A CITY-WIDE PLAN OF LAND USE

A Component of the Comprehensive Development Plan

for

Wilmington, Delaware

Department of Planning

July 2003

This Plan replaces the original document which was prepared and adopted in 1956 and subsequently amended in 1984. This Plan is a component of the Comprehensive Development Plan for the City of Wilmington.

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I. INTRODUCTION

A. Background - Wilmington's History

The City of Wilmington, like most eastern cities, has been evolving for over 350 years. After periods of Swedish (1638), Dutch (1655), and British (1664) colonization, the area stabilized under British rule (with Quaker influence) and was granted a borough charter in 1739 by the King of England which changed the name from Willington (after Thomas Willing, the first "developer"of the land who organized the area in a grid pattern like Philadelphia) to Wilmington, presumably after Spencer Compton, Earl of Wilmington, a favorite of the King. From the granting of the charter until the Revolution, the town developed steadily into a prosperous business and residential community. During the Revolution, its milling industries, geographic location, key leaders and resources made Wilmington particularly strategic.

1. Physical Influences on Development

Topography and soil conditions affected the residential development pattern in the City. Wilmington lies at the fall line that separates the flat coastal plain from the hilly areas to the west. East of Market Street, and along both sides of the Christina River, the land is flat, low-lying and marshy in places. The west side of Market Street is hilly and rises to a point that marks the watershed between the Brandywine and the Christina Rivers. This watershed line runs along Delaware Avenue westward from 10th and Market Streets. The hilly and therefore healthier west side, was more attractive for the original residential areas such as Quaker Hill, developed beginning in the mid 18th century.

2. Industrial Growth

The borough of Wilmington officially became a city in 1832, when a charter was granted by the State legislature. The Industrial Revolution era was reflected in Wilmington with events such as the 1837 completion of the Philadelphia, Wilmington & Baltimore Railroad which made the City accessible by water, road and rail on the main north-south transportation route providing easy reach of most malls or markets. The area's economy flourished as shrewd businessmen and a skilled labor force provided the resources for the growing industries.

3. The Civil War

The Civil War had a profound effect on the economy of the City. Delaware, though officially a Union State, was divided in its support of both the Confederate and the Union soldiers. Wilmington was the center of the northern partisans in Delaware. The outbreak of the Civil War found Wilmington with a strong industrial base which responded to meet the great demands of waging war. Older establishments expanded, and many new industries were attracted to the City. Wilmington products included ships, railroad cars, gunpowder, shoes, tents, uniforms, blankets and other war-related goods. The City emerged from the war with a greatly diversified economy.

By 1868, Wilmington was producing more iron ships than the rest of the country combined and rated first in the production of gunpowder and second in carriages and leather. The post-war prosperity allowed the construction of many elaborate new homes and businesses, which induced residential development to the west of the existing City, creating the beginning of "suburban development."

4. Suburban Development

In 1864, the first horsecar line was initiated, assisting development of residential areas outside the City boundaries. The first "suburban" area to be developed was centered around today's Delaware Avenue. Wealthy industrialists and businessmen built ornate mansions on this street making it the city's most fashionable address.

The late nineteenth century saw the development of a comprehensive park system under William Bancroft, a successful Wilmington businessman with a concern for the preservation of open parkland in Wilmington, who was influenced by the work of Frederick Law Olmsted. Rockford Park and Brandywine Park owe their creation to his generous donation of land and efforts.

Between the Civil War and World War 1, more new industries developed and the greatest increases in population occurred. In 1860 there were 21,250 people living in the City. By 1920 that number had risen to 110,168.

5. Modern Wilmington

Both World Wars stimulated the City's industries. Industries vital to the war effort - shipyards, steel foundries, machinery and chemical producers - operated on a 24-hour basis. Other industries produced such goods as automobiles, leather products and clothing. While many corporations sought the benefits of Delaware's liberal tax structure and located themselves in or near Wilmington, firmly establishing the City as a "Corporate Capital" even after the decline of large-scale manufacturing in Wilmington, the burgeoning number of automobiles and roadways in the 1950s made living in the suburbs and commuting into the City to work possible and contributed to significant population losses in Wilmington. Projects such as urban renewal in the 1960s and 70s, which cleared many blocks of housing, and the construction of I-95 which cut a swath through several of Wilmington's most stable neighborhoods, also left their mark on the City. Numerous banks and financial institutions relocated to the area after the Financial Center Development Act of 1981 substantially liberalized the laws governing banks operating within the state. In 1986, the state adopted legislation targeted at attracting international finance and insurance companies. More recently, housing development in the downtown has provided Wilmington with renewed vigor; multiple redevelopment projects have proved that the City is on the upswing again.

6. Wilmington Architecture

As an historically conservative city, Wilmington generally adopted architectural "high styles" about a decade after the style was introduced. Nonetheless, the city has a fine collection of extant buildings, displaying popular styles from the Revolution through late 20th century. Federal, Queen Anne, and American Four Square are found in quantity; examples of Second Empire, Richardson Romanesque, Italian Villa, Greek Revival, Georgian, Art Deco and International Style punctuate the urban landscape. The vernacular row house makes up many of the stable neighborhoods, augmented by stylistic detailing from the high styles of its period of construction. Today, the City uses overlay zoning in the form of eleven (11) City Historic Districts to regulate and protect its architectural heritage.

B. Evolution of the Comprehensive Development Plan

The Comprehensive Development Plan of the City of Wilmington consists of A City-Wide Plan of Land Use ("City-Wide Plan") and a number of separate studies, maps, and policy statements addressing individual neighborhood analysis areas or planning districts, as well as functional elements addressing housing, transportation, and the various types of public facilities. The original comprehensive development plan was adopted between 1953 and 1959 by the Wilmington Planning Commission, during the first phase of planning in Wilmington.

A City-Wide Plan of Land Use was originally adopted in January 1956 as an element of the original Comprehensive Development Plan. It was amended piecemeal by the Commission and its successor, the Wilmington Commission on Zoning and Planning, until the 1967 City Charter reorganization, and since then by City Council with the advice of the City Planning Commission. These changes were found in individual neighborhood, functional or policy plans, but were not reflected in any summary document available to public officials or the citizens of the community. In the second phase of planning, undertaken by the Wilmington Commission on Zoning and Planning between 1962 and 1966, the Pilot Plan for Downtown Wilmington was adopted into the comprehensive plan, together with a Community Renewal Program. Included were amended land use plans for the Central Business District and the older residential neighborhoods surrounding it, with priority recommendations for redevelopment or conservation action in those areas. After 1968, comprehensive planning efforts concentrated on policy and management planning, in an attempt to deal with the economic, social and fiscal problems confronting older cities at that time. Much of this effort was coordinated through the Model Cities federal program.

The third phase of planning activity, from 1975 through the mid 1980's, placed a renewed emphasis on land use planning, with a series of updates and revisions to the neighborhood or district plans adopted for the older residential areas of the City, after extensive consultation with residents in each area. These updated plans incorporated the changes made by the Community Renewal Program, as well as other amendments necessary to reflect conditions that had changed over the years.

In 1984, a major revision to the City-Wide Plan incorporated amendments made over the years since 1956. There were no changes from the policies in the adopted neighborhood areas and functional elements of the plan. It did, however, incorporate the Thoroughfare and Transportation Plan, which had been originally adopted separately by the Commission in 1954 and has since been amended by neighborhood or district plan changes. The City-Wide Plan was also updated with pertinent U.S. Census demographic data at that time.

Since early 1990 there has been an ongoing effort to update the neighborhood plans. The Browntown-Hedgeville, Northwest, Riverside, South Wilmington, Southwest and West Center City Plans were all updated in this time frame. Currently, the East Side and Bancroft Parkway/Delaware Avenue Plans are in the process of being updated.

The 2003 update to the City-Wide Plan includes updated demographic data based on the 1990 and 2000 U.S. Census, as well as data from the 2002 Population Projection Series produced by the Delaware Population Consortium. Also, new to the Plan are the discussion of current planning initiatives developed over the last two decades since the 1984 update, and a review of the modern planning mandates and activities which have evolved over time.

Today, comprehensive development plan elements have been developed for each of the thirteen neighborhood analysis areas, which are continually being monitored and updated according to a revolving schedule. The content of the average neighborhood comprehensive development plan has been broadened to include a wide variety of information relevant to the specific neighborhood, including recommendations on zoning and land use. These recommended zoning changes are typically included in companion ordinances which accompany plan revisions and are typically adopted by City Council concurrently with the plan updates. Map A shows the current neighborhood analysis areas in the City of Wilmington. Appendix 1 lists the history of the development of and subsequent revision to the various comprehensive development plan elements, and a schedule of anticipated future Plan updates.

Urban renewal planning efforts, which are often closely coordinated with comprehensive planning activities, have continued as well. Since 1984, revisions have made to the Asbury Heights, Christina Gateway, Civic Center, New Castle Avenue, South Walnut Street Phase I and West Center City urban renewal plans. New plans have also been created and adopted (some of which have also since been revised), including East 7th Street Peninsula (1987), Northeast (1988), Center City (1990), and Greater Brandywine Village (2001). Urban renewal plan activity is listed in Appendix 2.

C. The History of Planning in Wilmington

There is little evidence of any comprehensive government planning in Wilmington before 1950. Until then, each agency planned its projects or systems individually, without formally considering impacts on other public agencies or upon the future development of the City and overall costs of government. Decisions on development or the location of public facilities like schools, parks, and utility system extensions were often reactions to private decisions to donate land or to develop new areas.

Wilmington's first zoning ordinance was adopted in 1924 and revised ten years later. However, as the development of the City continued, the inadequacy of the ordinance became apparent, since it was failing to achieve what was considered its principal purpose - preventing further business encroachment into residential neighborhoods.

The City of Wilmington was represented on a Regional Planning Commission for New Castle County, which was established in 1932 with jurisdiction outside the limits of municipalities. However, the Commission's authority extended only to the adoption of an official map of streets and the approval of new subdivisions.

An advisory Wilmington Planning Commission was appointed by Mayor Albert W. James in February 1941 under the chairmanship of James H. Shelnutt, but was not continued after his term of office, and no record of its activities has been found.

The first traffic survey in Wilmington was conducted in 1932 by the Mayor's Employment and Relief Committee under the auspices of the Delaware Safety Council. A comprehensive parking survey and plan was completed in 1947, and the first traffic origin and destination study of the Wilmington metropolitan area was undertaken by the Delaware State Highway Department in 1949.

In March 1950, Mayor James F. Hearn appointed another informal Wilmington Planning Commission under the chairmanship of Wilmington architect George E. Pope, primarily to address the immediate problems of downtown parking and traffic; to find a site for relocation of the King Street Farmers Market; and to determine a route for the proposed limited access freeway that eventually became Interstate 95. This preliminary commission soon realized that the City's problems could not be addressed on a piecemeal basis, and in 1952 it engaged the noted pioneer urban planner, Harold M. Lewis, as a consultant to recommend a comprehensive approach to planning in Wilmington. The concept of comprehensive planning was gaining impetus at that time from provisions of the Federal Housing Act of 1949, which offered assistance to cities for slum clearance and redevelopment, but only in accordance with a comprehensive local planning process.

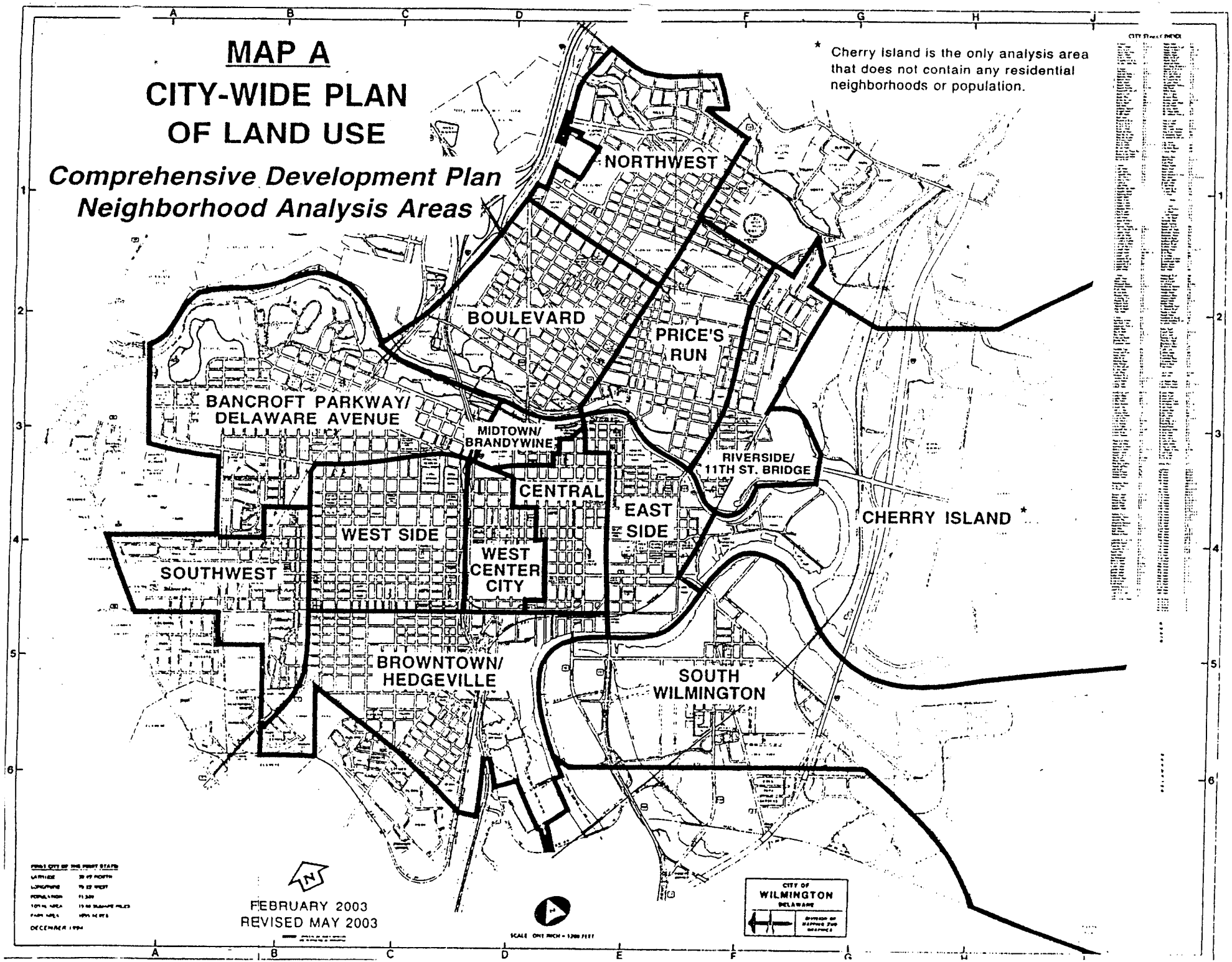
Delaware in 1951 adopted a law providing for local slum clearance and redevelopment, with local planning requirements similar to the federal law, but no provisions were made for local governments to develop or adopt local comprehensive development plans. The State's zoning enabling law since 1923 had required that local zoning regulations also be "in accordance with a comprehensive plan," but in the absence of planning legislation, there were no plans other than street maps and the plan for land use regulation in the zoning ordinance itself.

Wilmington's preliminary planning commission concluded its work with a May 1953 report, Preliminary Planning Studies for the City of Wilmington, which identified blighted areas of the City, recommended an agenda for further comprehensive planning in Wilmington, and provided a draft of recommended state enabling legislation for local comprehensive planning.

MAP A

CITY-WIDE PLAN OF LAND USE

Comprehensive Development Plan Neighborhood Analysis Areas



The required legislation was passed by the Delaware General Assembly only a month later, and on October 29, 1953, City Council adopted an ordinance to establish for the first time an official Wilmington Planning Commission, with powers to develop and adopt a comprehensive development plan for the City. The legislation was effective November 2, 1953 and on December 4, the original five members were appointed by the Mayor, met and took their oaths of office. After formally organizing, the new Wilmington Planning Commission, as its first item of business, retained Mr. Lewis as the commission consultant. Between 1953 and 1956, A City-Wide Plan of Land Use and A Street Thoroughfare Plan were proposed and adopted, together with A Report on Blighted Areas and A Study of the Central Business Area. From 1957 to 1959, studies were also made of residential neighborhoods and of industrial and undeveloped areas. These reports were all adopted by the Commission as the Comprehensive Development Plan of the City.

As Harold M. Lewis was completing his work on the original comprehensive plan, he was also retained by the Wilmington Zoning Commission, originally organized in 1924, to prepare a revised zoning ordinance consistent with the new plan. He completed his work for both Commissions in 1959. In 1960, the Planning Commission engaged Jack M. Kendree as its planning consultant. He completed a detailed analysis of the proposed zoning ordinance in relation to both the Comprehensive Development Plan and to a series of public hearings held on the proposed zoning ordinance. This report was adopted by the Planning Commission as its recommendation to the Zoning Commission. The Planning Commission also recommended that the two Commissions be merged to provide for more effective future implementation of the Comprehensive Development Plan through zoning regulation.

In 1962 the Planning Commission was merged with the Zoning Commission, as it had recommended. After appointing Peter A. Larson as executive director to head the City's first full time planning staff, the new Commission on Zoning and Planning began immediately to define a long term direction for development and redevelopment of the central business district and the blighted areas immediately surrounding it. In 1963 the Commission completed and published A Pilot Plan for Downtown Wilmington.

The Greater Wilmington Development Council (GWDC), organized in 1961, had brought together a coalition of private sector business and industrial, professional and neighborhood leadership to support government efforts to plan comprehensively for the future needs of the community. This coalition of people and organizations interested in planning provided a community-wide forum for discussion and refinement of the Pilot Plan proposals over a period of several months.

The City also joined in a 1964 agreement with federal, State, County and other municipal governments to form the New Castle County Program for long range regional land use and transportation planning in New Castle County. This agency evolved into the Wilmington Metropolitan Area Planning Coordinating Council (Wilmapco), the present regional coordinating agency for planning in New Castle County; Salem County, New Jersey; and Cecil County, Maryland. This agency later reorganized, adopting new Bylaws on June 14, 1993 and changing its name to Wilmington Area Planning Council. At this time, Salem County was reassigned to the South Jersey Transportation Planning Organization, which was reorganized to include three smaller metropolitan planning organizations and incorporated areas in New Jersey.

The directions proposed in the Pilot Plan won general acceptance, and led to several detailed studies by both the commission staff and consultants retained by GWDC, addressing immediate development problems and opportunities in the downtown and Midtown Brandywine areas. A Community Renewal Program, outlining redevelopment and conservation action needed in other older neighborhoods was also undertaken and the program, with cost estimates and priorities, was approved by City Council in 1966. Recommended arterial street changes were incorporated into the New Castle County Program's first 20 year highway and transit plan, adopted in 1968.

Through all the vagaries of changing federal programs and on-again, off-again, federal financial assistance, the strong coalition of business, community, and governmental leadership at City, County and State levels has maintained the thrust and direction of Wilmington's development and revitalization activities over the 20 years since A Pilot Plan was first presented.

The City's first capital budget and capital program were prepared and adopted under the new home rule City Charter, which took effect January 1, 1967. On the recommendation of the City Planning Commission, the Community Renewal Program needs were incorporated into the capital budget and program, providing for the long range public investment required to carry out the program over a number of years, and coordinating the investment of all City departments which would be providing new facilities and services.

In another change under the Home Rule Charter, City Council was given responsibility for final adoption of the comprehensive plan; previously, it had no role in the planning process until the implementation stage.

Wilmington's first planning efforts had concentrated on locational spacial planning - often referred to as "land use planning." After 1968, with locational decisions made and many of the necessary implementing measures in place, comprehensive planning efforts then shifted to policy and management planning, in a timely attempt to deal with the economic, social and fiscal problems that were confronting older cities. While implementation of area redevelopment and conservation programs went forward, planning addressed issues like productivity of City agencies, provision of a stable long-term revenue base, coordination of the variety of human services provided to Wilmington residents by many separate federal, State and private agencies, and strategies for developing new sources of employment to replace the declining manufacturing sector of the Wilmington economy. Much of this planning took place as part of Wilmington's federally assisted Model Cities Program.

To implement the programs and strategies that were developed, a small budget and analysis staff was established in the Mayor's Office, giving the chief executive for the first time an effective means for managing City resources through the annual budget process. A comprehensive strategy for economic development was adopted and integrated with land use plans providing a basis for the broad range of development activities now going on.

A renewed emphasis on land use planning began in 1975, with the first in a series of updates to the original residential neighborhood plans developed by Harold Lewis 20 years earlier. Since these plans primarily addressed already developed areas, major changes in direction were not necessary, but a large number of minor adjustments and revisions were necessary to reflect changes that had occurred since the original plans were adopted. The principal purpose of the plan update process was to determine and document the consensus of various community interests about future public actions needed in each neighborhood; where no consensus existed, the neighborhood plan documents the differing views for consideration in future decision making.

A Pilot Plan for Wilmington's In-Town Riverfront was another major land use planning effort. Published in 1979, it was adopted in 1981 after extensive community discussion and was the basis for establishment that same year of waterfront development zoning districts with performance-oriented standards and regulations. Rezoning efforts along the Brandywine and Christina Rivers had a major impact on the downtown waterfront landscape. Strengthened waterfront development review criteria and performance-oriented land use controls, including regulations governing the amortization of scrap yards and other nuisance uses within these districts, resulted in the elimination of blight and the reclamation of environmentally damaged land into productive use, increasing opportunities for quality mixed use development along the waterfront.

Other locational related planning that grew in significance over the past years, largely in response to federal program requirements, included the environmental review of both long range plans and immediate development proposals, and the identification of historic districts, structures and sites that may be affected by development activities.

A 1978 reorganization established Planning as a separate City department, free of responsibilities that had accumulated in the former Department of Planning and Development for operating housing, economic development and urban renewal programs. The Planning Department, however, continued to have budget management responsibility for the capital budget and program and for federal development grants. In 1982, a further reorganization brought together all planning, management, budget and community liaison functions in a consolidated division of management and planning within the Mayor's Office. Under that reorganization, the Office of Planning was responsible for traditional land use planning, the locational aspects of the capital budget, and the analysis of economic and demographic impacts of City programs. In 1993, Planning once again became a separate department, and remains so today. The Department continues to evaluate the suitability of the Zoning Code and site planning activities, recommending map and text amendments and developing new zoning district classifications as needed, such as the R-5-A-1 medium density apartment district which addressed the need for a garden style apartment zone which limits height and density and is a more compatible buffer to adjacent single family neighborhoods that the more intensive high rise apartment zones. The Department also is responsible for the development of new city historic districts and the accompanying overlay district regulations and review criteria, and the administration of the Design Review and Preservation Commission, which oversees all development activities in city historic districts.

