

State Strategies

Our study area is identified as Level 1 and Level 2 investment areas by the State of Delaware. These places are a top priority for growth and reinvestment. Route 9 and the lands adjoining it fall within the Level 1 category, while lands along the Delaware River are a Level 2 investment area.

Zoning, Land Use, and Future Land Use

Industrial, residential, and commercially zoned properties fill the study area. Residentially zoned land forms the core of the study area, with commercial properties along the edges of Route 9 and US 13. Industrially zoned land forms crescent around all of these uses. Industrial properties stretch from the Delaware River to the Christina River, then south beyond Minquadales.

Various land uses characterize the study area. Pockets of commercial, residential, and institutional development line Route 9. On lands buffering the highway, irregular clusters of residential and industrial uses intertwine. Together, residential and industrial comprise the study area's dominant uses. Transportation corridors are another key use, with the presence of the two expressways and, especially, the seaport.

Little change has been imagined in the corridor's future land use. New Castle County's Future Land Use map closely mirrors present zoning.

Population and Employment Change

About 16,500 people live in and around the study area. Most (69%) live in communities west of Route 9, such as Castle Hills and Overview Gardens. During the next 25 years, the study area's population is projected to decline by about 690 residents.

Some 9,800 jobs are located in study area. These jobs are about evenly distributed west (53%) and east (47%) of the highway. By 2040, 386 new jobs are expected in the study area.

Employment rates range from 72% to 100% throughout the study area. Neighborhoods east of Route 9 on the southern end of the study area tend to have higher employment rates. The largest clusters of workers are located near the interchange of Route 9 and I-295.

Most workers commute to work by driving alone in their cars within the study area. Public transit, walking and bicycling, and carpooling trips, represent a considerable minority of trips to work within a few communities north of I-295, such as Overview Gardens and Dunleith.

Vacancies, Income, and Homeownership

Neighborhoods within the study area vary widely between annual median household incomes and the vacancy rates. Generally, communities in the northern half of the study area are home to residents

with lower incomes. For example, Dunleith's median household income rests at \$33,500, while Swanwyck Estate's tops \$62,000. Vacancy rates are generally low throughout the study area. Exceptions are the block group comprising Rose Hill and Hamilton Park (18.1%), and a portion of Minquadale south of the Garfield Park Community Center.

Homeownership rates vary drastically throughout the study area. Rates are higher in the southern end of the study area than in the northern end. Rose Hill/Hamilton Park is about 49% owner-occupied versus Overview Gardens and Penn Acres, which over 90% owner-occupied.

Demographics

Working-age adults (ages 18 through 65) comprise the majority of residents throughout the study area. Children (under age 18) and seniors (over 65) are also found throughout the study area. Children are slightly more prevalent in communities like Collins Park and Overview Gardens, while seniors are slightly more prevalent in the City of New Castle.

The percentage of residents with disabilities ranges from 12% to 18% throughout the study area. The highest concentrations of disabled residents are in Southbridge, Minquadale, Swanwyck Estates, and Rose Hill.

The highest concentrations of households without access to a vehicle are located along both sides of Route 9 north of I-295. Very few households do not have access to a vehicle south of I-295 in the study area.

White, black, and Hispanic residents all live within the study area. Most neighborhoods are quite racially and ethnically segregated, however. Blacks comprise the majority of the population in communities in the northern end of the study area, while whites are more likely to be found in the southern portions of the corridor. A cluster of Hispanics resides within the neighborhoods straddling the I-295 overpass.

Highway Conditions

More than 16,000 vehicles travel along Route 9 each day. The highway appears to be functioning smoothly in terms of capacity. Level of Service (LOS) counts at five intersections indicate LOS "A" conditions, the best rating possible.

Additionally, some 174,000 vehicles travel through the study area on I-295 and I-495, a pair of raised expressways which link Delaware to New Jersey and Pennsylvania.

Vehicle Crashes

Dozens of vehicle crashes occur along Route 9 each year. Almost none are fatal, with the exception of one fatality in 2014. Clusters of vehicle crashes can be identified. The largest is a cluster of 22 crashes in 2014 just south of Cherry Lane.

Transit Routes and Ridership

Several bus routes operate in the vicinity of the study area. Of particular interest are the Route 14 and the Route 15, which serve this portion of Route 9. The Route 15 travels between the Christiana Mall and Downtown Wilmington. The Route 14 serves Downtown Wilmington, the ShopRite at Christiana Crossing, the Baylor Women's Corrections Facility, and several communities and businesses within the study area.

There are several busy bus stops all along the corridor south of Rogers Road. The most popular bus stops are located near the intersection with Memorial Drive.

Truck Volumes and Truck and Bus Crashes

More than 1,000 trucks roll north and south along Route 9 each day. Thousands more pass through the study area along the raised I-295 and I-495 Expressways. The Port of Wilmington and nearby businesses generate hundreds of truck trips each day.

Terminal Avenue, which connects Route 9 to the Port of Wilmington, is a hotspot for truck crashes. Ten occurred here in 2014. A handful of truck crashes, and a single bus crash, occurred that year along Route 9 in the study area.

Nonmotorized Transportation

A skeleton nonmotorized transportation network exists in the study area. Route 9 is a designated bicycle route. Sidewalks are in place along portions of the highway, and are in place within some of the surrounding neighborhoods.

Nonmotorized Crashes

Several crashes involving bicycles and/or pedestrians occurred along Route 9 between 2012 and 2014. In particular, four pedestrian crashes occurred near the Rose Hill Community Center.

Planned Projects

No major transportation projects are funded in the study area. A complete reconstruction of Route 9 is needed, but state and regional officials have allocated resources elsewhere. The roadway was instead patched and resurfaced in 2015. Signalized intersections received pedestrian upgrades, but gaps in sidewalk were not filled with the resurfacing project.

Food Access

Most of the study area is a food desert, according to the United States Department of Agriculture. More than 275 households have no or limited vehicle access and are situated more than 1 mile from a supermarket. These figures will likely increase with the closing of the Superfresh grocery store near the I-295 overpass in 2015. On a positive note, a new farmers market is set to open across from the future library. This market will replace a smaller seasonal farmers market which ran out of the Garfield Park community center.

Environmental, Cultural, and Social Resources

The corridor is home to a handful of community resources, such as parks, libraries, community centers, and schools. Prominent among these is the Rose Hill Community Center (RHCC), the Garfield Park Lending Library and PAL Center, Eisenberg Elementary School, and McCullough Middle School. A future library and innovation center is planned near the RHCC. The Swanwyck Historic Property is the only site listed on the National Register of Historic Places within the study area. Built between 1813 and 1819, the house is regarded as one of the most distinguished examples of Regency architecture in this country.

Environmental Constraints, Sea Level Rise and Flood Risk Adaptation

Wetlands, forests, and brownfields occupy lands within the study area. Wetlands line the Delaware River and stretch east along the northern edge of the I-295 Expressway. Forested areas are rare within the study area, though tree lines do divide a few communities. All lands east of the Route 9 highway, with the exception of the Port of Wilmington, fall under the protection of Delaware's Coastal Zone Act. This limits the type of re-development which can occur here.

Five brownfield sites lie within the study area, most near the I-495 Expressway. The active Heald Street Concrete Plant is a designated brownfield. 0 Miller Road sits on the grounds of the Crescent Foundry Company, which operated here between 1902 to 1910. 4001 New Castle Avenue is a former gas station and automobile repair facility. Budd Metal is on the grounds of a former metal fabricating facility. The Davidson Lane site was used as a soils borrow area and, more recently, for the temporary storage of vehicles. All sites have been shown to be contaminated and remedial action may be necessary with future redevelopment.

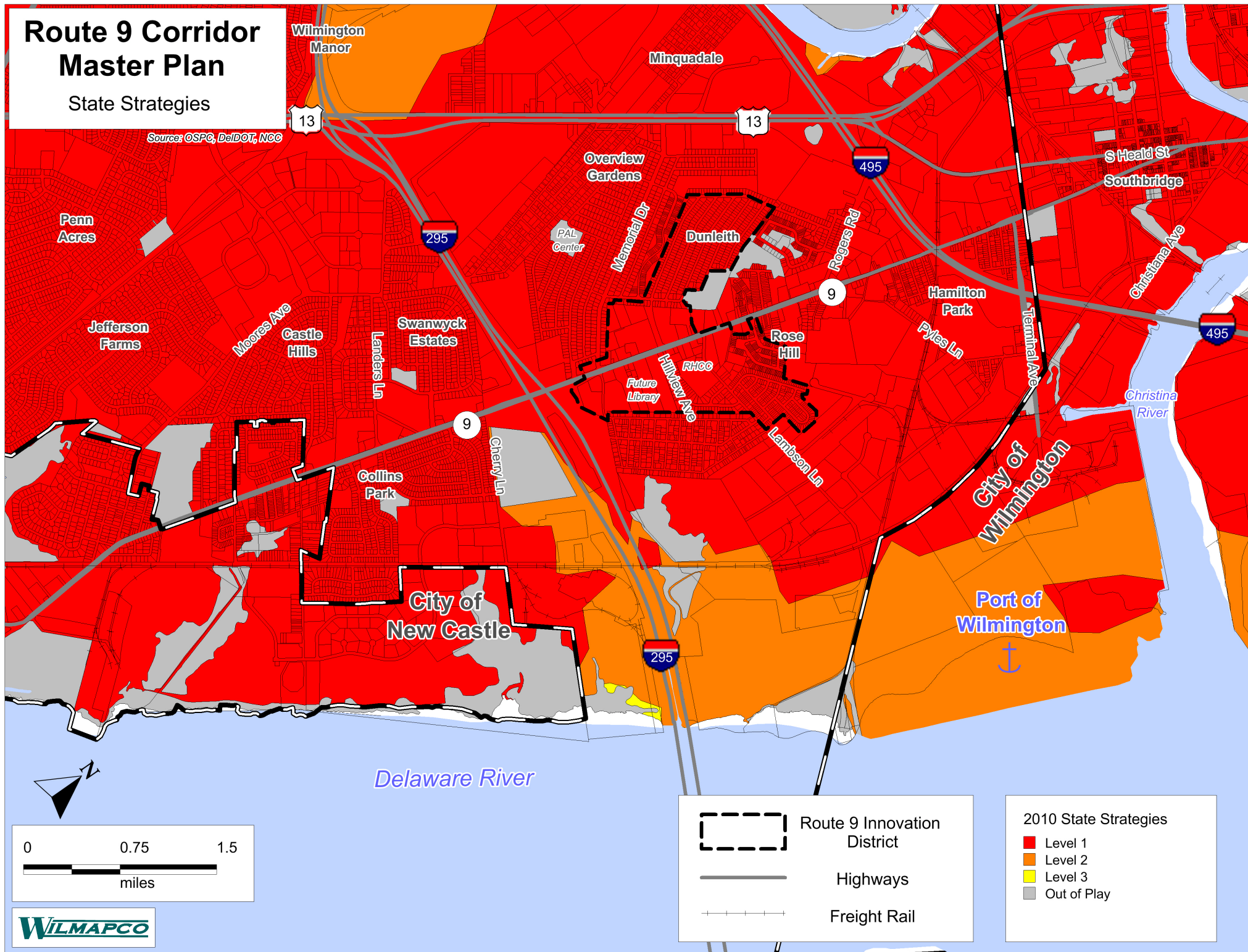
Much of Delaware's low-lying coastline will be challenged by sea level rise. Impacts in and around the study area are mostly limited to lands adjacent to the Delaware and Christiana Rivers and lands surrounding the streams which empty into them. Portions of Route 9 to the north and south of the study area will likely be impacted with as little as 0.5 m of sea level rise. Additionally, the Port of Wilmington and all freight rail lines in and around the study area will be inundated.

Sea level rise impacts will be extended and magnified during storm events. The flood risk adaptation map considers sea level rise impacts plus storm and wave conditions. The segment of Route 9 near Hamilton Park, along with a portion of the highway around the I-295 overpass is expected to be challenged during future storm events.

