

**NEIGHBORHOOD COMPREHENSIVE DEVELOPMENT PLAN
FOR SOUTHWEST WILMINGTON**

Census Tract 24 and Part of Census Tract 122

**Department of Planning & Development
City of Wilmington**

July 1991

This Comprehensive Plan replaces the Neighborhood Land Use Plan for the Southwest Analysis Area, which was adopted by the City Planning Commission in 1959.

Recommended by:
City Planning Commission
Resolution 16-91
July 16, 1991

Adopted by:
City Council
Resolution 91-088
August 15, 1991

Revised to include amendments to the Proposed Land Use Plan (Map D) changing the proposed land use for Areas 4 and 11 to General Commercial:

Recommended by:
City Planning Commission
Resolution 23-91
November 19, 1991

Adopted by:
City Council
Resolution 91-141
December 5, 1991

Revised to include an amendment to the Proposed Land Use Map (Map D) changing the proposed land use for a parcel from "Heavy Commercial" to "Medium Density Residential," and an amendment to the Areas with Proposed Zoning Changes Map (Map E) changing the zoning of the same parcel from C-5 (Heavy Commercial) to R-3 (One-Family Row Houses):

Recommended by:
City Planning Commission
Resolution 11-16
August 16, 2016

Adopted by:
City Council
Resolution 16-049
November 17, 2016

Revised to include amendments to Maps A through J to include territory proposed for annexation in the City of Wilmington corporate limits, and to specify medium density residential land use and R-3 (One-Family Row Houses) zoning for the site:

Recommended by:
City Planning Commission
Resolution 6-17
August 15, 2017

Adopted by:
City Council
Resolution 17-068
September 21, 2017

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SOUTHWEST COMPREHENSIVE DEVELOPMENT PLAN

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SOUTHWEST ANALYSIS AREA

I. Introduction

The Comprehensive Development Plan for the City of Wilmington is a long-range planning tool for guiding growth and development over the next twenty years. It consists of one Citywide land use plan and thirteen neighborhood plans addressing individual analysis areas or planning districts.

This portion of the City's Comprehensive Development Plan establishes the goals and priorities for long-term land use planning in the Southwest Analysis Area. The Plan was prepared by the Office of Planning following a series of public meetings and was recommended by the City Planning Commission for adoption by City Council to replace the original plan, first developed in 1959. The boundaries of the Southwest Analysis Area, the current land use patterns and the current zoning are also included on Maps A, B, and C, respectively.

Following the collection of up-to-date demographic information for the Southwest, a Neighborhood Notebook was compiled by the Office of Planning. The notebook provides the basis for the decisions and policy goals that are outlined in the Comprehensive Plan. The Plan was then presented to the community through a series of public meetings at intermittent stages; this has allowed for community input throughout the process and discussion of alternatives for land use and zoning. Community leaders and affected property owners have been notified of the Plan's progress and related meeting times through regular mailings. City Planning Commission and City Council also held public hearings to facilitate further public review and comment on the draft document.

II. General Characteristics of the Area

A. Description

The Southwest Analysis Area (henceforth to be referred to as the Southwest) has the same boundaries as Census Tract 24 and is located to the south and west of the central business district (see Map A). The 0.6 square mile area is almost fully developed with a mix of residential, secondary business, heavy commercial and light manufacturing uses (see Map B).

The area's growth began in the mid-1800s with the industrialization of the blocks between Greenhill Avenue and the railroad tracks by a leather tanning enterprise. The population continued to grow as the local workforce expanded and residential growth within the incorporated City expanded beyond its original boundaries. Workers' row housing can be seen throughout the analysis area dating from this period of intense growth.

At the same time, the blocks along the railroad tracks became established for commercial and manufacturing uses. Several of the buildings from these early commercial enterprises remain although they have been altered and retrofitted for new uses. The influence of the shipbuilding industry along the Christina River, which was extensive during both world wars, resulted in the growth of planned communities of workers' housing as well.

Two early planned residential communities within the Southwest area are Union Park Gardens and Woodlawn Flats. Built in the early 20th century, they set the trend for methodical, residential development in the Southwest. In the 1950s, single-family residential development filled in blocks on the western edge of the area, and in recent years there has been a significant increase in the construction of in-fill residential housing in the area bordering the Porky Oliver Golf Course.

B. Demographics

1. Population

The population trends in the Southwest have roughly mirrored those of the City as a whole. In the 10 years between 1970 and 1980, there was a significant decrease in the population of both the Southwest and the City (13.6% and 12.7%, respectively). In 1980, the population of the Southwest was 4,491. Over the next ten years, the Southwest population increased by only 18 people (1.0%), leaving the area with a 1990 population of 4,509. This increase is in keeping with the 1990 Census data for the entire City, which shows a 1.9% increase in Citywide population between 1980 and 1990.

The 1980 Census figures for minority population in the Southwest indicate that 75.8% of the population was white and 24.2% was minority, reflecting a minor shift in population from 1970 when 87.0% of the population was white and 13.0% was minority. 1990 Census data shows that 67.0% of the Southwest population is now white, while 33.0% is minority.

2. Labor Force

In 1985 there were 1,662 individuals in the labor force (persons 16 years of age and older) reflecting a decrease of 29.0% from 1970 when there were 2,329 individuals. This may be partially explained by the 13.6% decrease in the area's population, from 5,200 residents in 1970 to 4,491 residents in 1980. Of the 1985 workforce, 1,545 individuals were employed and 117, or 7.0%, of the workforce was unemployed. This is only somewhat higher than the Citywide unemployment figure of 6.2% in 1985.

The major occupations in the Southwest in 1985 included retail (23.2%), professional services (22.9%), business services (16.0%) and construction (15.6%).

3. Income

In 1980, the mean (average) household income in the Southwest was \$16,933, which was 3.5% higher than the Citywide average of \$11,695. Averages can sometimes be misleading due to extremely high or low incomes of a few households. The median income, which is often a more accurate measure, reflects the number in the middle of the entire range of incomes for all households in the Southwest. The median income figure of \$13,355 indicates that 50% of the households in the area have an income of less than \$13,355, while 50% of the households have incomes above that level.

Between 1970 and 1980, the number of families in the Southwest living at or below the poverty level increased from 5.4% to 7.7% as compared to the much higher Citywide rate, which rose from 16.0% in 1970 to 20.2% in 1980. Poverty level is a federally-defined income threshold that varies by size of family, number of children, and age of the family householder.

4. Housing

In 1980, there were 1,961 housing units in the Southwest, with only 88 vacant units, resulting in a vacancy rate of 4.5%. This compared favorably with the 1980 Citywide vacancy rate of 11.7%. In the years since 1980, many of the vacant units have been rehabilitated, with only 5 vacant units remaining in the Southwest as determined by a 1989 survey by the Department of Licenses and Inspection.

Of the 1,961 housing units in 1980, 51.0% were owner-occupied and 49.0% were rental units. This is slightly higher than the Citywide rate for rental units (46.6%) which is attributable to Woodlawn Flats, an established neighborhood of rental housing administered through a trusteeship. Using population and housing unit counts, it can be estimated that an average household in the Southwest included 2.3 people.

5. Projections

Future population projections from the 1985 New Castle County Allocation Model estimated that the population in the Southwest would reach 4,763 in 1990; instead, 1990 census data shows it was 4,509. It is predicted that the population will grow to 4,783 in 1995 (an increase of 3.0% from 1985) and then decrease by 2.7% to 4,653 people in the year 2005. These projections, done in 1985, may be revised when the 1990 Census data is released in its final form.

III. Current Land Use and Zoning

A. The 1959 Land Use Plan

Current land use patterns in the Southwest (Neighborhood 13) have been influenced by the 1959 Land Use Plan which was prepared in conjunction with that of Neighborhood 11 so that all parts of the City located west of Union Street could be analyzed together. The text (excerpted from the 1959 plan) and the map which follow, reflect the 1959 Proposed Development Plan for the Southwest.

Residential Development

The area set aside for one-family detached or semi-detached dwellings includes the entire residential area of Neighborhood Eleven, the portion of Neighborhood Thirteen in the vicinity of Mack Park and north of the site of the new High School now under construction, and the small area south of Lancaster Avenue and west of the Baltimore and Ohio Railroad to conform with the county zoning of the adjoining area.

The major portions of Neighborhood Thirteen are designated as areas for row or group dwellings. These include all its residential areas east of the Baltimore and Ohio Railroad, a small area west of the railroad between Seventh and Ninth Streets, a fringe south of Seventh Street and east of Greenhill Avenue which borders the non-residential area surrounded by that neighborhood, and an area east of the High School site between Second and Fourth Streets. Row houses are now the predominant use in these areas but there are also a substantial number of semi-detached dwellings mingled with them.

The only area set aside for low-density apartments is a group of blocks on the north and east sides of Mack Park. The only area designated for high-density apartments is on the north side of Lancaster Avenue between Cleveland Avenue and the High School site. A portion of this area is already developed with apartments.

Community and Recreation Facilities

The recreation facilities now available in these two neighborhoods, when supplemented by the 123 acres recently given to the City by Mr. and Mrs. William F. du Pont and proposed for a public golf course (adjoining the City and shown as an existing park), appear quite adequate and no new ones are proposed. As in the neighborhoods between Adams and Union Streets, the residents have access to two of the City's large parks, Rockford Park on the north and Canby Park on the south. Small parks such as Stapler Park, Woodlawn Park, and Mack Park provide neighborhood playground and recreation facilities. Bancroft and Kentmere Parkways provide an attractive open space crossing both neighborhoods and tying together the large parks in the city.

Commercial and Industrial Uses

The only large commercial area in the Plan is on the north side of Lancaster Avenue between Hawley Street and Cleveland Avenue and along both sides of Greenhill Avenue to Fourth Street. This now contains a mixture of retail, storage, and light manufacturing uses.

Six other small commercial areas are shown. The west side of Union Street between Lancaster Avenue and Fourth Street forms a part of the important secondary business center in adjoining Neighborhood Four. The block bounded by Union, Eighth and Ninth Streets and Bancroft Parkway is influenced by the adjoining non-residential area. Other commercial sites are on Lancaster Avenue between Woodlawn and Rodman Streets, along the Baltimore and Ohio Railroad south of Woodlawn Park, on the north side of Union Street west of Canby Park, and on the west side of Rockford Road.

No industrial sites are shown within the neighborhood boundaries other than a corner of the Bancroft Mills property mentioned below. Figure 7 includes, however, proposed uses within two non-residential areas already described in the analysis of existing uses. One of these lies on both sides of the Baltimore and Ohio Railroad in the vicinity of its abandoned passenger terminal. It is shown as a wholesale and storage district, which is now its predominant use. A similar use extends into Neighborhood Eleven on the east side of Bancroft Parkway between Ninth and Eleventh Streets. The other non-residential area is surrounded by parts of Neighborhood Thirteen and is located on the west side of the Baltimore and Ohio Railroad. A portion of this is designated for light industry and the balance for wholesale and storage. Located between Neighborhood Eleven and Brandywine Creek is a light industrial area occupied by the Bancroft Mills.

