

NEIGHBORHOOD COMPREHENSIVE DEVELOPMENT PLAN
FOR BAYNARD BOULEVARD
(CENSUS TRACTS 3, 4, &5)
(FORMERLY NEIGHBORHOOD #9)

PREPARED BY THE CITY OF WILMINGTON
DEPARTMENT OF PLANNING & DEVELOPMENT
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(Revised to update the Proposed Land Use and Proposed Zoning Maps, and to include the Baynard Boulevard/Concord Avenue Working Group's written recommendations on transportation; economic development; housing; parks; and special purpose issues.)

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I. INTRODUCTION

This document sets forth the revised Comprehensive Development Plan (CDP) for the Baynard Boulevard neighborhood. It updates the Plan prepared and adopted in 1959. The Boulevard neighborhood includes Wilmington census tracts 3, 4 and 5, and is bounded by Market Street, 30th Street, the City line, and Brandywine Creek.

A companion document, the Baynard Boulevard Community Notebook, provides specific details on the neighborhood's demographics, housing, historical development, street systems, and other issues of general interest. The notebook is designed to be a statement of facts which contains no consideration of City policy and is not intended to be part of the adopted Plan. Its purpose is twofold: first, to provide a background context in which the Plan can be examined and understood, and second, to serve as a data base for neighborhood residents, business persons, and City staff.

This document, which will become the plan for the neighborhood after approval by City Planning Commission and adoption by City Council, contains specific recommendations on land use and transportation issues. It has been prepared with extensive community input through a planning process that has extended over several years. As was the case with the 1959 Plan, the revised Plan will remain valid as long as it reflects a community consensus, and there is no significant change in the conditions and assumptions on which it is based.

The March 1959 Plan entitled "A Planning Study for Neighborhoods Nos. 9 and 10" was one of a series of Neighborhood Comprehensive Development Plans prepared during the late 1950s. These Plans, which were prepared by nationally recognized planning consultant Harold M. Lewis, represented the first coordinated and comprehensive attempt to plan for the future development and stability of Wilmington and its individual neighborhoods. The initial series of planning reports were prepared for and adopted by the Wilmington Planning Commission, and together comprised the City's Comprehensive Development Plan; with few exceptions they have withstood the test of time in an admirable fashion.

The preparation of the original Comprehensive Plan was followed by adoption of a Revised Building Zone Ordinance and Map in January, 1962. The same consultant was employed to develop the revised code and map. As a result, the new code implemented many of the major land use policies that were recommended in the planning studies.

II. 1959 BAYNARD BOULEVARD NEIGHBORHOOD COMPREHENSIVE DEVELOPMENT PLAN

Maps A and B illustrate the land use and transportation elements of the 1959 Baynard Boulevard Neighborhood CDP. Both elements are reviewed below in terms of their original recommendations and subsequent implementation actions.

A. 1959 LAND USE ELEMENT

RESIDENTIAL USE: The 1959 land use element had as its primary objective the preservation of the neighborhood's single-family character. Almost three-fourths of the blocks in the planning area were designated to remain at the same medium-low or medium density at which they were initially developed during the late nineteenth and early twentieth centuries. In Wilmington, these densities are typified by detached, semi-detached and row house dwellings located on average-sized lots. As shown on Map A, medium-low density uses (detached and semi-detached dwellings) were the predominant designation between Broom and Monroe streets, while medium density uses (row houses) were the primary proposed use between Monroe and Tatnall streets.

The 1962 Revised Zoning Ordinance and Map implemented these recommendations by zoning the land between Broom and Monroe streets, exclusive of the Boulevard District (see discussion below), R-2. The R-2 district provides well for the recommended medium-low densities. It permits detached and semi-detached residential uses, but does not permit the conversion of single-family dwellings to apartments. The area generally bounded by Monroe Street on the west and West Street on the east, which had been designated for medium density uses, was zoned R-3 and R-4. The R-3 district was designed exclusively for one-family row houses, while the R-4 district was designed to allow further conversions of houses that were large enough for two- and three-family apartment buildings, in areas where a large number of conversions had already occurred. At present, the original R-2, R-3 and R-4 zoning districts established in 1962 have remained virtually unchanged (see also Map D).

What is commonly recognized as the most important aspect of the 1959 Plan dealt with the blocks that lined Baynard Boulevard itself (referred to above as the Boulevard District). It had become apparent at that time that these graceful, large homes were becoming problems to the neighborhood due to the higher maintenance costs, smaller family sizes, and upper class flight to the suburbs. In order to preserve the rich architectural heritage of the Boulevard District, the Plan designated the area for low density apartment uses, a use which was to be implemented through the conversion of these stately homes to apartments. In terms of persons and/or dwelling units per acre, the low density apartment designation used by Lewis is equivalent to the medium-high density designation used in more recent planning documents.

When the revised zoning ordinance was adopted, the Boulevard District was zoned R-5B (Apartment House Medium Density) as a means of implementing the Plan's recommendation. Although this zoning permitted the conversion of the area's large homes, it also permitted new construction of much higher density apartments. After a period of ten years and the development of one apartment complex, neighborhood residents became concerned that the Plan's recommendations were not adequately implemented by R-5B zoning.

After much community discussion, the R-2A zoning district (Boulevard Residential) was proposed. This district applies much more stringent controls to new development, thereby encouraging the conversion of these large homes. The R-2A amendment was adopted in 1972.

The decline in population that the city experienced over the last 20 to 30 years was not anticipated when the first series of neighborhood land use plans were prepared. To the contrary, the logic of the time suggested that the city's population would continue to increase and, therefore, demands for high density housing sites would need to be addressed. Given this perspective, the 1959 Plan designated three separate areas for high density redevelopment. The areas so designated were selected on the basis of sound planning principles which considered their proximity to major arteries, public transportation corridors, the central business district, secondary commercial areas, and city parks and schools. As shown on Map A, the proposed high density sites included all of the blocks south of 19th Street between Broom and Tatnall streets (excluding the existing institutional uses); the majority of the blocks north of 22nd Street extending to 30th Street between Market and both frontages of Tatnall Street; and the area bounded by Jefferson, West, Concord Avenue and both sides of 22nd Street.

COMMERCIAL USES: The 1959 Plan designated two types of commercial uses for the Baynard Boulevard area; they were commercial/local shopping, and heavy commercial/wholesale and storage. Four individual areas, each located along the neighborhood's major thoroughfares, were designated for commercial/local shopping uses; they included substantial sections of the Market Street corridor, Concord Avenue between Monroe and Van Buren streets, Concord Avenue at Broom Street, and the intersection of 30th and Washington streets. Compared to the zoning that was in effect at the time that the Plan was adopted, the Plan's recommendations represented a significant reduction in the total amount of commercially designated land. Under the old zoning, commercially zoned land extended the entire length of Market Street and west from Market to Jefferson streets along Concord Avenue, 27th and 29th streets. The revised Zoning Code brought the commercially designated land (C-2, Secondary Business Centers, and C-1, Neighborhood Commercial) more in line with what had been proposed in 1959.

The area west of Broom Street between 23rd and 30th was designated for wholesale and storage uses based largely on existing uses and the area's proximity to rail service and thoroughfares. The revised zoning map zoned the land C-5 (Heavy Commercial District). This district remains unchanged, although current uses and neighborhood expectations have shifted.

MANUFACTURING AND INDUSTRIAL USES: No heavy industrial or manufacturing uses were planned in the 1959 Plan, since none existed at the time and no undeveloped sites were deemed suitable.

INSTITUTIONAL USES: Map A shows several institutional uses which, for the most part, were already in place when the 1959 Plan was prepared. The only new proposed institutional use shown on that Plan was a proposed site for what is now the Evan Shortlidge Elementary School. It had become apparent during the plan preparation stage that the old Shortlidge School – Public School #30 – located in the triangle bounded by Baynard, Concord and 25th Street was too small for the area's needs. The #30 school site also lacked sufficient outdoor recreation space.

As shown on Map A, the Plan recommended that the two blocs bounded by 20th, West, Concord and Tatnall Street be used for the new school site. Ultimately the school board chose a site two blocks to the south, bounded by 17th, West and Tatnall streets and the Brandywine Park.

PARKS AND OPEN SPACES: As shown on Map A, the 1959 land use plan proposed a number of small extensions and additions to the public parkland within the Baynard Boulevard neighborhood. With few exceptions, none of the proposed extensions or additions have been developed.

Concord Avenue Triangles – Five triangular pieces of land along Concord Avenue were proposed for park development. This proposal was a by-product of a recommendation that was contained in the transportation element of the Plan to widen Concord Avenue to 80 feet. If widened, the five parcels would have become too small to permit other non-public uses. As shown on Map A, the proposed triangular parks were to be located at 25th and Concord Avenue, Van Buren and Concord Avenue, two sites at Madison and Concord Avenue, and the last at Washington and Concord Avenue. Only the parcel on the east side of Madison Street and a portion of the Washington Street triangle have been established for passive park uses. The widening of Concord Avenue became unnecessary because of the development of I-95.

Additions to Existing Parks – The 1959 Plan proposed four additions to the area's existing parks, i.e., Brandywine, Tatnall Street, Eastlake and Haynes. Only the Haynes Park Extension, however, has been officially added to the park system. The Tatnall Street playground was proposed to be expanded to the south towards 23rd Street, while Brandywine Park was to be extended north to 18th Street, utilizing the bed of Tatnall Street and lands to the east. Though this site has been developed for playground purposes, it was done so as part of the improvements undertaken when the new Shortlidge School was built. The portion of the land along Glen Avenue is part of Brandywine Park, while the portion along 18th Street is part of the school property.

The final extension of park system recommended in 1959 was a bit more ambitious and, as with the Concord Avenue triangle, was related to a recommended change in the transportation element. The Plan proposed that Eastlake Park be expanded to the south (towards 29th Street) and east (towards Jefferson Street). A green-space pedestrian link between Jefferson and the neighborhood commercial area planned at 30th and Washington streets was also included. The commercial area at 30th and Washington streets was designated for development as a result of the Washington/West Street arterial connection to downtown, which is discussed in the transportation element.

B. 1959 TRANSPORTATION AND THOROUGHFARE PLAN ELEMENT

The 1959 Transportation and Thoroughfare element (Map B) shows the primary and secondary thoroughfare as designated and/or proposed. The primary thoroughfares include Market Street, Concord Avenue and Washington and West streets. The secondary thoroughfares, or collector streets as they are also known, included 18th Street, Baynard Boulevard, Broom, 29th and 30th streets, with the later two operating as a one-way paired system. With the exception of West Street, which was proposed to become a part of a one-way paired system with Washington Street, all of the above were functioning as designated at the time the 1959 Plan was adopted.