Route 9 Corridor Master Plan

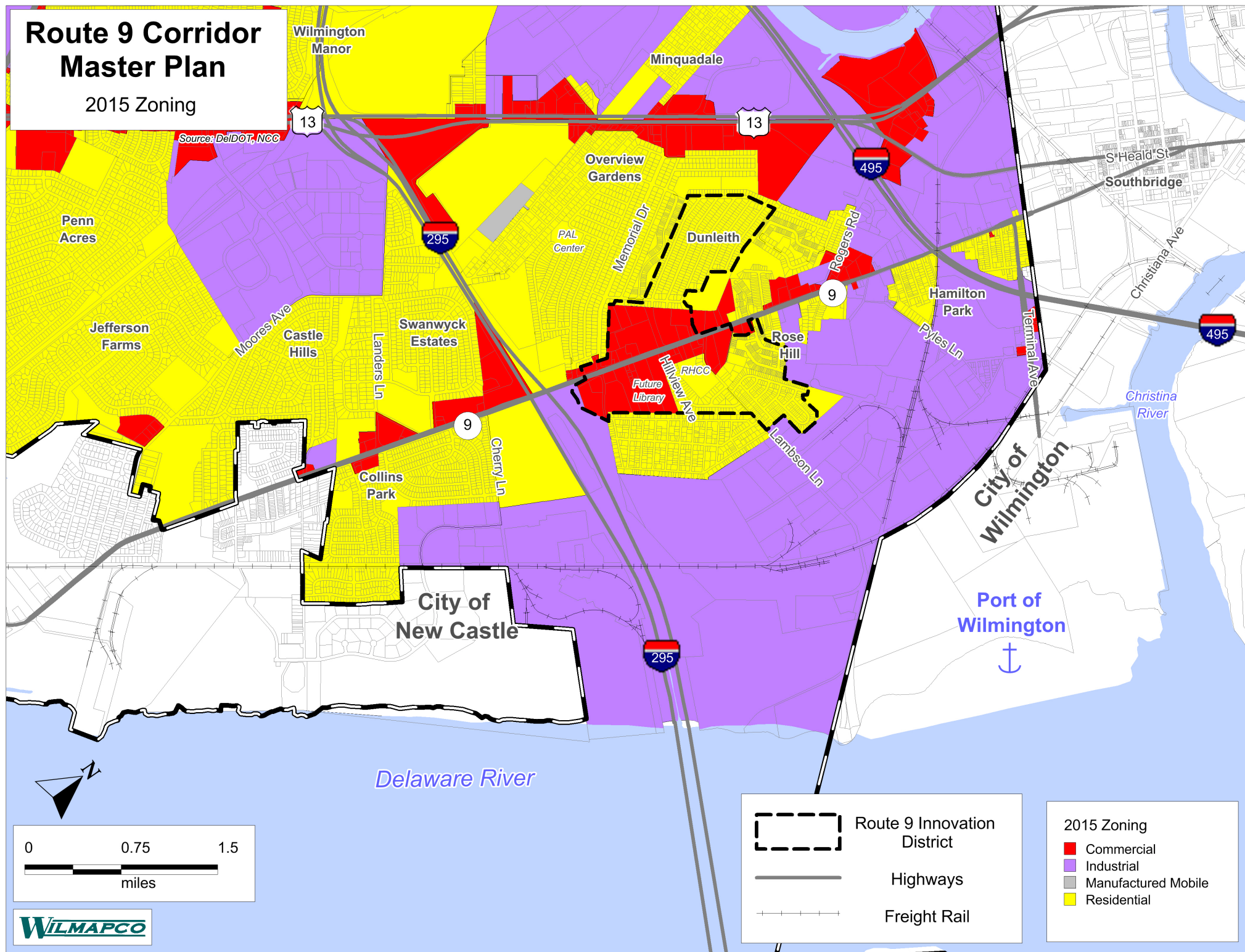
State Strategies

Source: OSPC, DelDOT, NCG



2015 Zoning

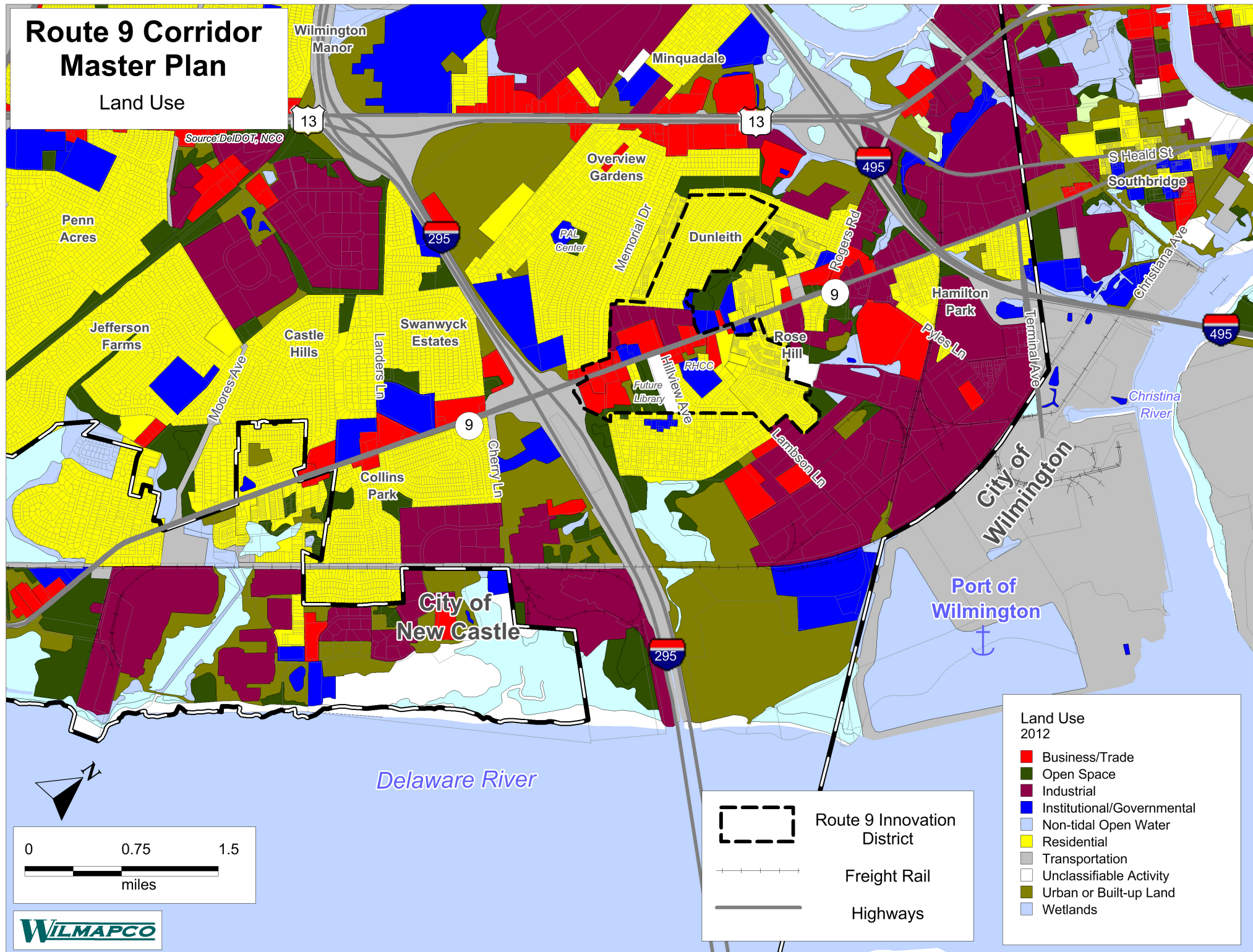
Source: DelDOT, NCC



Route 9 Corridor Master Plan

Land Use

Source: DelDOT, NCG



Land Use
2012

- Business/Trade
- Open Space
- Industrial
- Institutional/Governmental
- Non-tidal Open Water
- Residential
- Transportation
- Unclassifiable Activity
- Urban or Built-up Land
- Wetlands