1959 PROPOSED DEVELOPMENT PLAN

LEGEND

RESIDENTIAL

- ONE-FAMILY DETACHED OR SEMI-DETACHED DWELLING
- ROW OR GROUP DWELLING
- LOW-DENSITY APARTMENT
- HIGH-DENSITY APARTMENT

COMMERCIAL

- COMMERCIAL OR LOCAL SHOPPING AREA
- WHOLESALE AND STORAGE

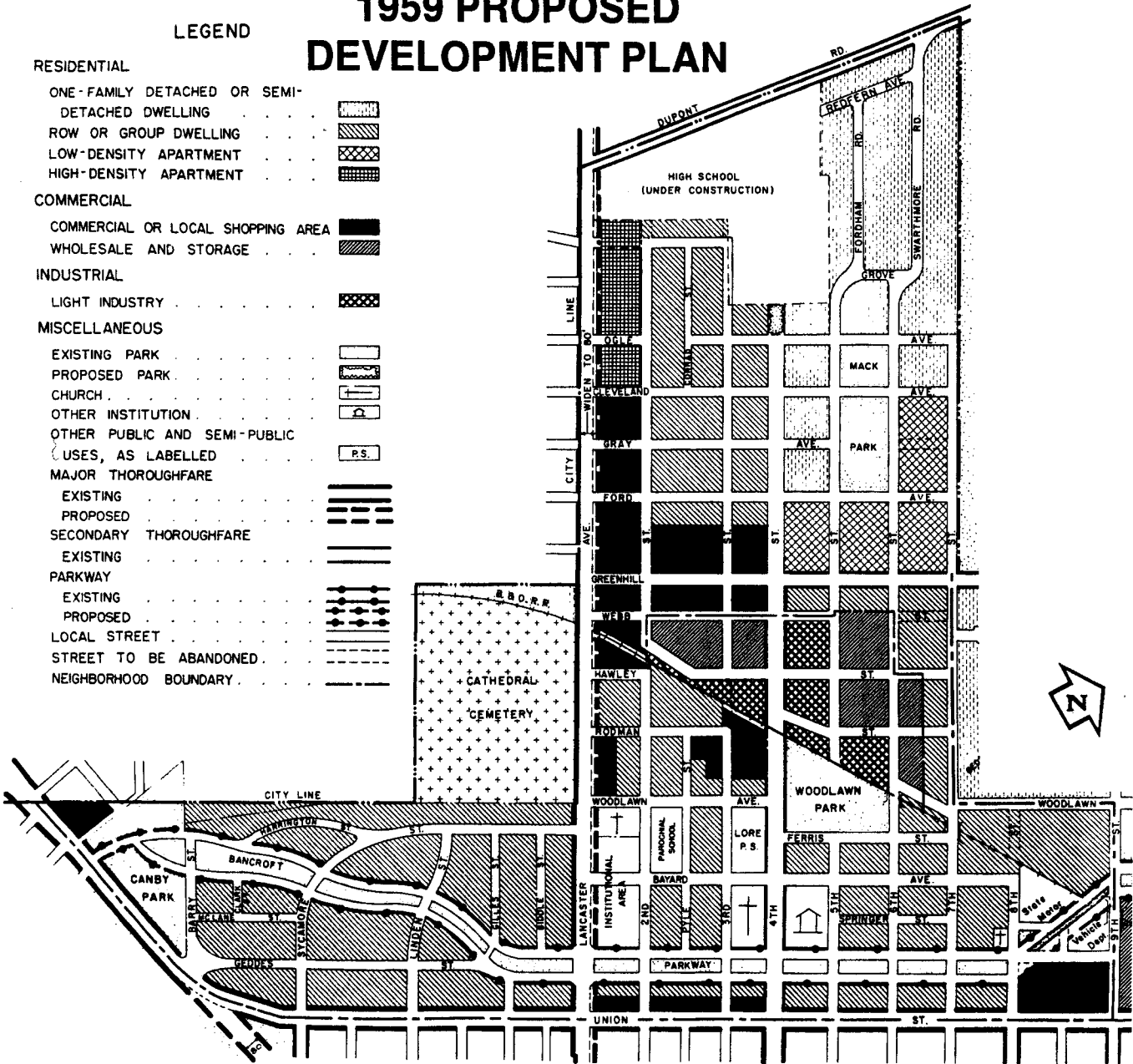
INDUSTRIAL

- LIGHT INDUSTRY

MISCELLANEOUS

- EXISTING PARK
- PROPOSED PARK
- CHURCH
- OTHER INSTITUTION
- OTHER PUBLIC AND SEMI-PUBLIC USES, AS LABELLED
- MAJOR THOROUGHFARE

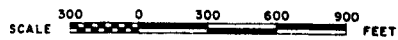
- EXISTING PARKWAY
- EXISTING LOCAL STREET
- PROPOSED LOCAL STREET
- STREET TO BE ABANDONED
- NEIGHBORHOOD BOUNDARY



CITY OF WILMINGTON, DEL.
 NEIGHBORHOODS WEST OF UNION STREET
 (RESIDENTIAL NEIGHBORHOOD 13)

Prepared for the
 WILMINGTON PLANNING COMMISSION

by
 HAROLD M. LEWIS
 Consulting Engineer & City Planner
 New York, N.Y.



MAY 4, 1959

B. Changes in Land Use Since 1959

A land use survey conducted in the Summer of 1990 by the Office of Planning, outlines the current land use patterns in the Southwest (Map B). Changes since the adoption of the first comprehensive plan for this area in 1959 include the following:

1. In 1959, Wilmington High School was in the initial phase of construction; it has since been completed.
2. The four blocks on the east side of Mack Park, which in 1959 were set aside for low-density apartments, have been zoned R-5B, which is a medium-density apartment designation allowing for the potential construction of 15-story buildings. The land, however, is fully developed with small-scale duplex apartments.
3. In 1959, three blocks along Lancaster Avenue between Cleveland Avenue and the Wilmington High School, were designated for high-density apartments. Instead, half of this area was zoned R-5B for medium-density apartments (between Ogle Avenue and Wilmington High School) while the other half was zoned C-2 for secondary commercial business use.
4. In 1959, the neighborhood had its own public elementary school, Lore Elementary School at Fourth Street and Woodlawn Avenue. Due to school consolidation and related programs, Lore School was vacated and later converted for use as retirement condominiums. This new use required that it be rezoned from R-3 to R-5-B to permit medium density residential use.
5. In 1959 Mr. & Mrs. William F. du Pont donated 123 acres located in the county, to the City government for the establishment of a public golf course just north of the Southwest Analysis Area. The golf course is now known as the Ed "Porky" Oliver Golf Course. Although it is owned by the City, it is beyond the incorporated City limits.
6. In 1959, the portion of Canby Park located at the southern tip of the Southwest Analysis Area was part of the City's park system. In 1967, it was sold to the Fraim Boys Club with deed restrictions requiring that it always be maintained for recreational use.
7. In 1959, the three blocks along Greenhill Avenue between Lancaster Avenue and Fourth Street were the only blocks along Greenhill targeted for commercial use; north of Fourth Street was proposed for residential use. Today, several rezonings have resulted in commercial land uses north of Fourth Street in addition to those commercial areas originally designated in 1959.

8. In 1959, the area on the south side of 7th Street between Greenhill Avenue and the B & O Railroad tracks was proposed for residential use. Half of this land is currently vacant, used for open storage, or is underutilized; the M-1 zoning on the property does not encourage the residential development as recommended in the 1959 Plan.
9. In 1959, areas immediately adjacent to the B & O Railroad were proposed for light industry and wholesale or storage uses. These uses have been developed through heavy commercial and light manufacturing zoning. However, the 1959 Plan also recommended that the area generally bounded by 2nd, 3rd, Woodlawn and Hawley Streets was to be designated for residential use. This goal has not been accomplished due to a 1967 zoning change which expanded the adjacent C-5 zoning district onto the north side of Second Street, allowing the encroachment of heavy commercial uses into this residential area.
10. The Little Sisters of the Poor building, once located at 4th Street and Bancroft Parkway, was demolished in the mid-1970s for the construction of approximately 30 single-family housing units within the original stone wall of the former building.

C. Current Land Use and Zoning

Land use patterns in the Southwest Analysis Area currently fall into five major categories (see Map B): residential, commercial, manufacturing, open space and vacant/under- utilized land. The corresponding zoning for these land uses is shown on Map C and are generally described below:

1. Residential Land Use

There are several established residential areas in the Southwest, each varying slightly in its density. Large areas of detached housing in the northwest corner border on compact neighborhoods of row and semidetached housing in the center of the analysis area. Union Park Gardens, to the south, features clustered row housing on a meandering green parkway, while rental row housing in the Woodlawn Flats area forms neat rows of identical units. The following paragraphs describe the residential classifications most commonly found in the Southwest.

a. Low Density Residential.

Low-density residential development includes uses designed for 0 to 20 persons or 0 to 8 dwelling units per net acre. Typical uses would include large detached dwellings. Typical zoning would include the R-1 classification (one family detached dwellings). An example of low density residential in the Southwest is Westmoreland.

b. Medium-Low Density Residential.

Medium-low density residential development includes uses designed for 20 to 50 persons per net acre or 8 to 20 dwelling units per net acre. Typical uses include semidetached, single-family dwellings. Typical zoning would include the R-2 classification (single family, semidetached housing). The only example in the Southwest of medium-low density is along Ninth Street facing Wawaset Park.

c. Medium Density Residential.

Medium density residential development includes uses designed to retain the general row house character of an area, allowing for 50 to 70 persons per net acre or 20 to 35 dwelling units per net acre. Typical uses include single-family row housing, small lot row houses, and row house apartment conversions with not more than two families per story.

Corresponding zoning would include R-3 and R-4 classifications. Examples in the Southwest include areas like Union Park Gardens, Woodlawn Flats and housing along Greenhill Avenue north of Fourth Street.

d. Medium-High Density Residential.

This residential development is designed to include medium-density elevator apartments with density and yard controls in place to assure that they could adjoin one-family neighborhoods with little adverse impact. Corresponding zoning would be the R-5-B classification.

Most residentially zoned properties in the Southwest have been fully developed with housing, with the exception of only a few vacant lots. Three blocks along the north side of Sixth Street, which border on the City line and the Porky Oliver Golf Course, have been subdivided in the last five years for row housing, condominiums and detached dwellings.

2. Commercial Land Use

The development of commercial uses in the Southwest has taken place primarily along the area's major thoroughfares and adjacent to the railroad tracks. Below are descriptions of the prevalent commercial land use classifications.

a. General Commercial.

General commercial uses provide ordinary shopping and business needs and can be found in secondary business centers (C-2 zones) which are designed to serve large segments of the population. They are generally located along major thoroughfares and the uses include general retail, restaurants and business offices. In the Southwest, this type of commercial use can be found along Lancaster Avenue, Greenhill Avenue and portions of Union Street.

b. Heavy Commercial.

These uses involve wholesaling and warehousing activities that are allowed under the corresponding C-5 zoning. Typical uses include storage yards, auto sales, repair, parts and salvage operations, lumber yards, truck terminals and construction equipment storage. In the Southwest, these uses are found clustered in the area along the B & O Railroad tracks between Ford, Woodlawn and Lancaster Avenues and 4th Street.

