Neighborhood Comprehensive Development Plan

Price's Run/Riverside/11th Street Bridge

City of Wilmington, Delaware Department of Planning August 2012

Neighborhood Comprehensive Development Plan

for the

PRICE'S RUN/RIVERSIDE/11th STREET BRIDGE ANALYSIS AREA

Census Tracts 6.01, 6.02, & 30.02 (formerly Census Tracts 7 & 8)

August 2012

DEPARTMENT OF PLANNING & DEVELOPMENT
CITY OF WILMINGTON

This Comprehensive Development Plan supersedes the Price's Run and the Riverside - 11th Street Bridge Analysis Area Neighborhood Comprehensive Development Plans that were adopted by the Wilmington City Council on August 19, 2010 and October 15, 1992, respectively.

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Neighborhood Comprehensive Development Plan for the
Price's Run/Riverside-11th Street Bridge Analysis Area

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I. INTRODUCTION

A. Background

Previously, there were separate Neighborhood Comprehensive Development Plans for the Price's Run Analysis Area and for the Riverside-11th Street Bridge Analysis Area. The June 2012 Neighborhood Comprehensive Development Plan represents a combined single plan for the two separate plans that covered the two analysis areas of the Price's Run and Riverside-11th Street Bridge Analysis Areas. These analysis areas were combined in order to update the City's neighborhood comprehensive development plans more quickly. In addition, the major demographic differences between the analysis areas had decreased enough to facilitate combining the two separate plans into a single plan.

The City's Comprehensive Development Plan (CDP) consists of a Citywide Land Use Plan and thirteen individual analysis area plans. The current boundaries of the thirteen planning districts are different from those laid out during the 1950's when the initial comprehensive development plans were prepared for the City. Since then, the analysis areas have been created based on neighborhood areas and census tract boundaries; and Comprehensive Development Plans have been adopted by Wilmington's City Council for each of these areas. **Map A** illustrates the individual analysis area boundaries and the boundaries of the Price's Run and Riverside/11th Street Bridge areas.

Between 1957 and 1959, comprehensive development plans were adopted for the City's residential neighborhoods to address the land use and zoning issues for each of the separate neighborhood analysis areas or planning districts. The original plan for the Riverside Analysis Area that was first developed in 1956 also included the Price's Run neighborhood, because at that time it was not a separate analysis area. In 1978, separate Neighborhood Comprehensive Development Plans were developed for the Price's Run and for the Riverside - 11th Street Bridge neighborhoods, which replaced the 1956 plan. The Riverside Plan was amended in 1988 and 1990 to include changes to the proposed land use section. The 1978 version of the Riverside Neighborhood Comprehensive Development Plan was updated, resulting in a document that was adopted by the Wilmington City Council in August 1992. There have been no subsequent amendments to the 1992 Riverside Plan.

On the other hand, the Price's Run Neighborhood Comprehensive Development Plan was completely revised and adopted in July 1978. Then, in response to certain area specific land use changes, the Price's Run Neighborhood Comprehensive Development Plan was amended six times, most recently in August 2010.

Consistent with past Planning Department practices, the Price's Run/Riverside-11th Street Bridge Community Notebook was prepared as a companion document to the Price's Run and Riverside-11th Street Bridge Neighborhood Comprehensive Development Plan. After completing an analysis of census data along with an inventory of the joint areas' social, legal, economic, environmental, and political factors of development (commonly referred to collectively as SEE Factors), as well as collecting other items of general public interest, this document and a detailed land use map were developed by the Department of Planning and Development staff, with

assistance from the Price's Run/Riverside-11th Street Bridge Working Group. The Community Notebook, designed to be a neighborhood fact book, is not intended for adoption as part of the Price's Run/Riverside-11th Street Bridge's Comprehensive Development Plan. Instead, the Community Notebook forms the technical foundation upon which the Comprehensive Development Plan for the combined Price's Run/Riverside-11th Street Bridge Analysis Area was based.

The Price's Run/Riverside-11th Street Bridge Community Notebook was disseminated at a public meeting held on March 29, 2011, and has been available through the Planning Department's link on the City's website at www.wilmingtonde.gov . Consistent with customary practice, staff from other City Departments also reviewed and commented on the Price's Run/Riverside-11th Street Bridge Community Notebook Price's Run/Riverside-11th Street Bridge Community Notebook prior to its distribution.

B. Community Participation

Public participation provides the foundation for comprehensive development planning. And to that end, a large public meeting was convened on March 29, 2011, to notify property owners and interested parties that the Planning Department was undertaking a project to update the existing Comprehensive Development Plans for the Price's Run/Riverside-11th Street Bridge Analysis Areas. Following this kickoff public meeting, an ad hoc Working Group, comprised of residents, business owners, and interested parties, was created to assist the Department of Planning in this effort.

This working group met five times to work on certain tasks associated with the Plan update, including preparing a mission statement to guide the comprehensive plan; reviewing the information related to current land uses within the Price's Run/Riverside-11th Street Bridge communities; examining housing data including vacant units, subsidized housing projects, and non-conforming uses; responding to Planning Department staff recommendations on areas of potential zoning changes; and other items that the Working Group felt were important for consideration in the update to the comprehensive development plan.

At the May 2011 meeting, a Working Group comprised of members from the community created a Mission Statement early in the public participation process. The September 2011 Working Group meeting finalized acceptance of the Mission Statement and was introduced to the rationale behind the Plan's re-zoning recommendations. The Working Group recognized that because the Price's Run/Riverside-11th Street Bridge land forms and urban characteristics covered a range of development patterns, large physical changes to its neighborhoods would be disruptive and counter-productive to promoting the goals, values, aims, and purposes as described in the Mission Statement. Using a PowerPoint presentation, the Planning staff presented the draft of the Price's Run/Riverside-11th Street Bridge Comprehensive Development Plan to the meeting attendees.

C. Mission Statement

As a first step in developing the Comprehensive Development Plan for the Price's Run/Riverside-11th Street Bridge Analysis Area, the Working Group developed a Mission Statement to guide Plan development and decision making.

~ Mission Statement ~

The Price's Run, Riverside, and 11th Street Bridge Comprehensive Development Plan promotes core values for sustainable neighborhoods by:

- **Developing programs, activities, and initiatives which promote pride and a commitment among residents, businesses, and institutions to maintain and enhance our neighborhoods;**
- **Enhancing the multi-modal transportation gateways and natural corridors for economic diversity and revitalization in order to support commercial interests, job creation, and waterfront development;**
- **Increasing lighting throughout the Plan area to support proprietors and residents; giving neighbors and customers a sense of safety and security while beautifying accessible links between neighborhoods;**
- **Making residents and stakeholders a priority by fostering opportunities for civic engagement as a healthy, educated, well-trained, safe and secure population;**
- **Advocating for environmental design and community policing that deters crime and reduces blight in Plan area neighborhoods;**
- **Encouraging the growth and maintenance of a diversity of dwelling types;**
- **Preserving parks and open spaces for social interaction, recreation, and for reducing the environmental footprint;**
- **Maintaining support for small businesses including light manufacturing, commercial, and others that provide employment opportunities for residents; and**
- **Maintaining and updating infrastructure to address flooding, zoning controls, traffic flow, and the demands of economic growth and residential development.**

D. Long Range Planning

The Price's Run, Riverside, and 11th Street Bridge Comprehensive Development Plan contains recommendations which, when implemented, will address the goals expressed within the Mission Statement. The recommendations have been reviewed by the appropriate City departments and Working Group members as well as interested parties whose input was considered before the Comprehensive Plan was finalized. The recommendations contained herein provide a strategy and framework to guide, direct, and influence the positive future growth and development of the communities and neighborhoods located within the Price's Run, Riverside, and 11th Street Bridge Analysis Area.

This Comprehensive Development Plan is not static and is meant to be amended as the need

arises and as the conditions within the Price's Run, Riverside, and 11th Street Bridge Analysis Areas warrant. Any resulting plan amendments or updates should be adopted only after thorough and comprehensive analysis of the changes and the impacts that they may have on the overall Price's Run/Riverside-11th Street Bridge Analysis Area. Likewise, significant public participation and opportunities for input and dialogue concerning the proposed changes and their anticipated impacts should occur so that community consensus is achieved concerning the proposed plan amendments or update. The analysis effort and community consensus should be achieved prior to approval by the City Planning Commission and City Council.

II. GENERAL CHARACTERISTICS OF THE PRICE'S RUN/RIVERSIDE-11TH STREET BRIDGE ANALYSIS AREA

A. Price's Run/Riverside-11th Street Bridge Analysis Area Boundaries and Natural Environment

The Price's Run/Riverside-11th Street Bridge Analysis Area stretches from the North Market Street corridor on the west, to beyond the Young Correctional Facility on the east, and from the Brandywine Creek on the south to the city limits on the north. Encompassing several of Wilmington's major transportation corridors and neighborhood gateways, this area includes a number of unique neighborhoods, areas of dense residential development, and the vestiges of Wilmington's industrial and manufacturing past. As Map B illustrates, these boundaries encompass Census Tracts 6.01, 6.02, and 30.02 (formerly census tracts 7 and 8).

From a geographic perspective, the Price's Run/Riverside-11th Street Bridge Analysis Area, located within a flood plain of the Delaware River, contains few steep slopes or ravines. It is situated within northern Delaware's transitional zone in the Mid-Atlantic region where the coastal plain and marsh gradually give way to the higher, drier piedmont plateau and the gently-rising foothills of the Appalachian Mountains located further to the north and west. The land area within the Price's Run/Riverside-11th Street Bridge Analysis Area slopes generally towards the Brandywine Creek or the Shellpot Creek and the Delaware River. Additional details concerning the terrain in the Price's Run/Riverside-11th Street Bridge Analysis Area can be found in the Price's Run/Riverside-11th Street Bridge Analysis Area Community Notebook.

B. Historical Background of Price's Run/Riverside-11th Street Bridge Analysis Area

1. Early History

In general, the growth and development of the Price's Run/Riverside-11th Street Bridge Analysis Area followed several major social, economic, and environmental growth trends that were also evident throughout Wilmington's history. For example, transportation access and energy found locally in the form of the Brandywine Creek, resulted in numerous water-powered mills as the primary focus of Wilmington's economic and industrial development within Brandywine Village. Beginning in about 1741 and extending through the early 19th century, the earliest settlements within Price's Run/Riverside-11th Street Bridge Analysis Area flourished as a grain milling center with the majority of development occurring close to the nexus of Brandywine

Creek, North Market Street, and Vandever Avenue. Research reveals that in about 1760, a bridge was constructed over the Brandywine Creek which helped residential development to expand beyond the immediate vicinity of Brandywine Village and into other parts of the Price's Run/Riverside-11th Street Bridge Analysis Area. Moreover, a trolley line was built from 10th Street to Riverview Cemetery in 1888 which encouraged further residential development within the Price's Run/Riverside-11th Street Bridge Analysis Area.

Three major transportation corridors emerged within the Price's Run/Riverside-11th Street Bridge Analysis Area. These three corridors included:

a) Market Street, which was originally part of the King's Highway, and was later operated as a turnpike and a vital link between Brandywine Village and Philadelphia, Pennsylvania;

b) Northeast Boulevard/Governor Printz Boulevard, located east of and operating generally parallel to, North Market Street; and

c) The Northeast Corridor's AMTRAK railroad line, the analysis area's far eastern boundary. This railroad track corridor's origins can be traced to 1837. Between 1901 and 1907, major construction was undertaken by the Pennsylvania Railroad which included elevation of the tracks on a viaduct throughout much of Wilmington and the relocation of the railroad repair shops from the downtown area to the Todds Lane vicinity.

The later development stages within the Price's Run/Riverside-11th Street Bridge Analysis Area included the development of industrial, manufacturing, and heavy commercial work sites, followed by housing for workers in those economic sectors. During the late nineteenth and early twentieth century, the expansion of public roadways and trolleys accelerated residential development within the Price's Run/Riverside-11th Street Bridge Analysis Area. By the mid-twentieth century, the automobile had become the primary mode of personal transport and, as such, had helped expand development within the Price's Run/Riverside-11th Street Bridge Analysis Area beyond early pedestrian-based communities, including those communities that developed adjacent to mass transit routes.

As the pace of change and development quickened dramatically in response to the emerging technological, scientific, and environmental influences during the latter half of the nineteenth and early part of the twentieth centuries, Wilmington's social, economic, and environmental fabric experienced many changes, some quite dramatic - with far reaching consequences. Many of Wilmington's changes were responses to and had their beginnings in national and international events. The localized social, industrial and economic responses to the United States' involvement in world wars and regional conflicts, economic upheavals and downturns, and technological innovations had their greatest impacts within neighborhoods as certain major development trends initiated activities which most directly impacted them. While virtually all of Wilmington's neighborhoods were impacted by these changes, the focus of this report is on the Price's Run/Riverside-11th Street Bridge Analysis Area. Similarly, within the study area during the late nineteenth and early twentieth century, the Brandywine Creek retained its focus on

economic development while railroad transportation was growing in importance and influence.

Historical review reveals that early pockets of development spread from along the Brandywine Creek banks northward to include areas adjacent to the study area's major transportation corridors. The majority of the residential development of the Price's Run/Riverside-11th Street Bridge Analysis Area which was constructed away from the major travel corridors occurred in historical periods: for example, prior to 1820; 1821 to 1920; 1921-1960; 1970 to 1989; and from 1990 onward. Much of the study area's development can be traced to the availability of filtered water via the construction of the Porter Reservoir and pumping station in 1910.

Also, while there was much early land speculation by a few individual owners which focused development within specific areas, many local historians generally credit the extension of trolley lines into the Analysis Area's interior with spurring development therein. A good history of the Brandywine Village area of the Price's Run/Riverside-11th Street Bridge Analysis Area can be found within the Brandywine website www.brandywinevilleage.org .

2. National Register of Historic Places & Selected Buildings

Wilmington, an old East Coast city whose 1638 founding occurred nearly 150 years before America became a nation, is rich in architectural history and is well-represented on the National Register of Historic Places. As of 2012, there are 17 districts and 49 sites, structures, and objects located within the city that have been designated historically and listed on the National Register of Historic Places.

Residential development originated in and around Brandywine Village, then developed as the large industrial concerns, such as the Lamotte cotton mill (on Vandever) and railcar shops below 12th Street, flourished. A trolley line operating along North Market Street, from 10th Street to the "Riverside Barn," was built in 1887. With various improvements and extensions to Shellpot Bridge in 1902 and eastern connections to Edgemoor by 1907, (Diamond State Trolleys, Electric Railways of Delaware by Harold Cox, 1991), this trolley line traversed the study area. Consistent with land development practices of that time, housing construction sometimes led by a little or shortly followed trolley construction. As free enterprises, public transportation service companies typically only provided extended service to areas where ridership demand (i.e., residential areas) was fairly predictable and thereby avoiding unnecessary business risks.

In 1966, the National Historic Preservation Act called for, among other things, a program to preserve historic and cultural properties throughout the nation. Towards this end, the National Register of Historic Places was created and it lists sites, districts, buildings, structures, and objects that are significant and/or contribute to American history and culture. There are also special considerations for other types of properties which do not fit into these five broad categories or fit into more specialized sub-categories. The National Register plays an important role in restoring and maintaining the historic and cultural environment of the nation.

The Price's Run/Riverside-11th Street Bridge Analysis Area contains only one remaining place which played a major role in its early development and which is listed on the National Register of Historic Places. The Brandywine Village Historic District is located within the Price's Run/Riverside-11th Street Bridge Analysis Area and has been designated as historically

significant. On the other hand, the study area also contains another three resources which have been determined eligible for listing on the National Register of Historic Places. A National Register nomination for Riverview Cemetery, a community cemetery of the 19th and 20th centuries, is pending. Riverview Cemetery has sections on both sides of North Market Street north of 30th Street. Within the study area, the cemetery is located between East 30th Street on the south and Eastlawn Avenue/Todds Lane on the north.

3. Price's Run/Riverside-11th Street Bridge Analysis Area's Historic Register Listed District (See Map C)

At the time the 2012 neighborhood comprehensive development plan for the Price's Run/Riverside-11th Street Bridge Analysis Area was prepared, Brandywine Village was the lone designated historic district located within it. Almost concurrent with Wilmington's early development along the Christina River, this specific historic district initially developed as a village around the grain grist and flour mills that were located along the north bank of the Brandywine Creek. Oliver Canby built the first mill in 1792 in what would become Brandywine Village and others soon followed. While visible remnants of Wilmington's earlier history abound in this district, several potential areas are noteworthy.

After that, other early residential dwellings were built by the mill owners and managers followed by wealthy citizens in a scattered development pattern surrounding the early mills and adjacent to the major travel corridors. Later, a few more (yet still limited in number) scattered residential developments occurred during the 1860s under the auspices of middle-class residents. Many of these residents were more skilled craftsman employed by Wilmington's burgeoning waterfront (i.e., the Brandywine Creek) industries - which included shipbuilding, grain milling, railcar construction, foundries, tanneries, and related industries. Because Wilmington developed as a walking city, most people lived within walking distance of their places of employment.

According to two reports, Cultural Resources Survey of Wilmington – Evaluation of Cultural Resources in the Price's Run Analysis Area – September 1993 and Evaluation of Cultural Resources in Riverside - 1983, there are other historic structures located within the Plan's study area. However, many of these structures, while qualified due to age, suffer from compromised historical integrity due to alterations resulting from everyday maintenance. Moreover, these reports further note that compromised historical integrity makes them ineligible for the National Register. It's noteworthy that during 2011, the Riverview Cemetery was in the process of being nominated for the National Register of Historic Places.

The Price's Run/Riverside-11th Street Bridge Analysis Area contains three areas that have been documented for their potential to become national historic districts because they offer noteworthy remnants of Wilmington's early history. Moreover, there are a number of potential sites located within the Price's Run/Riverside-11th Street Bridge Analysis Area. These include an area of contiguous neighborhoods located within the Price's Run area that contains a number of adjacent rowhouse neighborhoods and also an area within the Eastlawn community. Also, the overall study area includes a number of properties with potential for becoming listed on the national register of properties. The properties and contiguous areas (i.e., districts) include:

- 2420 N. Market Street, the former Brandywine Fire Company #10, 1903;
- 2510 N. Market Street (early 20th century storage building);

- 1106 E. 16th Street (former mission church of St. James AUMP Church, 1884)
- 1313 N. Claymont Street (Gothic Revival style farmhouse, 1873, home of James Walker, sash maker, Jackson & Sharp);
- Pullman Palace Car repair shops located in the Rosemont Avenue area, south of E. 12th Street;
- East 16th and Claymont Streets (former Public School #17, 1875);
- 1111 E. 11th Street (former Swedish Methodist Mission (Svenska Kyrkan), 1883) and
- 1214 Claymont Street (former Independence Fire Station # 12, 1905-06).

C. Transportation & Public Transit

1. Local Street Network

Typically, streets are organized in a hierarchical fashion based on a number of factors including traffic handling capacity, design characteristics (e.g. roadway length, lane width, number of lanes, weight bearing capacity, expected operating speed, etc.), anticipated traffic volume, access to adjacent land uses, terrain traversed (urban, suburban, rural, and undeveloped), and the funding sources for construction and maintenance activities. Moreover, within the United States, virtually all public rights-of-way are designed in accordance with commonly accepted street and highway design standards to provide fast, safe, and efficient movement of vehicular traffic.

A review of the Price's Run/Riverside-11th Street Bridge area's existing street circulation network reveals that it is comprised of a network of one-way streets which operate as pairs, i.e. adjacent streets operating in alternating traffic flow patterns. Additionally, the study area also includes a few collectors and arterial streets which handle two-way traffic operations. Similarly, within the Price's Run/Riverside-11th Street Bridge area there are limited numbers of streets which permit both one-way and two-way operations within certain designated segments of their lengths. On the other hand, there are only a few streets which permit two-way traffic operations throughout their entire lengths within the Price's Run/Riverside-11th Street Bridge area. Map H depicts surface street operating directions (i.e., one-way versus two-way traffic flow) within the Analysis Area.

Within the Price's Run/Riverside-11th Street Bridge Analysis Area, the mix of public rights-of-way for vehicular traffic includes local streets, collectors, and arterials as well as state-maintained roadways. The state maintained roadways located within the Price's Run/Riverside-11th Street Bridge Analysis Area include:

- North Market Street
- East 12th Street
- Vandever Avenue
- Northeast Boulevard

2. Personal Auto Parking

In many respects, the automobile ownership characteristics exhibited within Price's Run/Riverside-11th Street Bridge Analysis Area mirror those for most of Wilmington. On the one hand, because the Price's Run/Riverside-11th Street Bridge Analysis Area contains some

densely developed late 19th and early 20th century neighborhoods, virtually none of these residential areas include garages, either attached to the individual residential units, or within the property lines easily accessible, adjacent to the individual units. As is often times the case with older urban residential communities, there is a lack of reasonably priced, safe, and secure car parking within easy walking distance. On the other hand, in view of the auto ownership characteristics among most adults, virtually all recently constructed residential dwellings have off-street parking areas, attached garages, or other types of off-street parking amenities (i.e., extended driveways and car ports). Existing surface parking lots are most often associated with nearby commercial or institutional uses and many of those lots appear to be under-utilized.

Field observation reveals that on-street parking within the Price's Run/Riverside-11th Street Bridge Analysis Area communities varies from block to block. Moreover, its availability is affected by the activities of churches, other houses of worship, and other neighborhood events which can create temporary on-street parking shortages. Input at the public meetings along with field observation reveal that on-street parking congestion is increasingly becoming more than a temporary annoyance in certain areas near popular commercial establishments.

3. Public Transportation and Taxi Service

Taxi companies and other private transportation service companies provide limousine and other types of pre-scheduled or on-demand, for-hire transportation service to the residents of the Price's Run/Riverside-11th Street Bridge Analysis Area.

Within the Analysis Area, publicly funded and operated fixed route, fixed schedule bus service and publicly operated demand-response paratransit (i.e., door-to-door dial-a-ride) service are provided by the Delaware Transit Corporation, also known as DART 1st State. The Delaware Transit Corporation is an operating agency of the Delaware Department of Transportation.

Operating as a radial system with Rodney Square serving as the hub within Wilmington, four DART 1st State bus routes (1, 3, 9, and 24) serve the Analysis Area. These bus routes provide excellent fixed route, fixed schedule public transit service access to the DART 1st State system, since all the bus routes operating on the local streets provide access to and from the central business district (CBD). What's more, the DART 1st State paratransit system provides full specialized service for those passengers unable to utilize regular bus route service. More details about the characteristics of public transportation operations within the Analysis Area can be found within the Price's Run/Riverside-11th Street Bridge Analysis Area Community Notebook or through the DART 1st State website (www.dartfirststate.com) .

D. Analysis Area Land Use Descriptions

Within the Price's Run/Riverside-11th Street Bridge Analysis Area there is a broad range of land use types including: residential; commercial; open space (parks, playgrounds, public plazas, etc.); manufacturing (light and heavy); and waterfront mixed land use as well as institutional/public/quasi-public. Among these, residential remains the primary land use category (Map D – Current Land Use).

1. Residential

The Analysis Area includes an eclectic mix of housing types including single family detached dwellings, semi-detached dwellings, row houses, apartments, and condominiums as well as low-rise and high-rise apartment buildings and converted houses. Very few of the older row houses have garages.

While there are hardly any areas that contain only one type of residential land use, there are certain types of residential land uses that are predominate in certain parts of neighborhoods. For example, within the Wilmington Housing Authority's Riverside public housing complex, a certain type of residential dwelling dominates the area. Similarly, in the Eastlawn area – a largely residential community, bounded by North Market Street, East 30th Street, Northeast Boulevard, and East 36th Street, most of the residential dwellings are single family row houses or semi-detached dwellings. On the other hand, the residential areas along N. Jessup Street from the Brandywine Creek to East 29th Street cannot be easily characterized by a single residential building type. Instead, the residential areas reflect a changing mosaic of residential types throughout the length of N. Jessup Street. Each residential area was constructed to capitalize on site strengths, advantages, and opportunities as well as other key social, economic, and environmental factors. Yet in recent years, for many Price's Run/Riverside-11th Street Bridge residential communities and neighborhoods undergoing redevelopment, the row house or townhouse configuration has become the residential unit of primary choice and availability.

2. Commercial

The commercial land uses within the Price's Run/Riverside-11th Street Bridge Analysis Area include examples of virtually all economic sectors that can be found in Wilmington. Examples of these economic sectors can be found in the varying commercial sites whose legacies remain within the neighborhoods as well as along its transportation corridors. Heavy and light manufacturing land uses are also located within this analysis area. Other commercial land uses include accessory surface parking lots and small commercial offices, as well as neighborhood level corner retail activities and local franchises of national retail and restaurant chains. The existing surface parking lots, consistent with City Code requirements, are most often associated with nearby commercial or institutional uses.

Over the years, the Analysis Area's commercial corridors have evolved and changed in response to market demand and changing land use patterns. Within the overall study area, North Market Street and Northeast Boulevard most closely define commercial corridors and gateways into the City's northeast neighborhoods. For example, a portion of Northeast Boulevard represents a gateway where new automobile sales and active service facilities once dominated. In contrast, during 2011, the adjacent areas are largely vacant parking lots and under-utilized parcels. Likewise, land uses adjacent to Vandever Avenue and East 12th Street represent the range of how a corridor's streetscape changes and evolves over time.

The commercial viability of the corridors grew as a result of traffic accessibility and visibility since they were major thoroughfares which served as gateways into the area's broad expanse of adjacent neighborhoods. In some instances, the commercial corridors resulted from corner

commercial locations that expanded to encompass larger areas. In others, the corridor's importance may have been historic and the result of consciously designed streetscape from a bygone era. These examples offer evidence of the roles that the corridor types once served in relation to the development of the Price's Run/Riverside-11th Street Bridge areas.

3. Institutional

The Price's Run/Riverside-11th Street Bridge areas include a broad range of institutional, public, and quasi-public land uses such churches and other types of houses of worship, a neighborhood clinic and health care facility, charter schools and their supporting campus areas, and numerous non-profit social service agencies. For example, the Kingswood Community Center, a social service agency of long-standing within northeast Wilmington, is recognized as an anchor of the community. Similarly, New Destiny Fellowship is a house of worship whose community development corporation holds title to a former industrial site and remediated brownfield (the former Wiley Cork Factory). Within the Analysis Area, the Wilmington Housing Authority provides housing opportunities for low-income residents through many residential offerings including the Riverside public housing complex, the Village of East Lake, Eastlake Court, a senior high-rise apartment building, and a plethora of scattered site dwelling units. These residential and other institutional land uses are located throughout the analysis area.

4. Manufacturing and Industrial

Early in the Analysis Area's economic development, a majority of the work force was able to walk from their residences to their work sites. This was because the Analysis Area was also once home to a large number of industrial and manufacturing (i.e., blue collar) business enterprises, in addition to the water-borne industries that once flourished along the Brandywine Creek. These enterprises were located throughout the Analysis Area beyond direct connection to the Brandywine Creek as evidenced by the remnants of railroad spurs buried within the roadbeds of many streets. The buried railroad spurs formerly connected the business enterprises that received raw materials and moved finished product to the main lines for further distribution. While there were a vast number of industries that once extended beyond the Brandywine Creek throughout the Analysis Area, in 2011, only a few small manufacturers or industrial enterprises remain.

On the one hand, the few remaining major industrial enterprises within the Plan area are located adjacent to the AMTRAK railroad line or adjacent to its main arterial roadways. Conversely, there are quite a few small garage-type industries that are in scattered locations throughout the study area where they can be found mainly in enclaves. For example, several small light manufacturing enterprises are located along Lodge Street between East 16th Street and Vandever Avenue; along Gordon Street between E. 22nd and E. 23rd Streets; and between Todds Lane and the city limit boundary and Bowers Street and the AMTRAK railroad line.

5. Parks, Recreation, & Open Space Land Use Descriptions

An inventory of the recreational facilities and open space areas within the Price's Run/Riverside-11th Street Bridge areas reveals that they are plentiful in comparison to the number of residents and widely scattered among its neighborhoods. For example, the Analysis Area contains the Brown, Burton, Winchester network of parks, playgrounds, a community swimming pool, and linked open spaces equaling about 33 acres of parkland, recreation area, or open space. Likewise, there are a number of designated ball fields and open space recreational areas located

adjacent to the Kingswood Community Center between the Bowers Street-Rosemont Avenue corridor and the AMTRAK railroad right-of-way. In addition, there are a few small pocket parks and playgrounds located within communities adjacent to charter schools (i.e., East Side Charter playground) and small youth clubs (i.e., Brown Boys & Girls Club) as well as some unnamed pocket park play areas in the 11th Street Bridge area. Tot lots and pocket parks are play areas that are sometimes created when buildings are razed and their footprints are made into small public parks.

