limits. This district represents examples of the 19th Century industrial community, including mills, houses, church, school, stores and a tavern, and reflects the origins of the DuPont Company powder mills on the Brandywine. It is named after Henry Clay, who was a U.S. Senator, Secretary of State, and presidential candidate. Clay was a proponent of The American System, a program based on tariff provisions and other measures to protect American industries from foreign competition.

d. Delaware Avenue Historic District and Amendment

The 1200 and 1300 blocks of Delaware Avenue boast large Victorian mansions featuring elaborate exterior and interior details, with Italianate and Queen Anne being the predominant styles. In 1864, Joshua T. Heald established the trolley line along Delaware Avenue, making it accessible from center city. He then laid out and improved lots along this trolley line, encouraging settlement in this early "suburb" of Wilmington. With improved transportation, streets adjacent to Delaware Avenue were then developed, and slightly more modest homes were made available for middle class settlement. Later, during the First and Second World Wars, when housing was needed for the defense industry workers, mansions were subdivided, and apartment houses were built in vacant areas or in some cases replaced Victorian structures. Delaware Avenue housed all classes: large mansions for the wealthy, row houses and semi-detached homes for the middle class, and apartments for the new City dwellers brought by industrial growth.

2. Individual Properties on the National Register of Historic Places

a. Continental Army Encampment Site, Lovering Avenue near Broom Street

This designation marks the approximate site occupied on August 26, 1777 by the Continental Army as they prepared for the Battle of Brandywine. Approximately 1500 Delaware and Maryland troops returned on December 21, 1777, under the command of General William Smallwood, to prevent the occupation of Wilmington by the British and to protect the flour mills on the Brandywine Creek.

b. Frank E Schoonover Studios, 1616 Rodney Street

These studios were built in 1905 by renown art collector Samuel Bancroft, with the notion of providing space for four of the most successful students of Howard Pyle, including Frank Schoonover, known as the Dean of Delaware Artists; N.C. Wyeth; Harvey Dunn; and Clifford Ashley. Schoonover occupied Studio One for the rest of his career (63 years), and began his own art school in the building in 1942.

c. Howard Pyle Studios, 1301 Franklin Street. 1853-1911

Delaware's premier illustrator and instructor, Howard Pyle constructed two Queen Anne style buildings to house his studios. Two of his most well known students were Frank Schoonover and N.C. Wyeth.

d. Logan House, 1701 Delaware Avenue

Built in 1865 as a hotel and named after Civil War General John A. Logan, this is the only hotel building of the era to survive in Wilmington. It has been in the Kelly family since 1889. The hotel, which closed in the 1930s, had many celebrities of the day as patrons.

e. Delaware Academy of Medicine, 1925 Lovering Avenue

Originally built as the National Bank of Delaware in 1815-16, the building was moved from 6th and Market in 1931-32, and soon after was occupied by the Delaware Academy of Medicine. The Academy formed the first medical library in the state in 1929. It is currently occupied by law offices.

f. Bancroft Mills, Rockford Road at the Brandywine Creek

In 1831, Quaker Joseph Bancroft and sons purchased a vacant mill on the Brandywine and began producing cotton textiles. The high-quality of their product enabled competition with English imports. By the time of Joseph's death in 1877, the mills had achieved a leading position in the American textile industry. They later excelled in textile finishing processes, moving the textile production to another facility.

g. Gilbraltar, Pennsylvania and Greenhill Avenues

In 1844, Wilmington businessman and landowner John Rodney Brincklé built Gibraltar, naming it as he did because of the high, rocky prominence on which it stands. Members of the Brincklé family lived there until 1909, when philanthropist, preservationist, and amateur horticulturist Hugh Rodney Sharp [1880-1968] and his wife Isabella Mathieu du Pont Sharp [1882-1946] purchased the property. The Sharps began extensive additions and renovations to the buildings and grounds, including the creation of a formal garden, creating the 6-acre estate that exists today. Recalling images from their frequent European travels, the Sharps hired landscape architect Marian Cruger Coffin [1876-1957] to design Gibraltar's formal gardens. Coffin, one of the first and most accomplished female landscape architects in the United States, designed gardens and landscapes along the East Coast, including Winterthur's formal gardens and the University of Delaware's mall. Created between 1916 and 1923, Gibraltar's garden consists of a series of garden "rooms," each with a unique character and purpose. Hand-forged iron gates and railings and the Sharp's collection of statuary, urns, and fountains complete the design.

3. Potential National Register Districts

City surveys of older architecture began in the late 1970s and continue to the present, as 20th century architecture becomes 50 years old and eligible for consideration as an historic resource. Individual properties and districts with historical and/or architectural significance have been, and continue to be, identified and have been given the interim label of "potential National Register property." This is the pool from which future nominations to the National Register will be drawn, given adequate staff time and broad public support. The status of these properties is taken into consideration when federal projects are proposed, and when demolitions are proposed. The current potential National Register properties for the Delaware Avenue / Bancroft Parkway Analysis Area are listed below.

a. Potential National Register Districts

Happy Valley. Area bounded by Van Buren Street, Lovering and Gilpin Avenues, and I-95.

West 18th Street. Area includes both sides of W. 18th Street between Woodlawn Avenue and Mt. Salem Road, including Mt. Salem Church.

Red Oak Road. Area bounded by 19th Street, Red Oak Road, and Woodlawn Avenue (part of this potential National Register district is a City Historic District).

Kentmere Parkway. Area includes buildings fronting Kentmere Parkway generally from Lincoln Street to Rockford Road (same boundaries as the Kentmere Parkway City Historic District).

b. Potential National Register Individual Properties

Public School #13, 1626 N. Union Street.
Gilpin Avenue Fire Station, 1816 Gilpin Avenue.
Flat Iron Building, 1600-1608 Delaware Avenue.
1815 Williamson Street.
1701 N. Dupont Street (Kelly's Logan House).
One Wood Road.
Goodstay Center, 2600 Pennsylvania Avenue.
2019-2025 Delaware Avenue.
2301 N. Grant Avenue (3 Story stone residence).
2325 W. 16th Street (Stone Field House).
Observatory House, 1900 Woodlawn Avenue.
New Bishopstead and Chapel, Wood Road.
Parkway Apartments, 2300 W. 17th Street.
St. Ann Roman Catholic Church (2013 Gilpin Avenue) and School (2006 Shallcross Avenue).
Woodlawn Trustees Building, 2201 W. 11th Street.
Columbus Inn, 2216 Pennsylvania Avenue.

SECTION IX. SPECIAL COMMUNITY ISSUES

A. Billboards and Signage

Stricter billboard regulation has repeatedly been identified as an important step in improving the visual appearance of the City's gateways and commercial districts. To that end City Council, City staff, and sign industry representatives worked together to develop legislation addressing these concerns and in 2001, Ordinance 01-046 was enacted. As a result, new billboards are now prohibited in the C-2 and C-3 zoning districts and existing billboards, which become nonconforming uses and can continue in their use, cannot be rebuilt or reconstructed. Stricter regulations were also adopted for the construction of new billboards within the C-5, M-1 and M-2 zoning districts, where they are still permitted. These regulations address sign size, number of sign faces, and sign spacing, and also prohibit billboards in historic districts and within a 30 foot radius of schools, parks or plazas.

The ordinance originally included amortization provisions that would have required the removal of billboards from certain districts over a given period of time, but given industry resistance to this approach, the amortization provision was removed.

Clear Channel Outdoor voluntarily agreed to remove 37 billboards from Wilmington's in-town commercial districts, with a three phase program that began in 2002 and was completed in 2003. Phase I included fifteen billboards at Dupont Street, 4th Street, Washington Street and Lincoln Street locations; Phase II included 15 billboard faces at Greenhill Avenue, Dupont Street, Market Street, Pennsylvania Avenue, Union Street, and 23rd Street locations; and Phase III included the removal of the 7 billboards located on Clear Channel Outdoor's property on Maryland Avenue.

Within the Analysis Area, this agreement resulted in the removal of three signs in the Acme lot, two signs on the Lynam property, three signs across from the Delaware Center for Horticulture along the railroad embankment, and several signs along the rail viaduct at Union Street and Pennsylvania Avenue. In the vicinity, four billboards associated with the building at Union Street and Pennsylvania Avenues were removed when the building was demolished to create a parking lot. Two additional signs were planned for removal on the Stuart Kingston lot on Pennsylvania Avenue, but were purchased for on-site advertising and no longer constitute a billboard use.

Over time, billboard reduction is expected to occur through site redevelopment, land lease termination, the removal of unsafe billboard structures, or voluntary removal by the industry.

Recent rezoning efforts eliminated the last C-5 district within the Analysis Area; with the rezoning of the remaining two M-1 districts as recommended in this Plan, and the absence of any M-2 districts, the potential for additional billboard placement has been eliminated.

Through the course of preparing the comprehensive plan, the Working Group indicated a desire to revisit the regulations for billboards and other signage. This matter should be addressed under a separate zoning study to evaluate the need for any additional changes.

B. Source Water Protection Area

The 2001 State of Delaware Source Water Protection Statute requires that the City of Wilmington adopt as part of its City-Wide Comprehensive Land Use Plan an overlay map delineating a Source Water Protection Area along the Brandywine Creek, upstream from the City's drinking water intake. This state statute was drafted in compliance with the Federal Safe Drinking Water Act Amendments of 1996. The City of Wilmington is in the process of developing the appropriate land use restrictions for the purpose of protecting the drinking water supply from activities and substances that may harm water quality or which subtract from overall water quantity. These restrictions will be adopted by City Council as part of the Source Water Protection Ordinance and Source Water Protection Area Map, which are scheduled for introduction in early 2008. The Delaware Water Resources Agency, the Delaware Department of Natural Resources and Environmental Control, Water Supply Division, and the City's Public Works Department identified the relevant Source Water Protection Area within the City, much of which is located within the Delaware Avenue / Bancroft Parkway Comprehensive Development Plan Analysis Area.

