

Neighborhood Comprehensive Development Plan
for the
NORTHWEST ANALYSIS AREA

Census Tract 2
(Formerly Neighborhood No. 10)

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CITY OF WILMINGTON

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This Comprehensive Development Plan supersedes and replaces the Northwest Area Neighborhood Land Use Plan that was adopted by the Wilmington Planning Commission in 1959 and amended in 1989.

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Revised to include amendments to Maps A-J to reflect the annexation of a parcel into the City's corporate limits and the parcel's rezoning at the time of annexation from CR (Regional Commercial) to C-5 (Heavy Commercial):

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INTRODUCTION

In the late 1950s, the Wilmington Comprehensive Development Plan was prepared and adopted. It consisted of a Citywide Land Use Plan and thirteen individual plans which address the land use and zoning issues for each of the separate neighborhood analysis areas or planning districts. The Northwest Analysis Area (NWAA), one of the thirteen planning districts, was included in the original 1959 comprehensive plan. The boundaries of the NWAA are shown in Map A. This document supercedes and updates the 1959 Northwest Analysis Area Comprehensive Development Plan and sets forth goals for the NWAA's long-term growth and development over the next 10-15 years.

A companion document, the Northwest Analysis Area Community Notebook - October 1998, and a detailed land use map were developed by Department of Planning and Development staff after completing a cursory analysis and inventory of the NWAA's social, legal, economic, environmental, political and other factors (commonly referred to collectively as SEE Factors) and items of general public interest. The Community Notebook, designed to be a statement of facts which contains no analysis or consideration of City policy, is not intended for adoption as part of the NWAA Comprehensive Development Plan. Instead, the NWAA Community Notebook was disseminated to the public in order to provide a data base for neighborhood residents and City staff and to be a basis for further discussion.

The draft NWAA Community Notebook was initially disseminated to a limited number of NWAA residents for review, comment, and for guidance on how best to present the document at future public input meetings. The residents responded with suggestions for NWAA Community Notebook revisions and for future public meetings. Moreover, staff from other City Departments also reviewed the NWAA Community Notebook. The draft NWAA Community Notebook was also disseminated at other public meetings for review and comment prior to finalization.

Based on the draft NWAA Community Notebook, issue-oriented discussions were held at NWAA public input forums and meetings. Through expressed input and ideas, the attendees at the public input forums and meetings became NWAA stakeholders as they helped to list their concerns. Proposed action steps to address the identified concerns in the form of policy statements and policy recommendations were developed. Likewise, this stakeholder input and participation formed the basis for community consensus and support for developing plan recommendations.

The NWAA Comprehensive Development Plan contains recommendations which, when implemented, have been designed to satisfactorily address the identified concerns. The recommendations have been reviewed by the appropriate departments and agencies and their input considered before the Comprehensive Plan was finalized. Therefore, the Northwest Analysis Area Comprehensive Development Plan's recommendations provide a strategy and framework to guide, direct, and influence the future growth and development of the NWAA's communities and neighborhoods.

This Comprehensive Development Plan is not static and is meant to be amended as need arises and as the Northwest Analysis Area changes. When new data from the 2000 census becomes

available, the Comprehensive Plan should be completely updated to reflect the new current data. Similarly, when conditions change significantly which may prompt changes to the NWAA, amendments to the Comprehensive Development Plan should be made. Any resulting plan amendments or updates should be adopted only after thorough and comprehensive analysis of the changes and the impacts that they may have on the NWAA. Likewise, significant public participation and opportunities for input and dialogue concerning the proposed changes and their anticipated impacts should occur such that community consensus is achieved concerning the proposed plan amendments or update. The analysis effort and community consensus should be achieved prior to approval by the City Planning Commission and by City Council.

II. GENERAL CHARACTERISTICS OF THE NORTHWEST ANALYSIS AREA

A. NWAA Boundaries and Natural Land Forum Description

The Northwest Analysis Area (NWAA) boundaries include the City's corporation limit line on the north and the west; Market Street on the east; and 30th Street on the south. These same boundaries define Census Tract 2 (See Map A).

Overall, the NWAA's topography and land form is characterized by gently rolling hills. Matson Run and its flood way traverse the northern portion of the analysis area in a general west-to-east direction. It also contains a watershed that runs generally west to east and is located along West 34th Street. This watershed causes the NWAA to drain in southerly and easterly directions. The NWAA's terrain has a peak elevation of 168 feet above sea level found at the intersection of Miller Road and Lea Boulevard. The lowest point recorded within NWAA, about 58 feet above sea level, is located in Matson Run within a drainage easement as empties into Shellpot Creek, at the northwestern edge of the Fox Valley Shopping Center parking lot located at the intersection of Lea Boulevard, Tatnall Street and Market Street.

Consistent with the watershed dictated drainage pattern, the NWAA's land form naturally slopes and drains gradually in both southernly and easterly directions towards 30th Street (i.e. in the general direction of the Brandywine Creek) and towards the intersection of Lea Boulevard and Market Street (i.e. Shellpot Creek).

B. Land Use Descriptions

1. Parking and the Local Street Network

The NWAA's surface transportation network can be characterized as combining the features of both grid network and curvilinear surface street systems with arterials linked by collectors and fed by local streets at the local neighborhood operating level. Generally, the NWAA's local surface street network south of Lea Boulevard can be characterized as a grid or modified grid network. In the Brandywine Hills neighborhood, the surface street pattern is comprised of two-way curvilinear streets, as befitting the suburban nature of this community. Traffic flow patterns in the NWAA consist primarily of one-way, east-west local streets and also some north-south one-way local streets. The primary circulation streets within the NWAA accommodate two-way traffic for north-south travel desires. Given that the NWAA's overall relatively low-density residential development is primarily single-family and semi-detached housing, on-street parking continues to serve the parking needs of most residents. In several blocks, interior courtyards contain rows of community garages which are generally constructed for smaller automobiles. Those apartment complexes located within the NWAA's typically provide on-site parking for their tenants.

2. Transportation for the Public

Taxi companies and other private companies which provide limousine and other types of pre-

scheduled or on-demand transportation service to NWAA residents (i.e. non-emergency assisted medical) for trips to airports, hospitals, and other destinations. This service can be available 24 hours per day, 7 days per week primarily using sedans or vans.

Within the NWAA, the Delaware Transit Corporation, also known as DART 1st State, operates traditional fixed route, fixed schedule bus service and demand-response paratransit service. In May 1998, DART 1st State operated four bus routes which linked the NWAA with the Wilmington CBD and, via transfers, to other locations throughout the Delaware. With thoughtful trip planning, an NWAA resident's weekday public transit trip options and destinations can be dramatically increased by using DART1st State, New Jersey Transit Corporation (NJT) and Southeastern Pennsylvania Transportation Authority (SEPTA) trains and buses in the Wilmington CBD as well as AMTRAK.

DART 1st State also provides a paratransit service (formerly known as DAST) for persons certified as eligible for such service under its guidelines implementing service consistent with the Americans with Disability Act (ADA) requirements. The eligibility for the paratransit service is based on meeting certain requirements. In May 1998, the DART 1st State paratransit service's operating parameters essentially mirrored those of fixed route service.

3. Residential, Commercial, Public, & Institutional Land Use Descriptions

The NWAA contains essentially about four types of land uses including residential; commercial; institutional/public/quasi-public; and open space. Within the NWAA, the predominate land use category is residential which includes single-family detached dwellings; semi-detached dwellings; one family row houses; row houses with apartment conversions; and apartment houses. The vast majority of commercial land uses found within the NWAA are in nodes (i.e. corner stores); commercial clusters (i.e. Fox Valley Shopping Center); or in auto-oriented strips along heavily traveled streets (i.e. Market Street and Miller Road). While there are a couple of playgrounds and ballfields located adjacent to the public schools within the NWAA, Haynes Park and Matson Run Park provide open space that is available for the general public. A number of churches, day care centers (for both infants, children, and elderly seniors), public schools, and a long term care facility are scattered throughout the area along with one manufacturing use (currently zoned commercial) that is located along Miller Road.

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

In May 1998, an inventory of the recreational areas within the NWAA reveals that Haynes Park has an area of about 9.5 acres and Matson Run Park has nearly 29.3 acres for a total of approximately 38.8 acres of park land. This equates to about one acre of park land for every 145 persons, which is greater than the Citywide average of one acre for every 272 persons.

Surrounded on three sides by residential areas, Haynes Park is located at 30th Street and Miller Road, abuts against the Conrail Railroad right-of-way and the western city limit boundary. Within Haynes Park, the major activity focus is located east side of Miller Road. This portion of the park contains a basketball court, tennis courts, steel and wood types of play equipment, benches, and

picnic tables. Haynes Park experiences heavy use and the City sponsors summer recreational programming at this site.

Traversing the NWAA north of 40th Street in primarily a west to east manner, Matson Run Park, a 29.3 acre linear passive recreation park follows the flood plain of Matson Run. West of Washington Street, the park area is bounded mainly by East and West Park Drives; while the portion of the park that lies east of Washington is bordered by West Park Drive of the south and Lea Boulevard on the north. In its linear configuration, Matson Run Park is a passive park which provides a pleasant, open stretch of trees, grass, shaded picnic areas, and slow moving water (i.e. a brook) through the NWAA.

While linked with the Northern Delaware Greenway, Matson Run Park has historically experienced light usage. Given its passive nature, Matson Run Park presently contains no play equipment, play areas, or improved, designated footpaths within it. However, it is apparent that the park is used since pedestrian usage has worn footpaths in the grass near the wooden pedestrian bridges that traverse the stream. Additionally, in good weather it is not unusual to see bicyclists riding in the roadway adjacent to the park. Under the auspices of New Castle County government, a consultant study was underway at the time this Comprehensive Development Plan was being prepared to develop and evaluate options to address flooding along Matson Run.

In addition to the parks listed above, the City also has a recreation center located at the P. S. du Pont Middle School at 34th and Monroe Streets where facilities include a 1/4 mile outdoor track, a rugby field, 4 tennis courts and 6 basketball courts. The Harlan Middle School, at 36th and Madison Streets, also operates a recreational program in its small gymnasium for children under thirteen. In addition, 1998 also saw the initiation of activities to locate a police athletic league center on Market Street at west 37th Street.

The City Departments of Parks and Recreation does not currently maintain records concerning park patronage and usage of the parks and recreational areas within the NWAA. Traditionally, recording park usage on the local level is not done because defining park usage is nearly impossible since people use the parks in different ways and at different times.

C. Description of NWAA Demographics & Housing Statistics:

1. Current Population:

In the last twenty years, the NWAA population has experienced slow but steady growth. While the population of the City decreased by 12.7% between 1970 and 1980, the population of the NWAA increased by 2.1% from 5,443 to 5,556. The NWAA's population also increased again between 1980 and 1990 by 2.2%, to 5,680 in 1990. This reflects a similar Citywide population increase of 1.9% during the same period. Based on the 1990 Census, the NWAA comprises 7.9% of the City's total population of 71,529.

2. Minority Population:

During the period 1970 -1990, the racial compositions of both the NWAA and the City mirrored each other and underwent significant changes. The City's overall population decreased from 80,386 to 70,195 in 1980 and increased to 71,529 in 1990. Within this population swing, the racial composition also shifted, from 56% white in 1970 to nearly 63.2% minority in 1990. For the NWAA, the greatest population change occurred during 1970-1990 when the resident population shifted from about 80% white and 20% minority to about 37% white and nearly 63% minority.

3. Age of Population:

The 1990 Census data for age distribution in the NWAA indicates that 23.9% of the residents are under 18, 64.0% are between 18 and 64, and 12.1% are over 65. These figures are similar to overall Citywide statistics on age distribution.

The percentage of the NWAA population younger than 18 fluctuated from 22.6% of the population in 1970 to 26.1% in 1980 to 23.9% in 1990. The segment of the population between ages 18 and 64 decreased only slightly between 1970 and 1980 from approximately 60.5% to about 59.2% and increased again in 1990 to about 64%, possibly reflecting the maturation of those that were under 18 in 1980. The segment of the population over 65 has shown a steady decrease between 1970 and 1990, dropping from about 16.9% in 1970 to approximately 14.7% in 1980 to nearly 12.1% in 1990.

According to the U.S. Census population data, the median age of the NWAA resident population has been consistently higher than the Citywide median. At approximately 42.1 years the median age, the NWAA was significantly higher than the Citywide median of 32.2 years in 1970. Between 1970 and 1980, the median age in the NWAA decreased to approximately 32.6 and has mirrored the Citywide median age since that time. The 1990 median age in the NWAA was 34.2.