Plan review functions have also increased in importance, with procedures and review processes put into place for site planning, parking lot landscaping, demolitions and historic preservation. The Department administers the Environmental and Technology Review Panel, created in for the purpose of reviewing the proposed location of manufacturing uses and their conformance to the protective controls and standards of external effects.

A history of the Wilmington Planning Commission membership is listed in Appendix 3, and a history of the planning professional staff serving the City of Wilmington can be found in Appendix 4.

D. Current Planning Responsibilities and Initiatives

1. Planning Department Responsibilities

Though largely land use planning oriented, the responsibilities of the Planning Department have been expanded and currently include the following mandated activities:

a. Serving as staff to the City Planning Commission, the Design and Preservation Commission, and the Environmental Technology Advisory Panel.
b. Updating and maintaining all elements of the Comprehensive Development Plan, including the thirteen neighborhood analysis area plans.
c. Administering Urban Renewal Plans.
d. Annual preparation of the Six Year Capital Budget and Capital Improvements Program, and amendments thereto.
e. Review activities, including: parking lot landscaping site plans, waterfront development plans, curb cuts, subdivisions, demolition requests, environmental reviews for federally funded projects, Section 106 reviews for federally funded projects (historic preservation), and the review of any exterior changes to buildings within the City's historic districts.
f. Preparation of amendments to the Zoning Code text and Official Zoning Map, including the development of land use regulations and controls, and the development of new zoning classifications in response to need.
g. Preparation of the semi-annual rental vacancy survey.
h. Administering and evaluating proposals for annexations.
i. Street and public facility namings and renamings.
j. Performing right-of-way removals and dedications.

Other major functions of the Planning Department include:

a. Monitoring construction activity in historic districts.
b. Transportation planning and coordination activities with Wilmapco.
c. Staff support to neighborhood planning councils and Community Development Corporations.
d. Overseeing a state grant for the Historic Preservation Planning Program.
e. Demographic and Census data compilation, analysis and publication.
f. Researching and preparing planning and land use studies for the mayor and City Council.
g. Providing technical assistance to other City departments, the Mayor's Office, City Council and the public.
h. Respond to requests for information from businesses, other governmental agencies and the public.
i. Preparing grant applications.
j. Economic development planning.

Additional activities undertaken by the Department have included community and crime prevention planning, which was facilitated through various grants during the 1990's, and research and project development as necessary.

2. Planning And Development Initiatives

Since the 1984 revisions to A City Wide Plan of Land Use, many planning initiatives have taken form in the City of Wilmington, as follows:

a. Annexation Policy Developments

A major change in the way the City engages in planning resulted from the state-initiated development of an annexation policy which requires the coordination of annexation efforts between local and state government agencies by means of the comprehensive planning process. Cities greater than 50,000 population have been subjected to more stringent requirements for annexation since 1987, when Title 22 of the Delaware Code was amended for such purposes. More recently, House Bill 255 expanded those provisions by requiring that specific annexation policies and procedures be adopted into a municipality's Comprehensive Development Plan and that the process be coordinated with the Office of State Planning Coordination. The City-Wide Plan of Land Use thus becomes the vehicle for this annexation policy requirement, the details of which can be found in Chapter VIII.

b. Downtown Wilmington Initiatives

The Downtown Wilmington Development Vision and Strategy report (August 1997) prepared by the Planning Department outlined various programs and initiatives centering on downtown development. The study recommended changes to the zoning, housing and building codes to address downtown design standards, parking lot landscaping standards, and demolition disincentives; tax abatement and revitalization programs to encourage the redevelopment of downtown buildings and the conversion of blighted properties into usable space, particularly for housing and to support small business development; and the implementation of new city historic and cultural districts (university campus and cultural arts district, and Lower Market Street City Historic District).

The Wilmington Renaissance Corporation (formerly Wilmington 2000) was formed with the purpose of working with the City to guide the downtown vision and partner with the private sector to encourage downtown development. Through the creation of the Downtown Improvement District, downtown businesses support tax assessments which in turn support the Clean and Safe Team, enhancing security and beautification efforts in the downtown.

Cooperative public-private efforts resulted in major downtown redevelopment, including the 2002 renovation by the Buccini/Pollin Group of the Nemours and Brandywine Buildings (former DuPont Company office towers) into downtown housing with associated office and retail venues, including a small-scale independent film cinema, Theatre N at Nemours. The group is currently converting the Delaware Trust Building into upscale apartments facing Rodney Square.

The Market Street area is becoming the downtown center for higher education, with the location of the Delaware Center for Arts and Design (DCAD), Delaware State College, Drexel University, Springfield College, and the University of Delaware. The Ships Tavern project is currently rehabilitating 22 buildings on the 200 block of Market Street into 83 apartments and lofts with first floor retail space. Including future phases, this project is expected to bring about 300 residential units to the Ships Tavern district, as well as retail outlets, restaurants and entertainment venues. Cultural centers, such as the Grand Opera House and the Playhouse Theater, have expanded and/or renovated their facilities in anticipation of broader programming opportunities. In 2002, the New Castle County Courthouse was completed at 4th and King Streets, consolidating the state’s court system into a central location.

c. Citywide Planning Efforts

The Mayor's Citywide Planning and Development Advisory Council was established in 2001, consisting of planning staff, local architects and citizens. Planning efforts have concentrated on the completion in 2003 of a Citywide Vision and Plan, for the purpose of providing guidelines and action plans for the future growth and development of Wilmington.

d. Planning Council Initiatives

In an attempt to make the City more responsive to the needs of the neighborhoods, the Neighborhood Planning Council's (NPC's) were established in 1993 to provide leadership in initiating a community-wide strategic planning process to address the physical, social and economic needs of the community. A capital planning grant program was established to provide these groups with the funding for the development of strategic neighborhood plans and community development projects.

e. Housing Initiatives

Efforts to address housing needs in the city have largely been directed through the Department of Real Estate and Housing through various redevelopment and rehabilitation initiatives which are designed to encourage and support a strong downtown and stabilized residential neighborhoods. The Consolidated Plan, a five year plan for housing and community development, is prepared by the Department to meet the application requirements for the following programs: Department of Housing and Urban Development Community Block Grant; HOME Investment Partnerships, Emergency Shelter Grant, and Housing Opportunities for Persons with Aids. The Plan includes: 1) a needs assessment, which addresses substandard and vacant housing, homeless and special needs housing, and lead paint issues; 2) an analysis of the housing market, which identifies construction activity, sales and rental markets and other opportunities; and 3) a strategic plan, which identifies strategies the City will use over the next five years to address needs such as housing quality and supply, housing and neighborhood revitalization, community development, youth and family services, and public safety.

The Vacant Property Strategy plan analyzes the scope of the citywide vacancy problem, by identifying the number, type, location, level of deterioration and length of vacant properties, and examining the factors related to vacancy. The plan identifies initial areas for treatment, and evaluates existing approaches to addressing the problem. Recommendations for code enforcement, fines, taxes and incentives, sheriff sales, city-owned property disposition, demolitions, and condemnations are included.

f. Transportation Initiatives

The Wilmington Initiatives program partners the City with the metropolitan planning organization (Wilmapco) and the State Department of Transportation (DelDOT) for the purpose of coordinating the planning and implementation of transportation-related infrastructure improvement projects and related developments. This program evolved from the City-Wide Environmental Enhancements Plan (1996), which developed neighborhood improvement concept plans into pilot projects for the successful revitalization of major downtown gateways, improving circulation, parking and the pedestrian environment for 4th, 11th, and Market Streets, Delaware Avenue and MLK Boulevard. Plans for the major urban corridors linking the downtown to outlying residential neighborhoods are also being developed. Other activities include major bridge renovations, I-95 reconstruction, train station and viaduct improvements, construction of the Riverfront Parking Deck, improvements to city bus service through Delaware Area Regional Transit (DART), including the introduction of downtown trolley service in 2002, and participation in the Transportation Enhancement Program.

g. Waterfront Development

Perhaps the most significant of all planning initiatives are waterfront redevelopment efforts which to date have involved the investment of over 90 million dollars for advancements along the Christina River, including the construction of the transportation network and infrastructure improvements which directly support these redevelopment efforts. Waterfront redevelopment efforts began with the construction of the Daniel S. Frawley Baseball Stadium on South Madison Street, and the location of the Delaware Theater Company and local architectural offices along Water Street.

In 1996, the Riverfront Development Corporation (RDC) was created and funded to oversee the waterfront initiative, which to date has included the development of the First USA Riverfront Arts Center, Tubman-Garrett Riverfront Park, Shipyard Shops retail outlets, Riverfront Marketplace, restaurants (Back Stage Café, Joe's Crab Shack, Timothy's) and numerous other commercial and business ventures, such as the location of Juniper Financial Services, ING Bank and the restoration of the B&O Railroad Station for use as a conference facility. The Christina Riverwalk was also implemented, creating a pedestrian link along the river between the Wilmington Train Station and the Shipyard Shops. A Wildlife Refuge is planned south of the outlets, and plans for housing are currently being considered for strategic parcels.

II. POPULATION CHANGES

A. Population Trends, 1950 to 2000

In 1956, when A City-Wide Plan of Land Use was originally prepared, Wilmington's population had remained stable for thirty years, at 110,000. Population growth was limited primarily by the capacity of the existing housing stock and the limited area available for new residential development. Population was projected to remain at approximately the same level through 1980, based on an assumption that existing housing would remain occupied at the then-prevailing level. However, the 1980 U.S. Census showed the City population at 70,195, a reduction of 40,161 from 1950, or 36.4 percent. This was largely due to the 24 percent decline in average household size, from 3.4 persons per household in 1950 to 2.6 persons per household in 1980. Suburban migration in the 1950's and 1960's was also a contributing factor to urban population decline. The remaining losses were attributed to the temporary reduction in available housing units while older units were replaced or renovated in urban renewal areas being cleared and redeveloped or undergoing rehabilitation. Typically, cleared urban renewal land could remain vacant for five to ten years before redevelopment, and the renovation of uninhabitable or abandoned units typically took up to five years. Over two-thirds of Wilmington's population loss from 1950 to 1980 therefore was attributed to the decline in household size, suburban migration, and the temporary reduction in the total habitable housing stock as urban renewal efforts continued.

The twenty year period from 1980 to 2000 showed an overall stabilization and slight increase in Wilmington's population. The 1990 Census showed a population of 71,529, a 1.9 percent increase from 1980. The population in 2000 was 72,664, a 1.6 percent increase from 1990.

The total number of housing units also increased, from 30,469 in 1980 to 31,244 in 1990, a 2.54% increase, with another increase in 2000 to 32,138 (2.8% from 1990). Over the twenty year period from 1980 to 2000, this represents a 5.5 percent increase in the number of housing units. Overall, the percentage of occupied housing increased from 88.3% in 1980 to 91.4 % in 1990, then decreased to a 89% occupancy in 2000. During the same period, average household size actually decreased from 2.58 (1980), to 2.44 (1990), and 2.39 (2000). Population and housing trends can be found in Table 1. Historical population data can be found in Table 2.

TABLE 1

POPULATION AND HOUSING TRENDS, 1950 to 2000

	1950	1980	1990	2000	% Change '80 -'90	% Change '90 -'00
Population	110,356	70,195	71,529	72,664	1.9+	1.6+
Male	- - -	31,458 (44.8%)	33,249 (46.5%)	34,674 (47.7%)	1.66+	1.24+
Female - - -		38,737 (55.2%)	38,280 (53.5%)	37,990 (52.3%)	1.66-	1.24-
White	- - -	31,663	30,134	25,811	4.8-	14.3-
Black	- - -	35,858	37,446	41,001	4.4+	9.5-
Other	- - -	2,674	3,949	5,852	47.7+	48.2+
Average Household Size	3.4	2.58	2.44	2.39	0.14-	0.05-
Total Housing Units	32,280	30,469	31,244	32,138	2.54+	2.86+
Occupied	31,587	26,901	28,556	28,617	3.1+	2.4-
Owner	16,143 (51.1%)	14,359 (53.4%)	15,179 (53.2%)	14,332 (50.1%)		
Renter	15,444 (48.9%)	12,542 (46.6%)	13,377 (46.8%)	14,285 (49.9%)		
Vacant	693	3,568 (11.7%)	2,688 (8.6%)	3,521 (11%)	3.1-	2.4+

TABLE 2

HISTORICAL POPULATION DATA FOR WILMINGTON
1739 - 2000

Year	Population	Source	Household Size
1739	610	Scharf, History of DE, II:639	
1777	1,129	British Army Estimate	
1790	- -	Census Returns Lost	
1800	4,425	1800-1830:	
1810	4,680	- Estimated at 70% of Christiana	
1820	5,850	- Hundred Population	
1830	6,925		
1840	8,367	U.S. Census	
1850	13,979	U.S. Census	
1860	21,258	U.S. Census	
1870	30,841	U.S. Census	
1880	42,478	U.S. Census	
1890	61,431	U.S. Census	
1900	76,508	U.S. Census	
1910	87,411	U.S. Census	
1920	110,168	U.S. Census	
1930	106,597	U.S. Census	
1940	112,504	U.S. Census	4.0
1950	110,356	U.S. Census	3.4
1960	95,827	U.S. Census	3.1
1970	80,386	U.S. Census	2.9
1980	70,195	U.S. Census	2.6
1990	71,529	U.S. Census	2.44
2000	72,664	U.S. Census	2.39

B. Demographic Projections

1. Population

Since 1963, periodic projections of population change in Delaware have been prepared by the College of Urban Affairs at the University of Delaware. These projections were based on the cohort survival methodology. In this method, the number of males and females in each five year age bracket is separately projected by applying to each group an appropriate birth, death and migration rate based on recent experience and trends. Since 1970, a consortium of State and local government agencies and private users of population data have jointly agreed on the assumptions used for future birth, death and migration rates. Projections prepared during the early 1970's, based in part on trends during the extremely high growth rate period from 1950 to 1970, produced projections higher than what actually occurred. Just before the 1980 Census, the consortium revised its assumptions downward, and 1980 projections obtained by applying the new assumptions to the 1970 Census figures were generally consistent with the numbers actually found by the 1980 Census.

Population projections made in November 1982 forecast moderate growth in Delaware's population over the next 40 years, and were based on the following assumptions: a continuation of the then-present birth rates, which were at a historically low point; no change from present death rates; and a net in-migration from the other areas based on somewhat lower employment growth for Delaware than was projected for the entire Northeast regions by the Bureau of Economic Analysis of the U.S. Department of Commerce. This is consistent with the actual population growth found between 1980 and 2000, which showed a general population stabilization and steady, if slight, gain over the twenty year period.

In 2002 the Delaware Population Consortium's Population Projection Series forecast a slight reduction in population between 2000 and 2030, which is inconsistent with the actual population growth shown. Table 3 shows the population growth, both actual (1980 through 2000) and projected (2010 through 2030). The Population Projection Series for Wilmington (October 8, 2002) can be found in Appendix 5. NOTE: The City of Wilmington has officially questioned the Consortium's latest forecasting methodology, and has been working with Wilmapco to ensure that future modeling techniques are programmed for urban conditions, taking into consideration the special factors at play in the urban environment. The City's growth and development is not typical of suburban land use trends upon which most modeling is based, and the assumptions made for the broader studies in the county are simply not applicable.

TABLE 3
Population Growth, Actual and Projected

	1980	1990	2000	2010*	2020*	2030*
Total	70,195	72,800	72,664	71,727	70,445	69,097
Males	31,458	33,100	34,674	34,950	34,777	34,388
Females	38,737	39,800	37,990	36,777	35,668	34,709

* Projections from the Delaware Population Consortium, Population Projection Series (October 8, 2002)

2. Housing

It is unlikely that the future population will be organized into households of the same size as in 1980. Due to both declining birth rates and changes in life style and mobility, the average household size in the City of Wilmington has continually decreased for each ten year period, from 1940 (4.0) through 2000 (2.39), although at a decreasing rate with each successive ten year period (1940 to 1950 showed a reduction in household size by 0.6 persons; 1990 to 2000 showed a reduction by 0.05 persons).

In 1984 the City-Wide Plan of Land Use projected that if this decrease in household size continued, by the year 2000 Wilmington would have 35,800 households, compared to the 26,900 found in the 1980 Census. Allowing for a normal four percent housing vacancy rate to accommodate housing turnover, 37,200 housing units were projected to be needed to accommodate these households, compared to the 30,469 housing units found in the 1980 Census. Of the 1980 totals, 3,569 units were vacant, most of them probably uninhabitable. These projections indicated that by the year 2000 there would be sufficient households to require the renovation of all existing vacant housing in the City, in addition to the development of 7,500 new units. 2000 Census data shows that, in actuality, there were 28,556 households (20 percent less than projected) and 32,138 housing units, 89 percent of which were occupied (28,617), with an average household size of 2.39 persons. This represents 13.6 percent fewer housing units than was projected to be needed.

With household sizes continuing to decrease, an increased demand for smaller units can still be expected. Some of this requirement can be met by allowing selective conversion of existing single family housing into two-family housing and the replacement of some existing single family housing with new multi-family apartments containing smaller units, such as efficiencies and one bedroom units. However, conversions in general are no longer in favor in the City. In 2002 City Council approved stricter requirements for the conversion of single family units into multi-family dwellings, citing resultant overcrowding, congestion, and parking problems.

Because of the limited land area available for new development and the limited supply of housing suitable for conversion, the balance of the additional demand will have to be met in other ways. With the rediscovery of the downtown as a vital center for living, working and recreation, there is an increasing demand for downtown housing opportunities. This demand is being met through the renovation of major downtown office buildings into luxury upscale apartment units, and the rehabilitation of upper floors of commercial buildings into residential lofts and apartment space. In addition, potential housing development sites are becoming available along the waterfront, where mixed use rezoning and environmental clean-up efforts are turning formerly unfit land into productive development sites.

Individual neighborhood plans should be assessed with consideration towards identifying sites and areas where more but smaller housing units can be accommodated without adversely impacting existing residential development. Nontraditional housing trends should also be evaluated.

III. SPECIALIZED CONSIDERATIONS FOR LAND USE PLANNING

A. Types of Land Use

Traditionally, land use planning has grouped uses into categories and then segregated them geographically. Typical categories include residential, commercial, industrial, open space and institutional or public service, with subcategories evolving over time. There has also been a tendency to view land uses in a decreasing order of compatibility with residential uses.

1. Wilmington's Experience

Wilmington began with both the basic system of land use categories and certain traditional assumptions about compatibility: residential areas stand alone; commercial areas can accommodate residential uses; and industrial areas can accommodate commercial but not residential uses.

Other planning considerations have been applied in certain areas, including design and aesthetics, and historic preservation. Also, modern technology and innovative design can lessen or eliminate the effects that formerly made residential, commercial and industrial uses incompatible allowing for mixed use development. Access to multi-modal transportation opportunities (commuter rail service, transit, bike, pedestrian amenities) lessen the dependence on individual cars, allowing a renewed emphasis on downtown residential development in close proximity to the existing employment base. Planned communities, where employment and housing opportunities are grouped together through design that allows different land uses to co-exist, is another example, although more likely to be found outside of the urban center.

Currently Wilmington's downtown environment is experiencing such a renaissance, with the development of upscale housing, retail and cultural venues, which coupled together with an improved transportation network, contribute to the revitalization of the downtown. Examples of mixed use developments include:

a. Local commercial retail/service, educational or research development adjacent to residential areas, providing employment opportunities without adverse environmental impacts.

b. Light manufacturing areas adjoining residential development, subject to rigorous performance standards for appearance, traffic generation, parking, noise smoke and vibrations, such development can provide benefits similar to local commercial service areas.

c. Areas of planned integration of residential, commercial and light industrial uses, designed to maximize functional interdependence and to minimize adverse impacts.

d. The development of "clean industries," such as business parks or service industries, which are based on environmentally sound and sensitive design principles to minimize environmental impacts on adjacent land uses.

e. The use of waterfront zoning, which has encouraged mixed use as a way to create an active riverfront.

B. Intensity of Land Use

A plan of land use must consider the intensity of land use as well as the type of use. Intensity is an important consideration for planning, since it provides a measure of the need for both public facilities and public services. Facilities that are related to land use intensity are those usually called "urban infrastructure" - water, sewer and street systems - but also include buildings and other structures necessary to provide government services, such as administration, police and fire protection, recreation, education, and health services. Major services provided by Wilmington's city government are police and fire protection, water and sewer service, street maintenance, solid waste removal, sewage treatment, and recreation.

Because of continued weather-related drought activities, the provision of water to city residents - and outside interests - has taken on new significance, with the need for coordination with state and regional agencies in the development of both short and long range plans in order to adequately address this continuing problem of water supply and demand.

Another service is public education, which is the responsibility of school districts which are independent of local government. There are also a large number of private schools within Delaware, which also operate independently of local government. Health and welfare services have typically been the responsibility of the State, with the public facilities required for these services often located within the City, but typically serving a larger area.

1. Measures of Intensity

While there are several measures of land use intensity for residential areas, the most straight forward measure is population density, expressed in persons per acre of land. Compared to urban densities nationally, residential development in Wilmington is at a medium density, falling in the relatively narrow range from 5 to 80 persons per gross acre. This is higher than the low densities typical of suburban development, but low compared to the densities of large central cities, which are characteristically over 100 persons per acre.

Other measures of land use intensity include the square footage of building space per acre of land, which is most appropriate for commercial and industrial areas; dwelling units per net acre (which excludes street areas) for residential development; and employment per acre, which is useful in transportation and economic development planning.

A more sophisticated measure of residential land use intensity is the Land Use Intensity (LUI) scale. This is a numerical scale that considers both the number and the size of housing units in relation to the land area on which they are built. It was developed by the U.S. Department of Housing and Urban Development (HUD) and, with related standards, has been used since 1964 by the Department in evaluating townhouse and multi-family housing developments proposed for HUD mortgage insurance.