SECTION X. RELATED PLANS FOR THE ANALYSIS AREA

A. 8th District Neighborhood Planning Council (NPC) Neighborhood Plan

The 8th District Neighborhood Planning Council is engaged in community level planning for the 8th Councilmanic district, which includes the Delaware Avenue/ Bancroft Parkway Analysis Area. In 2001 the Council initiated the development of a district-wide neighborhood plan to: 1) define a common vision for improving the district; 2) guide future public and private investment, and 3) identify neighborhood-specific implementation projects. This plan identifies three key areas for which goals, objectives and strategies were developed, along with an implementation schedule. In general, within the 8th District parking is the most pressing transportation issue, both in the residential neighborhoods and commercial areas. Speeding traffic, unsafe intersections, and truck traffic were also cited.

1. Key Areas

a. Area #1: Trolley Square

Issues: Considered the "town center," the Trolley Square retail area extends along Delaware Avenue between Clayton and Scott Streets, and along Dupont Avenue from Gilpin Avenue to 14th Street. Issues are varied and include: 1) the unattractive supermarket site, with insufficient merchandising; 2) the need for additional retail services, including an upscale supermarket; 3) the unattractive appearance of the Trolley Square shopping center; 4) pedestrian unfriendly streetscapes; 5) vacant and underutilized parcels; 6) unsightly billboards and the lack of maintenance for the bridges and embankments along the CSX right of way; 7) confusing traffic access and circulation patterns; 8) the lack of parking; and 9) an undeveloped connection to Brandywine Park.

Goals and Objectives: The goal for Trolley Square is to enhance the town center character of the commercial area so that it functions as the true community focus for the entire 8th District. Objectives include redeveloping underutilized sites, adding aesthetic enhancements to private properties and public rights of way, and maintaining distinct boundaries between the commercial district and adjacent residential neighborhoods.

Strategies: Strategies to attain this goal include:

- Redevelop key sites, as follows: 1) attract an upscale supermarket that includes structured parking, ground level shops and upper story apartment or offices on the Acme site, and create a public plaza at Delaware Avenue and Dupont Street to emphasize the town center concept; 2) assemble a development parcel at Delaware Avenue between Clayton and Dupont Streets for a three story mixed use building with ground level retail and upper story apartments, retaining the 4 story flat iron building; 3) provide for mixed use development with shops and upper story apartments or offices on the Lyman's site.
- Implement streetscape improvements for primary and secondary streets to create a pedestrian friendly environment that includes sidewalk and crosswalk treatments, signage, street trees, seasonal planters, banners and the underground placement of utilities.
- Enhance the Trolley Square building facade with new signage and updated balcony treatments, and provide landscaping along Delaware and Gilpin Avenues to buffer the parking from the sidewalks. Future plans should include the construction of a neighborhood sensitive mixed use complex with ground level retail and apartments or offices above, with structured parking in the center.

- Improve railroad overpasses and enhance landscaping along the railroad corridor.
- Eliminate billboards in the trolley square area, possibly through a historic district designation.
- Enhance the Rattlesnake Run park entrance behind the Trolley Square shopping center, using a formal gateway with stone piers and gates, and thematic signage.
- Emphasize the gateways to Trolley Square by utilizing a fountain, clock, statue, sign or landscaping at the intersection of Union Street and Delaware Avenue, and on Lovering Avenue with a median at Scott Street. Also, redesign the Fountain Plaza for better access and utilization of the park.
- Address auto and truck circulation and pedestrian safety, in part by eliminating the one-way pattern around the shopping center and addressing commercial truck deliveries routes. Increase the availability of parking through shared parking agreements.

b. Area #2: Pennsylvania Avenue

Issues: The main issues for this gateway arterial include: 1) reducing the barrier effect that the highway creates between neighborhoods; 2) pedestrian safety, including lack of crosswalks, multiple curb cuts and narrow sidewalks; 3) the unattractive appearance of the gateway, including lack of landscaping, deteriorated buildings and unsightly overhead utilities; and 4) the impact of high rise, high density residential development east of Clayton Street on adjacent, low rise residential areas.

Goals and Objectives: The goal for this area is to reduce the barrier effect of Pennsylvania Avenue and enhance its gateway function. Objectives include enhancing pedestrian safety at street crossings, improving the pedestrian environment, controlling billboards, and redeveloping key vacant and underutilized parcels.

Strategies: Strategies to attain this goal include:

- The installation of median islands, improved crosswalks, limiting curb cuts, and providing streetscape improvements along the highway between Grant Avenue and Clayton Street.
- To institute development guidelines to require landscaped setbacks between sidewalks and parking lots and to provide signage controls.
- To redevelop vacant and underutilized parcels along the corridor.

c. Area #3: Parks and Open Space

Issues: Issues identified for Rockford Park include the lack of defined pedestrian bicycle routes and the need for completing the Greenway trail connections between Rockford, Brandywine and Alapocas Parks to Trolley Square and the downtown. In Brandywine Park, issues include poor lighting in the park and along South Park Drive, and improvements to the park entrance near Trolley Square. Cool Spring Park has unattractive lighting, a lack of landscape beds, maintenance issues (including a historic pump house in disrepair and a non-operational fountain); and unchecked illegal activity within its borders.

Goals and Objectives: The goal for parks and open space is to enhance these facilities for increased use and enjoyment. Objectives include restricting automobiles along Park Drive in Rockford Park, improving bicycle pedestrian paths, and implementing greenway connections between the major parks, and to address concerns with aesthetics, safety and historic resources at Cool Spring Park.

Strategies: Strategies to attain this goal include:

- Implement the State Parks plan of limiting auto access through Rockford Park by reducing traffic to a one-way, single lane system, utilizing the remaining right of way for bikes and pedestrians, to be separated by a landscaped buffer.
- Complete the local greenway connection between Rockford, Brandywine and Alapocas Parks, each of which have their own series of trails, but which are not interconnected. Also, to complete connections to Trolley Square and the downtown.
- Create a link to the statewide greenway system being planned by Delaware Greenways.
- Implement the Brandywine Park Century Plan, a master plan calling for improvements to historic benches, water fountains and new lighting within the park.
- Enhance Cool Spring Park through landscaping and lighting improvements, parking restrictions, and the addition of fencing between the park and I-95. Follow through with the restoration of the fountain and Cool Spring Pump House.

B. Brandywine Valley Scenic Byway Corridor Management Plan

1. Background

The Brandywine Valley Scenic Byway was designated as a state Scenic Byway in 2002 and as Delaware's first National Scenic Byway in 2005. The Byway encompasses the Route 52 and Route 100 corridors, extending from Rodney Square in downtown Wilmington, Delaware north to the Pennsylvania state line.

2. Significance

This route has national significance because of its direct role in three centuries of American industrial history. The lower Brandywine Creek's water-powered mills and proximity to the Port of Wilmington created thriving industrial and commercial markets, and spawned the development of the City of Wilmington and the Wilmington - Kennett Turnpike (now Route 52) in the late-eighteenth century. A direct outgrowth of the turnpike was the legacy of buildings, parks, and cultural institutions created by eighteenth- and nineteenth-century industrialists which contribute to the Byway's significance. With the growth of the Du Pont Company in the early twentieth-century, the landscape became the site for the family's country estates. The du Ponts created cultural institutions and preserved thousands of acres of public parkland, open space, and recreational lands. The rolling landscape along the Byway is dotted with historic villages, bed and breakfast inns and world renowned museums, gardens, parks and libraries. It is both nationally and internationally known as a world class tourist destination and continues to play an important role in the region's history, culture, and economy.

From a rough Colonial trail, to a nineteenth-century toll road, to Pierre du Pont's reconstruction of Kennett Pike in 1919 as a modern "highway," these historic roads provided critical linkages between communities within the region; allowed for the transport of goods, services, and ideas; and embodied the cultural ideals and aspirations of the valley's residents.

3. Wilmington Segment

Within the City of Wilmington, the Scenic Byway is comprised of five character areas, extending from the urban core of downtown Wilmington, through transitional urban residential areas, a commercial area featuring automobile dealerships, and distinctive early twentieth-century residential neighborhoods at the City line. Here, the Byway displays the best aspects of the city's character, with tree-lined streets, pocket parks, vibrant business and commercial uses, and a strong and appealing urban pedestrian environment. The Byway's urban fabric is illustrative of the city's historical development and significance.

a. Downtown Wilmington

Rodney Square is the beginning and the terminus of the Brandywine Valley Scenic Byway. Located in the center of the downtown, Rodney Square is characterized by the adjacent monumental Hotel du Pont, Playhouse Theater, Wilmington Institute Free Library, and Federal Courthouse (currently Bank of America).

b. Delaware Avenue

North of Jefferson Street, 12th Street merges into Delaware Avenue, which then becomes a two-way street from this point northward. This section of Delaware Avenue is a transitional area between Wilmington's urban core and its outer residential neighborhoods. Significant historic resources include residences (many of which have been adapted to institutional uses), churches, early twentieth century apartment buildings, and the expansive Wilmington and Brandywine Cemetery, dating from 1846.

c. Lower Pennsylvania Avenue

Pennsylvania Avenue diverges from Delaware Avenue north of the Interstate 95 overpass and becomes the primary corridor leading northwest. In the 1870's and 1880's, Lower Pennsylvania Avenue was lined with fashionable homes, which were later demolished and new buildings were constructed. The roadway is currently characterized by mid twentieth-century high-rise apartment buildings mixed with row houses and churches from the late-nineteenth and early-twentieth centuries.

d. Union Park

North of Clayton Street, Pennsylvania Avenue has a strong commercial character. Business uses include a series of automobile dealerships, restaurants, and other commercial enterprises. The strong visual identity and close proximity of the automobile dealerships creates a striking streetscape whose visual presence contributes positively to the urban character of the Byway.

e. Wawaset Park and Rockford Park

The upper portion of Pennsylvania Avenue is characterized by early twentieth-century planned neighborhoods, including Cool Spring, Highlands, Kentmere Park, Rockford Park, and Wawaset Park, in affluent, well-established, tree-lined areas. Several of these neighborhoods are listed on the National Register of Historic Places. Other historic properties include the Columbus Inn, formerly a tavern and residence dating back to the eighteenth century.