4. Gender:

In both 1970 and 1980, the NWAA and the City had the same ratio of male to female residents. In 1970, the percentage of NWAA males was 45.9% and females, 54.1%, while the City's overall

profile was 46% males and 54% females. Likewise, in 1980 the percentages for both the NWAA and the City gender profiles changed only slightly to 44.8% males and 55.2% female. In 1990, the percentage of males, both in the NWAA and Citywide, increased slightly to 45.9% and 46.5%, respectively. Coincidentally, in 1990 the percentage of females within the NWAA and Citywide also decreased from 55.2% for each in 1980, to 54.1% and 53.5%, respectively.

5. Income:

A review of the U.S. Census data categories for 1980 and 1990 reveals that when certain categories are compared, the NWAA has performed better than the Citywide averages. For example, the U.S. Census data revealed that in 1980, the Citywide mean household income was \$16,333 while the same data reveal that the NWAA mean household income was \$19,840; reflecting a nearly 21.5% difference. Similarly, in 1990, the NWAA had a mean household income of \$45,596, while the Citywide mean household income was \$35,060. Thus, the NWAA mean household income was slightly more than 30% higher than that for the City.

Reviewing the 1980 and 1990 U.S. Census median income data for the NWAA reveals that it had a lower percentage of low income households than the City. For example, in 1980, NWAA had 28.1% low-income households while there were 36.5% located throughout the City. In 1990, the NWAA had 38.4% low-income households while 40.8% were scattered throughout the City.

6. Employment:

When the NWAA and the Citywide labor force characteristic figures are compared, this difference in household income is reflected most clearly in both the 1980 and 1990 occupational categories of the residents and how the responses within each differ. The NWAA recorded higher percentages of its work force in those employment categories where salaries have been traditionally higher, e.g. Managerial and Professional; Technical and Clerical; and Sales. Also, lower numbers of NWAA residents were self-identified as in the Service Worker; Transportation; and Laborer categories, which traditionally have had lower salaries. Furthermore, the 1990 Census figures revealed different labor force participation rates when compared with those Citywide. Within the NWAA, 71.5% recorded themselves as employed; 3.6% as unemployed; and 24.9% as not in the labor force. For the City as a whole, 60.1% recorded themselves as employed; 4.6% as unemployed; and 35.3% as not in the labor force. Given these comparisons, it is not surprising that NWAA continues to perform better than the City in certain key categories.

7. Housing & Household Characteristics:

Data from the 1980 and 1990 U.S. Census, reveals that, on average for both periods, the NWAA had a higher percentage of owner-occupied housing units; a lower percentage of female-headed families; and a lower percentage of vacant units than did the overall City. Also between 1980 and 1990, the percentage of owner-occupied housing units in the NWAA dropped slightly, from 74.3% to 71.0%, while the significantly lower Citywide percentage remained fairly constant at

53% for the same period. Between 1980 and 1990, the number of owner occupied units in the NWAA increased by seven units, from 1603 to 1610, while the number of rental units increased from 554 to 657. In 1980, median gross rents were 30.2% higher in the NWAA than those Citywide; this percentage decreased slightly in 1990 to 28.6%.

Between 1980 and 1990, the percentage of families in the NWAA with a female head of household increased from 22.3% to 26.7%. These rates are well below the Citywide figures of 34.7% and 38.2% for the same years. Moreover, while the City's vacancy rate decreased between 1980-1990, from 11.7% to 8.6%, the NWAA's already low vacancy rate of 3.7% decreased slightly to 3.2% during the same period.

III. PROPOSED RECOMMENDATIONS FOR THE NORTHWEST ANALYSIS AREA

Overall, the majority of neighborhoods within the NWAA are in good physical condition and some are in excellent condition. However, there are specific locations and isolated areas that do exist within the NWAA which have been identified and appropriate corrective remedial actions are underway by the appropriate City departments. While the housing stock, streets, and sidewalks are in good condition with very few areas of urban blight or roadways needing major re-surfacing or reconstruction, there are issues of concern which were discovered during field observations and revealed via input from attendees at the NWAA public meetings.

Consistent with sound comprehensive urban planning practice, the NWAA Comprehensive Development Plan received public review and public input was solicited into the plan's preparation and development process. A key fact stressed repeatedly at the NWAA public input meetings was that the public policy goals in the Comprehensive Development Plan should reflect the community's collective interests and will pursuant to the NWAA's multi-faceted needs for enhancing and strengthening the indigenous communities within it. Given this, NWAA residents stated that there should be a recommendation to foster and implement programs which increase the number of owner-occupied residential dwellings within the NWAA. Another example, public input recommended that should be to increase economic development activity within the NWAA particularly along North Market Street and other major traffic corridors. Others stated that recommendations should address issues concerning various social, environmental, and transportation concerns of NWAA residents.

Given the public input concerns and the field observations, a series of recommendations have been developed for the NWAA. The following are preliminary land use and zoning as well as other types of recommendations for the Northwest Analysis Area (NWAA). Map E illustrates the proposed recommendations on NWAA's land use.

A. Land Use & Zoning Recommendations

1). Recommendation - It is recommended that the existing western boundary of the C-2 zone be changed from its present location.

The existing western C-2 zone boundary is located generally such that it runs in a north-south fashion while not uniformly following property lines or parcel lines from the north curb of West 41st Street through the south curb of West 35th Street south. It bisects those existing residential parcels and blocks bordered by West 41st Street on the north; Tatnall Street on the west; Shipley Street on the east; and West 35th Street on the south.

The recommended change, if implemented, would place the western C-2 zone boundary generally along Shipley Street and exclude R-3 and R-4 residential uses from the C-2 zone. Map C shows the existing C-2 zone western boundary as it bisects the existing R-3 and R-4 parcels.

As proposed, the change would shift the C-2 zone's western boundary from its current location

through the middle of the aforementioned residential parcels and blocks to a new location. The new location would be down the middle of the Shipley Street, parallel and equidistant to this street's east and west curbs, from West 35th to West 41st Streets where it would connect with an existing C-2 and R-3 boundary located at the rear (western) property line of the Goodyear Tire store.

Moreover, as recommended and proposed, on the C-2 zone's southern end, the new boundary line would follow the westernmost rear lot line of the current Goodyear Tire & Rubber Company property located on the west curb of North Market Street, between West 34th and West 35th Streets and encompass said Goodyear commercial land use in the C-2 zone while excluding those R-4 residential land uses. Map D-1 shows the recommended western and southern boundary changes that are proposed for C-2 zone's western and southern boundaries.

Rationale - Presently, the C-2 zone western boundary is such that it runs in generally a north-south direction dividing residences and not along property or lot lines. As depicted, this boundary splits dwelling units such that some rooms of the same dwelling may fall into the C-2 zone and others would be in an R-3 or R-4 zone.

The current C-2 western and southern boundaries do not accurately divide land uses along property lines according to land uses. Because the current C-2 zone boundaries also include row houses and those land uses located within it that are existing as R-3 or R-4 and which should be appropriately designated as residential land uses rather than C-2 uses. The north-south western and southern C-2 boundaries include those residential parcels located on blocks between Tatnall and Shipley Streets and on those on the south curb of West 35th to north curb of West 41st Streets.

If approved and implemented as recommended, shifting the C-2 boundaries would not adversely impact any existing commercial land uses. It would, however, make the C-2 zone boundary consistent with existing land uses and use street and property lot lines as the designated physical features for boundary designation. In addition, this boundary shift would decrease the likelihood that commercial uses would encroach into the residential areas.

2). **Recommendation** - It is recommended that the current R-4 zone located west of the current C-2 zone and south of the present R-3 zone be re-zoned to R-3. The R-4 zone's current location is also shown in Map C. The re-zoning, as proposed, would limit the number of residential conversions to those that exist currently within this R-4 zone and make them a non-conforming land use. Similarly, the proposed re-zoning would eliminate that the R-4 land use category being used in the NWAA as shown in Map D-2.

Rationale - The existing R-4 zone includes residential properties which are not row house conversions, apartments, or other land uses designated for the R-4 zoning category. During field inspections, only four legal row house conversions were identified within this entire existing R-4 zone. They are located side-by-side one another on the south curb of West 35th Street near West Street. Moreover, the input received at the NWAA Comprehensive Development Plan public input meetings revealed that community sentiment does not support the development of other row house

conversions located therein.

Re-zoning the R-4 zone to R-3 is consistent with the public input and will permit the existing row house conversions to remain as non-conforming uses. The proposed re-zoning from R-4 to R-3 will discourage row house conversion encroachment into areas that are presently predominantly R-3 or R-2.

3). **Recommendation** - It is recommended that the current boundaries of the R-3 zone located west of the current C-2 zone shown in Map C be changed. As recommended, the R-3 zone boundary changes would encompass those areas where those land uses currently exist which are compatible with this zone's uses. Map D-3 shows the proposed boundary changes.

The new boundaries would encompass the R-3 residential areas located on those existing residential parcels and blocks bordered by West 41st Street on the north; Tatnall Street on the west; Shipley Street on the east; and West 36th Street on the south as well as those 1-family row houses located on the east curb of Shipley Street between West 40th and West 41st Streets. In addition, the proposed R-3 zone boundaries would include the R-4 zone depicted on Map C-3. The boundaries for this zone would be revised to be largely congruent with the property lines and streets such that the R-3 zone is more appropriate to the land uses on those properties which presently contain 1-family row houses as designated under the R-3 zone. The proposed boundaries would be rationalized primarily along streets, curbs, and property lines. Currently, the R-3 zoning boundaries run frequently split dwellings.

As proposed, the R-3 zone's new boundaries would be:

- Beginning from the west curb of Shipley Street proceeding in a westerly direction along the rear lot line of the Scottish Rite Cathedral on Lea Boulevard and the rear lot line of the row houses along the north curb of West 41st Street between Shipley and Tatnall Streets;
- Then continuing south along Tatnall Street, parallel to the east curb, to the intersection of Tatnall and West 35th Streets; and
- Then continuing west along West 35th Street, parallel to the north curb, to the intersection of West 35th and Washington Streets where this line would connect with the existing R-3 zone.
- It would also begin at the east curb of Shipley Street proceeding in a southerly direction across from the rear lot line of the Scottish Rite Cathedral on Lea Boulevard and the rear lot line of the row houses along the north curb of West 41st Street between Shipley and Tatnall Streets. Then continuing south along Shipley Street, parallel to the east curb and the revised C-2 eastern boundary as implemented by the action described in **Recommendation 1**.

Moreover, as recommended and proposed, the R-3 new boundary line would follow the westernmost rear lot line of the current Goodyear Tire & Rubber Company property located on the west curb of

North Market Street, between West 34th and West 35th Streets and exclude said Goodyear commercial land use while traveling along the north curb of West 34th Street to North Market Street. At the intersection of North Market and West 34th Streets, the revised R-3 boundary would continue southerly until it connected with existing R-3 zone located at West 33rd and North Market Streets.

Map D-3 shows the recommended western and southern boundary changes that are proposed for R-3 zone's western and southern boundaries.

Rationale - Presently, the R-3 zone boundaries north of West 35th Street are such that they dissect existing parcels not along property or lot lines; but through the existing residential structures in manner such that some rooms in the same dwelling appear to be placed in different land use zones. Likewise, in other parts of the NWAA the existing R-3 zone boundaries also do not follow property lot lines or streets.

If approved and implemented as recommended, the revised R-3 boundaries would not adversely impact any existing residential land uses. It would, however, rationalize the R-3 zone boundaries by making them consistent with existing land uses within the aforementioned parcels and promote the use of streets and property lot lines as the designated physical features for a zone boundary designations.

4). **Recommendation** - It is recommended that the boundaries of the current R-3 zone which encompasses the Riverview Cemetery and is located largely in the south NWAA be revised changed from their present locations. The current R-3 zone's boundaries falls victim to many of the same issues and faults illustrated in **Recommendation - 3** above.

As shown in Map C, this R-3 zone's boundaries are not congruent with existing property lot lines or streets as designated boundaries. Presently, the R-3 zone boundaries are such that they dissect existing parcels not along property or lot lines; but through the residential properties such that some rooms in the same dwelling are in different land use zones.

As proposed, the boundaries this R-3 zone would be rationalized to follow along property lines and streets to the greatest degree possible. As proposed, the revised R-3 boundaries would not dissect existing residential parcels or building structures. Map D-4 shows the revised R-3 zone's boundaries.