6. Waterfront

The Brandywine Creek forms the southern boundary of the Price's Run/Riverside-11th Street Bridge Analysis Area. The Brandywine Creek's waterfront extends about 8,253 feet from North Market Street Bridge to the end of the Analysis Area across from the 7th Street peninsula yet only a very small portion of the shoreline is dedicated to parkland. Historically, this waterway was used by industry for water-powered grist mills and was also home to an active small watercraft construction industry along its banks. During that latter part of the 20th Century, a heavy metal scrap yard was located on the north bank of the Brandywine Creek waterfront near North Church Street.

A portion of the Brandywine Creek waterfront located between N. Pine and N. Church Streets which had been a former brownfield has been remediated to residential standards and it is now owned by the City's Department of Real Estate and Housing. As of 2011, very little of the Brandywine Creek's shoreline within the Analysis Area is safely or conveniently accessible to the general public nor is it developed in ways which offer a return on investment.

E. Demographics & Housing Statistics

The Price's Run/Riverside-11th Street Bridge Analysis Area includes some of Wilmington's older residential areas and is comprised of Census Tracts 6.01, 6.02, and 30.02 (formerly census tracts 7 and 8). For the purpose of analysis, the demographic and housing statistical data for each census tract has been summarized. In addition, the summarized data from each of the census tracts has been presented and then compared against the overall City data. Contained within the Price's Run/Riverside-11th Street Bridge Analysis Area Community Notebook – December 2010 are tables that delineate the aforementioned analysis for each census tract and for the overall Price's Run/Riverside-11th Street Bridge Analysis Area, as well as contrasts this analysis against the overall City. Consequently, the demographic and housing data presented here summarizes the detailed information that is available in the Price's Run/Riverside-11th Street Bridge Analysis Area Community Notebook – December 2010.

1. Current Population

Based on the 2010 U.S. Census Bureau figures, the City of Wilmington's population of 70,851 decreased 1.6% from 2000 (72,664). A racial breakdown reveals that the 2010 population was comprised of 23,079 white (33%); 41,127 black (58%); 685 Asian (1%); and 5,960 Other (8%). By ethnicity, the Hispanic population amounted to 8,788 for 2010 accounting for 12% of the City's overall population and this figure represented nearly a 23% increase from 2000.

The Price's Run/Riverside-11th Street Bridge area's overall population decreased between 1990 and 2000. A closer inspection of this time period reveals that each of the Price's Run/Riverside-11th Street Bridge Analysis Area's individual census tracts 6.01, 6.02, 7 and 8 also experienced different population movements. It's important to note that during the period in which this Comprehensive Development Plan was updated, the final results of the 2010 census survey had not been completely released. Initial 2010 Census results reveal that Census Tracts 7 and 8 have been combined into a single census tract which has been re-designated as Census Tract 30.02.

According to the 2010 Census, Census Tract 6.01 had a total population of 2,910; Census Tract 6.02 had a total population of 2,649; and Census Tract 30.02 had a total population of 3,275. Based on the 2000 Census, the bulk of the Price's Run/Riverside-11th Street Bridge area's population was located west of Northeast Boulevard within Census Tracts 6.01 and 6.02. According to the 2010 Census, the Price's Run/Riverside-11th Street Bridge area's three census tracts accounted for nearly 12.5% of Wilmington's overall population.

Table 1 – Demographics & Housing Statistics Summary
Price's Run & Riverside – 11th Street Bridge Analysis Area

	2010	2000	Percent Change
Total Population	8,834	9,926	-11.0
White	1,029	1,169	-12.0
Black or African American	7,475	8,386	-10.9
Asian*	25	30	-16.7
Other**	305	341	-10.6
Ethnicity: Hispanic or Latino***	439	348	26.1
Population 65 years and Over	1,125	889	26.5
Population Below Poverty Level	n/a	2,751	N/A
Labor Force Unemployed	n/a	491	N/A
Total Households	2,529	2,795	-9.5
Family Households****	1,742	1,921	-9.3
Total Housing Units	3,057	3,262	-6.3
Occupied Housing Units	2,529	2,795	-9.5
Vacant Housing Units	528	467	11.6

n/a = Census Data for this category not available
* In 1990, Asian included Asian or Pacific Islander. In 2000, Asian no longer includes Native Hawaiian and Pacific Islanders.
** In 1990, Other included American Indian, Eskimo or Aleut and Other Races. In 2000, Other included Native Hawaiian/other Pacific Islanders, American Indian/Alaska Native, Some Other Race Alone and Others of Two or More Races. In 2010, the racial category was further tallied based on two or more races. For a complete list of census racial categories, go to www.census.gov .
*** This classification for ethnicity has two categories Hispanic/Latino or Not Hispanic/Latino.
**** A family household includes a householder and one or more people living together who are related by birth, marriage, or adoption.

2. Minority Population

During the period 2000-2010, the City's overall shift in racial composition that began decades earlier continued. Its racial composition changed from about 36% white and 64% non-white in 2000 to about 33% white and 67% non-white in 2010. The Price's Run/Riverside-11th Street Bridge Analysis Area's racial composition shifted slightly and did not mirror exactly the City's overall shift in racial composition of the population. So while the City's overall racial composition shifted, from about 36% white in 2000 to 67% non-white in 2010, the Price's Run/Riverside-11th Street Bridge Analysis Area's overall racial composition dipped slightly from about 88% non-white in 2000 to about 85% non-white in 2010. This transition occurred in the face of an overall 11% population decrease in the Price's Run/Riverside-11th Street Bridge Analysis Area.

3. Age and Gender of Population

The 2010 Census data for age distribution in the Price's Run/Riverside-11th Street Bridge Analysis Area revealed that nearly 78% of the residents were 16 years of age and over; about 75% are 18 years of age and older; and nearly 8% were 65 years of age and older. Meanwhile, the Analysis Area's overall gender population was about 45% female and nearly 55% male. According to the 2010 Census, the overall Analysis Area's gender ratio was not a mirror image of the City's gender make-up with about 52% of the population female and about 48% male.

According to the 2010 census, Census Tract 6.01's population was about 48% male and about 52% female, while Census Tract 6.02's population was about 55% female and about 45% male. Census Tract 30.02's population was about 31% female and about 69% male. It should be noted that the gender mix of Census Tract 30.02's population includes the Howard R. Young Correctional Institution which is classified as an all-male correctional facility (i.e., penitentiary) in the 2010 census.

Based on the 2010 Census, Census Tract 6.01's largest age group was the 16 years of age and older group containing about 76% of the total population. The smallest age group was the 65 years of age and over group which contained about 9% of the census tract's total population. By contrast, the result of combining census tracts 7 and 8, meant that Census Tract 30.02 supported the largest overall population of any of the Price's Run/Riverside-11th Street Bridge Analysis Area's census tracts. In direct comparison, Census Tract 6.02's category 65 years of age and over was larger than the same category for Census Tract 6.01 and 30.02.

4. Housing and Household Characteristics

A review of Price's Run/Riverside-11th Street Bridge Analysis Area housing and household characteristics data for the 2010 Census data revealed that it contained 3,057 housing units, representing about 9% of the City's total housing units. Similarly, the Price's Run/Riverside-11th Street Bridge Analysis Area's occupied housing units represented nearly 9% of the City's total number of occupied housing units. Approximately 83% of the housing units located within the Price's Run/Riverside-11th Street Bridge Analysis Area were occupied, while in comparison approximately 87% of the housing units located citywide were occupied. Of the total number of occupied housing units located within the Price's Run/Riverside-11th Street Bridge Analysis

Area, only about 43% were owner-occupied in 2010 while citywide, nearly 48% of the occupied dwelling units were owner-occupied. Because 2010 census data wasn't available at the time the Plan was prepared, a review of 2000 census data for the City of Wilmington overall revealed that 1945 was the median year that dwelling units were built contrasted against a 1951 median year of construction for dwelling units within the Price's Run/Riverside-11th Street Bridge census tracts.

Table 2. Price's Run/Riverside-11th Street Bridge Analysis Area
Housing Characteristics by Census Tract

	Census Tract 6.01	Census Tract 6.02	Census Tract 30.02
Total Housing Units	1,025	1,322	710
Occupied Units	931	1,002	596
Vacant Units	94	320	114
Owner Occupied Units	631	497	195
Renter Occupied Units	300	505	401
Median Year Structure Built (census 2000 data)	1952	1951	This census tract is new for 2010
Total Households	931	1,002	596

2010 Census

5. Income

Beginning with the 2010 census survey, the Census Bureau no longer collects income data on its decennial demographics survey form. Consequently, income data will not be available for comparative analysis between the Price's Run/Riverside-11th Street Bridge Analysis Area and the City overall.

III. RECOMMENDATIONS PROPOSED FOR THE PRICE'S RUN/RIVERSIDE/11th STREET BRIDGE ANALYSIS AREA

In late 2011, the Price's Run/Riverside-11th Street Bridge Analysis Area contained some of Wilmington's most amazing development opportunities as well as some the City's most perplexing and daunting development challenges. To illustrate, the Analysis Area contains over 1.5 miles of the Brandywine Creek waterfront, some of it former brownfields remediated to residential development standards. Yet, over half of high-value waterfront is under-utilized in ways that successfully address the Analysis Area's urban in-fill challenges and needs. Since an area's growth and development are directly impacted by transportation resources, the 12th Street Connector's construction offers possible solutions to many of the urban in-fill challenges along the Brandywine Creek between Northeast Boulevard and the corridor defined by North Pine and Jessup Streets. It would seem that the potential development benefits for urban-infill in the area resulting from this connector's thoughtful construction might outweigh its social, economic, and environmental costs and other liabilities as a multi-modal transportation facility.

The Analysis Area includes other urban travel corridors that link it with Wilmington's central business district, neighboring communities located west of the North Market Street corridor and

south of the Brandywine Creek, and via I-495 to important areas located to Wilmington's north and south. Northeast Boulevard-Governor Printz Boulevard and North Market Street-Philadelphia Pike, and East 12th Street form major travel corridors for this analysis area. Likewise, Vandever Avenue, East 26th and East 30th Street offer east-west access and connections to communities within the study area. The 2011 Wilmington Initiatives report proposes transportation improvement projects to the study area's major gateway travel corridors that offer additional enhancement opportunities for increases in social, economic, or environmental returns on investment for the overall City. Prosperity for the study area's communities can only be sustained when revenue-generating models of land development gain traction therein which offer positive returns on investment.

Only a small portion of the Analysis Area's development actually pre-dates widespread use of private automobiles and street cars, trolleys, and other forms of mass transit. Since the Analysis Area's strategic geographic location includes travel corridors which serve as northeastern gateways into the Wilmington CBD, the communities therein are afforded certain social, economic, and environmental competitive advantages along with unique trip-making challenges and opportunities. Among these strategic advantages include its prime location adjacent to the Wilmington Central Business District; easy access to interstates I-95, I-495, and I-295 for access to Pennsylvania, New Jersey, New York, Maryland and other points north or south; and easy access to the Brandywine waterfront which has yet to experience new growth and redevelopment equal to that experienced along the Christina Riverfront. The federal aid urban system routes, US 202 and US13, provide efficient travel to New Castle County locations and those located further south within Delaware as well as to the north in southeastern Pennsylvania.

The Price's Run/Riverside-11th Street Bridge study area also contains Brandywine Village, one of Wilmington's oldest residential communities, along with major travel corridors, waterfront residential along Race Street and some of the City's newest and most recently developed residential areas (i.e., the Court of East Lake, the Village of East Lake, McMullen Square). It also contains areas that were once major manufacturing and industrial companies whose present day legacies include former brownfields. Some of these sites, with Brandywine Creek frontage, have been remediated to residential standards and are zoned for choice mixed use development.

By contrast, there are several challenges to successfully redeveloping the neighborhoods within the Analysis Area. These include:

- master-planning large single ownership areas into revenue-generating sustainable parcels;
- redesigning vacant areas to accommodate increases in development density for residential development;
- increasing single family owner occupancy rates;
- rehabilitating individual blighted housing units before they adversely impact adjacent neighborhoods;
- re-asserting affordable housing redevelopments for income challenged households; encouraging sensible redevelopment of the remediated brownfield areas into productive parcels; and
- replacing dilapidated public housing areas with safe and decent housing units.

Additionally, redevelopment activities must include defensible space and other new urbanism

and smart growth architectural concepts so that personal safety and environmental sustainability are designed into all man-made features and updates to the study area's man-made environment.

Accomplishing these efforts while retaining the study area's unique historic characteristics will remain the challenge in times of shrinking revenues and increasing costs. In order to make the individual communities sustainable, attractive, and economically viable, the numerous redevelopment projects should be guided by overarching shared project objectives. These include design with nature and community policing design goals so that increased density and resident-friendly development aren't sacrificed. Redevelopment initiatives within the analysis area need to successfully foster a balance of accessible land density models that protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistent sustainability.

A. Land Use & Zoning Recommendations

The Price's Run/Riverside-11th Street Bridge Analysis Area contains some of Wilmington's most varied land use patterns. As such, its ecological footprint, within the built and natural environments, continues to change and evolve even though much of it has been largely established and most likely will not experience widespread changes. Given this, the following are land use and zoning recommendations for the Analysis Area. Each of the proposed re-zoning recommendations is depicted on Map P and Map P-1.

Area 1 – Zoned C-2 (Secondary Business Centers)
Location - This C-2 district encompasses the area located at the intersection of North Market Street and Eastlawn Avenue. In addition to the commercial uses located on the east and west sides of North Market Street at Eastlawn Avenue, the C-2 zone straddles North Market Street from the north side of the intersection of North Market Street and Eastlawn Avenue to just north of East 36th Street. Map P and Map P-1 depict the area proposed for rezoning.

Current Land Uses: The current land uses at the location proposed for re-zoning are a residential area known as McMullen Square, a small barbershop located within a single-family detached dwelling, and a very small section of the Riverview Cemetery. This residential development consists of single family attached townhouses which face Eastlawn Avenue or the internal circulation roadway within McMullen Square. In addition, there are some vacant lots located within the area designated as McMullen Square at the southeast corner of North Market Street and Eastlawn Avenue which appear ready for townhouse construction. Moreover, a review of aerial photos with the zoning district boundary super-imposed within it reveals that there are also several grave sites located with the existing C-2 zone.

Current Zoning: C-2 Secondary Business Centers. The C-2 district is designed to accommodate both shopping and business needs for large segments of the city outside of the central business district (CBD). It is, in general, located on main highways and includes secondary employment centers. Building heights of 15 stories are permitted.

Proposed Zoning: Rezone the portion of the C-2 zone that encompasses the McMullen Square residential area and adjacent lot and semi-detached houses from C-2 to R-3 (One Family Row Houses) for the following reasons:

- The existing townhouses were recently constructed and directly abut an existing R-3 district;
- The properties in question have been single-family or semi-detached residential uses since the townhouses were recently constructed;
- The commercial land uses that may have at one time existed on the southeast corner area of the North Market Street and Eastlawn Avenue intersection no longer exist and would conflict with the existing uses;
- The properties are within the designated McMullen Square residential area and there is no traffic access provided to North Market Street; and
- The proposed rezoning does create a non-conforming use, (i.e., a barbershop).

A detailed description of R-3 district matter-of-right uses is provided in the Appendix.

It should be noted that this area proposed for rezoning is the site of an active development project that involves the construction of 38 townhouses, 21 of which have been constructed. As a result of discussion with the project developer, Planning Department staff recommended and the City Planning Commission agreed at its August 21, 2012 meeting to delay any rezoning of Area 1 until the completion of the 38 units or on January 1, 2018, whichever occurs first. R-3 zoning is consistent with the character and intensity of the townhouses which have been constructed. Likewise, the proposed rezoning from C-2 to R-3 would be consistent with the surrounding residential neighborhoods.

Area 2 – Zoned R-5-A (Apartment House Low Density)

Location - This R-5-A district proposed for rezoning is located on the south side of Eastlawn Avenue at the intersection of Eastlawn Avenue and North Heald Street near the Eastlawn Community residential area. Map P and Map P-1 depict the area proposed for rezoning.

Current Land Uses: The current land use at the location proposed for rezoning includes a church and a cemetery, although field observation has not revealed the presence of graves. There is no residential development within the confines of the R-5-A zone that includes this specific area.

Current Zoning: R-5-A Apartment House Low Density. The R-5-A district is designed to accommodate low density garden apartments contiguous to one-family districts, row houses, semi-detached dwellings, or any use permitted in an R-1 district. In addition, hospitals, telephone offices, public health or community centers, private museums, bed and breakfast facilities, group home type II, and neighborhood police stations are permitted. Building heights of 3 stories are permitted.

Proposed Zoning: Rezone the R-5-A zone that encompasses the aforementioned portion of the Riverview Cemetery area from R-5-A to R-3 (One Family Row Houses) for the following reasons:

- The remainder of the existing Riverview Cemetery is currently zoned R-3 and directly abuts an existing R-3 district;

- The area in question has historically been a part of the Riverview Cemetery and was never a single-family or multi-family residential area; and
- The area directly to the east, although zoned C-2, has been developed as single family row houses.
- The proposed rezoning does not create any non-conforming uses.

A detailed description of R-3 district matter-of-right uses is provided in the Appendix.

At its August 21, 2012 meeting, the Wilmington City Planning Commission recommended approval of the Area 2 proposed rezoning for City Council action.

Area 3 – C-5 (Heavy Commercial)
Location: This C-5 district straddles Northeast Boulevard between E. 23rd and E. 26th Streets. The attached map depicts the area (Area 3) proposed for rezoning.

Current Land Use:

East Side of Northeast Boulevard

- Beginning along the east curb at the intersection of E. 23rd Street and Northeast Boulevard and proceeding north, the first land use encountered is a church (Cathedral of Fresh Fire);
- The land use immediately next to the church is MAACO, an auto body repair shop and parking area for vehicles awaiting repair or in various stages of repair; and
- The next land use is an auto body and heavy truck repair facility located along Northeast Boulevard between E. 25th and E. 26th Streets.

West Side of Northeast Boulevard

- The southern boundary of the existing C-5 zoning district includes a portion of East Lake Court, a recently constructed townhouse residential community with its shared parking lot and access to Northeast Boulevard;
- The Northeast Head Start facility and parking area are located on the northwest corner of E. 24th Street and Northeast Boulevard; and
- Located on the southwest corner of E. 26th Street and Northeast Boulevard is Popeye's Fried Chicken, a fast food restaurant chain. This fast food restaurant and its parking lot comprise almost the entire west side of Northeast Boulevard between E. 26th and E. 25th Streets.

Current Zoning: C-5 Heavy Commercial. The C-5 district is designed to provide sites for large wholesale and storage establishments involving both storage in buildings and storage yards. It includes areas which draw heavy trucking traffic and also permits uses allowed in C-3 (Central Retail) and R-5-C (Apartment House High Density) districts.

Proposed Zoning: Given this C-5 district's location straddling Northeast Boulevard between E. 23rd and E.26th Streets, several important factors must be considered. This roadway is a major

gateway and travel corridor within northeast Wilmington and E. 26 Street is an important gateway into the Riverside public housing complex. As a result, several rezoning alternatives have been developed. The proposed rezoning for this C-5 zone includes the following three alternatives. The rezoning alternatives include:

Alternative 1 – Rezone the entire the C-5 district on the eastern side of Northeast Boulevard from C-5 to C-2 (Secondary Business Commercial Center) and rezone the western side from C-5 to R-5A (Apartment Houses Low Density); or

Alternative 2 – Rezone the portion of the C-5 zone located on the eastern side of Northeast Boulevard from East 23rd to East 24th Streets from C-5 to C-2 and leave the portion from East 24th to East 26th Streets as C-5; and rezone the western side of Northeast Boulevard from C-5 to R-5A (Apartment Houses Low Density); or

Alternative 3 – Rezone the portion of the C-5 zone located along the west side of Northeast Boulevard between East 24th and East 25th Street from C-5 to R-5A (Apartment House Low Density); and for that that portion of the C-5 zone located on the east side of Northeast Boulevard between East 25th and East 26th Street, it would be rezoned from C-5 to C-2.

A detailed description of C-5, C-2, and R-5A districts and their respective matter-of-right uses is provided in the Appendix.

At the August 21, 2012 City Planning Commission meeting, **Alternative 3** was recommended for the Area 3 rezoning consisting of two parts; Area 3A and Area 3B. At this meeting, the City Planning Commission did not support the Planning Department staff proposal to rezone Area 3B. Consequently, only Area 3A was recommended for rezoning consideration by the Wilmington City Council.

Area 4 – C-5 (Heavy Commercial)

Location: Traversed by several major north-south oriented local streets, this C-5 district has an odd shape. Straddling Northeast Boulevard, this C-5 district extends along Vandever Avenue from North Thatcher Street on the west to the AMTRAK Viaduct on the east and from Vandever Avenue on the north to the intersection of Northeast Boulevard and East 14th Street on the south. As a result, this particular district encompasses the major intersection of Northeast Boulevard and Vandever Avenue. In addition, this C-5 district also includes several of this analysis area's most frequently traveled streets, as depicted on Map P and Map P-1.

Current Land Use: The land uses associated with each of the privately owned parcels vary along each side of Northeast Boulevard within this district. The land use survey of the area revealed that the land uses are vastly different along the north or south side of Vandever Avenue between the AMTRAK Viaduct and Northeast Boulevard. Even though certain parcels have displayed a track record of rapidly changing, sometimes unpredictably, the key intersections provide most of these parcels with excellent accessibility. Consequently, the first description of land uses begins along the south side of Vandever Avenue starting at North Thatcher Street on the west and ending at the AMTRAK Viaduct on the east.

Vandever Avenue

South side of Vandever Avenue between the N. Thatcher Street and N. Heald Street

- From this location proceeding east, the first land use encountered is a church, followed by a fenced storage area for a commercial use, i.e., an industrial supply company.

South side of Vandever Avenue between the N. Heald Street and Northeast Boulevard

- At the time the land use survey was conducted, this vacant lot was the site of a used car lot.

North side of Vandever Avenue between N. Thatcher Street and Northeast Boulevard

- At this location, the land use is open space, Brown/Burton/Winchester Park - Joe White Field.

South side of Vandever Avenue between Northeast Boulevard and Claymont Street

- Starting at Northeast Boulevard, this location's several land uses are retail commercial, followed by a vacant lot next to Claymont Street sometimes used in a commercial capacity, i.e., temporary parking of automobiles and larger vehicles.

North side of Vandever Avenue between Northeast Boulevard and Claymont Street

- Starting at Northeast Boulevard, all the parcels are row houses or semi-attached residential land uses.

South side of Vandever Avenue between Claymont Street and Railroad Avenue

- The area includes a warehouse with transportation and shipping related land uses.

North side of Vandever Avenue between Claymont Street and Bowers Street

- All the parcels are row houses or semi-attached residential land uses.

North side of Vandever Avenue between Bowers Street and Railroad Avenue

- The area is owned by the Kingswood Community Center and is used as an open space activity area.

The following sections describe the land use characteristics of the Northeast Boulevard corridor within this C-5 district extending from Vandever Avenue on the north to the intersection of East 14th Street on the south and from N. Thatcher Street on the west to the AMTRAK viaduct on the east.

West side of N. Thatcher Street between E. 14th Street and E. 16th Street

- Traveling north along N. Thatcher Street, the first land use encountered is a retail commercial establishment (Little Africa). Next land uses include two residential units and a vacant fenced lot with a sign indicating its ownership by New Destiny Fellowship Church.

East side of N. Thatcher Street between E. 14th Street and E. 16th Street

- This location is an active gasoline station and attached auto-oriented mini-market/convenience store.

East side of N. Thatcher Street between E. 16th Street and Vandever Avenue

- The east side of N. Thatcher Street includes a parking lot for the auto parts store followed by three residential units, followed by a private club, a daycare center within a residential dwelling and ending with a church at the corner of N. Thatcher Street and Vandever Avenue.

West side of N. Heald Street between E. 16th Street and Vandever Avenue

- The west side of N. Heald Street includes an auto parts company, a parking garage and warehouse, a daycare center, a plumbing supply company and outdoor storage area used by the plumbing supply company.

Current Zoning: C-5 Heavy Commercial.

Proposed Zoning: Given this C-5 district's location straddling Northeast Boulevard between Vandever Avenue and E. 14th Street, there are several overarching considerations with regard to any proposed re-zoning. Therefore, the proposed rezoning for this C-5 zone includes several alternatives which include:

Alternative 1 – Rezone the entire the C-5 district that straddles Northeast Boulevard at this location from C-5 to C-2 (Secondary Business Commercial Center); or

Alternative 2 – Rezone the area to the west of Claymont Street from C-5 to C-2 and leave as C-5 the area between Claymont Street and the AMTRAK viaduct; or

Alternative 3 – Rezone the area to the west of Claymont Street from C-5 to C-2 and rezone the area between Claymont Street and the AMTRAK viaduct from C-5 to M-1.

Although there are three rezoning alternatives for this area, Alternative 3 is the preferred rezoning alternative because:

1. There is an existing M-1 zone to the south of the area proposed for rezoning;
2. The site proposed for rezoning is located adjacent to the AMTRAK viaduct;
3. There is an existing and actively used manufacturing/warehouse use and building within the area proposed for rezoning; and
4. No non-conforming uses will be created.

A detailed description of C-5, C-2, and M-1 districts and their respective matter-of-right uses is provided in the Appendix.

At the August 21, 2012 City Planning Commission meeting, **Alternative 3** was recommended Area 4 rezoning, consisting of two parts; Area 4A and Area 4B. At this meeting, the City Planning Commission did not support the Planning Department staff proposal to rezone Area 4A.

Consequently, only Area 4B was recommended for rezoning consideration by the Wilmington City Council.

Area 5 – R-4 (Row Houses with Conversions)
Location: This R-4 district constitutes the majority of the residential area generally located between N. Thatcher Street on the west, Claymont Street on the east, E. 16th Street on the north, and E. 12th Street on the south. This district is traversed by several north-south oriented and east-west local streets as shown by Map P.

Current Land Use: The land use survey reveals that while residential dwellings constitute the majority of current land uses within this R-4 district, the exact nature of the residential units vary. Some of the older residential units have been converted from single family row houses and semi-attached residential units to multi-family units, yet the newly constructed units vary in design. Many of the recently constructed residential units have been designed as townhouses with garages and parking areas within the parcel property lines. In addition, during the early part of the 21st century, this area has experienced considerable attention by Habitat for Humanity as a site for new home construction for owner occupancy.

Current Zoning: The current zoning for these sites is R-4.

Proposed Zoning: Rezone the R-4 zone that encompasses the aforementioned residential area to R-3 (One Family Row Houses) for the following reasons:

- The majority of the existing R-4 zone currently contains newly constructed or recently constructed townhomes for owner occupancy;
- The area in question has always been a single family residential part of the 11th Street Bridge area;
- Given the size of the residential units in the area, conversions to apartments should not be encouraged;
- Rezoning the area to R-3 will preserve the balance of the single family to apartment uses in the area; and
- Given the presence of apartments in the area, the proposed rezoning will create non-conforming uses.

Detailed descriptions of R-3 and R-4 district uses are provided in the Appendix.

At the August 21, 2012 City Planning Commission meeting, the Planning Commission recommended **Area 5** for rezoning consideration by the Wilmington City Council.

Area 6 – C-5 (Heavy Commercial)
Location: This C-5 district constitutes a small triangle-shaped commercial enclave bordered by E. 12th Street on the south, N. Thatcher Street on the east, and Northeast Boulevard on the west. This area is also shown on Map P.

Current Land Use: The land use survey reveals that while the majority of current land uses within this C-5 district are retail commercial, a charter school exists within this district. In addition, for the parcels with access along Northeast Boulevard, the types of commercial land uses have had a distinct automobile bias.

Current Zoning: The current zoning for these sites is C-5.

Proposed Zoning: Rezone the C-5 zone that encompasses the aforementioned commercial area from C-5 to W-4 (Waterfront Residential/Commercial) for the following reasons:

- The existing uses currently present within this district are permitted as a matter of right;
- The W-4 district permits mixed uses which can be complementary to one another;
- The W-4 district permits a range of uses which are suitable for this particular location;
- There are existing W-4 zones located across E. 12th Street to the south and across Northeast Boulevard to the west; and
- The proposed rezoning does not create any non-conforming uses.

A detailed description of W-4 district matter-of-right uses is provided in the Appendix.

At the August 21, 2012 City Planning Commission meeting, the Planning Commission recommended **Area 6** for rezoning consideration by the Wilmington City Council.