2. Residential Density Measures Used in Wilmington

In Wilmington's original City-Wide Plan of Land Use, the population densities found in the City, all of which are medium on an absolute scale, were divided into three relative categories: low, up to 20 persons per gross acre; medium, 20 to 50 persons per gross acre; and high, 50 to 70 persons per gross acre. Under those classifications, only the older row house areas immediately surrounding the Central Business District were designated "high density." These are the neighborhoods now known as the East Side, Mid-Town Brandywine, and West Center City. Two other neighborhoods, Bancroft Parkway and the Northwest, were characterized largely by development in single family detached housing, and were designated "low density." All the rest of the City was designated "medium," with densities between 20 - 50 persons per gross acre.

In the specific neighborhood plans developed from the City-Wide Plan of Land Use, intensity was described from an urban design standpoint, rather than directly in terms of population density. Low density areas were designated for single family detached housing; medium density were designated for single family semi-detached or row housing, and the high density areas included single family row housing on smaller lots, two and three family row structures and multifamily housing. This approach recognized the importance of the structure type to neighborhood scale and identity as it is perceived in Wilmington.

As the neighborhood plans were revised over the years, however, residential areas were described in terms of net residential density, rather than by housing type as in the original district plans. Net residential density is expressed as dwellings units per acre of land, exclusive of streets and public open spaces. Inconsistencies between the documents evolved due to a need for more precise density descriptions and changing perceptions about density in general. In 1984, gross population density was described in the City-Wide Plan of Land Use by three relative terms - lower, medium and higher.

Table 4 shows the maximum densities permitted by each of the City's residential zoning districts, and has been updated to include newer zoning districts which permit residential development such as W-3, W-4 and R-5-A-1. Land use intensity (LUI) values typical of the density categories and zoning districts are also shown.

In completely built-up areas, the gross density (number of persons per acre) is about 2/3 the net density for the same area, because streets make up about 1/3 of the land area on which gross densities are based. However, for most planning districts in Wilmington, gross densities are about half the net densities, because the total land in the districts includes large areas of parks and other open space like school grounds and cemeteries, in addition to street areas.

For single family housing, net housing unit density, as used in neighborhood plans, is particularly useful for planning, because public facilities and services are provided to those areas primarily on a per household basis. Net housing unit density may also be used for multi-family development, but is less useful since it provides no indication of the size of units nor of the number of people living in them.

For multi-family development, a more useful measure of land use intensity, since it is related to building size and capacity, is floor area ratio, which is the ratio between the total floor area in a building and the area of the lot on which it is built. As an example, at a floor area ratio of 3.5 - a fairly high intensity permitted in Wilmington's R-5B zoning district - a multi-family structure of over 140,000 square feet could be constructed on a one acre lot. A building developed with small efficiency apartment of 500 square feet could hold 250 units but the same building would hold only 100 three bedroom units of 1,500 square feet each. In either case, a maximum population of about 250 could be expected.

TABLE 4

RELATION OF ZONING DISTRICTS TO RESIDENTIAL DENSITY AND LAND USE INTENSITY

Zoning District	Highest Density Housing Uses (1)	Maximum Units Per Net Acre (basis)	Net Density (District Plans)
R-1	Detached Single Family	6 (lot size)	Low (0-8)
R-2	Semi-detached Single Family	17 (lot size)	Medium Low (8-20)
R-3	Row Single Family	27 (lot size)	Medium (20-35)
R-2A	Apartment	43 (lot/family: 1,000 sq. ft.)	Medium High (30-50)
R-4	2 Family Row	48 (lot/family: 900 sq. ft.)	Medium High (30-50)
	Apartment	73 (lot/family: 600 sq. ft.)	High (50-200)
R-5A	Apartment	87 (2)	High (50-200)
R-5-A-1	Elevator Apartment (3)	129 units/acre, (43 net)	High
	Garden Apartments (4)	65 units/acre, (22 net)	High
R-5B	Apartment	225 (2)	High (50-200)
R-5C	Apartment	390 (2)	Very High (200+)
W-3	Apartment (FAR 0 .25)	16; (5 net)	Medium Low
W-4	Apartment (FAR 2.0)	129; (43 net)	High

Notes:
(1) Other types of housing permitted would result in lower density.
b. Based on maximum permitted floor area ratio and 675 gross square feet per dwelling unit
c. FAR of 2.0; 675 gross square feet per dwelling unit (net density)
d. FAR of 1.0; 675 gross square feet per dwelling unit (net density)

C. Land Use Plan Formats

Land use plans typically follow one of two formats in general use. The first type, the map or end state plan, shows the final pattern of desired development on a map, with specific areas allocated to particular uses. The second type, the policy plan, states the plan objectives in words, and lists the policies or considerations to be applied in making future allocations of land to particular uses.

The map or end state format is most appropriate within already developed residential areas where there is an expectation of continued use for that purpose. It indicates the end state or goal toward which the City's regulatory and development decisions should contribute. Wilmington's neighborhood plans are examples of the map or end state format.

The policy plan is most appropriate for undeveloped areas or those areas being extensively redeveloped, like the Central Business District and the downtown waterfront, where rigid segregation of land uses is neither necessary or desirable. In those areas, advance designation of specific areas for a single land use would conflict with the goal of achieving harmonious mixed use development, typically emphasizing residential and commercial uses. Waterfront development zoning districts were created which allow for a greater flexibility in land use, and regulatory controls including waterfront design standards and review procedures were also put in place to assure compatibility between the varying land uses before project implementation.

Policy plans require the maintenance of continuously updated maps and data series on current uses and conditions, to provide the information necessary for applying the policies in making decisions on new land uses.

The Wilmington Community Renewal Program included a policy plan for housing replacement or rehabilitation; a policy plan was also adopted for land use in the Central Business District, and for the in-town waterfront area. Map B shows in generalized terms the major land uses planned for Wilmington. Neighborhood Comprehensive Plans include a more detailed analysis of land use and zoning.

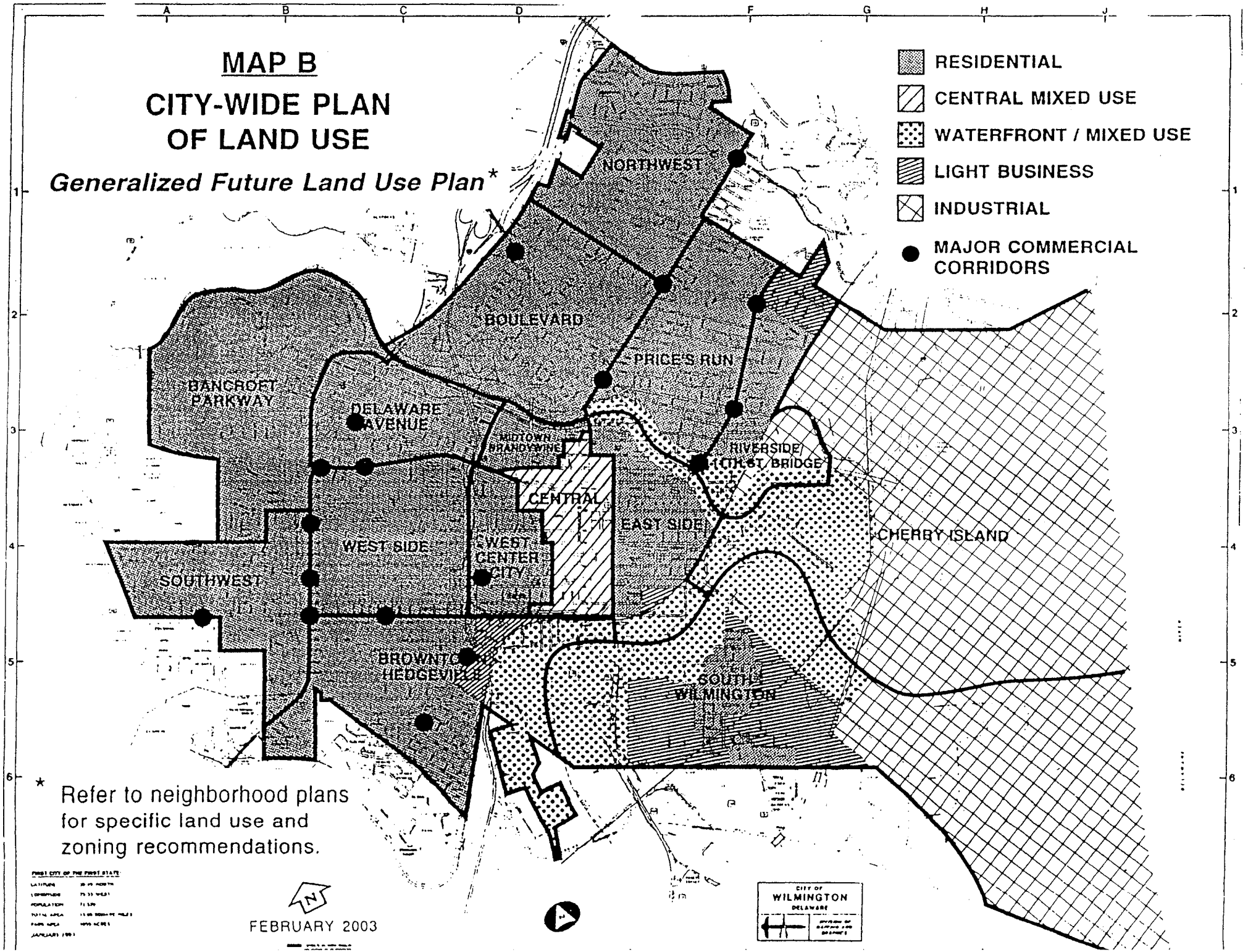
IV. THE THOROUGHFARE AND TRANSPORTATION PLAN

Map C, The Thoroughfare and Transportation Plan shows those City streets that function as primary and secondary circulation routes. Some of these routes are maintained by the Delaware Department of Transportation as part of the State highway system. Map D shows the Wilmington section of the East Coast Greenways Plan, a long distance, multi-modal transportation corridor which promotes non-motorized modes of transportation, including cycling and hiking. The City is in the early stages of developing a citywide bike network plan which is integrated with rail, transit, pedestrian and vehicular routes to maximize multi-modal transportation opportunities throughout the City. The Plan will also be coordinated with the East Coast Greenways Plan to maximize the promotion, use and enjoyment of non-motorized transportation linkages in the urban environment and the greater region.

MAP B

CITY-WIDE PLAN OF LAND USE

*Generalized Future Land Use Plan**



* Refer to neighborhood plans for specific land use and zoning recommendations.

FEBRUARY 2003

MAP C

CITY-WIDE PLAN OF LAND USE

Thoroughfare and Transportation Plan

FREEWAY / EXPRESSWAY

INTERCHANGE

PRIMARY CIRCULATION

SECONDARY CIRCULATION

PARKWAYS

LEA BLVD
WASHINGTON
30TH
29TH
N. BROOM
BAYNARD BLVD
CONCORD AVE
N. MARKET
NORTHEAST BLVD
KENTMERE PKWY
18TH
N. PARK DR
VANDEVER AVE
DE AVE
S. PARK DR
PA AVE
UNION
DUPONT
12TH
11TH
9TH
8TH
7TH ST
GREENHILL AVE
PKWY
I-95
4TH
MARKET ST
KING
WALNUT
CHURCH
I-495
DUPONT
LANCASTER AVE
2ND
BANCROFT
LINCOLN
BROOM
MD. AVE
WASHINGTON
ORANGE
S. MARKET
CHRISTINA AVE
NEW CASTLE AVE
S. HEALD

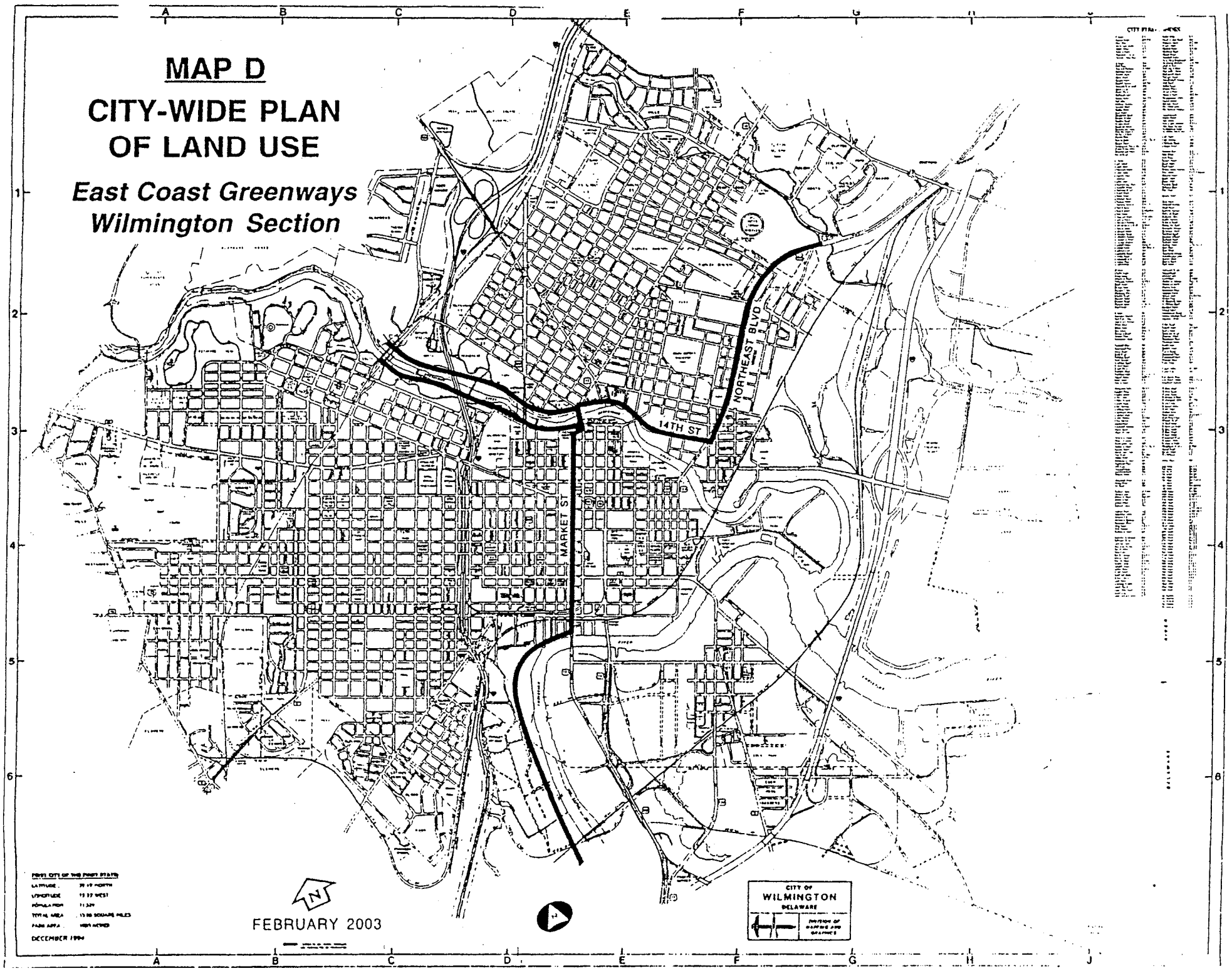
FEBRUARY 2003

CITY OF WILMINGTON DELAWARE

MAP D

CITY-WIDE PLAN OF LAND USE

East Coast Greenways Wilmington Section



A. Regional Transportation Planning

City plans for transportation and infrastructure improvements are coordinated with state and regional agencies, largely through the City's membership and participation in the area's metropolitan planning organization, the Wilmington Area Planning Council (Wilmapco). Under federal regulations for highway aid to states, all state construction must conform to the regional plan developed cooperatively by the local governments in the metropolitan area, which for this area currently includes the City of Wilmington, New Castle and Cecil Counties, and other municipalities within these counties (such as Newark, DE and Elkton, MD). The Regional Transportation Plan, adopted and regularly updated by Wilmapco, includes the planning, design and implementation of Wilmington's transportation plans and related projects, which are prioritized through an annual review process and submitted to the state for funding.

1. Goals, Objectives and Strategies

The Regional Plan includes a comprehensive and coordinated set of Goals, Objectives and Strategies which are consistent with federal, state and local plans and legislation, and which guide in the selection of transportation investments, services and policies for the region. They are as follows:

a. To Improve Quality of Life

(1) Protect the Public Health, Safety, and Welfare

(a) Implement transportation projects and services consistent with the region's air quality improvement programs.
(b) Identify and address safety issues on the transportation system.

(2) Preserve our Natural, Historic, and Cultural Resources

(a) Coordinate transportation and land use planning in the region to preserve open space and farmland and protect environmentally sensitive areas.
(b) Use environmentally sensitive and context sensitive design that protects natural, historic, and aesthetic features in the development of all projects.

(3) Support Existing Municipalities and Communities

(a) Prioritize investments that enhance and redevelop existing municipalities and communities.
(b) Implement transportation projects that recognize and enhance the intrinsic qualities of municipalities and communities.

(c) Minimize negative impacts from transportation investments to low income and minority communities.

(4) Provide Transportation Opportunity and Choice

(a) Ensure fair and equitable access to a range of transportation modes.
(b) Coordinate the planning of transportation and land use to provide travel choices to the citizens of the region.
(c) Address the special transportation facility needs of the citizens of the region.
(d) Ensure that pedestrians and bicycle facilities are an integral part of the transportation project design.

b. To Transport People and Goods

(1) Improve Transportation System Performance

(a) Maintain the existing system to maximize the effective life span of transportation investments.
(b) Manage the existing system to maximize performance, including the use of new technologies.
(c) Expand transportation system capacity where necessary to support existing centers, planned growth areas, and increased demand for goods movement.

(2) Promote Accessibility, Mobility, and Transportation Alternatives

(a) Plan for an integrated multi-modal transportation system, including roadways, rail and bus services, bicycle and pedestrian facilities, and air and water transportation.
(b) Support travel demand reduction measures.

c. To Support Economic Activity and Growth

(1) Ensure a predictable and adequate public investment program to guide private sector investment decisions.

(a) Integrate land use and transportation planning to ensure adequate infrastructure to support priority investment and growth areas.
(b) Coordinate planning among government jurisdictions to promote regional planning consistency, communication, and cooperation.

(2) Plan and invest to promote the attractiveness of the region

(a) Identify the investment needs required to ensure the economic attractiveness and competitiveness of the region, and work with citizens, elected leaders, and the private sector to identify funding alternatives.
(b) Plan to meet the transportation and information needs of tourists and recreational travelers, including pedestrian and bicycle facilities.
(c) Identify and respond to the changing transportation needs of employers and employees through planning and effective public and private sector communication.

V. CITYWIDE VISION PLAN ELEMENT

A. Advisory Council and Architects Renderings

The Mayor's Citywide Planning and Development Advisory Council provided input in the development of a "Vision Plan" for the City. Three local architects were retained to provide future development scenarios that would benefit Wilmington's downtown, riverfront and neighborhood areas. The vision consisted of renderings of potential development sites such as: covering sections of I-95 to restore a link between the West Center City and West Side analysis areas; the promotion of additional residential uses along riverfront areas; developing themes for the various subareas of the CBD; and creating an office and educational center on Route 13. In addition to the renderings, the Plan addressed economic development, neighborhood and housing issues.

B. Economic Development Vision

The City of Wilmington is the center of economic activity in the State and is the largest municipality with a population of nearly 73,000. The population in the surrounding County, including Wilmington, totals slightly over 500,000. Wilmington is located at the approximate midpoint of the Boston to Richmond megalopolis and has excellent access to various transportation networks. Wilmington also contains the largest concentration of poverty in the State. Although the daytime population increase to over 100,000, the exodus of many workers to suburban areas greatly reduces economic activity in the evening.
In developing a vision for economic development in the City, the following areas have been identified as critical by the Mayor's Office of Economic Development:

1. Business Retention and Expansion
2. New Enterprise Development
3. Riverfront Development
4. Central Business District Development
5. New Minority, and Disadvantaged Enterprise Development

In pursuing initiatives in these five areas, the City is attempting to attain the following goals:

1. To increase the number of well paying jobs in Wilmington for residents and nonresidents.
2. To advance employment opportunities for low and moderate income residents of the City through the diversification and expansion of the employment base.
3. To revitalize targeted neighborhoods through a program of retail commercialization, housing stock renewal, and public space improvements.
4. To expand training programs and the facilitation of entrepreneurial business expansion.
5. To improve the tax base of the City by encouraging projects that will draw higher income taxpayers to the City.
6. To address Wilmington brownfield opportunities through site specific environmental assessments and redevelopment projects.
7. To ensure minority and disadvantaged business opportunities through advocacy, legislative initiatives, contract compliance, and business outreach efforts.
8. To stabilize the local economy of distressed areas and provide opportunities for small businesses through WEDCO and the City's Micro Enterprise Program.
9. To foster retail and housing development in the downtown.

C. Neighborhood Vision

Wilmington's varied neighborhoods are vital to the prosperous growth of the City. Without strong, safe, and attractive neighborhoods, revitalization efforts in the downtown and riverfront areas will not be successful. Numerous short and long-range plans have been developed for the City's residential areas and a number of them are already being initiated. The Neighborhood Planning Councils (NPCs) received capital bond funding from the City to develop plans for capital improvements in their neighborhoods. A number of these plans contain comprehensive strategies for needed physical improvements. In addition, the Consolidated Plan prepared by the Department of Real Estate and Housing, [discussed below] included goals and specific strategies for each NPC area that were a result of community meetings held during the preparation of the document. Listed below are a number of goals and initiatives summarized from existing neighborhood plans and from the discussions of the Mayor's Citywide Planning and Development Advisory Council:

1. Squares of Wilmington

The City contains many "squares" that should be the centerpiece of residential neighborhoods. Improving and beautifying these open space areas can lead to an improved perception and livability of a neighborhood. In addition, some of the NPC plans have presented specific cost estimates for park improvements. Because of the number of squares in the City, it is recommended that one or more be identified as pilot areas for improvement. Improvements could range from simple tree lights to more extensive capital construction projects. Funds should be included in the City's ongoing capital budget process to facilitate the redevelopment of these squares.