Although the character of traffic patterns and levels have fluctuated to some extent in the intervening years, these streets continue to function as originally designated in the plan, but at a considerably lower volume on the thoroughfares because of the opening of I-95.

The proposal involving West and Washington streets was the most ambitious feature of the 1959 transportation element. Its purpose was to improve the north/south movement between the Central Business District and the northern city and suburbs. The proposal included a new bridge over the Brandywine to be located at West Street, linking Midtown Brandywine to Baynard Boulevard. It also included widening the right-of-way of both West Street (50'-ROW) and Washington Street (60'-ROW) to 70 feet between the north edge of Brandywine Park and 30th Street. West Street, which was to carry northbound traffic, was to diagonally bisect the block between 30th and 31st Street and intersect with Washington Street at 31st Street. The areas surrounding this proposed intersection were planned for commercial/local shopping development. From 31st Street north, Washington Street was planned to carry all traffic.

This project, however, was never undertaken since the need for a new West Street bridge was eliminated by the construction of I-95. When completed, the interstate system dramatically changed the character of traffic movement citywide. Rather than being characterized primarily by north/south movement in and out of the Central Business District, the traffic axis shifted to an east/west movement between the CBD and the interstate system.

Other features on the 1959 transportation element included recommendation regarding abandonment or widening of several existing and paper streets. In addition to widening Washington and West streets, the Plan also recommended a major 20-foot widening of Concord Avenue along its north side between Market and Broom streets, and a widening of Broom Street north of its intersection with Baynard Boulevard to 70 feet from 50 feet. None of the street widening proposed in the Plan proved necessary after the opening of I-95.

Several streets were recommended to be closed and abandoned, including:

- 21st Street, between Tatnall and West streets;
- Moore Street, between 26th and 29th;
- Elliott Street, between Concord Avenue and 29th Street; and
- Portions of 23rd, 24th, 27th, 28th and 29th streets (west of Broom Street).

Except for the unopened part of 21st Street nearest to West, none of the above streets have been closed, although most, particularly the ones west of Broom Street, are paper streets which have never been opened or paved. An additional street, 17th Street, between Tatnall and West, was closed for the construction of the Evan Shortlidge School.

Only one new street, the establishment of the paper Rodney Street linking 23rd to 29th Street west of Broom, was recommended in the 1959 Plan.

III. EXISTING LAND USES AND CURRENT ZONING

Maps C and D show the existing land use and current zoning for the Boulevard neighborhood. With surprisingly few exceptions, the existing uses have not changed dramatically since 1959. The most notable additions are: the Electra Arms at 18th and Broom, the Wilmington Housing Authority Baynard Apartments at 18th and Jefferson, the new Shortlidge School at 17th and Tatnall, the Baynard House Condominiums (formerly P.S. #30), the Terry Apartments at 25th and Broom streets, Delaware Children's Bureau on Baynard Boulevard, and the construction of scattered medical office buildings in the C-5 and R-2 zones. New single-family housing construction in the neighborhood has been limited to the Park Place Townhouse development at 18th and Monroe.

IV. 1983 REVISED BAYNARD BOULEVARD NEIGHBORHOOD COMPREHENSIVE DEVELOPMENT PLAN

A. 1983 BAYNARD BOULEVARD LAND USE ELEMENT

The goal of the revised land use element remains largely the same as that of the 1959 element, that being to preserve the viability of the existing single-family neighborhood. The revised Plan recognizes that the amount of land needed for future high density development is considerably less than was originally proposed in 1959. Map E shows the revised land use element as recommended for adoption in 1983. With the exception of the several areas of major substantive change discussed below, the Plan retains many of the land use features incorporated in the original 1959 land use element.

LAND USE DESIGNATIONS:

The revised Plan distinguishes between neighborhood shopping and general commercial areas, which was not the case in the 1959 Plan where both types of uses were grouped in one category. Neighborhood shopping, which is presently implemented through the C-1 zoning district, has been designated for the two small commercial areas on Concord Avenue. General commercial or secondary retail uses, which are implemented through C-2 zoning, have been limited to the existing C-2 zones along Market Street and at the intersection of Concord Avenue and Broom Street. With the exception of the above, the land use category designations used in this revised Plan are basically the same as those used in the 1959 Plan.

Table 1 identifies the relationship between CDP and use designations and current zoning districts.

AREAS OF SUBSTANTIVE CHANGE 1959-1983

Area I: Land west of Broom Street between 23rd and 30th Streets

The area adjacent to the western frontage of Broom Street, which was designated for heavy commercial use in 1959, has proved to be the primary focus of concern among residents and City policy makers since the current plan revision was first undertaken. Dissatisfaction with the prospect of additional heavy commercial development, combined with the realization that the current C-5 zoning permits high density residential as well as wholesale and storage uses, has been at the center of public concern. In addition, during the last few years, various alternative residential development proposals have been offered for what has come to be known as the B & O Railroad Tract, located south of 25th Street.

In an attempt to resolve the situation, lengthy discussions have been held with residents on the type of development most suitable for this area. Since different treatments are proposed for the lands north and south of 25th Street, each sub-area is discussed separately below.

a. LAND NORTH OF 25TH STREET

North of 25th and west of Broom Street, only one of the current uses requires the existing C-5 heavy commercial zoning – an automobile body shop. Given the residentially incompatible uses allowed by C-5 zoning, the area's close proximity to residential areas, the absence of C-5 uses at present, and the area's general unattractiveness from a residential standpoint, there is general agreement that a controlled commercial/office park type development is best suited for this area.

Such a commercial area would of necessity, however, have to exclude ground-floor retailing of foods or beverages or restaurants, as these "convenience stores" generate traffic at levels and times that are unacceptable for an adjoining residential area. Density controls would also be required to keep development in scale with the surrounding neighborhood and to insure that all parking is handled on-site.

To implement this policy, the existing C-5 zoning should be changed to a new zoning district to be known as C-2A. This new district, which would incorporate the controls discussed above, appears to have solid support among neighborhood residents.

b. AREA BETWEEN SALESIANUM SCHOOL AND 25TH STREET

The land south of 25th Street is proposed for medium density residential use, with continuous access connecting both 23rd and 25th streets, and with the further limitations discussed below. The current C-5 (heavy commercial) zoning should be changed at an early date to R-3 (one-family row houses) which is an appropriate district for the designated density. If implemented, this change would make three existing small commercial uses nonconforming.

Designating the land south of 25th Street, particularly the tract still owned by the railroad, for medium density uses, as discussed below, provides an opportunity to develop either town houses, semi-detached units, or a mix of each on a basis acceptable to the community and consistent with the density considerations discussed below. More importantly, it will remove the threat of incompatible uses permitted by the current C-5 zoning. Neighborhood residents in the adjoining area generally appear to support a change to R-3 as an immediate cure; this would permit row housing, as well as semi-detached units.

The Plan designation of medium density uses, even with the recommendations for a change in zoning from C-5 to R-3 is with the clear understanding that a row house development which meets only the minimum standards of the R-3 zone, (16'x100' lots), and which would result in densities of 30 to 35 units per acre, in the mid- to upper end of the medium density scale would not be consistent with the Plan density. A mixed development of townhouses and semi-detached units, or a townhouse project comprised of units having lot sizes substantially above the minimum prescribed for the R-3 zoning district would be consistent with the planned density.

RAILROAD-OWNED TRACT / FACTS, CONSTRAINTS AND MARKET POTENTIAL

The following discussion seeks to clarify the issues involved in the potential development of the railroad-owned tract. It reflects a number of factors including community input, a check of current and future market trends, a field survey and practical judgment.

The railroad-owned tract is a roughly triangular parcel of 4.7 acres. It is the largest undeveloped parcel of land outside of the floodplain or Cherry Island with potential for residential development. Of the total area of 4.7 acres, no more than 2.5 acres are actually developable for residential purposes, because the site is constrained by several factors. Approximately one acre is undevelopable due to the steep slope along the southern edge of the parcel (boundary with Salesianum). In addition, any development must include provision for a noise attenuation buffer between the site and the adjacent railroad and I-95. This bugger could utilize between 1/3 and 1/2 acre. Likewise the required new street right-of-way would necessitate an additional 1 to 1-1/3 acres.

The existing infrastructure -- water, sewer, and street capacity -- is adequate to accommodate on the 2.5 developable acres the 30 to 50 housing units per net acre characteristic of medium high density residential areas, but site constraints will limit acceptable development to the lower part of the range of 20 to 35 units per acre characteristic of medium density. Accordingly, the site is designated on the Plan as medium density, with the understanding that the number of dwelling units per net acre should be at the lower end of the medium range.

In its present condition the parcel is principally occupied by a variety of large trees and scrub vegetation. The only improvement is an abandoned rail siding located in the center of the tract. For many years the parcel has been the site of illegal dumping activities which included the disposal of used building materials, old appliances, household furniture and lawn clippings. No evidence that the site is or has been used for disposal of household garbage was found on a recent site visit by the Office of Planning. There are very few effective means of prevention available, either to the railroad owner or to public authorities, so long as the site remains vacant and isolated from the adjacent community. Since the site is frequented by neighborhood children, it is imperative that appropriate use of the land be encouraged as soon as possible to end this neighborhood nuisance.

Much of the community feels strongly that the preferred type of development for the railroad-owned tract is single-family semi-detached dwellings characteristic of much of the nearby area. A townhouse project, provided that it is of high quality, or a mix of townhouses and semi-detached units could be acceptable to a substantial number of nearby residents, provided that the developer was sensitive to neighborhood concerns regarding parking, circulation, average lot size, and aesthetic appearance. These questions should properly be addressed during the subdivision review required for any new development on the site. Since a new public street is required by the plan, City Council approval of the subdivision plan would be required before it could proceed.

In an informal survey of local residential developers, the Office of Planning found opinions were mixed regarding the feasibility of a semi-detached project on this site. One developer expressed the opinion that a semi-detached development in the high \$70,000 range would be very marketable. In order to be successful, however, he indicated that the land would have to be available at a low price and the project would have to be undertaken by a small volume builder who could market and sell individual units as they were built.

If the price of land remains at the level in the earlier proposals for this site – in the half million dollar range (approximately \$100,000 per gross acre) – lot cost per unit would exceed \$12,500 for semi-detached housing, which would place the land to building value ratio above a level generally considered marketable. If the land price remains unchanged, the only financially feasible project would be a row house or other medium density use. Rezoning will increase the likelihood of the land being developed only if it results in lower the land cost per unit.

Area II – Blocks South of 19th Street Adjoining Brandywine Park

As noted earlier, this area was one of the three that was designated in 1959 for high density development. Of the three areas, only this one has experienced any substantial redevelopment, principally the high density Electra Arms and Baynard Apartments, and the medium density Park Place row house development.