Area 7 – C-2 (Secondary Business Commercial Centers)

Location: This C-2 district is located along the north side of Vandever Avenue between Lamotte and Pine Streets. This C-2 district also encompasses the corners on the south side of Vandever Avenue at Jessup and Pine Streets. This area is shown on Map P.

Current Land Use: The land use survey reveals that commercial land uses are largely restricted to the corners of Jessup and Pine Streets and along the north side of Vandever Avenue between Jessup and Lamotte Streets. By contrast and aside from the corner locations, there are residential units located along Vandever Avenue between Jessup and Pine Streets. Similarly, there is a residential community under construction by Habitat for Humanity along the north side of Vandever Avenue at Lamotte Street.

Current Zoning: The current zoning for these sites is C-2.

Proposed Zoning: Rezone a portion of the C-2 zone that encompasses the aforementioned residential area from C-2 to R-3 for the following reasons:

- The existing uses within the area proposed for rezoning are residential and would be permitted as a matter of right;
- If a commercial land use happened to locate mid-block among the existing residential uses such commercial encroachment would adversely impact the residential character of this community; and

- The proposed rezoning of the recommended area does not create any nonconforming uses.

Detailed descriptions of C-2 and R-3 district uses are provided in the Appendix.

At the August 21, 2012 City Planning Commission meeting, the Planning Commission recommended **Area 7** for rezoning consideration by the Wilmington City Council.

Area 8 – M-1 (Light Manufacturing)
Location: The area of this M-1 district is bounded by Pine Street on the west, North Spruce Street on the east, and bisected by E. 17th Street. This area is shown on Map P and on Map P-1.

Current Land Use: The land use survey reveals that this area is comprised of the Brown Boys and Girls Club, an outdoor recreation field and an outdoor storage building, and the Moyer Academy campus and its related buildings.

Current Zoning: The current zoning for this site is M-1.

Proposed Zoning: As shown on Map P and Map P-1, it is proposed that this M-1 zone be rezoned to R-3 for the following reasons:

- There are no M-1 matter of right uses located within the area proposed for rezoning;
- The majority of the existing uses currently present within this district are R-3 type uses and permitted as a matter of right;
- The area is surrounded by a solid R-3 residential row house community and the redevelopment of this area under M-1 zoning would be inappropriate; and
- The proposed rezoning does not create any nonconforming uses.

Detailed descriptions of M-1 and R-3 district matter-of-right uses are provided in the Appendix.

At the August 21, 2012 City Planning Commission meeting, the Planning Commission recommended **Area 8** for rezoning consideration by the Wilmington City Council.

Area 9 – M-1 (Light Manufacturing)
Location: This M-1 district is bounded by Vandever Avenue on the south, the North Market Street's C-1 district on the west, the R-3 district on the east, and by Gordon Street on the north. This area is depicted on the Map for Area 9.

Current Land Use: The land use survey reveals that this area is comprised of the Wilmington Job Corp campus and its related buildings between Vandever Avenue and E. 22nd Street. The area also includes row house uses between E. 22nd Street and Gordon Street that are permitted as a matter of right in R-3. Coincidentally, when an aerial photograph of this area was reviewed that included zoning district boundary lines and parcel lines, the review revealed that the zoning district boundary line bisected an existing parcel such that half of it was in the C-1 zone and the other half was zoned M-1. The dissected parcel includes the Delaware Architectural Association's office within an historic structure.

Current Zoning: The current zoning for this site is largely M-1 while a small portion near Vandever Avenue at the intersection North Market Street is zoned C-1.

Proposed Zoning: As shown on the Map Area 9, it is proposed that the majority of this M-1 zone be rezoned to R-3 and a small section of the M-1 zone be rezoned to C-1 for the following reasons:

- There are no M-1 matter of right uses located within the area proposed for rezoning;
- The majority of the existing uses currently present within this district are R-3 type uses and permitted as a matter of right;
- The zoning district boundary line will be corrected so that it no longer bisects an existing parcel such that the entire parcel will be zoned C-1; and
- The proposed rezoning does not create any nonconforming uses.

Potential Impacts

There will be no negative impacts upon existing land uses located within Area 9. Field surveys revealed that most of the existing uses within the proposed R-3 district are matter of right uses. And making the zoning district boundary line correction will not impact the existing C-1 use.

Uses Permitted as a Matter of Right: Because most of the existing uses are permitted as a matter of right under the new R-3 zoning district and existing C-1 zoning district, they will not be adversely impacted by the rezoning.

Nonconforming Uses: Any M-1 use which legally exists at the time of the rezoning, but which would not be permitted as a matter of right in the new zoning classification, nor be permitted with Zoning Board of Adjustment approval, becomes a nonconforming use. Nonconforming buildings and uses may continue to be used for the same nonconforming purpose after a rezoning (as "grandfathered" uses); but are subject to certain regulations, as follows:

a) Nonconforming buildings may not be enlarged or changed without ZBA approval;
b) Once discontinued for a period of one year, nonconforming uses cannot be reestablished unless the ZBA has established that the discontinuance was due to a cause beyond the control of the owner or other related actions; and
c) These uses must be registered with the Zoning Administrator within six months of the rezoning action which makes them nonconforming, and must continue to re-register every two years.
d) The property can be sold to a new owner for the same uses.

Detailed descriptions of C-1, M-1 and R-3 districts are provided in the Appendix.

At the August 21, 2012 City Planning Commission meeting, the Planning Commission recommended **Area 9A** and **Area 9B** for rezoning consideration by the Wilmington City Council.

B. Additional Recommendations

Public Input-based Recommendation - Pursuant to Working Group concerns about street lighting issues and parking congestion along the east curb of North Market Street between East 30th and 22th Streets, Planning staff conducted a focused examination of the commercial land uses and street lighting in the area. In addition, Planning staff also examined the above referenced area at several separate times.

The land use survey revealed that the area contains a few residential units on the second floors of a number of small commercial establishments consistent with existing C-1 and C-2 zoning districts. In addition to the commercial establishments located within this area, there are a few residential units located along this portion of North Market Street which blend in with this diverse urban streetscape.

Many of the commercial establishments are located within converted residential structures with most located at corners and frequented by the local residents. Survey work revealed that many customers are from the surrounding neighborhoods and walk to and from these business establishments while others use personal automobiles.

During the early spring and summer of 2011 and again in late fall of 2011, Planning staff conducted night time surveys of this area. These surveys revealed the presence of heavy tree canopies along North Market Street, between East 28th to East 30th Streets, which tend to obstruct the lighting of the existing street lights from reaching the sidewalks. The tree cover causes shadows and darkness directly under the street lights. Moreover, because of the mix of residential units and commercial establishments, on-street parking along this portion of North Market Street is often at a premium.

Presently this portion of the corridor is zoned C-1, C-2, and R-5B. Accordingly, the land uses located within the area cited by the Working Group are permitted as matter of right uses or they are permitted uses with Zoning Board of Adjustment approval. Consequently, while no rezoning of this area is recommended or proposed at this time, it is recommended that any additional new commercial ventures slated for this portion of the North Market Street corridor, that are not permitted as a matter of right, be carefully examined to determine the traffic impact that such new ventures might have on the existing area and on the issue of traffic or parking related congestion prior to their approval. In addition, Planning staff will contact the appropriate Public Works staff to conduct a follow-up investigation of the Working Group's concerns related to street lighting and on-street parking in this area of North Market Street between East 30th and East 22th Streets.

Public Input-based Recommendation - At the suggestion of the Working Group, Planning staff also conducted a second survey of vacant and abandoned residential properties located within the Price's Run/Riverside-11th Street Bridge Analysis Area. The purpose of the survey was to determine if the buildings and lots that were vacant or abandoned were also unsecured, making them easy targets for vandals thus permitting easy access to their interiors or providing sites for illegal dumping. In addition, Planning Department staff also discussed the issue of vacant and abandoned houses within the Analysis Area with the City's Department of Licenses & Inspections (L & I) staff.

The results of the discussions with L & I revealed that they conduct ongoing field inspections of the buildings and structures located throughout the entire City, not just the Price's Run/Riverside-11th Street Bridge Analysis Area's neighborhoods. Moreover, the L& I inspectors also provide follow-up on citizen generated complaints about illegal dumping as well as vacant or abandoned properties in the Price's Run/Riverside-11th Street Bridge Analysis Area as they are reported. When an L & I inspection or neighborhood survey reveals a property has become vacant or abandoned, specific steps are taken to prevent that property from becoming a nuisance in the community.

C. Transportation Recommendations for the Analysis Area

The transportation recommendations for the Price's Run/Riverside-11th Street Bridge Analysis Area address streets and highways; fixed route, fixed schedule bus service; and other forms of non-motorized transport (i.e., pedestrian and bicycle travel). Also, the recommendations take into consideration proposals for a river walk along the Brandywine Creek and the portions of the East Coast Greenway located within the Analysis Area. Those recommendations which have citywide impacts have not been included in this Plan since they are more appropriately listed in the Citywide Comprehensive Plan. In addition, some of the transportation recommendations aimed at vehicular traffic movements are actually suggestions to continue existing programmatic efforts to better enhance the connectivity, safety, and efficiency of the area's diverse traffic flow patterns. Towards that end, by reference the transportation recommendations and project suggestions contained within the ***2011 Wilmington Initiatives*** report and ***The City of Wilmington Bicycle Plan - 2008*** that are pertinent to the Price's Run/Riverside-11th Street Bridge Analysis Area are included herein.

1. Streets & Highway Transportation Recommendations

The transportation infrastructure of this analysis area was reviewed through field work and archival research since transportation is an engine of economic development along with being a key to continued growth and development within a region. The Price's Run/Riverside-11th Street Bridge Analysis Area comprehensive development plan includes transportation improvement recommendations. In addition, numerous public comments were received concerning the perceived transportation needs and deficiencies of the community. During this effort, the transportation and traffic recommendations proposed for implementation have been developed to address problems and concerns that were received during public input as well as issues identified during field observations and items documented in transportation planning studies and reports.

Some of the recommended projects are listed in other reports and documents, most notably among these are the **Wilmington Initiatives** report and the **Urban Corridor Studies** project report. By reference, these reports are included herein. In some cases, the proposed projects can be classified as transportation system management (TSM) types of projects. Some of the projects are classified as transportation enhancement projects. Yet others can be categorized as remedial traffic engineering projects frequently involving active re-construction of an intersection or parts of the right-of-way. The remedial traffic engineering projects may be undertaken in response to changes in traffic patterns and volumes.

Typically, TSM projects are relatively low cost; relatively easy to install, implement, or construct; and, when fully operational, provide an appreciable return on investment for an enhanced quality of life pursuant to the public's safety, health, and welfare concerning improved traffic flow. Transportation enhancement projects are those whose purpose is to enhance the transportation environment by making it more user-friendly and more compatible with adjacent land uses or future development of an area. Other projects combine the best practices of demonstrated successful approaches to solving transportation and traffic problems with the goal of ameliorating negative unintended and unanticipated consequences resulting from single focus solutions implemented in complex dynamic urban environments.

The recommendations also include the goal of using available technology to the greatest degree possible to ameliorate transportation problems without new construction and its associated disruptions to the surrounding environment. For example, re-examining how best to use older, less expensive existing traffic management technology to better manage traffic movement within and throughout the Price's Run/Riverside-11th Street Bridge Analysis Area helps address and solve traffic problems without right-of-way expansion. Traffic management technology can be used to synchronize the traffic signals to accommodate emergency vehicle movement; to improve traffic flow consistent with peak travel periods, travel desires, and traffic volumes; and to increase the capability of a street to handle traffic efficiently, safely, and expeditiously without reconstructing existing roads or building new roads.

Likewise, new technological or engineering approaches to solve urban neighborhood traffic problems are emerging from the application of certain surface transportation and environmental air quality policies nationally, i.e. federally funded Congestion Mitigation/Air Quality programs.

a. <u>Technology As A Traffic Management Tool Within the Price's Run/Riverside-11th Street Bridge Analysis Area</u>

Recommendation - It is recommended that the applicability and cost effectiveness of using various types of traffic management technology, including intelligent transportation system (ITS) technology and the red light camera program, be studied for appropriateness in application to the traffic and transportation management needs of N. Market Street, Northeast Boulevard, East 12th Street, East 30th Street, N. Thatcher Street, Locust Street, Claymont Street, Jessup Street, Pine Street, and Lamotte Street – just to name a few streets. The goal of such an effort would be to better manage traffic movement within and through the Price's Run/Riverside-11th Street Bridge Analysis Area without costly expansions to the existing roadway network; applying extensive remedial traffic engineering construction at site specific locations; or deploying police to enforce traffic laws pertaining to traffic operations.

Rationale – While the Price's Run/Riverside-11th Street Bridge Analysis Area's traffic circulation issues may appear to be localized, they are in fact part of Wilmington's comprehensive transportation system. The application of traffic management technology to the Price's Run/Riverside-11th Street Bridge Analysis Area's aforementioned major streets might help relieve traffic congestion and improve traffic flow not just within the area but also citywide. Traffic management technology can be used to synchronize the traffic signals, to facilitate emergency vehicle movement and to improve traffic flow consistent with peak travel periods, trip desires, turning movements, and traffic volumes. The thoughtful application of traffic

management technology can increase the capability of a street network to handle traffic efficiently, safely, and expeditiously without construction of new roads.

b. <u>Increase Enforcement of Traffic & Parking Regulations</u>

Recommendation - It is recommended that the Wilmington Police Department; the Public Works' Transportation Division of Parking Enforcement; and L & I staff collaborate to create a multi-faceted approach aimed at addressing illegal on-street vehicle parking, abandoned vehicles and vehicles speeding within the Price's Run/Riverside-11th Street Bridge Analysis Area. Under this approach, the Wilmington Police Department could temporarily station the portable, self-contained speed display and monitoring unit (i.e. the Speed Monitoring Awareness Radar Trailer) at various sites within the analysis area neighborhoods which are experiencing traffic violations related to excessive speed. Once on site, this unit could be used to record speeders and issue citations. Likewise, the installation of the red light camera program at selective intersections will help to decrease violations of red light signals at those intersections.

Under this recommendation, units of the appropriate City departments could increase their traffic operations and parking regulatory enforcement activities within the Price's Run/Riverside-11th Street Bridge Analysis Area neighborhoods to ticket violators of traffic operations as well as parking regulations and expeditiously remove abandoned vehicles.

Rationale - A goal of this effort is to protect and enhance the Price's Run/Riverside-11th Street Bridge Analysis Area's quality of life as relates to on-street parking congestion and the illegal parking of over-sized vehicles, namely trucks, in several neighborhoods. Parking of garbage trucks and other over-sized vehicles on neighborhood streets was frequently repeated by persons attending the public meetings. Vehicles operating illegally (i.e. high rates of speed, unsafe operation, double parking, excessively loud music, etc.) or vehicles illegally parked (i.e., especially abandoned cars) on neighborhood streets within and through the Price's Run/Riverside-11th Street Bridge Analysis Area were perceived by persons attending the public meetings as adversely impacting the area's quality of life. Key among these concerns were high rates of speed, impeding the flow of traffic (double parking), and abandoned vehicles. The vehicle related issues on a local street within a residential community were perceived as reducing the community's "quality of life." As such, strict traffic enforcement of vehicle operating regulations promotes positive perceptions of the area's streets as residential and "people friendly."

Speed monitoring units have been successfully used in Wilmington as an aid to traffic speed limit enforcement. Typically, the unit is set up in areas experiencing speed limit compliance problems and permitted to operate for several weeks. Because excessive speed along residential streets is frequently a leading cause of vehicular accidents, reducing the number of speeders will lead to decreased accidents and safer travel on Analysis Area streets. Also, with fewer accidents requiring fewer responses, police officers can devote more time to crime prevention. Moreover, as a mobile unit, it can be easily and quickly set up at various spots within a community to promote compliance with prevailing traffic speed limits. It is also recommended that after the aforementioned radar unit is removed, that active law enforcement be followed up to ticket traffic speed limit violators.

Abandoned vehicles create harborage opportunities for rodents, become eyesores and generally become nuisances which lower the quality of life when permitted to proliferate. Given the geometry of neighborhood streets, abandoned vehicles occupy curb space that could be used for on-street parking. Moreover, abandoned vehicles frequently become sites for illegal dumping which further leads to negative perceptions of the surrounding neighborhood.

c. Corridor Specific Streetscape Enhancement Recommendations

Recommendation - It is recommended that the North Market Street and Northeast Boulevard streetscape environments as well as other streets within the Plan's study area be enhanced to become more pedestrian-friendly (i.e., enhanced street lighting, sidewalk improvements, and intersection walkway improvements, etc.) to provide defense-able spaces; and to improve pedestrian linkages between major activity centers and communities.

In addition, discussions are also underway concerning the pedestrian overpass on Northeast Boulevard located between East 28th and East 30th Streets. Field investigations reveal that this pedestrian overpass is rarely used since traffic volumes on Northeast Boulevard are not heavy or constant as to prevent safe at-grade pedestrian crossings of this roadway. Preliminary ideas have focused on a creative re-use of the overpass structure that would improve its attractiveness as a gateway banner or structure advertising Wilmington's northeast communities. As of December 2011, no firm conclusions or recommendations for the re-use of the pedestrian overpass have been developed.

Implementing these types of improvements will make the corridors more pedestrian friendly environments commensurate with these streets standing as major access streets, multi-modal transportation corridors, and major traffic distributors throughout the City of Wilmington. Realization of this recommendation could be achieved via the ongoing collaborative partnership of the City of Wilmington, WILMAPCO, and DelDOT in order to design and fund appropriate projects aimed at increasing the pedestrian friendliness and vehicular safety of the streets.

Rationale - The specifics for some of these projects have been delineated as part of the Wilmington Initiatives study. As originally specified, these projects include major pedestrian and transit customer improvements that would also link the City's central business district as well as those communities adjacent to these two streets. The proposed projects would traverse a host of activity centers and trip-generating areas.

2. Public Transportation Recommendations

a. Bus Stop Realignment for Fixed Route Service

Recommendation - It is recommended that the Delaware Transit Corporation, the operator of DART 1st State fixed route bus service, determine the appropriateness of realigning the bus stops along all its regular routes that are located within the Price's Run/Riverside-11th Street Bridge Analysis Area. Moreover, should a bus stop realignment program be undertaken, it is also recommended that public participation be included as part of the bus stop realignment planning and implementation process so that future bus stop locations are designed with customer defense-able space design considerations, convenience, ease of use, and traffic safety in mind.

Bus stop realignment is considered a best practice for public transit operations planning. In other areas where the process of bus stop realignment has occurred, it has resulted in increased bus route schedule adherence, improved service reliability, and decreased operating costs since fewer buses will usually be required to maintain scheduled service intervals between buses. Moreover, the maintenance costs on individual buses will also be reduced since fewer stops and starts are required. An additional benefit includes decreased traffic congestion since buses won't be required to stop as often along a bus route and the traffic flow will improve. Another benefit will be the increased availability of curb space for on-street parking for residents and the decrease in parking violations in bus stops.

The recommended bus stop realignment should also include the relocation of bus stops from the near-side of intersections to the far-side of intersections as a traffic accident preventative measure. Likewise, the bus stop realignment should, to the greatest degree possible, avoid installation of any bus stops at mid-block locations. Coincident with the bus stop realignment campaign, it is recommended that appropriate street furniture and passenger amenities (i.e. shelters, schedule information canisters, etc.) be installed at the bus stops to increase the customer friendliness of bus stops, increase the availability of stop specific bus route information, and thus encourage increased transit patronage.

Rationale - Increasing the attractiveness of bus stops by making them safe waiting areas and by providing accurate route and schedule information is a "Win-Win" for everyone. It promotes use of the service since increased schedule adherence leads to greater service reliability that customers expect and want. Increased patronage without increased operating costs decreases subsidy requirements, decreases traffic related congestion, and enhances the attractiveness of bus service to the adjacent communities. Field observations reveal that while some bus stop upgrades have occurred, including installation of shelters and public timetable information displays, most lack public timetable displays which publicize route and schedule information. Before and after ridership studies by transit systems with extensive route and schedule information revealed that ridership increases occur following installation of the public timetables. Finally, if a bus stop realignment campaign is coordinated properly through a pro-active focused marketing and public participation campaign, an Adopt-A-Stop program can be established throughout the DART 1st State bus route network within Wilmington that showcases bus stops and boosts transit ridership.

b. Establish A DART "Transit On Patrol" Neighborhood Watch Program

Recommendation - It is recommended that DART 1st State establish an ongoing program to increase public awareness of DART buses and drivers as an integral part of the community both for safety and as an added dimension of the neighborhood watch or block watch programs. **Passenger Transport**, the public transit industry's weekly trade publication, has frequently described similar programs operated by transit authorities nationwide. These programs are very inexpensive to operate and simply involve publicizing their existence and coordinating with local emergency medical service providers and other types of first responders. Examples of such programs include the New Jersey Transit Corporation program, ***"Transit On Patrol or TOP,"*** or the ***"Safe Place - Safe Space"*** program operated by METRO Regional Transit Authority in Akron, Ohio.

Rationale - Nationally and within Delaware, there have been numerous examples of bus operators reporting unusual, dangerous, or emergency situations via their two-radios to transit system dispatchers who in turn contact the local police, fire, or other emergency medical service providers or first responders. Lives and property have been saved via the involvement of bus operators simply reporting to the dispatchers what they see that is out of the ordinary. Many areas regularly use bus operator reports for radio broadcasted traffic advisories during the morning and evening peak travel periods.

Given these examples, it is reasonable for bus operators to be involved, from their seats, in the reporting of suspected crime and visible injury to persons or property. Increasing the community acceptance of DART 1st State service via this value added community service gains it supporters by demonstrating its effectiveness as an extension of existing "Neighborhood Watch" and similar programs. Moreover, because the implementation of this recommendation simply formalizes what occurs naturally among professional bus operators, it should not add costs to DART 1st State's budget.

c. <u>Augment Saturday & Sunday Service</u>

Recommendation - It is recommended that DART 1st State augment its Sunday bus service that links the Greater Wilmington/New Castle County region's major activity and employment centers, churches, and neighborhoods with the Price's Run/Riverside-11th Street Bridge Analysis Area and other Wilmington neighborhoods. Augmenting Saturday and Sunday bus service may include increasing the span of bus service so that it begins earlier in the morning and operates later in the evening/night on Saturdays and Sundays to accommodate transit dependent workers at late closing employment centers.

Rationale - Transportation is an integral part of economic development by linking workers with jobs and shoppers with stores. As such, it has been proven that the home-to-work and work-to-home trips are the two trips most people make and have been proven to be vital to an area's economy. Transporting service workers to and from suburban job sites, the place most new services are developing, has been demonstrated to be a major function of public transportation service. Transporting shoppers to and from stores is also very important. Likewise, travel to and from church service is also a major function of public transportation Sunday service since this type of service typically adds to the quality of life.

Saturday and Sunday bus service that links workers with jobs and employment areas with potential and real workers adds to an area's livability and attractiveness. By augmenting Saturday and Sunday bus service, the intent is to expand route coverage; to increase the frequency of bus route service; to increase the span of operating bus service; or to implement some combination of these efforts that results in an overall increase in Saturday and Sunday bus service.

d. <u>DART Buses Should Be Right-Sized To Fit Operating Environment</u>

Recommendation - It is recommended that DART 1st State explore the feasibility and cost-effectiveness of "right-sizing" its transit fleet vehicle mix to include the purchase and operation of small standard transit buses (less than 40 feet long) for operation in appropriate areas of Wilmington and in many other areas of Delaware. Many emerging public transportation service

areas frequently lack the street geometry and scale of development to safely and efficiently accommodate the operation of large standard heavy duty transit buses. The Price's Run/Riverside-11th Street Bridge Analysis Area and many Wilmington streets do not possess the traffic engineering characteristics to accommodate sustained operation of large standard heavy duty transit buses in fixed route, fixed schedule transit service.

Rationale - In recent years, DART 1st State has increasingly purchased transit buses which are smaller than the traditional 102 inches wide by 40 feet long industry standard for "big buses" and are increasingly more energy efficient. This is commendable and there is emerging literature which states that the smaller transit buses actually fit the street geometry of Wilmington more appropriately than the large standard transit bus typical of its older fleet. Among many persons, the smaller standard transit vehicles are perceived as being more "human scale". Also, because the smaller buses have a reduced seating capacity, there is a positive perception concerning passenger loads.

D. Economic Development Recommendations

1. Issue/Problem – The area along the Brandywine Creek from Northeast Boulevard to Jessup Street and between East 16th Street to the Brandywine Creek formerly contained a scrap metal salvage yard and was also the site of the Wiley Cork Factory. With the demise of the industries that were once active in these areas, brownfields remain which inhibited redevelopment. Subsequently, the salvage yard relocated and the site, which has been mostly remediated, was eventually acquired by the City. The defunct Wiley Cork Factory site was purchased by a local church, and was remediated. In August 2010, this site was rezoned from M-1 to W-4. Given this area's location with excellent access to major roadways including I-495, proximity to the Wilmington CBD, and frontage along the Brandywine Creek, it is considered prime for development.

The overall national economic downturn that has lingered through 2010-2011 put a damper on any land use development activities moving forward. According to the 2011 Prioritized Transportation Project Descriptions of the **2011 Wilmington Initiatives** report, the 12th Street Connector project is listed as number six out of twenty-two transportation improvement projects within Wilmington. When constructed, this project would provide an alternate route into the Wilmington Central Business District (via 12th Street from I-495) and promote economic development along the north bank of the Brandywine Creek. The connector would be a boulevard design which would generally use the existing street beds of 12th, 13th, and 14th Streets between I-495 and the 16th Street Bridge.

Recommendation – Preliminary discussions with the area's major property owners revealed that there are many ideas for redeveloping the area. Historically, land use development activities within areas designated for transportation improvements have been delayed until a final decision has been made public by the anticipated transportation project sponsors. Therefore, it is recommended that this area be given a high priority for development by the City. Given this, it is important that the City and its transportation planning partners move expeditiously to begin construction of this important highway connector project.

Recent discussions among City staff concerning this area indicate that when economic conditions improve, a request for proposal may be issued to solicit proposals from a land developer who could develop the city-owned site since it has direct Brandywine Creek waterfront access. Similarly, the former Wiley Cork factory site, while owned by the local church's community development corporation (CDC), has also received some attention by the development community. Early discussions with the faith-based CDC officials revealed a wide range of development alternatives for their property including mixed uses (i.e., housing, social services, and others) which would be complementary to each other and beneficial to the surrounding Analysis Area.

Rationale – The aforementioned area has tremendous development potential especially given its extensive access to the Brandywine Creek. Recent editions of the Mayor's Vision Plan reports recognize the development potential of this area and suggest its value for residential development. Likewise, virtually everyone familiar with this waterfront area recognizes its development potential.

Long range development should include a mix of residential and commercial land uses along the Brandywine Creek ideally linked by a river walk, connecting the study area with Northeast Boulevard and the 16th Street Bridge. Appropriate streetscape improvements and enhancements can help to make this area attractive for pedestrians and other related land use development activities.

2. Issue/Problem – The Todds Lane Industrial Park, zoned M-1 (Light Manufacturing), is located between Bowers Street and the AMTRAK railroad line and between Todds Lane and the city limit northern boundary. While the industrial park contains a few residential units, the principal land uses are active businesses that include an outdoor vehicle storage lot – many that appear inoperable and perhaps awaiting sale to a scrap metal dealer, and other small repair shops, warehouses, and business enterprises. The overall area has been identified as one of economic development interest.

A Planning Department report dated November 1984 was prepared on the subject of developing a first class Todds Lane Industrial Park. By reference, the findings and concepts of this report are included herein. From an environmental perspective, a small portion of the area is located within the floodplain of a small stream that frequently, yet temporarily, floods onto the adjacent areas. The Todds Lane Industrial Park area also needs infrastructure improvements including storm water drainage culverts, water mains, and related upgrades as well as street lighting, fencing, and curbs along with sidewalk replacements. Also, located directly across Todds Lane and immediately south of this M-1 area is the Riverside public housing complex, an area zoned R-5A.

Recommendation – Preliminary discussions with the Office of Economic Development staff reveal ongoing interest in revisiting the Todds Lane Industrial Park concept. In addition, a member of the Working Group for the Price's Run/Riverside-11th Street Bridge Analysis Area owns a business that is located within the Todds Lane Industrial Park. As such, it is recommended that collaborative efforts be undertaken that support construction of Downing Drive which will provide additional access between the industrial park and Northeast

Boulevard/Governor Printz Boulevard and the I-495 exit at Edgemoor Road. Also, it is recommended that the other infrastructure improvements outlined in the aforementioned 1984 report be updated in order to assess current needs.