2. Beautify Existing Green Space

One of Wilmington's greatest strengths is its park system. Not only do the parks provide recreational areas for nearby residents but they provide an amenity that can add to the value of a neighborhood. In order for this amenity to be realized, park improvements need to be an ongoing effort. Different themes can be developed for various parks throughout the City. Seasonal color can be added to a park to provide an individual identity. Targeted parks can be developed with a particular horticultural theme. This could be expensive to achieve but the improvements could be implemented over a period of time as part of a routine maintenance program.

3. Neighborhood Appearance

Members of the Advisory Council were concerned about the success of improvement programs if existing problems such as littering and graffiti are not addressed. The City has made a major effort to address graffiti problems through its graffiti removal program. Efforts have also been made to work with existing corner businesses to clean debris from their areas and to provide trash receptacles for use by patrons of their stores. This efforts needs to continue, as well as the initiation of a campaign to educate young people about the benefits of keeping a neighborhood clean and attractive.

4. Clean and Safe

Consider the creation of a Clean and Safe program for a targeted neighborhood area. The Mayor's Advisory Council prepared a cost estimate and proposed pilot project areas where this type of program could be initiated.

5. Consolidated Plan

The City's Consolidated Plan, prepared by Kise, Straw & Kolodner, contains strategies and goals for the eight NPC areas. A summary of some of the recommendations which should guide the long term development of neighborhood areas, are as follows:

a. Protect established residential areas from high intensity commercial development.
b. Reduce the impacts of high-density, high-rise residential areas on lower density residential areas.
c. Minimize impacts of traffic on major vehicular routes though landscaping and traffic calming measures.
d. Enhance existing monuments, parks, gateway areas and historical properties.
e. Create a stronger identity for individual neighborhood areas.
f. Pursue the redevelopment of vacant and underutilized lots.
g. Address drug activity in neighborhood areas.
h. Redesign and reconstruct certain City parks (e.g., Judy Johnson, Tilton).

i. Improve pedestrian and neighborhood linkages to amenities such as open space, the downtown, and riverfront areas.
j. Enhance the appearance of neighborhoods by improved lighting, landscaping, and tree trimming.
k. Continue to expand and improve activities for young people.
l. Develop facade improvement programs for blocks with the greatest need.
m. Increase home ownership in neighborhoods with an over abundance of rental units.
n. Address the problems of unmaintained rental units.

D. Housing Vision

The City's downtown and outlying commercial areas cannot be economically healthy without strong adjoining residential areas. The City's Department of Real Estate and Housing recognized this link and hired Kise, Straw & Kolodner to prepare a strategy to address vacant housing in Wilmington. The study mapped the location of vacant houses and criminal activity. This mapping revealed that there is a strong correlation between the location of vacant housing and major crimes. It also identified the West Side, the Market and Vandever area, the East Side, and West Center City as areas with the greatest concentration of vacant houses. The report recommended a number of strategies to address the reduction of vacant housing in these areas, including:

1. Acquisition and rehabilitation of visible corner vacancies, initially focusing on units that are the closest to stable areas.
2. Selective acquisition and demolition of properties which are not feasible for rehabilitation. Following demolition, sites can be reused for community gardens or parking until they can be redeveloped with housing at a lesser density.
3. Priority for rehabilitation should include areas fronting on major corridors.
4. Continue and expand existing strategies consisting of code enforcement, sheriff sales, negotiated purchase, and auctions and lotteries.
5. Expand the City's emergency rehabilitation program.

In addition to the strategies listed above, the following items represent long-term directions for housing:

1. Discourage multi-family development in neighborhoods that already have a disproportionate share of rental units.
2. Continue to update the Comprehensive Development Plans for individual neighborhood areas to ensure that zoning is appropriate to address the ration of multi-family to single-family housing.
3. Consider the creation of "conservation districts" that would address the design and appearance of buildings but in a less regulatory manner than the current City historic districts.
4. Address the future of public housing in the City by replacing the outmoded projects that existing in a few City neighborhoods.

5. Encourage the development of mid to upper income housing to provide greater diversity and to improve the City's tax base.
6. Redevelop suitable waterfront sites along the Christina River and Brandywine Creek for housing.
7. Continue to encourage the development of quality housing in the central business district and in the areas bordering the downtown.
8. Examine the future housing market of the growing elderly population.

Residential Improvement Zones: The concept of Residential Improvement Zones is one that should also be a priority of housing programs in City government. Residential Improvement Zones are residential areas that are generally sound and have market value but are at risk of becoming deteriorated. These areas should be the focus of intense investment and a concentration of improvement programs. A house-by-house, block-by-block study was conducted by Kise, Straw and Kolodner and co-funded by the Wilmington Housing Partnership and Fannie Mae to identify areas that would benefit from the Residential Improvement Zone concept. The study analyzed the facade needs of the targeted neighborhoods as well as the condition of trees, curbs and sidewalks, and lighting. Recruitment of viable organizations currently working in these targeted areas has begun. Dialog between the Administration, the Wilmington Housing Partnership, and City Council is taking place relative to City incentives. This initiative provides opportunities for professional planning and consensus building. Through implementation it will arrest the spread of blight by stabilizing neighborhoods in an efficient manner that utilizes a variety of financial resources and involves a creative network of partners.

VI. PUBLIC WORKS / ENVIRONMENTAL ELEMENT

A. City Infrastructure

The mission of the Department of Public Works is to deliver essential services necessary to sustain and protect the health and safety of City residents. Unlike most entities within the State, the City is not reliant on the State to provide these services. These services include the provision of safe, clean drinking water; proper sewer collection and treatment; efficient trash collection; street maintenance and cleaning; snow removal; maintenance of City fleets and properties; traffic management and pedestrian streetscape enhancements. The Operations, Transportation and Administrative divisions are funded through property and wage taxes; the funding for water and sewer services (including water production and distribution, sewage collection and treatment) comes from monies collected from the water and sewer fees charged to homeowners and businesses.

1. Operations Division

The Operations Division performs tasks that keep the city clean and functioning smoothly, such as providing essential maintenance services to City-owned buildings, sewer and street maintenance, including fixing potholes and servicing catch basins, conducting sewer back-up investigations and maintenance and surveying flooded areas, and providing essential support for special events, emergencies and minor incidences.

There are five subdivisions: Sanitation; Street Cleaning; Public Property; Sewer Maintenance; and Street Maintenance.

2. Water Division

The Water Division is responsible for drinking water production, testing and distribution, assuring a reliable supply of high quality, safe drinking water and efficient customer services for 140,000 customers. The division is also responsible for wastewater treatment, environmental compliance, sewer overflow control, and regulation of industrial wastewater pre-treatment. Subdivisions include: engineering; laboratory; filtration plants and pumping stations; distribution / engineering services; customer service / water meters; environmental compliance; wastewater treatment; and sewer overflow management.

The water system of Wilmington serves a metropolitan population of approximately 140,000 persons. Potable water needs for industrial, commercial, domestic and fire protection purposes are satisfied using Brandywine Creek as the source. The principal components of the system are two filter plants having a design capacity of 56 million gallons per day (Porter and Brandywine Plants); nine service zones reflecting varying pressure needs due to topographic elevational differences; five ground level storage tanks with a capacity of 56 million gallons; six elevated tanks with a capacity of more than one million gallons; eight pumping stations; and 334 miles of transmission and distribution piping, ranging in diameter from 4 to 48 inches.
The Wilmington Wastewater Treatment Plant receives wastewater from the City, the northern part of New Castle County, and a small area of Pennsylvania. The operation and maintenance of this plant was privatized in 1997. A recent plant expansion increased the treatment capacity to 134 millions gallons per day, from an average of 90 million gallons.

a. Industrial Pre-Treatment Program

This program is designed to protect the City's wastewater treatment facilities from the pass-through of pollutants that the treatment plant is not designed to treat, such as the contamination of municipal sludge and worker exposure to chemical hazards. The City oversees all permitted industries located in the City, New Caste County and the City of Newark. Industries and businesses that discharge waste are controlled through permits under the Industrial Pre-treatment Program. The City uses an EPA-approved Reinforcement Response Plan for Pretreatment Regulations for compliance activities.

b. CSO Issues

The City has a combined sewer system in which water from storm drains flows through the same pipes that carry wastewater from homes and businesses. Historically, sewage was discharged untreated into area rivers, but interceptors

paralleling the banks of the Christina River and Brandywine Creek were installed in the 1940's to intercept three to five times the dry weather sewage flow from the existing combined sewers. This allowed the system to divert and treat storm runoff from smaller rain events. With heavy rain, the combined sewer flow exceeds the sewer pipe capacity causing combined sewer overflows (CSO's). The City manages these combined sewer overflows in accordance with the EPA's 1994 Combined Sewer Overflows Control Policy manual. This policy requires the City to accurately characterize the sewer system and overflow discharges, implement certain administrative and operational controls, and develop a long-term control plan. The administrative and operational controls have been implemented; a draft LTCP for CSO's was submitted to DNREC in May 2000, but due to recent revisions in water quality standards by DNREC, the City must now revise the LTCP, and has plans to resubmit it by Summer 2003.

c. Total Maximum Daily Load (TMDL)

TMDL is a state program that allocates waste loads to users of a stream or water body. This state regulatory mechanism involves technical determinations regarding allocations which are translated into discharge standards that apply to the City. TMDL is the maximum amount of a pollutant that a water body can assimilate and still achieve water quality standards. These standards are based on the designated uses of the waters. TMDLs are required for all impaired waters, which are waters that do not support their designated uses. The City is within the Christina watershed, which is impaired water. To address this issue, the City currently practices the Nine Minimum Controls required under the EPA's CSO program. The objective of these controls is to minimize impact, from both volume and content, of storm runoff into the area waterways.

3. Transportation and Streets Division

The Transportation and Streets Division is responsible for the operation and maintenance of the City's transportation network, including traffic signals, street lights, parking meters, and traffic and street signs. The division is also responsible for paving City streets, and for issuing street closing permits and block party/parade permits.

B. Brownfields

1. State Programs

Brownfields are industrial or commercial properties which have been abandoned or are under- utilized as a result of hazardous substance contamination. While these properties have an enormous potential for economic development, they have failed to attract the private market because of the liability associated with the brownfields and the potential costs involved with their cleanup. The Department of Natural Resources and

Environmental Control (DNREC) has various programs in place which help developers acquire, clean up, and redevelop these blighted sites. They include the Voluntary Cleanup Program (VCP) and the Brownfields Program which helps investors and developers face the challenge of securing funding for the successful remediation and redevelopment of blighted parcels. Legislation has been successfully passed which provides incentives to the business community to purchase, clean up and redevelop abandoned industrial and commercial sites. Delaware's Hazardous Substance Cleanup Act has been amended to entice more parties to enter into voluntary agreements with DNREC for recycling brownfields sites. This eliminates liability concerns of prospective purchasers and developers who undertake the cleanup of contaminated properties with DNREC oversight, provides streamlined cleanup agreements and creates greater flexibility to facilitate cleanup of sites. New corporate tax credits are being provided to businesses for cleanup and redevelopment in brownfields and provides reduction in gross receipts tax for qualified businesses engaged in brownfields redevelopment. A grant was also established under the administration of the Delaware Economic Development Office (DEDO) to offset a portion of the costs associated with the investigation of these properties. Under this Brownfields Assistance Program, matching grants will be made available to conduct investigations of properties that meet certain criteria.

2. City Brownfields Program

Within Wilmington's City government, responsibility for the City's Brownfields program was shifted from the Planning Department, which focused on broad policy issues, to the Office of Economic Development (OED), which was charged with coordinating brownfields issues among the operating divisions of city government. The position of Director of Environmental Affairs was created in Public Works to manage the relationship between environmental issues and the City's daily operations. The Director works together with the Technical Assistant, the Brownfields Assessment Coordinator and the Director of OED, focusing directly and comprehensively on specific site selection and redevelopment of brownfield sites.

a. Wilmington Brownfields Opportunities

Wilmington is an EPA Region III Brownfields assessment pilot community grant recipient, which emphasizes community redevelopment. Wilmington's OED is currently in the process of developing a comprehensive plan for identification, assessment and redevelopment of its numerous brownfields sites. The first program of its kind in the City, the Wilmington Brownfield Opportunities is intended to be a clearinghouse; centralizing all city-related brownfields issues for community, municipal, regulatory and private-sector contacts and removing the obstacles related to the redevelopment of used or blighted parcels. Activities include:

(1) Production of a strategic plan to guide City Brownfields objectives;

(2) A citywide multi-stakeholder information gathering process of site-specific community outreach;

(3) Inventory database with key development information on targeted sites;

(4) Identification and assessment of specific sites for redevelopment; and

(5) Public relations, with printed and web-related initiatives.

The City has also entered into a Memorandum of Understanding (MOU) with DNREC, which allows for shared and limited environmental liability through DNREC's Voluntary Clean-up Program. This program facilitates redevelopment by limiting liability in exchange for conducting assessment, remediation and risk management of blighted parcels.

VII. CLIMATE CHANGE INITIATIVES ELEMENT

A. General Programs

According to the National Atmospheric and Oceanic Administration (NOAA) climate change is a shift in weather patterns, including global temperature, over an extended period of time.[1] Some of the change in global temperature can be attributed to natural phenomenon, but most is caused by the release of greenhouse gases into the atmosphere through human actions. Increasing the amount of greenhouse gases causes heat to be trapped in the atmosphere, warming the earth. The United States Environmental Protection Agency reports that over three-fourths of all human generated greenhouse gas emissions are created from burning fossil fuels. Fossil fuels are burned for uses related to transportation, electricity, industry, agriculture, forestry and waste management.

Within the State of Delaware various agencies have supported climate change initiatives. One of the early steps was the creation of the Climate Change Consortium, comprised of government, business, labor, and environmental and community organizations. A Delaware Climate Change Action Plan was developed by the Center for Energy and Environmental Policy for the Climate Change Consortium in 2000 to formalize an action plan calling for a 7 percent reduction in 1990 levels of greenhouse gases by 2020 in the state. It was determined that Delaware can achieve this goal if the action items are achieved through a combination of legislative initiatives, community participation and education. This plan, which has been used as a guide for climate change implementation, can be accessed at the University of Delaware Center for Energy and Environmental Policy's website.[2]

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[1]www.noaa.gov

[2]http://ceep.udel.edu/publications/globalenvironments/reports/deccap/fullreport.pdf

In 2007, Delaware joined the Regional Greenhouse Gas Initiative (ReGGI).[3] This is the first market-based effort in the United States to reduce greenhouse gases. Ten states including Delaware, Connecticut, Maine, Maryland, Massachusetts, New Hampshire, New York, New Jersey, Rhode Island and Vermont will operate as a single regional compliance market for carbon dioxide emissions. The goal is to reduce carbon dioxide emissions from electric power generating companies by 10 percent in the combined multi-state market by 2018.

In addition, in 2007 the Delaware General Assembly created the Sustainable Energy Utility (SEU).[4] The SEU is a pioneer effort by the State of Delaware to create an institution to comprehensively plan, develop, and implement energy efficient practices and to manage renewable energy programs in a self-sustaining manner. The SEU will incentivize energy efficiency investments in all sectors, for all fuels by providing the initial investment through a combination of public and private sector funds. The funds can be used to install energy efficiency measures at a reduced cost to residents, businesses, state and local governments, school districts, and community organizations. This is enabled by a mechanism that shares the savings for a limited time between the participant and the SEU. This arrangement helps refinance the SEU, which is then able to further incentivize a new round of energy efficiency investments. After the shared savings period, all savings will accrue to the individual participant.

In February 2009, Delaware was the only state invited to be a part of the National Climate Prosperity Project, a pilot project that will help to establish Delaware as an energy leader by creating best practices to achieve environmentally sustainable economic development.[5] The Climate Prosperity Project emphasizes innovation, efficiency and conservation of resources to create jobs and increase income, productivity and competitiveness. The Delaware Modernization Service is a program developed by the Climate Prosperity Project in partnership with the Sustainable Energy Utility that provides energy audits, takes advantage of green opportunities by facilitating partnerships between the state, businesses, and labor community, and builds green talent by partnering with the state's educational institutions to develop eco-knowledge networks.

B. Wilmington's Climate Change Initiatives

The purpose of Wilmington's Climate Change Initiatives and Future Climate Change Strategies is to promote Wilmington as a "Green City" that is sustainable, provides quality future service delivery, and protects the public health and safety through the reduction of greenhouse gas emissions.

1. National Effort

One of the first steps taken to proactively address climate change was for Mayor James M. Baker to sign the U.S. Conference of Mayors Climate Protection Agreement in 2006.[6] By becoming a signatory of this document, the Mayor committed the City to uphold the goal of the Kyoto Protocol for a 7 percent reduction from 1990 greenhouse gas emission levels by 2012.

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[3]www.rggi.org/home
[4]www.seu-de.org
[5]www.climateprosperity.com
[6]www.usmayors.org/climateprotection

In 2008, Mayor Baker was the second Mayor in the U.S. to join the Climate Registry, a non-profit organization that provides a transparent mechanism for tracking greenhouse gas emissions and provides standardized information for businesses and governments.[7] Participation in this organization allows the City to voluntarily measure and track baseline emissions and independently verify and publicly report greenhouse gas emissions. Voluntary emissions tracking prepares the City for future emissions trading and establishes a baseline emission level that can be used to document reductions required for regulatory programs.

2. Mayor's Executive Order

In 2008, Mayor Baker issued Executive Order 2008-4, which states that the City of Wilmington will respond to global warming by pursuing laws, policies and procedures that will attempt to reach a goal of 20 percent reduction in greenhouse gases from 2008 levels by 2020 (Appendix 6).[8] This approach includes the participation of government, business/development and resident communities working together to decrease the impact of global warming and preserve the quality of life in the City of Wilmington. The efforts outlined in the Executive Order will benefit the City by both improving air quality by reducing emissions and through cost savings from a reduction in energy use. Steps taken to implement the Executive Order should include indicators with numeric goals in order to monitor the City's progress.

3. Implementation of the Executive Order

As part of the Executive Order, the Wilmington Energy Leaders Roundtable was created and began quarterly meetings in October 2008. This group is comprised of business entities in Wilmington that will design and lead the corporate response to reduce greenhouse gas emissions and the carbon footprint by voluntarily supplementing the City's efforts. The City is represented in the Energy Leaders Roundtable by the Mayor's Office, the Departments of Licenses and Inspections, Planning and Public Works, and the Office of Economic Development. The primary goals of this group are to reduce the carbon footprint during new building construction and operation, and to achieve carbon footprint reductions from existing businesses by adopting energy efficient policies and practices. Members are currently in the process of developing the Wilmington Climate Pledge Program that encourages participating members to make written commitments to reduce energy use and to share information about best practices with the other members.

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[7] www.theclimateregistry.org

[8] www.wilmingtonde.gov/greencity/executiveorder.htm

In 2008, the Department of Public Works contracted Honeywell Building Solutions to conduct a technical energy audit of City buildings and operations. The Department sought to identify and execute energy projects that accomplish the dual objectives of reducing energy consumption from fossil fuel sources by substituting renewable energy sources, and accomplishing these objectives at no net cost to the City. The Phase I audit resulted in recommendations to implement energy efficiency projects at various City facilities including the Public Safety Building, Emergency Operations Center, fire stations and certain water facilities. The Phase I audit recommended the installation of solar photovoltaics at the Porter Filtration Plant and Municipal Complex, and an energy management strategy that reduces the City's use of the electricity grid during on-peak hours. A Phase II audit will focus on the City's wastewater operations and consider the use of bio-gas in a co-generation project displacing power from the grid.
In May 2009, the City Planning Commission recommended proposed amendments to the FY2008 Capital Budget and FY2008 - FY2013 Capital Improvement Program for the purpose of implementing an energy efficiency program for City buildings and infrastructure. This program incorporates the 10 energy conservation projects identified in the Phase I energy audit.

As part of the Executive Order, the City is sponsoring an employee training program that provides incentives to reduce energy consumption and encourages employees to become community leaders in the move towards reducing carbon footprints. The City held a voluntary workshop and conducted training within individual City departments to further educate employees on the issue, encouraging such things as teleconferencing, saving paper, turning off computers and lights when not in use, participating in the office recycling program, and recycling used ink cartridges and other office equipment. As part of the training, an awards program is being considered for employees who create the most positive energy saving changes in their jobs and communities.

The City created an outreach program to educate Wilmington citizens about climate change and increase awareness about the issue. Information has been posted on the City's website to assist residents in identifying ways to reduce their carbon footprint at home, such as home weatherization, purchasing energy efficient appliances, using compact fluorescent bulbs and installing low flow showerheads. Suggestions are also provided to reduce the carbon footprint of transportation by encouraging walking, biking, and mass transit and to reduce the carbon footprint of foods by planting gardens and buying local and organic foods. Detailed ideas, projects and goals are posted on the City website that every resident can implement in order to reduce individual or household carbon footprints.

The City has added an Energy Champion Award category to the annual Wilmington Awards Program that recognizes residents and community groups that have significantly reduced greenhouse gas emissions. Other Wilmington Climate Change Initiatives that are part of the Mayor's Executive Order are listed below:

a. Greening

The Wilmington Beautification Commission and the Trees for Wilmington Group are leading the "Think Green for a Change" campaign, an education initiative to encourage City residents, employees, and businesses to be more conscious of their impact on the environment and to make more environmentally friendly lifestyle and development choices. The Delaware Center for Horticulture promotes greening through the Community Gardens Program, the annual City Gardens Contest, and a recently completed Urban Forest Canopy study. Each year the City has been designated for Tree City USA and continues to provide funding for streetscape enhancements along public rights-of-way that include tree plantings and other types of green infrastructure.

b. Building Infrastructure

"Green" projects in the City that have been completed to date include the LEED Silver Pool House facility at the Brown Burton Winchester Park. Changes to the City/County building have increased efficiency in operations, including upgrading the HVAC system and improving lighting efficiency through the use of energy efficient bulbs and programs such as "lights out when not in use."

c. Transportation

E-85 bio-fuel vehicles and hybrid vehicles have been added to the City's fleet.

d. Recycling

The City has partnered with Recyclebank to provide citywide single stream curbside recycling for City residents and employees at the City/County Building. Recyclebank rewards residents for recycling by converting the amount of waste recycled into points which can be used to redeem rewards.

e. Planning

The South Walnut Street Urban Renewal Plan was amended to include green design guidelines.