3. Manufacturing Land Use

The following provides a description of the only manufacturing land use classification found in the Southwest.

Light Manufacturing.

This land use includes operations which involve assembly and fabrication, and generally produce no noticeable external affects because the uses are subject to performance standards. They are restricted to low density developments on large sites with suitable landscaping, which can be operated in a clean, quiet manner. Typical zoning would be M-1 (light manufacturing).

4. Open Space Land Use

Open space is generally classified as land which has been dedicated for the use and enjoyment of the public for recreational purposes. It also serves to provide permanent light and air to surrounding developments. Uses include parks, playgrounds and ball fields.

Landscaped open space is often incorporated into boulevards and parkways. Typically, these areas are zoned O, open space. In the Southwest, examples of open space uses include Mack Park, Woodlawn Park and Bancroft Parkway. The Fraim Boys Club, which is also zoned as open space, was once part of Canby Park and by deed restriction must remain dedicated for recreational purposes.

5. Vacant/Underutilized Land Use

There are very few parcels in the Southwest that remain vacant or undeveloped. However, one property that is currently underutilized is located south of 7th Street between Hawley Street and Woodlawn Avenue.

It currently serves as open storage and is zoned M-1. A second site containing a vacant warehouse in the block bounded by 2nd, 3rd, Greenhill Avenue and Webb Streets is currently underutilized. Very few residential properties fall into this category; as of 1989, only five units of housing in the Southwest were identified as vacant.

IV. Proposed Land Use and Zoning

A. Land Use Issues

In evaluating the Southwest Analysis Area and determining the goals for a long-term land use plan, the following strengths and weaknesses were taken into account.

Strengths:

- Cohesive residential areas; stable population and high quality of life.
- Adequate parks and open space and recreational amenities.
- Unique blend of residential and commercial areas for local employment and retail services.
- Adequate thoroughfares and traffic circulation patterns.

Weaknesses:

- Formerly deemed a manufacturing/heavy commercial area, the corridor along the railroad tracks and Greenhill Avenue retain some fairly intensive zoning and land uses; these uses are generally incompatible with residential land uses in the vicinity without adequate buffers.
- Railroad tracks bisect the area, separating the neighborhood with only a few east-west vehicular routes; railroad results in high level of noise as well.
- Presence of the Motor Vehicles Inspection lanes generates large amounts of traffic in residential neighborhoods and complicates residential parking patterns.
- Success of Union Street as a commercial corridor has had some adverse impact on traffic and is not always compatible with adjacent residential development due to unlimited hours of operation, increased traffic and on-street parking along residential streets.
- Intensity of commercial development along Lancaster Avenue and Greenhill Avenue has resulted in increased traffic and congestion, with the potential to adversely impact adjacent residential areas.

B. Zoning Recommendations

Based on these strengths and weaknesses and meetings with the Southwest community, recommendations for land use changes were developed and are shown on Map D.

In order to implement the proposed land use plan for the Southwest, the following zoning changes are recommended for the ten areas shown on Map E and described below. (The numbers below correspond with those used to identify the sites on Map E.)

Area 1: Greenhill Residential

Blocks generally bounded by Greenhill and Ford Avenues, Fourth and Seventh Streets. Currently zoned R-5-B for medium density apartments. Proposing a less intense residential zoning classification (R-4) to more appropriately reflect the scale and character of the existing duplex houses and facilitate the apartment uses within.

Area 2: Hawley Street Row Housing

Southern side of Seventh Street between Webb and Hawley Streets. Currently zoned R-5-B for medium density apartments. Proposing a less intense residential zone (R-3) to reflect the scale and character of the row housing in the block.

Area 3: Seventh and Rodman Streets

Blocks generally bounded by Hawley Street, Woodlawn Avenue, Fifth and Seventh Streets. Currently zoned M-1 for light manufacturing uses. Proposing a medium density residential zone (R-3) to protect and encourage the cohesive residential area remaining along Rodman Street and to encourage compatible future land uses on the vacant land along Seventh Street.

Area 4: Triangular Parcel along B&O Railroad

The Planning Office first proposed rezoning this small parcel along the railroad from C-2 to R-5-B to match the residential land uses and zoning in the area. City Planning Commission acknowledged that residential land use was a desirable goal for this site in the future; however, due to the small size and location of the parcel, the unlikely nature of residential development at this time, and the property owner's stated intention to use the lot for parking commercial vehicles, the Commission recommended that the area remain zoned C-2 for general commercial use. This Comprehensive Plan was amended accordingly (December 1991).

Area 5: Motor Vehicles Inspection Area

Block generally bounded by the B&O Railroad, Grant Avenue, Seventh and Eighth Streets. Currently zoned C-2 for secondary retail commercial uses. Proposing a medium density residential zone (R-4) to lessen the intensity of future development and to better relate future uses on this block to the adjacent residential districts.

Area 6: Grant Avenue Residential

The eastern side of Grant Avenue between Eighth and Ninth Streets. Currently zoned C-2 for general commercial use. Proposing a medium density residential zone (R-3) to better reflect the scale and character of the current residential uses there.

Area 7: Second Street Residential

The northern side of Second Street between Hawley Street and Woodlawn Avenue. Currently zoned C-5 for heavy commercial uses. Proposing a medium density residential zone (R-3) on the northern side of Second Street to match the scale and character of the southern side of the street, as well as to provide effective controls for new development on vacant lots.

Area 8: Union Street

Miscellaneous sites along the western side of Union Street. Currently zoned C-1 (neighborhood shopping) and C-2 (secondary commercial business centers). Proposing a medium density residential zone (R-3) to reflect the scale of the row housing currently on the lots and to protect the residential character of adjacent properties as well.

Areas 9 & 10: Greenhill Avenue Commercial

Both sides of Greenhill Avenue between Second and Third Streets; the east side of Greenhill Avenue between Third and Fifth Streets; both sides of Fourth Street between Greenhill Avenue and Hawley Street and the south side of Fourth between Hawley Street and the B&O Railroad. Currently zoned C-5 for heavy commercial use. Proposing to unify the uses along Greenhill Avenue and Fourth Street under one consistent commercial zoning classification (C-2). The current zoning allows for more land intensive uses than actually exists, suggesting that there is no longer a need for the heavy commercial zoning in an area that is now largely a secondary commercial business center.

Area 11: Third Street Properties

Three properties on the south side of Third Street between Ford and Greenhill Avenues. Currently zoned C-5 for heavy commercial uses. This area was not initially identified as one of the ten areas for rezoning in the text of the Southwest Comprehensive Development Plan (August 1991), however, the Proposed Land Use Plan indicated that the properties should be developed for medium density residential use. This R-3 rezoning recommendation was added as an eleventh area when the other rezoning proposals went before City Planning Commission. However, based on the stated intention of the property owner to use two of the three parcels in Area 11 for parking adjacent to his commercial business, and based on existing commercial land uses and zoning to the south and east of Area 11, City Planning Commission recommended that the area be rezoned to C-2 for general commercial use. This Comprehensive Plan was amended accordingly (December 1991).

V. Transportation and Thoroughfare Plan

The current Transportation and Thoroughfare Plan is shown on Map F. The overall circulation pattern for the Southwest is as follows:

A. Primary Circulation Routes

Lancaster Avenue and Union Streets are currently the Southwest's primary circulation routes; although located beyond the boundaries of the analysis area, Lincoln Street and Fourth Street (east of Union Street) are also primary circulation routes that serve, but are not within, the neighborhood.

Lancaster Avenue and Fourth Street travel east-west, leading traffic through the lower end of the City. Union Street travels south only, leading traffic out of the City onto Route 2 (Kirkwood Highway) while Lincoln Street (one block to the east) travels north only, leading traffic towards Pennsylvania Avenue. Union and Lincoln Streets are both State-maintained roads. The Long Range Transportation Plan for New Castle County does not anticipate an upgrade of either road in the next 20 years.

Problems - Public meetings with residents have indicated the following:

- Rush-hour traffic on Lancaster Avenue results in increased congestion in the Southwest area.
- The connection linking Fourth Street and Lancaster Avenue via Union Street is not well marked for traffic heading west along Fourth Street, resulting in truck traffic mistakenly taking secondary routes through the Southwest neighborhood.
- Parking considerations along Union Street need to be examined if expansion of commercial uses and related zoning changes are ever considered as changes to this Comprehensive Plan.

- The impact of traffic circulation along Union Street between Pennsylvania Avenue and Lancaster Avenue should be considered as the Bancroft Analysis Area plan is developed.

B. Secondary Circulation Routes

Secondary circulation routes currently include DuPont Road, Greenhill Avenue, and Fourth Street between Greenhill Avenue and Union Street. DuPont Road and Greenhill Avenue are north-south routes. Fourth Street, which travels east-west, serves as one of the few roadways crossing the B&O Railroad tracks and leading directly downtown. Over the past several years, Greenhill Avenue has experienced commercial development with retail services; these uses have resulted in some increased traffic but residents have not voiced concerns regarding existing traffic conditions along Greenhill Avenue.

Problems - Local residents have indicated the following:

- Motor Vehicle Inspection lanes have had an adverse impact on traffic circulation and increased parking problems during peak hours of operation.
- Trucks use Seventh Street to reach the service entries for commercial entities along Greenhill Avenue, resulting in damage to the sidewalks at the corner of Hawley and Seventh Streets. With the residential goals in mind for vacant lots along Seventh Street, re-routing truck traffic from Seventh Street should be considered.

C. Southwest Intersection Accident Report

Based on the City of Wilmington Traffic Division (Department of Public Works) records, when an intersection yields five or more accidents per year, it is analyzed to determine if structural or equipment-related causes are involved. Once problem areas are identified, they are prioritized for remedial action. Intersections within the Southwest where three or more accidents occurred in 1990 are shown on Map G. Intersections where five or more accidents occurred are listed below:

<u>Location</u>	<u># of Accidents 1990)</u>
Union Street at Second Street	(12)
Lancaster Avenue at Cleveland Avenue	(10)
Lancaster Avenue at Greenhill Avenue	(7)
Bancroft Pkwy. (East Dr. at Fourth St.	(6)
Union Street at Seventh Street	(6)
Lancaster Avenue at Gray Avenue	(5)
Union Street at Prospect Road	(5)

These intersections have been evaluated by the Traffic Division; the nature of the accidents and degree of signalization indicate that the accidents were not a result of inadequate equipment. No further improvements are anticipated for these intersections at present.

D. DART Bus Service

The Delaware Administration for Regional Transit (DART) operates four bus routes which serve the Southwest. These routes provide access to downtown Wilmington, Newark, Kirkwood Highway, and Governor Printz Boulevard, as well as connections to other points in Northern Delaware. These four routes are numbers 4, 6, 7, 8 and 18, and are shown on Map H. All areas more than 600 feet and 1,200 feet from a bus route have been identified on the map to indicate areas in which there may not be adequate service for Southwest residents.