4. Corridor Management Plan

The Brandywine Valley Scenic Byway is special because no other historic corridor in Delaware so clearly and directly depicts the relationships between transportation, road building, the regional economy, and culture. The mission of the Brandywine Valley Scenic Byway is to preserve and enhance this legacy landscape in a manner that is sensitive to the needs of the many private individuals, organizations, and businesses that help shape it. To that end, a Corridor Management Plan was developed.

The Corridor Management Plan was funded through the Delaware Department of Transportation and Federal Highway Administration's National Scenic Byway Grant. WILMAPCO also supported the Plan, which was created by an Advisory Committee of residents, property owners, officials, organizations and businesses managed by Delaware Greenways.

a. Plan Goals

i. Conservation and Enhancement: To preserve and enhance the "green infrastructure" that defines the Byway through continued voluntary and private conservation efforts. Where conservation or preservation is no longer an option, appropriate design practices will be encouraged that minimize change to the existing scenic and historic character of the building. For infill or redevelopment projects, context-sensitive architectural and landscape design that fits within a neighborhood scale and respects the character of its surroundings will be encouraged.

ii. Transportation and Traffic Safety: Through the efforts of DelDOT, WILMAPCO, and the City of Wilmington the needs of all roadway users will be accommodated and balanced by utilizing context sensitive design and multi-modal approaches to solving transportation and community revitalization issues. These will include traffic calming measures which slows traffic, improves pedestrian safety, and encourages pedestrian and bicycle use of the Byway.

iii. Roadside Character: To conserve and enhance the scenic and historic roadside features the Byway, especially the many mature trees and stone walls.

iv. Tourism: To increase tourism at attractions and shopping areas along the Byway in a manner that is compatible with Byway preservation goals. Tourism development efforts will be focused on the types of visitors that would appreciate the historic and scenic qualities of the Byway.

v. Interpretation and Education: To develop interpretative and educational programs which encourage greater appreciation, understanding, and stewardship of the Byway. The history and significance of the Brandywine Valley, its attractions, historic sites, landscapes, and communities will be presented as a coordinated story about the region's natural and cultural history.

vi. Management and Coordination: To implement the plan, while balancing the needs and interests of residents, communities, and Byway partners and ensuring that the rights and responsibilities of individual property and business owners are respected.

b. Project Recommendations within the Analysis Area

Projects identified in the Corridor Management Plan which are within the Delaware Avenue / Bancroft Parkway Analysis Area are listed below.

i. Delaware Avenue Gateway Project: The Corridor Management Plan recommends the modification of the proposed conceptual design for Phase II of the Delaware Avenue Gateway Project, identified in the Wilmington Initiatives Program for the area between Jackson and Harrison Streets, as a keystone to the Byway effort for the purpose of emphasizing tourism and economic development by identifying the project as a Gateway to both the City of Wilmington and the Brandywine Valley Scenic Byway. The Phase II package should address improved traffic service level/flow; aesthetic redesign of the I-95 bridge overpass walls; redesign of the jersey barriers along old Brandywine Cemetery; improved access to the Delaware Children's Theater; and the addition of pedestrian and streetscape improvements such as crosswalks, medians, landscaping, brick sidewalks, decorative lighting, bicycle lanes and way-finding signage.

ii. Pennsylvania Avenue/Union Street Project: This project would initiate and implement concept designs and recommendations for the Pennsylvania Avenue / Union Street intersection and the adjoining streetscape from Bancroft Parkway to Scott Street. It is undetermined if the project design will straighten the intersection by removing the Union Street "jog" or rather only increase safety, efficiency and aesthetics through lesser measures. This project can build on the success of the Union and Lincoln Streets revitalization projects (developed under the Wilmington Initiatives) and enhance linkage to Trolley Square and Little Italy retail areas to encourage side trips off the Byway.

iii. 8th District Neighborhood Planning Council (NPC) Neighborhood Plan: Implementation and updating of the 8th District Neighborhood Planning Council Neighborhood Plan is recommended. This Plan includes all intersections between Franklin Street and Dupont Street, beginning at the Delaware Avenue Gateway Project and ending at the Pennsylvania Avenue / Union Street Project boundaries. Recommended pedestrian and streetscape improvements include adding crosswalks, medians, landscaping, brick sidewalks, decorative lighting, bicycle lanes and way-finding signage.

iv. Riverview Avenue to Rising Sun Lane: This project would achieve consistency along the Scenic Byway by continuing the recommendations of the 8th District Neighborhood Planning Council Neighborhood Plan westerly to the City boundary. Pedestrian and streetscape improvements would include new crosswalks, medians, landscaping, brick sidewalks, decorative lighting, bicycle lanes and way-finding signage.

The Corridor Management Plan recommends working with the City of Wilmington to implement these projects to improve pedestrian safety and the aesthetic character of Pennsylvania Avenue. Considerations include adding crosswalks and medians without impeding traffic flow; limiting the number and size of curb cuts; controlling or eliminating billboards; implementing a sign management program; painting and enhancing the railroad bridge; requiring more extensive landscaping requirements for new development, and street tree planting and median landscaping within the rights of way; adding upgraded street lighting; and encouraging the redevelopment of underutilized parcels.

In addition to the streetscape improvements, coordination efforts with DART are recommended to establish transit facility design guidelines for the Byway that reflect its historic context and intrinsic character when designing and implementing transit amenities such as bus shelters, signage, and park and ride facilities. Also, the promotion of mass transit access to scenic byway attractions and events is encouraged, in part to relate bus service to tourism goals for the City. It is also recommended that efforts be coordinated with the various transportation agencies to further leverage potential state and federal funding.

Delaware Avenue / Bancroft Parkway Analysis Area
Comprehensive Development Plan

Working Group Members

Neighborhood Interests

Highlands:	Paul Crawford	Bill Lenihan
Wawaset Park:	Harold Schneikert	Harry Haon
Forty Acres:	Kara Briggs Green	Paul Schofield
Delaware Avenue:	Anne Tatnall Gross	Jeff Flynn
Bancroft Village:	Mary Young	
Greenhouse Place:	Alfred "Fred" Guaraldo	

Business Interests

Dan Martelli	Brian McGlinchey
Ann Riley	Anthony Vattilana

DE Center for Horticulture: Pamela Sapko

Participating Elected Officials

Wilmington City Council: R. Campbell Hay, 8th District
Paul F. Ignudo, Jr., 7th District
Charles "Bud" Freel, Member At Large
Loretta Walsh, Member At Large

State Representative: Gerald L. Brady, 4th District

Staff Support

Department of Planning: Peter D. Besecker, Director
Gwinneth Kaminsky Rivera, Planning Manager
Derrick Lightfoot, Senior Planner
Patricia Kocher

Mapping and Graphics: Chris Madden
PJ Hernandez

Informational Resources

Reference Documents

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Websites and Other Information