C. Future Climate Change Opportunities / Climate Change Strategies

The goal of the City is to develop a baseline report of greenhouse gas emissions and to continue to develop policies and strategies for meeting greenhouse gas reduction goals. The following are recommendations to achieve these goals:

1. City Operations

The following action items will address climate change issues within City operations:

a. Create a standing committee with a cross section of members from various departments to continually review and act on projects and ideas involving climate change. The committee should make recommendations to the administration on a regular basis regarding necessary policy actions.

b. Update residential building codes to incorporate the 2009 International Energy Conservation Code.[9] In addition, commercial building codes should be updated to be consistent with the most recent ASHRAE model code for commercial buildings.[10] New state of the art codes should mandate, but also reward, owners/builders/architects who move rapidly toward reductions of carbon footprints through the use of green techniques in new construction and rehabilitation. To supplement this, the City should work with the Building Codes Assistance Project (BCAP) to obtain assistance with administration of the new codes.[11]

c. Review existing codes, plans and subdivision regulations to remove obstacles impeding green design. The City should develop design guidelines to respond to specific conditions and greening opportunities. Design guidelines should address streets, streetscapes, water efficient landscaping, trails, parks and open space, buildings and parking.

d. Lead by example and implement one or more of the following actions to create more sustainable City buildings:

   (1) Require that all buildings constructed through municipal contracts be LEED certified; and
   (2) Require that all construction related to municipal contracts be EPA Energy Star Certified.

e. Require at least one City employee to obtain LEED professional accreditation.

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[9]www.iccsafe.org
[10]www.ashrae.org
[11]hhtp://bcap-energy.org

f. Continue to support the work of the Wilmington Beautification Commission, Trees for Wilmington working group, and the Delaware Center for Horticulture to expand the City's tree planting efforts to increase the City's total tree canopy and reduce heat island conditions. Partnerships should be expanded to include the Delaware Department of Agriculture and the Delaware Department of Natural Resources and Environment Control.

g. Increase involvement with Local Governments for Sustainability (ICLEI).[12] ICLEI can be used as an avenue to share information with other cities and act as an advocate for reducing greenhouse gas emissions.

h. Implement a Sustainable Future Purchasing Policy that places priority on purchasing Energy Star equipment for City building and operations. The City should continue to promote educational campaigns such as "Lights Out at Night" and "Lights Out When Not in Use," in an effort to further reduce municipal energy use.

i. Move forward with capital projects that will implement energy efficient projects, such as the projects identified from the energy audit completed by Honeywell Building Solutions for the Department of Public Works. The City should continue to evaluate and implement energy generation projects using non-fossil fuel technologies such as digester gas, potential green roofs, and photovoltaics when appropriate.

j. Continue to purchase clean fuels, implement diesel retrofits, and purchase vehicles that are the most fuel efficient, low emission vehicles available that will meet the business needs of the City. The City fleet serves public safety, police, fire, emergency management, public works and parks and includes special purpose vehicles and general purpose sedans. The sedans are generally E-85 compatible, and the City has an E-85 fueling station.

k. Continue to expand on transportation opportunities through the Wilmington Initiatives partnership with DelDOT and WILMAPCO. The City may take into consideration participation in programs like the "Walkable Communities Initiative" and "Complete Streets" that promote multi-modal transportation that identifies ways to increase bike and pedestrian traffic.

[12] www.iclei.org

l. Reintroduce a car share program to the City.[13] Car share programs provide members with access to a fleet of vehicles on an hourly basis, eliminating the need to own a private vehicle. Employee use of car share vehicles reduces the size of the city fleet otherwise needed to meet operational demands.

2. Business and Development Community

The following action items will address climate change issues in the business and development community:

a. Continue to sponsor and support the Energy Leaders Roundtable, including the Wilmington Climate Change Pledge Program. These business energy leaders should be recognized for making energy savings choices.

b. Work with the Sustainable Energy Utility to identify public-private partnerships and programs that will benefit the City. The City should use the SEU to identify and provide financial incentives for energy efficiency and renewable energy practices in the City.

c. Finalize and implement the Wilmington Green Buildings Program, modeled after LEED, which is designed to minimize environmental impact for new commercial construction and operation. Developers that adhere to the Wilmington Green Buildings Program rating system should be eligible for added incentives, such as public recognition through signage and/or an expedited plan review process.

d. Educate the development community when updating building codes.

3. Residential Community

The following action items will address climate change issues in the residential community:

a. Continue to expand the outreach program to educate Wilmington citizens about climate change and increase awareness about the issue. The City website should be continually updated to provide educational opportunities to the public.

b. Facilitate linking residents with the Sustainable Energy Utility to provide financial incentives for property owners to implement energy efficiency projects.

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[13] http://www.phillycarshare.org/

VIII. SOURCE WATER PROTECTION AREA (SWPA) ELEMENT

A. Background

The State of Delaware Source Water Protection Law of 2001, 7 Del. C. Sections 6081-6084, requires that the City adopt as part of its Comprehensive Development Plan, a map delineating a Source Water Protection Area ("SWPA"), for the purpose of protecting the City's source of drinking water.

In response, the City of Wilmington, Delaware Water Resources Agency and the Delaware Department of Natural Resources and Environmental Control (DNREC) identified the boundaries of the relevant watershed within the City limits for the SWPA, which is located on the Brandywine Creek upstream from the City's drinking water intake and raceway. The Brandywine Creek provides the source water for the City's drinking water plants. Water from the Creek is diverted to the drinking water treatment facilities for treatment and subsequent distribution to customers. The source water protection area was established in order to protect this source water from contamination. The SWPA is located entirely within the City boundaries, encompassing less than 10 percent of the City's geographic area. The SWPA is largely comprised of Councilmanic District #8, along with smaller portions of Councilmanic Districts #2 and #4. The northwestern edge of the boundary abuts land within New Castle County, which is also required to meet the requirements of the Delaware Source Water Protection Law of 2001, and has included provisions meeting DNREC requirements within the New Castle County Unified Development Code. The resultant SWPA boundary map is shown on Map E, "Source Water Protection Area (SWPA) in the City of Wilmington, DE," dated November 2007.

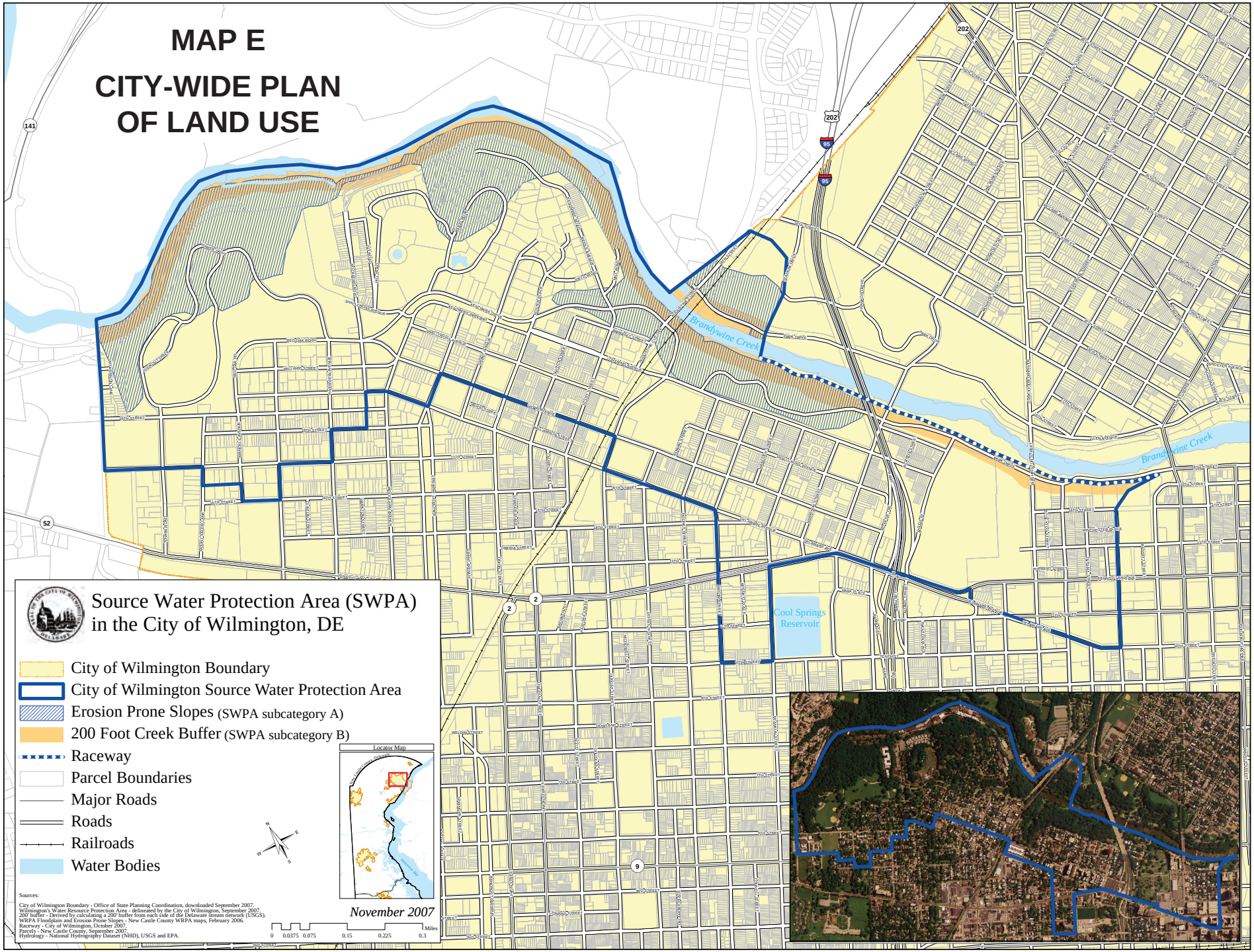
The Source Water Protection Law also requires that City Code provisions be adopted to regulate and protect the designated SWPA area from development activities and substances that may harm water quality and subtract from overall water quantity. To that end, Ordinance 09-044 amended the City Code to include the necessary provisions for regulating certain activities within the SWPA boundaries. This ordinance was introduced at Wilmington City Council on July 9, 2009 and was adopted with the recommendation of the Wilmington Planning Commission, on August 20, 2009.

B. Impact of the SWPA Legislation

Chapter 11 (Environment) and Chapter 48 (Zoning) of the City Code were amended to establish the Source Water Protection Area for the Brandywine Creek and the provisions which are designed to protect the SWPA, a critical area, from activities and substances that may harm water quality and subtract from overall water quantity. Overall, the provisions call for the use of environmentally sensitive land use management practices within the SWPA when dealing with underground and above-ground storage tanks; hazardous waste treatment, storage and disposal facilities; new development; the filling of wetlands; parking lots; and government-owned parks and open space. Certain features within the SWPA have been identified which require extra protection through more stringent water quality and quantity protection requirements, including erosion-prone slopes and the 200 foot buffers along the Brandywine Creeks.

MAP E

CITY-WIDE PLAN OF LAND USE



1. Source Water Protection Area Requirements

Standards have been enacted to address conditions which have the potential for negatively affecting the quality and quantity of the City's drinking water supply. Measures include the prohibition of certain uses from the SWPA, and compliance with DNREC Permanent Stormwater Management Water Quality Controls for development activities.

a. Prohibition of Certain Uses

The following uses are prohibited within the SWPA:

(1) Underground and aboveground storage tanks, although there are some exceptions for smaller tanks, the storage of propane and heating fuel, and tanks used in certain residential applications. Allowances have also been made for existing tanks which need replacement.

(2) The filling of wetlands, regardless of their size.

(3) The on-site treatment, storage or disposal of hazardous waste.

b. Compliance with DNREC Stormwater Management Water Quality Controls

Compliance with the DNREC Sediment and Stormwater Regulations is required for the purpose of stormwater management and water quality control, in cases where the proposed development activity is expected to disturb the land, resulting in the disruption or removal of existing vegetation, changes to existing grading and resultant erosion, and an increase in impermeable surfaces, all of which can impact existing stormwater runoff patterns and potentially result in negatively affecting the quality and quantity of the water in the Brandywine Creek. The regulations encourage mitigation efforts, such as through tie-ins to the existing combined sewer system, pre-treatment of stormwater discharge, and other measures. Compliance with the regulations is required for new development over 5,000 square feet; construction of new parking lots, regardless of size; and new development over 1,000 square feet within government-owned parks or open space.

c. Provisions for Sensitive Areas

The regulations recognize that an additional layer of regulation is necessary to protect areas which are more sensitive to land use and development activities, which within the SWPA include erosion-prone slopes and the 200 foot buffer area along the Brandywine Creek. These sub-areas are identified on the SWPA boundary map.

(1) Erosion-Prone Slopes

Certain development activities could have detrimental effects on erosion-prone slopes, and are regulated to provide additional protection. Development within these areas can have long term impacts on the adjacent waterway, and standards call for the evaluation of the development parcel to assure that all activities, including the placement of buildings and structures, roads and driveways, are appropriately managed, and that there are no other viable alternative alignments which would better suit the site.

Erosion control and slope stabilization practices also recognize the use of vegetation as a legitimate design tool to protect slopes by reducing erosion, strengthening soil, and inhibiting landslides, resulting in an increase in general slope stability and the aesthetic quality of the property. SWPA standards dictate that the removal of vegetation from a site be evaluated in terms of the possible detrimental effect on slope stability, recharge of stormwater and existing drainage patterns. Further, that appropriate protective ground covers be utilized for exposed surfaces, whether from the removal of existing vegetation or from land disturbed by construction activities. Practices have also been identified, such as managing site work during the planting season to permit adequate time for the establishment of ground covers; and using protective covers to hold seeds and plants in place until established.

(2) 200 Foot Brandywine Creek Buffers

Certain activities could be harmful when in close proximity to the Brandywine Creek waterway and are therefore restricted within a 200 feet buffer, including the following: a) filling of the 100 year floodplain; and the installation of underground storage tanks, regardless of their size, because of the increased risk of leakage and water contamination.

d. Additional Areas of Consideration

When considering source water protection, there are other developments and activities which require attention to protect the quality and quantity of the drinking water:

(1) Paved Surfaces

The importance of stormwater management becomes evident in areas where development results in large areas of impervious paving, which reduces the absorption of water into the ground, increases stormwater runoff and affects water flow and runoff patterns. New practices permit the use of all-weather pervious, as well as impervious, materials in areas devoted to access driveways or roadways, maneuvering areas and parking berths, pads or spaces, and also calls for drainage to a sewer, or for other land management techniques as approved by the Public Works Commissioner.

(2) Snow and Ice Removal

The placement of snow and ice into the Brandywine Creek or other surface water body or the drinking water raceway, as a result of snow and ice removal activities, is prohibited to prevent contaminants from entering the drinking water supply, such as additional salt and chemicals.

(3) Land Management and Conservation

With respect to land use activities within government-owned parks and open space, development must utilize environmentally sensitive land management techniques, and comply with the USDA Natural Resources Conservation Service with respect to conservation practices for riparian forest buffers, where appropriate.

e. Impacts on Existing Conditions

As is typical with new legislation, those land use activities which were already legally in existence at the time that Ordinance 09-044 was adopted, are permitted to continue operation but may be subject to the new regulations should future changes be made that are in conflict with Code requirements. In addition, any formal application for new development which has previously been submitted to the City for approval may proceed without application of Division 4 regulations, provided that their development-related permits have

been obtained prior to the legislation's date of introduction (July 9, 2009). The regulations also establish that nonconforming conditions which are in existence at the time the ordinance is adopted may continue in the form in which the condition existed.

C. Additional Information

For additional information on the Source Water Protection Area regulations, please refer to the City Code as follows: Chapter 48 (Zoning), Article IX, Supplementary Districts, Division 4, establishing the Source Water Protection Area regulations; Chapter 48, Article XI, Supplementary Regulations, Division 3, Parking Lots, Section 48-511, General Requirements, which addresses stormwater management practices for paved driveways and parking areas; and Chapter 11 (Environment), Article IV, Source Water Protection Area, which establishes regulations related to snow and ice removal, and land use management and conservation practices for government-owned parks and open space.

IX. HISTORIC AND CULTURAL RESOURCES PLAN

A. Wilmington's Historic Preservation Program

Measures have been put in place to assure that consideration is given to the appropriate redevelopment, preservation and reuse of historic resources throughout the city, and the development and management of designated National Register and local City Historic Districts and properties.
The functions of the current City historic preservation program are as follows: 1) to assure the incorporation of historic resources data into land use and development planning decisions in the City of Wilmington; 2) to aid the Delaware State Historic Preservation Office (SHPO) in evaluating effects to National Register-eligible resources caused by federally funded and/or permitted projects; 3) to provide technical assistance to the public and to government offices about historic preservation issues; 4) to identify and develop resource protection strategies; and 5) to develop public awareness for preservation issues and tax act opportunities.

As part of this statewide initiative, the City of Wilmington has created a Historic Preservation Planner position within the Department of Planning which provides technical assistance to city staff and the public, through the continued identification, evaluation, registration, documentation and recommendations for treatment of the City's historic resources.

B. City Historic Districts

In 1974, City Historic District legislation was introduced to authorize City Council to designate special areas in the City of Wilmington with outstanding historical, architectural, cultural and/or archaeological significance. Specialized review procedures, design standards and a design review commission were also established to monitor exterior alterations, new construction and demolitions within these districts.

City Historic Districts are designated most often in response to the concerns of area residents interested in preserving the character of their neighborhoods and protecting their historic resources, capturing the essence of Wilmington's past for future generations. Additionally, preservation plays an important role in maintaining the economic vitality of the City as a whole.

Studies by the City's Department of Planning, the Design Review and Preservation Commission (DRPC) and the Planning Commission determine the significance of the each proposed district as well as its boundaries. Public hearings allow for neighborhood involvement at each step in the process. The boundaries are often based on districts listed in the National Register of Historic Places, which is a federal listing of properties worthy of preservation.

1. Design Review and Preservation Commission

This seven member board is appointed by the Mayor and have backgrounds in fields such as architecture, planning, urban design, real estate, construction, environmental systems and the fine arts. Commission members are well equipped to offer guidance to applicants on appropriate building treatments, construction techniques or design considerations.

2. Requirements for Review

In Wilmington, any new construction, alteration or demolition activity requires a permit from the Department of Licenses and Inspection. When a permit application is submitted, those properties within city historic district boundaries will require design review. This process is as follows: 1) Referral to the Department of Planning to initiate the review process; 2) Project review and analysis to determine whether the proposed work meets the goals of the city historic district design standards; 3) Plan presentation before the Design Review and Preservation Commission resulting in the approval or denial of the applicant's permit. For cases involving maintenance and/or replacement with in-kind materials, plans are reviewed internally by staff.

3. City Historic Districts

Eleven city historic districts have been designated, as follows:

a. Market Street Mall

This district is a highly significant, well preserved collection of commercial and public buildings reflecting Wilmington's growth from a Quaker settlement and market area in the 1740's to a thriving commercial district in the 19th and 20th centuries.

b. Delaware Avenue

This district began as an early suburb of Wilmington when Joshua T. Heald developed the first horse-drawn trolley line leading out of the city in 1864. The horse barns and trolley depot were once located on the site of Trolley Square shopping center.

c. Kentmere Parkway

This district includes late 19th century houses along both sides of Kentmere Parkway, a landscaped roadway built between 1891 and 1895 under the guidance of William P. Bancroft. It was designed to link Brandywine and Rockford Parks as part of a larger citywide effort to create an emerald necklace of green spaces around Wilmington.

d. Baynard Boulevard

This district was speculatively developed as a streetcar suburb by Samuel H. Baynard in the early 1900's, allowing City residents to live beyond the crowded downtown streets. The early 20th century residential structures feature an eclectic mix of Victorian and Colonial Revival styling.

e. Quaker Hill

This district centers around the Quaker Meeting House built in 1816 at Fourth and Washington Streets. The early Quaker settlement on this rise of land grew into a compact neighborhood of substantial three-story row houses. More elaborate, detached housing was developed in the mid-19th century and several churches were built in response to growing City populations.

f. Rockford Park

This district includes the fifty nine acre park laid out in 1889, the stone water tower built in 1901, and the houses along Red Oak and Willard Roads just below the park's southern border. The turn-of-the-century houses feature an eclectic mix of Victorian and Revival style architectural elements.

Old Swedes, Saint Mary's and Eastside districts all feature brick row houses dating to Wilmington's industrial growth period (1830-1910). The districts also contain notable structures reflecting major events in Wilmington's history.

g. Eastside

This district is a neighborhood of continuous brick row houses with corner commercial structures, and feature a variety of rooflines, window treatments, cornice trim and decorative porches.

h. Old Swedes

This district is named for Old Swedes (Holy Trinity) Church, built in 1698 at Seventh and Church Streets. The district honors the location of Wilmington's first Swedish settlement in 1638, known as Christinaham.

i. Saint Mary's

This district is named for Saint Mary's church and school, built in 1866 to address the needs of Irish immigrants and industrial workers in the mid-to-late 1800's.

j. Trinity Vicinity

This district contains a mixture of row houses and semi-detached homes dating from the 1870's to the early part of the 20th century. Architectural styles include Italianate, French Second Empire and Neo-Classical Revival. The name is derived from nearby Trinity Episcopal Methodist Church, designed in 1890 by famed Philadelphia architect Theophilus Parsons Chandler.

C. National Historic Preservation Program

In 1966 the National Historic Preservation Act called for a program to preserve cultural properties throughout the nation. The National Register of Historic Places was created and is a list of districts, sites, structures and objects significant in American history and culture. The National Register plays an important role in restoring and maintaining the historic and cultural environment of the nation. Wilmington is well represented on the Register, with fourteen National Register historic districts and forty-five individual properties listed. In addition, there are several properties and districts which have been determined eligible for national register listing, including the Wilmington Yards and Shops, Rodney Square Historic District, Wilmington Boulevard (Archaeological) Historic District, Baltimore and Ohio Railroad Station, and the Eastside Historic District.

Individual structures are listed primarily because of their architectural integrity and the historic significance of the events or the people associated with them. Groups of properties having a common past, plan or design characteristics are designated as historic districts. Each building or district contributes to Wilmington's history and development.