3. Issue/Problem – The Northeast Boulevard/Governor Printz Boulevard is a major gateway into the Analysis Area. Much of the adjacent land along either side of this major roadway is vacant or under-utilized.

Recommendation – It is recommended that the land on either side of the Northeast Boulevard/Governor Printz Boulevard gateway be developed into commercial and office parks which will provide locations for business enterprises that will be able to provide goods and services for purchase by residents from the surrounding communities.

E. Housing Recommendations

1. Housing is one the most critically important elements in the lives of people as well as in the social, economic, and environmental dimensions of communities and neighborhoods. Additionally, residential units typically account for major land use within urban areas. In economic terms, roughly 20 to 25 percent (and frequently more) of a household's income is devoted to housing costs. Moreover, on a regional and national basis, the housing industry has historically provided a foundation of economic development and jobs creation as well as linkages to numerous other facets of community development. From an environmental perspective, creation of residential developments takes a heavy toll on the natural environment both during housing construction and afterwards. Since the change in land use also results in changes in soil absorption levels, rain events create new impacts on storm water and waste water treatment facilities. Likewise, tremendous amounts of infrastructure are required for housing including streets, utilities, and community support services such as schools, parks, commercial establishments, and health care facilities. While housing has its roots in providing humans with weather protected shelter from the natural elements, it has evolved into something far more complex. And from the psychology of place perspective, housing units provide humanity with the basis for social contacts, friendships, a foundation for human growth and development as well as psychological well being, a sense of social status, and a sense of belonging.

In contrast to transportation infrastructure or water resource planning, there rarely is a regional housing development plan or a statewide plan for housing development. Also, unlike streets and highways and other types of infrastructure (utilities, water and sewer lines) which are planned and constructed by the government or other public sector entities, the vast majority of housing is planned, constructed, and developed by the private sector (i.e., the home construction and real estate industries). The exception for Wilmington is noted because the Delaware State Housing Authority provides a statewide plan for housing. Yet by contrast, local governments and other special purpose governmental districts use taxes on housing as a major source of local property tax revenue.

The housing types within the study area include row houses, semi-detached units, garden apartments, single family units that have been converted into multi-family units, high rise residential buildings (apartments and condominiums) and scores of public housing units operated

and managed by the Wilmington Housing Authority. Consequently, the condition of housing within the study area also embraces a broad range of categories from new construction and recently constructed to older yet modernized homes to dilapidated houses badly in need of repair to vacant and abandoned units.

Archival research reveals that the median age of housing units within the overall study area is over fifty years old. This includes the historic Brandywine Village which contains many historic housing units. Consequently, the Price's Run/Riverside-11th Street Bridge Analysis Area contains a broad variety and spectrum of housing types and housing styles that encompass many ages.

Within Wilmington, the City's Department of Real Estate and Housing has lead responsibility for the coordination and implementation of publicly funded housing and community development programs. As such, the federal financial assistance as targeted housing and community development flowing into Wilmington has been guided by the City's Department of Real Estate and Housing through its work program called a "Consolidated Plan." The Department's "Consolidated Plan," a federally required document, outlines tasks, programs, and projects that will be funded through a federally funded planning process for housing and community development. Copies of the City of Wilmington FY 2010 Consolidated Plan and the FY 2011 – 2015 Five Year Strategic Plan and the FY 2011 Annual Action Plan are available through the City's Department of Real Estate and Housing. These reports are summarized below.

The City's Department of Real Estate and Housing's Consolidated Plan, a five-year document, consists of several distinct elements including:

a. Development and analysis of the Vacant Property Strategy and Residential Improvement and Stabilization Effort (RISE).

b. Community workshops with over 100 persons representing community, government, non-profit providers, for-profit enterprises, and professional consultants to gain stakeholder input into the preparation of community assessments, identification of neighborhood needs, and preparation of strategic plans and target areas for each of the designated redevelopment areas. The community workshops were followed by Strategic Targeted Area Redevelopment (STAR) Workshops in four communities (one is located within the Price's Run/Riverside-11th Street Bridge Analysis Area). The STAR workshops explained the process and scope of the Consolidated Plan helping the community stakeholders to better understand the proposed budget, determine project eligibility, and identify potential projects. The purpose of the workshop was to obtain public input for community-specific project/program needs and to think about potential projects in a strategic manner that would enable each community to best leverage the limited supply of funds.

c. Meetings and interviews with city department and other provider agency stakeholders throughout the planning process to understand the current scope of programs, issues, and concerns. The one-on-one conversations helped develop strategies to address the community needs that were identified in each of the public workshops.

d. Review of existing community development-related planning documents and the incorporation of relevant findings and data into the strategic plan.

2. Price's Run/Riverside-11th Street Bridge Analysis Area Working Group members noted that the analysis area contains a broad mix of housing assets as well as housing needs. They stated that there is a need for housing that is suitable for all income levels and not just affordable or housing for middle-income families. As such, the following recommendations on housing include strategies aimed at both the Department of Real Estate and Housing initiatives as well as collaboration efforts with other governmental and private non-profit agencies whose mission involves the improvement of housing within the Price's Run/Riverside-11th Street Bridge Analysis Area.

a. **Recommendation** – It is recommended that mixed housing types for varying income levels be encouraged in redevelopment efforts to create sustainable communities within the Price's Run/Riverside-11th Street Bridge Analysis Area.

Rationale – Expanding housing types within the Price's Run/Riverside-11th Street Bridge Analysis Area increases the value of this important area of Wilmington and makes it more attractive for existing and future residents.

b. **Recommendation** – It is recommended that future housing units be constructed so that they have south facing sloping roofs to the greatest degree possible.

Rationale – In the United States, south facing sloping roofs greatly facilitate solar energy accommodations.

c. **Recommendation** – It is recommended that the City continue its search for additional flexible funding that can be used to eliminate blighted neighborhoods within the Price's Run/Riverside-11th Street Bridge Analysis Area.

Rationale – Given the average age of housing within the Analysis Area along with the decrease in owner occupancy and the increasing ages of owner occupants, there are many residential areas showing signs of blight. In addition, many sources of housing financial assistance place restrictions of the use of those funds to a specific type of housing related activity. Therefore, there is a need for flexibility in how the housing financial assistance funds can be used to solve housing problems.

d. **Recommendation** – It is recommended that the City's Department of Real Estate and Housing continue its search for funding that can be used for façade programs and residential rehabilitation within Analysis Area neighborhoods.

Rationale – Improving the appearance of the Analysis Area neighborhoods is directly linked to the public perception of an area as a desirable place to live or to invest in for business purposes. Moreover, many sources of housing financial assistance place restrictions on the use of those funds to a specific type of housing related activity.

e. **Recommendation** – It is recommended that the City's Department of Real Estate and Housing continue its effort to solicit private market investment from private sector companies and private non-profit agencies to reinvest in the Analysis Area's neighborhoods and communities.

Rationale – Historically, the private sector has developed the vast majority of housing within the City of Wilmington. What's more, the economic history of housing development reveals that private sector companies and private non-profit agencies can tap into greater financial resources for investment in the neighborhoods and communities of the Price's Run/Riverside-11th Street Bridge Analysis Area than can the City.

f. **Recommendation** – It is recommended that the City's Department of Real Estate and Housing continue its effort to work with State agencies and local nonprofit organizations pursuant to enhancing community development activities and addressing issues of homelessness within the Price's Run/Riverside-11th Street Bridge Analysis Area.

Rationale – This is a continuing effort of the City's Department of Real Estate and Housing.

g. **Recommendation** – It is recommended that the City's Department of Real Estate and Housing continue its efforts to address the need for market rate housing within the Price's Run/Riverside-11th Street Bridge Analysis Area.

Rationale – This is a continuing effort of the City's Department of Real Estate and Housing.

h. **Recommendation** – It is recommended that the City's Department of Real Estate and Housing continue: (1) its effort to address the need for affordable housing; (2) its effort to promote and stimulate projects which advance the goal of homeownership; (3) its collaborative efforts with L & I to address abandoned and vacant properties; (4) its efforts to address lead abatement issues; (5) its efforts to enhance the coordination between public and assisted housing providers, private and governmental health, mental health, and social service agencies in order to meet housing demand among special needs population groups; and (6) its collaborative efforts with community development corporations within the Price's Run/Riverside-11th Street Bridge Analysis Area.

Rationale – This is a continuing effort of the City's Department of Real Estate and Housing.

F. Recommendations for Parks and Recreational Facilities

1. Community Events

Issue/Problem – Because many residential neighborhoods contain more renters than owners, the renters are most often predisposed not to be acquainted with their neighbors or to know much about their neighborhoods.

Recommendation - It is recommended that the community groups, churches, Neighborhood Planning Councils, the City of Wilmington's Office of Cultural Affairs, and others with interests

in the Price's Run/Riverside-11th Street Bridge Analysis Area continue to collaborate to jointly sponsor community festivals and related social events such as block parties; thematic community fairs; or outdoor concerts for the study area's residents and others. Efforts to target residents and others through prevailing social media should be investigated for feasibility and appropriateness.

Several important community building outcomes result from these positive community activities including accomplishing civic minded goals and objectives by re-enforcing the neighborly bonds among residents and those organizations doing business within the study area. Events of this type have proven successful in promoting community awareness and community livability among neighbors in other places hosting such events.

The proposed events should be low cost or free and involve activities. They should promote the neighborhoods within the Price's Run/Riverside-11th Street Bridge Analysis Area as desirable places to live with accessibility, friendly people, and more. To accommodate the crowds, they should be scheduled to occur during times when weather is mild or in the fall shortly after school begins. Inclement weather can be a deterrent to full community-wide participation.

Rationale - Even though many long time residents remain, the study area contains a significant number of rental housing units. As a result, many of the people in the study area are not acquainted with their neighbors or each other, even as familiar strangers. Similarly, it was suggested that too frequently some newer residents are not aware of their own community's various features or its challenges and opportunities.

Because many residents do not know their neighbors, they are disconnected from each other and their neighborhoods. As a result of this disconnect, the real sense of community is lost and with it a common shared concern for health, safety and welfare of the neighbors or the neighborhood. Community fairs and neighborhood block parties have proven successful in helping neighbors re-connect with their residential areas. What's more, when people are acquainted with one another, they learn about shared common concerns and interests, which is a fundamental building block for community based crime prevention programs.

Recommendation - It is recommended that a walkway be established along the Brandywine Creek similar to the walkway located along the Christina River.

Rationale – As evidenced by the numbers of people who use the Christina River walkway and by people who visit the Brandywine Park and Zoo, they are naturally attracted to water for recreation purposes. Creating a walkway along the Brandywine Creek will help to connect Analysis Area residents and others to this valuable water resource. What's more, a Brandywine Creek walkway can be used for promoting physical fitness and good health through exercise by those who use it.

Recommendation - It is recommended that the quarry located adjacent to the Brown Boys and Girls Club be filled in to create additional open space for recreational purposes.

Rationale – Filling the quarry will eliminate a water hazard from the neighborhood and create additional useable open space for outdoor activities near the Brown Boys and Girls Club.

Issue – The 2008 City of Wilmington Bicycle Plan, endorsed by the WILMAPCO Council on November 13, 2008, lists Northeast Boulevard as one of two key corridors needed to create a complete travel network. Northeast Boulevard and the area along the Brandywine Creek between Northeast Boulevard and North Market Street are also designated as "Proposed Wilmington Greenways" in the Plan. The Plan also contains a map that shows North Market Street and Northeast Boulevard as part of the "Proposed Bicycle Network."

Recommendation – It is recommended that the 2008 City of Wilmington Bicycle Plan be reviewed to determine priority projects and their funding estimates in order to implement the WILMAPCO Council endorsed Plan within the Price's Run/Riverside-11th Street Bridge Analysis Area.

Rationale – Establishing designated bicycle travel pathways within the Price's Run/Riverside-11th Street Bridge Analysis Area that are consistent with the Plan makes sense from a variety of perspectives. These benefits include providing non-motorized travel access along the Brandywine Creek for exercise; providing non-motorized travel pathways throughout the Analysis Area increases its connections to other Wilmington communities; and federal funding in support of this effort may be available to off-set local costs.

2. A Master Plan for the City's Parks and Recreation Department is under development. It will include recommendations for the parks located within this Analysis Area.

G. Recommendations for Special Purpose Programs

Public input revealed the need for special purpose programs that are focused and directed towards increasing the number of owner-occupied residents within the Price's Run/Riverside-11th Street Bridge Analysis Area. This input also identified the need for programs which can assist owners in making small repairs to their homes whenever feasible. Such efforts help to increase a community's sustainability.

1. Tool Library

Issue/Problem – Low and moderate income home owners need access to tools in order to make needed home repairs.

Recommendation - It is recommended that a mobile tool library pilot program demonstration be undertaken within a select number of neighborhoods within the Price's Run/Riverside-11th Street Bridge Analysis Area. A mobile tool library would make available to homeowners who are fixing up their own dwellings, tools commonly used in renovating a house. The tools would be loaned to the owner-occupants of residential dwellings at a nominal cost for the purpose of renovating their own dwellings. Details for managing such a program can be determined by the program managers.

Rationale - Establishing a publicly sponsored mobile tool library within the Price's Run/Riverside-11th Street Bridge Analysis Area as a pilot demonstration program would make

certain tools that are commonly, but perhaps infrequently used in household repair available to homeowners doing such repairs that require said tools at a low cost.

Such a program proved to be successful when established by the Columbus (Ohio) Department of Development in the early 1970s. It helped homeowners, who could not afford to purchase certain household tools commonly though infrequently used in home renovation, use them on loan in order to complete many home repairs and other household do-it-yourself projects without excessive costs associated with buying tools that would be used only once or sparingly.

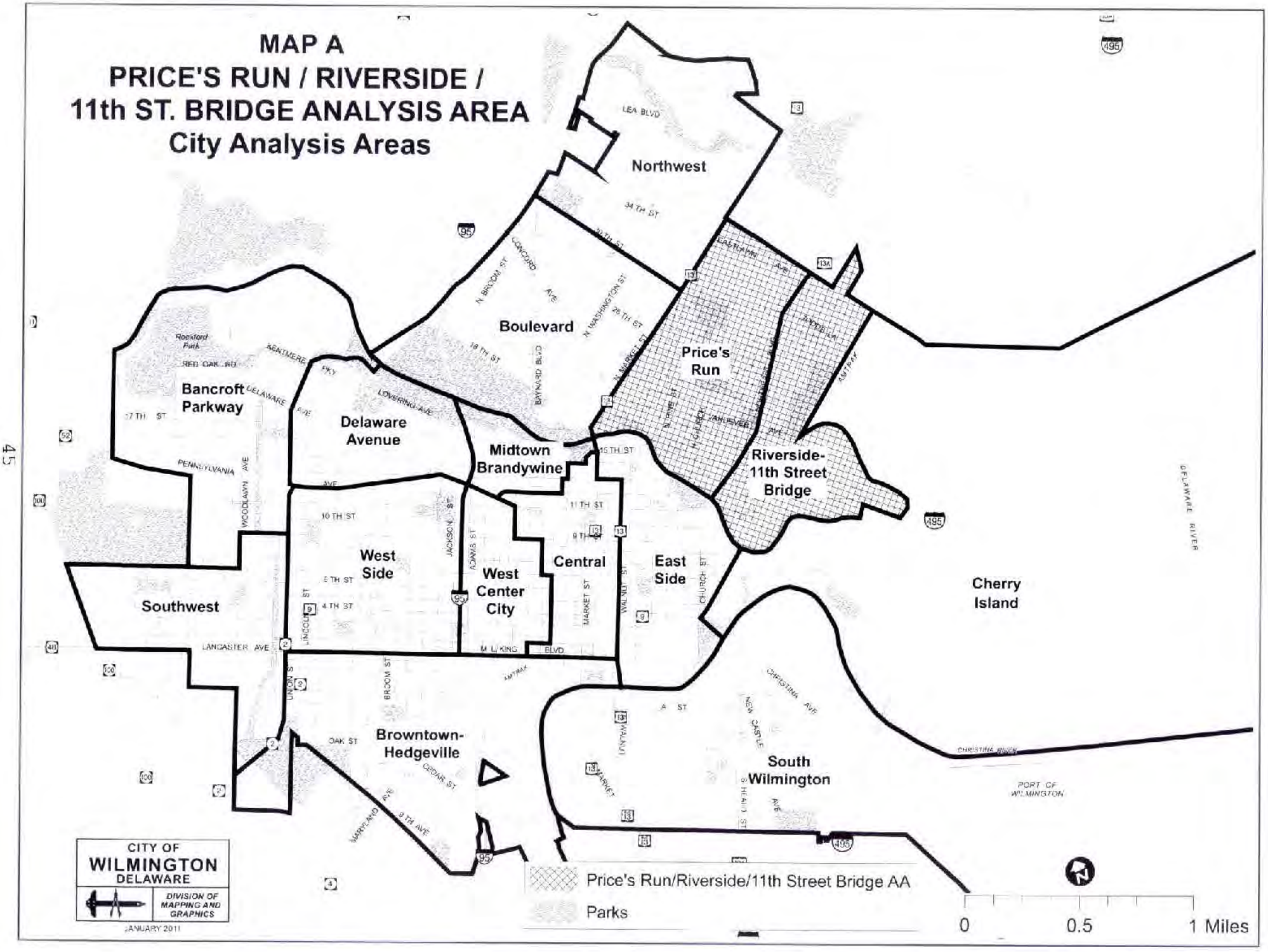
2. Recommendations from other Special Purpose Plans

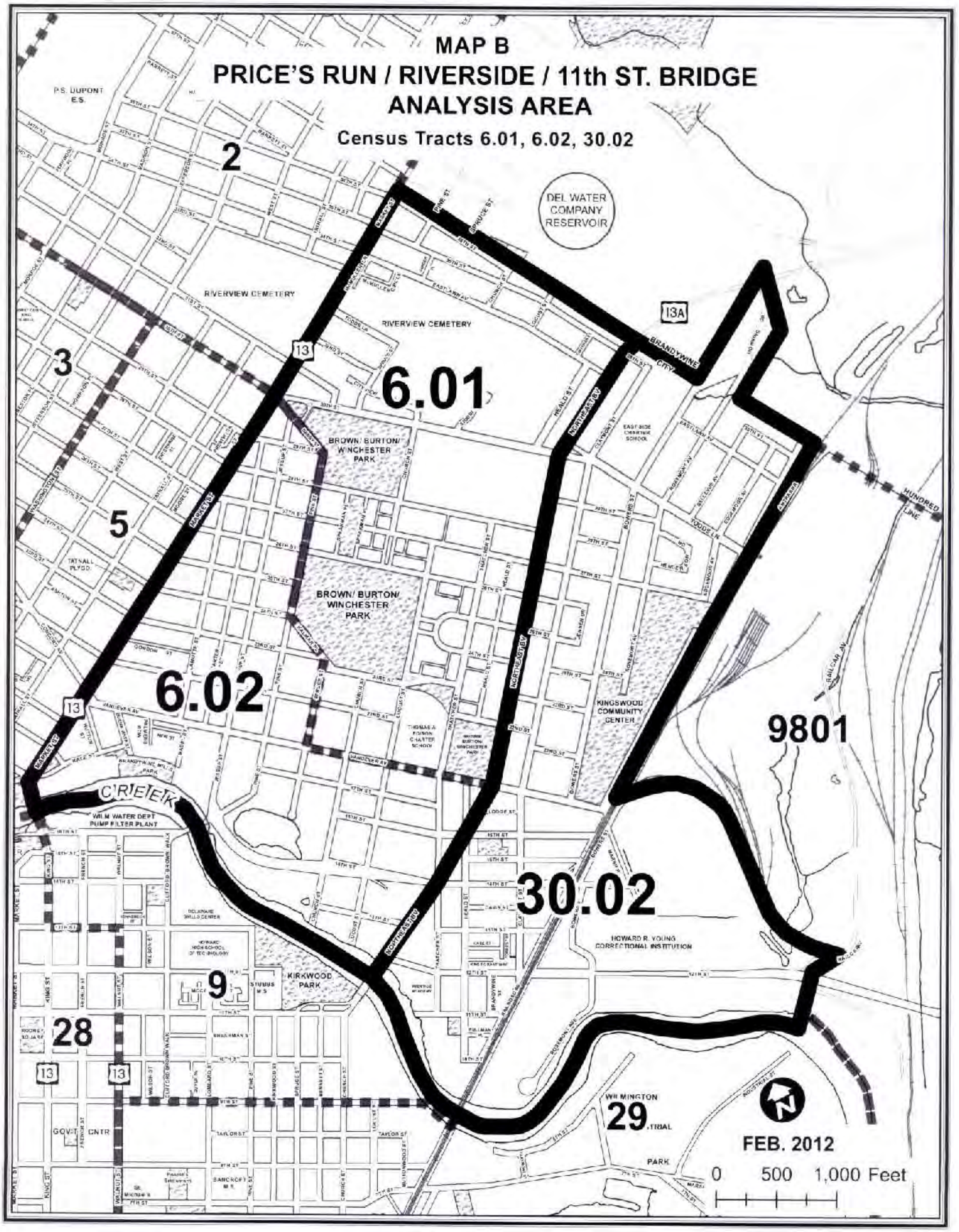
The Price's Run/Riverside-11th Street Bridge Analysis Area is home to several special purpose planning groups including Neighborhood Planning Councils 1 and 3, Greater Brandywine Village Revitalization, Incorporated, and the ad hoc group, the Riverside Blueprint Community. In addition to these groups, a number of other agencies or community organizations have prepared special purpose community studies or redevelopment plans that have targeted specific neighborhoods or parts of neighborhoods, census tracts, or other unique geographic areas within the area. In general, the recommendations from these other plans can be categorized as addressing housing; transportation and infrastructure; parks, recreation and open space; public safety; community and economic development; and urban aesthetics or neighborhood beautification. Many of the plan recommendations focus on improving the quality of life for citizens residing within the specific geographic areas covered by the plans. Moreover, given the gravity of the problems targeted by the recommendations, the special purpose plans take the view that solving the identified problems must be done in a systematic manner so that the solutions, once implemented, will most likely not create new problems or result in unanticipated negative impacts.

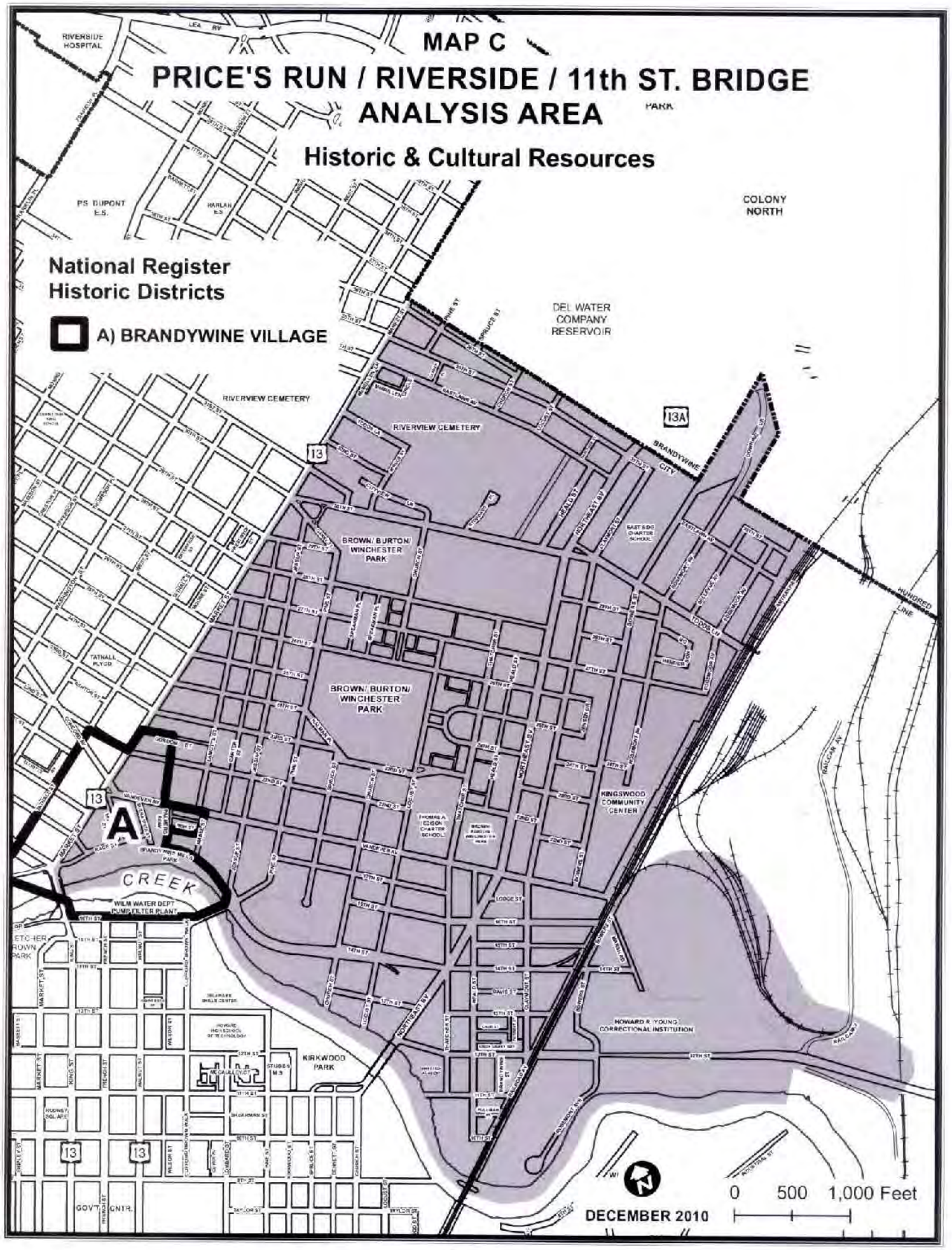
Given the wide diversity of the special purpose plans that have been developed by these various neighborhood-based organizations, many of the proposed recommendations may not be appropriate for inclusion in the comprehensive development plan. Some of the recommendations are not land use based while others focus on regulatory enforcement by other City departments or public agencies. Many of the plans were developed to focus on capital improvements necessary to improve neighborhood conditions. The Price's Run/Riverside-11th Street Bridge Analysis Area Neighborhood Comprehensive Development Plan does provide the land use recommendations to address many of the issues discussed in the various neighborhood plans.