Route 9 Innovation
District



Freight Rail

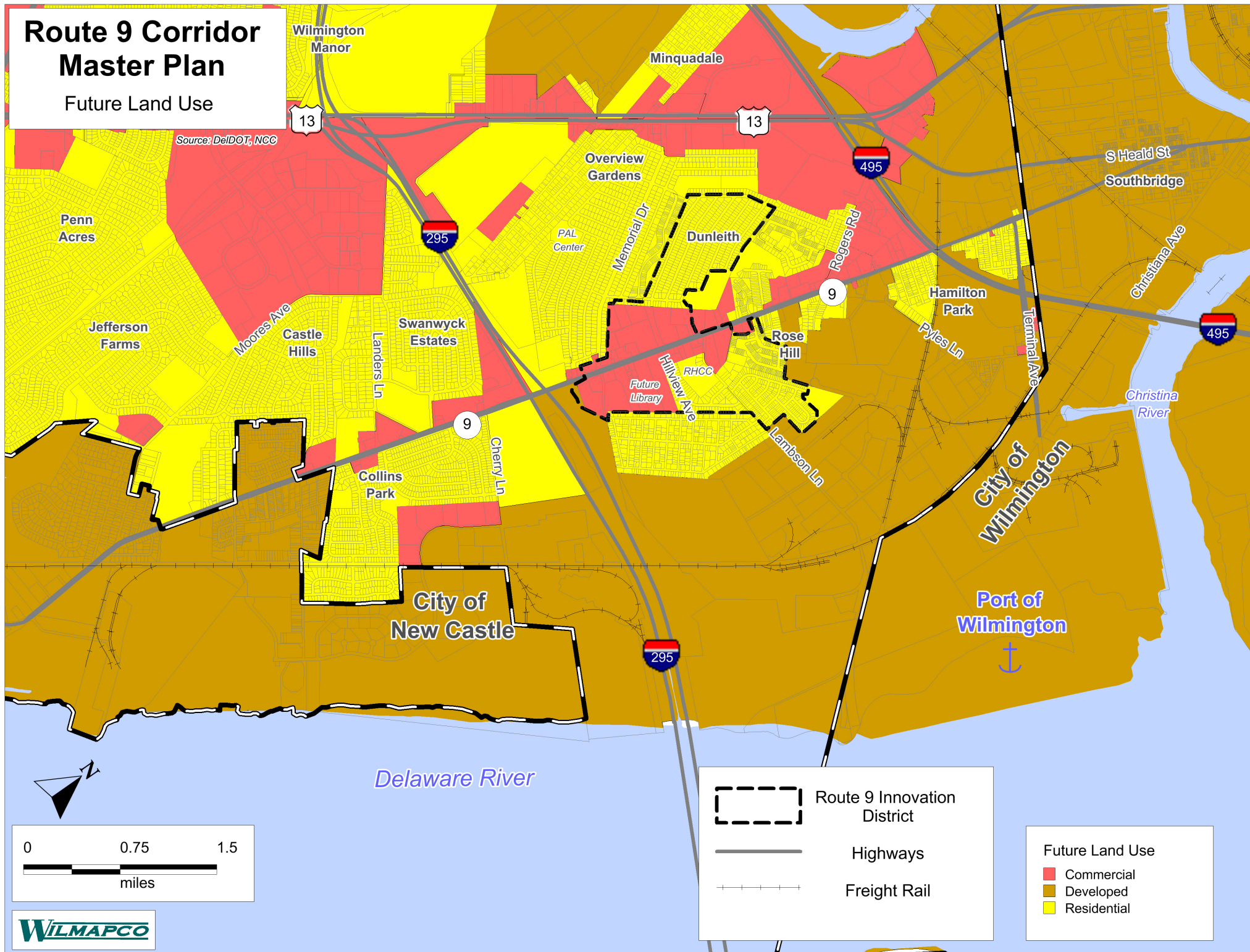


Highways

Route 9 Corridor Master Plan

Future Land Use

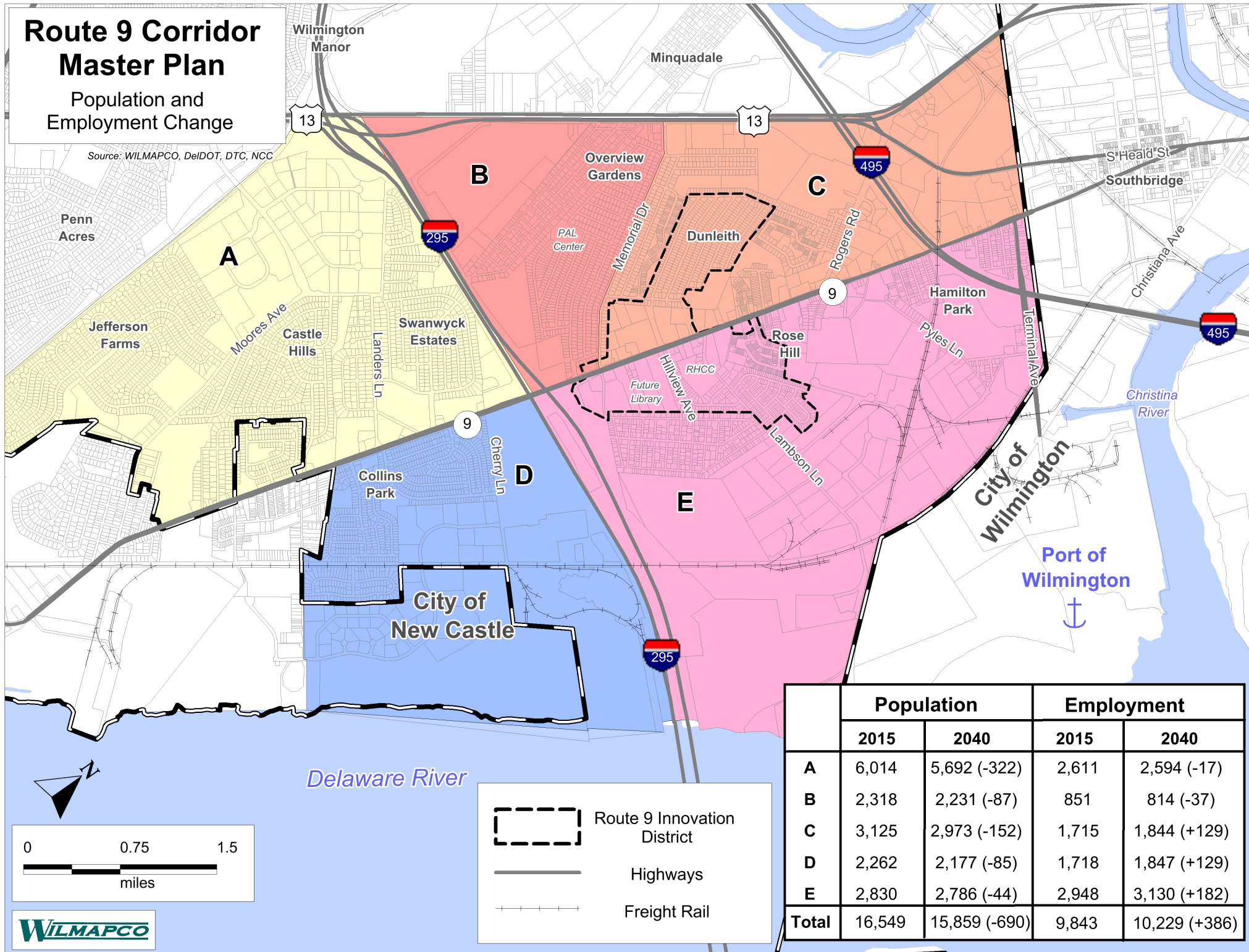
Source: DelDOT, NCC



Route 9 Corridor Master Plan

Population and Employment Change

Source: WILMAPCO, DelDOT, DTC, NCC

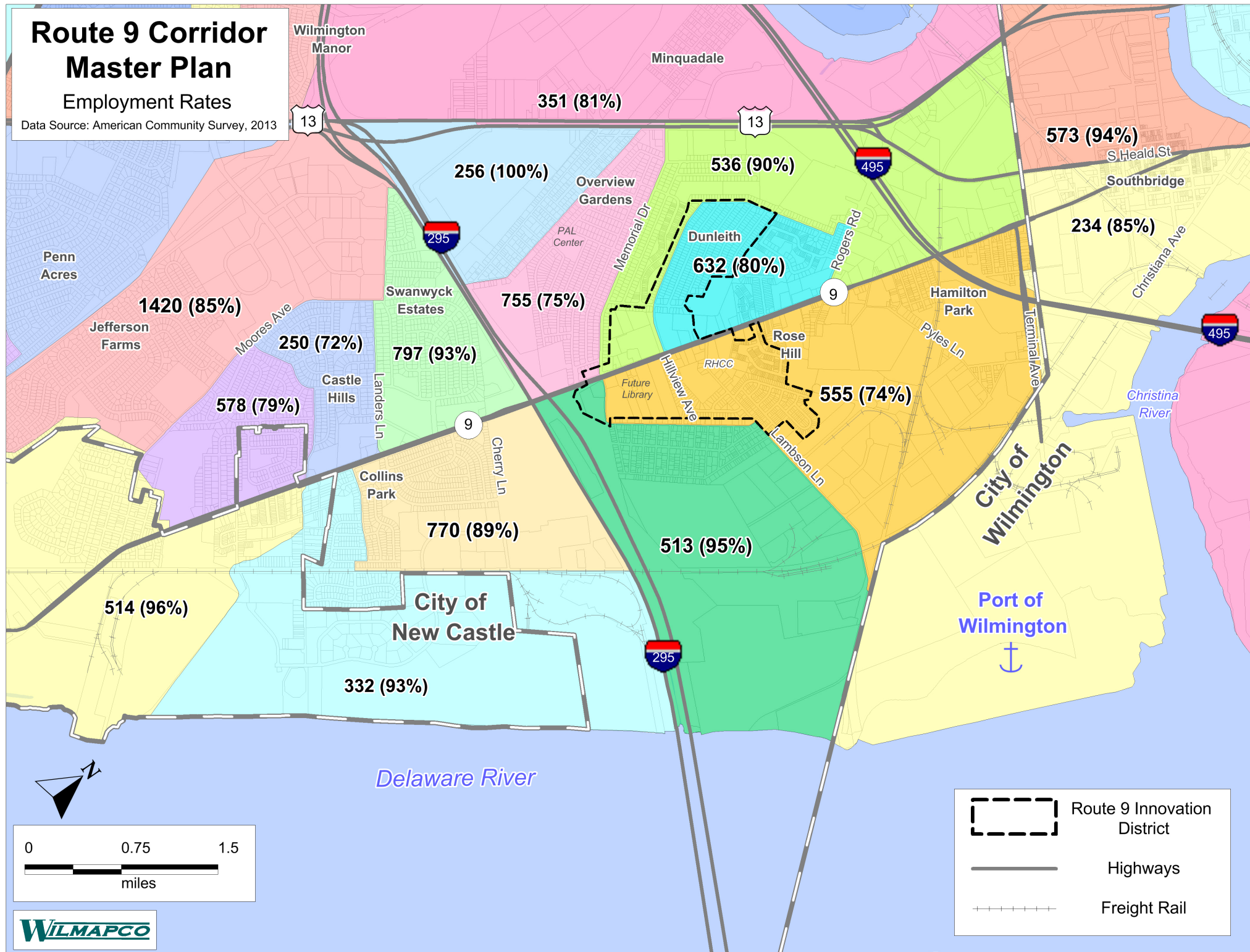


	Population		Employment	
	2015	2040	2015	2040
A	6,014	5,692 (-322)	2,611	2,594 (-17)
B	2,318	2,231 (-87)	851	814 (-37)
C	3,125	2,973 (-152)	1,715	1,844 (+129)
D	2,262	2,177 (-85)	1,718	1,847 (+129)
E	2,830	2,786 (-44)	2,948	3,130 (+182)
Total	16,549	15,859 (-690)	9,843	10,229 (+386)

Route 9 Corridor Master Plan

Employment Rates

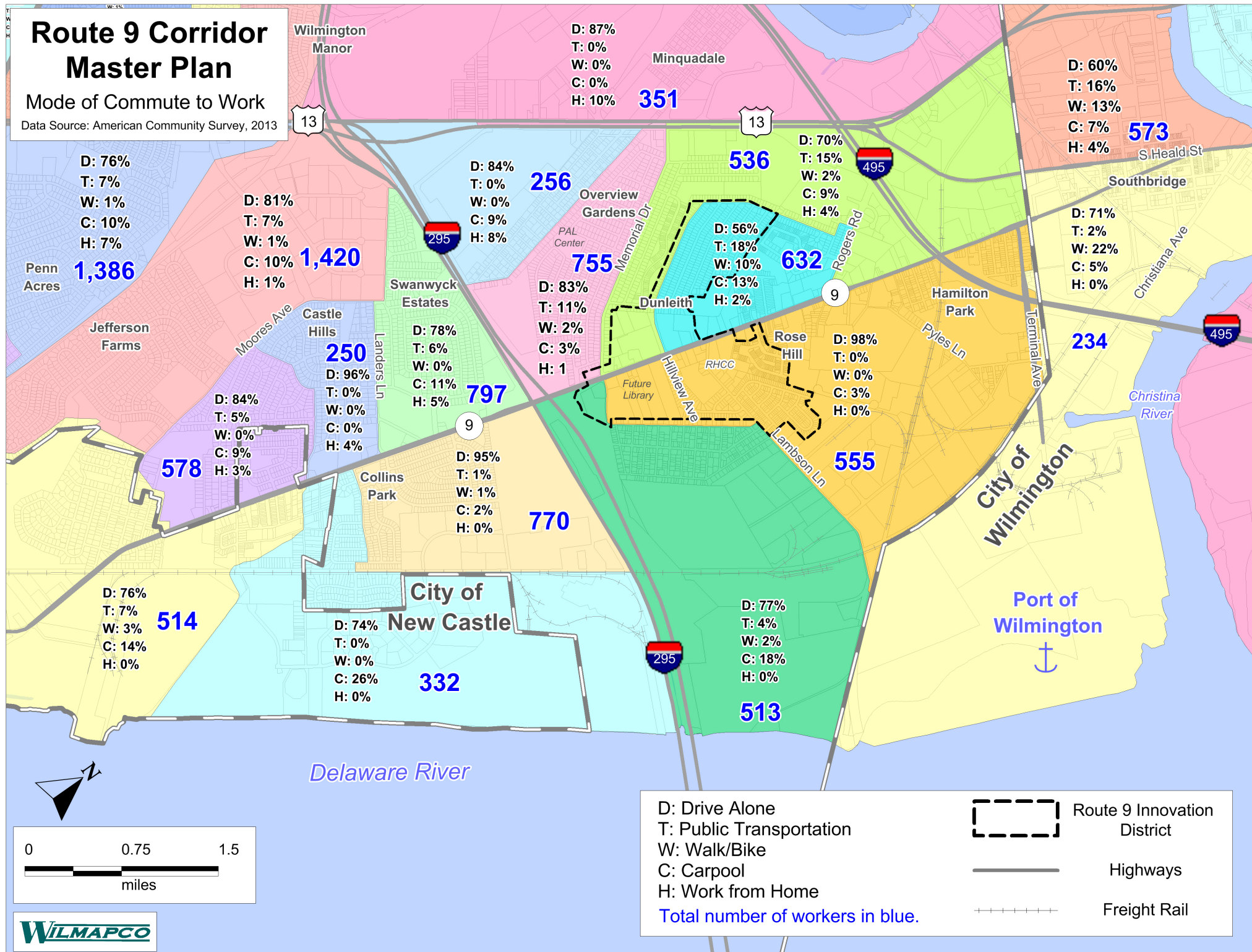
Data Source: American Community Survey, 2013