Rationale - Since the conditions and issues surrounding the need to rationalize the boundaries of this R-3 zone are virtually identical to those confronting the R-3 zone described in **Recommendation - 3** above, the rationale for submitting this recommendation is largely the same as that which was previously submitted. Therefore, by reference it is included herein.

If approved and implemented as recommended, the revised R-3 boundaries for this specific zone would not adversely impact any existing residential land uses. It would rationalize this R-3 zone's boundaries by making them largely consistent with existing land uses while promoting the use of streets and property lines as the designated physical features for zone boundary designations.

5). Recommendation - It is recommended that the Miller Road Shopping Center and the land parcel immediately west of the shopping center across Miller Road from it, be annexed into the City of Wilmington.

Rationale - The Miller Road Shopping Center is virtually surrounded by the City of Wilmington. It presently receives many Wilmington City Services and is patronized by NWAA residents. Given this, it would appear that the area would be better served as a part of Wilmington.

B. Transportation Recommendations

Recommendations for Streets & Highways

The transportation and traffic improvement recommendations proposed for implementation within the NWAA have been developed to address identified problems and concerns that were noted during field observations and in response to public input. In most cases, the proposed projects can be classified as Transportation System Management (TSM) types of projects. Typically, TSM projects are relatively low cost; relatively easy to install, implement, or construct; and, when fully operational, provide an appreciable return on investment for an enhanced quality of life pursuant to the public's safety, health, welfare concerning improved traffic flow.

In those instances where installation of traffic pavement markings are recommended, they will heighten driver awareness thus contributing to increased safety for children and pedestrians crossing streets adjacent to local schools. A recommendation to purchase a capital item (i.e. the Speed Monitoring Awareness Radar Trailer) that is mobile and which can have utility in other parts of the City, constitutes a value-added purchase. Finally, relocating the traffic signals to a place of higher visibility decreases the City's liability exposure while also increasing the safety of vehicular travel through intersections within the NWAA.

1). **Recommendation** - It is recommended that a series of traffic control related activities and adjustments be made to intersections and street surfaces within the NWAA. The recommendations, if implemented, will help to improve safety traffic movements through signalized intersections and along those streets adjacent to schools within the NWAA.

- A number of concerns regarding traffic speeds on streets adjacent to schools were noted at the civic association public meetings. Therefore, it is recommended that the words, "SCHOOL ZONE" be painted in white letters on the pavement of those streets located adjacent to all schools, both public and private, located within the NWAA. Painted on the pavement such a driver can read each word while traveling in the appropriate direction, the individual words should be placed on the pavement in large reflective white letters that can be easily seen at dusk or dawn by the headlights of vehicles shining on said lettering. The individual white letters should be not less than 4'0" tall and eighteen (18) inches wide to fully spread across a single traffic lane.

- In addition to the pavement markings, it is also recommended that curb signs be installed that state the maximum speed limit for vehicles traveling through designated school zones. The curb signs should be installed on all streets located adjacent to the schools in the NWAA and should be easily seen by motorists operating vehicles along said streets.

In order to alert drivers to the presence of schools and school aged children, it is recommended that the “SCHOOL ZONE” pavement marking be placed on the following streets including:

- On West 34th Street near Franklin Place for travel in both the east and west bound directions in front of P.S. Du Pont High School;
- On North Monroe Street, between West 34th Street and West 37th Street, for travel in both the north and south bound directions adjacent to P.S. Du Pont High School;
- On West 37th Street, between North Monroe Street and Franklin Place, as may be appropriate for directional travel adjacent to Burnett Middle School;
- On North Madison Street and on North Jefferson Street, between West 36th and West 37th Streets, as may be appropriate for directional travel adjacent to Harlan Elementary School; and
- On West 36th and on West 37th Streets, between North Madison and North Jefferson Streets, as may be appropriate for directional travel adjacent to Harlan Elementary School.

2). Recommendation - Within the NWAA, school zones and certain roadways could use some help in promoting compliance with the speed limit. It is recommended that the Wilmington Police Department investigate the purchase a portable, self-contained speed display and monitoring unit which can be towed to various sites experiencing speed related problems. This unit contains a patented technology which clocks the speeds of motorists and can be used to collect other types of traffic data. It also can be used to gather traffic data concerning road type, posted speed limit, traffic volume, traffic speed, and weather conditions. The data can be analyzed to reveal total vehicle count; low, average, and high speed; and number of vehicles for each speed recorded. Newer models can also be equipped with many state-of-the-art features including solar power sources, programmable message boards, and video cameras as an aid to traffic enforcement. It is also recommended that following placement and removal of the aforementioned radar unit, that active police enforcement be implemented to ticket traffic speed limit violators as may be appropriate.

Rationale - This type unit has been successfully used in other cities as an aid to traffic speed limit enforcement. Typically the unit is set up in an area experiencing speed limit compliance problems and permitted to operated for 2-3 days. Coincident with this, a manned police vehicle is placed in the same area and citations are issued to violators. By reducing the number of speeders, there are fewer accidents requiring fewer responses, freeing up officers time. Moreover, as a mobile unit, it can be set up at various trouble spots to promote compliance with the speed limit and the paid fines can help

to defray the cost of the equipment. A copy of the information for the Speed Monitoring Awareness Radar Trailer is available from Planning Department staff upon request.

3). Recommendation - Within the NWAA, field observation revealed that there are currently many traffic signals with curb side locations at intersections where the signals blend into the surrounding urban street scape. Therefore, it is recommended that a campaign be initiated to relocate all traffic signals from curbside positions at intersections to a position that would place them in the middle of the intersection at a height from the pavement to permit clear visibility by drivers from all directions and safe passage underneath by any high profile vehicles.

The following NWAA identified intersections have curb side traffic signals which should be relocated as described previously. These include:

- North Washington Street at West 30th Street;
- North Washington Street at West 34th Street;
- North Washington Street at West 36th Street;
- North Market Street at West 30th Street;
- North Market Street at West 36th Street; and
- North Market Street at West 40th Street.

Rationale - Intersections with traffic signals have already demonstrated the presence of sufficient traffic volumes which regularly meet the established warrants for the installation of such traffic control devices. When installed at intersections, traffic lights and signs should be easily seen and highly visible for drivers operating any type of vehicle on streets within the NWAA. Therefore, traffic signals should not be placed on the curb side where they are likely to blend into the urban street scape's neon signage and not be clearly seen by drivers.

In most cities, traffic control signals are no longer installed on the curbs because of visibility issues and concerns voiced by traffic and vehicular safety engineers. It was determined that curb side traffic signal installation increased the risk of vehicular accidents and presented municipalities with heightened liability exposure when vehicular accidents occurred at intersections with improperly sited traffic signals. Therefore, those that were installed at the curb side have been relocated to the center of the intersection in the middle of the street.

Within the City of Wilmington there are many intersections with curb side located traffic signals. Accordingly, it is recommended that a citywide campaign be initiated to relocate the curbside traffic signals to location as recommended above. In addition, a couple of NWAA streets are contained within the initial Urban Corridors Studies Program. Wider analysis of other NWAA streets as well

as other City streets may occur if additional funding can be obtained.

4). Recommendation - Within the NWAA in the immediate vicinity of the Fox Valley Shopping Center, it is recommended that a traffic engineering analysis of the Lea Boulevard, Tatnall Street, Shipley Street, and West Park Drive intersections be undertaken with the goal of reducing vehicular conflicts with pedestrians and other vehicles; actual vehicular accidents; and near-misses of same at this set of intersections. A traffic engineering study of all traffic movements and potential movements among these street intersections should be included in the aforementioned traffic engineering analysis. The findings of such a study should be made public at a public meeting for the review of said findings. It is further recommended that for the identified traffic problems a list of potential solutions and their estimated implementation and/or construction costs also be presented at the same public meeting.

Rationale - Within the NWAA, field observation and public input has revealed that there are many near-miss vehicular accidents related to traffic access into and out of the Fox Valley Shopping Center. A traffic engineering analysis of the aforementioned intersections should identify solutions and their potential costs.

Recommendations for Public Transportation

1). Recommendation - Within the NWAA, it is recommended that the Delaware Transit Corporation, the operator of DART 1st State fixed route bus service, realign the bus stops along all its regular routes.

In other cities where bus stop realignment has occurred, it has resulted in increased bus route schedule adherence, improved service reliability, and decreased operating costs since fewer buses will be required to maintain scheduled service intervals between buses. Moreover, the maintenance costs on individual buses will also be reduced since fewer stops and starts are required. An additional benefit includes decreased traffic congestions since buses won't be required to stop as often along a bus route and traffic will flow better. An additional benefit will be the increased the availability of curb space for on-street parking for residents.

The recommended bus stop realignment should also include the relocation of bus stops from the near-side of intersection to the far-side of intersections as a traffic accident precautionary measure. Likewise, the bus stop realignment should avoid installation of any bus stops at mid-block locations. Coincident with the bus stop realignment campaign, it is recommended that appropriate street furniture and passenger amenities (i.e. shelters, Guide-A-Ride canisters, etc.) be installed at the bus stops to increase the customer friendliness of bus stops, increase the available of stop specific bus route information, and thus encourage increased transit patronage. It is also recommended that public participation be included as part of the bus stop realignment planning and implementation process.

Rationale - Increasing the attractiveness of bus stops through the availability of safe waiting areas and route and schedule information is a "Win-Win" for everyone. It promotes use of the service since increased schedule adherence leads to greater service reliability that customers expect and want.

Increased patronage without increased operating costs decreases subsidy requirements and decreases traffic related congestion. Finally, if a bus stop realignment campaign is coordinated properly through a pro-active focused marketing and public participation effort, an Adopt-A-Stop program can be established throughout the DART 1st State bus route network within Wilmington which showcases bus stops and boosts transit ridership.

2). Recommendation - It is recommended that DART 1st State establish an ongoing program to increase public awareness of DART buses and drivers as an integral part of the community both for safety and as added dimension of the neighborhood watch or block watch programs. Passenger Transport, the public transit industry's weekly trade publication, frequently describes similar programs operated by transit authorities nationwide. They are very low cost to operate and simply involve in publicizing their existence. An example of such a program is the New Jersey Transit Corporation program, Transit On Patrol or TOP.

Rationale - Nationally, there are numerous examples of bus operators reporting unusual, dangerous, or emergency situations via their two-radios to dispatchers who in turn contact the local police, fire, or other appropriate service provider. Lives and property have been saved via the involvement of bus operators simply reporting to the dispatchers what they perceive as abnormal situations. Many areas regularly use bus operator reports for traffic advisories during the morning and evening peak periods.

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

3). Recommendation - It is recommended that DART 1st State implement Sunday bus service that would link major activity centers, churches, and neighborhoods.

Rationale - Transportation is an integral part of economic development by linking workers with jobs and shoppers with stores. As such, it is a proven that the home-to-work and work-to-home trips are vital to an area's economy. Transporting service workers to and from suburban job sites, the place most new service are developing, has been demonstrated to be a major function of public transportation service. Moreover, travel to and from church service is also a major function of public transportation Sunday service since this type of service typically adds to the quality of life. Most passenger surveys recorded an interest in using Sunday bus service.

C. Economic Development

1). Recommendation - It is recommended that a North Market Street Corridor Economic Development Task Force be created in order to focus and direct the City's resources pursuant to creating and supporting economic development throughout this corridor.

Currently, the North Market Street Corridor is part of no less than 3 City sponsored project study areas. A single Task Force with members from the pertinent departments and project sponsors can be instrumental in coordinating and focusing the input and output of the projects; facilitating information sharing among the various projects; eliminating duplication among the individual projects; and demonstrating the City's long term unified commitment for bringing community-based economic development throughout this corridor and the NWAA.

While ad hoc and special purpose focused, it is also recommended that the task force be housed within the Office of Economic Development. It should be directed in manner which facilitates existing economic development activity and enhances economic development opportunities which the corridor specifically and in adjacent areas in directly. The Task Force membership should be multi-disciplinary and include other agency staff as well as citizens as may be appropriate and necessary to represent business and residential interests within the North Market Street Corridor. The Task Force should have a limited life span so that once the community-based private sector umbrella organization is in place and functioning, the Task Force can be disbanded or redirected to other commercial corridors (i.e. Northeast Boulevard) needing such assistance.

Rationale - A North Market Street Corridor Task Force will be instrumental in creating a community-based public/private sector economic development umbrella organization that can unify the diverse interests located within the North Market Street Corridor. A Task Force could also be successful in securing federal or private sector funding and managing a consultant work effort to focus and direct the corridor's redevelopment activities expeditiously.