VI. Parks and Recreation Plan

The Southwest Analysis Area has five public parks within or adjacent to its boundaries (see Map I). They are as follows:

1. Mack Park - 4.5 acre park at Sixth and Cleveland Avenues. Facilities include: one Little League field; one basketball court; 11 pieces of playground equipment; one spray slab; two horseshoe pits; and a pavilion.
2. Woodlawn Park - 3.7 acre park at Fourth and Ferris Streets. Facilities include: one regulation softball field; one basketball court; nine pieces of playground equipment; one spray slab; and two horseshoe pits.
3. Clarence Fraim Boys Club - 6.8 acre park and recreational facility on South Union Street. Facilities include: one piece of playground equipment; two tennis courts, and the Clarence Fraim Boys Club building.
4. Bancroft Parkway - 15.5 acre linear parkway running between Delaware Avenue and Canby Park. The grassy median is considered a passive recreational park.
5. Canby Park - 119 acre park bordering South Union Street, and partially in New Castle County. Facilities include: one regulation baseball field; five softball fields; one Little League field; two football/soccer fields; three basketball courts; two tennis courts; one swimming pool; and several pieces of play equipment.

The parks that are formally within the Southwest area provide one acre of parkland for every 196 persons living in the Southwest. When the portions of Canby Park, which are located in the County, are included in these calculations, the residents of the Southwest are provided with one acre of parkland for every 32 residents. There are no plans to add any new parks or expand the existing facilities. However, it was noted at one of the neighborhood meetings, that there should be more organized recreational programs providing year-round activities for younger residents.

VII. Utilities and Public Facilities

A. Public Schools

The Southwest Analysis Area is divided by Greenhill Avenue into two separate school assignments within the Red Clay Consolidated School District. Wilmington High School is the only Red Clay District school located within the boundaries of the Southwest. Shortlidge Elementary School is the only other Red Clay school located within the City of Wilmington serving the Southwest. Southwest students not attending either of the schools mentioned above, attend Red Clay schools outside the City limits. The school system serving the Southwest is adequate to meet the needs of the area's current and projected populations.

B. Water System

The Southwest water system is included in the Rockford High Service Zone which serves the western section of the City as well as its immediate unincorporated suburbs. In this system, water is pumped from Cool Spring Reservoir and Pumping Station to the Rockford and Greenhill Water Towers, which operate in tandem to supply the Rockford High Service Zone. At present, the City has an entitlement from the Delaware River Basin Commission to withdraw up to 65 million gallons per day (MGD) from the Brandywine Creek. On an average day the City currently withdraws 30 to 35 MGD.

On a Citywide basis and for the Southwest, this water system contains adequate facilities to serve existing and projected developments. System maintenance, rather than expansion, is currently a priority. During the fall of 1989, the 11th Street transmission line was thoroughly cleaned and relined between Greenhill Avenue and Union Street and the Pennsylvania Avenue transmission line was cleaned and relined in the Spring and Summer of 1990.

C. Sewer System

The sewer system in the Southwest Analysis Area is a combined storm drainage and sanitary system. This system empties into the Silverbrook Run Interceptor which carries the sewage to the pumping station located at 12th and Thatcher Streets. From there, it is pumped to the Cherry Island Regional Sewer Treatment Plant for processing. With proper maintenance, the sewer system is considered to be adequate for serving the present and projected needs of the Southwest neighborhood.

D. Police/Fire/Emergency Services

Police services are provided from the centrally-located Public Safety Building in downtown Wilmington. Effective July 15, under the City's Community Policing Program, a foot patrolman will be assigned full-time to police all areas west of Union Street; this is not limited to, but includes, the Southwest Analysis Area.

Overall, between 1986 and 1989, crime incidents for the Southwest increased for reported Part I crimes by 29% (which includes all crimes of violence and certain larceny crimes), while reported Part II crimes (which include minor crimes and traffic offenses) decreased by 25%. Reports of drug offenses also decreased by 16.7%, from 12 incidents in 1986 to 10 in 1989.

Fire protection services are provided by Station #6 at Third and Union Streets, which serves as the first alarm station for the Southwest. It is currently an engine company as the ladder truck was recently moved to Station #1 at Second and West Streets. If services are not available at Station #6, the call is forwarded to the closest available station. In 1989, Station #6 received and responded to 42 calls.

Ambulance service is dispatched Citywide by the Wilmington Fire Department and is provided by Professional Ambulance, a private paramedic contractor. If they are unable to respond, the call is referred to Rescue 2, the City's ambulance unit. In the event that Rescue 2 is not available, the call is then sent to the nearest volunteer fire station able to respond.

VIII. Related Plans for the Southwest

Cultural Resource Survey Evaluation

A cultural resource survey prepared in 1988, identifies previously listed and potentially eligible National Register sites and districts in the Southwest (see Map J). These include the following:

Listed Sites:

Former Lore Elementary School (the Lorelton) and Wawaset Apartments.

Potential Sites:

St. Thomas R. C. Church Complex; 2203 Lancaster Avenue; Silverbrook M.E. Church; and 2801-2805 West Fourth Street.

Potential Districts:

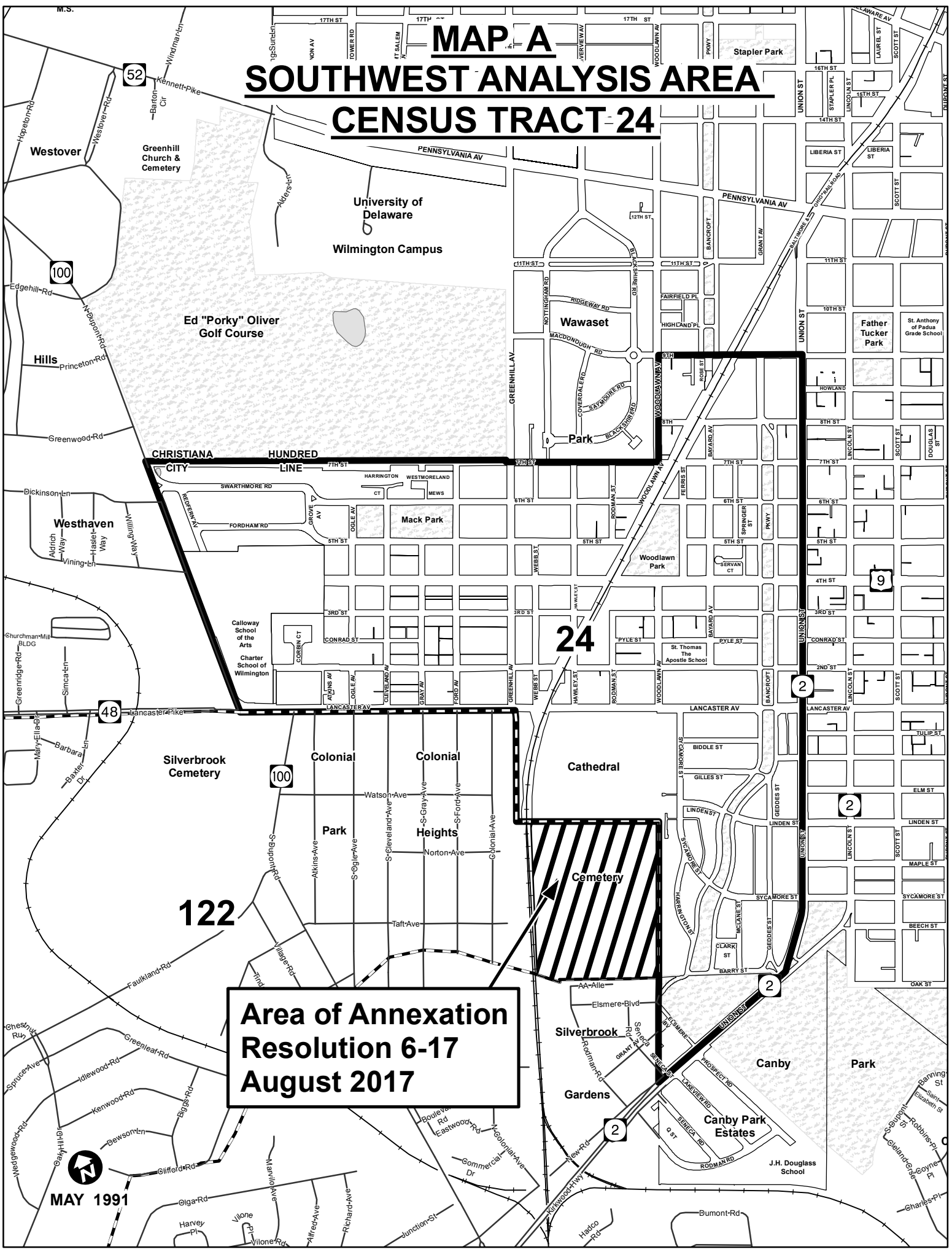
Woodlawn Flats; Union Park Gardens.

The continued emphasis on maintaining the cohesive residential portions of the Southwest Analysis Area is in keeping with the goals of maintaining the historic character of each of these historic sites and districts.

MAP A

SOUTHWEST ANALYSIS AREA

CENSUS TRACT 24



**Area of Annexation
Resolution 6-17
August 2017**

MAY 1991

University of Delaware

Wilmington Campus

MAP B

SOUTHWEST ANALYSIS AREA

CURRENT LAND USE

Ed "Porky" Oliver Golf Course

CHRISTIANA HUNDRED CITY LINE

Park

Mack Park

Woodlawn Park

Calloway School of the Arts
Charter School of Wilmington

St. Thomas The Apostle School

48

Lancaster Pike

Silverbrook Cemetery

Colonial

Colonial



Cathedral

100

Park

Heights

Cemetery

-  Commercial/Parking
-  Park
-  Quasi-public/Institutional
-  Residential
-  Vacant building
-  Vacant Parcel