Given the changed outlook on the need for additional high density sites, the blocks designated for high density use in this area have been decreased to include only those sites already developed at high densities. As a result of this policy change the majority of the blocks south of 19th Street have been re-designated to reflect current uses. The portions of the block bounded by Washington, 18th, Jefferson and 19th streets not occupied by the Baynard Apartments has been re-designated from high density to medium density residential use. The east side of the 1800 block of Washington Street has been changed from high density to medium high density.

The west side of the 1800 block of Franklin Street has been designated for medium low density use, as has the portion of the block bounded by 18th, Monroe, 19th and the Boulevard that is not occupied by the Temple Beth Shalom. The block bounded by Van Buren, 18th, Monroe and 19th streets has been changed to a combination of medium low and medium density uses, reflecting current development. Where it will not create excessive numbers of nonconforming uses, it is recommended that appropriate areas along 18th and 19th streets between West and Van Buren streets be rezoned to lower intensities – R-2A for medium high density areas, R-3 for medium density areas, and R-2 for medium low density areas.

The balance of this area (i.e., east of West Street and south of 19th Street), which the revised Plan re-designates for medium density use, should be rezoned from R-5C to R-3. Land use within this area is primarily limited to row houses, few of which have been converted to apartments. This change is consistent with the cultural resources survey which has identified portions of this area as a potential historic district.

Area III – Blocks West of Market Street Corridor

This is the second of the three areas that was previously designated for high density residential use. Unlike Area II above, high density redevelopment has not occurred to any extent. The revised Plan recommends that this area (with the exception of the existing commercial centers on Market Street) be re-designated for medium density use. As with Area II, this recommendation is consistent with the cultural resources survey which indicates potential eligibility as a National Register Historic District for the area surrounding 22nd and Tatnall streets. In implementing this revision, it is recommended that the existing R-5B zone be changed to R-3 between 22nd and 28th streets along Tatnall.

Area IV – Blocks Surrounding the Intersection of 22nd and Washington

This is the third of the three areas previously designated for high density residential use and like Area III above, it has not experienced such redevelopment. It remains primarily row housing, some of which has been converted to multi-family use. The revised Plan changes the designation to medium density. No implementation action is necessary, as the area is appropriately zoned R-4 (one-family row houses with conversions).

Area V – Blocks Surrounding the Intersection of 30th and Washington Streets

This area, which is partly within the Northwest Analysis Area, was originally designated for commercial development. It is located at the junction of the previously proposed Washington-West Street connector. Existing commercial development is limited to corner commercial uses. The revised Plan designates the area medium density residential, which is consistent with the existing land use. In implementing this revision, the existing C-1 zoning district (neighborhood shopping) should be rezoned to R-3 (one-family row houses), which would also permit continuance of the existing corner commercial uses.

Area VI – Blocks West of the Boulevard between 23rd and 25th

In the initial drafts of the revised Plan, the medium high density district along Baynard Boulevard was shown to correspond with the existing R-2A zone. Residents of the area, bounded roughly by 23rd, Broom, 25th and Harrison streets, expressed concern about future conversions and/or new apartment construction given that the area already contains the high density Terry Apartments and the four-story apartment building at 24th and Harrison streets. Since few of the existing houses are suitable for conversion under the R-2A standards, the medium high density designation has been changed to medium low for the portions of this area not occupied by apartment building. Consideration should be given to changing the zoning of the area from R-2A to R-2.

B. 1983 BAYNARD BOULEVARD TRANSPORTATION AND THOROUGHFARE ELEMENT

The 1983 revised Transportation and Thoroughfare Element for Baynard Boulevard differs in four areas from the 1959 element. Each change is discussed below under its own heading.

Deletion of West Street as a Primary Circulation route.

This change is primarily a housekeeping item, as plans for the Washington and West streets connector were discarded long ago. The revised element calls for no change from the existing network. It shows Washington Street functioning as a primary circulation route in both directions and leaves West Street as an undesignated minor street.

Deletion of Proposed Right-of-Way Widening.

The 1959 Plan had proposed the widening of several major streets, among them Washington, West, Concord and portions of Broom Street. Construction of Interstate 95 in the mid-60s rendered the proposed widenings unnecessary, and therefore, they have been deleted from the revised element. Likewise, no new widenings have been proposed.

Deletion of Proposed Street Closings.

The 1959 element also proposed that several minor streets, some open and others of which were only paper streets, be closed and/or removed from the City Map. In the intervening years, none of the open streets, however, have been closed. In the case of paper 23rd, 24th, 27th and 28th streets (west of Broom Street), the revised Plan continues the 1959 recommendation, by showing these streets as having been deleted from the City Map. Also deleted is the bed of 17th Street and Tatnall Street on what is now the site of Shortlidge School.

New Street Linking 23rd to 25th on the B&O Tract.

The most important aspect of the revised Transportation and Thoroughfare Element is a recommendation that 23rd and 25th streets be linked by a public street as part of any future development on the B&O tract. The 1959 Plan had shown the paper Rodney Street linking 23rd and 25th. An exact right-of-way location, however, is not shown at this time, as this is a decision that should be made on the basis of a proposed development plan. Including this recommendation as part of the adopted plan will automatically require subdivision approval by City Council when development is proposed for this site. As a result, an opportunity for public input regarding any development plans will be provided before both City Planning Commission and City Council.

C. 2014 LAND USE & ZONING UPDATES

Land Use & Zoning Recommendations

The Baynard Boulevard/Concord Avenue Analysis Area contains some of Wilmington's premier historic residential areas and associated land use patterns. As such, its environmental footprint, within both the built and natural environments, faces ongoing development pressures resulting from numerous sources. The development pressures within the Analysis Area result from tension between interested parties who seek to increase returns on their land investments; from current absentee landlords who foresee opportunities for profit by redeveloping existing land uses into other more profitable uses; and from many existing residents who want the study area's neighborhoods and communities to retain their unique characteristics which make them family-friendly places to live.

Most of the neighborhoods have a built environmental footprint that has been historically established and most likely will not experience widespread or dramatic changes unless demolition and reconstruction occur. By contrast, the Analysis Area's environmental footprint of older neighborhoods and communities is under pressure to change in ways which facilitate increased revenue streams most often at the expense of stable family-friendly neighborhoods.

The following land use and zoning recommendations for the Analysis Area suggest changes to various areas to better reflect less dense family-friendly neighborhood characteristics and development preferences, while suggesting manageable growth trends and community development preferences. See Map I. (CPC Resolution 7-14; Ordinance 14-065)

Area 1 Current Zoning: R-2-A (One Family Detached and Semi-Detached Dwellings with Conversions)

Proposed Zoning: R-2 (One Family Detached and Semi-Detached Dwellings)

Location: This R-2-A district is one of two R-2-A districts located within the Baynard Boulevard Analysis Area. This R-2-A district straddles Baynard Boulevard, between West 24th Street and West 30th Street. See Map P-1.

Current Land Uses: The current land uses within Area 1 are primarily residential and are depicted in Table 4. According to the land use survey taken on April 15, 2013, only one non-conforming use was found within Area 1. The field survey estimates that 48 single-family detached dwellings, 9 single family semi-attached dwellings, 12 row houses, 2 purpose built apartment buildings, 1 non-residential building converted to multi-family dwellings, 8 single-family dwelling conversions, 2 occupied offices, and one vacant office building are located in the area. Twenty-four current land uses will become non-conforming uses under the proposed rezoning.

Current Zoning: R-2-A One Family Detached/Semi-Detached Dwellings with Conversions. The R-2-A district is designed to accommodate single-family detached and single-family semi-detached dwellings as well as public or private junior high or senior high schools. The current land uses are consistent with matter of right uses permitted under the existing R-2-A zoning. Table 4 describes the type and number of land uses within each category, and whether the current land uses comply with existing R-2-A and the proposed R-2 requirements.

Proposed Zoning: Map I shows the area recommended to be rezoned from R-2A to R-2. The condos located at the intersection of Concord Avenue and Baynard Boulevard which will remain R-2-A.

Table 1 – The current land uses within Area 1

Type of Land Use	Number of Land Use Types	Land Use Conforms to Proposed R-2	Land Use Conforms to Existing R-2A
Single-Family Detached Dwellings	48	Yes	Yes
Single-Family Semi-Detached Dwellings	9	Yes	Yes
Single-Family Row House Dwellings	12	No	No
Apartment Conversions	8 properties	No	Yes
Apartment Buildings (purpose built)	2	No	Yes
Non-residential buildings converted to multi-family dwellings	1	No	Yes
Non-residential buildings (vacant office)	1	No	Yes
Garages	More than 6	Yes	Yes
Offices within converted single family detached dwellings	2	Yes – low intensity with restrictions	Yes

**Area 2 Current Zoning R-2-A (One Family Detached/Semi-Detached Dwellings with Conversions)
Proposed Zoning R-2 (One Family Detached and Semi-Detached Dwellings)**

Location: The second R-2-A district proposed for rezoning is bounded by West 18th Street on the south, West 19th Street on the north, North Monroe Street on the west and Washington Street on the east. A portion of this R-2-A district being proposed for rezoning to R-2 (the area bounded by West 18th Street on the south, North Monroe Street on the west, West 19th Street on the north, and North Jefferson Street on the east.)

Current Land Uses: The current land uses within Area 2 are depicted in Table 2. The land uses include single family detached dwellings and semi-detached dwellings, single-family row houses, single-family dwellings converted into apartments (i.e., multi-family dwellings), purpose built apartment buildings, non-residential buildings (churches, offices), a group home, garages, and offices within a converted single-family detached dwelling.

Current Zoning: R-2-A (One Family Detached/Semi-Detached Dwellings with Conversions). The R-2-A district is designed to accommodate single-family detached and single-family semi-detached dwellings, and single-family conversions to multi-family units as well as public or private junior and senior high schools.

Proposed Zoning: Area 2 is recommended to be rezoned from R-2-A to R-2.

Rationale: Ongoing discussion with the Working Group’s housing, land use and zoning subcommittee revealed its concern for preserving the single-family land use characteristics of this area. The Working Group expressed concern with the conversion of single-family dwellings into multi-family units or other non-residential uses. The findings from field surveys reveal the validity of the Working Group concerns vis-à-vis parking congestion on local neighborhood streets.