Route 9 Corridor Master Plan

Mode of Commute to Work

Data Source: American Community Survey, 2013



Route 9 Corridor Master Plan

Vacancies and Income

Source: ACS, NCC

HH - 1,041
V - 23 (2.2%)
\$ - \$67,656

Penn Acres

HH - 1,221
V - 86 (7%)
\$ - \$52,284

Jefferson Farms

HH - 443
V - 20 (4.5%)
\$ - \$68,260

HH - 484
V - 44 (9.1%)
\$ - \$75,987

Wilmington Manor

HH - 364
V - 56 (15.4%)
\$ - \$57,500

13

HH - 257
V - 53 (20.6%)
\$ - \$38,426

Overview Gardens

PAL Center

HH - 645
V - 0 (0%)
\$ - \$47,234

Swanwyck Estates

HH - 539
V - 17 (3.2%)
\$ - \$62,323

Castle Hills

HH - 272
V - 29 (11%)
\$ - \$53,824

Collins Park

HH - 543
V - 47 (8.6%)
\$ - \$53,158

City of New Castle

HH - 284
V - 38 (13.4%)
\$ - \$48,714

Minquadale

13

Memorial Dr

HH - 749
V - 53 (7.1%)
\$ - \$33,480

Future Library

Rose Hill

HH - 762
V - 138 (18.1%)
\$ - \$32,292

Lambson Ln

HH - 341
V - 20 (5.9%)
\$ - \$52,216

HH - 402
V - 3 (0.7%)
\$ - \$41,250

Hamilton Park

Pyles Ln

City of Wilmington

Port of Wilmington



HH - 721
V - 123 (17%)
\$ - \$21,053

S Heald St

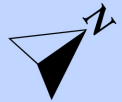
Southbridge

HH - 449
V - 142 (31.6%)
\$ - \$36,576

Christina River

495

Delaware River



0 0.75 1.5
miles

WILMAPCO

HH - Household Units
V - Total Vacancies (%)
\$ - Annual Median Household Income



Route 9 Innovation District



Highways

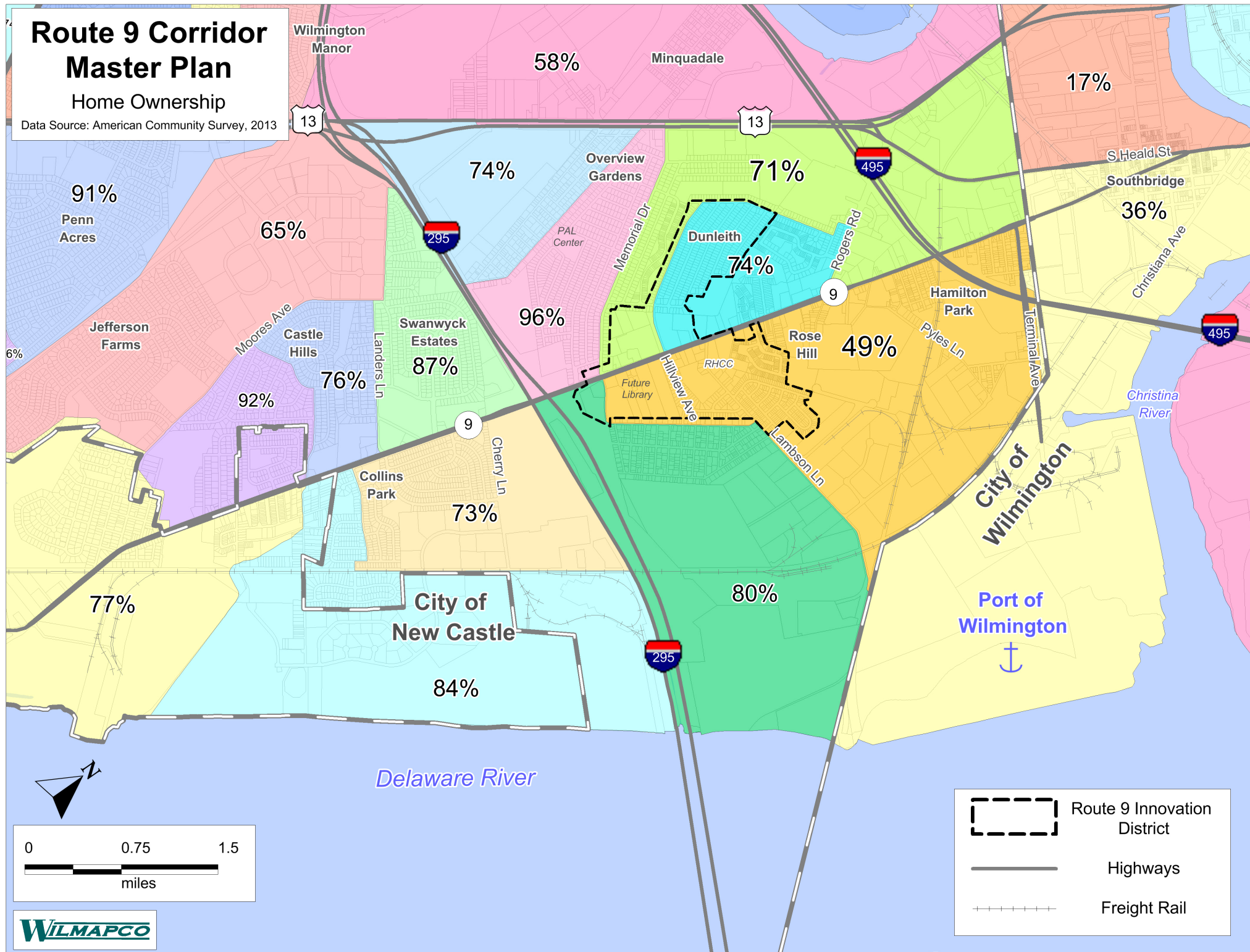


Freight Rail

Route 9 Corridor Master Plan

Home Ownership

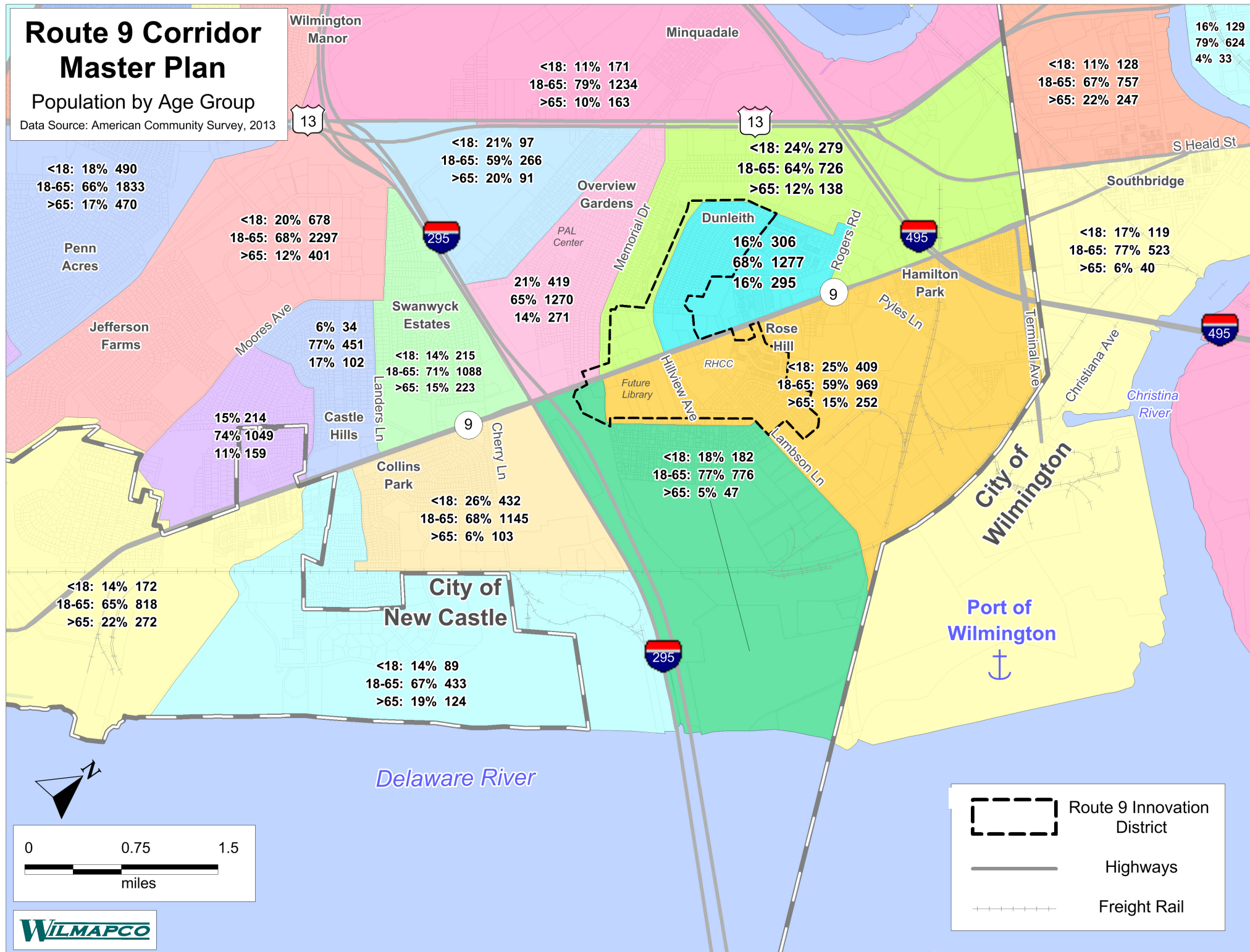
Data Source: American Community Survey, 2013



Route 9 Corridor Master Plan

Population by Age Group

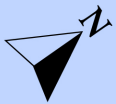
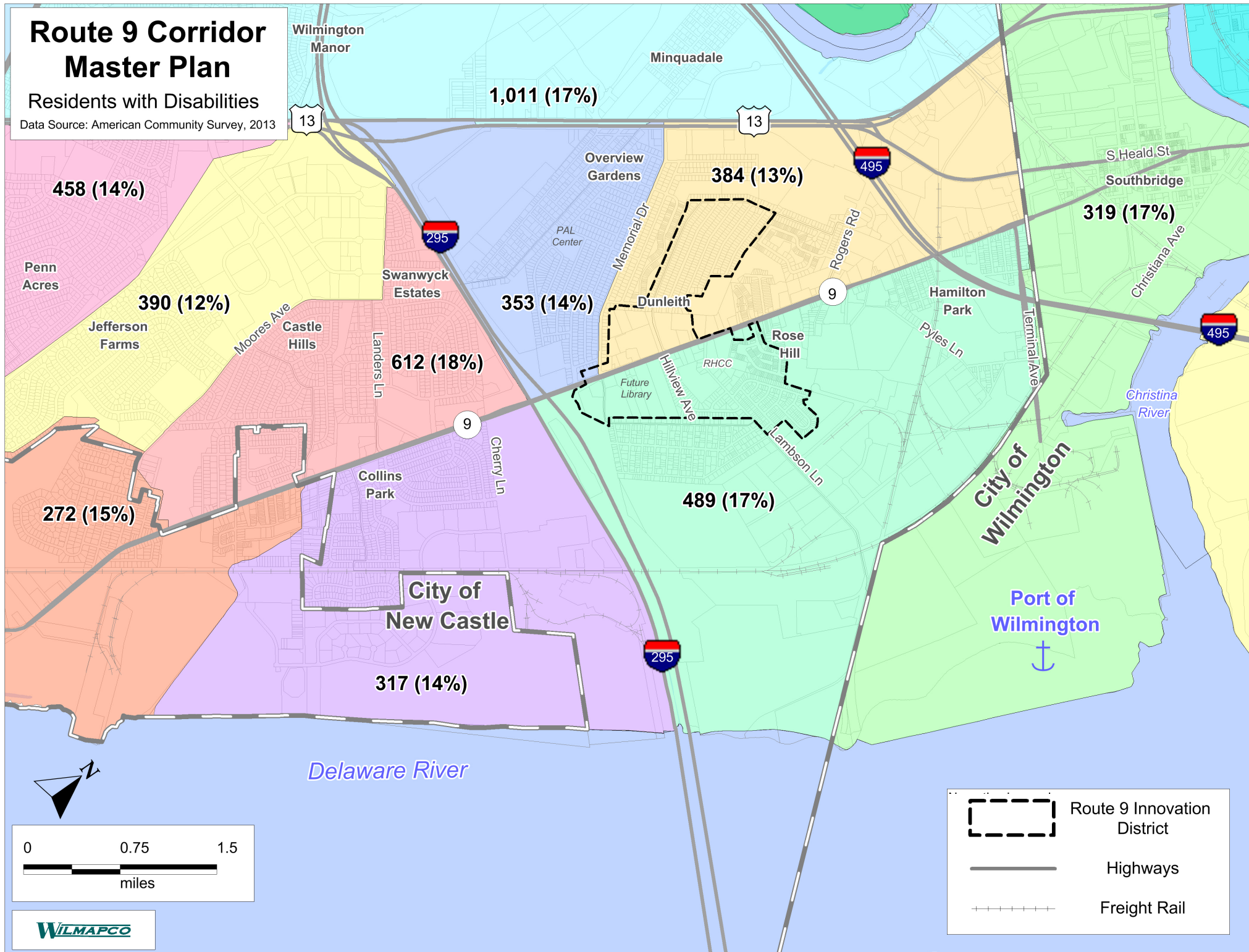
Data Source: American Community Survey, 2013