D. Parks and Recreational Facilities

1). **Recommendation** - It is recommended that bicycle paths be installed on West Park Drive and East Park Drive adjacent to Matson Run Park. It is also recommended that pedestrian foot paths be installed within Matson Run Park in the open lawn areas parallel to the stream within those sections of the park between Lea Boulevard and Washington Street.

Rationale - Presently, Matson Run Park is a linear park following the flow of Matson Run, a small stream. The two roads adjacent to this park, while not as heavily traveled by motor vehicles, as Lea Boulevard or some of the adjacent local streets, are not entirely suitable for bicycle use since there are no designated bike lanes on the pavement. The absence of designated sidewalks and bike paths adjacent to the park and within it forces anyone trying to enjoy the park by walking or by riding a bicycle through it, to do so by walking in the roadway with the motor vehicles. This is dangerous for persons walking or riding bicycles in the roads and for motor vehicle drivers which have to be alert for them. Installation of footpaths proximate to the stream within the park and bike paths on the roadways adjacent to it will make the park more user-friendly and most likely increase its use by NWAA residents. Moreover, foot path construction materials should be used that will not adversely impact the park as a flood plain or increase flooding potential in the event of heavy rains and subsequent drainage into this stream.

2). **Recommendation** - It is recommended that the Northwest Wilmington Civic Association, the Northwest Neighborhood Planning Council, the City of Wilmington, NWAA churches, and others collaborate to annually co-sponsor friendship formation events such as a block parties; thematic community fairs; or outdoor concerts for NWAA residents.

The purpose of the events will be to increase the sense of community and neighborly familiarity among NWAA residents and entities doing business within the NWAA. Events of this type have proven successful in promoting community awareness and community esprit de corp among neighbors in other places hosting such events. The proposed events should be low cost or free and involve activities that promote friendship formation among attendees and be scheduled to occur during late spring, summer months, or early fall shortly after school begins in September so that inclement weather is not a deterrent to full NWAA participation.

Rationale - It was suggested that too frequently the residents of the NWAA are not aware of the community's various interests and features. Moreover, many residents do not know their neighbors which promotes alienation and disconnections from the neighborhood. Community fairs and block parties have proven successful in decreasing the sense of alienation among residential areas and they are an important ingredient for community based crime prevention programs.

E. City Services & Facilities

1). **Recommendation** - It is recommended that the City of Wilmington seek a cooperative arrangement with appropriate New Castle County governmental departments to develop and implement flood control procedures within the drainage basin area of the headwaters of Matson Run in order to lessen downstream flooding.

Rationale - Research revealed that Matson Run experiences severe flooding problems resulting from upstream issues. Public input also requests that the Matson Run flooding problem be addressed. Solution suggestions include the development of a storm water retention basin or pond within the drainage area located outside of Wilmington.

2). **Recommendation** - It is recommended that the City of Wilmington investigate the feasibility of undertaking a city-wide capital improvement program that will upgrade the existing combined sanitary/storm water sewer system to a separate sanitary sewer system and a separate storm water sewer system.

Rationale - Frequently, the existing combined sanitary/storm water sewer is temporarily overwhelmed by high volumes of storm water run-off resulting from heavy rains or rapid snow melt. In a combined sewer system sanitary sewerage and storm water are mixed or combined in a single sewer system that is sent to the single waste treatment facility. Because the sanitary sewer treatment facility has a finite capacity, during those periods of heavy rain or rapid snow melt the effluent is discharged untreated into the Delaware River. While such waste water discharges are legal under the existing environmental regulations, they denigrate water quality and present a problem for aquatic life

in the Delaware River.

3). Recommendation - It is recommended that appropriate staff within the Public Safety Department investigate the feasibility of increasing the Wilmington Police presence within the NWAA to reduce response time to emergency calls.

Rationale - Public input stated that a reduction response to time to emergency calls for Wilmington Police assistance was needed and wanted in the NWAA.

4). Recommendation - It is recommended that a campaign be undertaken to replace and/or update street signs within the NWAA.

Rationale - Public input and field observation revealed that within the NWAA many street signs are extremely weathered and barely legible on bright sunny days, and totally illegible at night.

5). Recommendation - Install attractive signage announcing the presence of Wilmington City Limits at the gateway approaches into Wilmington via the NWAA (i.e. North Market Street, Washington Street, and etc.).

Rationale - Public input stated that installation of such signage is appropriate and serves a marketing purpose for the City.

Public Input Concern - Public input stated a Fire Station should be located within the NWAA to reduce response time to emergency calls. This input for new fire station construction in the NWAA is sensitive to the fire protection needs of other communities where fire stations are currently located. Therefore, it is not a suggestion for the closure of any existing fire stations presently manned and located within the City of Wilmington. Instead, the public input suggested suggestion that a new fire station with appropriate administration office space be constructed and located within the NWAA boundaries.

F. Environmental Testing - Haynes Park

1) Recommendation - It is recommended that the Northwest Wilmington Civic Association, the City of Wilmington - Local Emergency Planning Committee, Northwest Planning Council, NWAA churches, and others, as may be appropriate, request that the Delaware Department of Natural Resources and Environmental Control, using current state-of-the-art technology, conduct scientific testing of Haynes Park pursuant to determining the level and type of toxic contaminants that remain within the park's environs and the impact that those remaining toxic contaminants may have on the health, safety, and welfare of park users as well as on the adjacent community residents. Such testing should be completed and the results publicized in a newspaper of general distribution throughout Wilmington prior to end of May of each year.

It is also recommended that the Local Emergency Planning Committee in cooperation with the Northwest Wilmington Civic Association and an agent hired on behalf of the City of Wilmington that is certified for public health assurance and compliance oversee and monitor the testing procedure and the public promulgation of said testing results.

It is also recommended that the procedures used to test the park and surrounding environs for contaminants comply with all applicable current federal and state regulations concerning such testing methodologies for toxic contaminants; public participation and information dissemination; and that if conditions change such that remedial actions are required to ameliorate the toxic conditions within the park that such remedial actions be designed which will make the park and surrounding environs safe for human use and long term exposure.

Rationale - (Background) The Haynes Park site is located approximately 1/4 mile east of the intersection of Route 202 and Interstate 95 in Wilmington, DE. The park services the surrounding community and has been in existence since the early 1900's. Harper-Theil is a small, privately owned electroplating and metal finishing facility located across Miller Road, immediately north of the park.

In 1990, the Hazardous Waste Management Branch (HWMB) of the Delaware Department of Natural Resources and Environmental Control (DNREC) completed a Resource Conservation Recovery Act Facility Assessment for the Harper-Thiel electro-plating facility. The objective of the assessment was to provide a complete description/assessment of the facility operation and of the immediate environmental setting. The Facility Assessment was a non-sampling event, but it provided detailed information regarding process designs and waste management. Recommendation was to conduct a facility-wide RCRA Facility Investigation (RFI) to identify rate and extent of releases from most of the SWMU's and all AOC's. The facility also needed to take expedient steps to eliminate/minimize releases from several SWMU's and AOC's that were observed to be actively releasing during the Visual Site Inspection.

On July 4, 1991, the HWMB posted a public notice of Harper-Theil's intent to submit documentation for closure of several hazardous waste management units. A local community group's interest in the facility and its impact to the surrounding area resulted in two environmental investigations and sampling events of the site on January 16, 1992 (HWMB) and March 25, 1992 (Superfund Branch). Both investigations fulfilled the requirements of the Assessment Workplan dated March 20, 1992.

An Environmental Investigation was completed on May 29, 1992 that included both sets of sampling results. The toxicological assessment concluded that there was not a significant risk occurring at Haynes Park based upon the total Hazard Index for any worse-case-scenario which includes the ingestion pathway for children, adult residents, and adult park workers. There was support that the park did pose a marginal cancer risk for adults, primarily due to beryllium (0.00098 ppm) and benzo(a)pyrene (1.1 ppm). Neither of these levels would trigger corrective³ action based upon EPA operating procedures. In general, the organic and inorganic analytes found in Haynes Park appeared to be more related to automobile use of Miller Road and subsequent run-off or settlement to the park than as off-site migration from Harper-Theil. The use of leaded gasoline by automobiles in the past

decades as well as oil and lubricant droppings from the automobiles and equipment and supplies used or applied in the park are also likely contributors to the levels of analytes evaluated.

Based on the toxicological evaluation, assessment of surface water and subsurface soil quality, evaluation of historical/industrial activities at the facility, etc. DNREC recommended no further environmental investigation be conducted at Haynes Park. During the investigation, there was no evidence that closure of the hazardous waste management units at Harper-Theil should not proceed. The HWMB and the EPA will oversee all corrective action activities at the site.

Current Rationale - The Environmental Investigation that was completed under DNREC's and Superfund auspices in early 1992 did reveal that Haynes Park did pose a marginal cancer risk for adults. Moreover, statements that automobile traffic along Miller Road and subsequent runoff or settlement may have caused the presence of organic and inorganic analytes do not satisfy basic questions since there are storm water catch basins along Miller Road and there are other parks (i.e. Matson Run) are surrounded by streets which have higher average daily traffic volumes than Miller Road.

Haynes Park is heavily used as the City of Wilmington operates focused recreational programs from this site during the summer months. Likewise, the park which is virtually surrounded by residential areas, gets frequent use by persons living in the surrounding areas. Given this, it is prudent to regularly test this park for changes in contaminants which may increase injury to human safety or health.

The presence of a marginal cancer risk for persons using Haynes Park should trigger a need for ongoing analysis of the park to assure its continued safety for use by park patrons and for adjacent residents. Moreover, since the investigation did reveal that the park does present an admitted marginal risk of cancer for adults that ought to be warning signal for increased surveillance for the public's health, safety, and welfare. Information concerning the risk factor should be available so anyone can make an informed decision. The City should take all reasonable and appropriate steps to assure that public property, especially Haynes Park or any public park, is safe for human use.

G. Focused & Directed Special Purpose Programs

1). Recommendation - Public input revealed the need for special purpose programs that are focused and directed towards increasing the number of owner-occupied residents residing within the NWAA.

Rationale - It is commonly known that property owners tend to demonstrate a higher degree of care and concern for their neighborhoods and their properties than do renters and absentee landlords. NWAA residents want the focus of home ownership on their areas along with the financial assistance that accompanies such programs.

2). Recommendation - It is recommended that a campaign of appropriate code enforcement

activities by City Departments be regularly undertaken to enhance, preserve, and sustain the NWAA quality of life. The goal of such an effort will be to remove junk and/or inoperative vehicles from on NWAA residential streets; to stop long term, illegal vehicle and/or boat parking on NWAA streets; to eliminate those areas where harborage exists for rodents; and to conduct appropriate inspection and enforcement activities at assure that the quality of NWAA housing stock is not denigrated via illegal conversion into small units and that commercial areas are well maintained.