Table 2 – The current land uses within Area 2

Type of Land Use	Number of Land Use Types	Land Use Conforms to Proposed R-2	Land Use Conforms to Existing R-2A
Single-Family Detached Dwellings	9	Yes	Yes
Single-Family Semi-Detached Dwellings	3	Yes	Yes
Single-Family Row House Dwellings	0	No	Yes
Converted Apartments	6	No	Yes
Apartment Buildings (Purpose Built)	0	No	Yes
Non-residential buildings (churches, offices)	3 churches	Yes	Yes
Community Residence (group home - vacant)	0	No	Yes
Garages	6	Yes	Yes
Office within a converted single family detached dwelling	1	Yes – low intensity with restrictions	Yes

Area 3 Current Zoning: R-3 (One-Family Row Houses)

Proposed Zoning: R-2 (One-Family Detached and Semi-Detached Dwellings)

Location: Area 3 is currently zoned R-3 and is located along the west side of Concord Avenue, bounded by Monroe, Jefferson, and West 22nd Streets. This district is flanked by a C-1 districts located at Monroe Street and Concord Avenue and also at Jefferson Street and Concord Avenue. Map I depicts the boundaries of the portion of the existing R-3 district that is proposed for rezoning to R-2.

Current Land Use: The land use survey reveals that the vast majority of current land uses within this portion of the R-3 zone are residential, either detached or semi-detached single-family dwellings. The area proposed for rezoning consists of 111 single-family detached dwellings and semi-detached dwellings; there are no row houses present.

Current Zoning: The current zoning for this site is R-3. Examples of matter of right uses include any use permitted in the R-1 and R-2 district; one-family row house as one of a group of 3 or more attached dwellings; community garage consisting of one or more groups of private garages; educational TV station including studios and offices; a group of 10 or fewer row houses; ground floor commercial use in a corner property; utility-user connecting equipment; medical or professional office with restrictions; and ground floor corner property used for offices with restrictions.

Proposed Zoning: Area 3 is proposed to be rezoned from R-3 to R-2 (One-Family Detached/Semi-Detached Dwellings).

Rationale: The majority of the existing portion of the R-3 zone proposed for rezoning currently does not contain any single-family row house residential developments. Area 3 contains primarily one-family detached or one-family semi-detached residential dwellings. The neighborhood civic association has requested that this area be rezoned from R-3 to R-2. The condition, age, and location of the existing residential dwellings encourages conversions of these dwellings into multi-family residential units, which will most likely have a deleterious impact on adjacent dwellings. The proposed rezoning will help to protect the single-family residential character of this community. The proposed rezoning will not create any non-conforming uses.

**Area 4 Current Zoning: R-5-B (Medium Density Apartment Houses)
Proposed Zoning: R-3 (One family row houses)**

Location: The area proposed for rezoning encompasses a portion of the existing R-5-B district on the west side of North Market Street, and is bounded by West 28th Street on the south, West 29th Street on the north, Moore Street on the west, and North Market Street on the east.

Current Land Use: The land use survey reveals that a recently constructed townhouse community (Prestwyk) constitutes the main land use within this existing R-5-B district. There are also several residential dwellings located at the corner of West 29th and North Market Streets, some of which are being used for retail sales on the ground floor while retaining residential uses on the upper floors. Retail is not a permitted use under R-5-B zoning.

Current Zoning: The current zoning for these sites is R-5-B. Matter of right for R-5-B land uses include any use permitted in an R-4 district; two-family dwelling; apartment house without limit to the number of families; medical or professional office; hospital or charitable institution, with restrictions; community garage; group of four attached houses - quadriplex units; public health or community center; and municipal police station.

Proposed Zoning: Area 4 is proposed to be rezoned from R-5-B to R-3, as shown on Map I. Uses permitted in R-3 include one family row houses, one family detached and semi-detached dwellings. The proposed rezoning will not create any non-conforming uses.

Rationale: The majority of the existing R-5-B district currently contains recently constructed townhomes that were built for owner occupancy. This area had formerly been the site of a residential hotel which was blighted and the cause for numerous calls for police service. This hotel was demolished after years of declining occupancy. Given the relatively new townhouses, conversions to apartments should not be encouraged. The proposed rezoning is consistent with the current land use. Rezoning the area to R-3 will preserve the balance of the single-family residential uses in the area.

**Area 5 Current Zoning: R-5-B (Medium Density Apartment Houses)
Proposed Zoning: C-1 (Neighborhood Shopping)**

Location: Area 5 encompasses the northernmost portion of the existing R-5-B district that is located on the west side of North Market Street, between West 29th Street on the south and West 30th Street on the north. Map P-5 depicts Area 5, representing a portion of the current R-5-B district that is proposed for rezoning to C-1.

Current Land Use: The land use survey reveals that the vast majority of current land uses within Area Five are residential. There are eight residential dwellings consisting of row houses and single-family detached dwellings on the corner of North Market and West 29th Streets. Several of these single-family row house dwellings have been converted into multi-family residential units.

Current Zoning: The current zoning for this area is R-5-B. Matter of right uses for R-5-B land uses include any use permitted in an R-4 district; two-family dwelling; apartment house without limit to the number of families; medical or professional office; hospital or charitable institution; community garage; group of four attached houses- quadriplex units; public health or community center; and municipal police station.

Proposed Zoning: Area 5 is proposed to be rezoned from R-5-B to C-1 (Neighborhood Shopping).

Rationale: This portion of the existing R-5-B district currently contains two single-family detached dwellings, six single-family row houses, and two occupied dwellings that have been converted into multi-family dwellings (two apartments in each). Field observations have revealed that the converted row houses frequently are used for the sale of retail goods to local pedestrian traffic. Given the condition, age, and location of the existing residential dwellings, expansion of the C-1 (Neighborhood Shopping) district at the corner of West 30th Street should be encouraged because there appears to be demand for neighborhood shopping. The proposed rezoning will not create non-conforming uses because row houses are a permitted use in C-1 districts.

D. Working Group Recommendations (October 2014)

In 2012, the Baynard Boulevard/Concord Avenue Working Group was established to develop recommendations in conjunction with the update of the Comprehensive Development Plan for the Baynard Boulevard Analysis Area.

1. Public Input Based Recommendations

- Collaboration between DelMarVa Power & Public Works to trim low hanging branches to facilitate sidewalk lighting during evening & nighttime hours;
- Install pedestrian friendly street lights along west curb of N. Market Street between E. 30th, E. 22nd, and Moore Streets;
- Add block numbers to street signs as an aid for way-finding; and
- Synchronize traffic control devices to facilitate traffic flow yet combat traffic speeding along streets during peak periods.

2. Transportation Recommendations

- Implement intelligent transportation system technology on as many analysis area streets as appropriate and financially feasible;
- Implement traffic calming devices and projects on as many analysis area streets as appropriate and financially feasible;
- Synchronize traffic control devices to facilitate traffic flow along streets during peak periods;
- Increase availability of the red light camera program to additional locations as may be appropriate;
- Increase enforcement of vehicle parking regulations (e.g. double-parking, large truck parking, abandoned vehicles, etc.) along analysis area streets as appropriate;
- Implement traffic speed enforcement activities in specific locations on area streets as appropriate;
- Implement corridor specific streetscape enhancements (i.e., street lighting, crosswalk striping, sidewalk improvements,) in specific locations on area streets (Concord Avenue, N. Market, N. Van Buren, N. Monroe, Madison, Washington Street, & Baynard Boulevard) as may appropriate to enhance pedestrian linkages between neighborhoods and trip attractors/generators, bike lanes, & bus stops;
- Explore the feasibility of implementing designated bicycle lanes and pathways along analysis area streets where appropriate and safe for traffic flow;
- Explore the feasibility of installing traffic parking signage to facilitate peak period traffic flow during weekdays;
- Encourage DART to perform a bus stop realignments along all routes operating through the analysis area;
- Encourage DART to seek partnerships with land owners and retail businesses adjacent to bus stop locations where feasible;
- Encourage DART to institute a “Transit On Patrol” neighborhood watch program in concert with Wilmington Police and Fire Departments;
- Encourage DART to explore the feasibility of augmenting Saturday and Sunday bus service especially to major employment centers;
- Encourage DART to “right-size” vehicles for compatibility with Wilmington’s street grid pattern and geometry within neighborhoods; and
- Encourage DART to explore the feasibility of adding bus service along Concord Avenue between N. Market and N. Broom Street.

3. Economic Development Recommendations

- Explore the feasibility of creatively reusing the Harper Thiel property for economic development activities;
- Explore the feasibility of redeveloping former and abandoned business sites located along major corridors within the analysis area;
- In collaboration with the Neighborhood Planning Council and other community development corporations located within the analysis area, explore the feasibility of developing a not-for-profit business incubator site within the analysis area to assist small business start-ups;
- Explore the feasibility of re-energizing the Miller Road retail establishments in ways that will enhance economic vitality within the analysis area; and
- Encourage Wilmington Office of Economic Development to collaborate with Wilmington Hospital for community based economic development opportunities.

4. Housing Recommendations

- Where feasible and appropriate, implement projects, policies, and programs outlined in the City's Department of Real Estate and Housing's Five Year Consolidated Plan.
- Support & encourage construction of mixed housing types for varying income levels within the analysis area where privately or publicly funded;
- Encourage energy efficient housing construction with south facing sloping roofs which facilitate solar roof top panels;
- Continue the search for flexible funding that can be used to rehabilitate blighted housing stock;
- Continue the search for funding that can be used for façade programs and residential rehabilitation;
- Continue efforts to solicit private market investment from private sector companies and private not-for-profit companies to invest in analysis area neighborhoods and communities;
- Continue the search for collaborative housing development opportunities that involves state, local, and/or regional governmental, private or nonprofit agencies;
- Continue the effort to construct market rate housing stock within the analysis area;
- The Dept. of Real Estate & Housing should continue:
 1. Its effort to address the need for affordable housing;
 2. Its effort to promote and stimulate projects which advance the goal of homeownership;
 3. Its collaborative efforts with L & I to address abandoned and vacant properties including garages;
 4. Its efforts to address lead abatement issues, especially in residential dwelling units;
 5. Its efforts to enhance the coordination between public and assisted housing providers, private and governmental health, mental health, and social service agencies in order to meet housing demand among special needs population groups;
 6. Avoid concentrating assisted housing facilities within the Baynard Boulevard/Concord Avenue Analysis Area; and
 7. Its collaborative efforts with community development corporations aimed at housing development within the analysis area.

5. Parks & Recreational Facilities Recommendations

- Collaborate with community groups and civic associations to jointly sponsor community festivals, block parties, and other friendship formation, community building, and events and activities which enhance a community's quality of life;
- Undertake collaborative activities and events with community groups, civic associations, and the Neighborhood Planning Council which help publicize Brandywine Park and Brandywine Zoo activities; and
- Collaborate with the City Bike Committee to advance implementation of the bike ridership projects and programs within the analysis area.