Route 9 Corridor Master Plan

Residents with Disabilities

Data Source: American Community Survey, 2013



0 0.75 1.5
miles

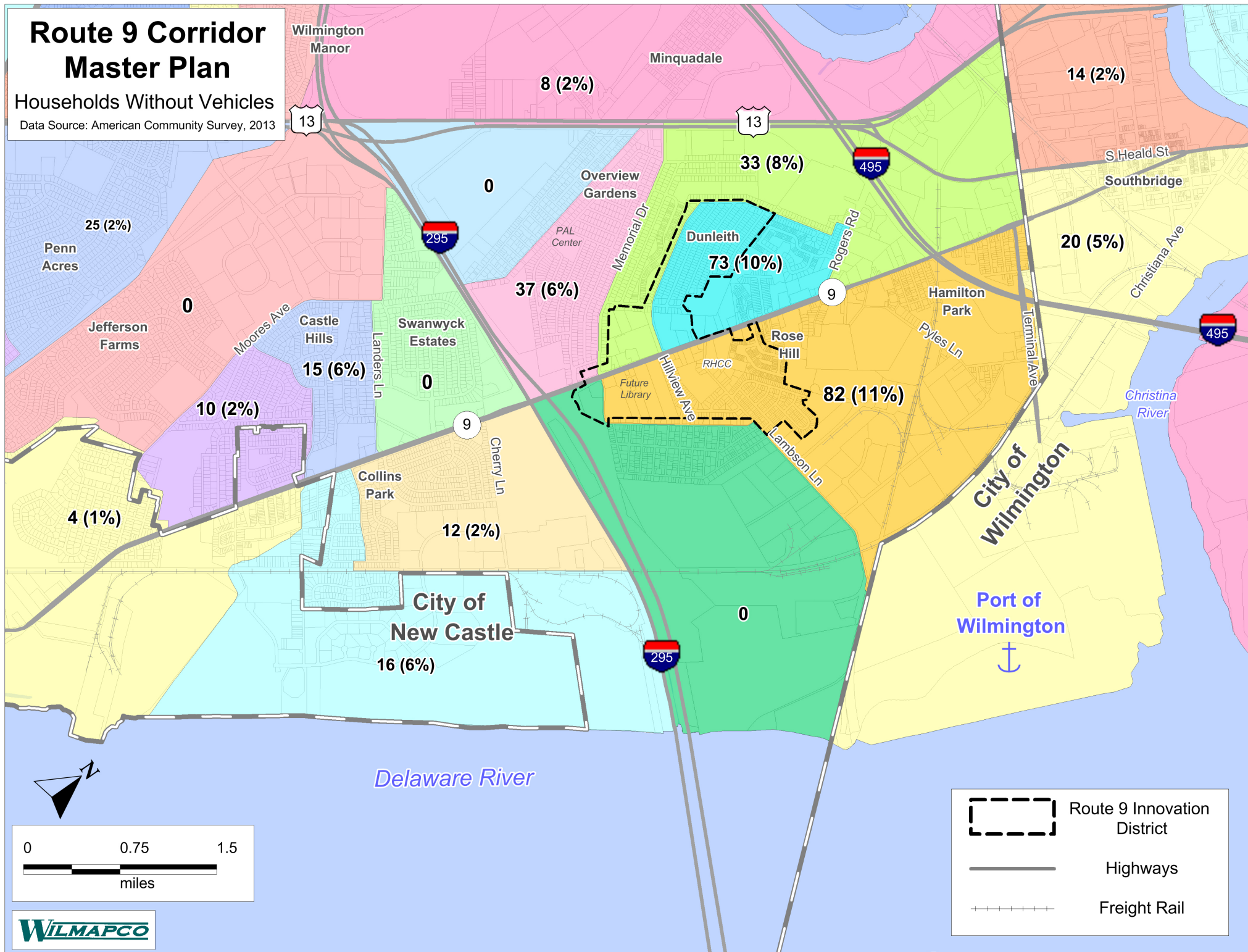
WILMAPCO

- Route 9 Innovation District
- Highways
- Freight Rail

Route 9 Corridor Master Plan

Households Without Vehicles

Data Source: American Community Survey, 2013



Route 9 Corridor Master Plan

Demographics

Source: DelDOT, NCC, US Census

T - 2677
W - 1988 (74%)
B - 426 (16%)
A - 19 (1%)
H - 301 (11%)

Penn Acres

T - 2,801
W - 992 (35%)
B - 1,531 (55%)
A - 30 (1%)
H - 301 (11%)

Jefferson Farms

T - 870
W - 609 (70%)
B - 151 (17%)
A - 9 (1%)
H - 143 (16%)

Castle Hills

T - 1,247
W - 687 (55%)
B - 418 (34%)
A - 15 (1%)
H - 177 (14%)

T - 1169
W - 694 (59%)
B - 430 (37%)
A - 7 (1%)
H - 40 (3%)

Collins Park

T - 1,510
W - 1,116 (74%)
B - 159 (10%)
A - 18 (1%)
H - 472 (31%)

City of New Castle

T - 906
W - 591 (65%)
B - 198 (22%)
A - 3 (1%)
H - 262 (29%)

Delaware River

T - 1,546
W - 915 (59%)
B - 471 (30%)
A - 9 (1%)
H - 222 (14%)

Wilmington Manor

T - 694
W - 450 (65%)
B - 156 (22%)
A - 13 (2%)
H - 138 (20%)

Overview Gardens

T - 1,644
W - 413 (25%)
B - 936 (57%)
A - 3 (1%)
H - 432 (26%)

PAL Center

T - 1,953
W - 139 (7%)
B - 1,671 (86%)
A - 0 (0%)
H - 191 (10%)

Future Library

T - 797
W - 476 (60%)
B - 253 (32%)
A - 5 (1%)
H - 101 (13%)

Minquadale

T - 1,237
W - 82 (7%)
B - 1068 (86%)
A - 1 (1%)
H - 121 (10%)

Rose Hill

T - 2,051
W - 399 (19%)
B - 1,443 (70%)
A - 8 (1%)
H - 247 (12%)

Hamilton Park

T - 1,262
W - 368 (29%)
B - 761 (60%)
A - 61 (5%)
H - 101 (8%)

Southbridge

T - 656
W - 25 (4%)
B - 616 (94%)
A - 0 (0%)
H - 21 (3%)

Christina River

City of Wilmington

Port of Wilmington



0 0.75 1.5
miles

WILMAPCO

T - Total Population
W - Non-Hispanic White (%)
B - Non-Hispanic Black (%)
A - Non-Hispanic Asian (%)
H - Total Hispanic (%)