University of Delaware
www.udel.edu and www.academy.udel.edu

Delaware Art Museum
www.delart.org

Transportation:
www.dartfirststate.com
www.DelDOT.gov

Parks and Recreation:
www.destateparks.com

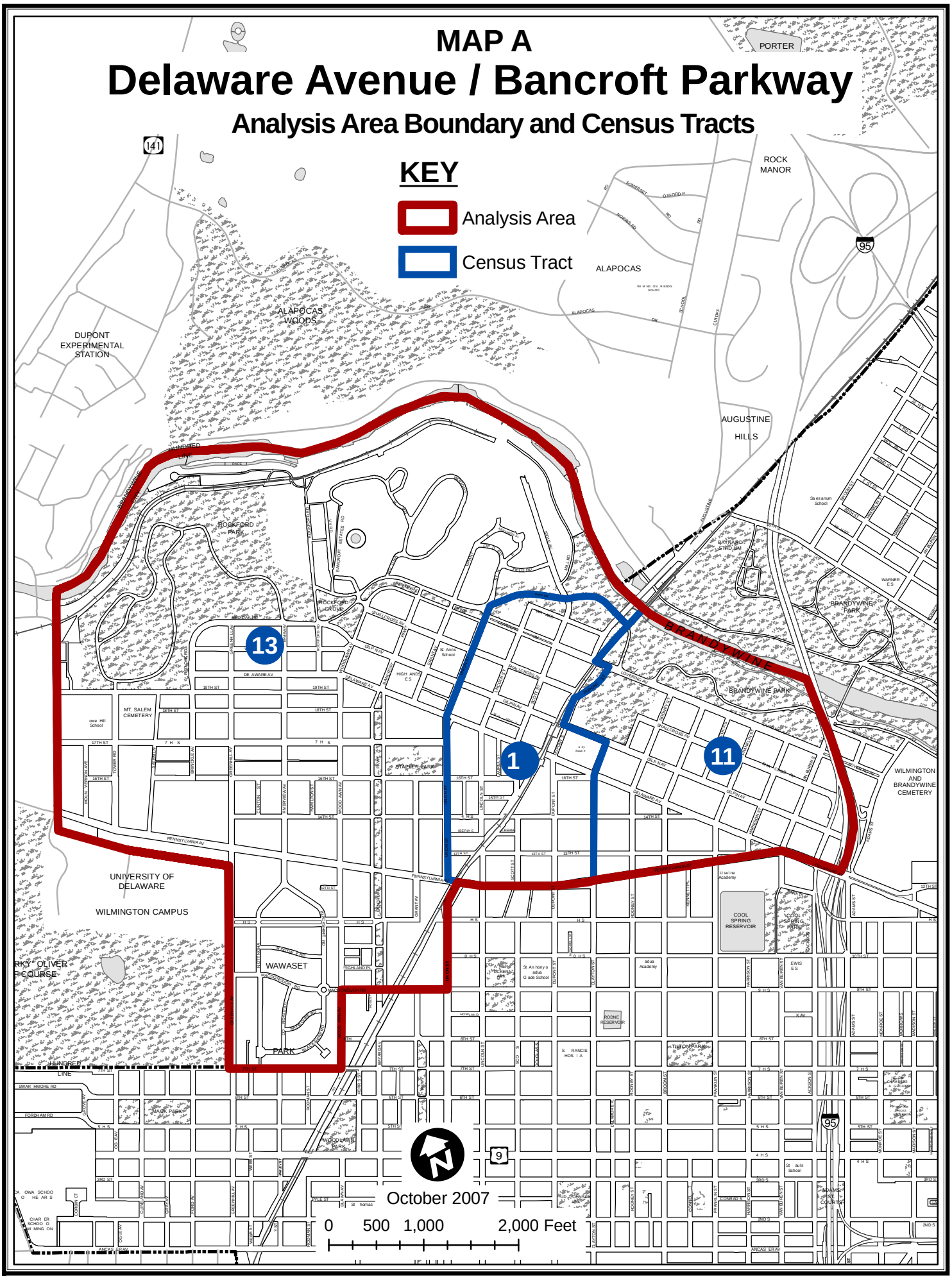
Mary Holahan, Curator of Collections and Exhibits
Delaware Art Museum.

Corresponding Maps

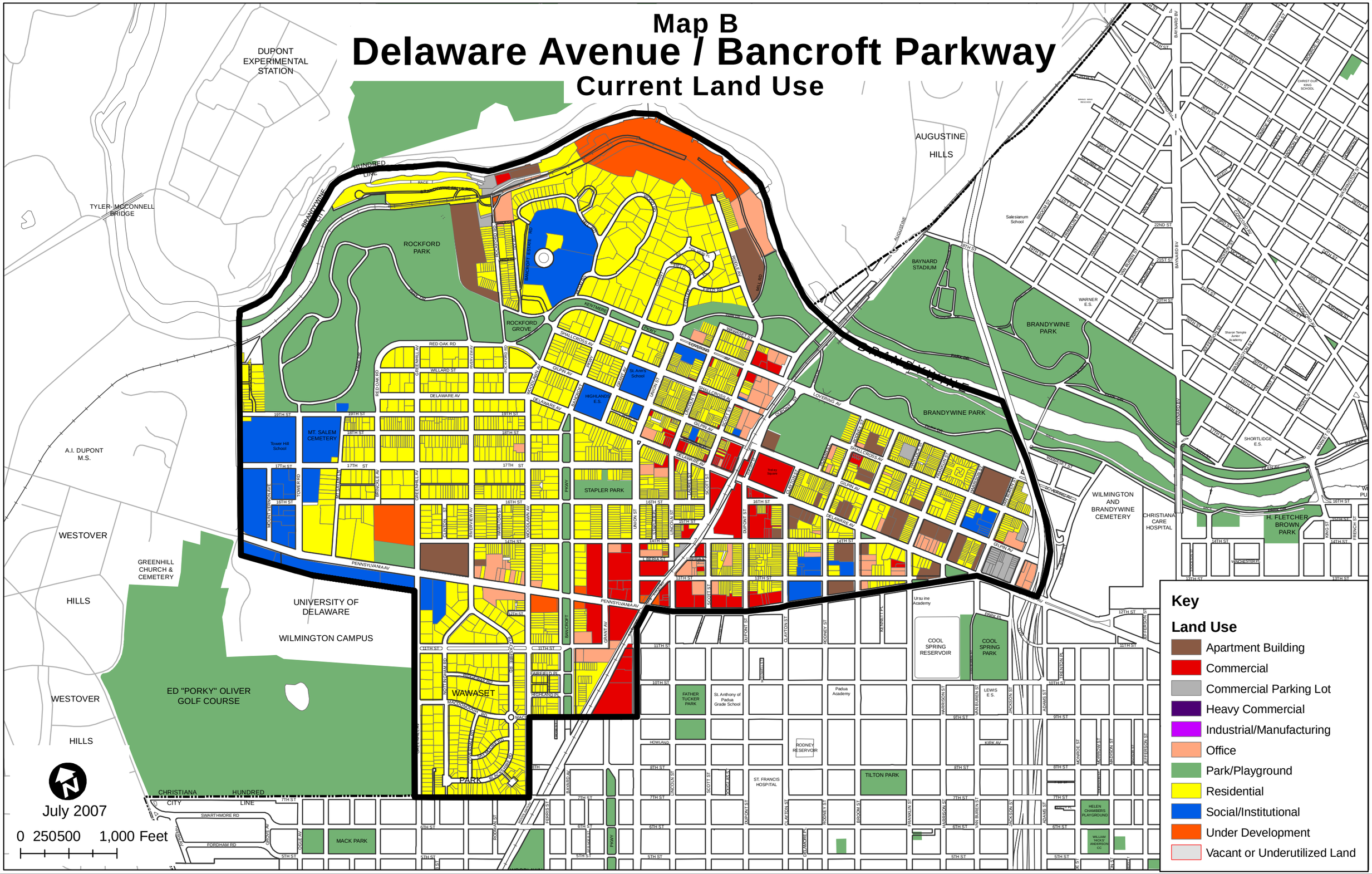
MAP A

Delaware Avenue / Bancroft Parkway

Analysis Area Boundary and Census Tracts



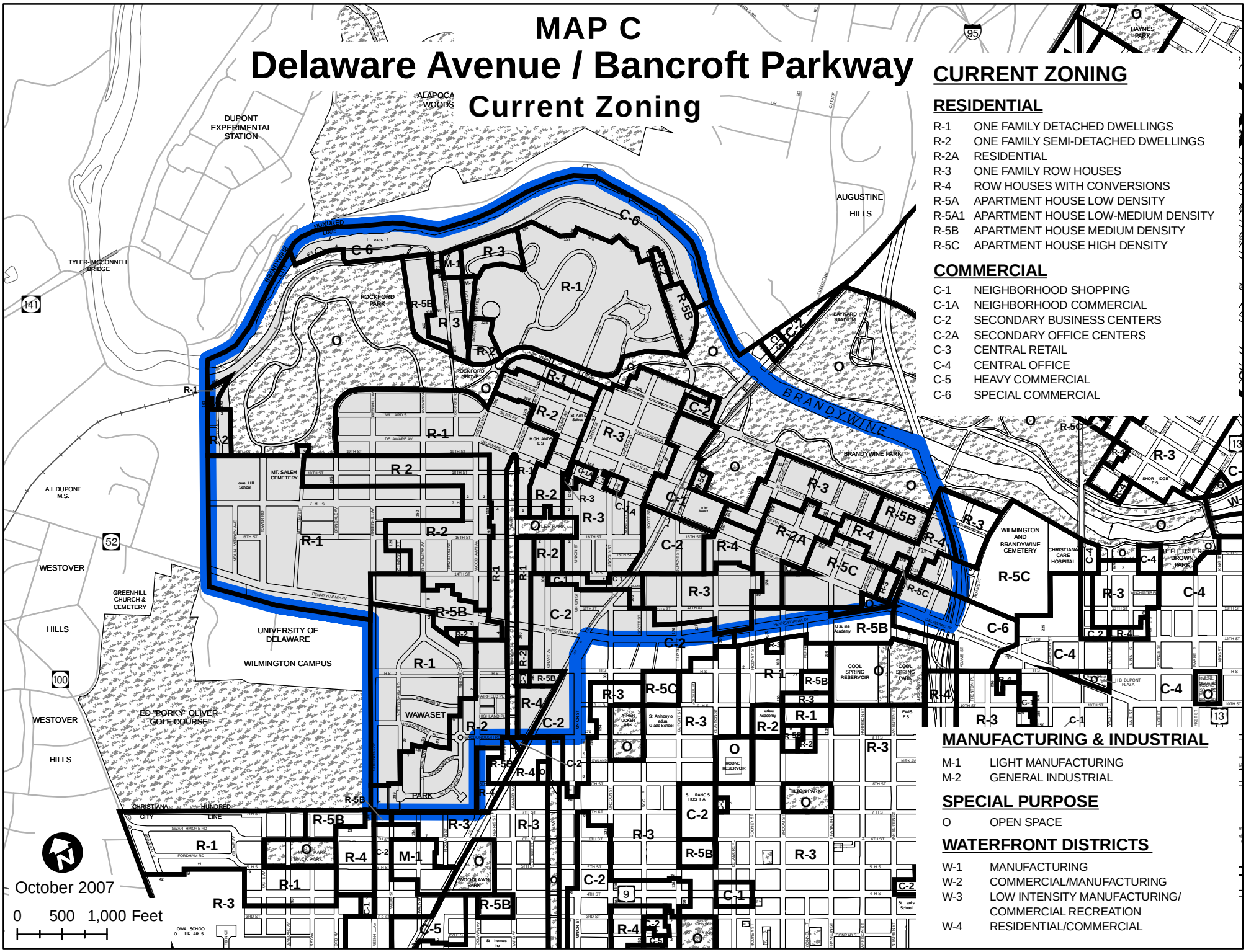
Map B
Delaware Avenue / Bancroft Parkway
Current Land Use