6. Special Purpose Recommendations

- Encourage various City Departments and nonprofit agencies to collaborate in efforts which advance homeownership within the analysis area;
- Encourage collaboration among various private companies, nonprofit agencies and City Departments to create a mobile tool library pilot program and housing repair experts which can make tools and training available to home owners with limited incomes to fix and make small repairs within their own homes; and
- Creation of community based clearinghouse that seeks to advance cooperation and problem solving in neighborhood development activities among private not-for-profit, for-profit, and governmental agencies.

V. SURROUNDING DEVELOPMENT

The area adjoining Baynard Boulevard is for the most part already developed. In the case of Brandywine Park on the southern boundary and I-95 on the west, the neighborhood will not be affected by future development due to the distance separating the area s. in the case of the northern boundary, 30th Street, the area north of 30th Street is already developed with park, residential, and institutional uses, and no redevelopment is expected over the life of the Plan.

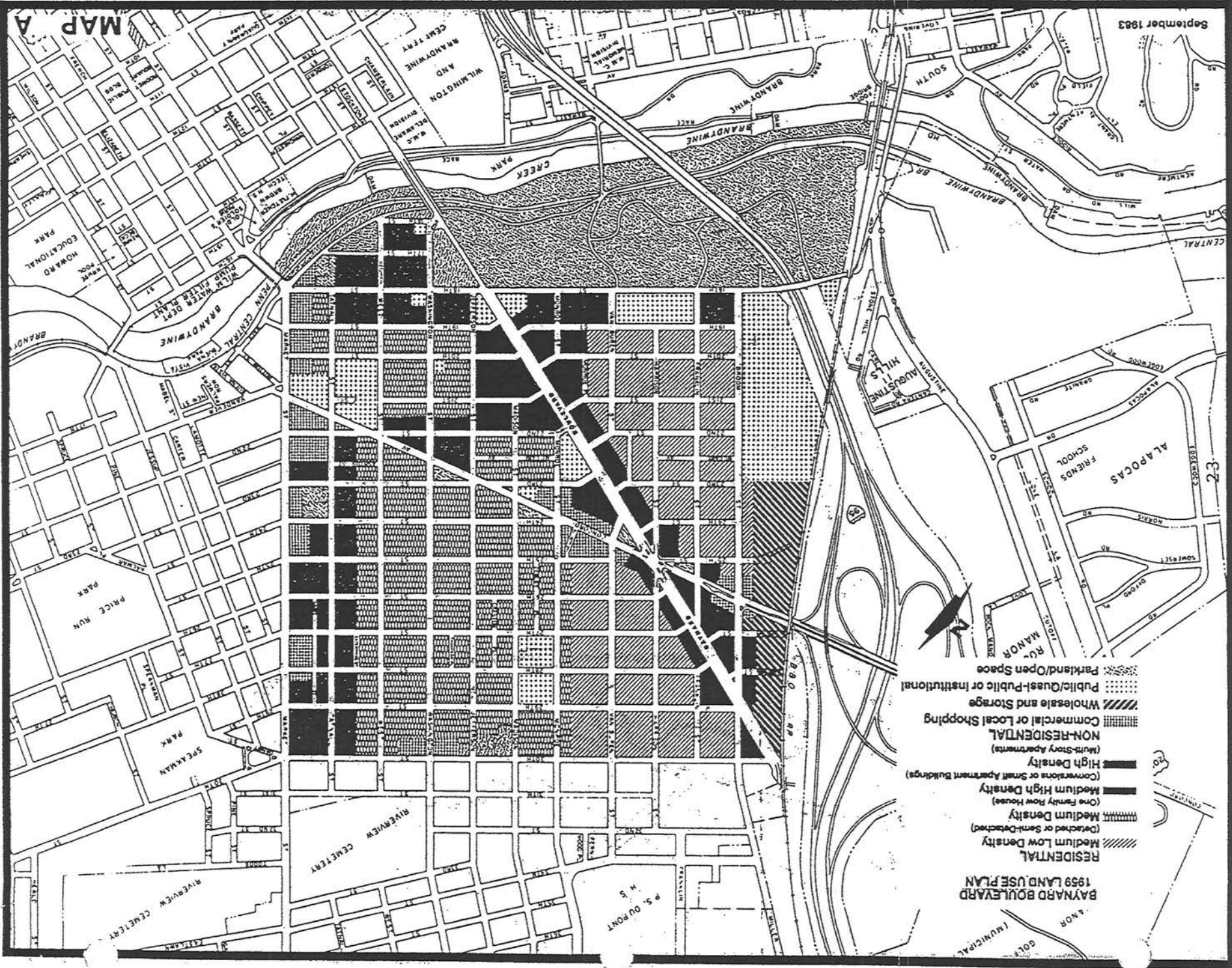
The area's eastern boundary (Market Street) is an area in which redevelopment can be expected to occur. The revised Baynard Boulevard Plan has treated Market Street as if was entirely within the Plan's boundaries in order to treat this corridor uniformly. Minor changes that have been incorporated east of Market Street have the effect of amending the 1976 Price Run CDP. The changes that have been made have primarily been related to a reduction in the amount of commercially designated land in order to make it conform with existing uses and potential redevelopment sites. The area below Vandever Avenue and east of Market Street is likely to be the area in which redevelopment adjoining Baynard Boulevard is most active in the near term. Spurred by the mixed use redevelopment of the former Sayer Brothers' Laundry property along the Brandywine, it is anticipated that additional mixed use redevelopment will occur in the area bounded by Market Street, Vandever Avenue, Brandywine Creek and Jessup Street.

This area is entirely within the Waterfront Pilot Plan planning areas and is designated for mixed use commercial and residential use it is anticipated that any redevelopment in this area will have only positive effects on the Baynard Boulevard area, particularly the Market Street corridor, as additional uses will help to stimulate Market Street economic vitality.

TABLE 3
RELATION OF ZONING DISTRICTS TO RESIDENTIAL DENSITY
AND LAND USE INTENSITY

Zoning District	Highest Density Housing Uses (1)	Maximum Units/Net Acre (basis)	Net Density, District Plans	Gross Density, City-wide Plan	Maximum Land Use Intensity
R-1	Single Family Detached Dwelling	6 (lot size)	Low (0-8)	Lower	4.0
R-2	Semi-detached Single Family	17 (lot size)	Medium Low (8-20)	Medium	5.0
R-3	Row House Single Family	27 (lot size)	Medium (20-35)	Medium to Higher	5.5
R-2A	Single family Detached and Single Semi-detached with conversions	43 (lot/family 1,000 sq. ft.)	Medium High (30-50)	Higher	5.5
R-4	Row houses with conversions	48 (lot/family:900 sq. ft.)	Medium High (30-50)	Higher	5.7
	APARTMENT	73 (lot/family: 600 sq. ft.)	High (50-200)	Higher	6.5
R-5A	Apartment	87 (2)	High (50-200)	Higher	7.0
R-5B	Apartment	225 (2)	High (50-200)	Higher	8.0
R-5C	Apartment	390	Very High (200+)	Higher	8.5
NOTES:					
(1) Other types of housing would result in lower density.					
(2) Based on maximum permitted floor area ration and 675 gross sq. ft. per dwelling unit.					











MAP SUPPLEMENT
BAYNARD BOULEVARD
NEIGHBORHOOD COMPREHENSIVE DEVELOPMENT PLAN



September 1963

MAP A

**BAYNARD BOULEVARD
1959 LAND USE PLAN**

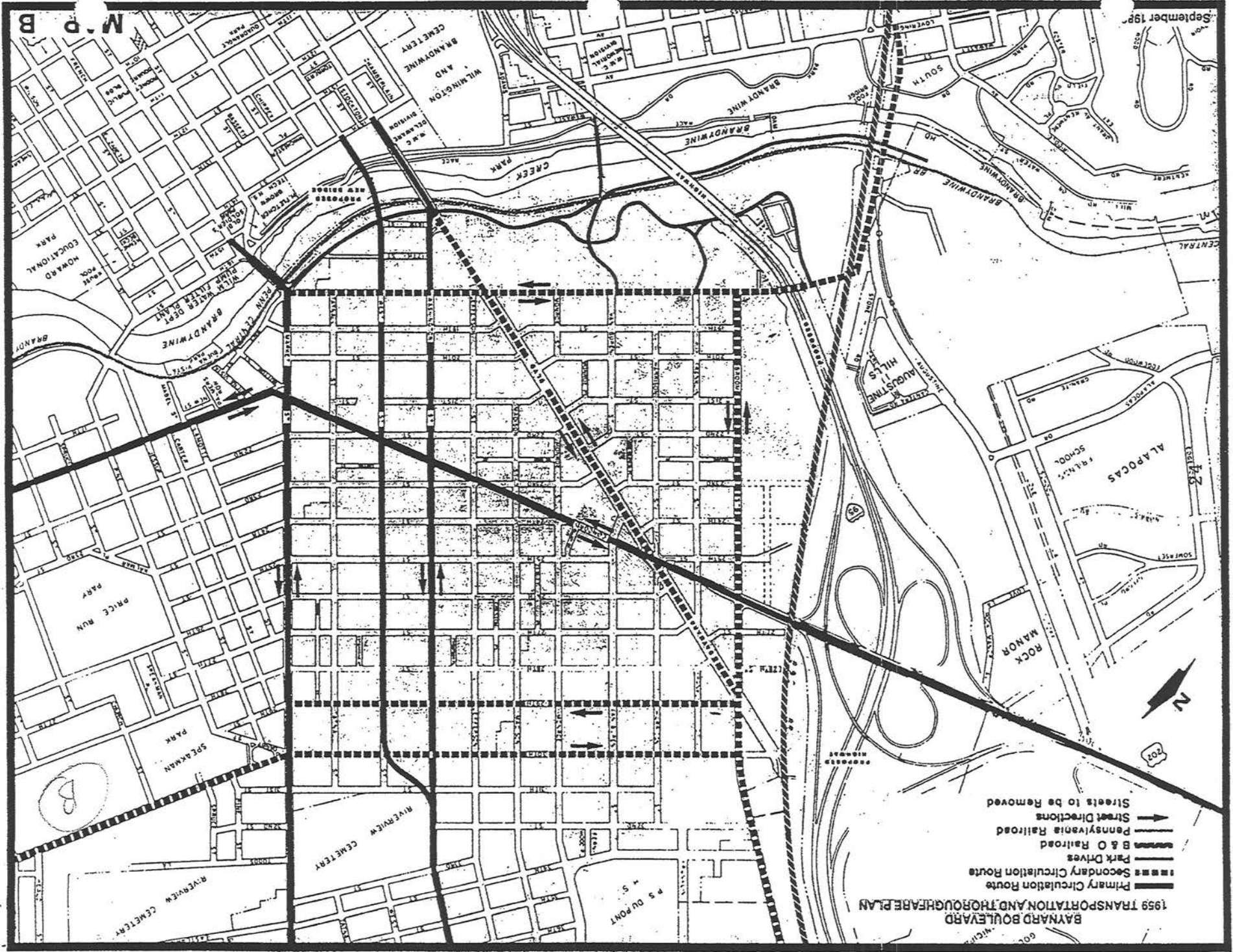
-  RESIDENTIAL
-  Residential Low Density (Detached or Semi-Detached)
-  Medium Density (One Family Row House)
-  Medium High Density (Conversions or Small Apartment Buildings)
-  High Density (Multi-Story Apartments)
-  NON-RESIDENTIAL
-  Commercial or Local Shopping
-  Wholesale and Storage
-  Public/Quasi-Public or Institutional
-  Parkland/Open Space