Southwest Boundary



**Area of Annexation
Resolution 6-17
August 2017**



MAY 1991

J.H. Douglass School

Canby Park Estates

Canby

AA-Alle

Elsmere-Blyd

Brit-Ave

2

2

2

2

2

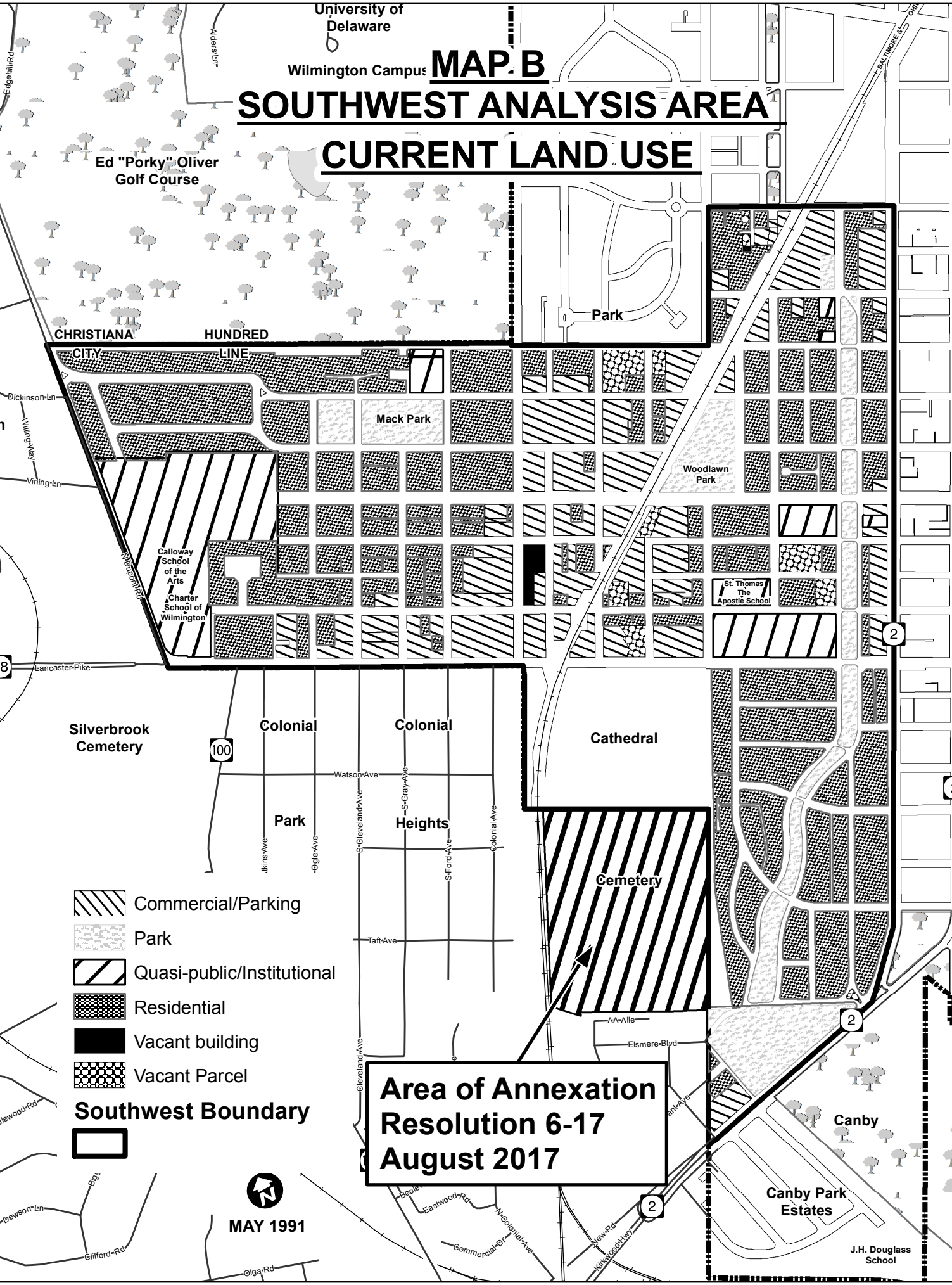
2

2

2

2

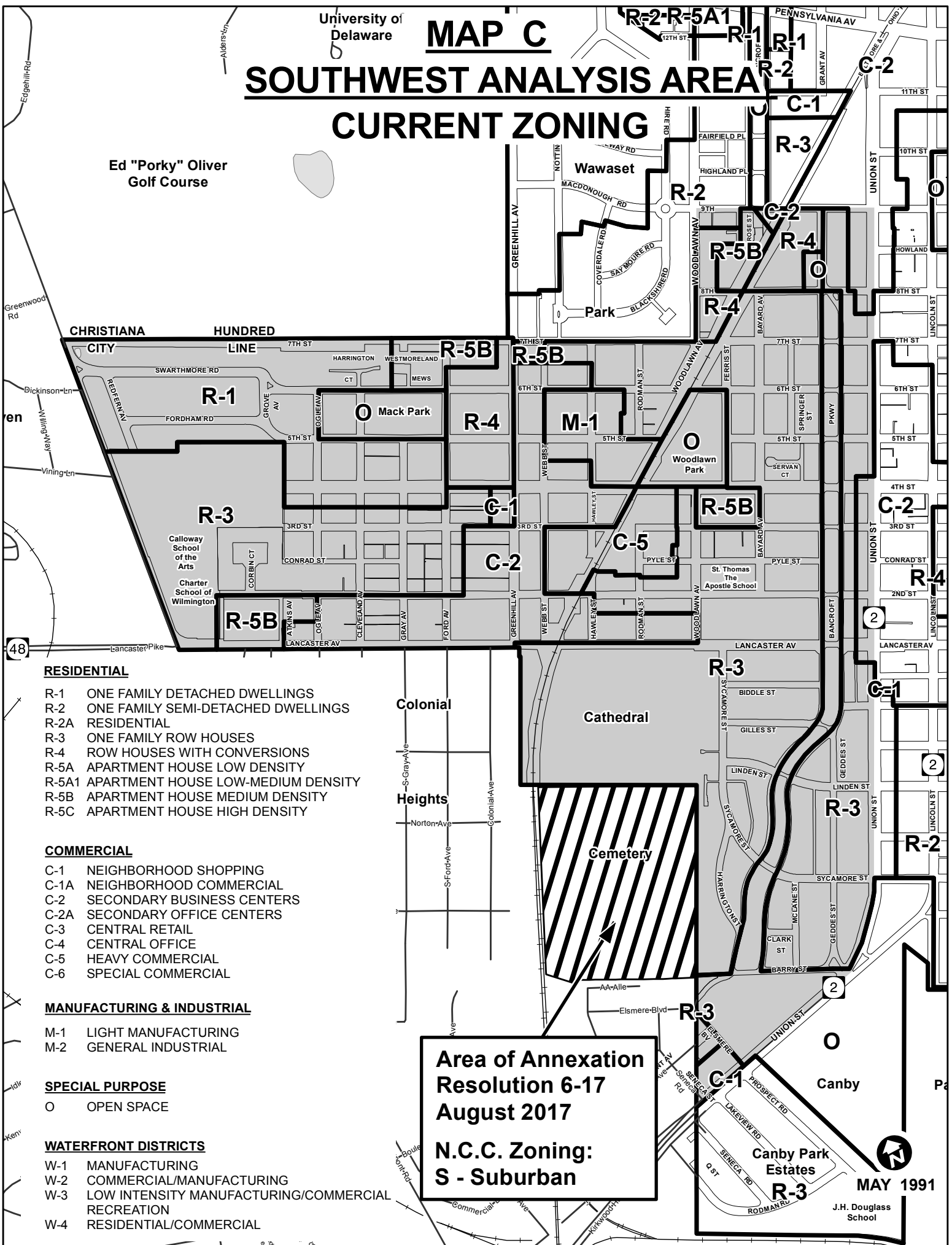
2



MAP C

SOUTHWEST ANALYSIS AREA CURRENT ZONING

Ed "Porky" Oliver Golf Course



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

**Area of Annexation
Resolution 6-17
August 2017
N.C.C. Zoning:
S - Suburban**

MAY 1991

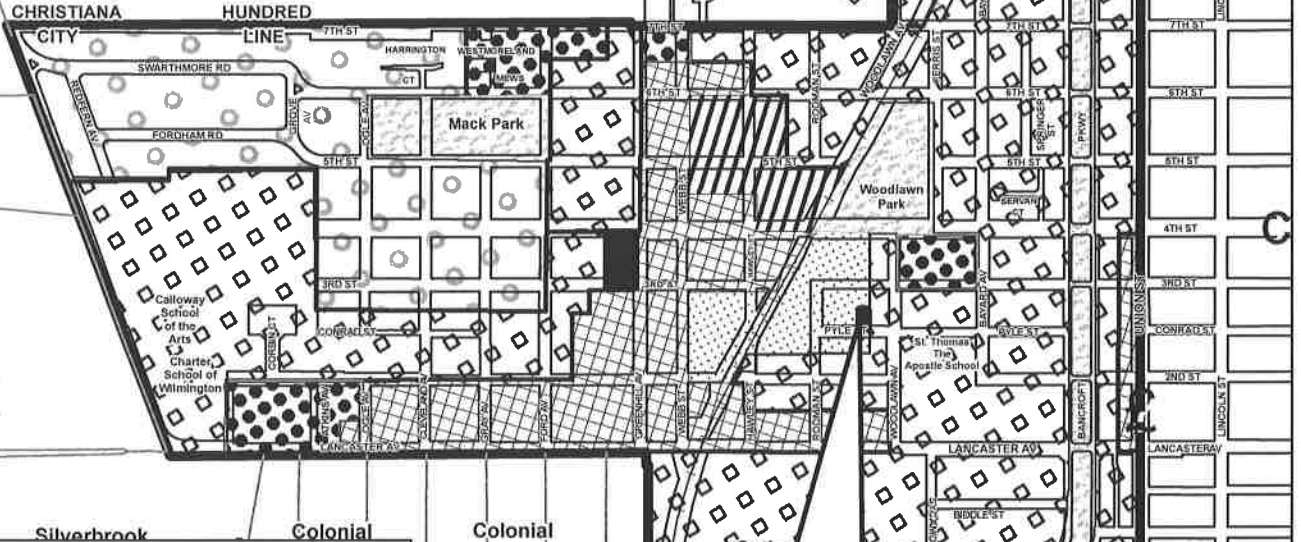
J.H. Douglass School

MAP D SOUTHWEST ANALYSIS AREA PROPOSED LAND USE

Ed "Porky" Oliver
Golf Course

Hills

Westhaven



LAND USE

-  LOW DENSITY RESIDENTIAL
(Detached Dwellings)
-  MEDIUM LOW DENSITY RESIDENTIAL
(One Family Semi-detached Dwellings)
-  MEDIUM DENSITY RESIDENTIAL
One Family Row Houses
-  MED. DENSITY RESIDENTIAL
(Row Houses with Conversions)
-  MEDIUM HIGH DENSITY RESIDENTIAL
(Apartment Houses)
-  NEIGHBORHOOD SHOPPING
-  GENERAL COMMERCIAL
(Secondary Business Center)
-  HEAVY COMMERCIAL
-  LIGHT MANUFACTURING
-  OPEN SPACE/PARKLAND