MAP C

Delaware Avenue / Bancroft Parkway

Current Zoning



CURRENT ZONING

RESIDENTIAL

R-1	ONE FAMILY DETACHED DWELLINGS
R-2	ONE FAMILY SEMI-DETACHED DWELLINGS
R-2A	RESIDENTIAL
R-3	ONE FAMILY ROW HOUSES
R-4	ROW HOUSES WITH CONVERSIONS
R-5A	APARTMENT HOUSE LOW DENSITY
R-5A1	APARTMENT HOUSE LOW-MEDIUM DENSITY
R-5B	APARTMENT HOUSE MEDIUM DENSITY
R-5C	APARTMENT HOUSE HIGH DENSITY

COMMERCIAL

C-1	NEIGHBORHOOD SHOPPING
C-1A	NEIGHBORHOOD COMMERCIAL
C-2	SECONDARY BUSINESS CENTERS
C-2A	SECONDARY OFFICE CENTERS
C-3	CENTRAL RETAIL
C-4	CENTRAL OFFICE
C-5	HEAVY COMMERCIAL
C-6	SPECIAL COMMERCIAL

MANUFACTURING & INDUSTRIAL

M-1	LIGHT MANUFACTURING
M-2	GENERAL INDUSTRIAL

SPECIAL PURPOSE

O	OPEN SPACE

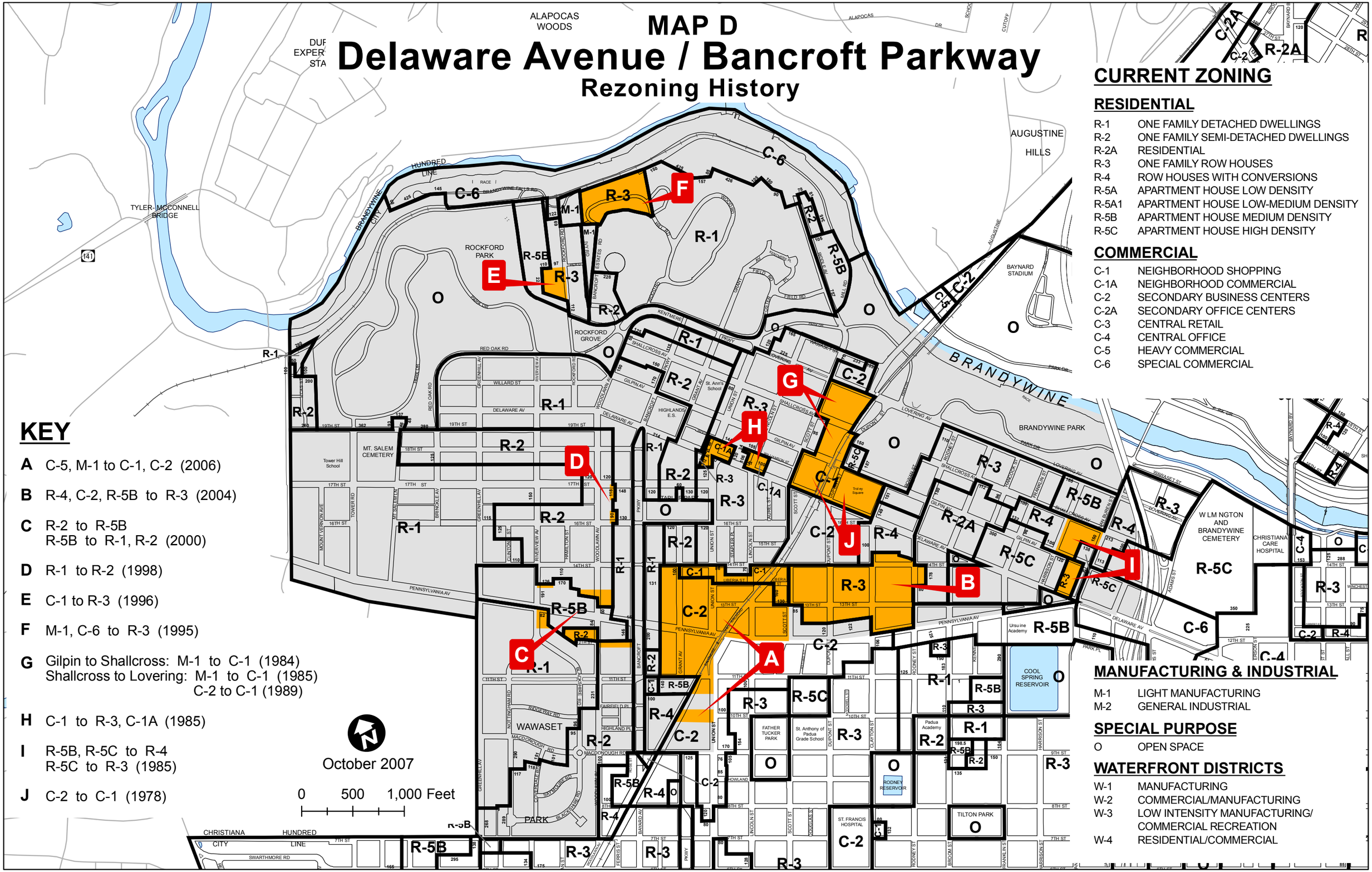
WATERFRONT DISTRICTS

W-1	MANUFACTURING
W-2	COMMERCIAL/MANUFACTURING
W-3	LOW INTENSITY MANUFACTURING/ COMMERCIAL RECREATION
W-4	RESIDENTIAL/COMMERCIAL

MAP D

Delaware Avenue / Bancroft Parkway

Rezoning History



KEY

A C-5, M-1 to C-1, C-2 (2006)

B R-4, C-2, R-5B to R-3 (2004)

C R-2 to R-5B
R-5B to R-1, R-2 (2000)

D R-1 to R-2 (1998)

E C-1 to R-3 (1996)

F M-1, C-6 to R-3 (1995)

G Gilpin to Shallcross: M-1 to C-1 (1984)
Shallcross to Lovering: M-1 to C-1 (1985)
C-2 to C-1 (1989)

H C-1 to R-3, C-1A (1985)

I R-5B, R-5C to R-4
R-5C to R-3 (1985)

J C-2 to C-1 (1978)

October 2007

0 500 1,000 Feet

CURRENT ZONING

RESIDENTIAL

R-1	ONE FAMILY DETACHED DWELLINGS
R-2	ONE FAMILY SEMI-DETACHED DWELLINGS
R-2A	RESIDENTIAL
R-3	ONE FAMILY ROW HOUSES
R-4	ROW HOUSES WITH CONVERSIONS
R-5A	APARTMENT HOUSE LOW DENSITY
R-5A1	APARTMENT HOUSE LOW-MEDIUM DENSITY
R-5B	APARTMENT HOUSE MEDIUM DENSITY
R-5C	APARTMENT HOUSE HIGH DENSITY

COMMERCIAL

C-1	NEIGHBORHOOD SHOPPING
C-1A	NEIGHBORHOOD COMMERCIAL
C-2	SECONDARY BUSINESS CENTERS
C-2A	SECONDARY OFFICE CENTERS
C-3	CENTRAL RETAIL
C-4	CENTRAL OFFICE
C-5	HEAVY COMMERCIAL
C-6	SPECIAL COMMERCIAL