Route 9 Innovation District



Highways

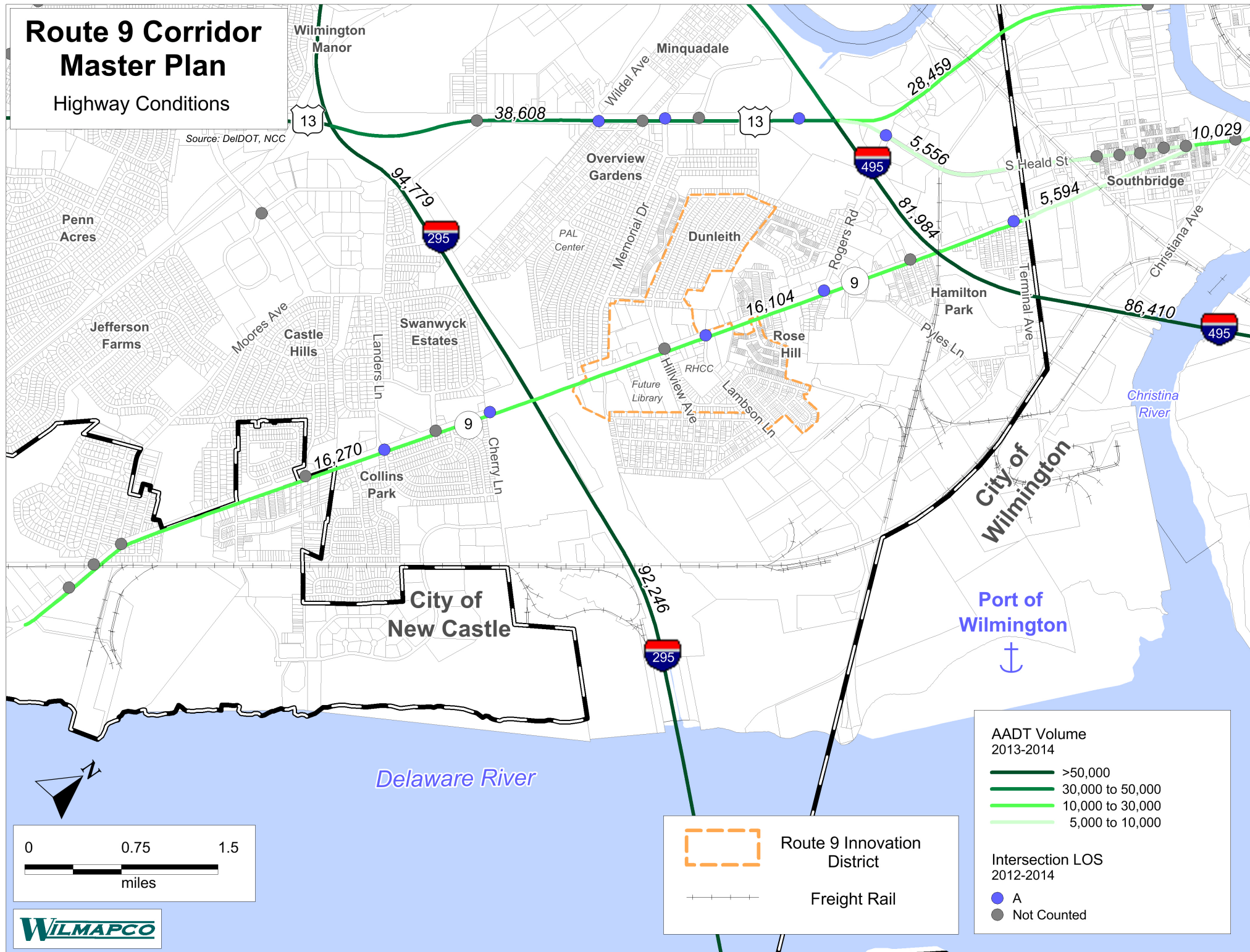


Freight Rail

Route 9 Corridor Master Plan

Highway Conditions

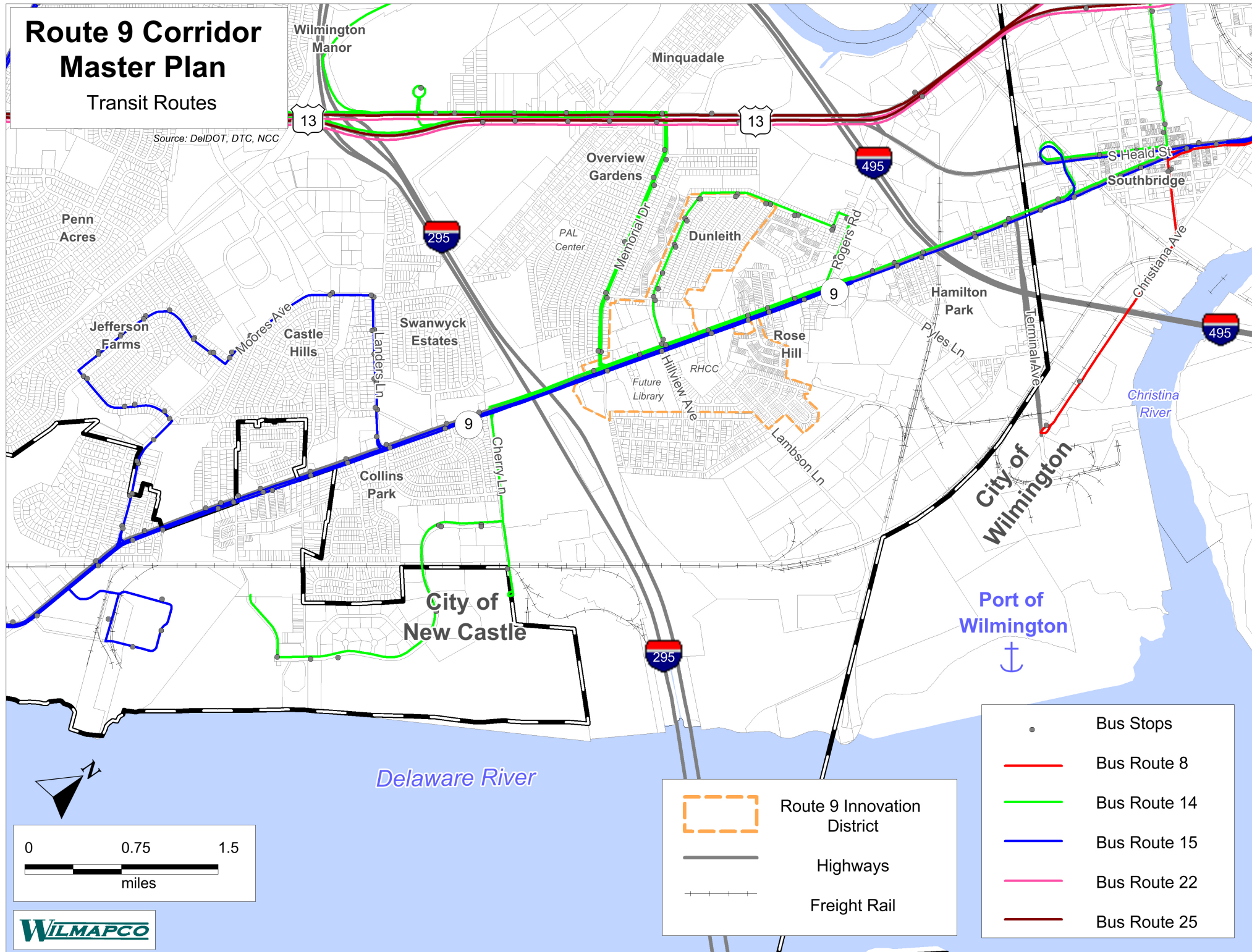
Source: DelDOT, NCC



Route 9 Corridor Master Plan

Transit Routes

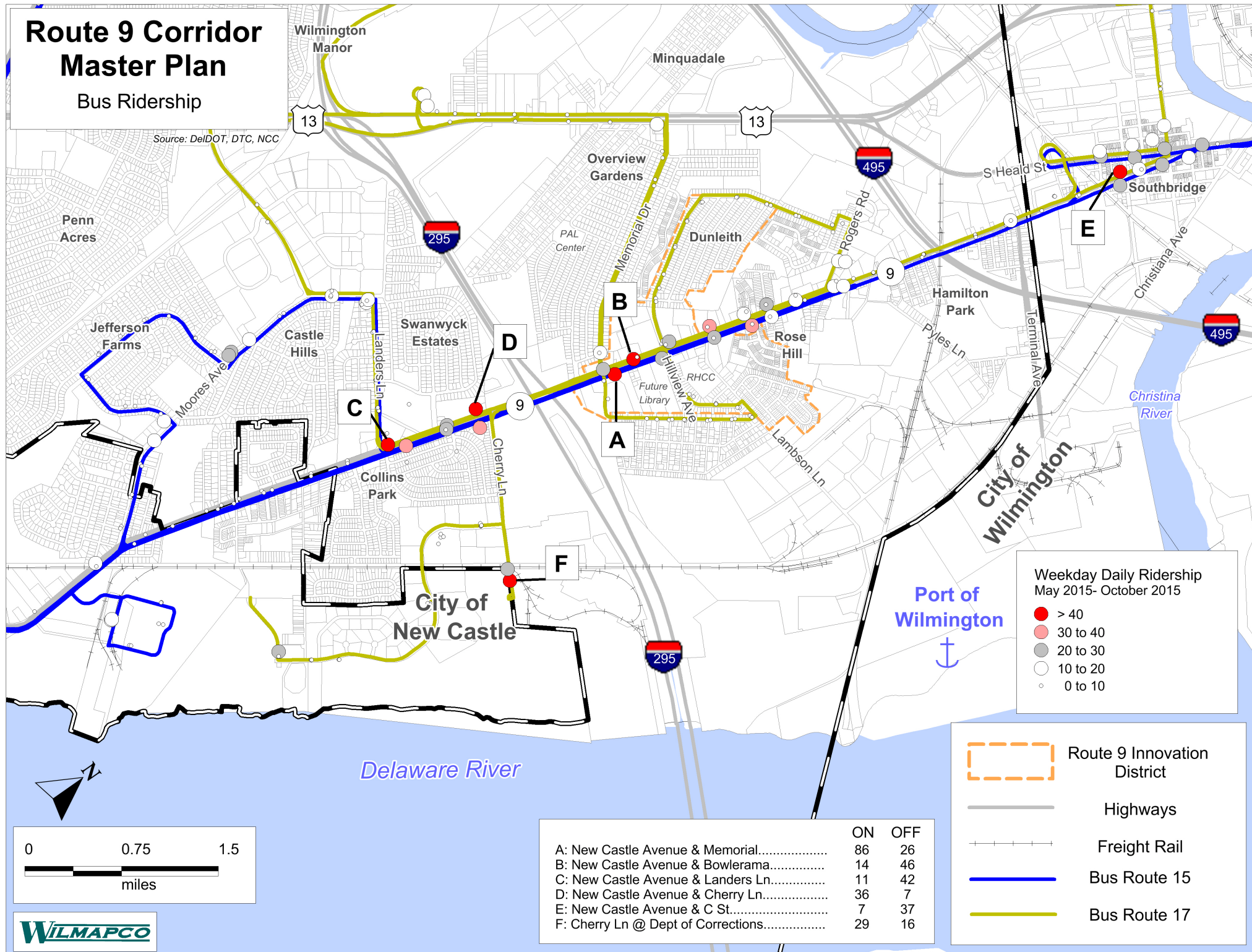
Source: DelDOT, DTC, NCC



Route 9 Corridor Master Plan

Bus Ridership

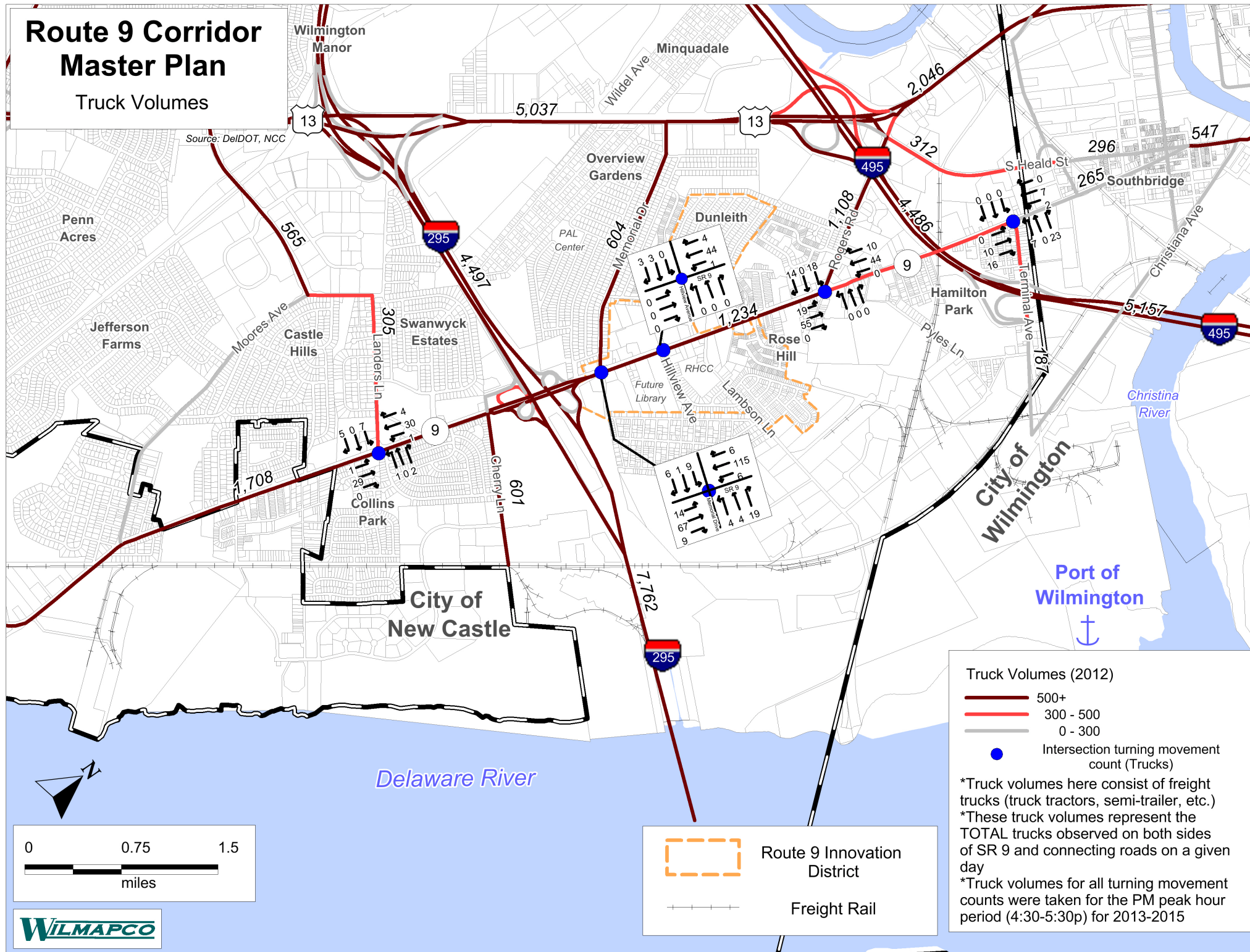
Source: DelDOT, DTC, NCC



Route 9 Corridor Master Plan

Truck Volumes

Source: DelDOT, NCC



Truck Volumes (2012)

- 500+
- 300 - 500
- 0 - 300

● Intersection turning movement count (Trucks)

*Truck volumes here consist of freight trucks (truck tractors, semi-trailer, etc.)