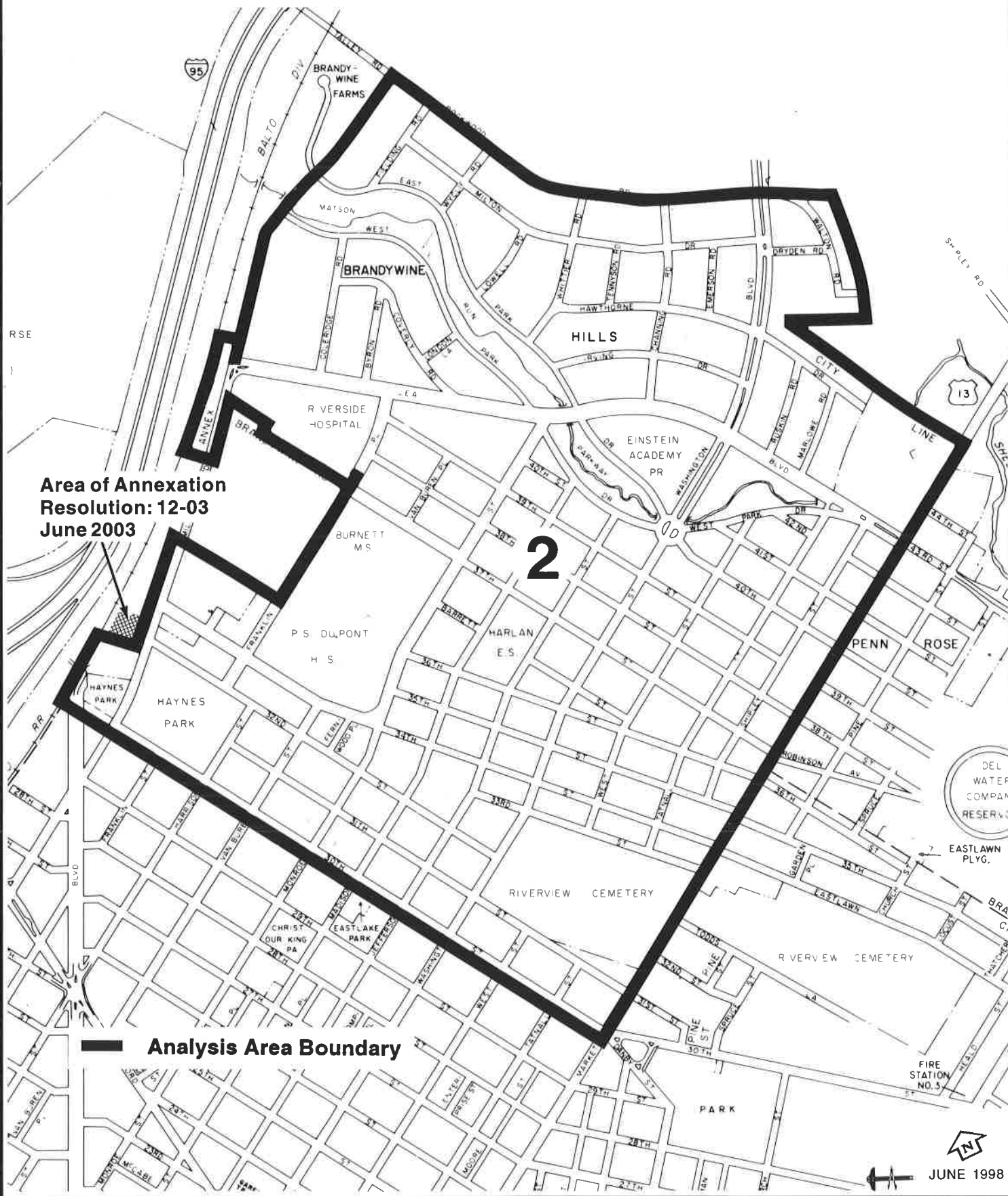
Rationale - This recommendation was echoed among numerous NWAA residents at public meetings as a major concern for assuring that their area's quality of life is sustained. Under the auspices of a cooperative interdepartmental code enforcement campaign by appropriate City departments, similar campaigns have proven successful in other cities. These campaigns have the benefit of being high profile, coordinated, focused, and directed towards achieving key community backed and supported goals and objectives.

**Northwest Analysis Area
Comprehensive Development Plan
Maps**

November 1998

Amended June 2003

MAP A NORTHWEST ANALYSIS AREA Census Tract 2



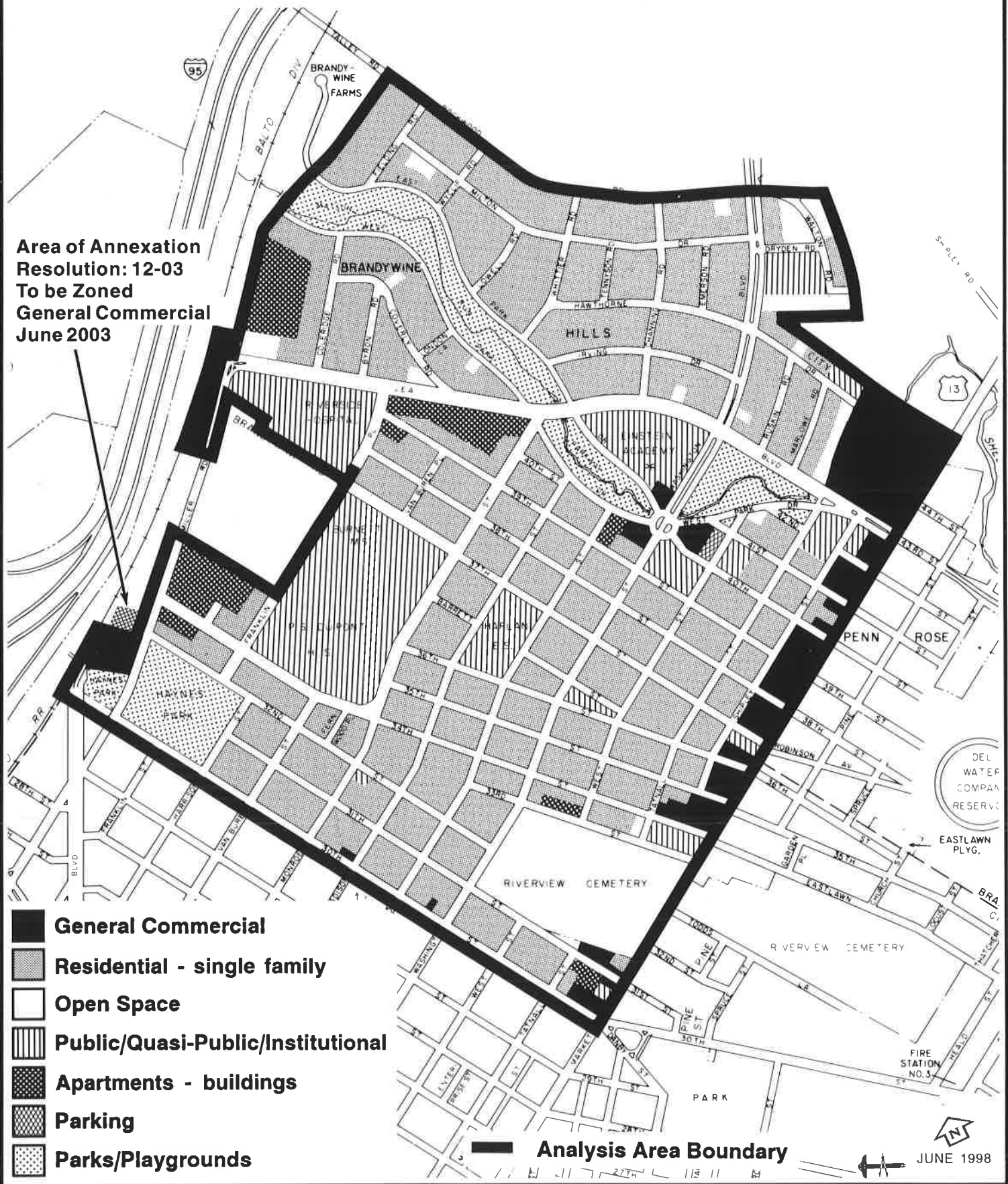
**Area of Annexation
Resolution: 12-03
June 2003**

2

Analysis Area Boundary

MAP B NORTHWEST ANALYSIS AREA Current Land Use

**Area of Annexation
Resolution: 12-03
To be Zoned
General Commercial
June 2003**

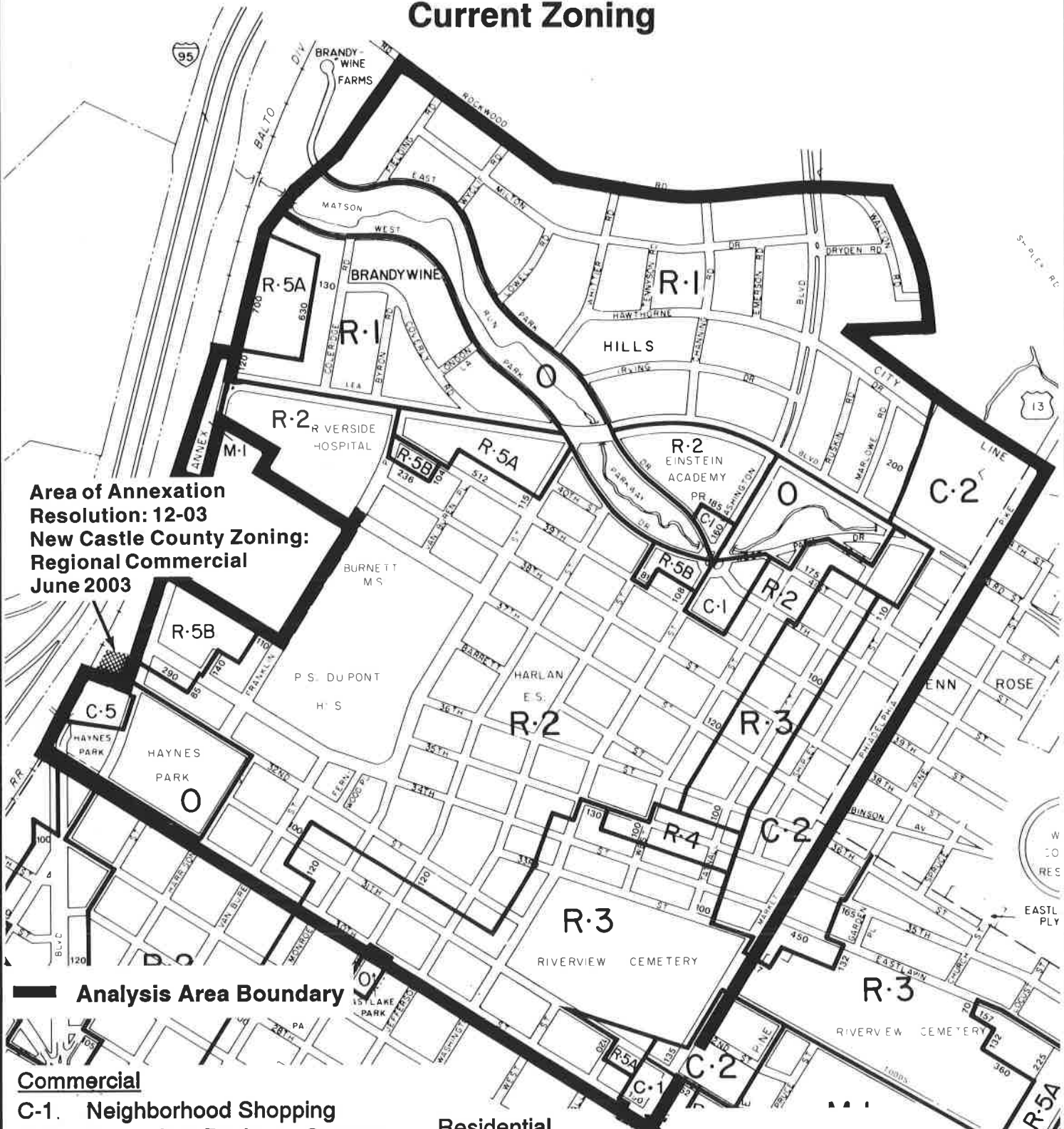


Analysis Area Boundary

MAP C

NORTHWEST ANALYSIS AREA

Current Zoning



**Area of Annexation
Resolution: 12-03
New Castle County Zoning:
Regional Commercial
June 2003**

Analysis Area Boundary

Commercial

- C-1. Neighborhood Shopping
- C-2. Secondary Business Centers
- C-5. Heavy Commercial