Price's Run/Riverside-11th Street Bridge Neighborhood Analysis Area Comprehensive Development Plan Maps

MAP A
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE ANALYSIS AREA
City Analysis Areas

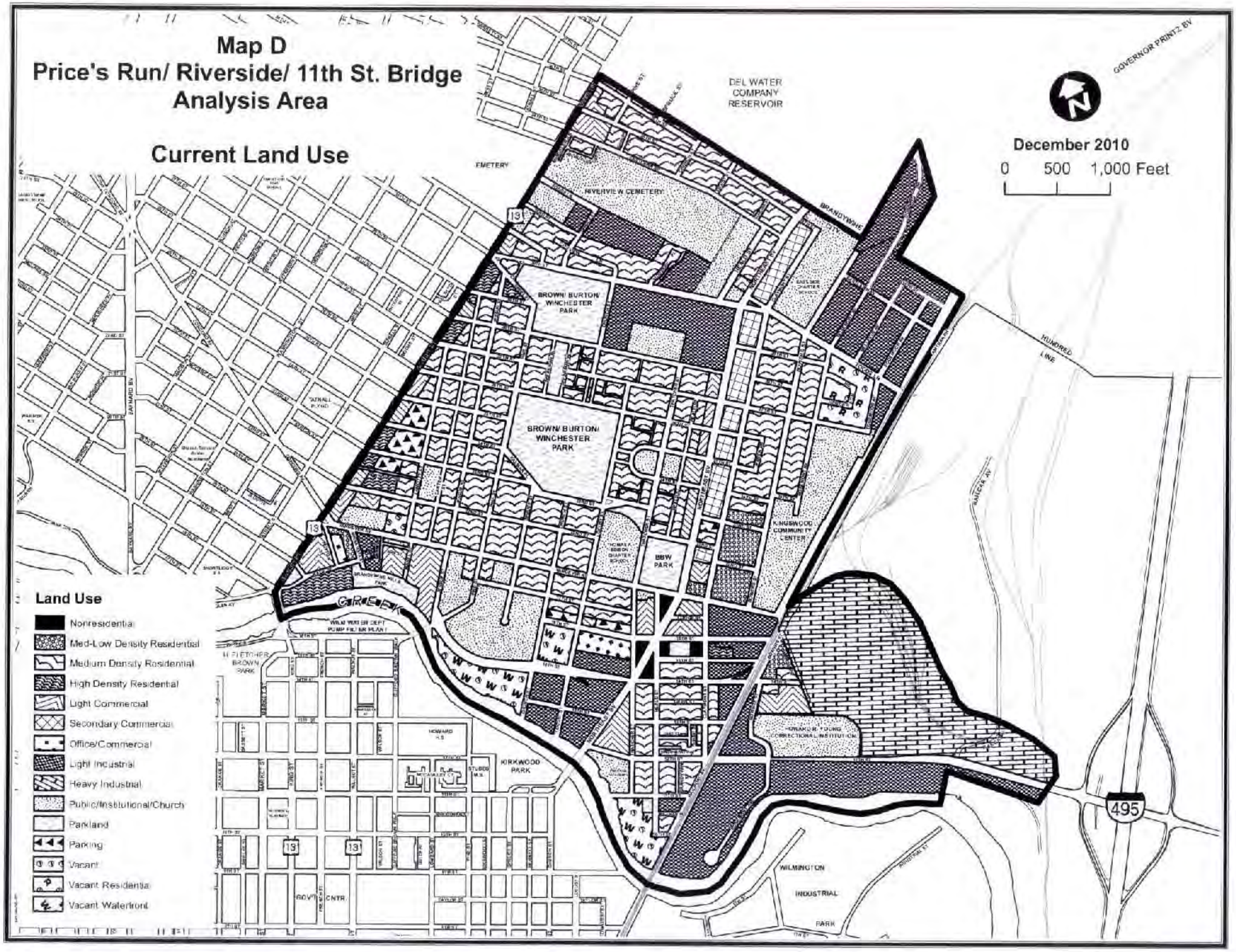


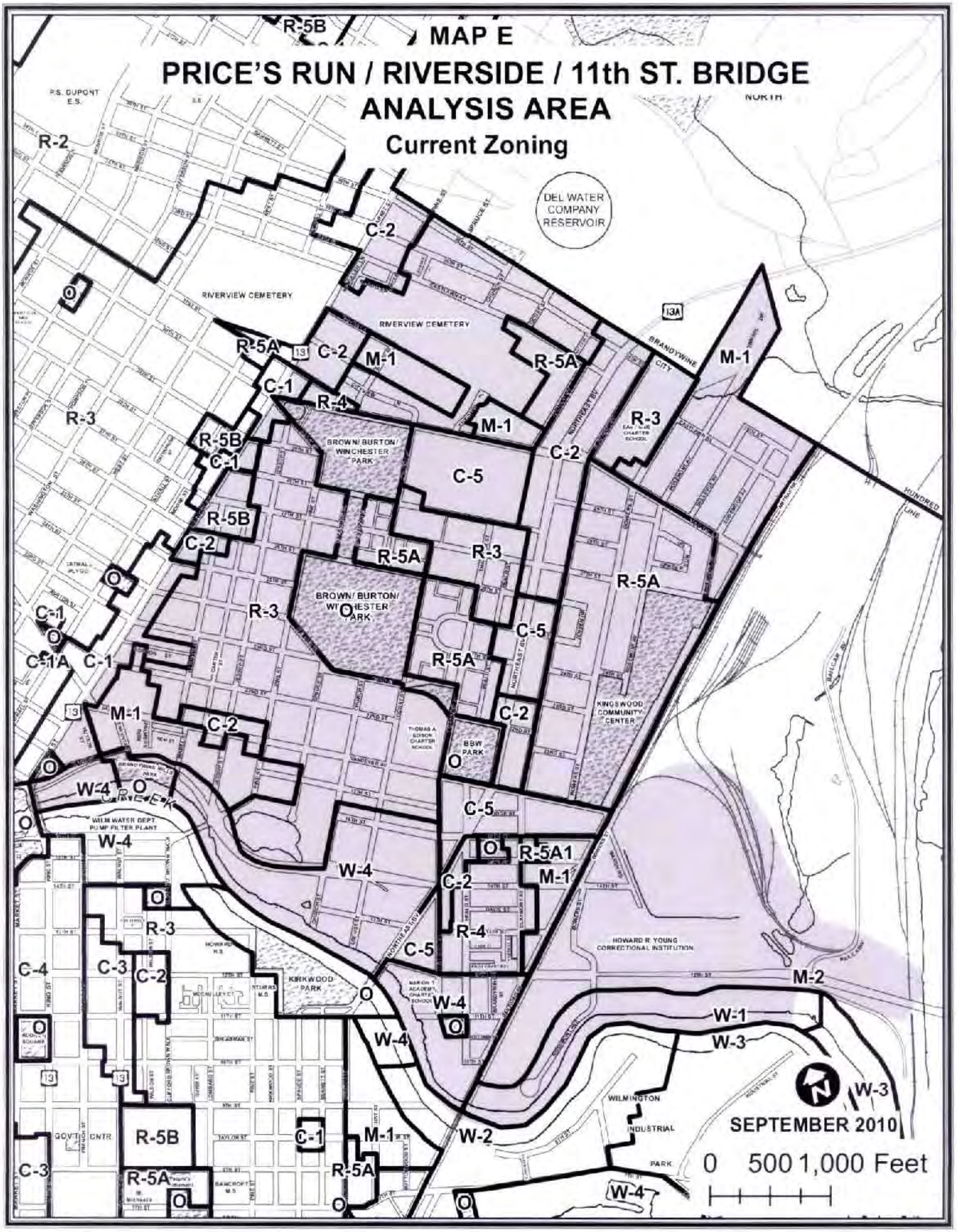

MAP B
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
Census Tracts 6.01, 6.02, 30.02
2
3
5
6.01
6.02
9801
30.02
9
28
29
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
BROWN/ BURTON/ WINCHESTER PARK
KINGSWOOD COMMUNITY CENTER
HOWARD R. YOUNG CORRECTIONAL INSTITUTION
KIRKWOOD PARK
WILM WATER DEPT PUMP FILTER PLANT
CREEK
P.S. DUPONT E.S.
13
13A
BRANDYWINE CITY
NORTHEAST BV
MARKET ST
HUNDRED LINE
FEB. 2012
0 500 1,000 Feet

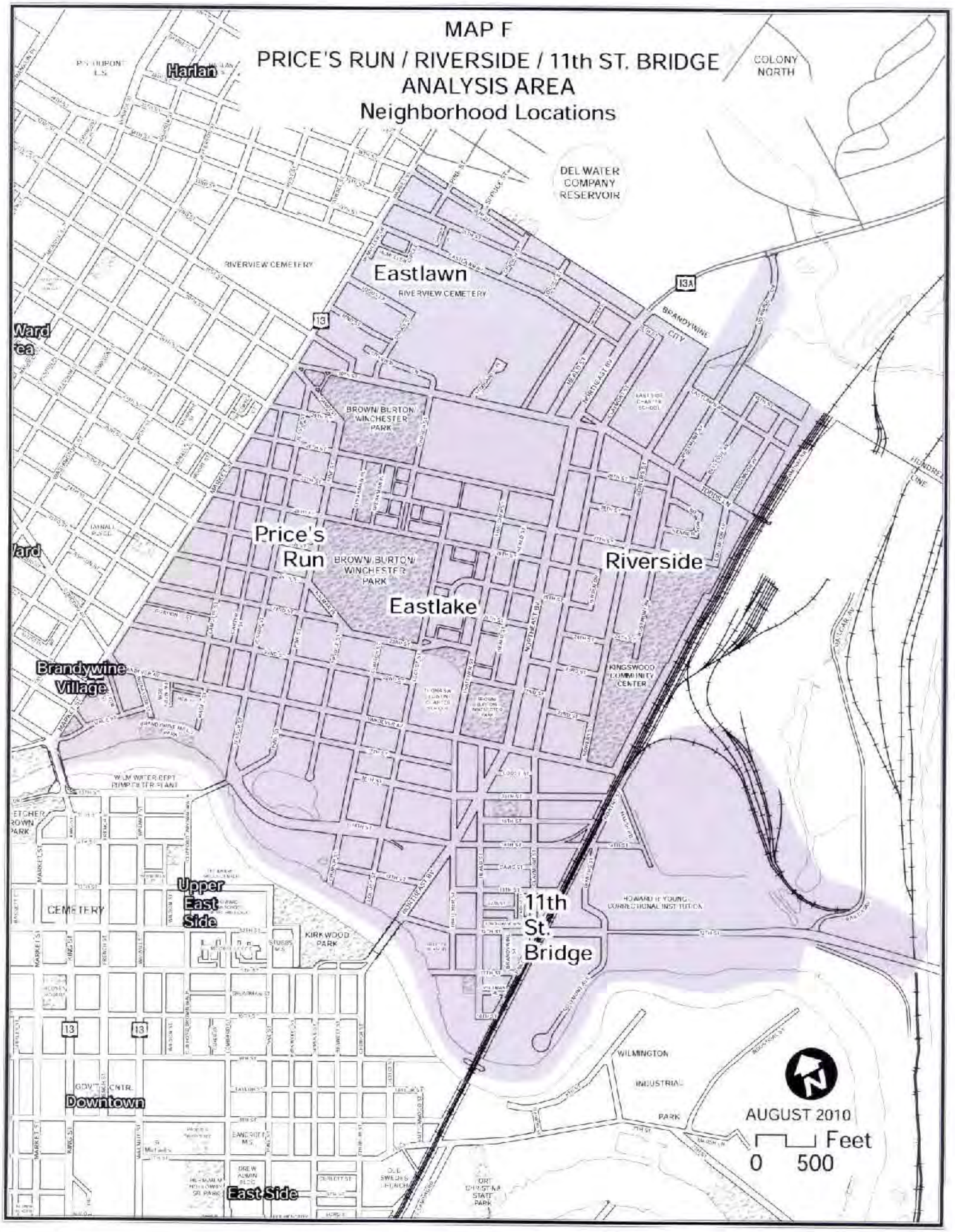

MAP C
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
Historic & Cultural Resources
National Register
Historic Districts
A) BRANDYWINE VILLAGE
RIVERSIDE HOSPITAL
PS DUPONT E.S.
HARLAN E.S.
COLONY NORTH
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
BROWN/ BURTON/ WINCHESTER PARK
KINGSWOOD COMMUNITY CENTER
HOWARD R. YOUNG CORRECTIONAL INSTITUTION
KIRKWOOD PARK
WILM WATER DEPT PUMP FILTER PLANT
CREEK
A
13
13A
0 500 1,000 Feet
DECEMBER 2010

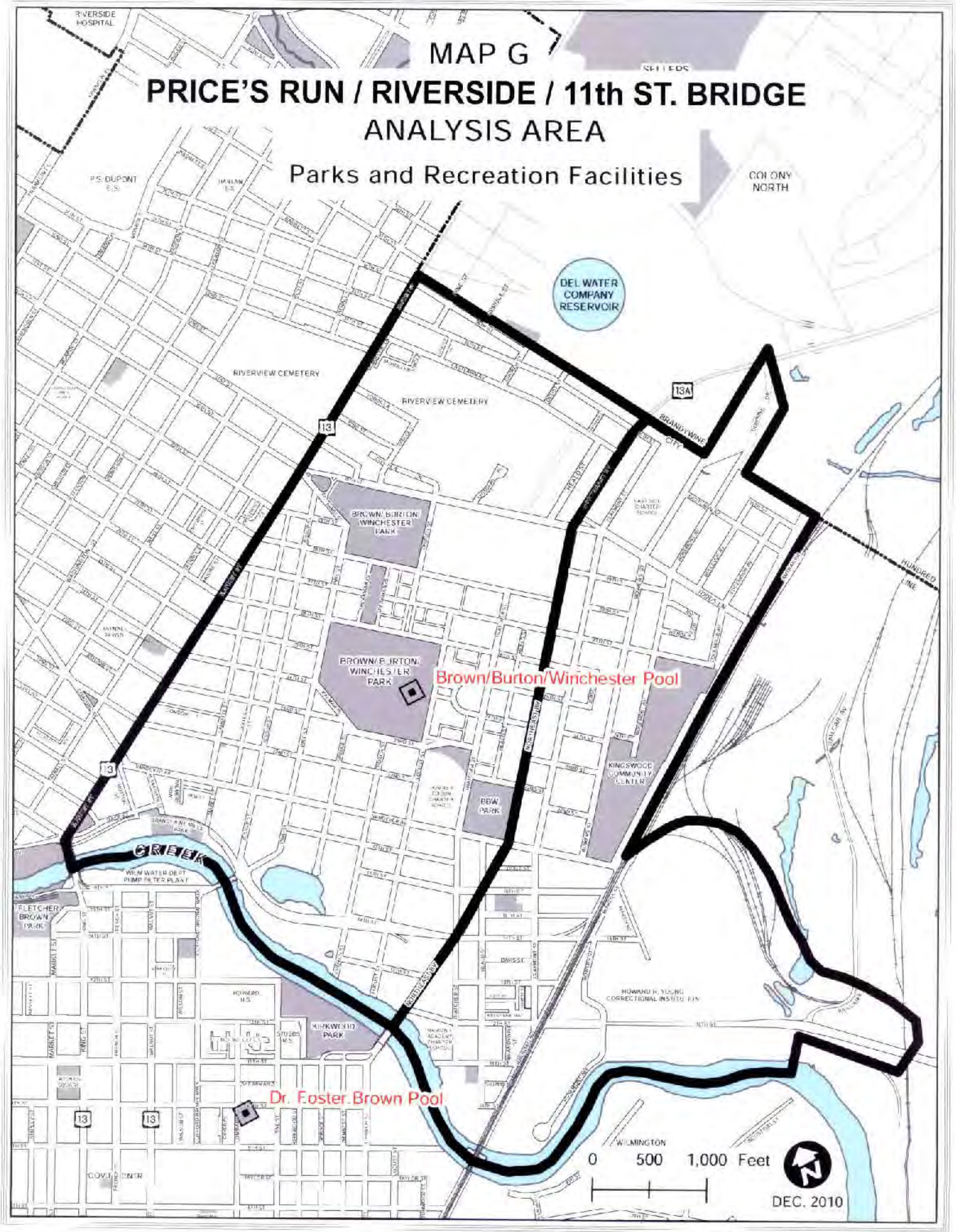
Map D
Price's Run/ Riverside/ 11th St. Bridge Analysis Area

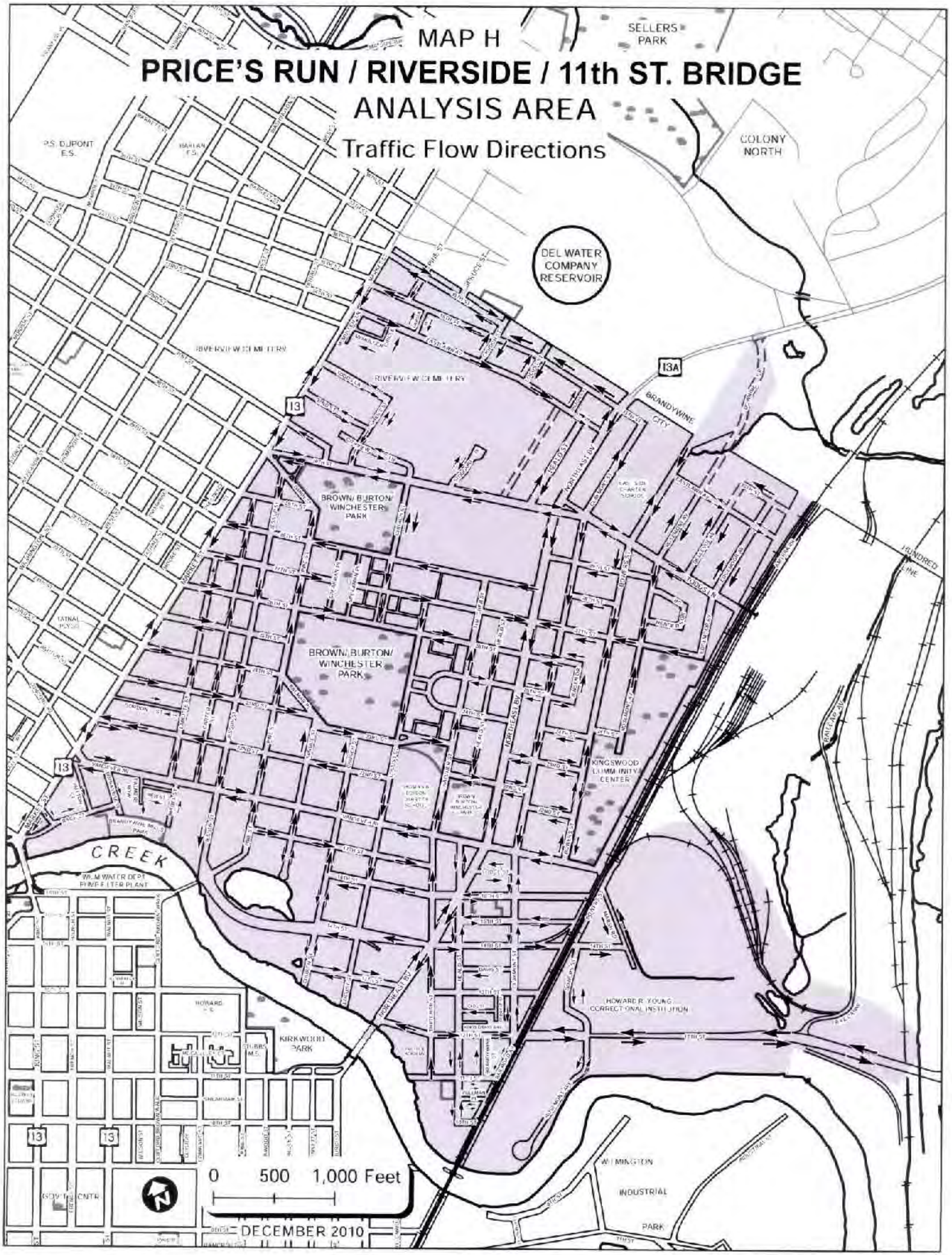
Current Land Use

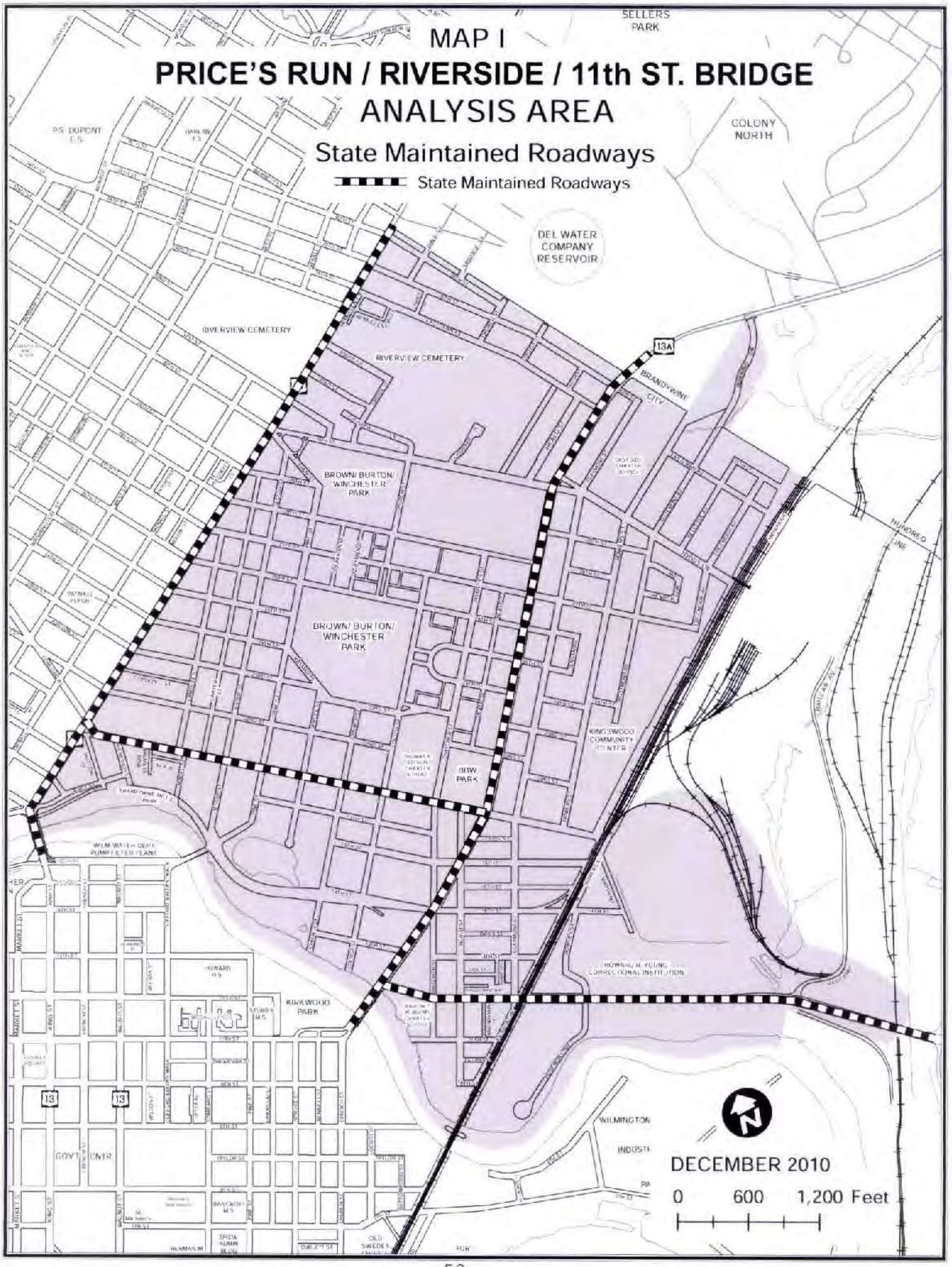


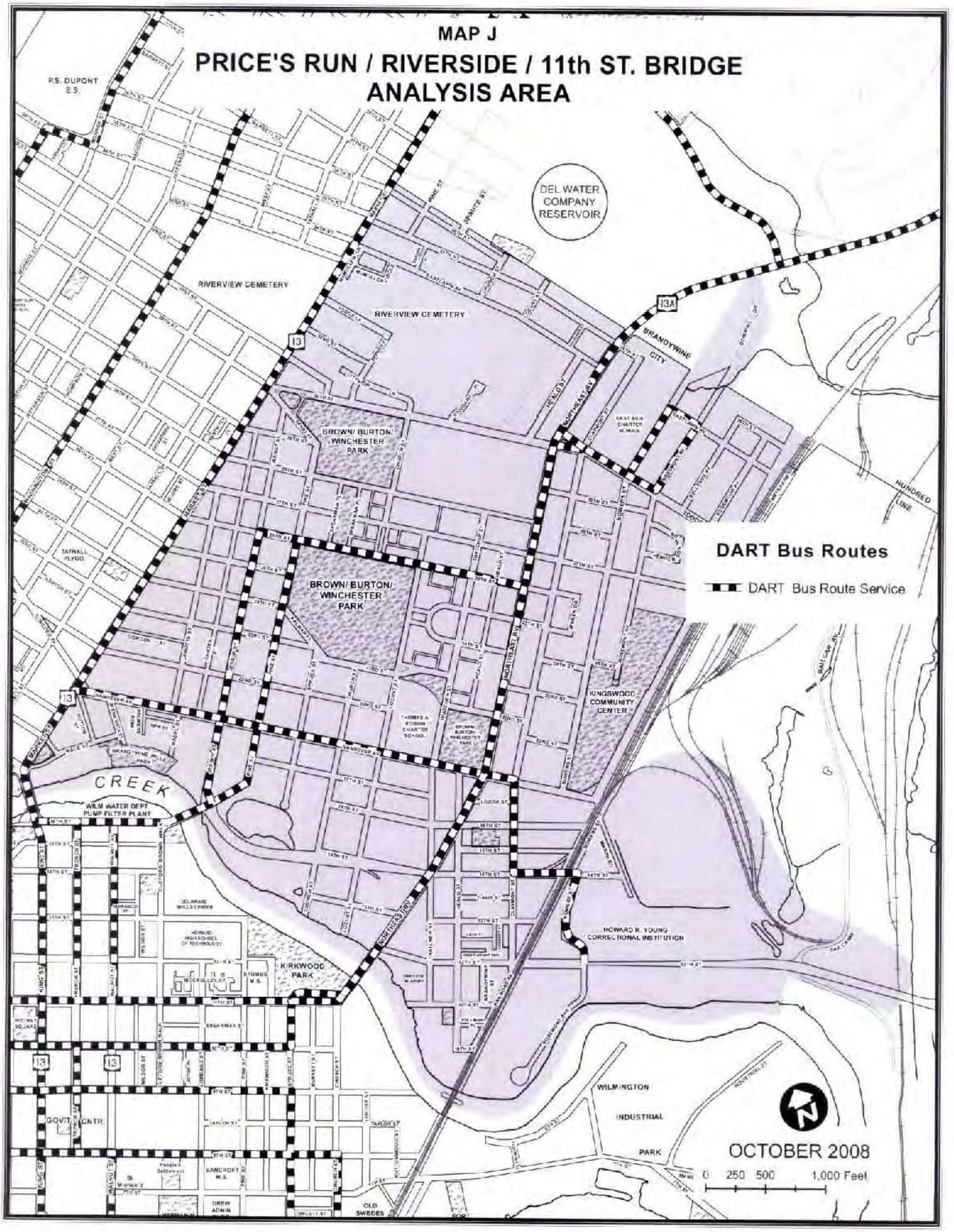

MAP E
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
Current Zoning
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
BROWN/ BURTON/ WINCHESTER PARK
KINGSWOOD COMMUNITY CENTER
HOWARD R. YOUNG CORRECTIONAL INSTITUTION
KIRKWOOD PARK
WILMINGTON INDUSTRIAL PARK
WILMWATER DEPT PUMP FILTER PLANT
BRANDYWINE CITY
HUNDRED LINE
SEPTEMBER 2010
0 500 1,000 Feet

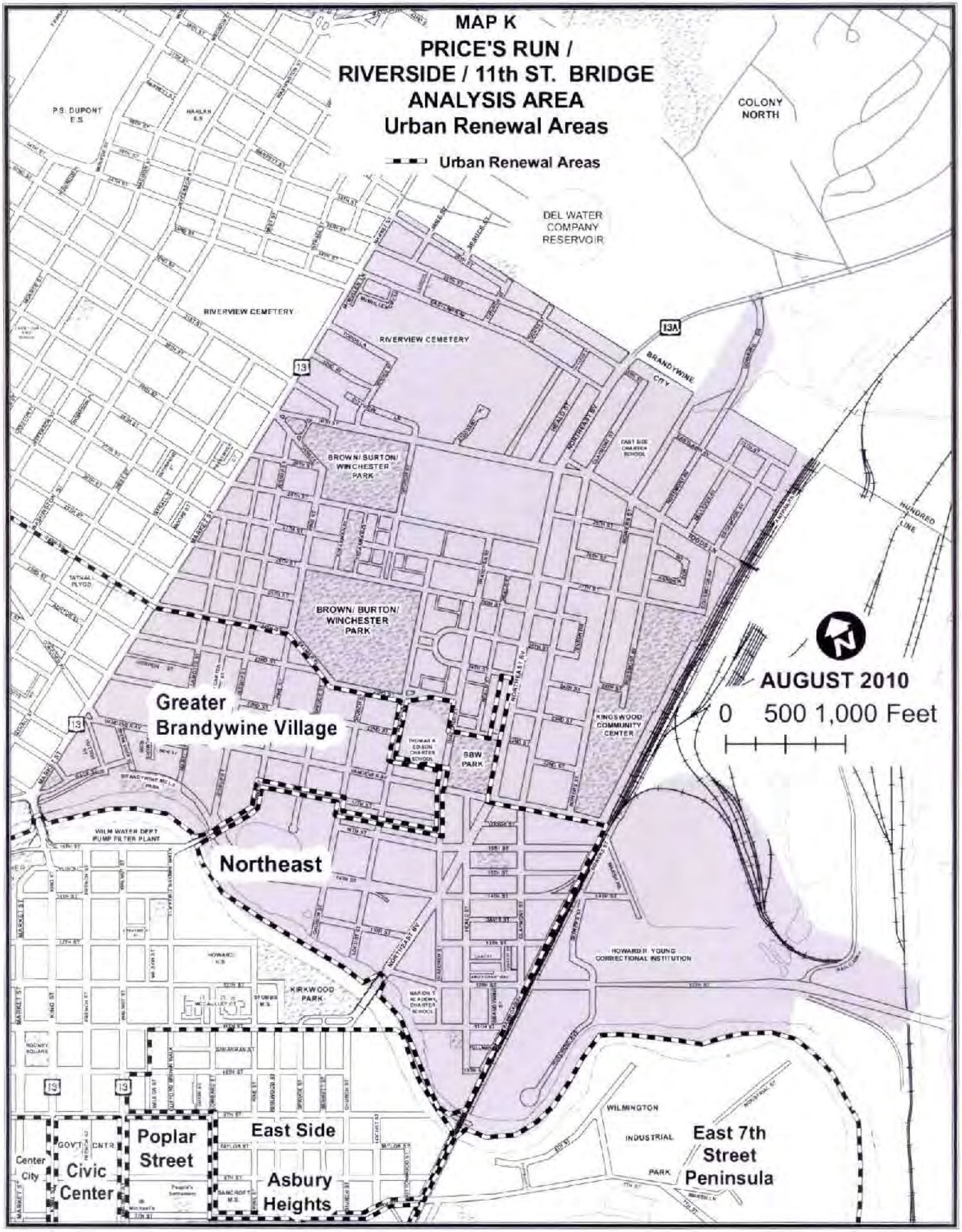

MAP F
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
Neighborhood Locations
Harlan
COLONY NORTH
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
Eastlawn
RIVERVIEW CEMETERY
13A
13
BRANDYWINE CITY
BROWN/BURTON/ WINCHESTER PARK
Price's Run
BROWN/BURTON/ WINCHESTER PARK
Riverside
Eastlake
Brandywine Village
KINGSWOOD COMMUNITY CENTER
WILM WATER DEPT PUMPING STATION PLANT
Upper East Side
CEMETERY
KIRKWOOD PARK
11th St. Bridge
HOWARD R YOUNG CORRECTIONAL INSTITUTION
WILMINGTON INDUSTRIAL PARK
GOV'T CENTR.
Downtown
East Side
AUGUST 2010
Feet
0 500