C-2

BAYARD BOULEVARD AND THOROUGHFARE PLAN

- Primary Circulation Route
- Secondary Circulation Route
- Park Drives
- B & O Railroad
- Pennsylvania Railroad
- Street Directions
- Streets to be Removed



M.P. B

September 1959

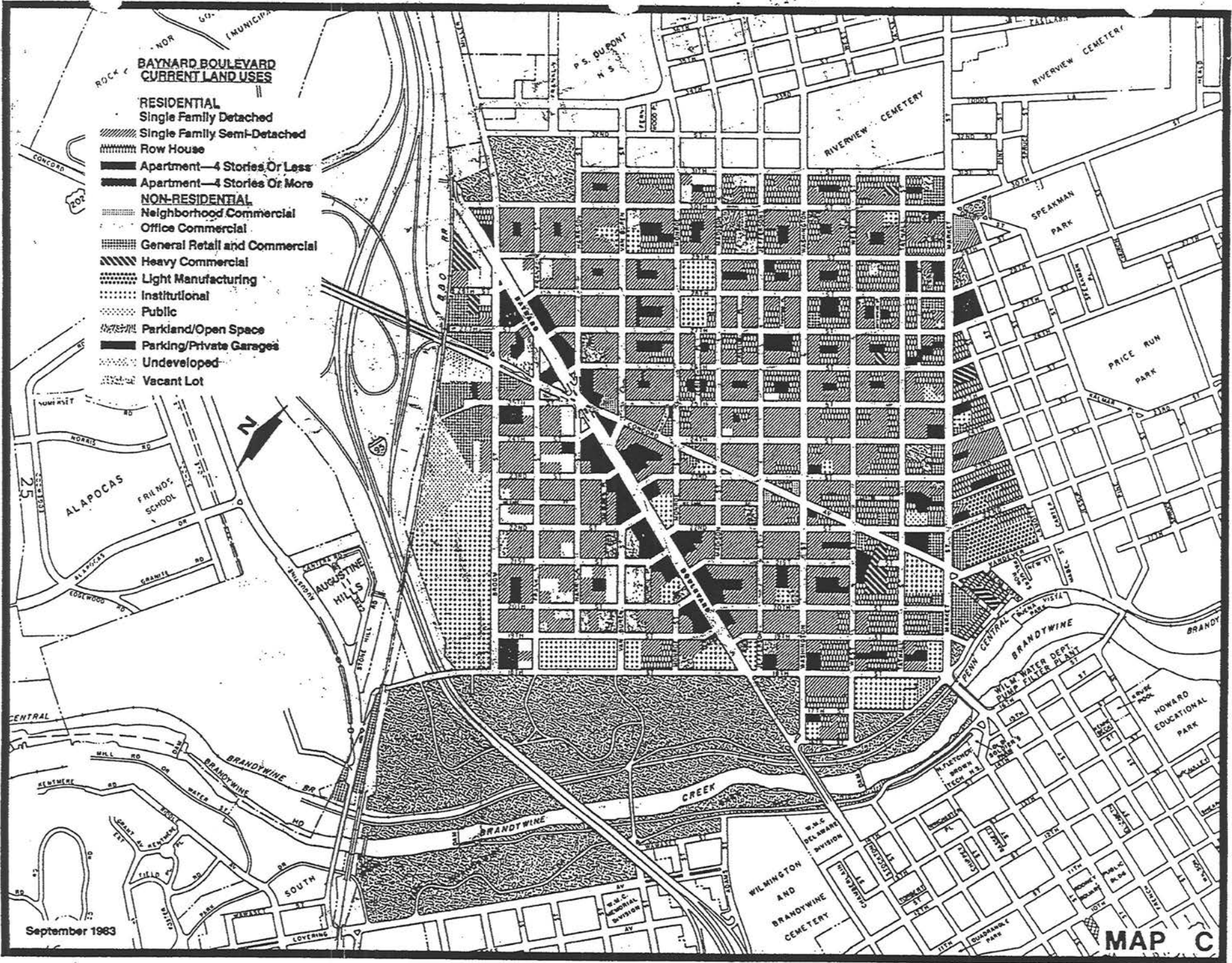
**BAYNARD BOULEVARD
CURRENT LAND USES**

RESIDENTIAL

- Single Family Detached
- Single Family Semi-Detached
- Row House
- Apartment—4 Stories Or Less
- Apartment—4 Stories Or More

NON-RESIDENTIAL

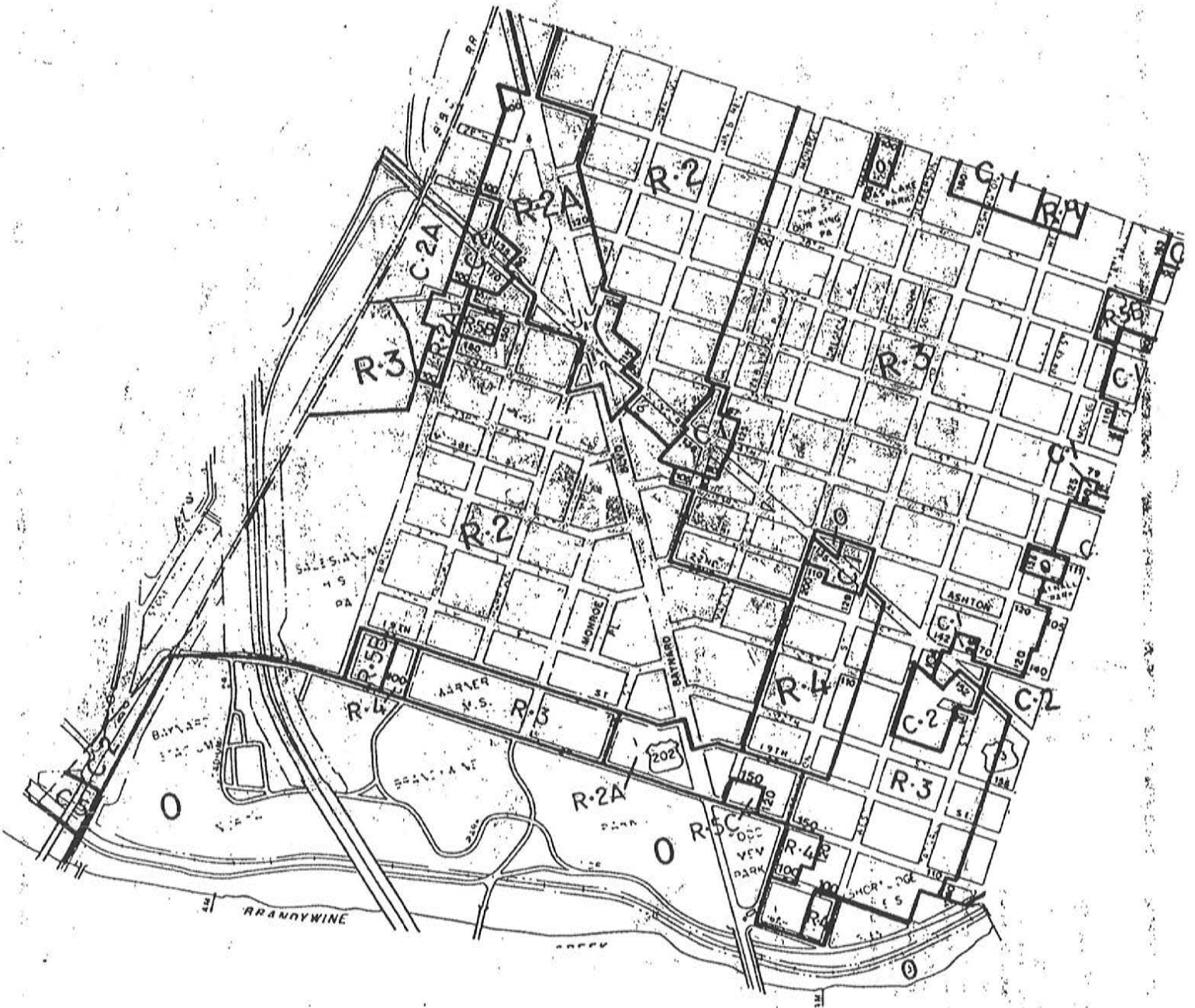
- Neighborhood Commercial
- Office Commercial
- General Retail and Commercial
- Heavy Commercial
- Light Manufacturing
- Institutional
- Public
- Parkland/Open Space
- Parking/Private Garages
- Undeveloped
- Vacant Lot



September 1983

MAP C

CURRENT ZONING BOULEVARD ANALYSIS AREA
6/22/87



ZONING LEGEND

RESIDENTIAL

- R-1 ONE-FAMILY DETACHED DWELLINGS
- R-2 ONE-FAMILY SEMI-DETACHED DWELLINGS
- R-2A BOULEVARD RESIDENTIAL
- R-3 ONE-FAMILY ROW HOUSES
- R-4 ROW HOUSES WITH CONVERSIONS
- R-5A APARTMENT HOUSE
(1.5 Floor Area Ratio)
- R-5B APARTMENT HOUSE
(3.5 Floor Area Ratio)
- R-5C APARTMENT HOUSE
(6.0 Floor Area Ratio)