Manufacturing and Industrial

- M-1. Light Manufacturing

Special Purpose



- O. Open Space

Residential

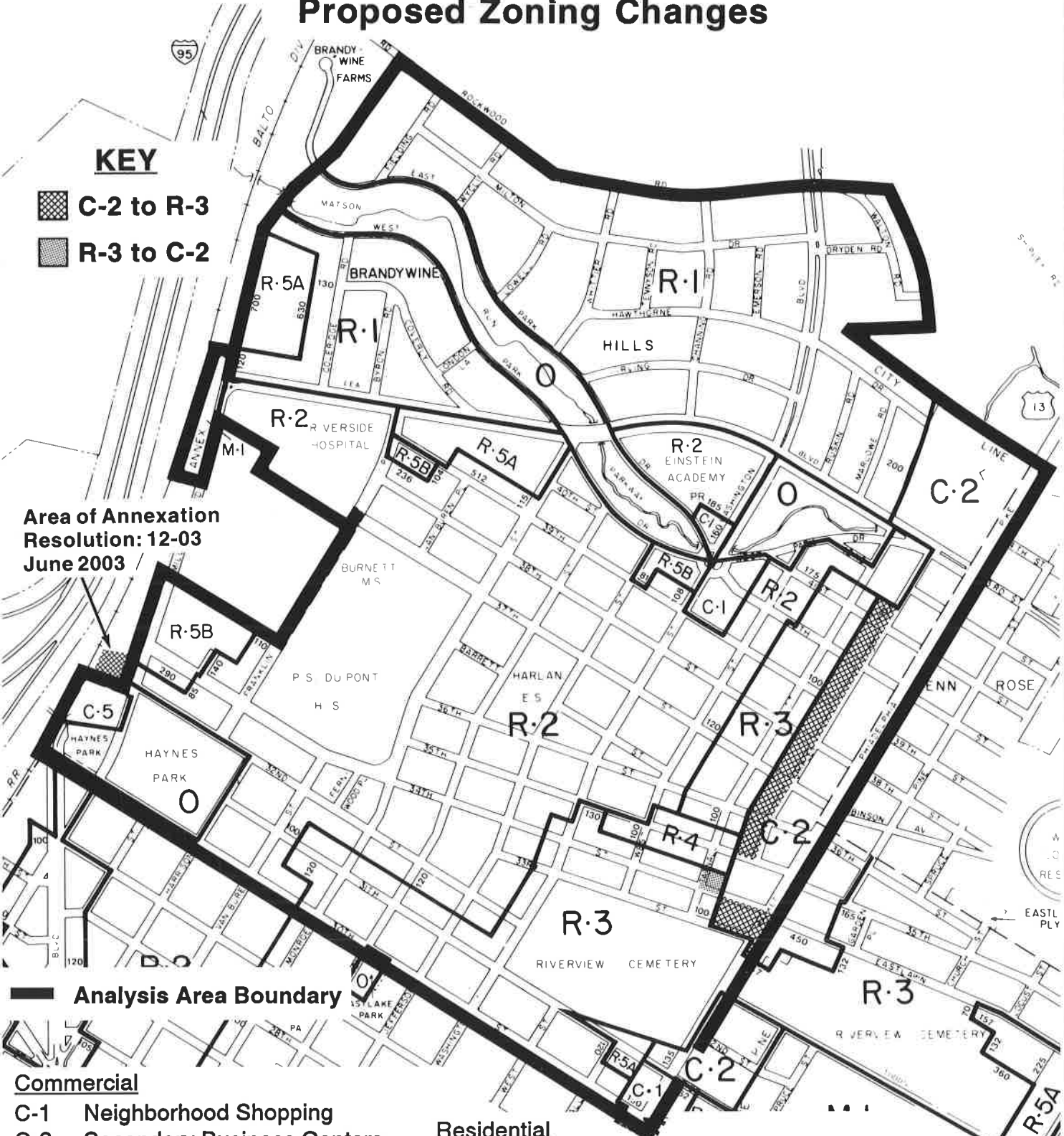
- R-1. One Family Detached Dwellings
- R-2. One Family Semi-Detached Dwellings
- R-3. One Family Row Houses
- R-4. Row Houses with Conversions
- R-5A. Apartment Houses (Low Density)
- R-5B. Apartment Houses (Medium Density)

MAP D-1 NORTHWEST ANALYSIS AREA Proposed Zoning Changes

KEY

-  C-2 to R-3
-  R-3 to C-2

Area of Annexation
Resolution: 12-03
June 2003



 Analysis Area Boundary

Commercial

- C-1 Neighborhood Shopping
- C-2 Secondary Business Centers
- C-5 Heavy Commercial

Manufacturing and Industrial

- M-1 Light Manufacturing

Special Purpose

- O Open Space

Residential

- R-1 One Family Detached Dwellings
- R-2 One Family Semi-Detached Dwellings
- R-3 One Family Row Houses
- R-4 Row Houses with Conversions
- R-5A Apartment Houses (Low Density)
- R-5B Apartment Houses (Medium Density)

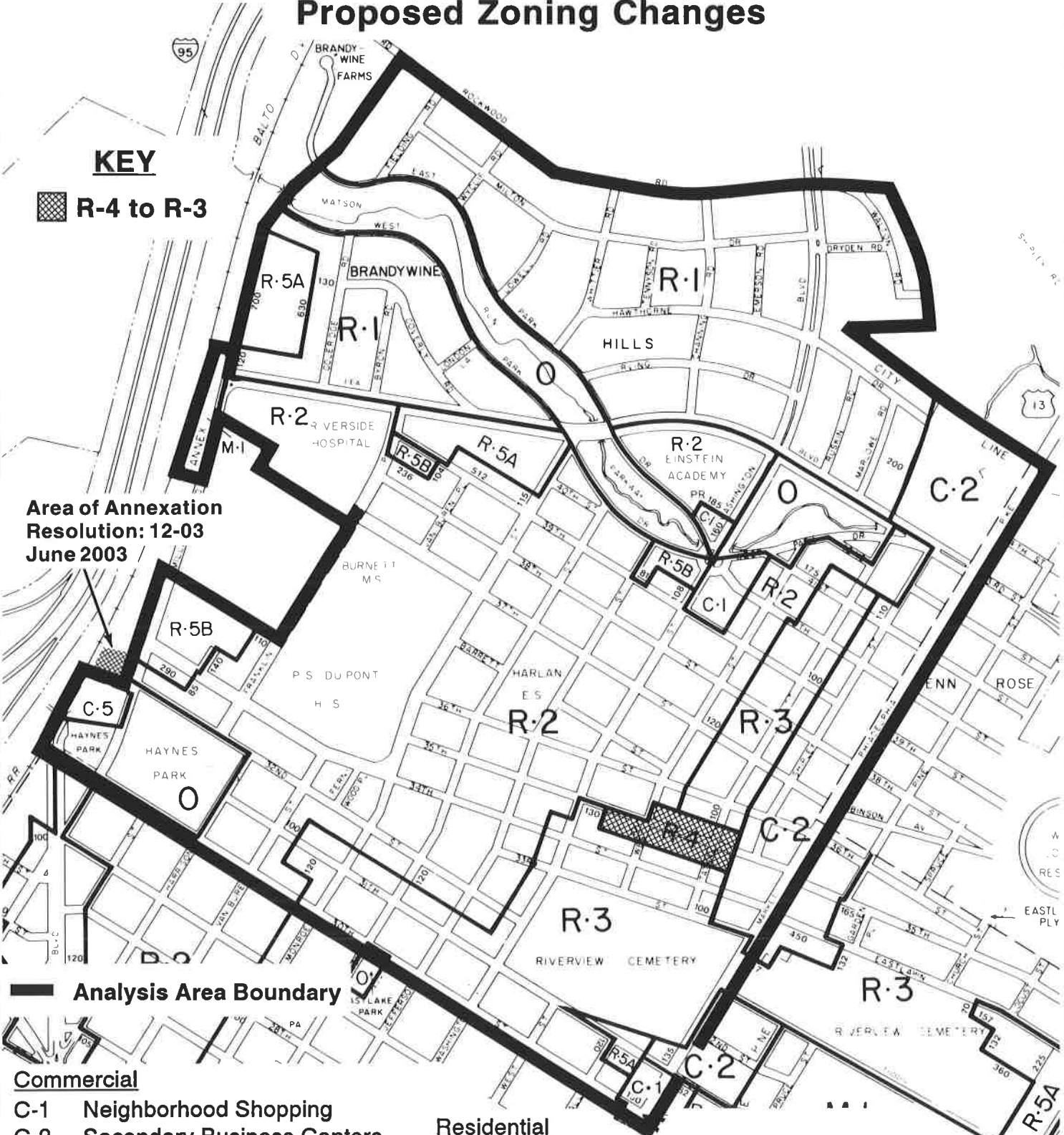
OCTOBER 1998

MAP D-2 NORTHWEST ANALYSIS AREA Proposed Zoning Changes

KEY

 R-4 to R-3

Area of Annexation
Resolution: 12-03
June 2003



 Analysis Area Boundary

Commercial

- C-1 Neighborhood Shopping
- C-2 Secondary Business Centers
- C-5 Heavy Commercial

Manufacturing and Industrial

- M-1 Light Manufacturing

Special Purpose

- O Open Space





Residential

- R-1 One Family Detached Dwellings
- R-2 One Family Semi-Detached Dwellings
- R-3 One Family Row Houses
- R-4 Row Houses with Conversions
- R-5A Apartment Houses (Low Density)
- R-5B Apartment Houses (Medium Density)

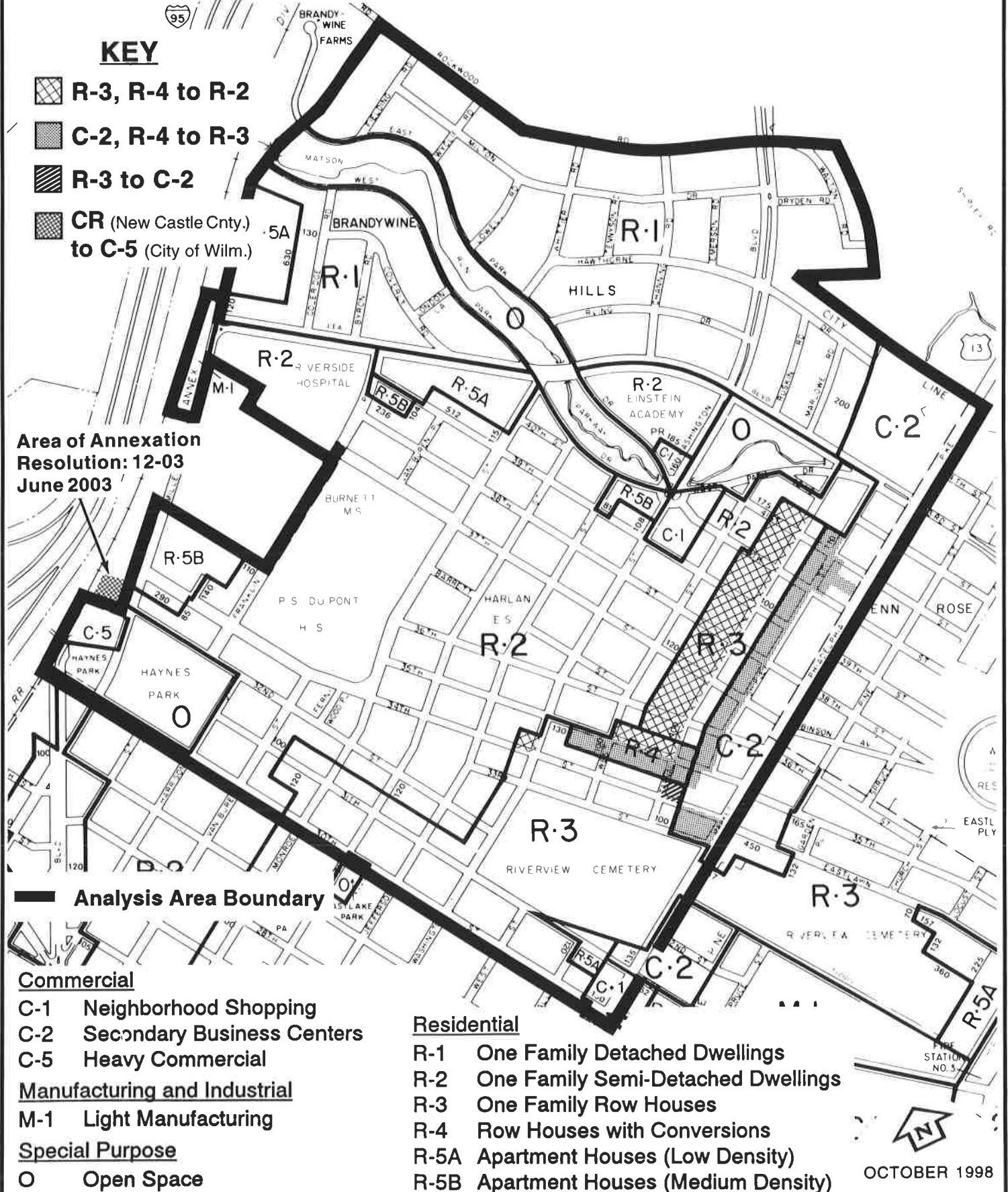
OCTOBER 1998

MAP D-3 NORTHWEST ANALYSIS AREA Proposed Zoning Changes

KEY

-  R-3, R-4 to R-2
-  C-2, R-4 to R-3
-  R-3 to C-2
-  CR (New Castle Cnty.)
to C-5 (City of Wilm.)