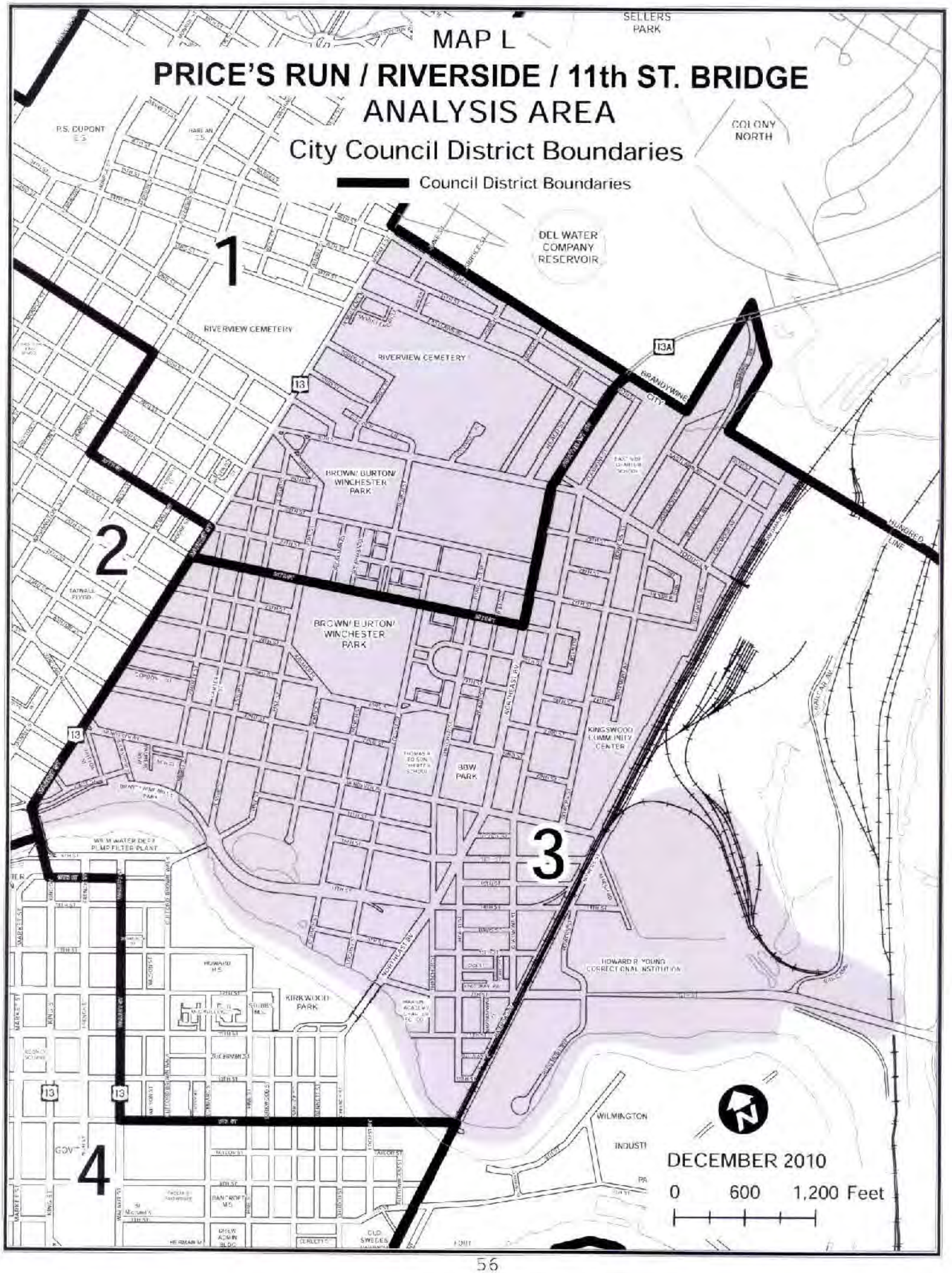

MAP G
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
Parks and Recreation Facilities
COLONY NORTH
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
RIVERVIEW CEMETERY
BROWN/BURTON/ WINCHESTER PARK
BROWN/BURTON/ WINCHESTER PARK
Brown/Burton/Winchester Pool
KINGSWOOD COMMUNITY CENTER
BBW PARK
CREEK
FLETCHER BROWN PARK
KIRKWOOD PARK
Dr. Foster Brown Pool
WILMINGTON
0 500 1,000 Feet
DEC. 2010

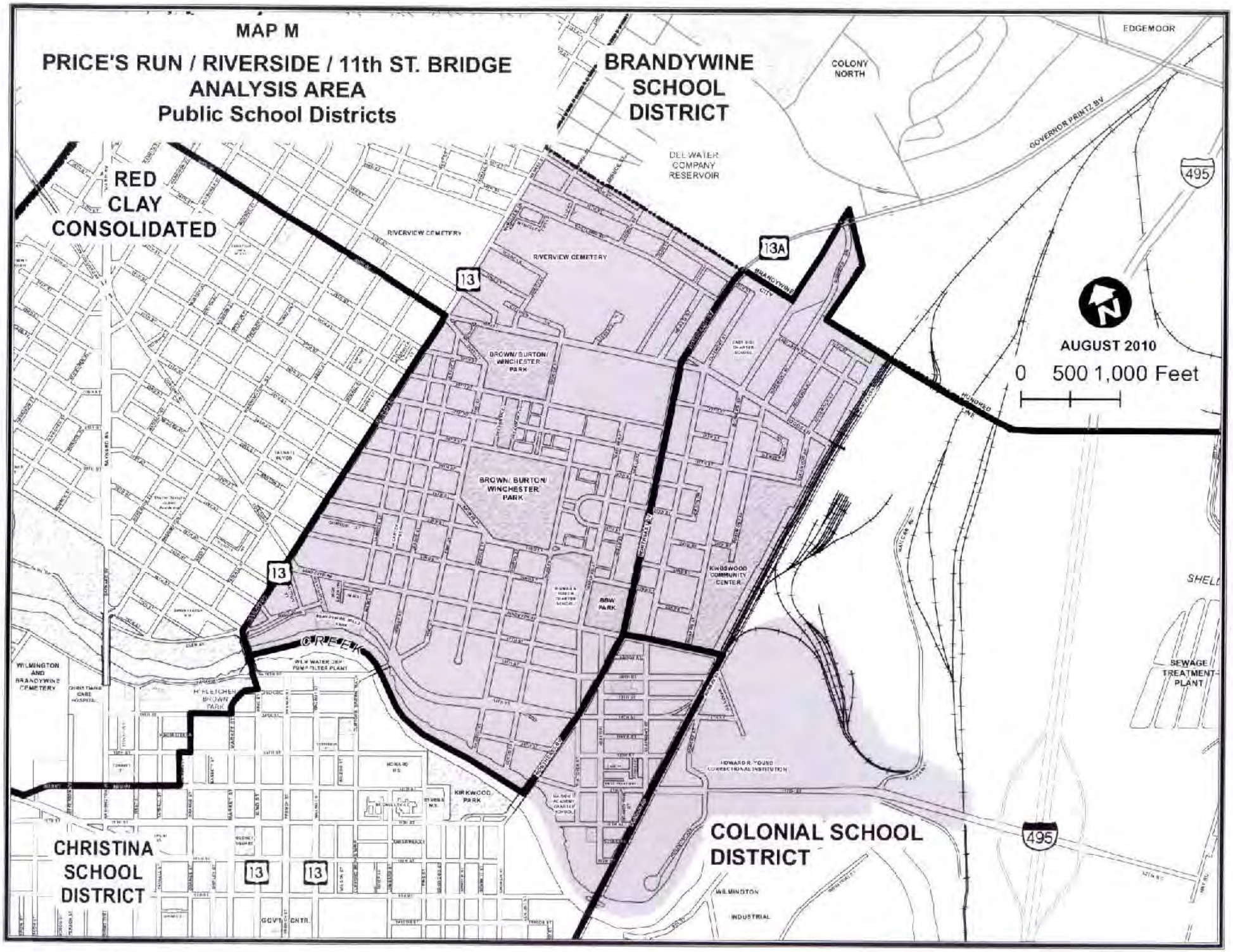

MAP H
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
Traffic Flow Directions
SELLERS PARK
COLONY NORTH
P.S. DUPONT E.S.
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
BROWN/ BURTON/ WINCHESTER PARK
BRANDYWINE CITY
KINGSWOOD COMMUNITY CENTER
CREEK
W.M. WATER DEPT FILTER PLANT
HOWARD R. YOUNG CORRECTIONAL INSTITUTION
KIRKWOOD PARK
WILMINGTON INDUSTRIAL PARK
0 500 1,000 Feet
DECEMBER 2010

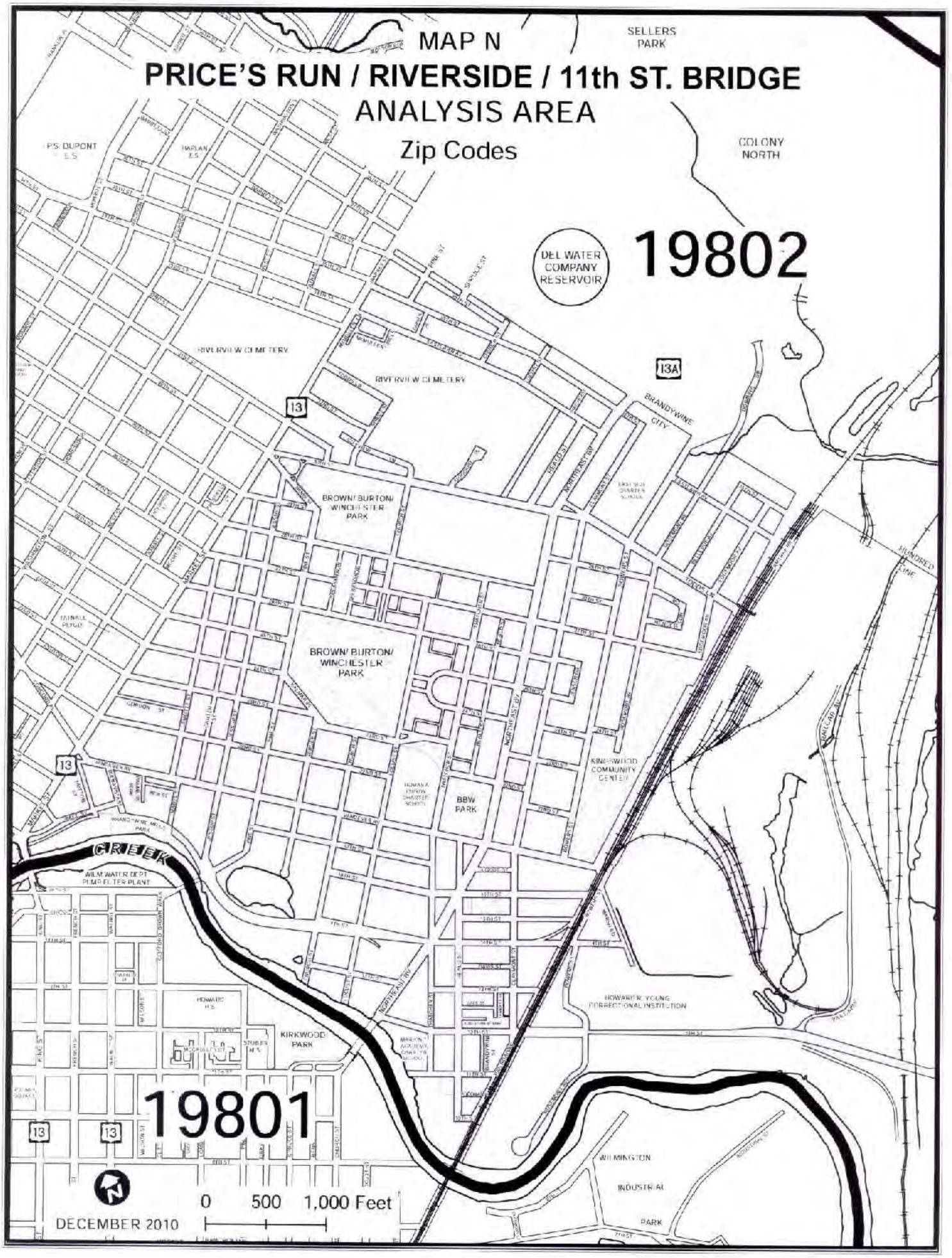

MAP I
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
State Maintained Roadways
State Maintained Roadways
SELLERS PARK
COLONY NORTH
P.S. DUPONT
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
RIVERVIEW CEMETERY
13A
BRANDYWINE CITY
BROWN/ BURTON/ WINCHESTER PARK
BROWN/ BURTON/ WINCHESTER PARK
HUNDRED LINE
KINGSWOOD COMMUNITY CENTER
BBW PARK
WILM WATER DEPT PUMP & FILTER PLANT
HOWARD H.S.
KIRKWOOD PARK
HOWARD R. YOUNG CORRECTIONAL INSTITUTION
13
13
GOVT CNTR
WILMINGTON
INDUSTR
DECEMBER 2010
0 600 1,200 Feet

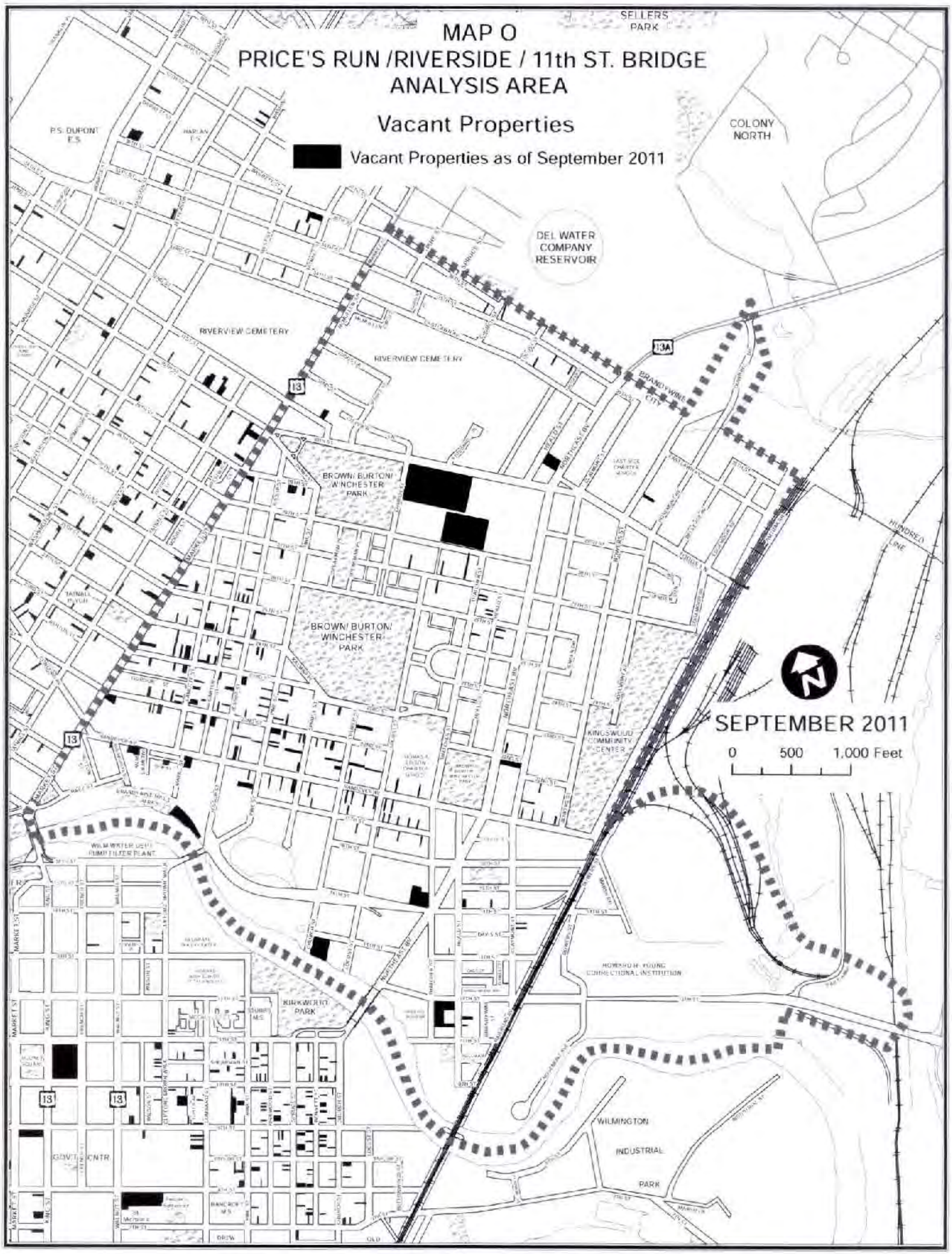

MAP J
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
P.S. DUPONT E.S.
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
RIVERVIEW CEMETERY
BROWN/ BURTON/ WINCHESTER PARK
BROWN/ BURTON/ WINCHESTER PARK
BRANDYWINE CITY
HUNDRED LINE
TATNALL PLYGD.
DART Bus Routes
DART Bus Route Service
KINGSWOOD COMMUNITY CENTER
CREEK
WILM WATER DEPT PUMP FILTER PLANT
KIRKWOOD PARK
HOWARD R. YOUNG CORRECTIONAL INSTITUTION
WILMINGTON INDUSTRIAL PARK
GOVT. CNTR.
OLD SWEDES
OCTOBER 2008
0 250 500 1,000 Feet

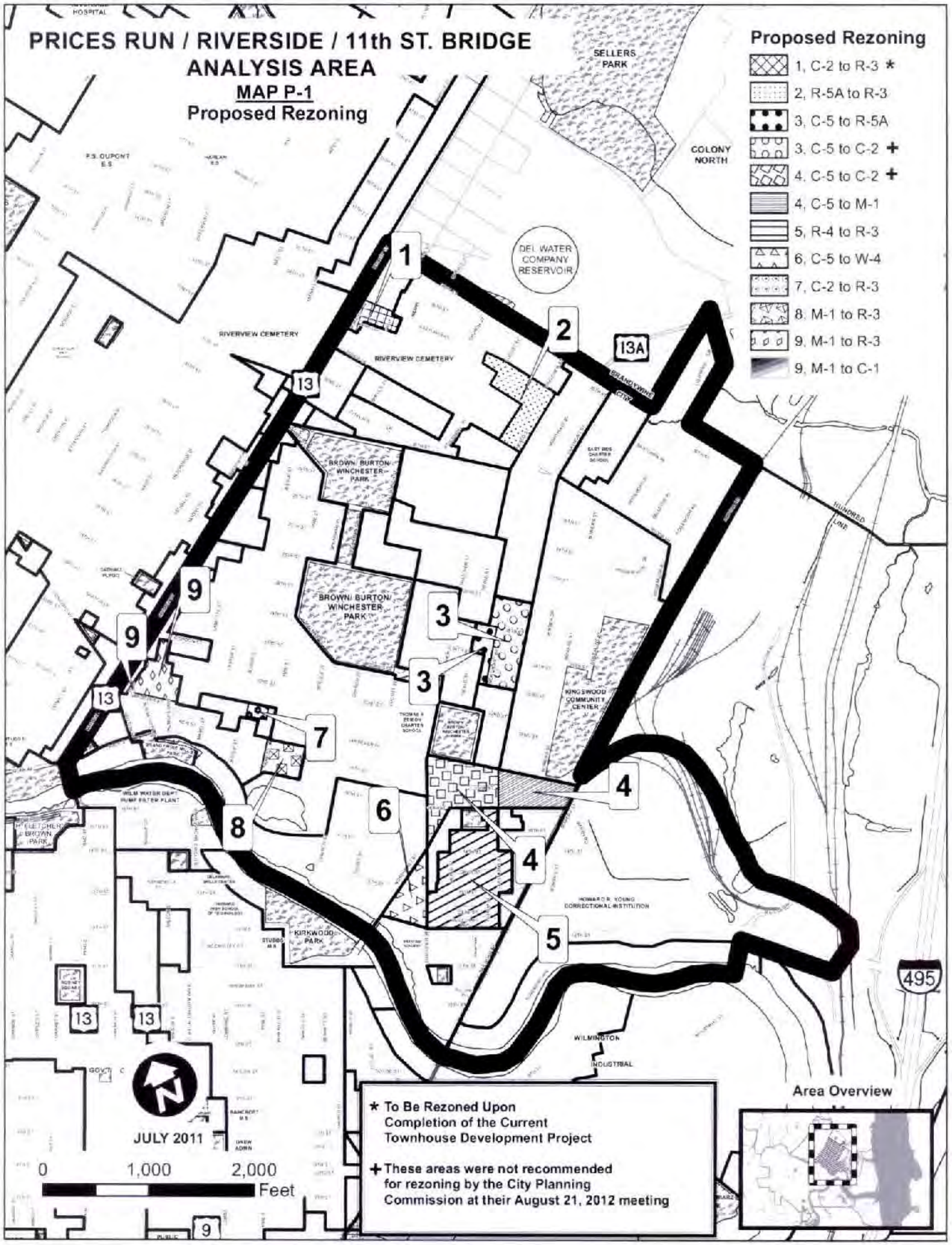

MAP K
PRICE'S RUN /
RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
Urban Renewal Areas
Urban Renewal Areas
COLONY NORTH
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
RIVERVIEW CEMETERY
BROWN/ BURTON/ WINCHESTER PARK
BROWN/ BURTON/ WINCHESTER PARK
BRANDYWINE CITY
HUNDRED LINE
KINGSWOOD COMMUNITY CENTER
SBW PARK
Greater Brandywine Village
Northeast
KIRKWOOD PARK
HOWARD R. YOUNG CORRECTIONAL INSTITUTION
WILMINGTON INDUSTRIAL PARK
East 7th Street Peninsula
Poplar Street
East Side
Asbury Heights
Center City
Civic Center
AUGUST 2010
0 500 1,000 Feet

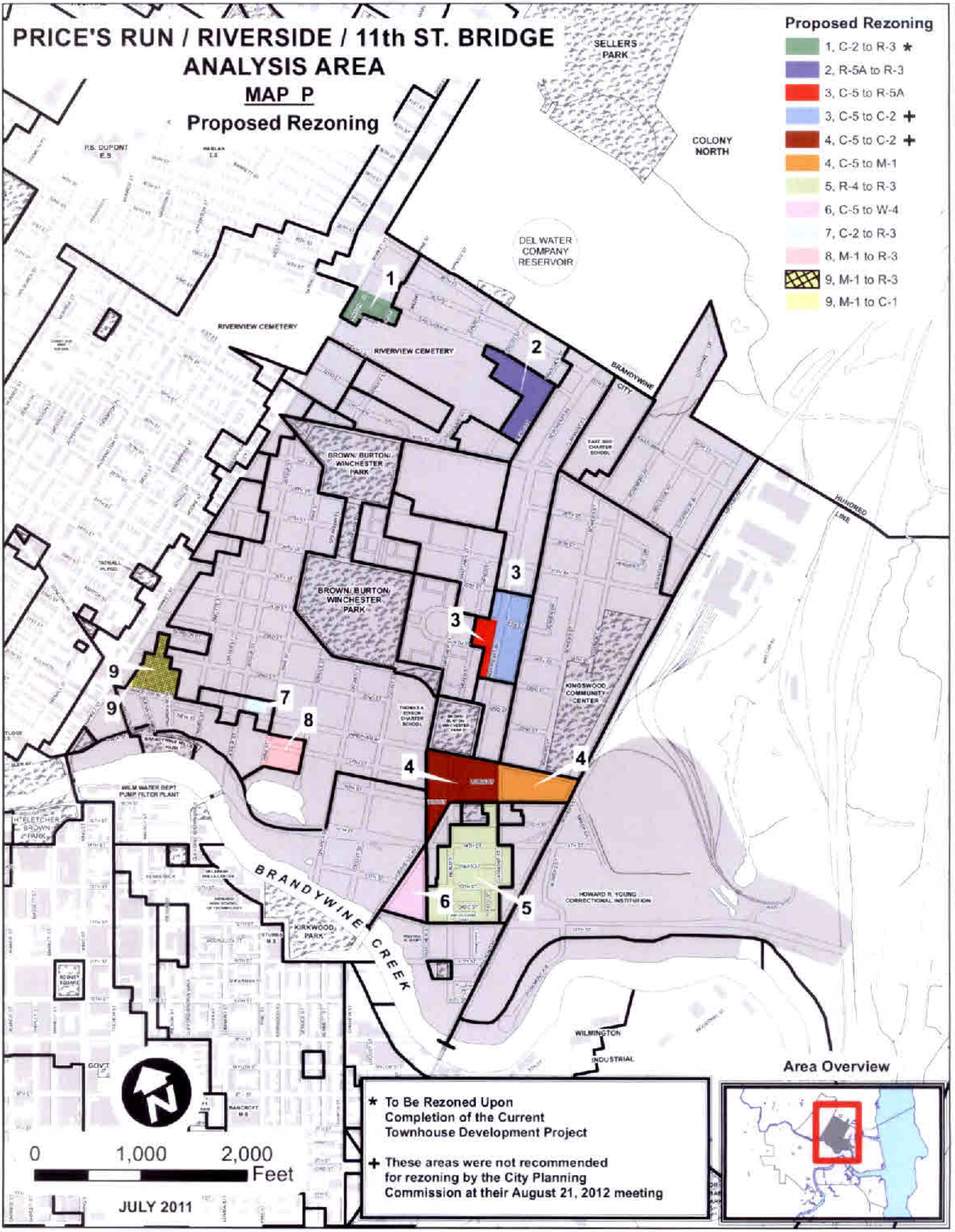

MAP L
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
City Council District Boundaries
Council District Boundaries
1
2
3
4
SELLERS PARK
COLONY NORTH
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
RIVERVIEW CEMETERY
BROWN/ BURTON/ WINCHESTER PARK
BROWN/ BURTON/ WINCHESTER PARK
BBW PARK
KINGSWOOD COMMUNITY CENTER
KIRKWOOD PARK
HOWARD R. YOUNG CORRECTIONAL INSTITUTION
WILMINGTON
BRANDYWINE CITY
HUNDRED LINE
DECEMBER 2010
0 600 1,200 Feet


MAP M
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
Public School Districts
BRANDYWINE
SCHOOL
DISTRICT
RED
CLAY
CONSOLIDATED
CHRISTINA
SCHOOL
DISTRICT
COLONIAL SCHOOL
DISTRICT
AUGUST 2010
0 500 1,000 Feet
EDGEMOOR
COLONY
NORTH
GOVERNOR PRINTZ BV
DEL WATER
COMPANY
RESERVOIR
RIVERVIEW CEMETERY
BROWN/ BURTON/
WINCHESTER
PARK
KINGSWOOD
COMMUNITY
CENTER
BBW
PARK
CREEK
WILMINGTON
AND
BRANDYWINE
CEMETERY
H. FLETCHER
BROWN
PARK
KIRKWOOD
PARK
GOVT. CNTR.
HOWARD R. YOUNG
CORRECTIONAL INSTITUTION
SEWAGE
TREATMENT
PLANT
WILMINGTON
INDUSTRIAL
13
13A
495