The National Register Districts are as follows:

1. Brandywine Village Historic District
2. Baynard Boulevard Historic District
3. Brandywine Park, Kentmere Parkway and Rockford Park
4. Delaware Avenue Historic District and Amendment
5. Eighth Street/Tilton Park District
6. Cool Spring Historic District [and Amendment, pending]
7. Shipley Run Historic District
8. Quaker Hill Historic District and Amendment
9. Lower Market Street Historic District and Extension
10. Historic Resources of Market Street
11. Eastside Brandywine Historic District
12. Church Street Historic District
13. Wawaset Park
14. Henry Clay Village Historic District

X. CAPITAL IMPROVEMENTS PROGRAM ELEMENT

A. Overview

The Capital Improvements Program is a six-year capital spending plan, adopted by City Council annually. The first year of the Program is known as the Capital Budget. In alternating years, the Budget includes two full fiscal years of funding; during the "off" years, budget requests will be zero. This decision to bond biennially, instead of annually, reduces the frequency of borrowing and financing costs.

The Capital Improvements Program and Budget provide a schedule of expenditures to develop and improve the public facilities necessary to serve those who live and work in Wilmington, and reflects the physical development policies of the City.

B. The Development of a Capital Program

The Wilmington Home Rule Charter describes the process for preparing and adopting the City's Capital Program. The process begins with the various City departments submitting requests for specific projects to the Office of Management and Budget (OMB) and the Department of Planning, followed by discussions of project proposals and programming priorities. Three major considerations guide the review of these departmental requests: 1) Overall development objectives for Wilmington, including the feasibility, desirability, and need for specific projects; 2) The relationships among projects with respect to design, location, timing of construction and the nature of activities involved; and 3) The City's fiscal policies and capabilities.

The City Planning Commission reviews the proposed Capital Program for conformance to the Comprehensive Plan and other City policies, and makes recommendations to the OMB and Planning. The Capital Program is then submitted to the Mayor for his review and transmittal, along with the Annual Operating Budget, to City Council for their approval.

C. Nature of a Capital Project

Generally, a capital project is fixed in nature, has a relatively long life expectancy, and requires a substantial financial investment. Capital projects traditionally take the form of large-scale physical developments such as buildings, streets and water mains, although other projects qualify for funding consideration, including fire fighting apparatus, street lighting, and computer software.

A capital project must generally include one or more of the following characteristics:

1. Acquisition of real property, including the purchase of land and/or existing structures for a community facility or utility.

2. Improvement of City-owned property, including new construction, site improvements, additions and rehabilitation projects exceeding $2,000.

3. Major replacement facilities, such as roofs, heating, plumbing, and electrical systems.

4. Preliminary studies and surveys pursuant to acquisition, construction or rehabilitation of City-owned property.

5. Purchase of specialized equipment and furniture for public improvements when first erected or acquired.

6. Cash contributions when necessary to fulfill the City's obligation in federally-assisted programs of a capital nature.

7. Improvements to City-owned public utilities, such as sewers, water mains, fire hydrants, streets, and catch basins.

8. Vehicles (excluding special equipment not considered a part of the vehicle) exceeding $25,000 in cost and having a life expectancy of more than ten years.

<u>Percent Allocation to Art</u>: Municipal contracts for the construction or remodeling of public buildings or structures shall include a sum of money amounting to five percent of the estimated construction cost, for ornamentation. Ornamentation can include sculpture, monuments, murals, fountains or other decorations having a period of usefulness of at least five years. Eligible contracts include capital projects greater than $25,000 identified in the annual capital budget to construct or remodel any public facility within the city limits, including parks, but not the construction, repair or alteration of city streets or sidewalks.

D. The City's Financial Policy for the Capital Program

The following are the major elements that determine how much money the City can legally borrow and how it will pay for specific projects:

1. Fiscal Borrowing Limit

Legislation enacted by the Delaware General Assembly on July 7, 1971 amended the general obligation bond limit of the City of Wilmington to permit a debt service which does not exceed 17.5 percent of the annual operating budget. Bonds issued for the sewage treatment and water facilities are revenue supported and are not subject to this limitation.

2. Self-Sustaining Projects

The Capital Program distinguishes between tax-supporting and self-sustaining (revenue) projects. Self-sustaining projects are part of any operation which will generate sufficient revenues to cover its debt service (e.g., water and sewer service). Although the debt service on these bonds is paid from the various operating revenues, the bonds are secured by the City's full taxing authority, and thus are actually a special form of general obligation bonds.

3. Bond Life

The City generally limits its borrowing to 25 years for all tax supported and revenue obligations, although 5 or 10 year bonds may be issued for special circumstances.

E. Expenditure Analysis

Capital spending projects generally are within the following four categories:

1. New Service

Projects which provide a service not previously available, such as sewer lines; roads and water mains to areas not previously served; or the acquisition and development of new parks.

2. New Replacing Existing

Projects which are completely new themselves, but which replace a facility which previously provided a similar or identical service, such as the acquisition of new apparatus, or the replacement of aging sewer lines and water mains.

3. Upgrading Existing

Additions and modifications to existing facilities which will provide more and/or better service than is now provided, such as additions to buildings, increasing existing water main capacity, and development of City-owned park land.

4. Restoring Existing

Projects which will restore an existing facility to its original capacity and/or quality of service, such as cleaning and relining of water mains.

Significantly, only a small percentage of past capital expenditures have been for new service, which is characteristic of older, highly developed cities in which basic municipal services are already in place, and no new significant population growth is taking place. Most projects involve upgrading existing facilities, in order to extend and expand their usefulness.

F. Method of Funding

1. City Obligations

The bulk of funding for the Capital Improvements Program has traditionally come through general obligation bonds issued by the City and repaid out of the appropriate department operating budget over a 20 year period.

2. Federal and State Funds

In the past, the Federal and State governments have provided substantial support for capital programs in the City, and funds are often requested to supplement the Budget. Capital funds can then be used as a local "match."

3. Unused Capital Funds

Unexpended funds from previous Capital Budgets are reviewed annually to determine whether a former project has been temporarily delayed, altered or is no longer feasible, and are reprogrammed as necessary.

XI. ANNEXATION PLAN ELEMENT

A. Background

The City of Wilmington is empowered by the State of Delaware to annex territory into its boundaries. On March 26, 1987 Senate Bill #86 was introduced into the Delaware State Senate and was subsequently signed into law on July 9, 1987 ("Laws of Delaware," Vol. 66, Chapter 135), amending Chapter 1, Title 22 of the Delaware Code by creating Section 101A. As a result, municipalities with populations greater than 50,000 were subjected to more stringent requirements when extending their boundary limits to include any portion of adjoining or adjacent territory by means of annexation. Title 22 was further revised through House Bill 255 ("Laws of Delaware," Vol. 73, Chapter 186, approved July 13, 2001) to require that the annexation being proposed by the municipality was consistent with the most recently adopted municipal comprehensive plans. The requirements of these provisions are outlined below.

B. State Legislation

1. Title 22, Chapter 1, Section 101 (Annexation by City or Town)

This section requires that any city or town proposing to extend its boundaries must conform to the following provisions:

a. Annexations must be consistent with the most recently adopted municipal plan meeting the requirements of Title 22, Chapter 7. The areas under consideration must be depicted as areas for future annexation on the adopted plan.

b. A plan of services must be prepared, indicating the services the municipality expects to be provided, how they will be provided, and fiscal and operating capabilities to provide such services.

c. At the time of annexation, the jurisdiction shall by ordinance rezone the area consistent with the comprehensive plan.

d. The jurisdiction shall comply with state notice in accordance with Title 29, Chapter 92 provided a comprehensive development plan review and certification process which is intended to coordinate the review of planning goals and development policies among the different levels of government for compatibility and consistency.

e. It must be demonstrated that it notified all affected jurisdictions, conducted a public hearing, and provided a 30 day comment period.

f. Disputes are to be handled through the Advisory Council on Planning Coordination.

2. Title 22, Chapter 1, Section 101A (Annexation by Large Municipalities)

This section sets additional requirements to be followed by municipalities larger than 50,000 population, when initiating an annexation. These procedures are outlined in Section E of this chapter, and have been the basis for the annexation initiation procedures followed by the City of Wilmington to date.

3. Title 22, Chapter 7, Section 707 (Comprehensive Development Plans)

This section on comprehensive planning requires the following:

a. The plan shall be established through a municipal comprehensive planning process.

b. The plan must contain a municipal development strategy regarding population and housing growth, expansion of boundaries, development of adjacent areas, redevelopment potential, community character, general uses of land, and critical community development and infrastructure issues. The planning process must demonstrate coordination with other government agencies. The plan must also include physical, demographic and economic conditions; policies, statements, and goals and planning components for public and private uses of land, transportation, economic development, affordable housing, community facilities, open space and recreation, protection of sensitive areas, community design, water and wastewater systems, protection of historic and cultural resources, annexation, and other elements as necessary.

c. The plan shall be the basis for developing zoning regulations, and all land shall be zoned in accordance with the comprehensive plan.

d. No development shall be permitted except as consistent with the plan.

e. At least every 5 years the plan shall be reviewed to determine if its provisions are still relevant given changing conditions. Revised, updated and amended as necessary and re-adopted at least every 10 years.

f. The plan shall be submitted for review by the Governor's Advisory Council on Planning Coordination, and then subject to state review and certification per Section 9103 of Title 29.

g. The City shall provide to the Office of State Planning Coordination by December 31 of each year a report describing the implementation of comprehensive plan and identifying development issues, trends, and conditions since the plan was last adopted.

C. City of Wilmington Compliance with State Requirements

In order to address State requirements regarding annexation procedures, the City of Wilmington has initiated the following actions:

- Formal annexation policies and procedures were prepared, including elements addressing the purpose and justification, strategy, review criteria, preparation of a city service report, and initiation procedures.

- An updated comprehensive planning process was developed which identified current plan elements, conformance measures, and plan review and update functions.

- In February 2003, the Wilmington Planning Commission recommended by Resolution 25-02 revisions to the City-Wide Plan of Land Use to establish a citywide annexation policy and an updated comprehensive planning process which is consistent with the State's requirements. The Plan was submitted to the Office of State Planning Coordination for review and comment, prior to City Council adoption.

- Comprehensive plan review and certification procedures will be followed by the City of Wilmington, in order to meet the requirements for interagency review and coordination. This function will be handled through the Office of State Planning Coordination.

These actions are discussed more fully below.

1. Annexation Policy and Procedures

Section A. Purpose/Justification

The citywide Annexation Policy and Procedures establishes the City's intent relative to annexing territory outside of its boundaries in a manner which is consistent with state enabling legislation and which is fiscally responsible and in the best interest of the City. Annexation increases the amount of land in the City which is served with a full range of public services, increasing the opportunities for coordinated residential, commercial and industrial development. Well planned growth through annexation increases and stabilizes the tax and revenue base. Annexation is also dependent upon the City's ability to reasonably provide the needed and necessary services to any area proposed for annexation, including provisions related to public safety, infrastructure, quality of life, and compatibility with long range development plans as identified in the neighborhood comprehensive development plans.

Section B. Annexation Strategy

Certain areas surrounding the City will be considered for annexation based on their location and other factors, including:

a. sites that border or are surrounded, or partially surrounded, by the existing city line;
b. sites that are accessible only by City streets;
c. sites which are more efficiently served by City police and fire;
d. sites which are isolated from the remainder of the County due to geography or man-made improvements;
e. sites which support existing businesses or residential areas within the city; and
f. sites which are split by the City-County line.

Section C. Criteria

Criteria to be considered in determining the feasibility of annexing a territory is as follows:

a. whether there is evidence of pending development activity in the area which will be beneficial to the City;
b. whether the area is proximate to existing city limits;
c. whether the City has the ability to provide the services as development thresholds are reached;
d. whether the area is needed to provide geographic continuity of city services to other areas;
e. whether fiscal analysis shows that annexation would be a long term benefit to the city, rather than a financial and economic drain;
f. whether analysis shows that failure to annex the area would cause long term harm;
g. whether annexation would close gaps within current city limits;
h. whether the area is a potential growth center that requires urban densities to develop as planned; and
i. whether development in these areas would negatively impact the city through inability to enforce city development standards, building codes and environmental regulations.

Section D. City Service Report

The City of Wilmington Department of Planning will prepare, on a case specific basis, a report itemizing the municipal services that will be provided or are otherwise available to the annexed property in question, as part of its analysis to the Planning Commission and City Council when considering annexation requests. These services include, but are not limited to, the following:

a. police, fire and emergency services;
b. utilities and infrastructure, including water, sewer, drainage, roads and street repair, street lighting;
c. residential trash collection service;
d. code enforcement, the presence of which relates to property value neighborhood stability;
e. school district information (annexation does not affect school district boundaries); and
f. employment and taxation (including the effect of annexation on city and county property tax rates).

Section E. Initiation Procedures

The process listed below represents the current process for initiating an annexation, per Title 22, Chapter 1, Section 101A of the State Code. It is subject to change as the State attempts to develop a more rational approach to annexation.

a. Initiation / Petition for Annexation

The annexation process may be initiated only after a written petition is received by the City Clerk from Wilmington's Mayor, a City Council member, or at least 25 percent of the qualified voters in the territory. This petition is filed with both the City Clerk and the Clerk of New Castle County.

b. Amendments to the Comprehensive Development Plan

The pertinent neighborhood comprehensive development plan and related maps shall be amended to include the annexed territory and the recommended land use and zoning designations for the territory. The Planning Commission reviews the proposal and recommends a resolution to amend the Neighborhood Comprehensive Development Plan, which is then acted on by Resolution of City Council after a public hearing before Council.

c. City of Wilmington Annexation Ordinance

City Council shall enact an ordinance approving the annexation, with the recommendation of the Planning Commission. It is then signed by the Mayor of Wilmington after approval by City Council. The annexation ordinance includes the following:

(1) amendment to the Official Building Zone Map to designate the appropriate zoning classification for the annexed territory.

(2) amendment to the Supplemental Building Zone Map, to include applicable flood plain designations, and notification to the Federal Emergency Management Agency.

(3) amendment to the Councilmanic District Map to incorporate the territory be amended into the appropriate councilmanic district.

d. New Castle County Annexation Ordinance

New Castle County Council must enact an ordinance approving the proposed annexation; followed by the approval of the New Castle County Executive Officer. City and County Council actions can occur simultaneously.

e. Special Election

The proposed annexation is subject to a special election, held by County Council after approval of their annexation ordinance. The majority of the qualified voters in each parcel of the territory must approve of the annexation. Where only one qualified voter exists, they must file a sworn affidavit approving of the annexation with the New Castle County Clerk of the Peace.

f. Effective Date of Annexation

If voter approval is received, the annexation becomes effective on the first day of the following month. If any of the required actions are not successfully completed, the annexation attempt fails.

2. Comprehensive Plan Conformance

a. Plan Elements

The Comprehensive Plan is comprised of various separate policy plans and maps, along with thirteen individual neighborhood comprehensive development plans. The neighborhood plans specifically deal with land use and zoning issues for each neighborhood analysis area, along with issues relative to the neighborhood. Development of a neighborhood plan is preceded by the compilation of a community notebook, which identifies the various features of the neighborhood by means of a thorough analysis of demographic and neighborhood data, including cultural resources and historical development, community facilities, parks and open space, and environmental and economic development considerations. The notebooks also include public service and civic information related to community groups, religious organizations and local government organization.

A typical neighborhood comprehensive development plan is developed with the cooperation and input of the local citizenry through a series of meetings, and includes the following:

(1) General characteristics of the analysis area, including a discussion of the natural environment and land form, land use descriptions, and demographics (population, employment, income, housing and household characteristics, etc.).

(2) Recommendations for the analysis area, including land use and zoning, transportation, economic development, parks and recreational facilities, city services and related facilities.

(3) Discussion and evaluation of any issues of special concern to the analysis area, including cultural and historic preservation; environmental and natural resources; and transportation.

b Plan Conformance

(1) The City-Wide Plan of Land Use includes the citywide annexation policy and procedures guiding all annexation proceedings, and shall be further amended as necessary to keep in compliance with any subsequent changes to the state law.

(2) The City of Wilmington will consider all annexation requests on a case by case basis, as they are presented for consideration. At that time, the request will be evaluated by the Department of Planning in accordance with the standards and policies set forth in the City-Wide Plan, and the relevant neighborhood comprehensive development plan element shall be fully evaluated as to the appropriateness of the specific request. In cases where the annexation of a territory is deemed to be in accordance with the City-Wide Plan, the neighborhood plan shall be amended accordingly, to include the proposed territory within the City's boundaries and to recommend land use and zoning in accordance with the neighborhood surrounding the territory.

(3) It is not the policy of the City to identify in its City-Wide Plan potential areas for annexation, given the sensitive nature of certain land negotiations and a varying political climate, nor is it feasible or practical to speculate as to the potential desire of property owners to be annexed into the city boundaries. All neighborhood plans will, however, be amended to include annexations which meet the requirements per the City-Wide Plan, at the time they are proposed.

3. Intergovernmental Coordination / Review and Certification Process

The City of Wilmington will follow the plan review and certification process which is intended to compare planning goals and development policies among levels of government for the purpose of attaining compatibility and consistency among the interests of State, county and municipal governments. This review and certification is necessary to properly address potential burdens on the State for future infrastructure and public services caused by local land use actions, and will be conducted by the Office of State Planning Coordination. To that end, it shall be the City's policy to coordinate all annexation requests with the Office of State Planning Coordination by providing relevant information for review and comment prior to any formal City Council action on annexation procedures and related actions such as amendments to the neighborhood comprehensive development plans, rezonings and map changes.

a. Administrative Review and City-Wide Plan Update

The City-Wide Plan of Land Use element of the Comprehensive Development Plan shall be reviewed by the Department of Planning every five (5) years for the purpose of reviewing its annexation policy with respect to the changing conditions in the municipality and in the surrounding areas. The Plan shall be revised, updated and amended as necessary in accordance with state regulations, such that the content of the plan will includes current demographic and related information, and re-adopted every ten years.

Further, the Plan shall be submitted to the Office of State Planning Coordination at these times for review and certification prior to final adoption by the City Council.

b. Neighborhood Comprehensive Development Plan Elements

Schedule for Updates: As noted above, the City Wide Plan of Land Use shall be submitted to the Office of State Planning Coordination for review and certification as it is revised and updated every five years. The State will not require that individual neighborhood plans be submitted for a formal review and certification; however, neighborhood plan elements will be forwarded to the Office after they are updated and approved by the City, in order for the State to maintain a complete set of current plans.

The proposed schedule for updating neighborhood development plan elements is based on the relative age of the neighborhood plan and specific neighborhood needs. It is the City's intent to update neighborhood plans at a rate of two to three plans per calendar year, in the following order: Bancroft Parkway/ Delaware Avenue, West Side, Price's Run, Mid-Town Brandywine, Baynard Boulevard, Central Business District, South Wilmington, Southwest Wilmington, Browntown/Hedgeville, Riverside/11th Street Bridge Area, Northwest, West Center City, and East Side.

In addition, these neighborhood plans are periodically amended to reflect local planning decisions, for such things as rezoning and annexation. The City reserves the right to change this schedule as necessary.

c. Comprehensive Plan Checklist

The Office of State Planning Coordination utilizes a Comprehensive Plan Checklist developed by the University of Delaware, Institute for Public Administration (July 2002), in its review of local comprehensive development plans. This checklist outlines fourteen areas of review, including public participation, demographics analysis, housing, annexation, redevelopment potential, community character, land use, infrastructure, intergovernmental coordination, economic conditions, transportation, government services, open space and recreation, and implementation strategies. It should be noted that not all categories are Plan elements required by State law.

An informal summary of this checklist can be found in Table 5, which compares the state's desired plan elements with the existing Wilmington Comprehensive Development Plan.

D. Attempted Annexations, 1984 - 2002

Between 1984 and 2002, there were seven requests for the annexation of property into the City of Wilmington, four of which were successful and resulted in the addition of over 78 acres of land to the City. The largest of these annexations involved a 56 acre tract of land along South Madison Avenue and the Christina River in 1988, which was subsequently developed into the Daniel S. Frawley baseball stadium. The provisions for annexation as identified in the original 1987 state law were followed in each case, which are itemized in Table 6. All prospective annexation requests are to follow the policy and procedures in this chapter.

TABLE 5

❇COMPREHENSIVE PLAN CHECKLIST SUMMARY

	Plan Feature	Included	Plan Conformance
	Public Participation	X	Comprehensive Plan Activities: Neighborhood meetings to discuss issues; Participation in Plan development; Public hearing - Planning Commission; Public Hearing - City Council Consolidated Plan: coordination with NPC's
	Population Data and Analysis		
	Past Population Trends	X	City-Wide Plan
★	Population Projections	X	City-Wide Plan, Neighborhood Plans
★	Demographics	X	City-Wide Plan, Community Notebooks; Neighborhood Plans
	Housing		
	Housing Stock Inventory*	X	Consolidated Plan, July 1, 2000 - June 30, 2005
	Housing Pipeline*	X	Consolidated Plan
	Housing Needs Analysis*	X	Consolidated Plan
	Affordable Housing Plan*	X	Consolidated Plan
	Annexation		
	Analysis of Surrounding Land Uses	X	Neighborhood Plans (specific annexation actions are included)
★	Annexation Plan (policies, statements, goals and planning components)	X	City-Wide Plan, Neighborhood Plans
	Redevelopment Potential		
	Identify Redevelopment Areas/Issues	X	City-Wide Plan, Consolidated Plan
★	Redevelopment Strategy	X	City-Wide Plan, Consolidated Plan
★	Community Development Strategy	X	City-Wide Plan, Neighborhood Plans

*Consolidated Plan elements are summarized in the City-Wide Plan

TABLE 5, Continued

	Plan Feature	Included	Plan Conformance
	Community Character		
	History of Town/City	X	City-Wide Plan, Community Notebooks, Neighborhood Plans
★	Physical Conditions	X	Community Notebooks, Neighborhood Plans
	Significant Natural Features	X	Community Notebooks, Neighborhood Plans
	Community Character	X	Community Notebooks, Neighborhood Plans
★	Historic / Cultural Resources Plan	X	City-Wide Plan, Community Notebooks, Neighborhood Plans,Cultural Resources Plan (Dept of Planning)
★	Community Design Plan	X	Neighborhood Plans
★	Environmental Protection Plan	X	City-Wide Plan, Community Notebooks, Neighborhood Plans
	Land Use Plan		
	Existing Land Use	X	Neighborhood Plans
★	Land Use Plan	X	City Wide Plan, Neighborhood Plans
	Infrastructure and Utilities		
	Inventory of Community Infrastructure	X	City-Wide Plan, Community Notebooks, Neighborhood Plans
★	Water and Wastewater Plan	X	City-Wide Plan, Neighborhood Plans (included in current plans)
	Intergovernmental Coordination		
	Description of Inter-gov't Relationships	X	Community Notebooks, City-Wide Plan
★	Intergovernmental Coordination Strategy	X	Annexation Element, City-Wide Plan
	Economic Conditions		
	Economic Base/Major Employers		
	Labor Market		
	Income and Poverty	X	Community Notebooks, Neighborhood Plans
	Economic Development Plans	X	City-Wide Plan

TABLE 5, Continued

	Plan Feature	Included	Plan Conformance
	Transportation		
	Inventory-Transportation Facilities/Systems	X	Neighborhood Plans
★	Transportation Plan	X	City-Wide Plan, Neighborhood Plans, Wilmapco Regional Transportation Plan, Transportation Improvement Program (TIP)
	Government Services and Community Facilities		
	Description of Gov't Organizations/Services	X	Community Notebooks
	Inventory of Community Facilities	X	Community Notebook, Neighborhood Plans
★	Community Facilities Plan	X	Identified in each neighborhood and prepared annually as part of the CIP process
	Open Space and Recreation		
	Inventory of Open Space and Recreation Facilities	X	Neighborhood Plans
★	Open Space and Recreation Plan	X	Neighborhood Plans
	Implementation Strategies		
	Evaluation of Current Codes and Ordinances		
	Zoning Map Revisions	X	Neighborhood Plans
	Zoning and Subdivision Code Revisions		
	Summary of Policies and Procedures to Support the Plan Coordination with Other Governmental Agencies		

NOTES:

★ State requirement under Title 22, Section 702 Del C.