Resolution # 11-16

Area proposed for change from
Heavy Commercial to
Medium Density Residential

 SOUTHWEST AREA BOUNDARY

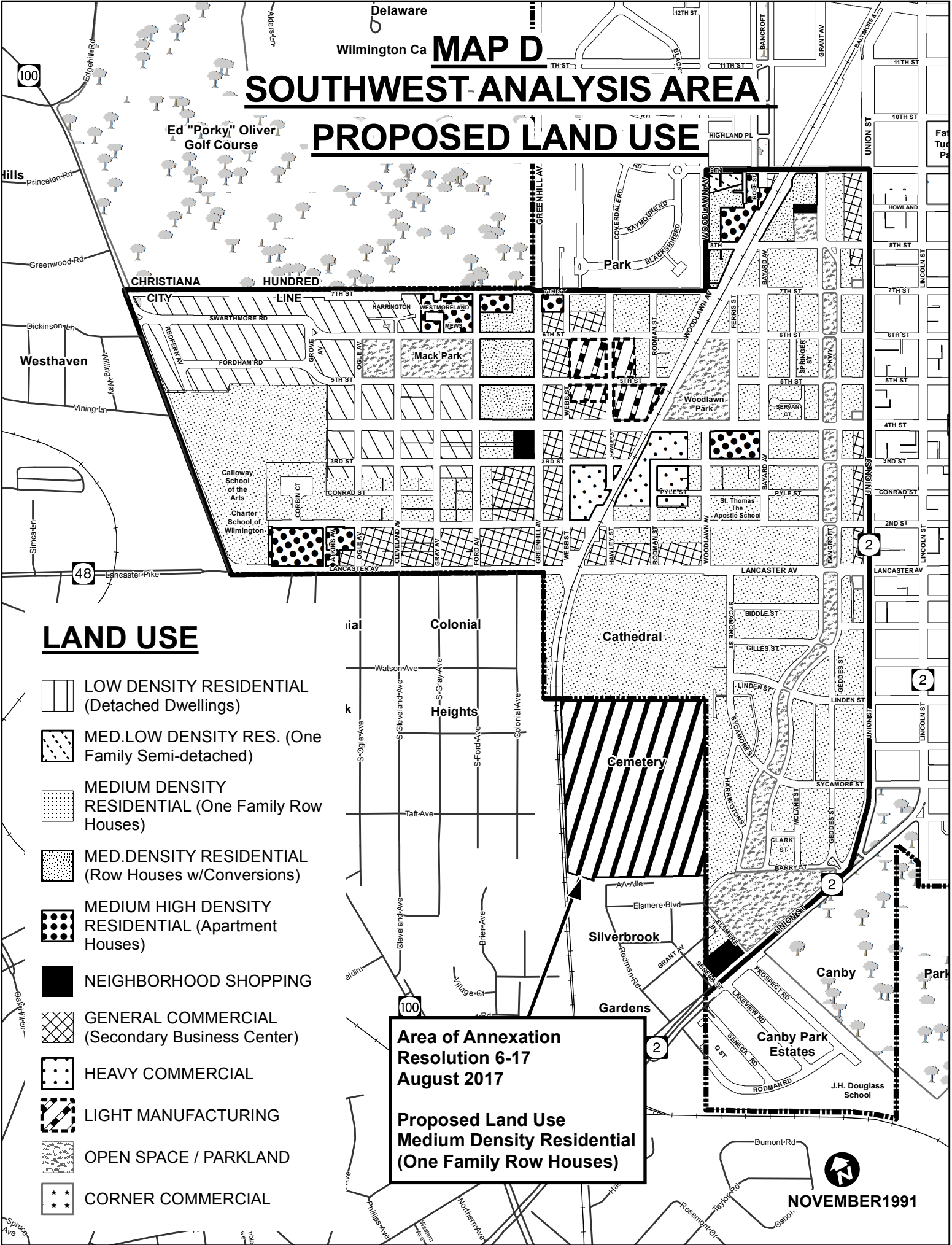


August 2016

Wilmington Ca **MAP D**

SOUTHWEST-ANALYSIS AREA

PROPOSED LAND USE



LAND USE

- LOW DENSITY RESIDENTIAL (Detached Dwellings)
- MED. LOW DENSITY RES. (One Family Semi-detached)
- MEDIUM DENSITY RESIDENTIAL (One Family Row Houses)
- MED. DENSITY RESIDENTIAL (Row Houses w/Conversions)
- MEDIUM HIGH DENSITY RESIDENTIAL (Apartment Houses)
- NEIGHBORHOOD SHOPPING
- GENERAL COMMERCIAL (Secondary Business Center)
- HEAVY COMMERCIAL
- LIGHT MANUFACTURING
- OPEN SPACE / PARKLAND
- CORNER COMMERCIAL

**Area of Annexation
Resolution 6-17
August 2017**

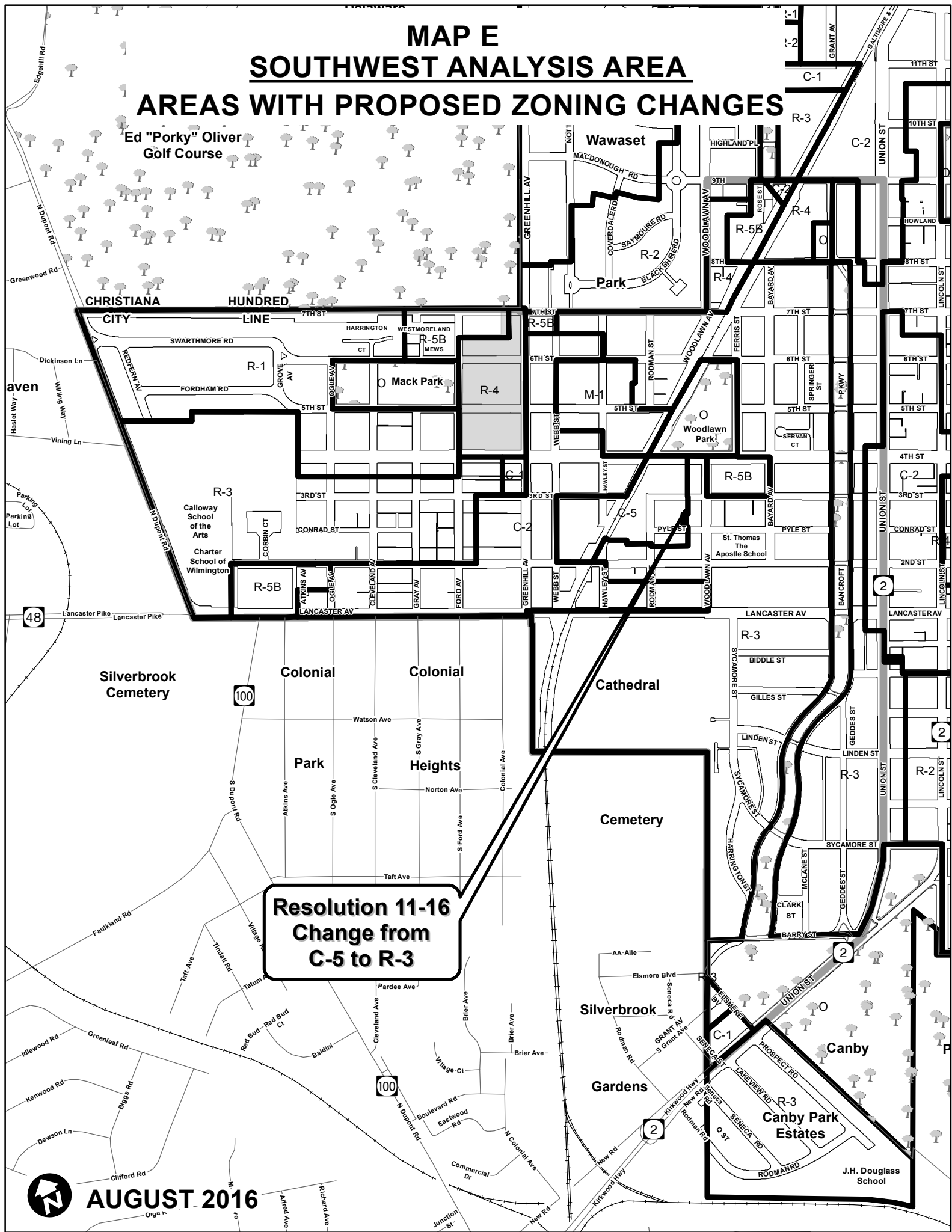
**Proposed Land Use
Medium Density Residential
(One Family Row Houses)**



NOVEMBER 1991

MAP E SOUTHWEST ANALYSIS AREA

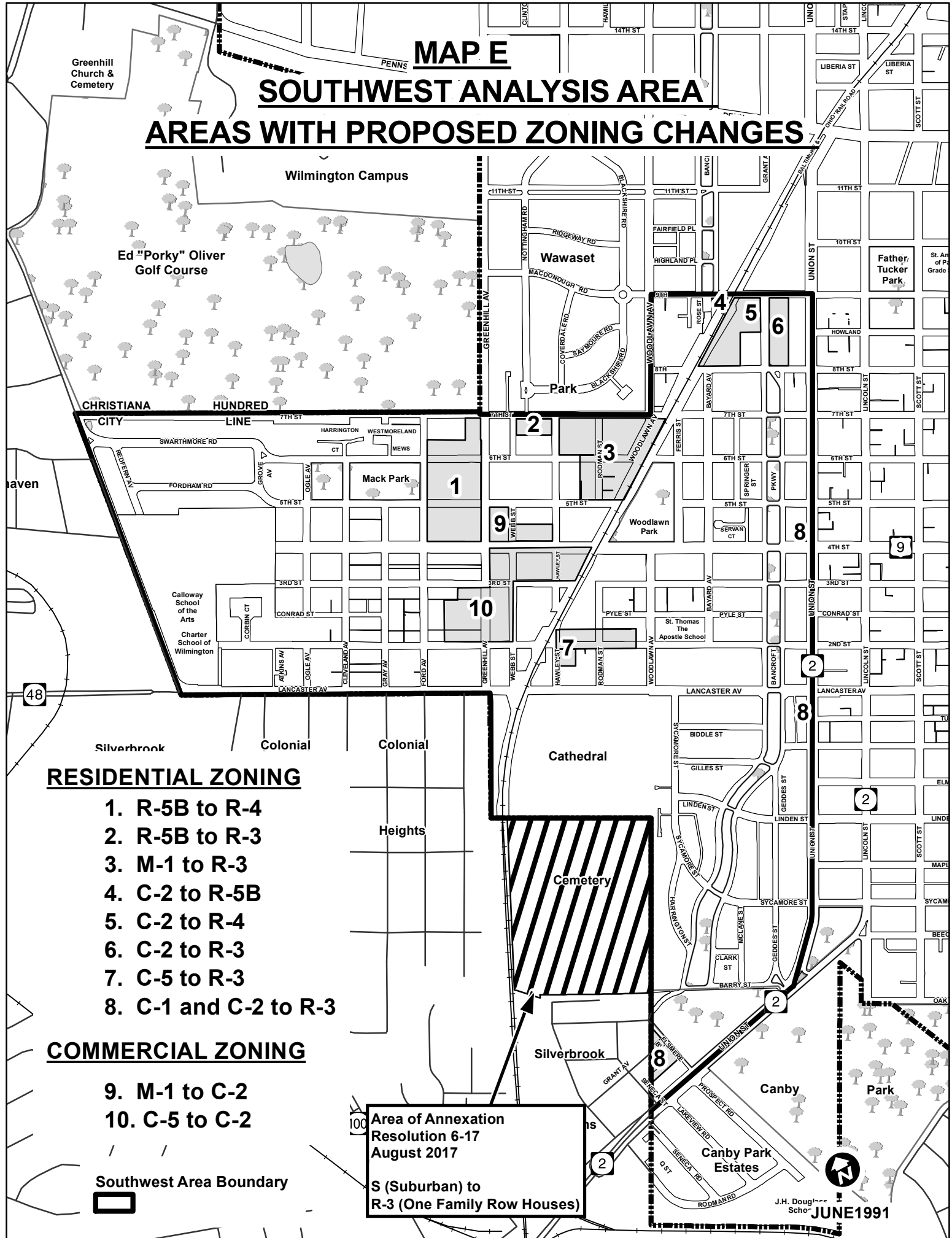
AREAS WITH PROPOSED ZONING CHANGES



MAP E

SOUTHWEST ANALYSIS AREA

AREAS WITH PROPOSED ZONING CHANGES



RESIDENTIAL ZONING

1. R-5B to R-4
2. R-5B to R-3
3. M-1 to R-3
4. C-2 to R-5B
5. C-2 to R-4
6. C-2 to R-3
7. C-5 to R-3
8. C-1 and C-2 to R-3