MAP N
PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
Zip Codes
SELLERS PARK
COLONY NORTH
P.S. DUPONT E.S.
HARLAN E.S.
DEL WATER COMPANY RESERVOIR
19802
RIVERVIEW CEMETERY
RIVERVIEW CEMETERY
13A
13
BRANDYWINE CITY
BROWN/ BURTON/ WINCHESTER PARK
BROWN/ BURTON/ WINCHESTER PARK
HUNDRED LINE
KINGSWOOD COMMUNITY CENTER
BBW PARK
CREEK
WILM WATER DEPT PUMP FILTER PLANT
HOWARD R. YOUNG CORRECTIONAL INSTITUTION
KIRKWOOD PARK
19801
WILMINGTON INDUSTRIAL PARK
0 500 1,000 Feet
DECEMBER 2010

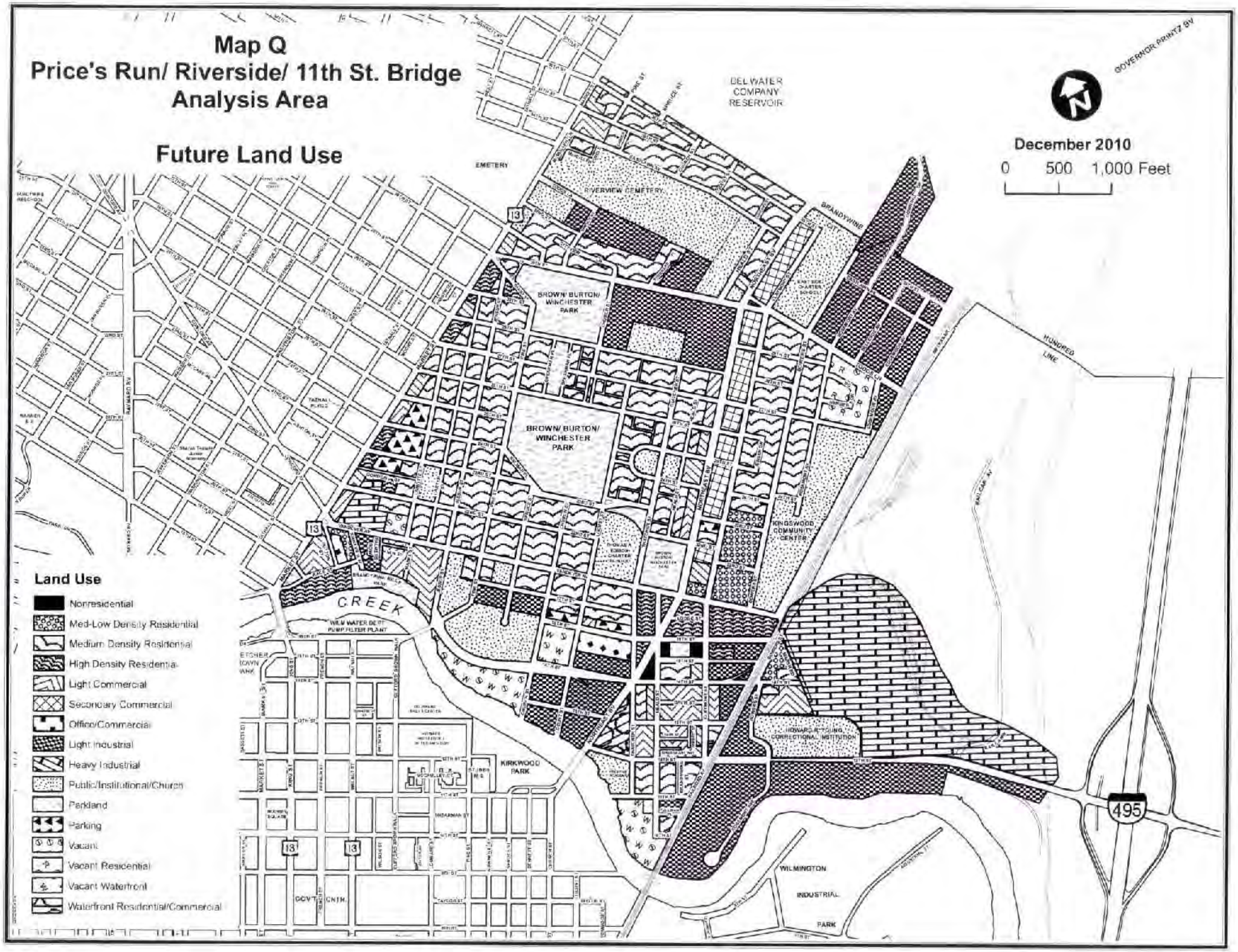

MAP O
PRICE'S RUN /RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
Vacant Properties
Vacant Properties as of September 2011
SELLERS PARK
COLONY NORTH
P.S. DUPONT E.S.
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
RIVERVIEW CEMETERY
BROWN/ BURTON/ WINCHESTER PARK
BROWN/ BURTON/ WINCHESTER PARK
KINGSWOOD COMMUNITY CENTER
KIRKWOOD PARK
WILMINGTON INDUSTRIAL PARK
GOVT. CNTR
SEPTEMBER 2011
0 500 1,000 Feet


PRICES RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
MAP P-1
Proposed Rezoning
Proposed Rezoning
1, C-2 to R-3 *
2, R-5A to R-3
3, C-5 to R-5A
3, C-5 to C-2 +
4, C-5 to C-2 +
4, C-5 to M-1
5, R-4 to R-3
6, C-5 to W-4
7, C-2 to R-3
8, M-1 to R-3
9, M-1 to R-3
9, M-1 to C-1
SELLERS PARK
COLONY NORTH
DEL WATER COMPANY RESERVOIR
RIVERVIEW CEMETERY
RIVERVIEW CEMETERY
BROWN/ BURTON/ WINCHESTER PARK
BROWN/ BURTON/ WINCHESTER PARK
KINGSWOOD COMMUNITY CENTER
KIRKWOOD PARK
FLETCHER BROWN PARK
WILM WATER DEPT PUMP FILTER PLANT
HOWARD R. YOUNG CORRECTIONAL INSTITUTION
WILMINGTON INDUSTRIAL
BRANDYWINE CITY
HUNDRED LINE
13
13A
495
JULY 2011
0
1,000
2,000
Feet
* To Be Rezoned Upon Completion of the Current Townhouse Development Project
+ These areas were not recommended for rezoning by the City Planning Commission at their August 21, 2012 meeting
Area Overview


PRICE'S RUN / RIVERSIDE / 11th ST. BRIDGE
ANALYSIS AREA
MAP P
Proposed Rezoning
Proposed Rezoning
1, C-2 to R-3 *
2, R-5A to R-3
3, C-5 to R-5A
3, C-5 to C-2 +
4, C-5 to C-2 +
4, C-5 to M-1
5, R-4 to R-3
6, C-5 to W-4
7, C-2 to R-3
8, M-1 to R-3
9, M-1 to R-3
9, M-1 to C-1
SELLERS PARK
COLONY NORTH
DEL WATER COMPANY RESERVOIR
P.S. DUPONT E.S.
RIVERVIEW CEMETERY
RIVERVIEW CEMETERY
BRANDYWINE CITY
HUNDRED LINE
BROWN/ BURTON/ WINCHESTER PARK
BROWN/ BURTON/ WINCHESTER PARK
KINGSWOOD COMMUNITY CENTER
THOMAS A. EDISON CHARTER SCHOOL
WILM WATER DEPT PUMP FILTER PLANT
H. FLETCHER BROWN PARK
BRANDYWINE CREEK
KIRKWOOD PARK
HOWARD R. YOUNG CORRECTIONAL INSTITUTION
WILMINGTON INDUSTRIAL
GOVT
BANCROFT M.S.
1
2
3
3
4
4
5
6
7
8
9
9
0
1,000
2,000
Feet
JULY 2011
* To Be Rezoned Upon Completion of the Current Townhouse Development Project
+ These areas were not recommended for rezoning by the City Planning Commission at their August 21, 2012 meeting
Area Overview

Map Q
Price's Run/ Riverside/ 11th St. Bridge Analysis Area

Future Land Use



Price's Run-Riverside/11th Street Bridge Neighborhood Analysis Area Comprehensive Development Plan Appendices

APPENDIX 1

Zone District Definitions

Matter of Right Types of Uses For Various Zoning Categories:

Sec. 48-193. - C-2 districts.
(a) Purpose. The C-2 district, secondary business commercial centers, is designed to provide both shopping and business needs for large segments of the city outside of the central business area. It is, in general, located on main highways and includes secondary employment centers. Where feasible, it is laid out in sufficient depth to permit and encourage designed shopping centers.

(b) Uses, etc., generally. In any C-2 district, no building or premises shall be used and no building shall be erected or altered, except as provided elsewhere in this chapter, which is arranged, intended or designed to be used except for one or more of the uses listed in the following subsections of this section, subject to the off-street parking and loading requirements of article X of this chapter.

(c) Uses permitted as a matter of right. The following uses are permitted as a matter of right:

(1) Any use permitted in R-5-C districts under section 48-139(c) or in C-1 districts under section 48-191(c), but without regard to restrictions on hours of business specified for those districts and subject to the hours of operation contained in section 5-78 and except that bed and breakfast guests facilities shall be permitted subject only to the requirement that one parking space for every two guest rooms shall be provided; further provided, that all such uses shall at all times comply with all applicable city and state regulations.
(2) Laundromat, without limit on number of machines.
(3) Hotel.
(4) Motel.
(5) Telephone central office, including storage of materials or trucks, maintenance of repair facilities, or housing of repair crews.
(6) Funeral home.
(7) Place of business of a builder, carpenter, caterer, cleaner, contractor, decorator, dyer, dressmaker, electrician, furrier, mason, milliner, optician, painter, photographer, plumber, roofer, shoemaker, tinsmith, upholsterer, and similar non-nuisance businesses; provided, that power propelling units of not more than five horsepower are used for processing equipment or machinery.
(8) Commercial parking lot, subject to the special provisions of sections 48-477, 48-478 and article XI, division 3 of this chapter; provided however, that no new commercial surface parking lot shall be permitted in any part of the downtown design district, regardless of the zoning classification nor in any C-3 or C-4 zoning district. A property owner or agent for the owner, may appeal any denial of any such parking lot use, pursuant to the prohibition herein, to the zoning board of adjustment seeking a variance from the said prohibition.
(9) Public garage, including repair or service facilities for motor vehicles, but not including paint or body shop, subject to the special provisions of section 48-478 .
(10) Used car lot.
(11) Indoor theater.

(12) Assembly hall.

(13) Commercial recreation, such as bowling alleys, skating rinks, billiard and pool parlors, but not including amusement game machines, nor arcades.

(14) Gasoline service station, subject to the special provisions of section 48-478; provided, that:

a. It shall be located on a lot of not less than 8,000 square feet in area and with a lot depth of not less than 80 feet;

b. Any grease pits or hoists are contained within the area of the buildings; and

c. It is in compliance with the provisions of section 5-78 of this Code.

(15) All antenna uses, except freestanding towers, tower farms and monopoles; provided that, the height of the antenna does not exceed 15 feet from the point of mounting, regardless of antenna type, and such antenna shall conform with all relevant provisions of article XI, division 4 and any regulations promulgated in furtherance thereof.

(16) A sign, other than a billboard, subject to compliance with the sign regulations of the city. No sign may be placed within 30 feet of any school, college or public park, plaza or dedicated open space, except any on-premises sign which faces the street.

(17) Family day care homes, group day care homes and day care centers, not subject to the conditions as provided in section 48-131, but subject to the parking requirements in section 48-443.

(18) Emergency shelters for the homeless; provided, that:

a. There shall be not less than 100 square feet of gross floor area per resident;

b. No emergency shelter for the homeless shall be located within 1,000 feet of any other emergency shelter for the homeless, except that the zoning board of adjustment may approve a location within a lesser such distance if the applicant has demonstrated that such location will not have any adverse effect on the character of the surrounding neighborhood;

c. There shall be not less than one parking space provided for each employee of the emergency shelter for the homeless computed on the basis of the estimated maximum number of employees present at any one time in the subject shelter except, that the zoning board of adjustment may approve a lesser requirement if the applicant has demonstrated that the proposed use will not generate sufficient parking demand to require the prescribed minimum; and

d. The shelter for the homeless shall be required to hold all state-required licenses, permits and approvals as may be applicable. In addition, each emergency shelter for the homeless shall obtain city licenses, permits and approvals as applicable and shall submit to the zoning administrator a copy of its management and physical facilities plan required to be submitted prior to issuance of a city license pursuant to chapter 5 of this Code and required to be reviewed by the review committee as set forth in section 5-105.

(19) Consumer recycling collection centers, subject to being not less than 100 feet from the boundary of any residential zoning district and operating only between the hours of 7:00 a.m. and 9:00 p.m., daily.

(d) Uses permitted under zoning board of adjustment approval. The following uses are permitted if approved by the zoning board of adjustment as provided in article II, division 3 of this chapter, subject to the conditions specified below in each case:

(1) Public utility substation or regulator station; provided, that:

a. It shall conform with such setbacks, screening or other similar requirements as the zoning board of adjustment shall deem necessary for the protection of neighboring or adjacent property.

(2) Mini-warehouses; provided that:

a. The applicant submits a specific development plan to the zoning board of adjustment setting forth the following minimum requirements:

1. A key or location map showing the site, surrounding zoning districts, surrounding land uses, streets and directions of traffic.
2. The project name, date, north direction, scale and boundaries adequately described.
3. Name and address of owner of record and the proposed operator of the mini-warehouse.
4. Name and address of the person who prepares the final development plan.
5. Location of all present and proposed buildings and the proposed use of each, including storage space configuration and the number of storage compartments on each level of each building.
6. Number and dimensions of all on-site parking spaces.
7. Location, width and direction of all roadways and driveways surrounding and within the proposed development and of internal ways for transportation of goods from parking to storage areas.
8. Location and type of trash collection and trash storage facilities.
9. Location of fences, security walls, screening walls, exterior lighting, and the design and materials to be used.
10. Approval by the commissioner of public works of the proposed ingress and egress and the width of all driveways.

b. Off-street parking shall be provided in the following ratio:

1. One space for each employee.
2. One space for every 25 storage units, with adequate provision for transfer of goods from parking area to storage units.

c. The project shall meet all conditions regarding setbacks, screening, landscaping, lighting or other similar requirements as the zoning board of adjustment shall deem necessary for the protection of neighboring or adjacent property.

d. Mini-warehouse developments shall be limited to dead storage use only and no activity other than storage shall be permitted within a storage unit.

e. All storage on the property shall be within a completely enclosed building.

f. Each individual storage compartment shall be separated from the other storage compartments by walls of not less than one-half hour fire-resistant material.

g. No activities such as miscellaneous or garage sales shall be conducted on the premises.

h. The servicing or repair of motor vehicles, boats, trailers, lawnmowers, and other similar equipment shall not be conducted on the premises.

i. A mini-warehouse shall not be operated as a part of a transfer and storage business where the use of vehicles by the operator is part of such business.

j. The operator shall keep the premises free of trash and debris at all times.

k. Security fencing and screening or security walls shall be required around the perimeter of the project, such fence or wall to be not less than seven feet in height and constructed of finished masonry or durable metal protected from corrosion.

l. All lights shall be shielded to direct light onto the uses established and away from adjacent property, but may be of sufficient intensity to discourage vandalism and theft.

m. All signs shall be subject to compliance with chapter 41

n. All driveways, parking, loading and vehicle circulation areas shall be paved with

concrete, asphalt or asphaltic concrete.

o. All operation and use of the facility shall be in accordance with all applicable codes and regulations.

p. The operator shall have an agent on the premises at all times when users have access to storage units to assure that the operation of the facility will be in conformance with these requirements and any conditions set by the zoning board of adjustment.

q. The operator shall be responsible for controlling access to the site and to individual storage units. The operator is also charged with the duty of requiring and determining that no material is stored in violation of any federal, state or local health, safety, including fire, or environmental regulation and the storage of hazardous material is specifically prohibited. Storage of materials rated no higher than "2" by the American Fire Protection Association as to health hazard, flammability, and susceptibility to release of energy shall be deemed to be prima facie evidence of compliance with this requirement.

(3) Amusement game machines up to four in number on the premises of uses otherwise permitted under subsection (c) (13) of this section and subject to the conditions specified in section 48-191(d) (3).

(4) Arcades; provided that:

a. In the judgment of the zoning board of adjustment it will satisfy a local need and its design and appearance will not injure the character of the neighborhood.

b. The board finds that not less than 40 square feet of gross floor area has been allocated for each amusement game machine.

c. The board finds that the number of amusement game machines shall not exceed five in premises of 2,000 square feet of gross floor area or less, nor exceed ten in premises of between 2,000 and 5,000 square feet, nor exceed the ratio of one amusement game machine per 750 square feet of gross floor area in premises of more than 5,000 square feet up to a maximum number of 15 amusement game machines in any one building.

d. The board finds that the arcade is not within 500 feet of any other arcade and is not within 500 feet of any residential district boundary (R-1, R-2, R-2-A, R-3, R-4, R-5-A, R-5-B, and R-5-C districts), and is not within 500 feet of any preexisting church or school.

e. The board finds that at least one restroom facility each for male and female customers is provided expressly for customers only.

f. The hours of operation will be limited to 10:00 a.m. to 11:00 p.m. and will comply with the provisions of section 36-99

g. The arcade shall be located in a room separated from other uses, if any, on the same premises and from pedestrian circulation to and from such other uses. The room shall be arranged so that there is a management attendant within the room or such that management attendants outside the room can easily see and supervise the interior of the room.

(e) Accessory uses and buildings. Accessory uses and accessory buildings customarily incident to the uses otherwise authorized by this section are permitted.

Sec. 48-197. - C-5 districts.

(a) Purpose. The C-5 district, heavy commercial, is designed to provide sites for large wholesale and storage establishments involving both storage in buildings and storage yards. It includes areas

which draw heavy trucking traffic and is therefore located within easy access reach of main highways and with controls to minimize the effect on nearby residence districts.

(b) Uses, etc., generally. In any C-5 district no building or premises shall be used and no building shall be erected or altered, except as elsewhere provided in this chapter, which is arranged, intended or designed to be used except for one or more of the uses listed in the following subsections of this section, subject to off-street parking and loading requirements of article X of this chapter.

(c) Uses permitted as a matter of right. The following uses are permitted as a matter of right:

(1) Any use permitted in C-3 districts under section 48-195(c).

(2) Storage warehouses and storage yards, excluding lumber or bulk fuel storage.

(3) Automobile laundry, with adequate space on the premises for the parking of cars awaiting service therein, but in all cases there shall be a reservoir space for at least 15 automobiles.

(4) Automobile paint or body shop.

(5) Carting, express, moving or hauling terminal or yard.

(6) Commercial sports park or arena.

(7) Public utility substation, pumping station or regulator station.

(8) Consumer recycling collection centers, subject to being not less than 100 feet from the boundary of any residential zoning district and operating only between the hours of 7:00 a.m. and 9:00 p.m., daily.

(9) Freestanding towers and monopoles, subject to the conditions specified for such use under article XI, division 4 and any regulations promulgated in furtherance thereof.

(d) Uses permitted under zoning board of adjustment approval. The following uses are permitted if approved by the zoning board of adjustment as provided in article II, division 3 of this chapter, subject to the conditions specified below in each case:

(1) Drive-in theater; provided, that:

a. No structure or parking area shall be within 25 feet of the boundary of any residence district;

b. There shall be a suitable enclosure to screen adjacent properties from the glare of headlights; and

c. The entrances and exits are laid out in compliance with the rules and regulations of the Department of Public Works.

(2) Amusement game machines, subject to the conditions specified for such use in C-1 districts under section 48-191(d) (3).

(3) Arcade, subject to the conditions specified for such use in C-2 districts under section 48-193(d) (4).

(e) Accessory uses and accessory buildings. Accessory uses and accessory buildings customarily incident to the uses otherwise authorized by this section are permitted.

(f) Conditional uses. Subject to the conditions specified below, the following uses are permitted:

(1) Adult entertainment establishments, provided that:

a. No such adult entertainment establishment shall be located within 500 feet of another existing adult entertainment establishment; distance shall be measured in a straight line from the nearest property line of such adult entertainment establishment to the nearest property line of any other adult entertainment establishment.

b. No such adult entertainment establishment shall be located within 500 feet of a preexisting church or a preexisting school which includes any grades one through 12; distance shall be measured in a straight line from the nearest property line of such adult entertainment establishment to the nearest property line of any such church or school.

c. No such adult entertainment establishment shall be located within 500 feet of any of the following zoning districts: R-1, R-2, R-2-A, R-3, R-4, R-5-A, R-5-A-1, R-5-B and R-5-C; distance shall be measured in a straight line from the nearest property line of such adult entertainment establishment to the nearest boundary line of any such zoning district.

(2) Billboards, subject to compliance with the sign regulations of the city, and provided:

a. Area. The maximum sign area for any billboard shall be 300 square feet per sign face or advertising message, except along interstate highways in which case the maximum sign area shall be 672 square feet per sign face or advertising message;

b. Sign face. No more than two sign faces or advertising messages shall be permitted on any sign support structure; provided, said faces or messages are not stacked or placed side-by-side but are back-to-back (it shall be considered back-to-back if the interior angle of adjoining sign faces is 30 degrees or less);

c. Spacing. Billboards shall not be permitted within 300 feet of any other billboard which is oriented to the same traffic flow and along the same side of the right-of-way, as measured along the street line from the nearest edges of the billboard. Along interstate highways Billboards shall not be permitted within 500 feet of any other billboard;

d. Setback.

1. Billboards shall be prohibited within 300 feet along the same side of the right of way of districts zoned for residential or open space use, designated city historic districts, and districts listed on the National Register of Historic Places, as measured along the street line from the nearest edge of the billboard to the zoning, district, or property boundary;

2. Billboards shall be prohibited within 30 feet of any school, college, public park, or plaza.

e. Prohibition. Billboards shall be prohibited in designated city historic districts and districts listed on the National Register of Historic Places.

Sec. 48-246. - M-1 districts.

(a) Purpose. The M-1 district, light manufacturing, is designed to provide areas where scientific research, light manufacturing or fabrication, and wholesale storage or warehousing activities, and providing open space around buildings and surroundings attractive to employees therein would be encouraged. They would be restricted to low-density developments on large sites with suitable landscaping, which can be operated in a clean, quiet manner. In addition, public facilities and private utilities which are needed to serve the uses within the district and adjoining residential areas may be located therein. No new residential development is permitted.

(b) Permitted uses. In any M-1 district no building or premises shall be used and no building shall be erected or altered, except as provided elsewhere in this chapter, which is arranged, intended or designed to be used except for one or more of the uses listed below, and subject to off-street parking and loading requirements of article X of this chapter:

(1) Book or periodical publishing.

(2) Laboratory: research, testing or experimental; provided, that no highly flammable or explosive processes are employed.

(3) Any light manufacturing, processing, fabricating or repair establishment; provided, that the applicant submits with his application for a building permit evidence that it can be operated in conformance with the standards of external effects established in subsection (c) of this section.

(4) Wholesale sales or the warehousing or storage of any commodity except commercial

explosives or highly flammable materials, including open storage other than a junk yard.
(5) Office, only as an accessory use to another use permitted under this section.
(6) Retail store or shop for the performance of personal services, subject to the limitation on hours of operation contained in section 5-78 of this Code.
(7) Restaurant or lunch room.
(8) Public utility and public service uses, including bus, truck or railroad terminal or station, electric substation, municipal fire station or fire house, natural gas regulator station, municipal police station, specifically including neighborhood police station, telephone exchange, transportation right-of-way, utility pumping station, water tower or reservoir, and water or sewer treatment or filtration plant. "Public utility" shall not include any waste incinerator, incinerator or incinerator structure or facility.
(9) Repair, rental and servicing of any commodity, the manufacture, processing or fabrication of which is permitted under this subsection.
(10) Antenna placed on structures that are an accessory to the building; provided that, such antenna are mounted at a minimum height of 60 feet or higher, as permitted under the height exceptions set forth in section 48-261(b), and such antenna conforms with all relevant provisions of article XI, division 4 and any regulations promulgated in furtherance thereof.
(11) A sign, other than a billboard, subject to compliance with chapter 41.
(12) Any dwelling existing on March 8, 1962; provided, that any addition to or enlargement of such dwelling shall conform with the height, density and area regulations for R-4 districts as given in article IV, division 3 of this chapter.
(13) A dwelling or apartment for a caretaker, watchman or janitor employed on the premises.
(14) Accessory uses and accessory buildings customarily incident to the uses permitted by this subsection.
(15) Group day care homes and day care centers, provided, however, that any such day care facility is accessory to the primary use on the premises and that the motor vehicle parking requirements in section 48-443 are met.
(16) Bed and breakfast guest facility as provided in section 48-93 but subject to the approval of the zoning board of adjustment pursuant to section 48-71
(17) Emergency shelter for the homeless, subject to the requirements specified for such use in C-2 districts under section 48-193(c)(18) and subject to the approval of the zoning board of adjustment, provided that:

a. The emergency shelter for the homeless will not tend to affect adversely the use of neighboring properties or improvements in the surrounding neighborhood; and
b. Planned uses and development in the immediate vicinity of the emergency shelter site will not pose an immediate hazard, nor create a potential hazard, to occupants anticipated to reside for temporary periods of time in the emergency shelter for the homeless.

(18) Consumer recycling collection centers, without restriction of hours of operation.
(c) Standards of external effects. All uses established in an M-1 district shall be operated so as to comply with the following standards of external effects:
(1) The volume of sound inherently and recurrently generated by any use shall not exceed the standards as set forth below along the boundaries of the lot on which such use is located:

a. Sound levels shall be measured with a sound level meter and associated octave band filter manufactured according to the most recent standards prescribed by the American Standards Association; and
b. The maximum permitted sound pressure levels, in decibels for the designated octave bands, shall be as set forth in the following table:

Octave Band in Cycles per Second	Maximum Sound Pressure Level in Decibels
0— 74	79
75— 149	74
150— 299	66
300— 599	59
600—1,199	53
1,200—2,399	47
2,400—4,800	41
Above 4,800	39

(2) The emission from any use of any smoke from any source whatever to a density greater than that density described as No. 2 on the Ringelmann Chart is prohibited. The Ringelmann Chart, as published and used by the bureau of mines, United States Department of the Interior, is hereby adopted and made a part of this chapter. The provisions of any other smoke control regulations of the city are to be read with this chapter in all relevant matters.

(3) The emission or discharge of the following in such quantities as are injurious to life or health, or damage property, or unreasonably interfere with the comfort of persons shall be prohibited:

a. Odorous gases or other odorous matter or steam at any point along any lot line of the lot on which such use is located;

b. Any noxious, toxic or corrosive fumes or gases from any use permitted in an M-1 district;

c. Cinders, dust or fly-ash from any use permitted in an M-1 district; and

d. Direct or reflected glare or heat detectable beyond any line of the lot on which such use is located.

(4) Every use shall be so operated that the ground vibration inherent and recurrently generated is not perceptible, without instruments, at any point along any lot line of the lot on which such use is located.

(5) Review.

a. Protective controls. In case of any permitted chemical process or any other manufacturing process that involves potential hazard from fire or explosion, or any activity involving the storage, including any underground storage, the use or the disposal of any hazardous substances, no permit shall be granted unless or until the zoning board of adjustment has determined that the applicant has employed technology reasonably available to each particular industry for the control of such hazards and all applications for permits shall be subject to the provisions of this Code and all applicable federal and state laws and regulations and the approval of the fire marshal. All such cases shall be reviewed by the environmental and technology advisory panel which shall advise the zoning board of adjustment prior to its hearing and decision.

b. Standards of external effects. All manufacturing or heavy commercial uses to be hereafter established in light manufacturing zoning districts shall be permitted only upon evidence of their ability to operate in compliance with current standards for sound, vibration, heat discharge, glare, odor, air quality and water quality, as applicable under federal or state laws and regulations and city ordinance. All such cases shall be reviewed by the zoning board of adjustment. The environmental and technology advisory panel shall advise the zoning board of adjustment prior to its hearing and decision.