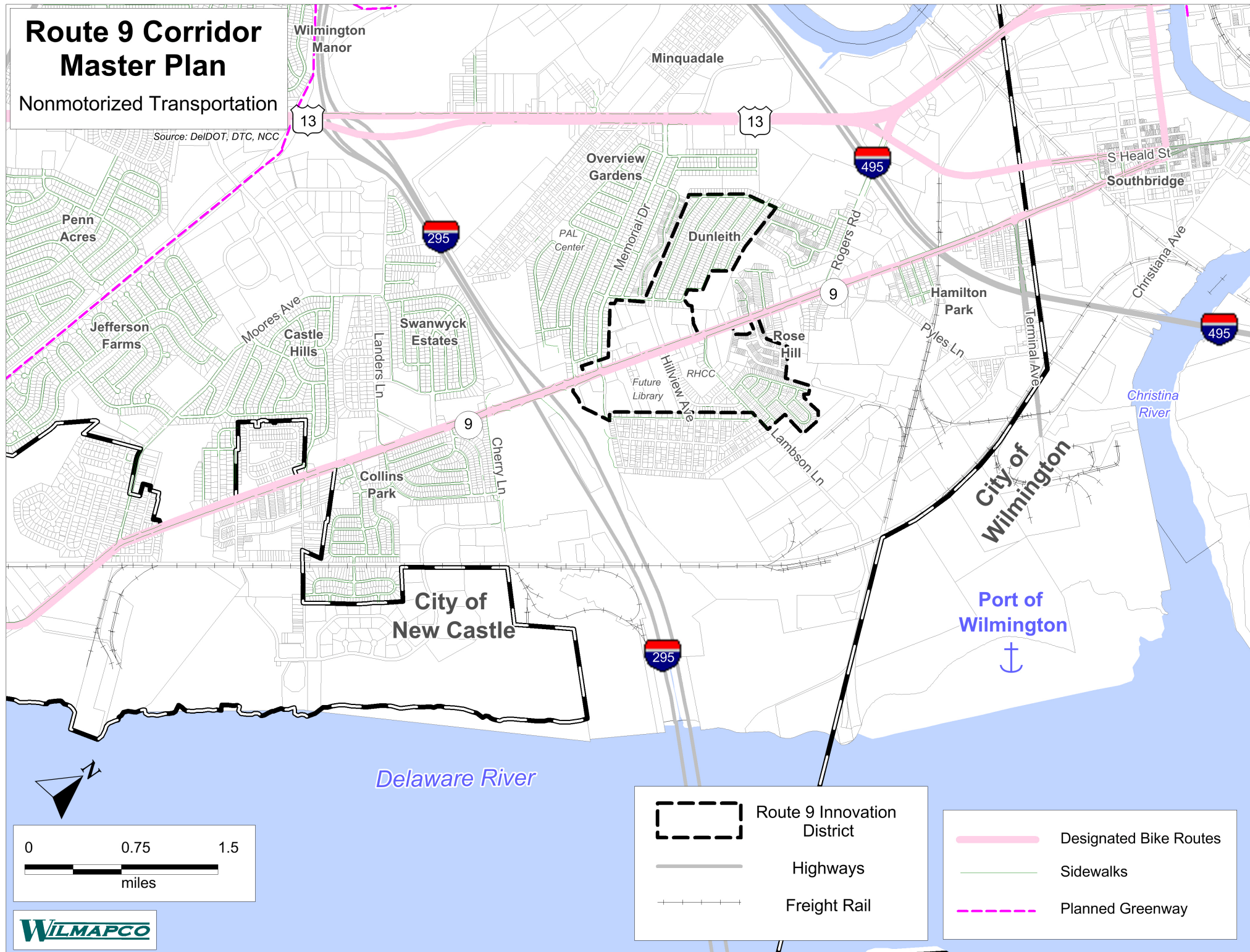
*These truck volumes represent the TOTAL trucks observed on both sides of SR 9 and connecting roads on a given day

*Truck volumes for all turning movement counts were taken for the PM peak hour period (4:30-5:30p) for 2013-2015