COMMERCIAL ZONING

9. M-1 to C-2
10. C-5 to C-2

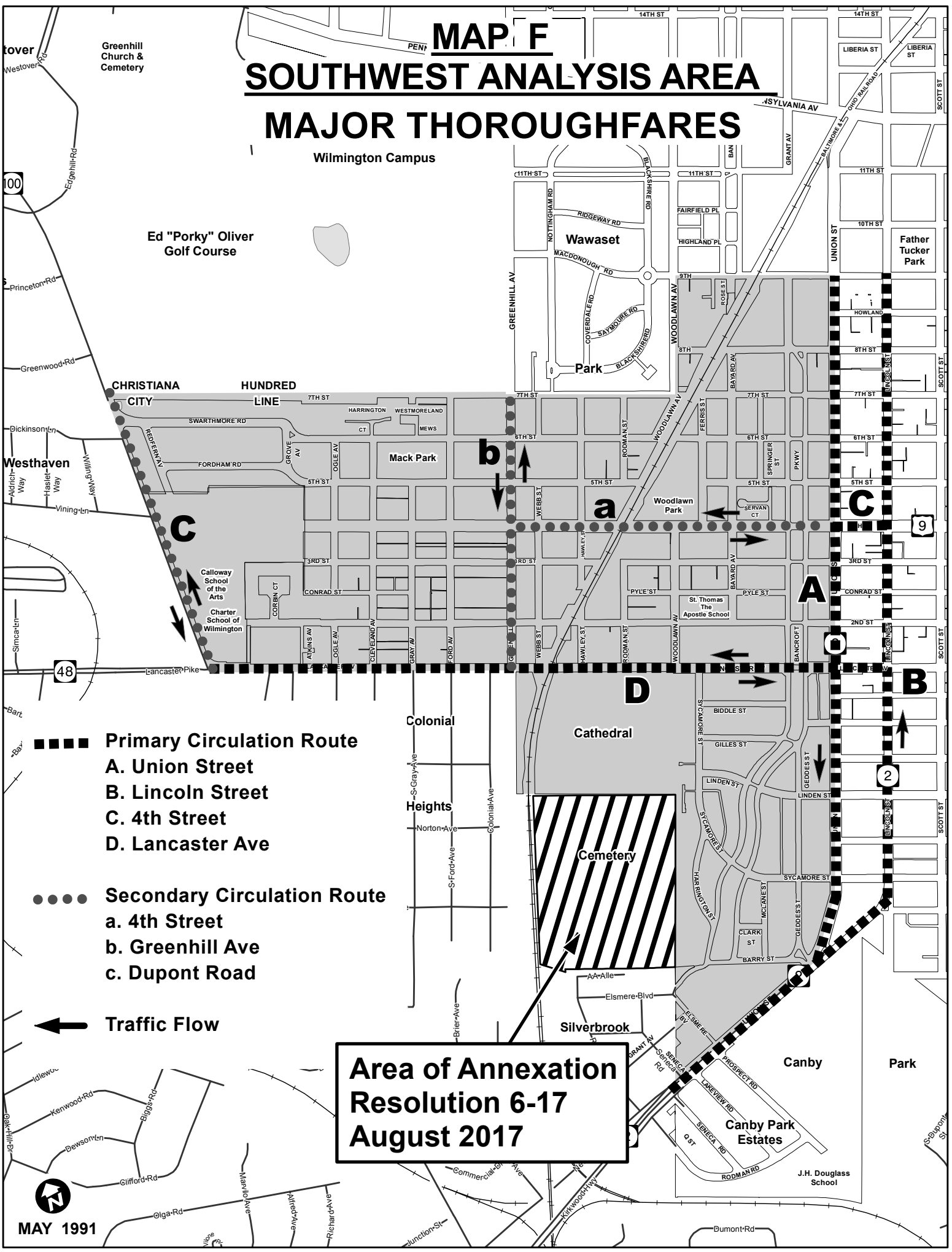
Southwest Area Boundary

Area of Annexation
 Resolution 6-17
 August 2017
 S (Suburban) to
 R-3 (One Family Row Houses)

MAP F

SOUTHWEST ANALYSIS AREA

MAJOR THOROUGHFARES



Wilmington Campus

Ed "Porky" Oliver Golf Course

CHRISTIANA HUNDRED CITY LINE

Mack Park

Wawaset Park

Woodlawn Park

Cathedral

Cemetery

Silverbrook

Canby

Park

Area of Annexation Resolution 6-17 August 2017

- ■ ■ ■ Primary Circulation Route
- A. Union Street
- B. Lincoln Street
- C. 4th Street
- D. Lancaster Ave

- ● ● ● Secondary Circulation Route
- a. 4th Street
- b. Greenhill Ave
- c. Dupont Road

← Traffic Flow

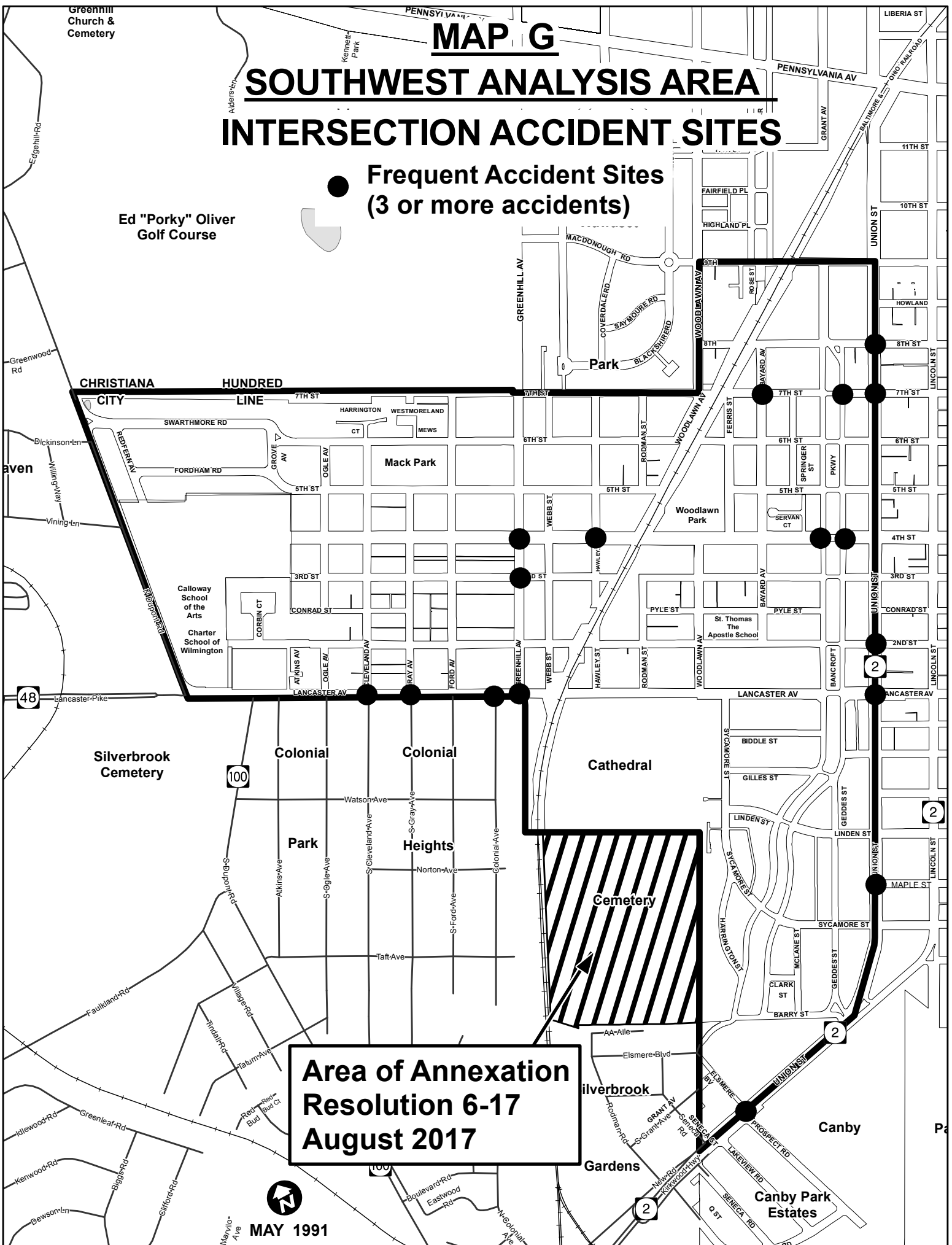
MAY 1991

MAP G

SOUTHWEST ANALYSIS AREA INTERSECTION ACCIDENT SITES

● Frequent Accident Sites
(3 or more accidents)