Area of Annexation
Resolution: 12-03
June 2003



 Analysis Area Boundary

Commercial

- C-1 Neighborhood Shopping
- C-2 Secondary Business Centers
- C-5 Heavy Commercial

Manufacturing and Industrial

- M-1 Light Manufacturing

Special Purpose

- O Open Space

Residential

- R-1 One Family Detached Dwellings
- R-2 One Family Semi-Detached Dwellings
- R-3 One Family Row Houses
- R-4 Row Houses with Conversions
- R-5A Apartment Houses (Low Density)
- R-5B Apartment Houses (Medium Density)

OCTOBER 1998

MAP D-4 NORTHWEST ANALYSIS AREA Proposed Zoning Changes

KEY

 R-3 to R-2

**Area of Annexation
Resolution: 12-03
June 2003**

 Analysis Area Boundary

Commercial

- C-1 Neighborhood Shopping
- C-2 Secondary Business Centers
- C-5 Heavy Commercial

Manufacturing and Industrial

- M-1 Light Manufacturing

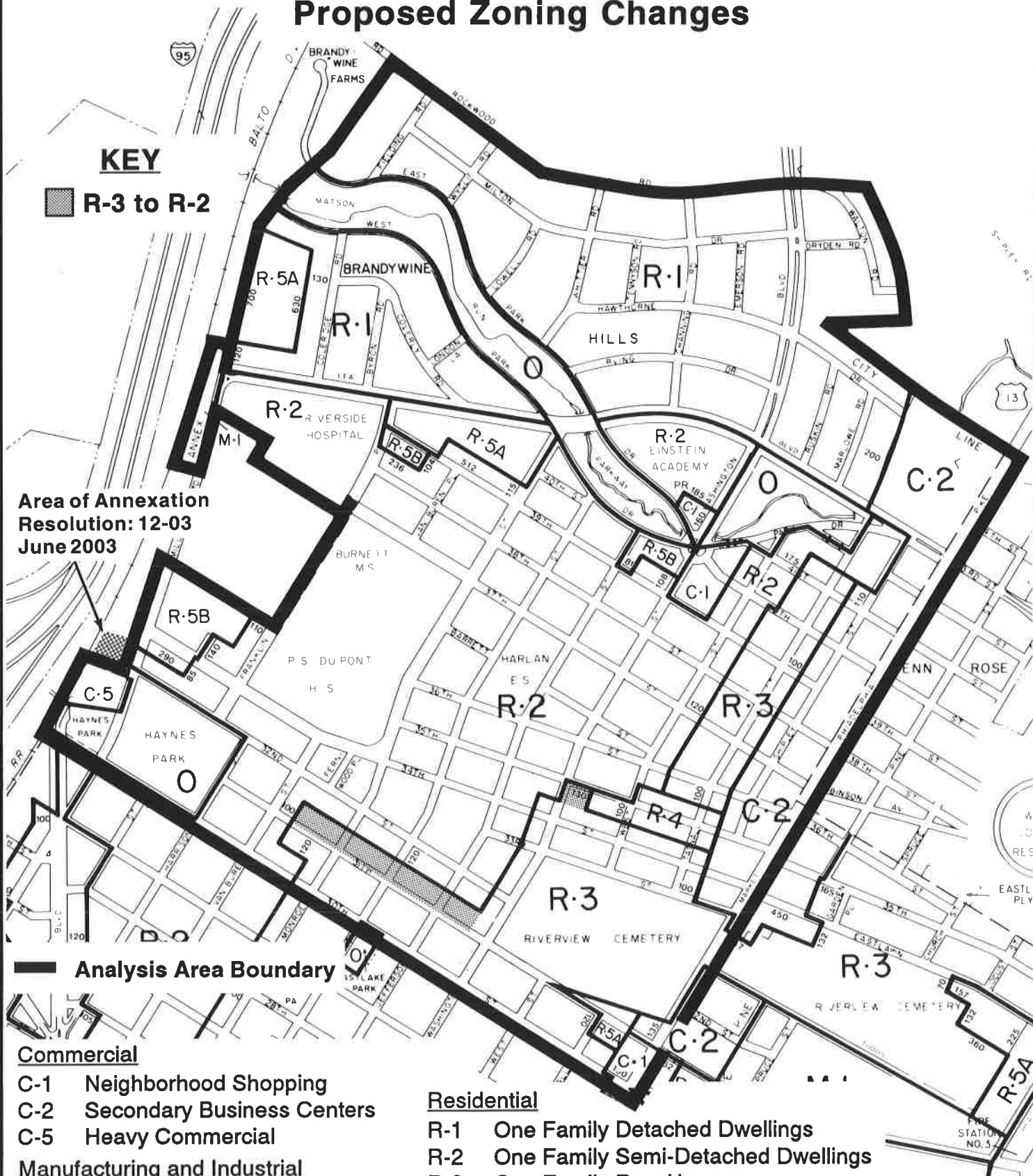
Special Purpose

- O Open Space

Residential

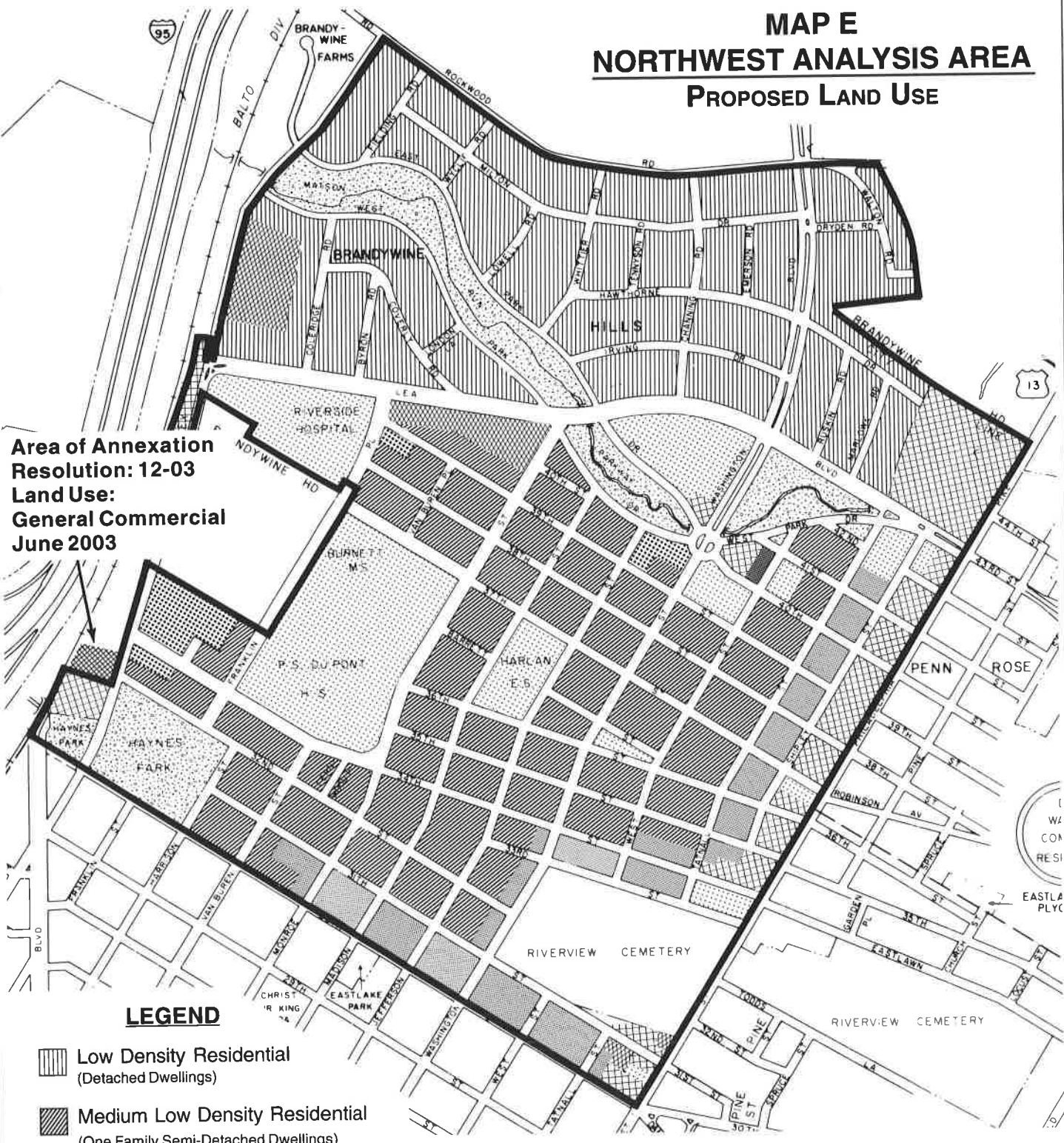
- R-1 One Family Detached Dwellings
- R-2 One Family Semi-Detached Dwellings
- R-3 One Family Row Houses
- R-4 Row Houses with Conversions
- R-5A Apartment Houses (Low Density)
- R-5B Apartment Houses (Medium Density)

OCTOBER 1998












MAP E NORTHWEST ANALYSIS AREA PROPOSED LAND USE

**Area of Annexation
Resolution: 12-03
Land Use:
General Commercial
June 2003**



LEGEND

-  Low Density Residential (Detached Dwellings)
-  Medium Low Density Residential (One Family Semi-Detached Dwellings)
-  Medium Density Residential (Row Houses)
-  Low Density Residential (Apartment Houses R-5A)
-  Medium Density Residential (Apartment Houses R5-B)
-  General Commercial
-  Public/Quasi-Public/Institutional
-  Parking
-  Open Space/Parkland