MANUFACTURING & INDUSTRIAL

M-1	LIGHT MANUFACTURING
M-2	GENERAL INDUSTRIAL

SPECIAL PURPOSE

O	OPEN SPACE

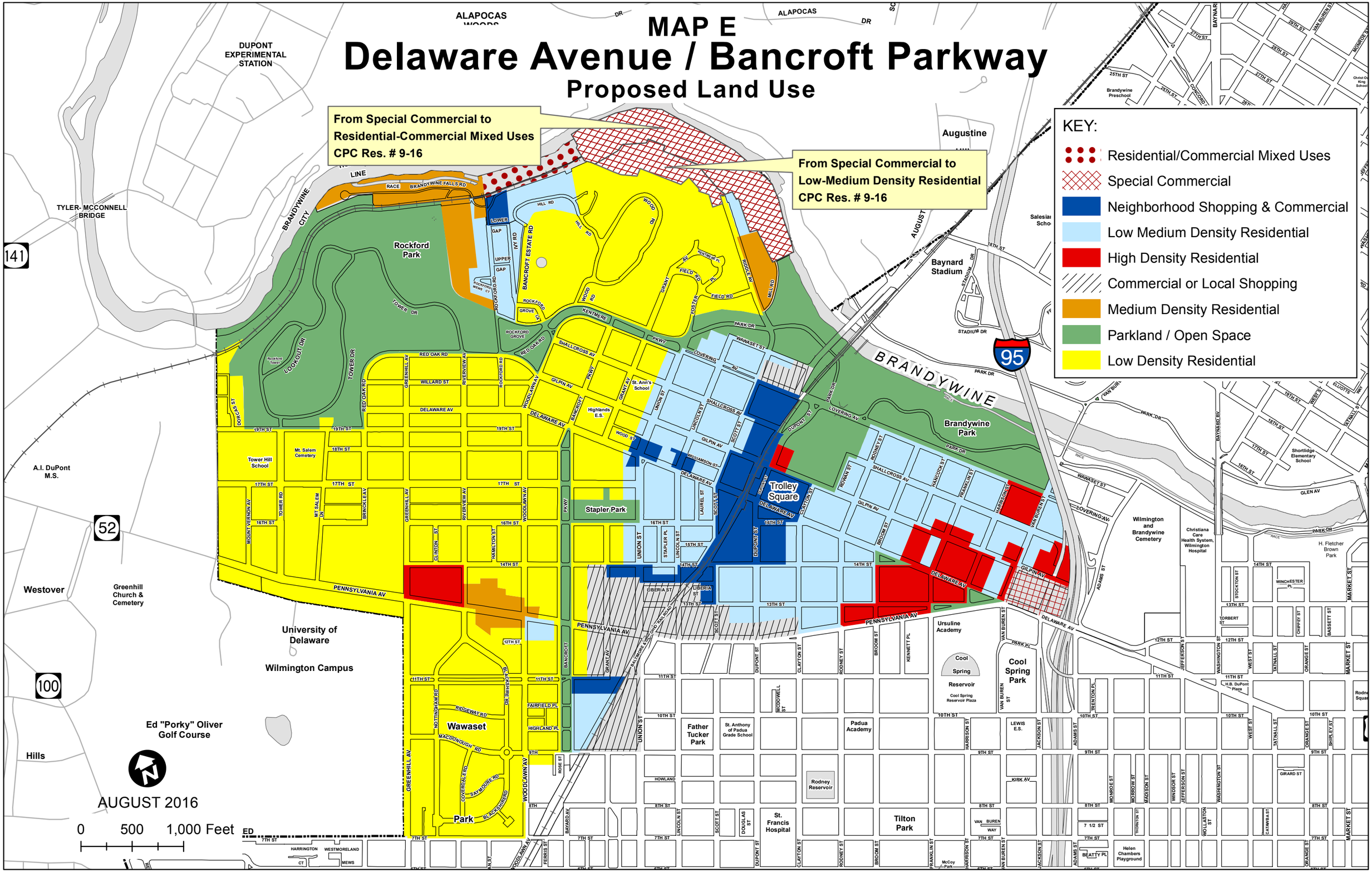
WATERFRONT DISTRICTS

W-1	MANUFACTURING
W-2	COMMERCIAL/MANUFACTURING
W-3	LOW INTENSITY MANUFACTURING/ COMMERCIAL RECREATION
W-4	RESIDENTIAL/COMMERCIAL

MAP E

Delaware Avenue / Bancroft Parkway

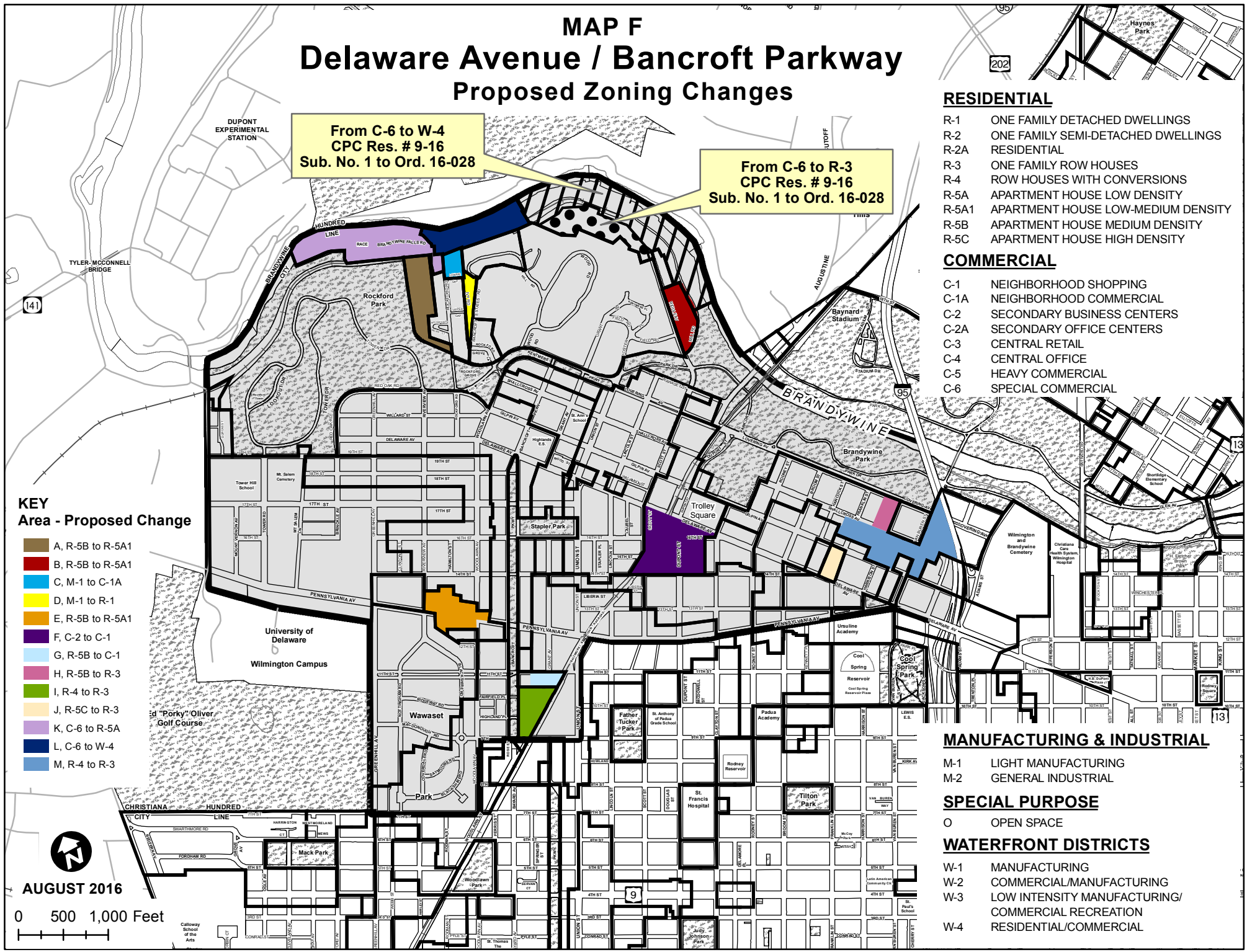
Proposed Land Use



MAP F

Delaware Avenue / Bancroft Parkway

Proposed Zoning Changes



KEY

Area - Proposed Change

- A, R-5B to R-5A1
- B, R-5B to R-5A1
- C, M-1 to C-1A
- D, M-1 to R-1
- E, R-5B to R-5A1
- F, C-2 to C-1
- G, R-5B to C-1
- H, R-5B to R-3
- I, R-4 to R-3
- J, R-5C to R-3
- K, C-6 to R-5A
- L, C-6 to W-4
- M, R-4 to R-3

AUGUST 2016

0 500 1,000 Feet

RESIDENTIAL

R-1	ONE FAMILY DETACHED DWELLINGS
R-2	ONE FAMILY SEMI-DETACHED DWELLINGS
R-2A	RESIDENTIAL
R-3	ONE FAMILY ROW HOUSES
R-4	ROW HOUSES WITH CONVERSIONS
R-5A	APARTMENT HOUSE LOW DENSITY
R-5A1	APARTMENT HOUSE LOW-MEDIUM DENSITY
R-5B	APARTMENT HOUSE MEDIUM DENSITY
R-5C	APARTMENT HOUSE HIGH DENSITY

COMMERCIAL

C-1	NEIGHBORHOOD SHOPPING
C-1A	NEIGHBORHOOD COMMERCIAL
C-2	SECONDARY BUSINESS CENTERS
C-2A	SECONDARY OFFICE CENTERS
C-3	CENTRAL RETAIL
C-4	CENTRAL OFFICE
C-5	HEAVY COMMERCIAL
C-6	SPECIAL COMMERCIAL