❇ This summary checklist was derived from the Comprehensive Plan Checklist prepared by the University of Delaware, Institute for Public Administration, July 2002

TABLE 6

ANNEXATION ACTIVITY
1984 through 2002

Case/Res. #	Property Owner	Acreage	Location	Zoning	Date
ZR 466-99 Res. 4-99:	National Railroad Passenger Corporation	9 acres	Adjacent to Railroad and Christina River	W-2	February 1999
ZR 453-98 Res. 1-98	Riverfront Development Corporation	12.168 acres	South Madison Street and Christina River	W-4	February 1998
ZR 436-95 Res. 4-05	John Hynansky	0.57 acres	36th, Market, Pine Sts and Robinson Ave	C-2	February 1995 [Not Enacted]
ZR 402-90 Res. 8-90	Charles H. Toliver	0.39 acres	4401 Miller Road (Residence)	R-1	April 1990 [Not Enacted]
ZA 387-88 Res. 51-88	Osteopathic Hospital Association of DE	1.17 acres	37th St, Franklin Place, Miller Rd	R-2	December 1988
ZR 367-88 Res. 1-88	Pettinaro Properties	56 acres	Between I-95 and the Christina River	W-2	January 1988
ZR 308-84 Res. 23-84	--	2 parcels	North of Brandywine Creek adjoining Alapocas Woods	W-4	June 1984 [Not Enacted]

Appendices

APPENDIX 1

COMPREHENSIVE DEVELOPMENT PLAN ACTIVITY
CITY OF WILMINGTON
Adopted Plan Elements and Revision Updates
(January 2003)

Neighborhood Analysis Area	City Council Resolution	Date Adopted
Bancroft Parkway Area (#11) (now included with Del. Ave)	- -	June 1975
Baynard Boulevard (#9)	Resolution 84-019 Resolution 93-022	January 12, 1984 April 15, 1993
Browntown Hedgeville (#14)	Resolution 92-066 Resolution 97-061 Resolution 99-004	June 18, 1992 July 10, 1997 February 18, 1999
Central Area (Policy Plan)	[City Planning Commission] Modified May 14, 1963; January 12, 1965; September 14, 1965; October 25, 1966; and October 18, 1981, by Riverfront Pilot Plan	February 1955
Central Business District (Policy Plan)	Resolution 84-330 [Replaces Central Area Plan]	November 29, 1984
Cherry Island Area (CT#8)	- - Modified by Riverside Area Plan	April 1958 January 1978
City-Wide Plan of Land Use	[City Planning Commission] Resolution 84-329	1959 November 29, 1984
Delaware Avenue (#5, #11, #12) (now Bancroft Parkway / Delaware Avenue)	Resolution 75-170 Resolution 84-276 Resolution 87-099 Resolution 95-060 Resolution 00-047	August 14, 1975 September 27, 1984 July 16, 1987 July 13, 1995 May 4, 2000
East Side* (#1, #7)	Resolution 78-083 Modified by Riverfront Pilot Plan CPC Resolution 48-82 Resolution 87-036	April 27, 1978 October 15, 1981 November 16, 1983 April 2, 1987

APPENDIX 1, Continued

Midtown Brandywine (#6)	Resolution 82-038	February 4, 1982
Northwest (#10)	[City Planning Commission]	March 1959
	Resolution 89-008	January 12, 1989
	Resolution 99-003	January 7, 1999
Pilot Plan for Wilmington's In-Town Riverfront	- -	July 26, 1979
	(Modifying Browntown-Hedgeville, South Wilmington, Central and Eastside Areas)	
Price's Run (Part of #8)	- -	September 21, 1978
	Modified by Riverfront Pilot Plan	October 18, 1981
	- -	March 5, 1992
Riverside / 11th Street Bridge (Part of #8)	[City Planning Commission]	1956
	- -	January 1978
	Resolution 92-115	October 15, 1992
South Wilmington (#15)	- -	January 1976
	Resolution 90-069	May 17, 1990
	Resolution 91-034	March 21, 1991
	Resolution 99-037	April 8, 1999
	Resolution 02-036	May 2, 2002
Southwest Wilmington (#13)	[City Planning Commission]	August 1959
	Resolution 91-088	August 15, 1991
	Resolution 91-141	December 5, 1991
West Center City (#2)	[City Planning Commission]	June 1957
	Modified by WCC URP	April 1, 1968
	Resolution 00-116	October 19, 2000
West Side (#3, #4)	Resolution 78-260	January 18, 1979

NOTES: References in parentheses are Residential Neighborhood numbers in original plan elements 1953 to 1959.

* Draft Plan Update currently underway (2003)

** preparation of community notebook for Plan update currently underway (2003)

*** field work and preparation of community notebook for Plan update currently underway (2003)

APPENDIX 2

URBAN RENEWAL PLAN ACTIVITY
Adopted Plan Elements and Revisions
(January 2003)

Asbury Heights	May 1, 1969 November 15, 1988	
Center City	November 15, 1990 July 21, 1998 May 15, 2001	Ordinance 90-078 Sub. #1 to Ordinance 98-063 Ordinance 01-060
Christiana Gateway	May 1, 1969; November 15, 1984 January 5, 1995; July 21, 1998 March 18, 1999	
Civic Center	December 1963 March 28, 1974 July 25, 1974 January 2, 1992	 Ordinance 74-012 Ordinance 74-050 Ordinance 91-092
DuPont Street Project B	March 29, 1963; August 1, 1967	
East 7th Street Peninsula	August 21, 1989	Ordinance 89-071
East Side	May 1, 1969; January 1, 1976	
Greater Brandywine Village	January 17, 2002	Ordinance 01-119
Hilltop East	May 1, 1969; January 1, 1976	
Mulberry Run	September 1, 1965; November 1, 1970	
New Castle Avenue	October 4, 1990	Ordinance 90-055
Northeast	February 18, 1988 May 19, 1988 September 15, 1988 December 14, 1989	Ordinance 88-005 Ordinance 88-041 Ordinance 88-065 Ordinance 89-087
Poplar Street Project A	July 10, 1963	
S. Walnut Street (Phase I)	October 30, 1969; February 9, 1971; September 6, 1990	
West Center City	April 1, 1968; September 15, 1988	

APPENDIX 3

WILMINGTON PLANNING COMMISSION MEMBERSHIP

Wilmington Planning Commission, 1953 to 1962

The Wilmington Planning Commission was established by Ordinance on October 29, 1953, and became effective on November 2, 1953. The Commission consisted of five members (E. Powell Smith, Chairman; Chalmer C. Reynolds; John J. Hartnett*; Dr. Oscar N. Smith; Rube Kelrick*)

*Member of preliminary planning commission appointed 1950.

Wilmington Commission on Zoning and Planning, 1962 to 1966

The Wilmington Commission on Zoning and Planning was established through a merger with the Wilmington Zoning Commission by Ordinance 62-005, on March 31, 1962, and consisted of five members (W. Ellis Preston, Chairman (1); John Julian (2); John J. Hartnett; Bernard McCready (3); Dr. Oscar N. Smith)

(1) Member, Wilmington Zoning Commission, 1959 - 1962
(2) Member, Wilmington Zoning Commission, 1954 - 1962
(3) Member, Wilmington Zoning Commission, 1959 - 1962

City Planning Commission

The City Planning Commission was established on January 1, 1967 by Home Rule Charter, and consists of seven members. This Commission is still currently in effect.

Past Chairs, 1967 to present

John Julian, 1967-1969
Gerard P. Kavanaugh, 1969
Rev. Reginald R. Mercer, 1969-1975
Cynthia Hoagland, 1976-1991
Jack Haupt 1992-1997
Polly Weir, 1997 - present

Current Membership (2003)

Polly Weir, Chair
Desmond Baker, Joseph Chickadel, Herb M. Inden, Fritz Jones
Ronald Pinkett**, William S. Montgomery*

*Administrative Assistant to the Mayor, ex officio
**Director of Finance, ex officio

APPENDIX 4

DIRECTORS
PLANNING PROFESSIONAL STAFF
City of Wilmington

Harold M. Lewis	Consultant, Preliminary Planning Commission, 1952-1953 Consultant, Wilmington Planning Commission, 1953-1960
Jack M. Kendree	Consultant, Wilmington Planning Commission, 1960-1961
Peter A. Larson	Executive Director, Commission on Zoning and Planning, 1962-1966; Director of Planning and Development Administrator, 1967-1969
David C. Neville	Director of Planning and Development, 1969-1972
Patricia C. Schramm	Director of Planning and Development, 1973-1977
Fredrick A. Brueggeman	Director of Planning and Development, 1977-1979
Charles J. Grandison	Director of Planning, 1979
Donn Devine	Director of Planning, 1980 - 1985
Larry Liggett	Director of Planning, 1985-1989
Herb M. Inden	Director of Planning 1989-1993
James C. Walker	Director of Planning, 1993-1995
Peter D. Besecker	Director of Planning, 1995 to present

APPENDIX 5

DELAWARE POPULATION CONSORTIUM

Population Projection Series
October 8, 2002

Version 2002.0

City of Wilmington

Delaware Population Consortium

Population Projection Series

October 8, 2002

City of Wilmington
Total Population
(As of July 1)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2015	2020	2025	2030
0 - 4	4953	5015	5192	5360	5540	5699	5705	5716	5728	5739	5752	5642	5277	5159	5176
5 - 9	5424	5210	4899	4711	4599	4522	4564	4712	4857	5015	5159	5223	5141	4808	4695
10 - 14	5308	5439	5569	5570	5467	5232	5017	4720	4540	4433	4353	4933	5004	4937	4624
15 - 19	5105	5098	5137	5102	5101	5202	5333	5460	5454	5351	5124	4262	4856	4923	4847
20 - 24	5121	5093	5057	5179	5292	5315	5309	5358	5314	5304	5384	5258	4400	5140	5169
25 - 29	5945	5780	5717	5602	5528	5488	5431	5376	5517	5643	5687	5715	5522	4662	5584
30 - 34	5961	6073	6059	6020	5955	5829	5676	5612	5474	5397	5360	5583	5606	5403	4577
35 - 39	5832	5781	5662	5531	5434	5416	5505	5468	5420	5349	5222	4864	5085	5124	4963
40 - 44	5517	5489	5394	5366	5327	5290	5251	5137	5025	4923	4903	4678	4415	4620	4669
45 - 49	4785	4858	5015	5032	5068	5049	5024	4939	4915	4883	4849	4487	4261	4044	4233
50 - 54	4076	4274	4294	4335	4347	4414	4487	4625	4644	4678	4660	4479	4141	3928	3732
55 - 59	3080	3086	3255	3424	3560	3728	3903	3925	3957	3972	4035	4251	4084	3777	3581
60 - 64	2434	2465	2523	2616	2688	2755	2757	2909	3065	3179	3336	3608	3798	3651	3372
65 - 69	2318	2261	2218	2175	2187	2129	2157	2210	2292	2353	2409	2923	3157	3311	3175
70 - 74	2083	2055	2001	1977	1916	1891	1840	1804	1770	1779	1735	1975	2392	2570	2680
75 - 79	1968	1856	1770	1682	1593	1577	1556	1507	1484	1437	1418	1295	1483	1795	1912
80 - 84	1443	1480	1465	1439	1411	1351	1270	1210	1150	1083	1081	961	883	1011	1226
85 & up	1311	1297	1296	1304	1320	1326	1327	1317	1307	1291	1260	1077	940	836	882
Totals	72664	72610	72523	72425	72333	72213	72112	72005	71913	71809	71727	71214	70445	69699	69097

Delaware Population Consortium

Population Projection Series

October 8, 2002

City of Wilmington
Total Population
(As of July 1)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2015	2020	2025	2030
MALES															
0 - 4	2591	2593	2664	2750	2846	2910	2913	2918	2925	2930	2936	2879	2693	2631	2640
5 - 9	2783	2714	2564	2474	2391	2377	2372	2430	2504	2588	2648	2678	2635	2465	2407
10 - 14	2687	2747	2836	2849	2784	2675	2605	2460	2377	2298	2281	2530	2563	2525	2365
15 - 19	2624	2606	2584	2541	2567	2630	2690	2777	2786	2721	2615	2229	2495	2523	2478
20 - 24	2637	2601	2652	2726	2782	2719	2707	2687	2644	2660	2715	2678	2296	2643	2651
25 - 29	3000	2963	2884	2824	2780	2823	2766	2809	2891	2953	2896	2874	2803	2428	2873
30 - 34	2949	2998	3006	3012	3039	2954	2925	2842	2772	2728	2770	2848	2823	2743	2386
35 - 39	2868	2880	2853	2763	2683	2691	2731	2728	2728	2749	2666	2524	2607	2587	2526
40 - 44	2670	2634	2605	2630	2623	2629	2647	2617	2537	2457	2463	2418	2313	2399	2385
45 - 49	2300	2353	2435	2461	2487	2468	2435	2413	2437	2430	2438	2278	2224	2138	2223
50 - 54	1899	2019	2029	2065	2062	2114	2164	2238	2262	2289	2271	2245	2097	2043	1967
55 - 59	1403	1407	1481	1541	1632	1704	1810	1822	1851	1851	1898	2035	2013	1882	1830
60 - 64	1062	1067	1070	1127	1166	1222	1224	1291	1344	1420	1488	1657	1779	1763	1646
65 - 69	965	952	954	927	927	896	897	901	950	981	1029	1256	1402	1503	1490
70 - 74	804	779	761	772	747	742	731	734	710	711	687	797	970	1078	1154
75 - 79	679	653	633	600	569	555	540	525	529	515	512	469	549	669	735
80 - 84	439	452	435	415	420	411	395	382	360	340	335	304	282	332	405
85 & up	314	310	314	319	320	319	319	311	304	308	302	260	233	208	227
Subtotal	34674	34728	34760	34796	34825	34839	34871	34885	34911	34929	34950	34959	34777	34560	34388
FEMALES															
0 - 4	2362	2422	2528	2610	2694	2789	2792	2798	2803	2809	2816	2763	2584	2528	2536
5 - 9	2641	2496	2335	2237	2208	2145	2192	2282	2353	2427	2511	2545	2506	2343	2288
10 - 14	2621	2692	2733	2721	2683	2557	2412	2260	2163	2135	2072	2403	2441	2412	2259
15 - 19	2481	2492	2553	2561	2534	2572	2643	2683	2668	2630	2509	2033	2361	2400	2369
20 - 24	2484	2492	2405	2453	2510	2596	2602	2671	2670	2644	2669	2580	2104	2497	2518
25 - 29	2945	2817	2833	2778	2748	2665	2665	2567	2626	2690	2791	2841	2719	2234	2711
30 - 34	3012	3075	3053	3008	2916	2875	2751	2770	2702	2669	2590	2735	2783	2660	2191
35 - 39	2964	2901	2809	2768	2751	2725	2774	2740	2692	2600	2556	2340	2478	2537	2437
40 - 44	2847	2855	2789	2736	2704	2661	2604	2520	2488	2466	2440	2260	2102	2221	2284
45 - 49	2485	2505	2580	2571	2581	2581	2589	2526	2478	2453	2411	2209	2037	1906	2010
50 - 54	2177	2255	2265	2270	2285	2300	2323	2387	2382	2389	2389	2234	2044	1885	1765
55 - 59	1677	1679	1774	1883	1928	2024	2093	2103	2106	2121	2137	2216	2071	1895	1751
60 - 64	1372	1398	1453	1489	1522	1533	1533	1618	1721	1759	1848	1951	2019	1888	1726
65 - 69	1353	1309	1264	1248	1260	1233	1260	1309	1342	1372	1380	1667	1755	1808	1685
70 - 74	1279	1276	1240	1205	1169	1149	1109	1070	1060	1068	1048	1178	1422	1492	1526
75 - 79	1289	1203	1137	1082	1024	1022	1016	982	955	922	906	826	934	1126	1177
80 - 84	1004	1028	1030	1024	991	940	875	828	790	743	746	657	601	679	821
85 & up	997	987	982	985	1000	1007	1008	1006	1003	983	958	817	707	628	655
Subtotal	37990	37882	37763	37629	37508	37374	37241	37120	37002	36880	36777	36255	35668	35139	34709

Delaware Population Consortium

Population Projection Series

June 29, 2000

City of Wilmington
White Population
(As of July 1)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2015	2020	2025	2030
0 - 4	1159	1268	1423	1541	1658	1745	1729	1711	1686	1656	1623	1445	1339	1344	1364
5 - 9	1031	991	952	938	932	964	1054	1179	1278	1377	1449	1349	1202	1112	1116
10 - 14	1057	1080	1031	991	962	912	873	843	830	824	850	1281	1192	1061	982
15 - 19	1151	1141	1178	1156	1135	1097	1119	1073	1030	1003	955	881	1329	1239	1103
20 - 24	1652	1513	1410	1461	1506	1561	1552	1601	1571	1546	1491	1303	1195	1805	1686
25 - 29	2757	2710	2614	2486	2308	2139	1973	1853	1925	1981	2053	1953	1696	1568	2366
30 - 34	2351	2486	2617	2655	2694	2714	2677	2580	2431	2248	2089	2033	1929	1664	1552
35 - 39	2060	2010	1950	1914	1924	1932	2045	2151	2179	2209	2225	1711	1671	1583	1364
40 - 44	1955	1904	1803	1767	1713	1694	1653	1601	1576	1582	1586	1829	1411	1374	1300
45 - 49	1816	1819	1855	1791	1758	1706	1660	1571	1542	1493	1473	1380	1595	1230	1195
50 - 54	1735	1757	1728	1706	1660	1661	1664	1695	1637	1608	1558	1348	1259	1456	1125
55 - 59	1386	1404	1459	1530	1586	1592	1610	1583	1563	1523	1525	1425	1233	1152	1332
60 - 64	951	1006	1062	1108	1176	1234	1250	1298	1364	1409	1419	1357	1263	1094	1022
65 - 69	966	893	879	850	844	840	891	939	979	1039	1088	1253	1199	1110	957
70 - 74	1097	1042	966	941	894	820	757	744	721	716	715	925	1066	1019	940
75 - 79	1160	1100	1024	946	880	873	831	767	746	708	650	568	732	847	808
80 - 84	1008	1005	988	942	881	825	780	724	671	622	622	460	404	518	602
85 & up	911	891	893	915	926	923	906	892	873	843	810	648	488	398	436
Totals	26203	26020	25832	25638	25437	25232	25024	24805	24602	24387	24181	23149	22203	21574	21250

Version 2002.0

Delaware Population Consortium

Population Projection Series

June 29, 2000

City of Wilmington
White Population
(As of July 1)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2015	2020	2025	2030
								MALES							
0 - 4	595	658	734	806	858	899	891	883	869	854	836	745	690	692	702
5 - 9	537	514	493	484	483	504	557	618	679	723	760	707	630	583	585
10 - 14	554	562	555	522	508	490	466	449	442	440	457	691	644	573	530
15 - 19	605	607	618	613	599	585	593	587	552	537	520	481	731	681	606
20 - 24	877	784	772	808	831	820	826	839	832	813	795	709	651	991	926
25 - 29	1439	1427	1327	1257	1185	1148	1037	1021	1067	1097	1086	1048	930	862	1307
30 - 34	1262	1335	1407	1413	1449	1445	1441	1337	1257	1184	1152	1099	1059	933	873
35 - 39	1129	1118	1099	1081	1069	1064	1127	1188	1191	1219	1215	969	927	890	784
40 - 44	1062	1015	960	965	939	940	931	914	900	890	885	1012	808	772	741
45 - 49	905	933	956	944	944	921	878	831	837	813	813	766	878	699	668
50 - 54	846	871	871	849	808	814	839	859	849	851	829	732	689	790	629
55 - 59	681	680	706	733	761	757	779	780	759	723	729	741	655	616	706
60 - 64	434	456	472	499	543	584	582	604	629	651	649	624	633	560	529
65 - 69	413	383	389	376	363	357	375	387	411	448	481	535	513	521	460
70 - 74	406	386	356	357	342	326	303	308	297	286	282	382	423	405	412
75 - 79	372	361	344	317	303	297	284	261	261	251	240	207	280	312	298
80 - 84	313	310	299	279	261	240	233	221	204	195	193	155	135	181	203
85 & up	225	217	218	227	230	234	225	220	211	205	196	157	127	108	124
Subtotal	12655	12617	12576	12530	12476	12425	12367	12307	12247	12180	12118	11760	11403	11169	11083
								FEMALES							
0 - 4	564	610	689	735	800	846	838	828	817	802	787	700	649	652	662
5 - 9	494	477	459	454	449	460	497	561	599	654	689	642	572	529	531
10 - 14	503	518	476	469	454	422	407	394	388	384	393	590	548	488	452
15 - 19	546	534	560	543	536	512	526	486	478	466	435	400	598	558	497
20 - 24	775	729	638	653	675	741	726	762	739	733	696	594	544	814	760
25 - 29	1318	1283	1287	1229	1123	991	936	832	858	884	967	905	766	706	1059
30 - 34	1089	1151	1210	1242	1245	1269	1236	1243	1174	1064	937	934	870	731	679
35 - 39	931	892	851	833	855	868	918	963	988	990	1010	742	744	693	580
40 - 44	893	889	843	802	774	754	722	687	676	692	701	817	603	602	559
45 - 49	911	886	899	847	814	785	782	740	705	680	660	614	717	531	527
50 - 54	889	886	857	857	852	847	825	836	788	757	729	616	570	666	496
55 - 59	705	724	753	797	825	835	831	803	804	800	796	684	578	536	626
60 - 64	517	550	590	609	633	650	668	694	735	758	770	733	630	534	493
65 - 69	553	510	490	474	481	483	516	552	568	591	607	718	686	589	497
70 - 74	691	656	610	584	552	494	454	436	424	430	433	543	643	614	528
75 - 79	788	739	680	629	577	576	547	506	485	457	410	361	452	535	510
80 - 84	695	695	689	663	620	585	547	503	467	427	429	305	269	337	399
85 & up	686	674	675	688	696	689	681	672	662	638	614	491	361	290	312
Subtotal	13548	13403	13256	13108	12961	12807	12657	12498	12355	12207	12063	11389	10800	10405	10167