(d) Site plans, etc., required for certain uses. When filing an application for a building permit for a use permitted under subsections (1) through (4) of subsection (b) of this section, the applicant shall submit therewith three copies of a site plan showing buildings and other structures, roadways, sites for open storage and character of such storage, drainage and sanitary facilities, parking spaces, loading berths, landscaping and exterior lighting, if any, and a description of any operations which would be affected by the standards of external effects as provided in subsection (c) of this section. The applicant shall submit such other information as may be necessary to determine compliance with provisions of subsection (c) of this section.

The approved site plan shall become a part of the provisions of the building permit or certificate of occupancy.

(e) Conditional uses. The following uses are permitted, subject to the conditions specified below in each case:

(1) Adult entertainment establishments subject to the conditions specified for such uses in C-5 districts as provided in section 48-197(f).

(2) Billboards subject to the conditions specified for such use in C-5 districts as provided in section 48-197(f).

(f) Uses permitted under zoning board of adjustment approval. The following uses are permitted if approved by the zoning board of adjustment as provided in article II, division 3 of this chapter, subject to the conditions specified below in each case:

(1) An antenna that is proposed to be mounted to a building and concealed within an architectural element of the building; provided, that:

a. Accessory structures are similarly concealed or obscured from view; and

b. It shall conform with all relevant provisions of article XI, division 4 and any regulations promulgated in furtherance thereof.

Sec. 48-134. - R-3 districts.

(a) Purpose. The R-3 district, one-family row houses, is designed to conserve for one-family use those areas developed with one-family row houses which have not been converted to use by two or more families. Permitted nonresidential uses are similar to those in R-2 districts.

(b) Uses, etc., generally. In any R-3 district, no building or premises shall be used and no building shall be erected or altered, except as provided elsewhere in this chapter, which is arranged, intended or designed to be used except for one or more of the uses listed in the following subsections of this section.

(c) Uses permitted as matter of right. The following uses are permitted as a matter of right:

(1) Any use permitted in R-1 districts under section 48-131(c) and in R-2 districts under section 48-132(c).

(2) One-family row houses as one of a group of three or more attached dwellings. Except as provided under subsection (5) of subsection (d) of this section, any such group of one-family attached dwellings erected after March 8, 1962 shall not include more than ten family units and each such group shall have a paved pedestrian easement, at least four feet in width, with direct access from the rear yard to a street at not less than two points.

(d) Uses permitted under zoning board of adjustments approval. The following uses are permitted if approved by the zoning board of adjustment as provided in article II, division 3 of this chapter, subject to the conditions specified below in each case:

(1) Any use permitted in R-2 districts under section 48-132(d).

(2) A community garage consisting of one or more groups of private garages; provided, that:

a. It shall conform with all relevant provisions of section 48-132

b. Each group of attached structures shall have a joint capacity of not more than six motor vehicle spaces arranged in a row or surrounding a common means of access;

c. No garage space shall face directly upon a street, but only on a paved access roadway at least 12 feet in width and connecting to a street;

d. Any such street entrance or exit shall be at least 50 feet distant from the intersection of any two street lines;

e. The present character and future development of the neighborhood will not be adversely affected thereby; and

f. Before taking final action on an application for such use, the zoning board of adjustment shall submit the application to the department of public works for review and report.

(3) Educational television station, including studios and offices.

(4) A convalescent or nursing home not for the care of contagious diseases; provided, that:

a. It shall be one or more new structures for this purpose;

b. It shall be on a lot of not less than 10,000 square feet;

c. It shall not exceed 100 beds or patients;

d. It shall meet the height and setback requirements of the R-3 districts;

e. It shall provide off-street parking spaces in the following ratio:

1. Two spaces for each three employees;

2. One space for every six beds or patients;

f. The present character and future development of the neighborhood will not be adversely affected thereby; and

g. Before taking final action on an application for such use, the zoning board of adjustment shall submit the application to the department of licenses and inspections and the city planning commission for review and report;

h. The use does not constitute a group home or rooming house.

(5) A group of ten or less one-family row houses without access from the rear yard to the street; provided, that:

a. The group shall be part of a planned development occupying at least one-half of a full city block;

b. The design of the dwelling units provide for direct access from a basement or cellar area to the front entrance;

c. All applicable building and fire code regulations have been met; and

d. The present character and future development of the neighborhood will not be adversely affected thereby.

(6) Ground floor commercial use in corner property. Except for those ground floor uses listed in subsections (d)(9) and (10) of this section, a ground floor commercial use shall have existed in a corner property prior to July 16, 1965, such use, or a similar use, may be continued or reactivated; provided, that:

a. The building in which the commercial use is located or proposed to be located, shall have been specifically designed to accommodate such ground floor activity;

b. Such use will not create objectionable noise, odors or refuse;

c. In the opinion of the zoning board of adjustment, such use will not adversely affect the character of the neighborhood within which it is located.

(7) Utility-user connecting equipment subject to the special requirements of such use in R-1 districts under section 48-131(d)(3).

(8) Medical practitioner's office or the professional office or studio of a sole-practitioner lawyer, architect, engineer, musician, artist, teacher, real estate broker, registered nurse or other similar professional person, provided that:

a. Such use shall be located only in an existing office building or in a nonresidential building that has been converted to offices;

b. No more than six such offices shall be accommodated in the building;

c. The operation of each office is restricted to one practitioner with not more than three supporting personnel;

d. The square footage of each office shall not exceed 1,300 square feet; and

e. Three parking spaces for each office must be provided.

(9) Ground floor corner property used for neighborhood retail stores or shops for the performance of personal services; except for bail bonds establishments, payday/title lending establishments, pawn shops, tattoo/body piercing/massage parlors, liquor stores, cocktail lounges, taverns, weapons/guns/ammunition stores, grocery stores, gasoline service stations, tap rooms, bars, cafes, offices or stores for the care, keeping or grooming of animals, health and exercise facilities, or any operation to provide for automobile sales or services; provided that:

a. No manufacturing, wholesaling or jobbing shall be carried on therein;

b. No merchandise shall be carried on the premises other than that intended to be sold at the retail establishment;

c. Hours of operation shall be limited to between 6:30 a.m. and 7:00 p.m.;

d. The use or combination of uses shall occupy not more than 1,500 square feet of the floor area of the ground floor, and for purposes of this subsection, the total floor area devoted to such use or uses shall be calculated as the interior floor area measured by and between the interior walls;

e. No outdoor displays or sales of merchandise or services shall be permitted;

f. Illuminated signs shall be permitted only during the hours of operations; and,

g. Deliveries to any premises shall be made only during the hours of operation.

(10) Ground floor corner property used for offices, banks or other financial institutions, except for drive-through banking, provided that automated teller systems are located within the building and accessible only during regular bank hours; provided that:

a. There are no outdoor displays or sales of merchandise or services;

b. Illuminated signs are limited to the hours of operation; and

c. Deliveries to any premises are made only during the hours of operation, and such hours of operation shall be limited to between 6:30 a.m. and 7:00 p.m.

(e) Accessory uses and buildings. The following accessory uses and accessory buildings incident to uses permitted by this section are permitted:

(1) Any accessory use or accessory building permitted in R-2 districts under section 48-132(e).

(2) Other uses or buildings customarily incident to the uses permitted by this section.

(f) Automobile parking for occupants and customers. Automobile parking for occupants and customers of buildings located in R-3 districts shall be subject to special provisions of section 48-447 and article XI, division 3 of this chapter.

Sec. 48-135. - R-4 districts.

(a) Purpose. The R-4 district, row houses with conversions, is designed to include those areas which were originally developed with one-family row houses but where many such buildings have been converted for the use of two or more families. It would retain the general row house character of these areas, permitting conversions for an additional family or families only if approved by the zoning board of adjustment. To encourage assembly and rebuilding, new apartment houses with not

more than two families on each story are permitted. Some institutions excluded from the one-family districts are permitted.

(b) Uses, etc., generally. In any R-4 district no building or premises shall be used and no building shall be erected or altered, except as provided elsewhere in this chapter, which is arranged, intended or designed to be used except for one or more of the uses listed in the following subsections of this section.

(c) Uses permitted as matter of right. The following uses are permitted as a matter of right:

(1) Any use permitted in R-3 districts under section 48-134(c).

(2) Apartment houses with not more than two families on each story.

(3) Private school or nursery school.

(4) Sanitarium or convalescent home not for the care of contagious diseases, excluding group homes and rooming houses, provided that any such permitted use is located in a building that shall be fully detached.

(5) Dormitory, fraternity house or sorority house.

(6) Bed and breakfast guest facility as provided in section 48-133(c).

(7) Group home type II, subject to the conditions for group home type I uses as set forth in section 48-131(c) (11) and to the applicable provisions of section 48-2

(d) Uses permitted under zoning board of adjustment approval. The following uses are permitted if approved by the zoning board of adjustment as provided in article II, division 3 of this chapter, subject to the conditions specified below in each case:

(1) A private club or lodge subject to the special requirements of such a use in R-2 districts under section 48-138(d) (2).

(2) A community garage subject to the special requirements of such a use in R-3 districts under section 48-134(d)(2); except, that not more than one-fifth of the vehicles housed in such community garage may be commercial vehicles not exceeding 1½ tons' capacity or two tons' weight.

(3) A two-family dwelling, either in the form of a new building or through conversion of an existing one-family dwelling for the use of two families; provided that:

a. There shall be a lot area of not less than 1,800 square feet and a gross floor area of not less than 1,500 square feet; and

b. In the opinion of the zoning board of adjustment, the proposed activity will not adversely affect the character and future development of the neighborhood within which it is proposed to be located and such use will not increase motor vehicle parking problems and congestion in the neighborhood. The board in its determinations shall consider the cumulative effect on the availability of motor vehicle parking spaces particularly in light of all other existing uses within a radius of 300 feet of the proposed location;

c. Applicants shall certify that they are not delinquent in payment of city property taxes, water and sewer billing, or any other account or loan for which amounts are past due to the city, subject to verification by the city department of finance;

d. Plans shall be submitted at a scale of not less than ¼ inch to the foot, showing the dimensions and square footage of all rooms and storage spaces and indicating the intended use of all rooms; and

e. Adequate trash areas shall be provided for each multi-family residential building.

(4) The conversion of a three-story building housing one or two families for the use of more than two families; provided, that:

a. There shall be a lot area of not less than 600 square feet per family and a livable floor area, excluding common halls and stairways, of not less than 500 square feet per family;

b. In the opinion of the zoning board of adjustment, the proposed activity will not adversely affect the character and future development of the neighborhood within which it is proposed to be located and such use will not increase motor vehicle parking problems and congestion in the neighborhood. The board in its determinations shall consider the cumulative effect on the availability of motor vehicle parking spaces particularly in light of all other existing uses within a radius of 300 feet of the proposed location;

c. Applicants shall certify that they are not delinquent in payment of city property taxes, water and sewer billing, or any other account or loan for which amounts are past due to the city, subject to verification by the city department of finance;

d. Plans shall be submitted at a scale of not less than ¼ inch to the foot, showing the dimensions and square footage of all rooms and storage spaces and indicating the intended use of all rooms; and

e. Adequate trash areas shall be provided for each multi-family residential building.

(5) Any building that had been designed for use as a single-family residence but has been converted to a multi-family use and has been vacant for one year or more shall not thereafter be used for multi-family use, but rather, shall be used only for single-family use.

(6) Electric substation; provided, that:

a. It shall be entirely enclosed within a building; and

b. The proposed architectural treatment of the exterior of the building is such that it will be in harmony with its residential environment.

(7) A parking lot accessory to a commercial use in an adjoining commercial district subject to the special requirements of such a use in R-2 districts under section 48-131(d)(3).

(8) Moderate-intensity home occupation, subject to the special requirements of such a use in R-1 districts under section 48-131(d) (4).

(9) Rooming houses; provided that:

a. In order that there be adequate daily supervision of the safe and sanitary operations of any rooming house and its ongoing maintenance, as well as of any emergency situations that may arise, the owner of any rooming house shall be required to do one of the following and provide information of the same, to be kept current, to the department of licenses and inspections pursuant to the registration requirements of the housing code:

1. The owner shall reside on the premises of the same building in which the rooming house is located or in an immediately adjacent building;

2. The owner shall designate one of the tenants of the rooming house as the owner's agent who shall be responsible for daily supervision; or

3. The owner shall designate such tenant and any other person to act together as the owner's agents for property management who shall be responsible for daily supervision.

b. In the opinion of the zoning board of adjustment, the proposed activity will not adversely affect the character and future development of the neighborhood within which it is proposed to be located and such use will not increase motor vehicle parking problems and congestion in the neighborhood. The board in its determinations shall consider the cumulative effect on the availability of motor vehicle parking spaces particularly in light of all other existing uses within a radius of 300 feet of the proposed rooming house location;

c. The board may limit the total number of persons permitted to occupy the proposed rooming house.

(10) Utility-user connecting equipment subject to the special requirements of such use in R-

1 districts under section 48-131(d)(3).

(11) Medical practitioner's office or the professional office or studio of a similar sole-practitioner professional person, subject to the special requirements of such a use in R-3 districts under section 48-134(d)(8).

(12) Group day care home as provided in section 48-131(d).

(13) Bed and breakfast guest facility as provided in section 48-133(d).

(14) An antenna that is proposed to be mounted to a building and concealed within an architectural element of the building, subject to the special requirements of such a use in R-1 districts under section 48-131(d)(7).

(e) Accessory uses and buildings. The following accessory uses and accessory buildings incident to uses permitted by this section are permitted:

(1) Any accessory use or accessory building permitted in R-3 districts under section 48-134(e); except that a private garage may accommodate six motor vehicles.

(2) Other uses or buildings customarily incident to the uses permitted by this section.

Sec. 48-136. - R-5-A districts.

(a) Purpose. The R-5-A district, low density apartment houses, is designed to permit low-density garden apartment developments contiguous to one-family districts. The density of such developments is controlled by a floor area ratio and height of buildings is limited to three stories. This district includes the public housing projects of the Wilmington Housing Authority, which are typical of this kind of development.

(b) Uses, etc., generally. In any R-5-A district no building or premises shall be used and no building shall be erected or altered, except as provided elsewhere in this chapter, which is arranged, intended or designed to be used except for one or more of the uses listed in the following subsections of this section.

(c) Uses permitted as matter of right. The following uses are permitted as a matter of right:

(1) Any use permitted in R-1 districts under section 48-131(c).

(2) One-family row houses in groups of ten or less.

(3) One-family semidetached dwellings.

(4) Garden apartment developments; provided, that no more than 18 family units shall be provided in a single principal building; and further provided, that:

a. The development is designed as a single unit with parking, access drives, courts, common service areas and landscaping integrated with the buildings.

b. A plan of the development has been submitted to, and approved by, the city planning commission.

(5) Hospital, other than one solely for infectious or contagious diseases, or drug or liquor addicts; charitable institutions which are not of a correctional nature or intended for the care of the mentally disabled.

(6) Telephone central office, not to include storage of materials or trucks, maintenance of repair facilities, or housing of repair crews.

(7) Public health or public community center; provided, that:

a. No building in which such use is located shall extend within ten feet of the boundary of any R-1 district; and

b. Each building in which such use is located shall be fully detached.

(8) Private art gallery or museum; provided, that:

a. No commercial activity is conducted therein; and

b. Parking space sufficient to accommodate expected visitors shall be provided on the lot.

(9) Bed and breakfast guest facility as provided in section 48-133(c).

(10) Group home type II, subject to the conditions for group home type I uses as set forth in section 48-131(c) (11) and to the applicable provisions of section 48-2

(11) Neighborhood police station.

(d) Uses permitted under zoning board of adjustment approval. The following uses are permitted if approved by the zoning board of adjustment as provided in article II, division 3 of this chapter, subject to the conditions specified below in each case:

(1) Any use permitted in R-1 districts under section 48-131(d), subject to the conditions and special requirements thereof.

(2) Electric substation; provided, that:

a. It shall be entirely enclosed within a building; and

b. Such use shall not adversely affect the use of neighboring property nor injure the character of the neighborhood.

(3) Moderate-intensity home occupation, subject to the special requirements of such a use in R-1 districts under section 48-131(d) (4).

(4) Medical practitioner's office or the professional office or studio of a similar sole-practitioner professional person, subject to the special requirements of such a use in R-3 districts under section 48-134(d).

(5) Bed and breakfast guest facility as provided in section 48-133(d).

(e) Accessory uses and buildings. The following accessory uses and accessory buildings incident to uses permitted by this section are permitted:

(1) Any accessory use or accessory building permitted in R-1 districts under section 48-131(e).

(2) A private garage for more than six motor vehicles accessory to a garden apartment.

(3) Other uses or buildings customarily incident to the uses permitted by this section.

Sec. 48-137. - R-5-A-1 district.

(a) Purpose. The R-5-A-1 district, low-medium density apartment houses, is designed primarily to permit low to medium density apartment developments contiguous to one-family districts and to include other residential and residentially compatible, institutional uses. Any R-5-A-1 district would serve to buffer one-family neighborhoods from more intensive residential and certain commercial uses. The density of uses in the district is controlled by the floor area ratio (FAR) and height of buildings is limited to five (5) stories as a matter of right.

(b) Uses, etc., generally. In any R-5-A-1 district, no building or premises shall be used and no building shall be erected, or altered, except as provided elsewhere in this chapter, which is arranged, intended or designed to be used except for one or more of the uses listed in the following subsections of this section.

(c) Uses permitted as matter of right. The following uses are permitted as a matter of right:

(1) Any use permitted in R-4 districts under section 48-135(c).

(2) Apartment houses without limit as to the number of families to be accommodated; provided, that:

a. Areas used for parking shall be landscaped, fenced, or both, so as to screen such areas effectively year-round when they are otherwise visible from access streets and adjacent properties;

b. All outdoor refuse collection areas for the temporary storage of refuse until collected by public or private refuse collectors shall be screened to the greatest extent possible from view from access streets and adjacent properties by a completely

opaque screen; and

c. Apartment units shall be located in detached apartment buildings.

(d) Uses permitted under zoning board of adjustment approval. The following uses are permitted if approved by the zoning board of adjustment, as provided in article II, division 3 of this chapter, subject to the conditions specified below in each case:

(1) Any use permitted in R-4 districts under section 48-135(d), with the exception of subsection (d) (2).

(2) Ground floor commercial use in a corner property, subject to the special requirements for such use in R-3 districts under section 48-134(d) (6).

(3) Educational TV station, including studios and offices.

(4) Office, studio or place of business of a decorator, florist, optician, photographer, or similar activity, when operated in an apartment building, subject to the special requirements of any such use in R-5-B districts under section 48-138(d)(7).

(5) Parking spaces accessory to an apartment house in an adjoining commercial or other residential district, subject to the special requirements for such parking space use in R-5-B districts under section 48-138(d)(5).

(e) Accessory uses and buildings. The following accessory uses and accessory buildings incident to uses permitted by this section are permitted:

(1) Any accessory use or accessory building permitted in R-4 districts under section 48-135(e).

(2) Other uses or buildings customarily incident to the uses permitted by this section.

(Ord. No. 92-028, § 1(48-11.1), 6-4-92)

Sec. 48-138. - R-5-B districts.

(a) Purpose. The R-5-B district, medium-density apartment houses, is designed to accommodate medium-density elevator apartment houses with ample light and air at medium or high rentals. Density and yard controls would assure that they could adjoin one-family neighborhoods without impairing the value of homes therein. In some cases they would serve as buffers between one-family residence districts and commercial districts.

(b) Uses, etc., generally. In any R-5-B district no building or premises shall be used and no building shall be erected or altered, except as provided elsewhere in this chapter, which is arranged, intended or designed to be used except for one or more of the uses listed in the following subsections of this section.

(c) Uses permitted as matter of right. The following uses are permitted as a matter of right:

(1) Any use permitted in R-4 districts under section 48-135(c).

(2) Two-family dwelling.

(3) Apartment house without limit as to the number of families to be accommodated.

(4) Medical practitioner's office or the professional office or studio of a sole-practitioner lawyer, architect, engineer, musician, artist, teacher, real estate broker, registered nurse or other similar professional person, or a restaurant if operated in conjunction with an apartment house, including small announcement signs relating to such uses; provided, that it shall be located on the ground floor story or below and there shall be no exposed stairways on the exterior of such buildings and no other external effects and that one parking space per 150 square feet of office space shall be provided.

(5) Hospital, other than one solely for infectious or contagious diseases, or drug or liquor addicts; charitable institutions which are not of a correctional nature or intended for the care of the mentally disabled.

(6) A community garage, subject to the relevant provisions of section 48-477; provided,

that:

a. Each group of attached structures shall have a joint capacity of not more than eight motor vehicle spaces arranged in a row or surrounding a common means of access;

b. No garage space shall face directly upon a street;

c. Any street entrance or exit shall be at least 50 feet distant from the intersection of any two street lines; and

d. Before the issuance of a building permit, the application for such a use shall be referred to the department of public works for review and report.

(7) Groups of four attached houses known as quadrieplex units, each having two adjoining walls on lot lines, within urban renewal project areas subject to a plan adopted under 31 Del. C. ch. 45 (31 Del. C. § 4501 et seq.), the slum clearance and redevelopment law. Such units shall be exempt from the rear yard requirement of section 48-155(a) and from one of the two side yard requirements of section 48-156(a).

(8) Public health or public community center.

(9) Municipal police station, specifically including neighborhood police station.

(10) An antenna mounted at a minimum height of ten stories or 100 feet in height above ground level to a rooftop or appurtenant structure located on a building rooftop, such as a penthouse, chimney or mechanical equipment; provided that, such antenna conforms with all relevant provisions of article XI, division 4 and any regulations promulgated in furtherance thereof.

(d) Uses permitted under zoning board of adjustment approval. The following uses are permitted if approved by the zoning board of adjustment as provided in article II, division 3 of this chapter, subject to the conditions specified below in each case:

(1) A private club or lodge subject to the special requirements of such a use in R-2 districts under section 48-132(d) (2).

(2) A funeral home, subject to the off-street parking requirements of section 48-444; and further provided, that:

a. The minimum area of the lot upon which such use is located shall be 10,000 square feet;

b. Accessory private garage space shall be provided on the lot to accommodate all vehicles used in the business and housed on the site;

c. A loading berth shall be provided for each 5,000 square feet of gross floor area or fraction thereof;

d. The proposed use will not adversely affect the character of the neighborhood within which it is proposed to be located.

(3) Electric substation subject to the special requirements of such a use in R-5-A districts under section 48-136(d) (2).

(4) A parking lot accessory to a commercial use in an adjoining commercial district subject to the special requirements of such a use in R-2 districts under section 48-132(d)(3).

(5) Parking spaces accessory to an apartment house in an adjoining commercial district; provided, that:

a. They shall conform with all relevant provisions of article XI, division 3 of this chapter;

b. Such use shall not be detrimental to the character of the neighborhood; and

c. Before taking final action on an application for such use, the zoning board of adjustment shall submit the application to the department of public works for review and report.

(6) Moderate-intensity home occupation, subject to the special requirements of such a use in

R-1 districts under section 48-131(d)(4).

(7) The office, studio or place of business of a decorator, florist, optician, pharmacist, portrait painter, photographer or similar activity, when operated in conjunction with an apartment house, including small announcement signs relating to such uses; provided, that it shall be located on the ground floor story or below and there shall be no exposed stairways on the exterior of such building; and further provided, that:

a. The minimum area of the lot upon which such a combination use is located shall be at least 10,000 square feet;

b. Accessory private garage space shall be provided on the lot to accommodate all vehicles used in the activity and housed on the site;

c. In addition to the requirements of subsection (a) of section 48-443, accessory off-street parking shall be provided on the lot in the ratio of two square feet of space for each one square foot of floor area devoted to such activity;

d. The proposed activity will not adversely affect the character of the neighborhood within which it is proposed to be located. The zoning board of adjustment shall refer each application for exception under this section to the city planning commission for its determination as to the effect of the proposed activity on the adjacent neighborhood.

(8) Medical office or professional office of a psychologist, lawyer, architect, engineer, musician, artist, teacher, real estate broker, registered nurse or other similar professional person; provided, that there shall be not less than three parking spaces for each such professional practitioner using an office in any such building. This subsection (8) shall apply only to a building which is converted from a previous nonresidential or institutional use to use as a professional office building.

(9) Rooming houses subject to the requirements for such uses in R-4 districts as provided in section 48-132(d)(8).

(10) Utility-user connecting equipment subject to the special requirements of such use in R-1 districts under section 48-131(d) (3).

(11) Group day care home as provided in section 48-131(d).

(12) Bed and breakfast guest facility as provided in section 48-133(d).

(13) Apartment house created by the conversion of a one-family dwelling or a two-family dwelling for the use of additional families if there is a lot area of not less than 1,000 square feet per family and each apartment or dwelling unit shall consist of not less than 600 square feet of livable floor area, excluding common halls and stairways provided, that:

a. In the opinion of the zoning board of adjustment, the proposed activity will not adversely affect the character and future development of the neighborhood within which it is proposed to be located and such use will not increase motor vehicle parking problems and congestion in the neighborhood. The board in its determinations shall consider the cumulative effect on the availability of motor vehicle parking spaces particularly in light of all other existing uses within a radius of 300 feet of the proposed location;

b. Plans shall be submitted at a scale of not less than ¼ inch to the foot, showing the dimensions and square footage of all rooms and storage spaces and indicating the intended use of all rooms;

c. Applicants shall certify that they are not delinquent in payment of city property taxes, water and sewer billing, or any other account or loan for which amounts are past due to the city, subject to verification by the city department of finance; and

d. Adequate trash areas shall be provided for each multi-family residential building.

(14) An antenna that is proposed to be mounted to a building and concealed within an

architectural element of the building, subject to the special requirements of such a use in R-1 districts under section 48-131(d)(7).

(15) A facade mounted antenna on a tiered building; provided, that:

a. The antenna is proposed for mounting at a minimum height of ten stories or 100 feet in height above ground level;

b. The antenna is proposed for installation on the recessed facade of the upper stories; and

c. The antenna conforms with all relevant provisions of article XI, division 4 and any regulations promulgated in furtherance thereof.

(e) Accessory uses and buildings. The following accessory uses and accessory buildings incident to uses permitted by this section are permitted:

(1) Any accessory use or accessory building permitted in R-4 districts under section 48-135(e).

(2) Other uses or buildings customarily incident to the uses permitted by this section.

Sec. 48-339. - W-4 district.

(a) Purpose. The W-4 waterfront residential commercial district is designed to provide areas adjacent to the central business district and residential neighborhoods where medium to high density residential, retail and office development can take place.

(b) Uses permitted as a matter of right. The following uses are permitted as a matter of right:

(1) Single-family and multifamily residential use, excluding detached single-family dwellings, but including bed and breakfast guest facilities as provided in section 48-193

(2) Library, museum, gallery.

(3) Private or public school.

(4) Private club or lodge.

(5) Office, bank or other financial institution.

(6) Retail store and service, subject to the limitation on hours of operation contained in section 5-78 of this Code.

(7) Hotel or motel.

(8) Commercial marine use, including fuel service accessory to such use.

(9) Commercial recreation, but not including amusement game machines, nor arcades.

(10) Parking lot accessory to a commercial use.

(11) Printing plant, provided that only sheet-fed presses are used.

(12) Passenger terminal, rail, bus or helicopter.

(13) A sign other than a billboard.

(14) Nonprofit charitable institution not of a correctional nature.

(15) Indoor theater for the performing arts.

(16) Restaurants/lunchrooms.

(17) Automobile parking for permitted uses.

(18) Family day care homes. Group day care homes and day care centers, not subject to the conditions as provided in section 48-131, but subject to the parking requirements in section 48-443

(19) Public service uses.

(c) Uses permitted under zoning board of adjustment approval. The following uses are permitted if approved by the zoning board of adjustment as provided in article II, division 3 of this chapter, subject to the condition that the proposed development will be consistent with the waterfront development review standards and will not preclude the development of those uses permitted as a matter of right:

(1) Light manufacturing, provided that no highly flammable or explosive processes are employed.
(2) Hospital.
(3) Commercial parking lot or structure.
(4) Public utilities.
(5) Wholesale storage.
(6) Newspaper office or printing plant other than that provided for in subsection (b)(11) of this section.
(7) Amusement game machines subject to the conditions specified for such use in C-1 districts, under section 48-191(d)(3).
(8) Arcade, subject to the conditions specified for such use in C-2 districts under section 48-193(d) (4).
(9) Emergency shelter for the homeless, subject to the requirements specified for such use in C-2 districts under section 48-193(c)(18) and the conditions specified for such use in M-1 districts under section 48-246(b)(17).
(10) An antenna that is proposed to be mounted to a building and concealed within an architectural element of the building; provided, that:

a. Accessory structures are similarly concealed or obscured from view; and
b. It shall conform with all relevant provisions of article XI, division 4 and any regulations promulgated in furtherance thereof.

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