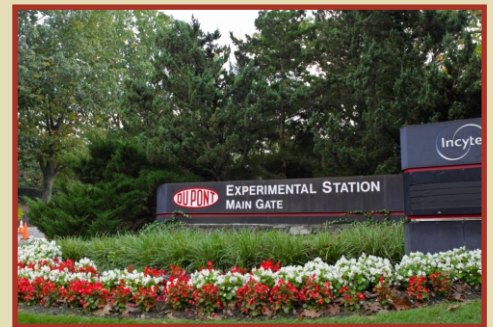




# Corridor 20-Year Land Use and Transportation Plan

August 2016



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## I. INTRODUCTION

The SR 141 Corridor and surrounding area have a special mix of historic properties, established neighborhoods, and several high-tech business campuses that create a unique area, culturally, historically and economically. The corridor has experienced considerable and varied development over time and the future is likely to bring additional land use change and development.



Any changes to the existing land uses and/or transportation facilities have the potential to impact the lives of the people who live, work, shop, recreate, visit and travel in or through the corridor as well as affect the natural, historic and cultural resources that define the corridor. The community has a long history of civic engagement and concern about any potential change to this unique corridor.

The three agencies leading this project, the Wilmington Area Planning Council (WILMAPCO), the Delaware Department of Transportation (DelDOT), and the New Castle County Department of Land Use (NCC), are responsible for making recommendations and decisions on future land use and transportation proposals that will shape the future of the SR 141 Corridor, with input from SR 141 Corridor stakeholders and members of the surrounding communities. Prior to the initiation of this study, there was no guidance specific to the SR 141 Corridor to direct future transportation improvements and land use changes to the corridor.

## II. THE SR 141 CORRIDOR, PAST & PRESENT

The SR 141 Corridor provides vital access to numerous businesses, homes, schools, medical institutions, parks and museums. Linking the City of New Castle to the US 202 corridor, this arterial functions in some ways as a major connector road around western and northwestern Wilmington. With linkages to various major corridors including I-95, SR 2, SR 34, SR 48, SR 52, SR 100 and US 202, the SR 141 Corridor functions as a critical element of the regional transportation system.

This project focuses on the section of SR 141 between SR 2 and US 202, consisting of a four-lane median divided roadway, a limited access arterial, and a two-lane bridge (the Tyler McConnell Bridge). This section of SR 141 is a significant economic resource for New Castle County, providing a key access route for about 30,000 local jobs. The geographic area within the project limits has about 8,200 households,





and the resultant jobs/housing ratio of more than 3:1 is part of the reason that about 90% of the workforce travels into and out of the study area on a daily basis, contributing to local area congestion.

The employment resource is anchored by several major properties including the Astra-Zeneca campus, the A.I. DuPont Hospital, and the DuPont Experimental Station and Chestnut Run facilities. These business and institutional campuses, in combination with the historic properties and established neighborhoods create a unique area, culturally, historically and economically, for the County and State. This section of SR 141 is also unique due to the surrounding community's long history of civic engagement and concern about any potential change to this unique corridor.



During the course of this project, a major event took place that has the potential to alter the future of the SR 141 Corridor: On December 11, 2015, DuPont and Dow Chemical, the two largest chemical companies in the country announced their merger. DuPont, founded in 1802, has been an anchor of the Brandywine Valley for over 200 years, providing high-paying, stable employment to thousands of workers who live in the region. Within weeks of the merger, the new company, currently known as DowDuPont, announced it will cut

1,700 DuPont jobs out of 6,100 in the State of Delaware. It is unclear what additional change this merger will bring to the SR 141 Corridor, but it highlights the need for careful and thoughtful planning to ensure that the corridor remains attractive and prosperous, and remains a historically and culturally significant place for existing and future businesses and residents alike.

### III. PROJECT OVERVIEW

The goal of this 20-Year Land Use and Transportation Plan was to develop a vision for the corridor and decision making framework that will result in consensus-based recommendations to address current and future land use and transportation needs of the corridor. Recognizing the unique attributes and characteristics of this corridor, the three agencies leading this study, WILMAPCO, New Castle County and DelDOT, determined that the project was to be carried out through a comprehensive public involvement process. The intent of the project was to guide transportation and land use policy decisions for the next two decades. Ideally, this long-range approach will help achieve the goals and aspirations of the current and future residents, business leaders and property owners of the corridor, while respecting the numerous natural, historic and man-made features within the corridor.

This report summarizes the documentation of existing and future conditions, the creation of a vision and establishment of a framework upon which transportation improvement and land use change decisions can be made. This project consists of several activities grouped into four (4) categories:

1. Stakeholder Outreach and Public Involvement
2. Documentation of Existing and Future Conditions
3. Development of the Vision for the SR 141 Corridor
4. Preparation of the Framework for Future Guidance



1. **Stakeholder Outreach and Public Involvement:** The stakeholder outreach and public involvement component of this project was extensive. In the spring of 2015, to better understand the short and long term issues, concerns, opportunities and challenges facing the SR 141 Corridor, the project team embarked on a listening tour reaching out to a broad cross-section of corridor leaders. In addition to five elected and planning board officials, twenty-five representatives of eighteen civic, business and environmental organizations were interviewed.