MANUFACTURING & INDUSTRIAL

M-1	LIGHT MANUFACTURING
M-2	GENERAL INDUSTRIAL

SPECIAL PURPOSE

O	OPEN SPACE

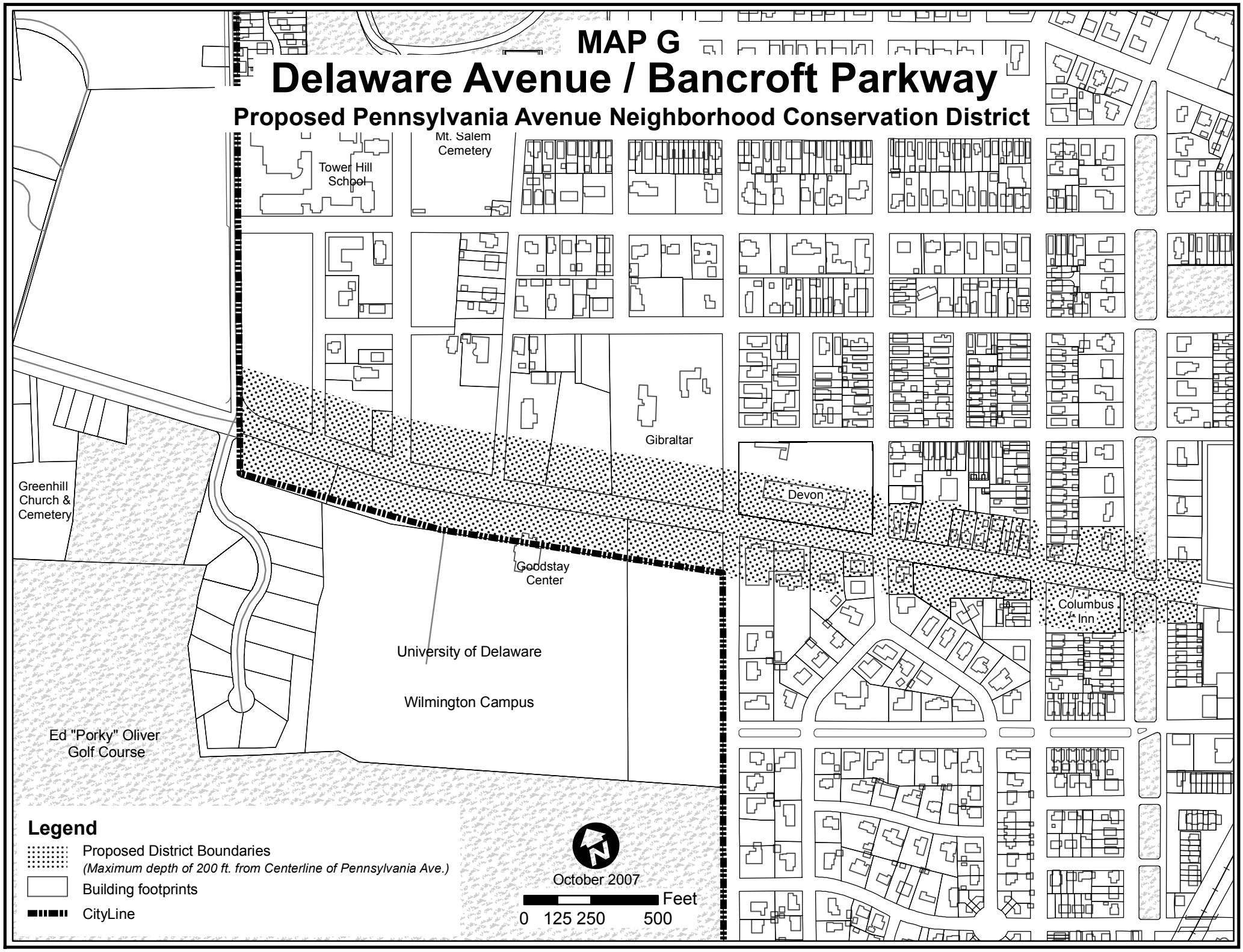
WATERFRONT DISTRICTS

W-1	MANUFACTURING
W-2	COMMERCIAL/MANUFACTURING
W-3	LOW INTENSITY MANUFACTURING/ COMMERCIAL RECREATION
W-4	RESIDENTIAL/COMMERCIAL

MAP G

Delaware Avenue / Bancroft Parkway

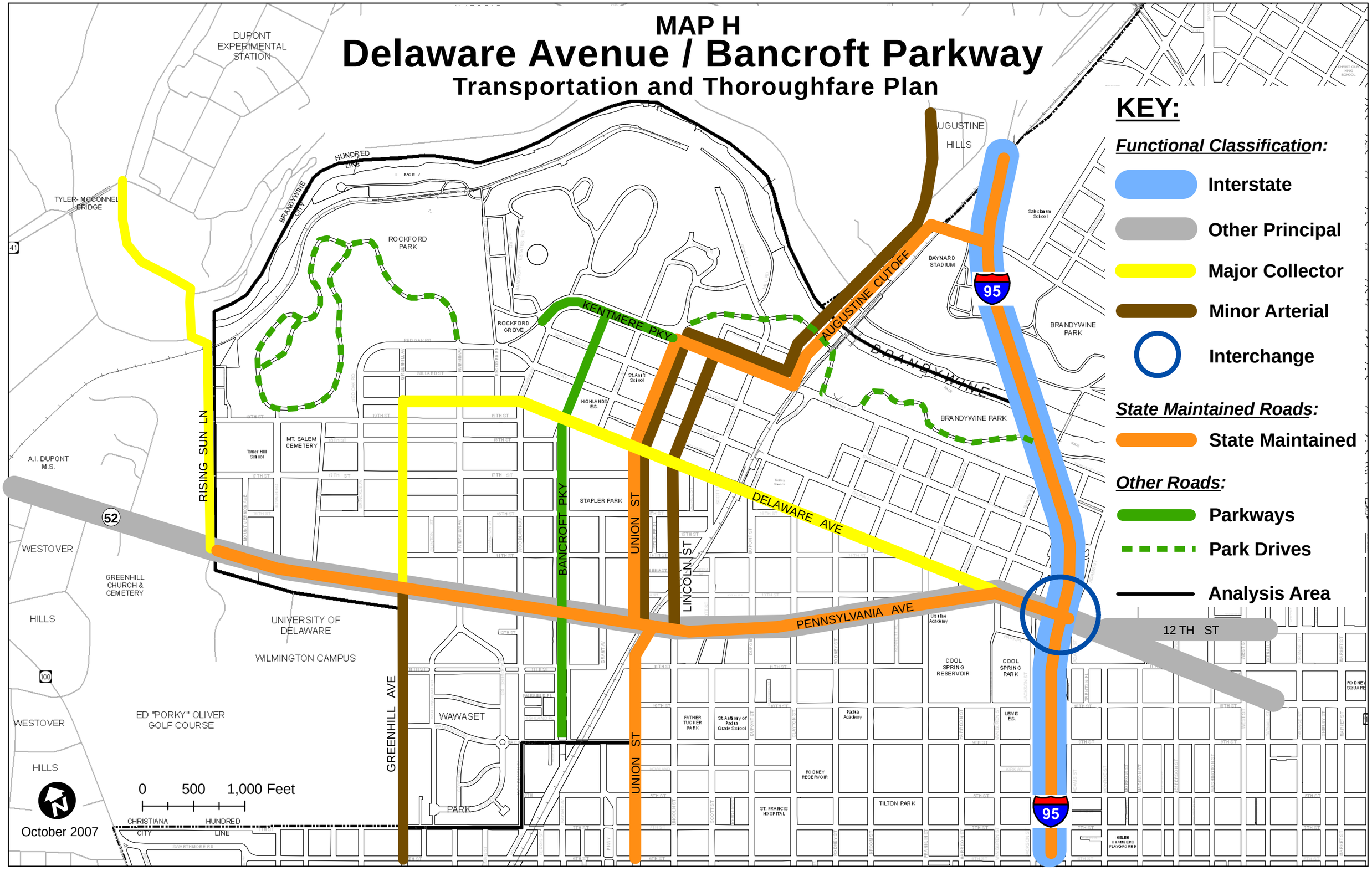
Proposed Pennsylvania Avenue Neighborhood Conservation District