COMMERCIAL

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

MANUFACTURING & INDUSTRIAL

- M-1 LIGHT MANUFACTURING
- M-2 GENERAL INDUSTRIAL

SPECIAL PURPOSE

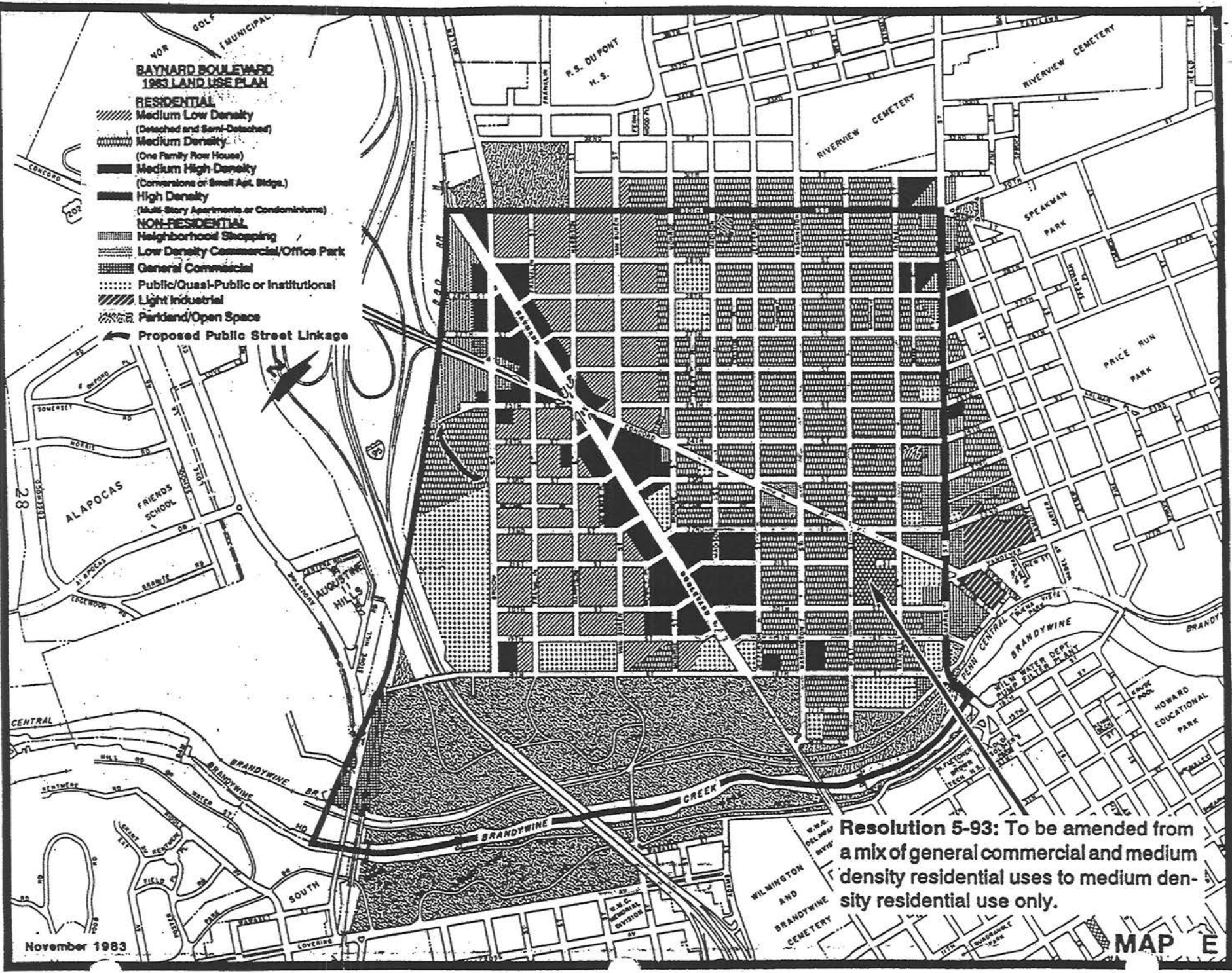
- O OPEN SPACE

WATERFRONT DISTRICTS

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

**BAYNARD BOULEVARD
1993 LAND USE PLAN**

- RESIDENTIAL**
- Medium Low Density
(Detached and Semi-Detached)
 - Medium Density
(One Family Row House)
 - Medium High Density
(Conversions of Small Apt. Bldgs.)
 - High Density
(Multi-Story Apartments or Condominiums)
- NON-RESIDENTIAL**
- Neighborhood Shopping
 - Low Density Commercial/Office Park
 - General Commercial
 - Public/Quasi-Public or Institutional
 - Light Industrial
 - Parkland/Open Space
- Proposed Public Street Linkage










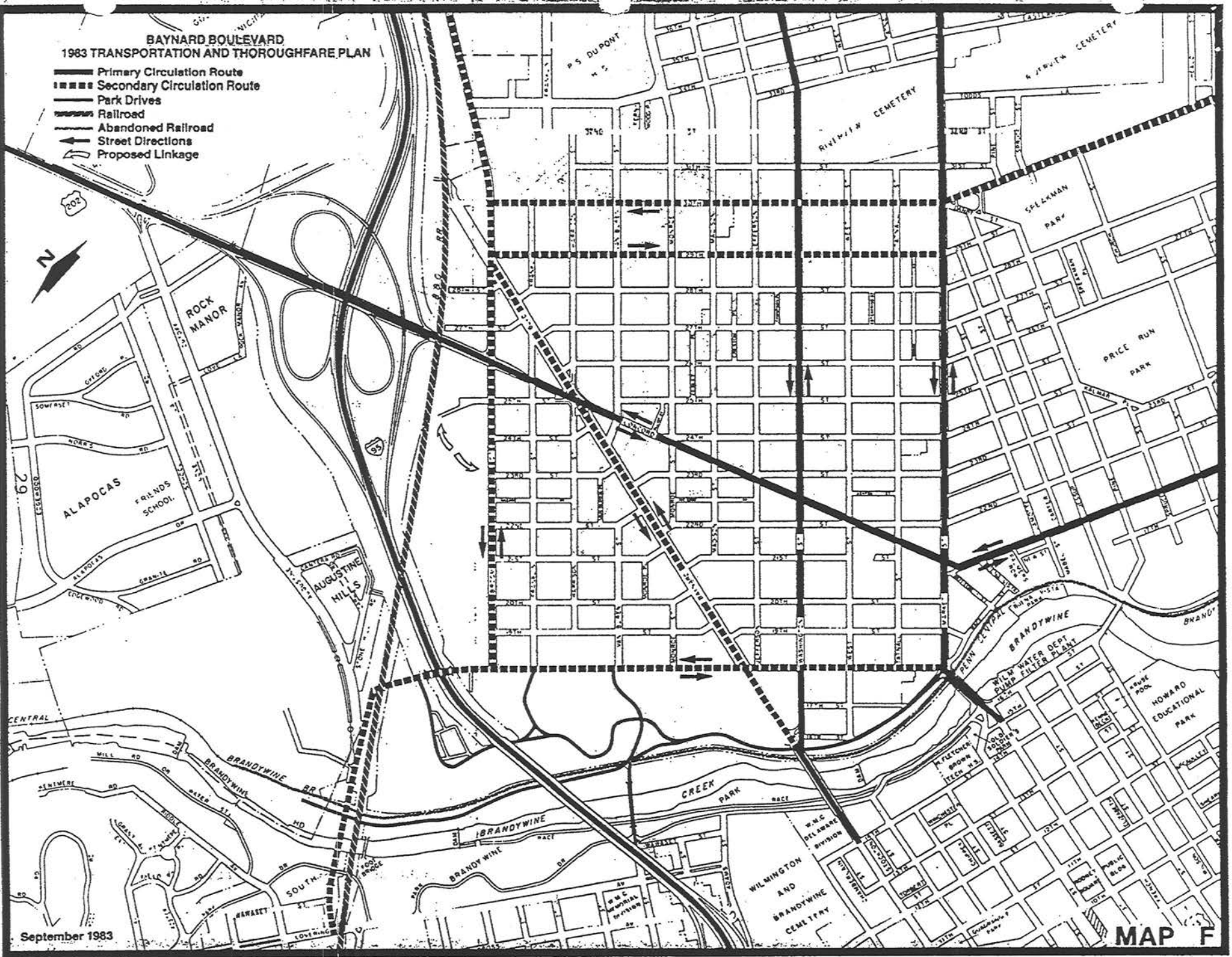
Resolution 5-93: To be amended from a mix of general commercial and medium density residential uses to medium density residential use only.

November 1983

MAP E

**BAYNARD BOULEVARD
1983 TRANSPORTATION AND THOROUGHFARE PLAN**

-  Primary Circulation Route
-  Secondary Circulation Route
-  Park Drives
-  Railroad
-  Abandoned Railroad
-  Street Directions
-  Proposed Linkage