Route 9 Corridor Master Plan

Nonmotorized Transportation

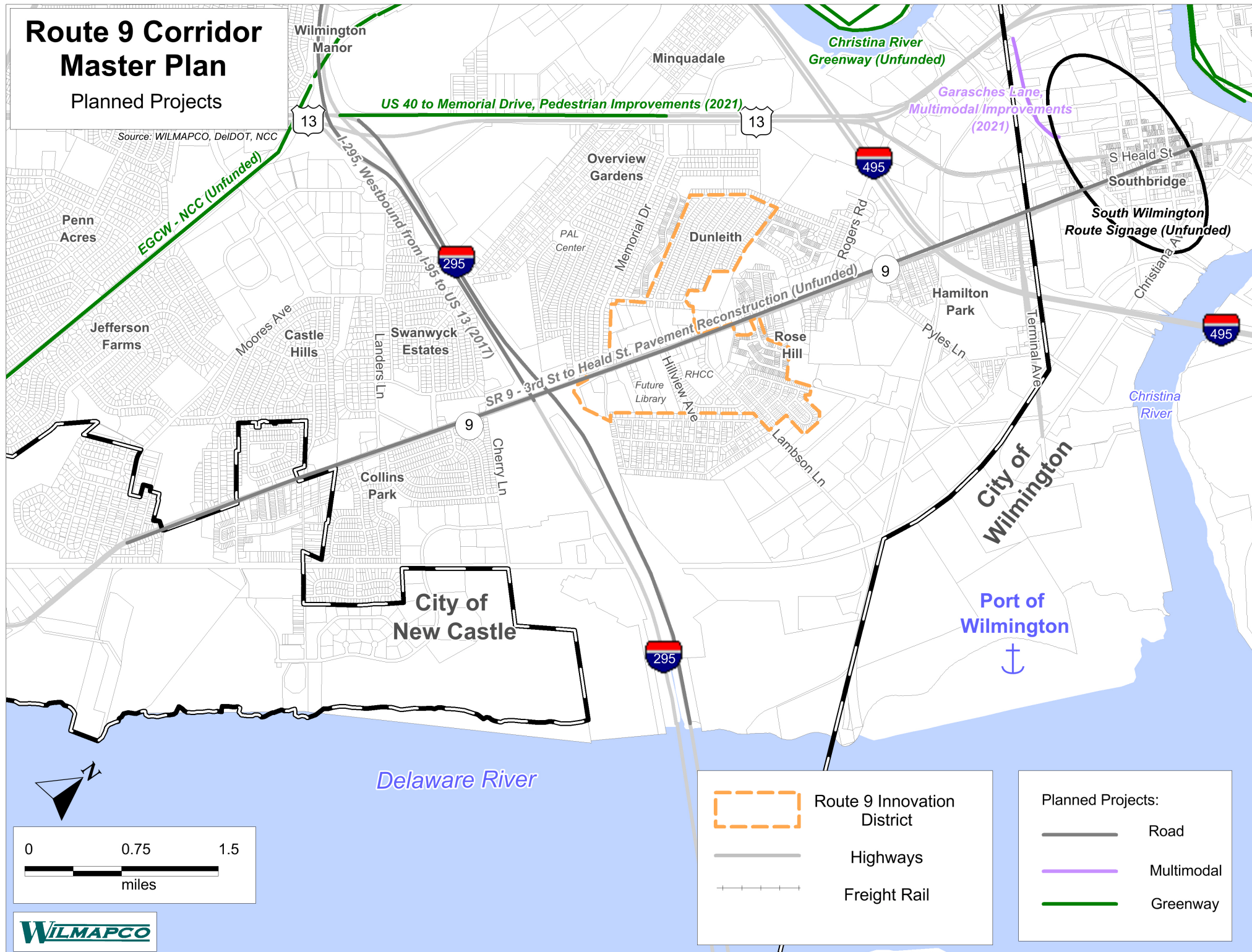
Source: DelDOT, DTC, NCC



Route 9 Corridor Master Plan

Planned Projects

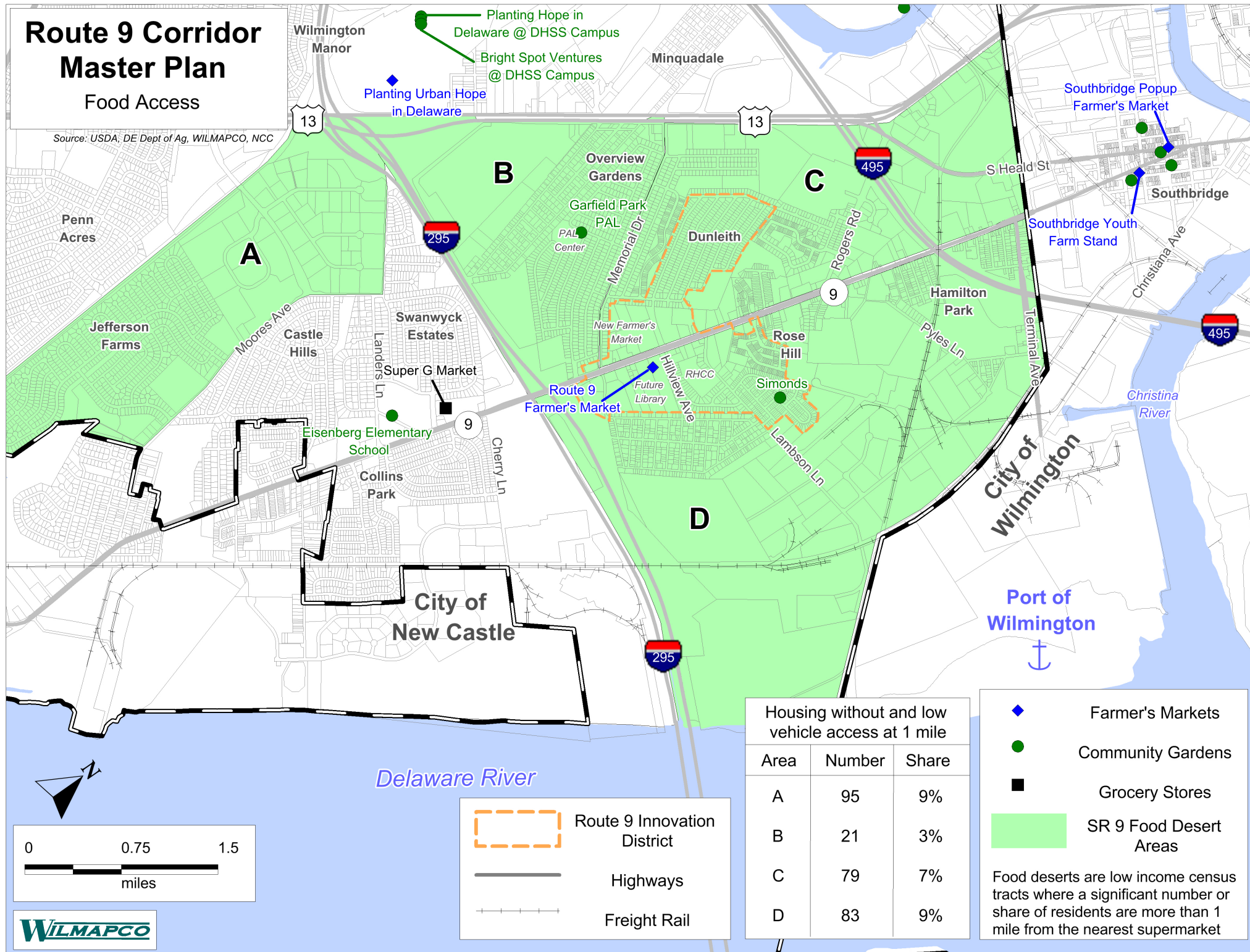
Source: WILMAPCO, DelDOT, NCC



Route 9 Corridor Master Plan

Food Access

Source: USDA, DE Dept of Ag, WILMAPCO, NCC



0 0.75 1.5
miles

WILMAPCO



Route 9 Innovation District



Highways

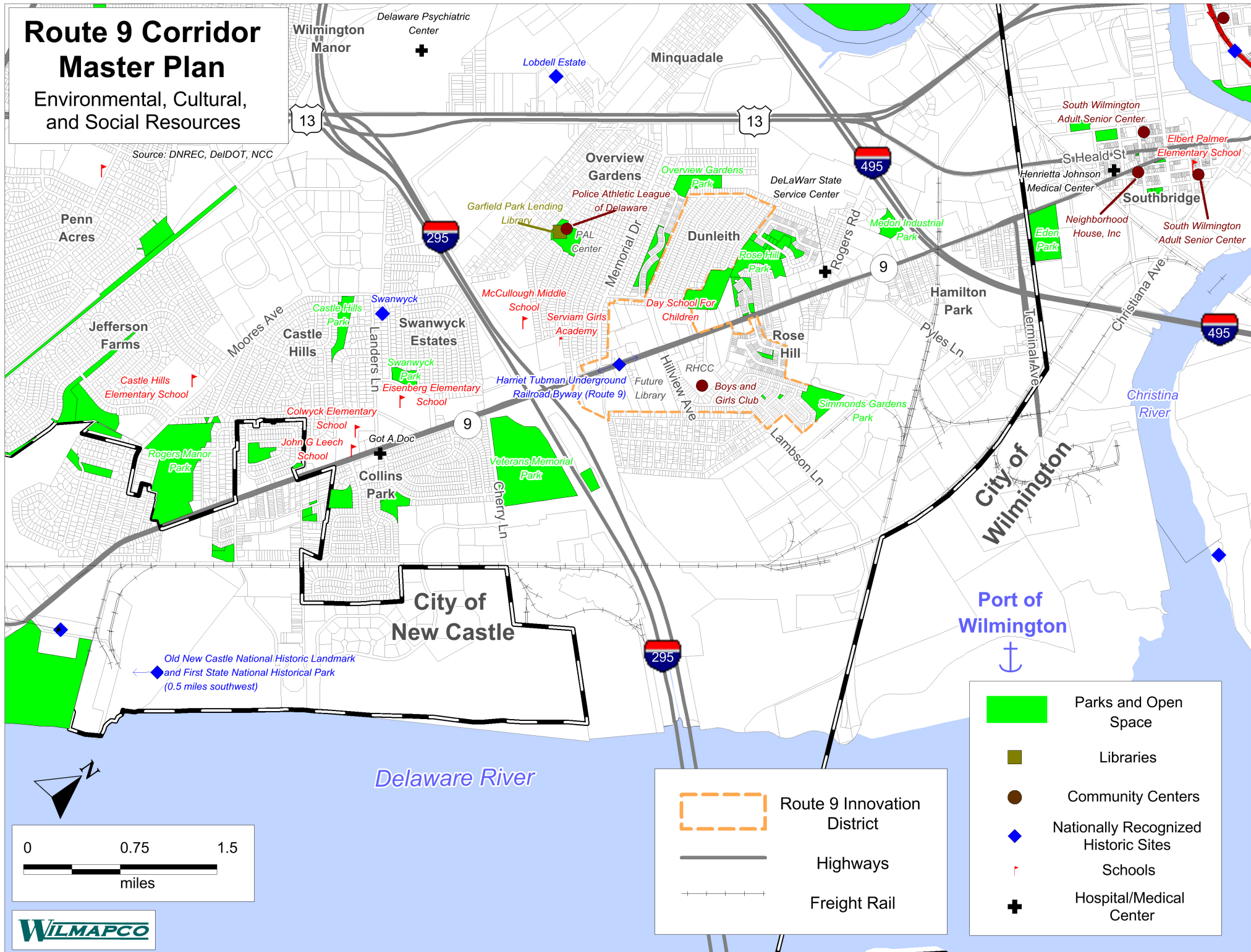


Freight Rail

Route 9 Corridor Master Plan







Environmental, Cultural,
and Social Resources



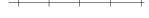
Source: DNREC, DelDOT, NCC



Delaware River

Port of
Wilmington

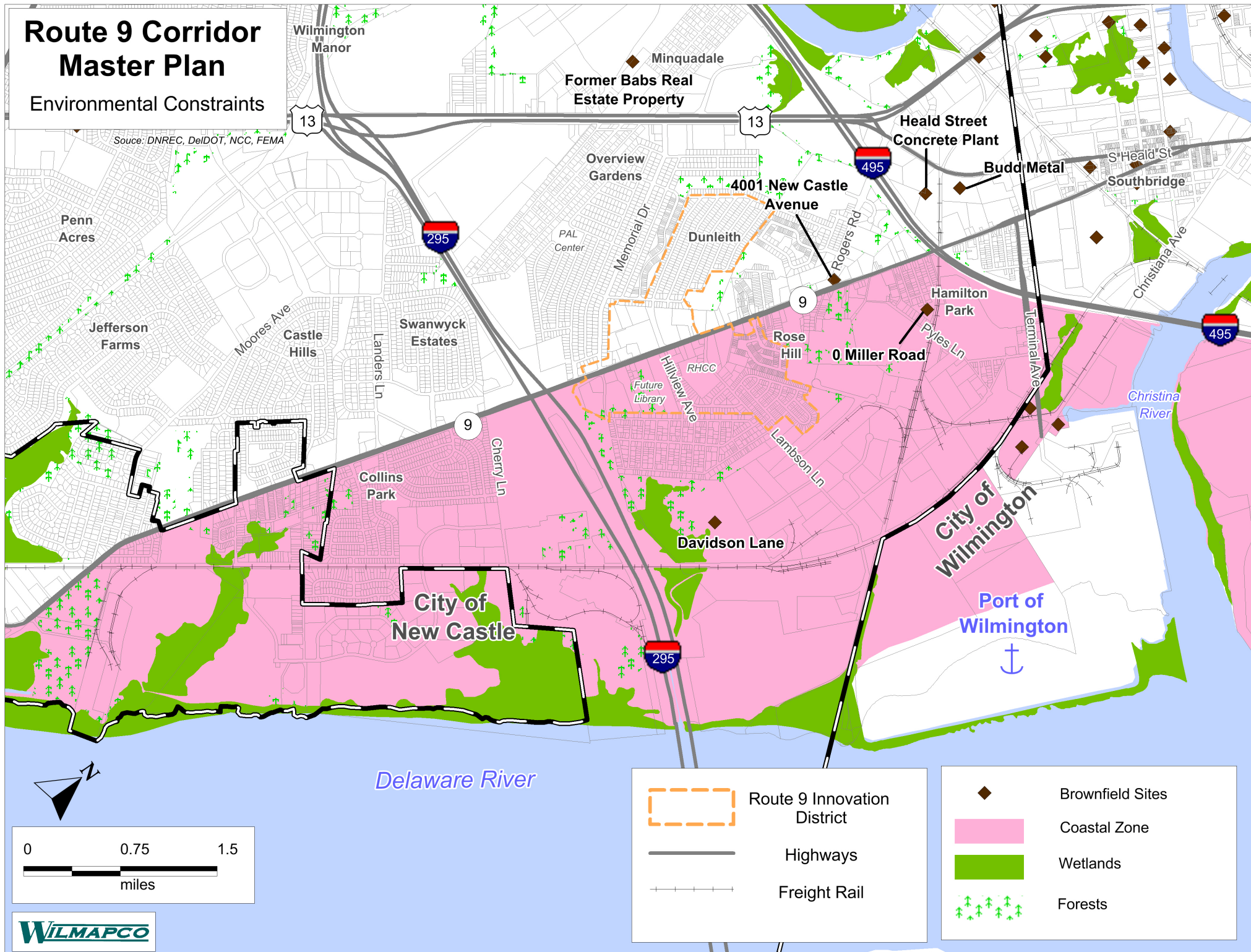
-  Parks and Open Space
-  Libraries
-  Community Centers
-  Nationally Recognized Historic Sites
-  Schools
-  Hospital/Medical Center

-  Route 9 Innovation District
-  Highways
-  Freight Rail

Route 9 Corridor Master Plan

Environmental Constraints

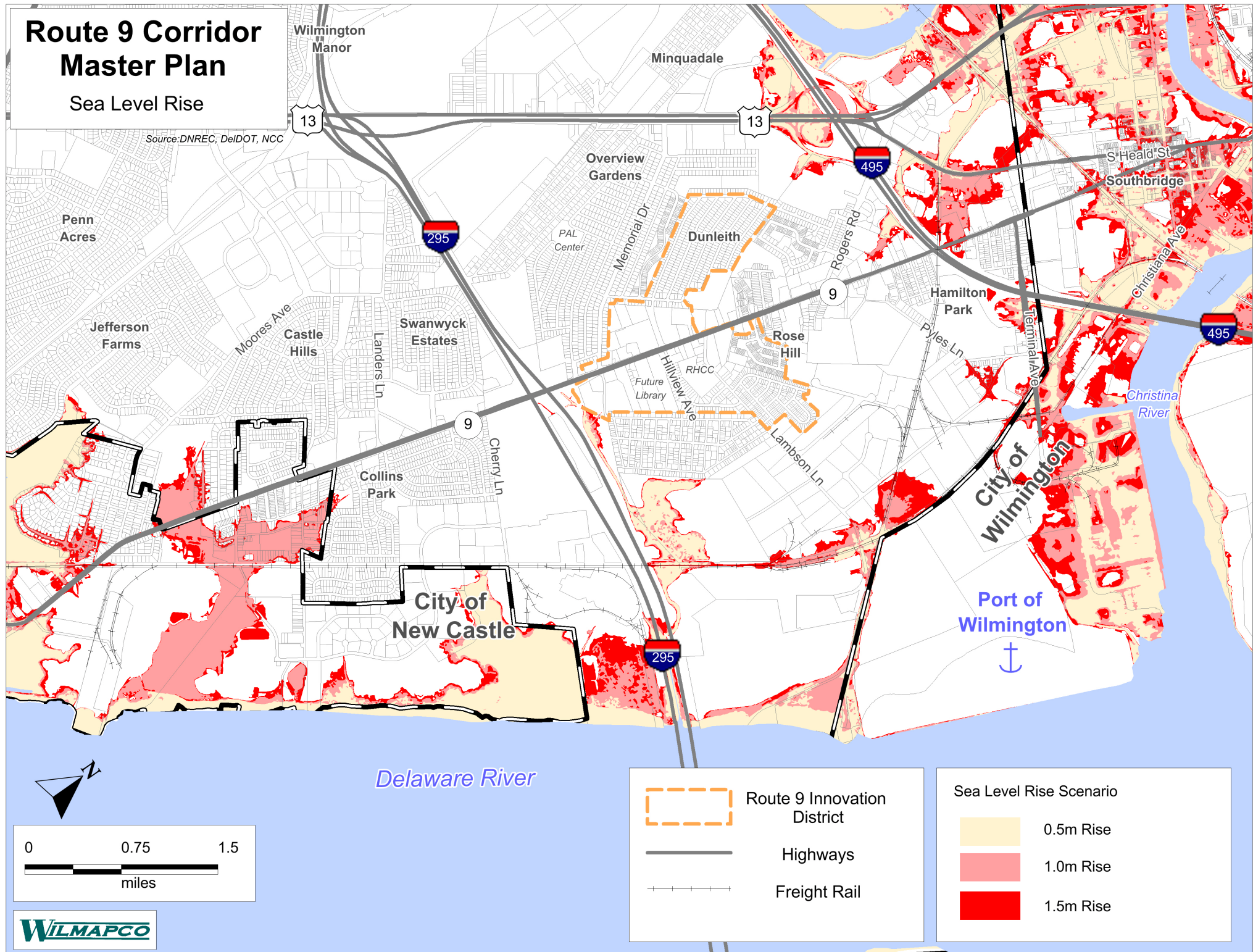
Source: DNREC, DelDOT, NCC, FEMA



Route 9 Corridor Master Plan

Sea Level Rise

Source: DNREC, DelDOT, NCC



Route 9 Corridor Master Plan

Flood Risk Adaptation Map

Source: DNREC, DelDOT, NCC, FEMA