MAP H

Delaware Avenue / Bancroft Parkway

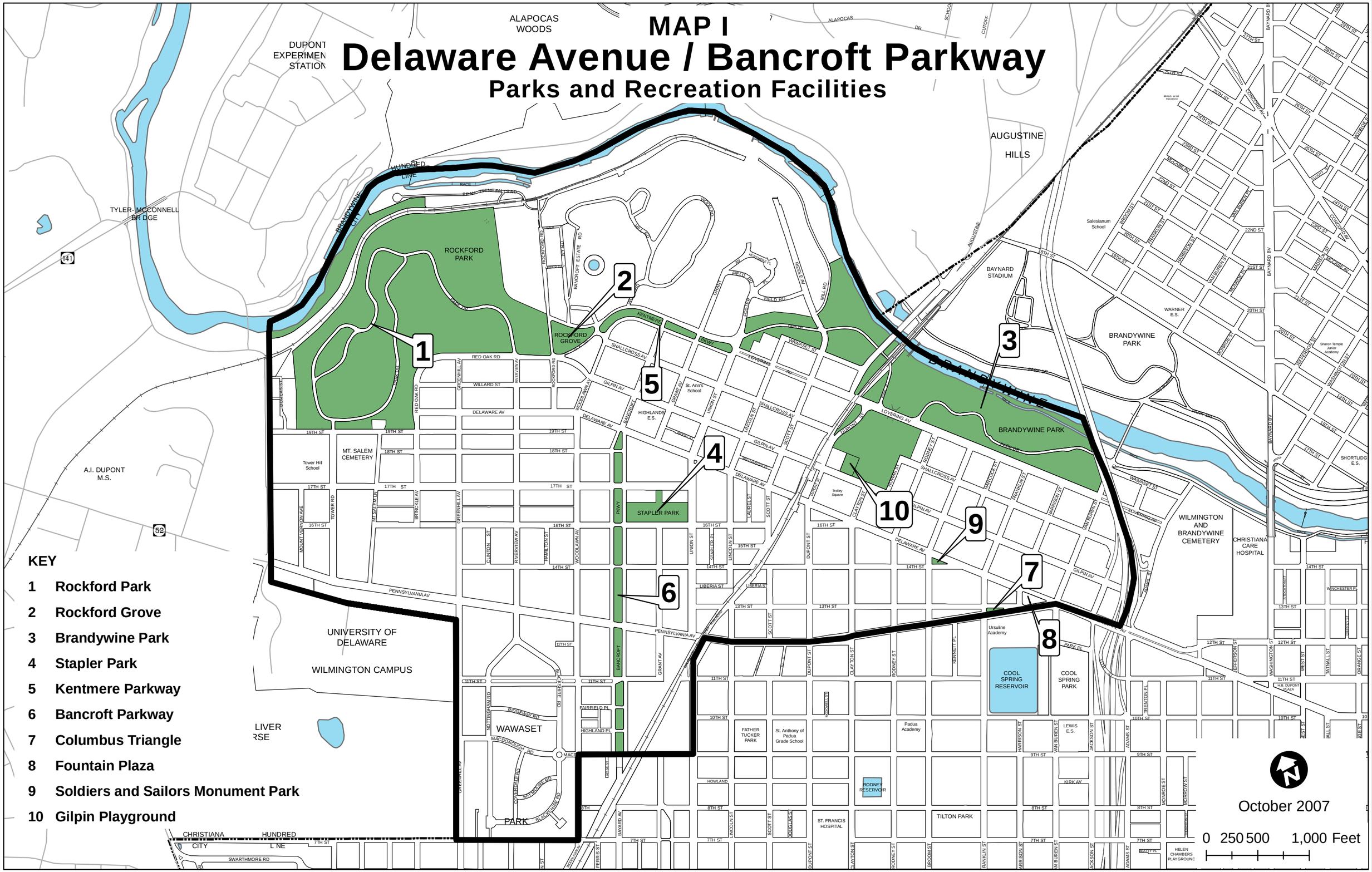
Transportation and Thoroughfare Plan



MAP I

Delaware Avenue / Bancroft Parkway

Parks and Recreation Facilities



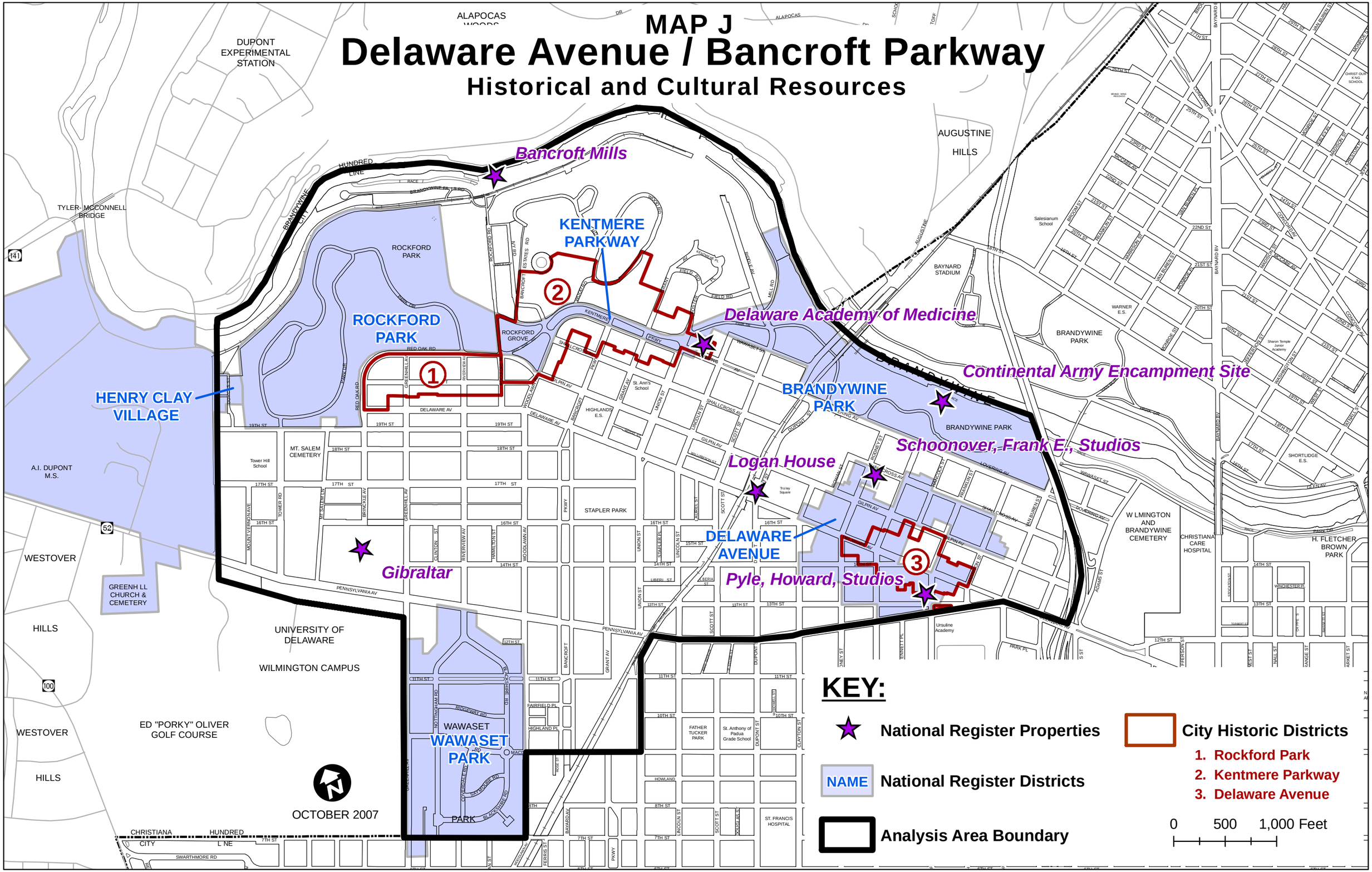
KEY

1 **Rockford Park**
2 **Rockford Grove**
3 **Brandywine Park**
4 **Stapler Park**
5 **Kentmere Parkway**
6 **Bancroft Parkway**
7 **Columbus Triangle**
8 **Fountain Plaza**
9 **Soldiers and Sailors Monument Park**
10 **Gilpin Playground**

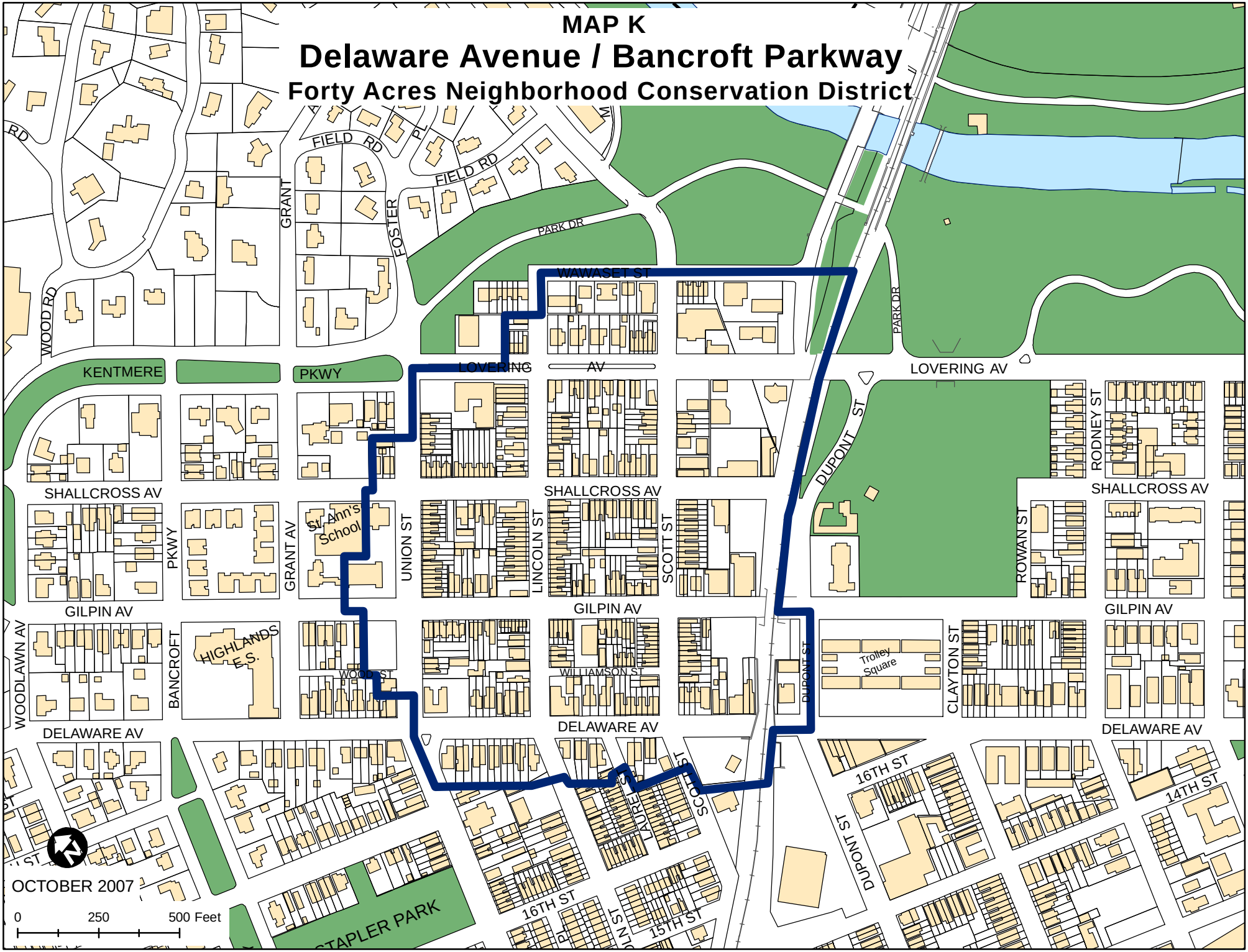
MAP J

Delaware Avenue / Bancroft Parkway

Historical and Cultural Resources



MAP K

Delaware Avenue / Bancroft Parkway

Forty Acres Neighborhood Conservation District