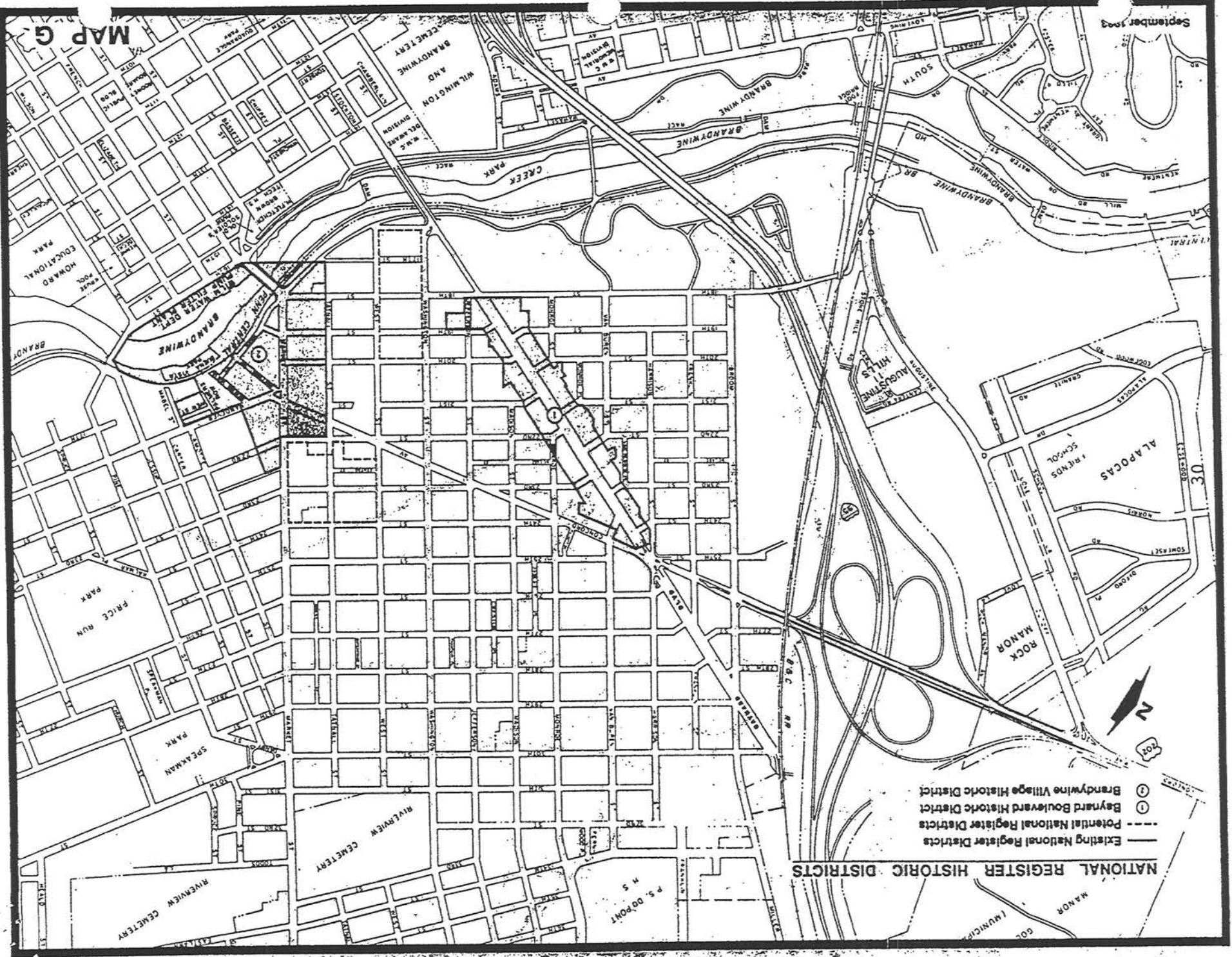


September 1983

MAP F


NATIONAL REGISTER HISTORIC DISTRICTS

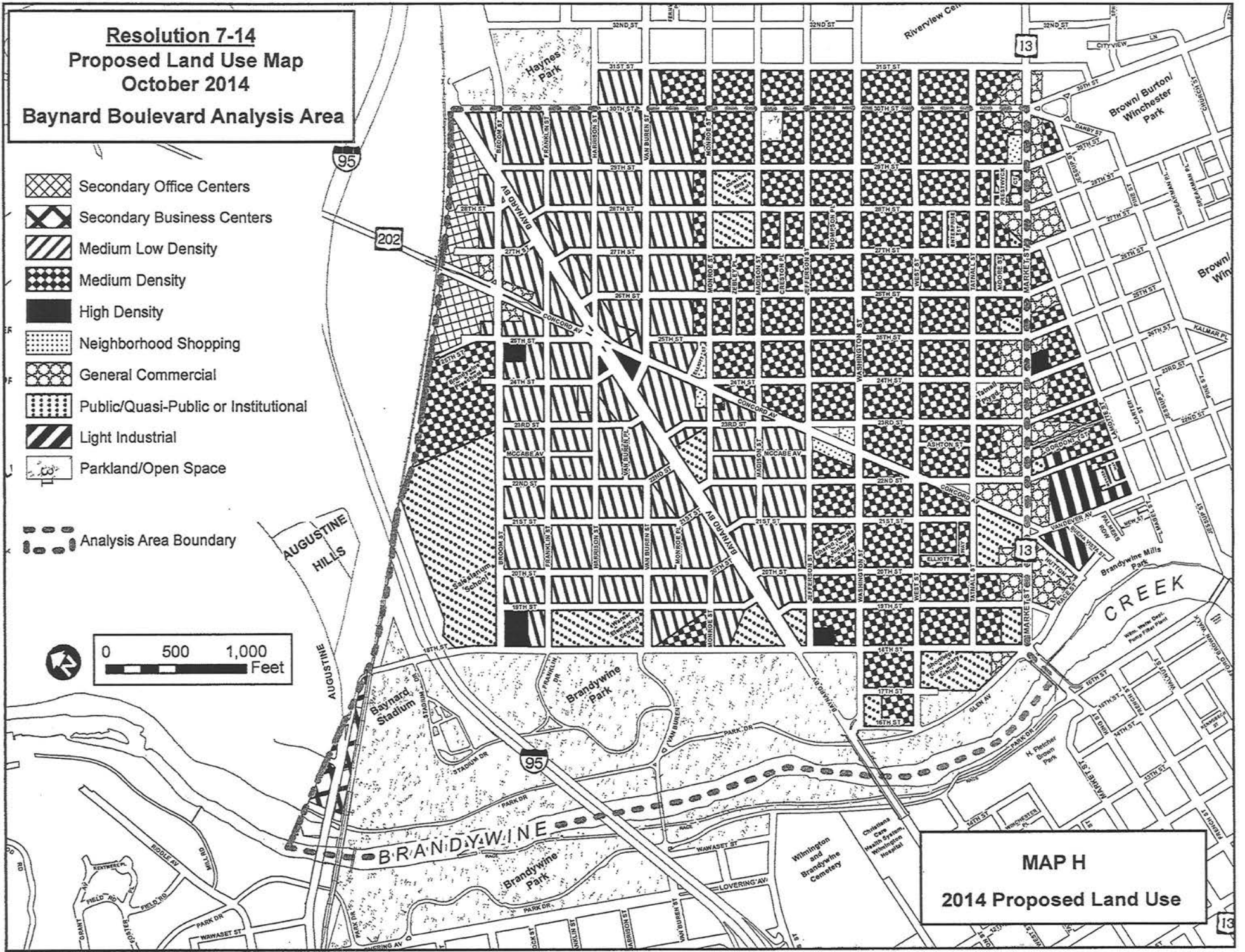
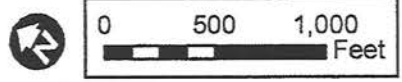
- Existing National Register Districts
- - - Potential National Register Districts
- ① Baynard Boulevard Historic District
- ② Brandywine Village Historic District



**Resolution 7-14
Proposed Land Use Map
October 2014
Baynard Boulevard Analysis Area**

-  Secondary Office Centers
-  Secondary Business Centers
-  Medium Low Density
-  Medium Density
-  High Density
-  Neighborhood Shopping
-  General Commercial
-  Public/Quasi-Public or Institutional
-  Light Industrial
-  Parkland/Open Space

 Analysis Area Boundary



**MAP H
2014 Proposed Land Use**

CDP Proposed Zoning

Baynard Boulevard Analysis Area

RESIDENTIAL

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

COMMERCIAL

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

MANUFACTURING & INDUSTRIAL

- M-1 LIGHT MANUFACTURING
- M-2 GENERAL INDUSTRIAL

SPECIAL PURPOSE

- O OPEN SPACE

WATERFRONT DISTRICTS

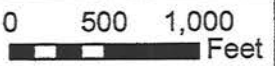
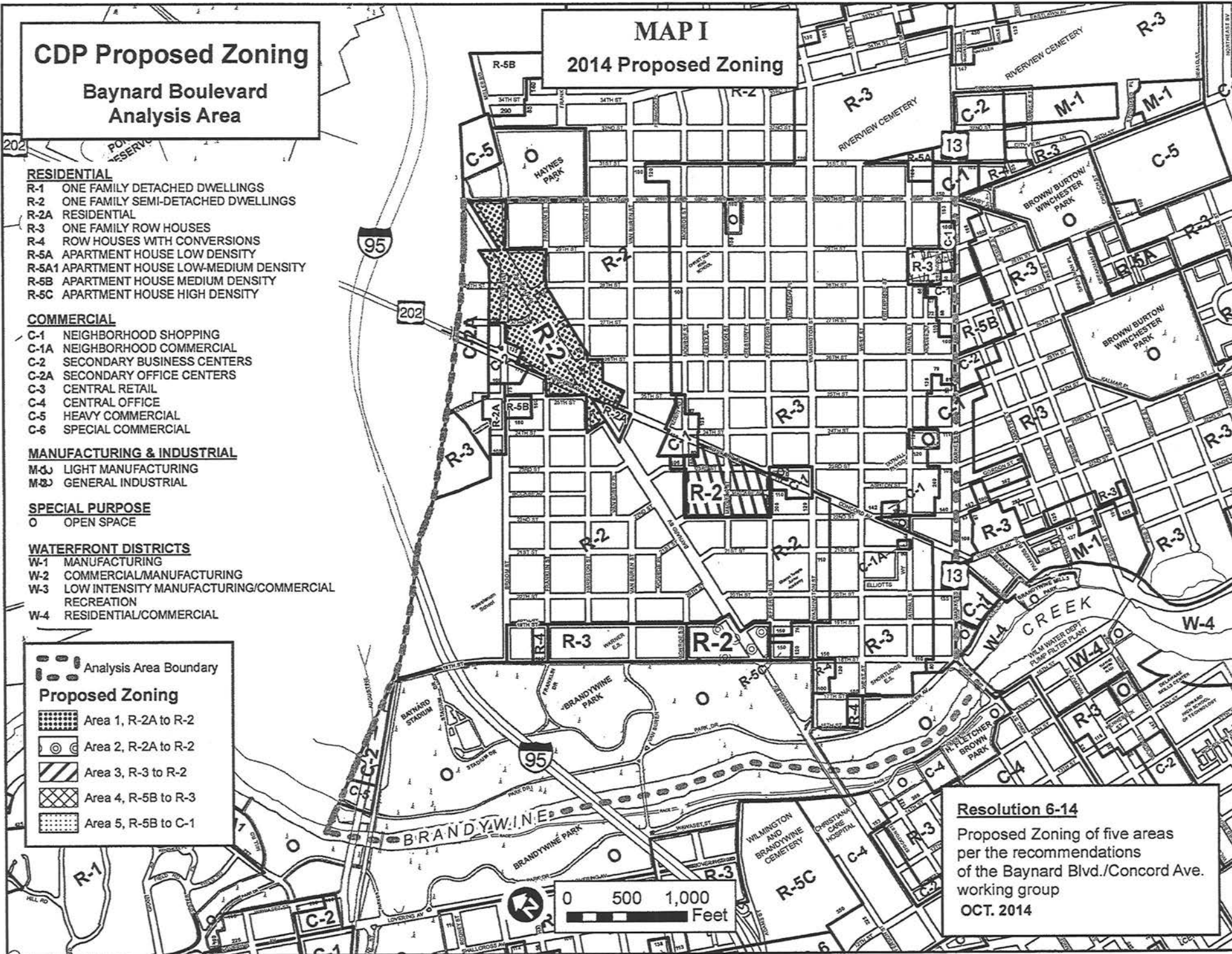
- W-1 MANUFACTURING
- W-2 COMMERCIAL/MANUFACTURING
- W-3 LOW INTENSITY MANUFACTURING/COMMERCIAL RECREATION
- W-4 RESIDENTIAL/COMMERCIAL

Analysis Area Boundary

Proposed Zoning

- Area 1, R-2A to R-2
- Area 2, R-2A to R-2
- Area 3, R-3 to R-2
- Area 4, R-5B to R-3
- Area 5, R-5B to C-1

MAP I 2014 Proposed Zoning



Resolution 6-14
Proposed Zoning of five areas
per the recommendations
of the Baynard Blvd./Concord Ave.
working group
OCT. 2014