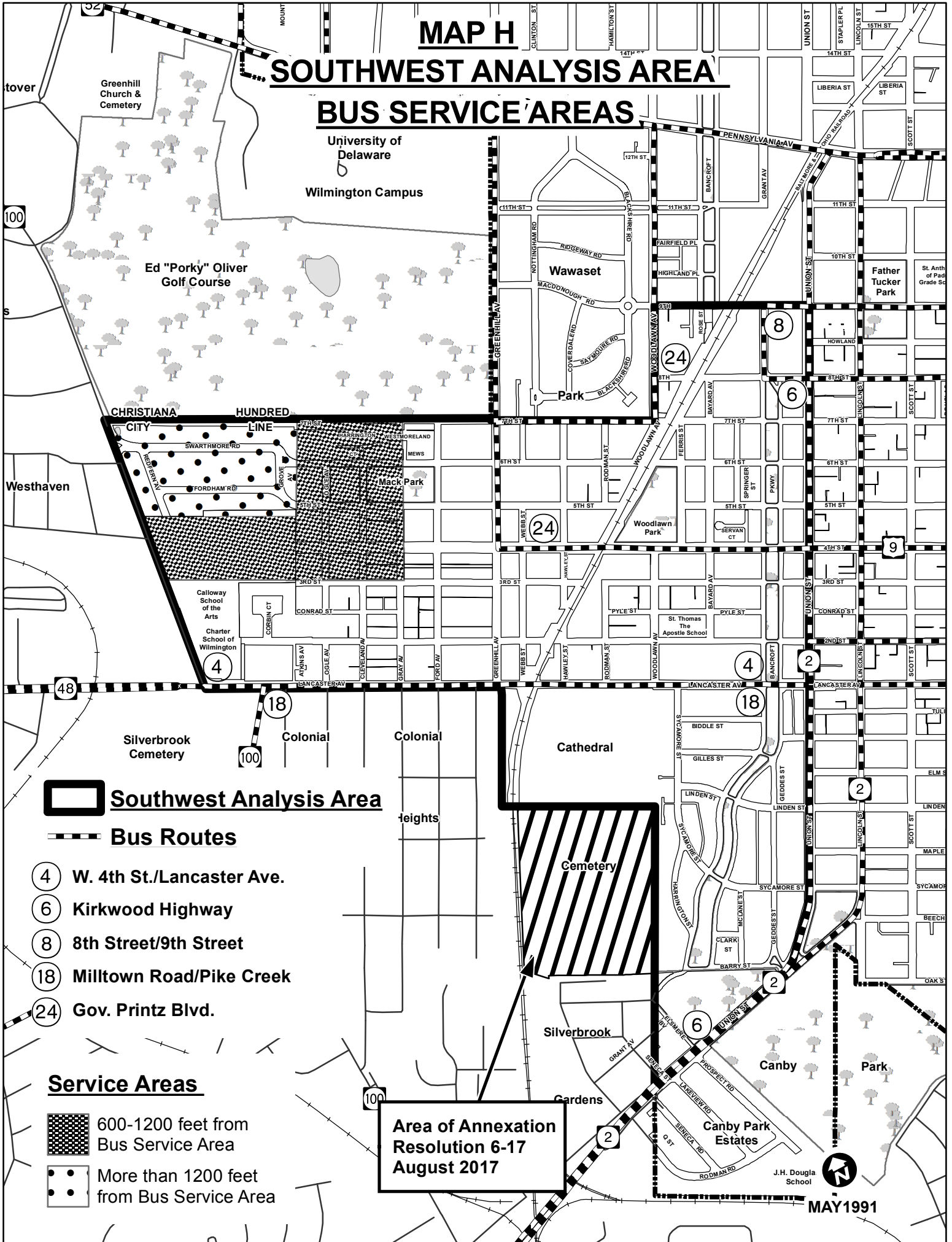
Ed "Porky" Oliver
Golf Course



**Area of Annexation
Resolution 6-17
August 2017**

MAY 1991

MAP H SOUTHWEST ANALYSIS AREA BUS SERVICE AREAS



University of Delaware
Wilmington Campus

Ed "Porky" Oliver
Golf Course

CHRISTIANA CITY
HUNDRED LINE
Mack Park

Wawaset
Park

Father Tucker
Park

Silverbrook
Cemetery

Cathedral

Cemetery

Silverbrook

Canby

Park

Area of Annexation
Resolution 6-17
August 2017

J.H. Dougl
School

MAY 1991

Southwest Analysis Area

Bus Routes

④ W. 4th St./Lancaster Ave.

⑥ Kirkwood Highway

⑧ 8th Street/9th Street

⑱ Milltown Road/Pike Creek

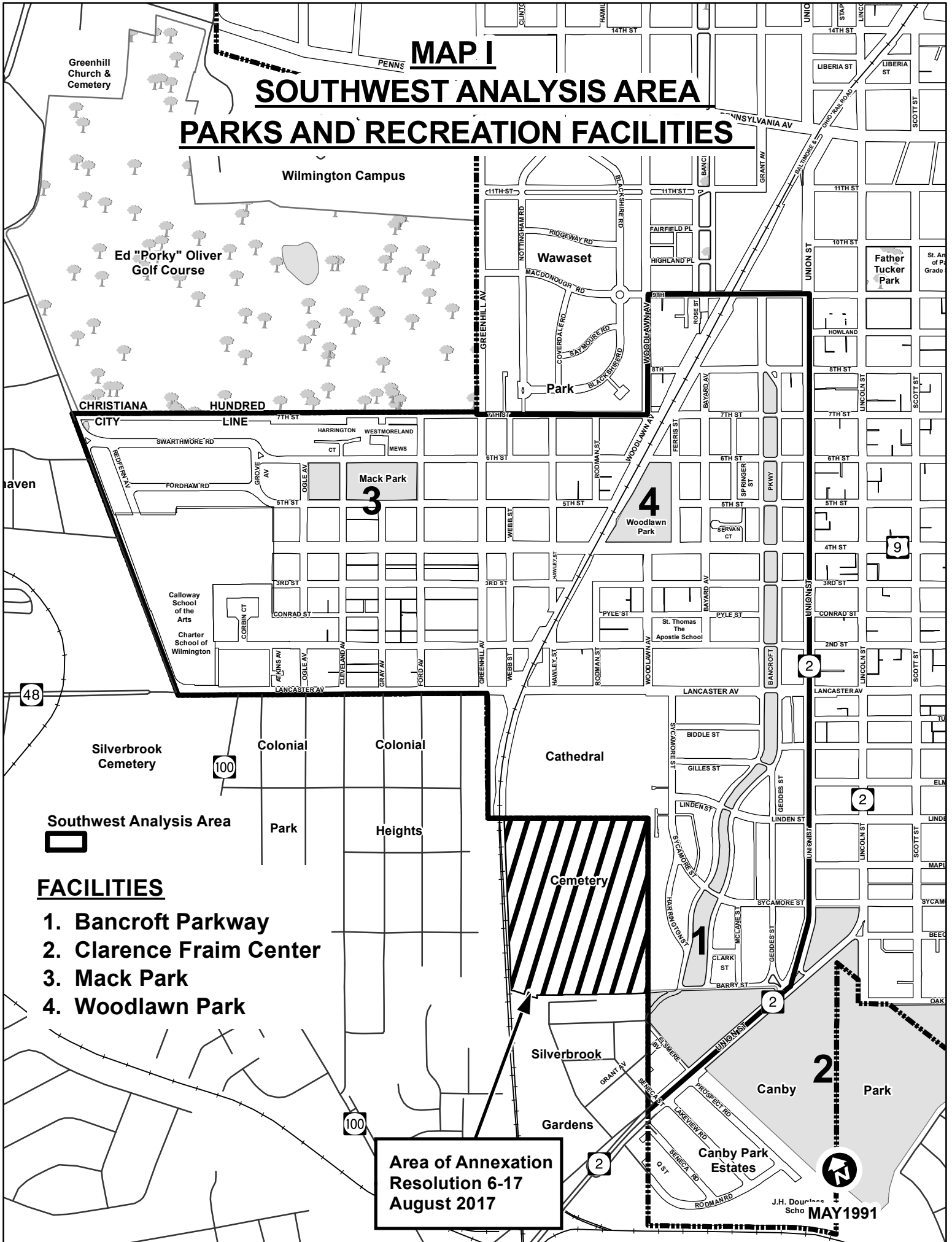
⑳ Gov. Printz Blvd.

Service Areas

600-1200 feet from
Bus Service Area

More than 1200 feet
from Bus Service Area

MAP I SOUTHWEST ANALYSIS AREA PARKS AND RECREATION FACILITIES



Wilmington Campus

Ed "Porky" Oliver
Golf Course

Wawaset
Park

3
Mack Park

4
Woodlawn Park

Cathedral
Cemetery

2
Canby
Park

Area of Annexation
Resolution 6-17
August 2017

Southwest Analysis Area

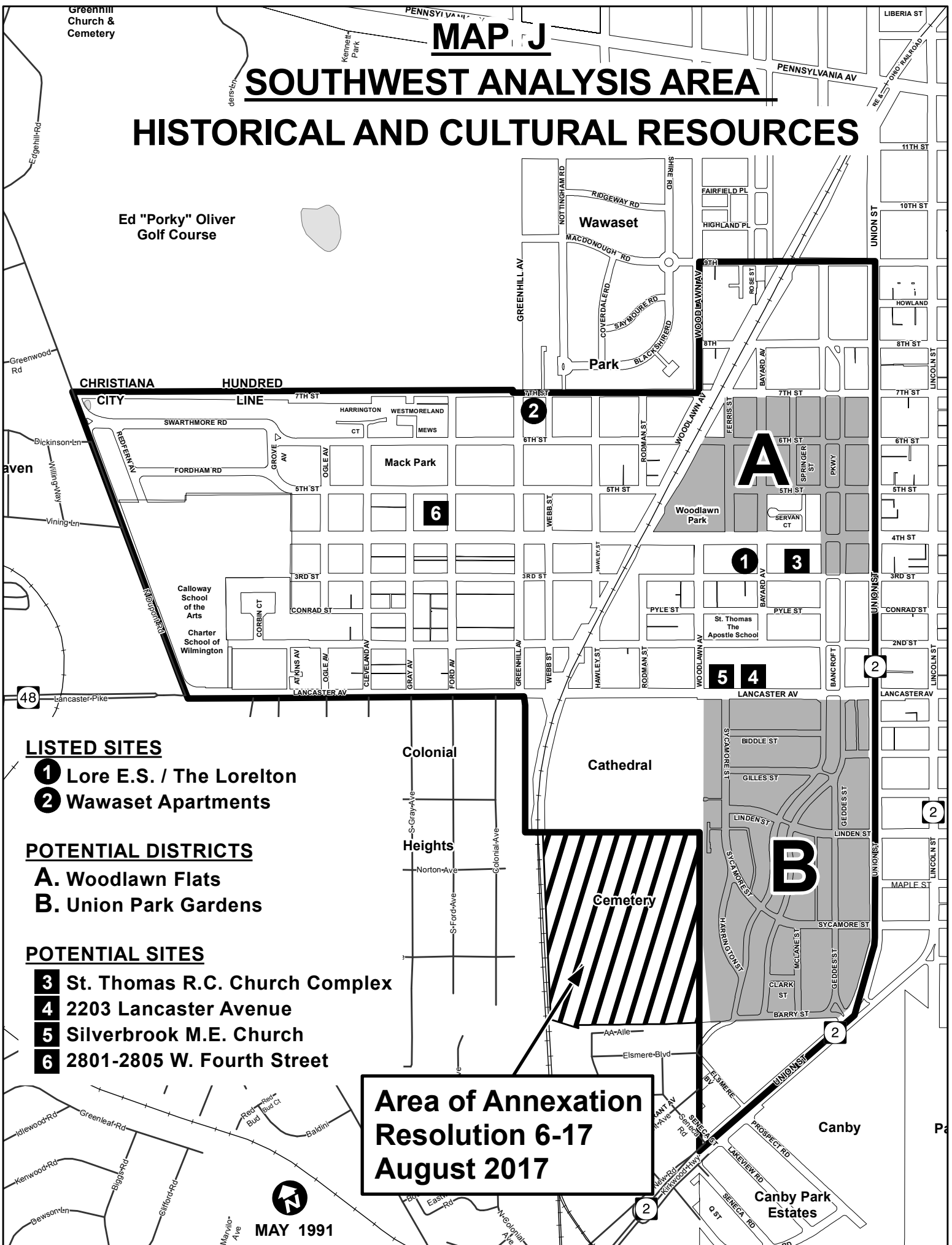
FACILITIES

- 1. Bancroft Parkway
- 2. Clarence Fraim Center
- 3. Mack Park
- 4. Woodlawn Park

J.H. Dourless
Scho
MAY 1991

MAP J

SOUTHWEST ANALYSIS AREA HISTORICAL AND CULTURAL RESOURCES



Ed "Porky" Oliver Golf Course

Wawaset

Park

Mack Park

Woodlawn Park

Cathedral

Cemetery

Canby

Canby Park Estates

LISTED SITES

- 1 Lore E.S. / The Lorelton
- 2 Wawaset Apartments

POTENTIAL DISTRICTS

- A. Woodlawn Flats
- B. Union Park Gardens

POTENTIAL SITES

- 3 St. Thomas R.C. Church Complex
- 4 2203 Lancaster Avenue
- 5 Silverbrook M.E. Church
- 6 2801-2805 W. Fourth Street

**Area of Annexation
Resolution 6-17
August 2017**

MAY 1991