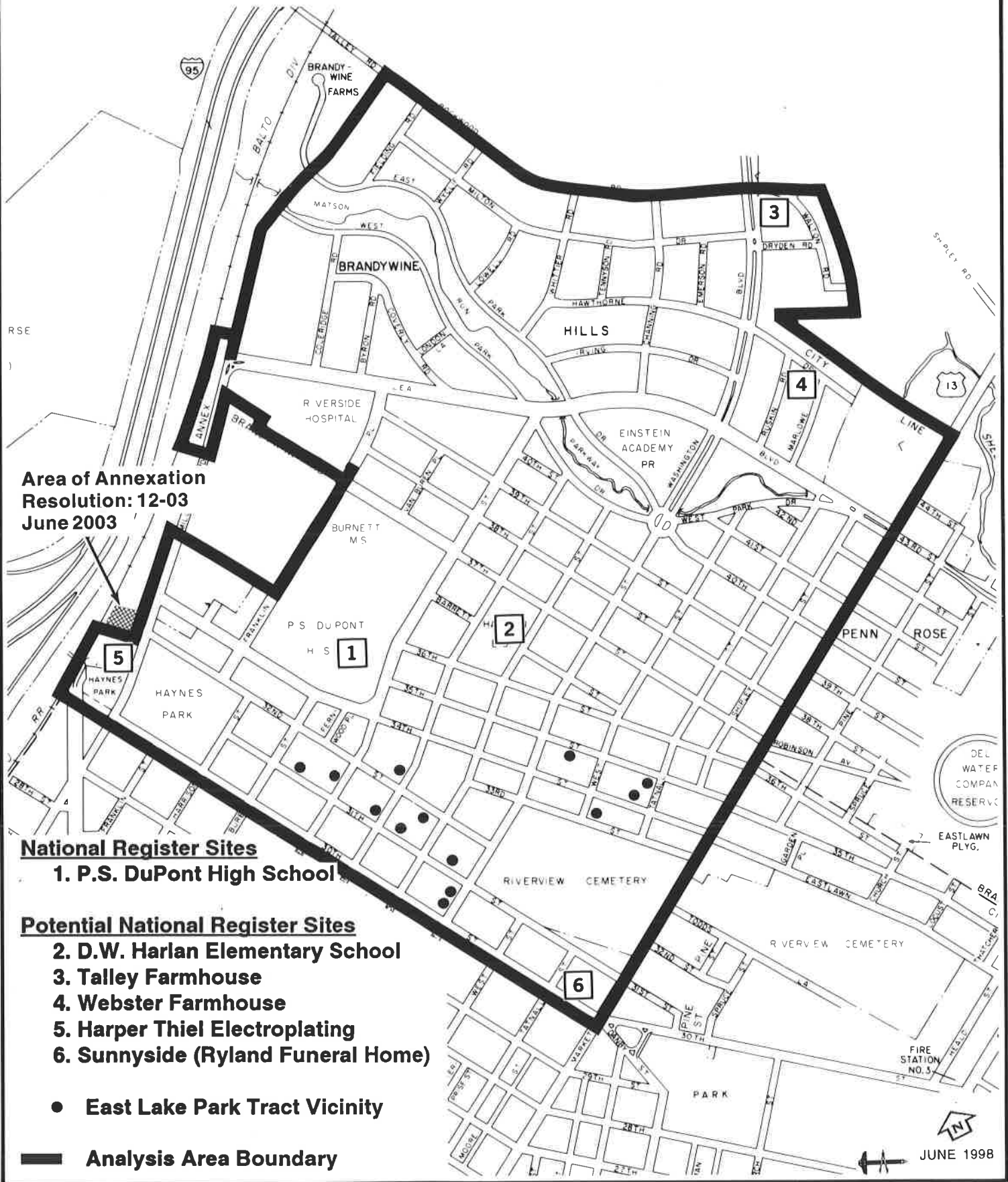


NOVEMBER 1998

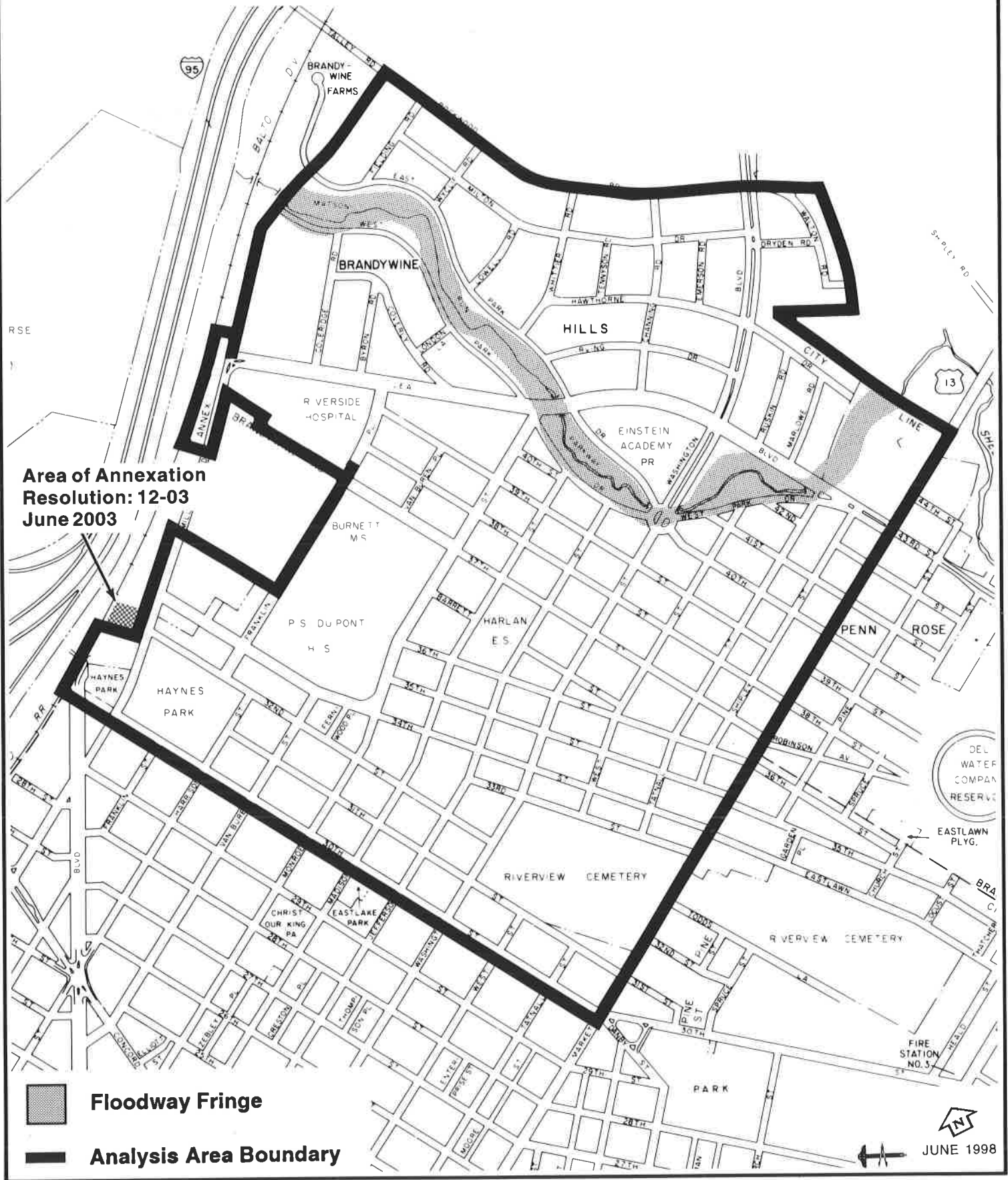
MAP F

NORTHWEST ANALYSIS AREA

Historical and Cultural Resources



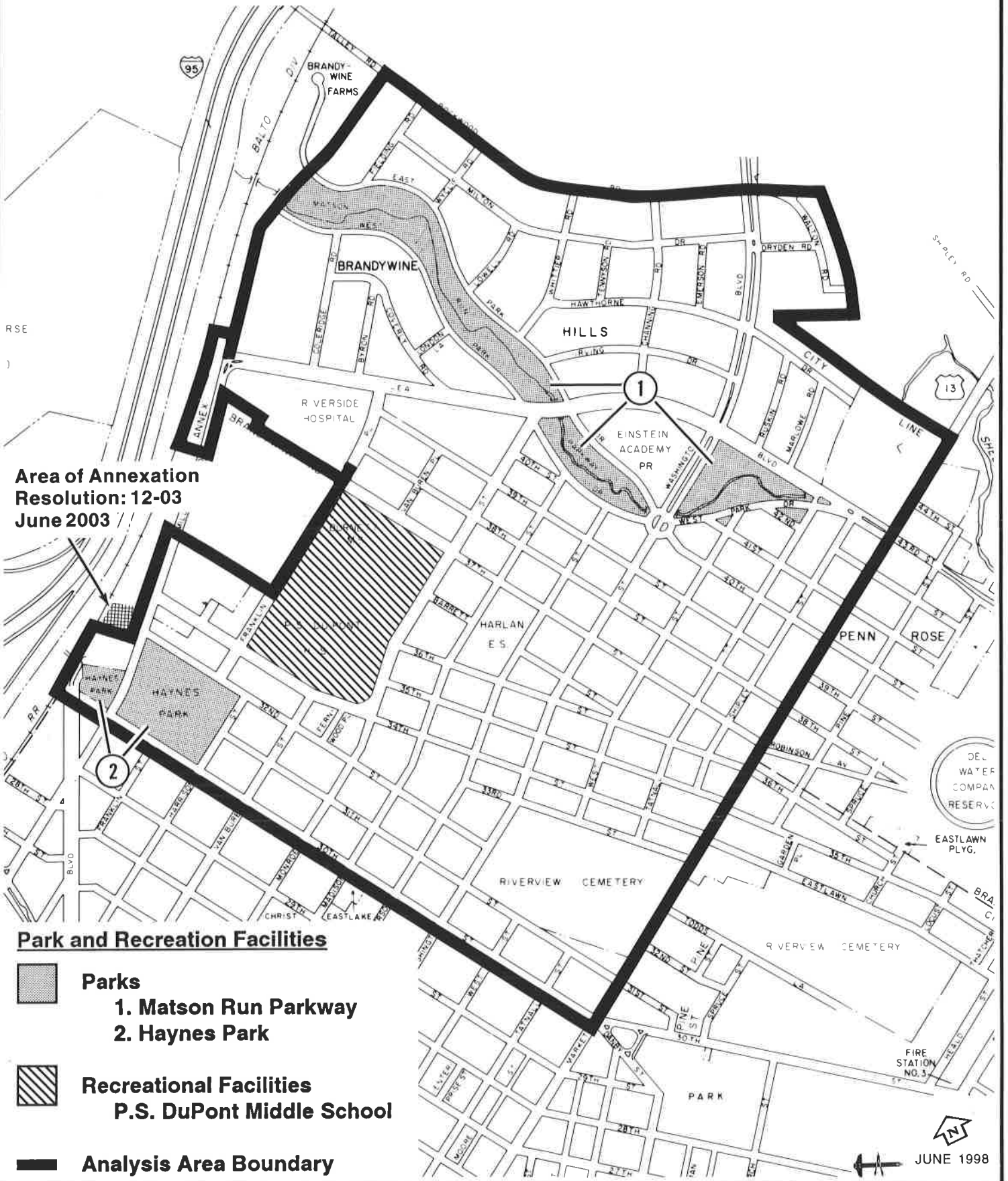
MAP G NORTHWEST ANALYSIS AREA Floodplain



MAP H

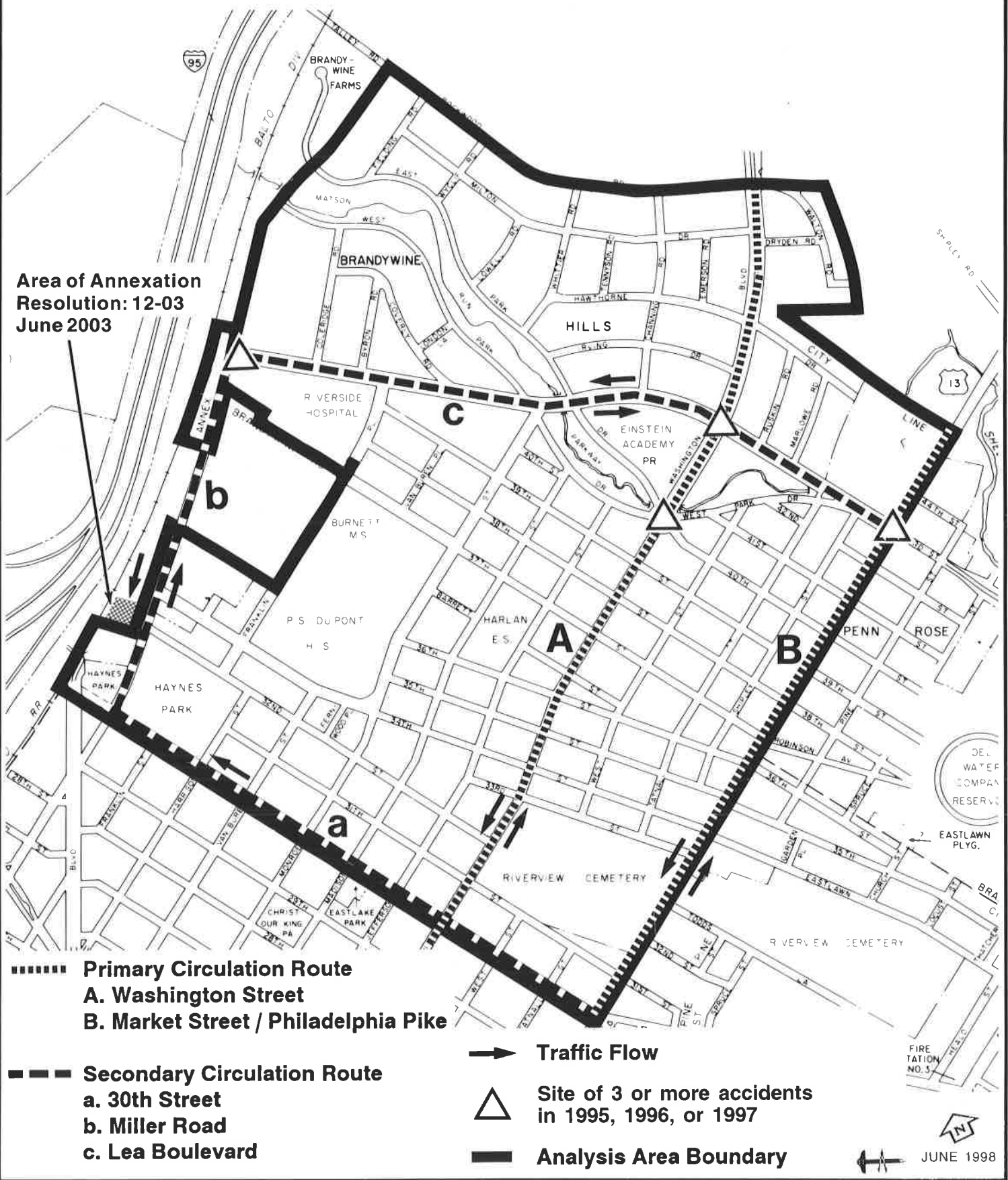
NORTHWEST ANALYSIS AREA

Parks and Recreational Facilities



MAP I NORTHWEST ANALYSIS AREA Major Thoroughfares and Intersection Accident Sites

Area of Annexation
Resolution: 12-03
June 2003



MAP J

NORTHWEST ANALYSIS AREA

Bus Service Areas

Area of Annexation
Resolution: 12-03
June 2003