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Delaware Population Consortium

Population Projection Series

June 29, 2000

City of Wilmington
Black Population
(As of July 1)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2015	2020	2025	2030
0 - 4	3344	3317	3359	3398	3465	3535	3552	3578	3611	3648	3689	3744	3515	3420	3435
5 - 9	3894	3734	3480	3350	3264	3168	3138	3176	3214	3277	3346	3492	3546	3329	3235
10 - 14	3816	3918	4076	4092	4027	3862	3700	3449	3321	3237	3143	3319	3462	3516	3305
15 - 19	3496	3505	3530	3530	3559	3681	3783	3935	3947	3881	3719	3027	3201	3340	3391
20 - 24	3053	3130	3190	3258	3277	3248	3258	3283	3282	3309	3424	3458	2814	2975	3105
25 - 29	2728	2632	2633	2648	2767	2892	2962	3020	3083	3104	3077	3245	3281	2666	2821
30 - 34	3186	3142	3002	2922	2815	2670	2577	2578	2592	2710	2829	3014	3176	3213	2611
35 - 39	3444	3445	3388	3280	3146	3112	3068	2930	2851	2747	2606	2764	2944	3101	3136
40 - 44	3335	3344	3330	3319	3338	3310	3312	3254	3155	3023	2992	2507	2661	2833	2983
45 - 49	2739	2826	2947	3032	3121	3140	3149	3136	3124	3145	3120	2817	2362	2508	2671
50 - 54	2159	2309	2362	2430	2477	2545	2630	2736	2817	2898	2918	2899	2619	2196	2331
55 - 59	1573	1555	1658	1738	1809	1972	2104	2156	2216	2258	2322	2660	2642	2385	1999
60 - 64	1388	1363	1372	1417	1415	1413	1398	1488	1563	1624	1771	2084	2388	2371	2139
65 - 69	1298	1301	1266	1247	1259	1206	1185	1194	1233	1229	1230	1543	1812	2074	2057
70 - 74	941	970	987	991	979	1027	1030	999	984	994	950	970	1221	1429	1634
75 - 79	784	730	721	712	682	669	692	703	705	696	733	676	691	869	1012
80 - 84	408	444	449	471	509	508	471	466	458	440	434	478	442	450	567
85 & up	390	392	388	373	375	384	400	405	414	429	433	409	429	409	410
Totals	41976	42057	42138	42208	42284	42342	42409	42486	42570	42649	42736	43106	43206	43084	42042

Delaware Population Consortium

Population Projection Series

June 29, 2000

City of Wilmington
Black Population
[As of July 1]

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2015	2020	2025	2030
MALES															
0 - 4	1739	1695	1711	1722	1765	1797	1806	1818	1836	1854	1875	1904	1787	1738	1746
5 - 9	1986	1942	1813	1750	1691	1649	1605	1619	1630	1670	1701	1775	1803	1693	1645
10 - 14	1909	1953	2040	2075	2016	1944	1900	1773	1713	1656	1615	1666	1738	1765	1659
15 - 19	1775	1766	1744	1717	1761	1826	1869	1953	1985	1928	1858	1541	1594	1663	1688
20 - 24	1509	1556	1618	1663	1672	1631	1625	1604	1579	1620	1680	1708	1418	1465	1529
25 - 29	1337	1305	1306	1313	1344	1401	1443	1502	1543	1553	1516	1561	1588	1318	1362
30 - 34	1476	1443	1377	1358	1354	1291	1260	1261	1267	1299	1351	1465	1506	1533	1273
35 - 39	1576	1600	1591	1523	1437	1439	1406	1341	1321	1320	1258	1317	1428	1467	1495
40 - 44	1496	1502	1517	1521	1542	1545	1570	1558	1495	1409	1411	1233	1292	1401	1439
45 - 49	1280	1316	1378	1419	1452	1446	1452	1466	1469	1491	1494	1362	1191	1248	1352
50 - 54	957	1036	1047	1109	1147	1196	1231	1287	1325	1355	1351	1395	1273	1113	1166
55 - 59	662	661	710	735	788	862	931	942	998	1032	1077	1214	1254	1143	999
60 - 64	581	566	557	583	578	586	586	629	653	698	764	954	1076	1112	1012
65 - 69	528	539	536	519	523	499	486	479	501	496	505	659	821	924	954
70 - 74	379	374	381	391	385	398	406	402	388	393	373	379	497	619	695
75 - 79	296	281	277	275	254	245	243	246	252	249	258	240	244	322	400
80 - 84	117	133	127	127	150	163	154	152	149	138	134	141	133	134	178
85 & up	83	84	88	84	83	80	88	86	87	97	102	96	99	93	92
Subtotal	19686	19752	19818	19884	19942	19998	20061	20118	20191	20258	20323	20610	20742	20751	20684
FEMALES															
0 - 4	1605	1622	1648	1676	1700	1738	1746	1760	1775	1794	1814	1840	1728	1682	1689
5 - 9	1908	1792	1667	1600	1573	1519	1533	1557	1584	1607	1645	1717	1743	1636	1590
10 - 14	1907	1965	2036	2017	2011	1918	1800	1676	1608	1581	1528	1653	1724	1751	1646
15 - 19	1721	1739	1786	1813	1798	1855	1914	1982	1962	1953	1861	1486	1607	1677	1703
20 - 24	1544	1574	1572	1595	1605	1617	1633	1679	1703	1689	1744	1750	1396	1510	1576
25 - 29	1391	1327	1327	1335	1423	1491	1519	1518	1540	1551	1561	1684	1693	1348	1459
30 - 34	1710	1699	1625	1564	1461	1379	1317	1317	1325	1411	1478	1549	1670	1680	1338
35 - 39	1868	1845	1797	1757	1709	1673	1662	1589	1530	1427	1348	1447	1516	1634	1641
40 - 44	1839	1842	1813	1798	1796	1765	1742	1696	1660	1614	1581	1274	1369	1432	1544
45 - 49	1459	1510	1569	1613	1669	1694	1697	1670	1655	1654	1626	1455	1171	1260	1319
50 - 54	1202	1273	1315	1321	1330	1349	1399	1449	1492	1543	1567	1504	1346	1083	1165
55 - 59	911	894	948	1003	1021	1110	1173	1214	1218	1226	1245	1446	1388	1242	1000
60 - 64	807	797	815	834	837	827	812	859	910	926	1007	1130	1312	1259	1127
65 - 69	770	762	730	728	736	707	699	715	732	733	725	884	991	1150	1103
70 - 74	562	596	606	600	594	629	624	597	596	601	577	591	724	810	939
75 - 79	488	449	444	437	428	424	449	457	453	447	475	436	447	547	612
80 - 84	291	311	322	344	359	345	317	314	309	302	300	337	309	316	389
85 & up	307	308	300	289	292	304	312	319	327	332	331	313	330	316	318
Subtotal	22290	22305	22320	22324	22342	22344	22348	22368	22379	22391	22413	22496	22464	22333	22158

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Delaware Population Consortium

Population Projection Series

October 8, 2002

City of Wilmington
All Other Races Population
(As of July 1)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2015	2020	2025	2030
0 - 4	450	430	410	421	417	419	424	427	431	435	440	453	423	395	377
5 - 9	499	485	467	423	403	390	372	357	365	361	364	382	393	367	344
10 - 14	435	441	462	487	478	458	444	428	389	372	360	333	350	360	337
15 - 19	458	452	429	416	407	424	431	452	477	467	450	354	326	344	353
20 - 24	416	450	457	460	509	506	499	474	461	449	469	497	391	360	378
25 - 29	460	438	470	468	453	457	496	503	509	558	557	517	545	428	397
30 - 34	424	445	440	443	446	445	422	454	451	439	442	536	501	526	414
35 - 39	328	326	324	337	364	372	392	387	390	393	391	389	470	440	463
40 - 44	227	241	261	280	276	286	286	282	294	318	325	342	343	413	386
45 - 49	230	213	213	209	189	203	215	232	249	245	256	290	304	306	367
50 - 54	182	208	204	199	210	208	193	194	190	172	184	232	263	276	276
55 - 59	121	127	138	156	165	164	189	186	178	191	188	166	209	240	250
60 - 64	95	96	89	91	97	108	109	123	138	146	146	167	147	186	211
65 - 69	54	67	73	78	84	83	81	77	80	85	91	127	146	127	161
70 - 74	45	43	48	45	43	44	53	61	65	69	70	80	105	122	106
75 - 79	24	26	25	24	31	35	33	37	33	33	35	51	60	79	92
80 - 84	27	31	28	26	21	18	19	20	21	21	25	23	37	43	57
85 & up	10	14	15	16	19	19	21	20	20	19	17	20	23	29	36
Totals	4485	4533	4553	4579	4612	4639	4679	4714	4741	4773	4810	4959	5036	5041	5005

Delaware Population Consortium

Population Projection Series

October 8, 2002

City of Wilmington
All Other Races Population
(As of July 1)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2015	2020	2025	2030
MALES															
0 - 4	257	240	219	222	223	214	216	217	220	222	225	230	216	201	192
5 - 9	260	258	258	240	217	224	210	193	195	195	187	196	202	189	177
10 - 14	224	232	241	252	260	241	239	238	222	202	209	173	181	187	176
15 - 19	244	233	222	211	207	219	228	237	249	256	237	207	170	179	184
20 - 24	251	261	262	255	279	268	256	244	233	227	240	261	227	187	196
25 - 29	224	231	251	254	251	274	286	286	281	303	294	265	285	248	204
30 - 34	211	220	222	241	236	218	224	244	248	245	267	284	258	277	240
35 - 39	163	162	163	159	177	188	198	199	216	210	193	238	252	230	247
40 - 44	112	117	128	144	142	144	146	145	142	158	167	173	213	226	205
45 - 49	115	104	101	98	91	101	105	116	131	126	131	150	155	191	203
50 - 54	96	112	111	107	107	104	94	92	88	83	91	118	135	140	172
55 - 59	60	66	65	73	83	85	100	100	94	96	92	80	104	123	125
60 - 64	47	45	41	45	45	52	56	58	62	71	75	79	70	91	105
65 - 69	24	30	29	32	41	40	36	35	38	37	43	62	68	58	76
70 - 74	19	19	24	24	20	18	22	24	25	32	32	36	50	54	47
75 - 79	11	11	12	8	12	13	13	18	16	15	14	22	25	35	37
80 - 84	9	9	9	9	9	8	8	9	7	7	8	8	14	17	24
85 & up	6	9	8	8	7	5	6	5	6	6	4	7	7	7	11
Subtotal	2333	2359	2366	2382	2407	2416	2443	2460	2473	2491	2509	2589	2632	2640	2621
FEMALES															
0 - 4	193	190	191	199	194	205	208	210	211	213	215	223	207	194	185
5 - 9	239	227	209	183	186	166	162	164	170	166	177	186	191	178	167
10 - 14	211	209	221	235	218	217	205	190	167	170	151	160	169	173	161
15 - 19	214	219	207	205	200	205	203	215	228	211	213	147	156	165	169
20 - 24	165	189	195	205	230	238	243	230	228	222	229	236	164	173	182
25 - 29	236	207	219	214	202	183	210	217	228	255	263	252	260	180	193
30 - 34	213	225	218	202	210	227	198	210	203	194	175	252	243	249	174
35 - 39	165	164	161	178	187	184	194	188	174	183	198	151	218	210	216
40 - 44	115	124	133	136	134	142	140	137	152	160	158	169	130	187	181
45 - 49	115	109	112	111	98	102	110	116	118	119	125	140	149	115	164
50 - 54	86	96	93	92	103	104	99	102	102	89	93	114	128	136	104
55 - 59	61	61	73	83	82	79	89	86	84	95	96	86	105	117	125
60 - 64	48	51	48	46	52	56	53	65	76	75	71	88	77	95	106
65 - 69	30	37	44	46	43	43	45	42	42	48	48	65	78	69	85
70 - 74	26	24	24	21	23	26	31	37	40	37	38	44	55	68	59
75 - 79	13	15	13	16	19	22	20	19	17	18	21	29	35	44	55
80 - 84	18	22	19	17	12	10	11	11	14	14	17	15	23	26	33
85 & up	4	5	7	8	12	14	15	15	14	13	13	13	16	22	25
Subtotal	2152	2174	2187	2197	2205	2223	2236	2254	2268	2282	2301	2370	2404	2401	2384

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APPENDIX 6

MAYOR JAMES M. BAKER'S EXECUTIVE ORDER 2008-4
Wilmington's Climate Sustainability Plan

Whereas, greenhouse gases cause global temperatures to rise at rates that can lead to economic disruption, environmental damage and public health concerns, and that such climate change endangers all facets of life as the population of Wilmington knows it today; and

Whereas, the City of Wilmington, a founding signer of the U.S. Conference of Mayors Climate Protection Agreement, is aware of the risks of climate change and is in a position to respond to such risks by actively pursuing laws, policies and procedures to help control the actions that cause climate change; and

Whereas, the City of Wilmington has determined that it is in the best interest of its individual and corporate citizens to establish laws, policies and procedures to enable City government, residents, and businesses to reduce their carbon footprint and greenhouse gas emissions by 20% from current levels by 2020; and

Whereas, the efforts of the City in addressing climate change will benefit all of Wilmington through improved air quality, improved quality of life from a more walkable and bikable city, and through energy cost savings; and

Whereas, an effective climate change strategy will help create a strong sense of community pride in Wilmington's efforts to protect the environment from the impacts of global warming.

Therefore, Be It Resolved, the City of Wilmington hereby commits to take a three-pronged approach to its climate change strategy that addresses opportunities for energy footprint reductions by the business and development community, by the City's residents, and by the City in its own government operations. All activities related to this three-pronged approach will include indicators with numeric goals to enable the City to measure and report progress.

Further, the City commits to the following actions to create a framework for the City to respond to climate change:

1. The City will create a Wilmington Energy Leaders Roundtable - a business group which will design and lead the corporate response in Wilmington to the need to reduce greenhouse gas emissions and the municipal carbon footprint.

2. The City will actively engage with the State of Delaware on its newly created Sustainable Energy Utility to identify and effectively bring Wilmington business and residential energy efficiency projects to the utility for financial incentives and funding.

3. The City will create a program of outreach to Wilmington citizens to educate them about climate change. The City will prepare materials to assist residents in understanding and defining long-held behavior patterns of energy and resource waste which must be changed for the good of all the citizens of Wilmington today and for future generations. The City will also prepare accompanying materials which will set forth ideas, paths, projects and goals for the average citizen to implement in order to reduce individual or household carbon footprints.

4. The City will continue to implement actions such as those listed below to reduce its energy footprint:

    a. PhillyCarShare Wilmington – a program to reduce unnecessary vehicle miles traveled in the City.

    b. City/County Building Energy Efficiency – the City partnered with New Castle County to make the City/County Building more energy efficient. Changes to date have included upgrades to the HVAC system and lighting efficiency.

    c. Citywide Curbside Recyclables Collection Program – recycling reduces the overall energy use in manufacturing the products used by residents and businesses.

    d. Creation of a Storm Water Utility, including credits for on-site management of stormwater/reduction of impervious footprint – reducing stormwater going to the sewer system will reduce the energy use at the wastewater treatment plant

5. The City will train all of its employees to be community leaders in the move toward reduction of carbon footprints. An awards program will be developed for the employees who create the most rapid positive energy-saving changes in their jobs and in their communities.

6. The City will update and revise all of its building codes to incorporate state of the art code language which mandates but also rewards owners/ builders/architects who move rapidly toward reduction of carbon footprints by use of green techniques in their building/rehabilitation efforts.

7. The City will establish an Energy Champion Award for residents and community groups that significantly reduce greenhouse gas emissions. This category will be added to the annual Wilmington Awards Program which recognizes Wilmington leaders.

8. The City will have a standing committee with a cross-section of members from various departments which will continuously review and act on projects and ideas involving Climate Change and make recommendations to the administration on a regular basis regarding necessary policy actions.

9. The City will implement a Sustainable Future Purchasing Policy that places priority on purchasing Energy Star equipment for City buildings and operations. The City will also introduce educational campaigns such as “Lights Out at Night” and “Lights Out When Not in Use” in a further effort to reduce governmental energy use. All City employees will be educated about climate change, greenhouse gas emissions and energy use as it relates to their work and the City’s Climate Change Strategy.

10. The City will hire an energy services company, referred to as an ESCO, to identify and implement energy efficiency projects in the City’s water and wastewater operations and City buildings, including the police headquarters, emergency operations center, fire stations and the Municipal Complex. In addition, the City will evaluate, and implement where appropriate, energy generation projects using non-fossil fuel technologies (such as solar and digester gas).

11. The City will implement a fleet policy to purchase clean fuels, implement diesel retrofits, and purchase vehicles that are the most fuel-efficient, low-emission vehicles available that will meet the business needs of the City. (The City fleet consists of public safety, police, fire, emergency management, public works, parks, special purpose vehicles, and general purpose sedans. The sedans are generally E-85 compatible, and the City has an E-85 fueling station.)

12. The City will build on the work begun by the Wilmington Beautification Commission’s “Trees for Wilmington” working group to expand the City’s tree-planting efforts to increase the tree canopy and reduce “heat island” conditions. Efforts will include partnerships with, among others, the Department of Agriculture, Department of Natural Resources and Environmental Control and the Delaware Horticultural Center.

Other policy/program changes could also include:

- use of teleconferencing rather than traveling to meetings when possible
- installation of bike racks at all City buildings and public areas
- work with WILMAPCO to identify additional ways to improve the City’s bicycle and pedestrian infrastructure
- installation of either green roofs or photovoltaic on all City buildings
- instituting an environmentally preferable purchasing policy

The City’s Climate Change Strategy will be incorporated into the next update of Wilmington’s Comprehensive Plan.

Wilmington commits to learning from the experiences of other cities, anywhere in the world, that are moving forward on the climate change issue. Wilmington will also share its experiences with other cities in Delaware as they begin their own climate change efforts. Wilmington will work with other cities to advocate for reducing Delaware’s and the nation’s energy footprints through various innovative and creative approaches.

APPENDIX 7

INFORMATIONAL RESOURCES

Reports and Publications

"An Informational Report," Department of Public Works, Fiscal Year 1999.

"Annual Report for the Combined Sewer Overflow (CSO) Program (January - December 2002)." Department of Public Works. April 2003.

"Capital Improvements Program," City of Wilmington, 2004.

"City of Wilmington Consolidated Plan. Five Year Plan for Housing and Community Development. July 1, 2000 - June 30, 2005." Prepared for the City of Wilmington by Kise Straw & Kolodner.

"Citywide Vision Plan." City of Wilmington. 2003 Mayor's Citywide Planning and Development Advisory Council, Executive Order 2001-2.

"Comprehensive Plan Checklist," University of Delaware, Institute for Public Administration, July 2002.

"Historic Wilmington. A Guide to Districts and Buildings on the National Register of Historic Places." City of Wilmington, Planning Department. 2002.

"Regional Transportation Plan 2025 (RTP 2025)," Wilmapco, 2003.

"Vacant Property Strategy." Prepared for City of Wilmington by Kise Straw & Kolodner.

"Wilmington Water Supply," City of Wilmington, Department of Public Works, 1979.

State Legislation

Senate Bill #86 ("Laws of Delaware," Vol. 66, Chapter 135, adopted July 9, 1987), more recently amended by House Bill No. 255 ("Laws of Delaware," Vol. 73, Chapter 186, adopted July 13, 2001).

Internet Websites

www.ci.wilmington.de.us	City of Wilmington
www.dnrec.state.de.us	Department of Natural Resources and Environmental Control
www.wilmapco.org	Wilmapco

Sources - Section VII Climate Change Initiatives

Footnoted References

1 www.noaa.com (National Oceanic and Atmospheric Administration)
2 http://ceep.udel.edu/publications/globalenvironments/reports/deccap/fullreport.pdf (Delaware Climate Change Action Plan)
3 www.rggi.org/ (Regional Greenhouse Gas Initiative)
4 www.seu-de.org (Sustainable energy Utility Task Force, Delaware General Assembly)
5 www.climateprosperity.com (Climate Prosperity Project)
6 www.usmayors.org/climateprotection (US conference of Mayors Climate Protection Agreement 2006)
7 www.theclimateregistry.org (Climate registry 2008)
8 www.wilmingtonde.gov/greencity/executiveorder.htm (City of Wilmington Climate Change Plan)
9 www.iccsafe.org (International Energy Conservation Code-IECC)
10 www.ashrae.org (American Society of Heating, Refrigerating and Air-Conditioning Engineers)
11 http://bcap-energy.org (Building Codes Assistance Program-BCAP)
12 www.iclei.org (Local Governments for Sustainability)
13 http://www.phillycarshare.org/ (Philly Car Share)

City Documents

"Technical Energy Audit," Department of Public Works, 2008
"Wilmington Energy Leaders Roundtable," Office of Mayor James M. Baker, 2008
"Wilmington Executive Order Press Release," Office of Mayor James M. Baker, 2008