A complete list of all stakeholders that were interviewed, and a summary of comments received, are provided in the Appendix C.

Throughout the course of the project, the team reached out to and involved the general public. Three Public Information Sessions were held, in June and October 2015 and again in May 2016 at the A. I. DuPont High School. Presentations were made and extensive information was provided. Steps were taken to solicit input and comments from the attendees. WILMAPCO's website was used as another means to make information about the project available to the public and to obtain input from throughout the corridor. Special care was taken to make the communities and residents of the corridor aware of the information sessions and the results. Input received through these efforts was instrumental as the Vision and other project materials were revised and as the project continued to move ahead.

The presentation materials used at each Public Information Session are available on WILMAPCO's website at <http://www.wilmapco.org/141-2/> and are also summarized in the Appendices.

2. **Documentation of Existing and Future Conditions:** The project team assembled and analyzed a considerable amount of information regarding the SR 141 Corridor as it exists today and as it may exist in the future. These investigations included land use, zoning, approved and potential development and roadway improvements. In addition, travel patterns and times, traffic volumes and operations, journey to work patterns, accident history, pedestrian and bicycle facilities and bus route information were obtained and studied. This knowledge about and understanding of the SR 141 Corridor was valuable in forming a vision for the corridor and outlining a framework for how the vision can become real.

3. **Development of the Vision for the SR 141**

**Corridor:** Section IV presents the long-range Vision Statement for the SR 141 Corridor. Preparation of the Vision took into consideration the vision for New Castle County as contained in the 2012 Comprehensive Plan Update, the County's Economic Development Strategic Plan, WILMAPCO's Regional Transportation Plan (RTP) and Delaware's Strategies for State Policies and Spending. The Vision Statement and Framework for Future

Guidance were generated based largely on information that was collected during the stakeholder interviews and through analysis of existing and projected potential land use and transportation conditions. The draft Vision Statement was presented, reviewed and revised during and after the June



and October 2015 Public Information Sessions and follow-up comment and discussion activities. The Vision Statement was then finalized and the official document was presented at the May 2016 Public Information Session.

4. **Preparation of the Framework for Future Guidance:** The SR 141 Vision Statement will become reality through the combined actions of the public, private sector, NCC, WILMAPCO, DelDOT and civic, environmental, business and historic organizations. The Vision, by its general nature, will become real over a long period of time, at least twenty years, through the combined work of many parties. To provide guidance for the many development, redevelopment, open space, preservation and transportation decisions that will be made in the future, a Framework for Future Guidance document was developed. A draft of the Framework for Future Guidance was the focus of Public Information Session #3 held in May 2016 and was revised based on the feedback that was received from the SR 141 community. The Framework for Future Guidance on Land Use, Mobility and Safety contained in Section V provides guidance to be used in the formation of policies, processes and strategies to achieve the SR 141 Vision. These next steps are to be addressed in concert with the County's work in revising the Unified Development Code

## IV. THE VISION FOR THE SR 141 CORRIDOR

**What is a Vision?:** A vision statement describes the values, aspirations and shared image of what the SR 141 community wants the corridor to be in the future. Simply stated, the vision statement demonstrates what the corridor could become under ideal conditions. The Vision is the benchmark against which the effectiveness of proposed land use and transportation strategies can be measured.

**The County's Vision:** The SR 141 Corridor is an integral part of New Castle County. Therefore, a starting place for developing a vision for the corridor is the following vision for the county as articulated in the legally adopted "New Castle County 2012 Comprehensive Plan Update", which is also consistent with New Castle County's "2014 Land Use Action Plan."

*"To preserve New Castle County as a strong community, where residents can grow up and grow old in a healthy and safe environment, by encouraging environmentally and economically sustainable use of land, which protects the county's natural, cultural, agricultural, and historic resources."*

The 2012 Update of the Comprehensive Plan was certified by the Governor as consistent with the Delaware Strategies for State Policies and Spending.

The 2014 "New Castle County Economic Development Strategic Plan" identified the SR 141 Corridor as an Opportunity Area having great potential for future development or redevelopment. Additionally, the County's "2014 Land Use Action Plan" also supports the development of congestion management strategies for the SR 141 Corridor and other portions of New Castle County. These assessments were considered when creating this Vision for the corridor.

### SR 141 Corridor Vision

*The SR 141 Corridor will be a showpiece corridor in which land use and transportation planning enable the creation of complete communities that encompass complete streets and efficient land use, and are healthy and livable, inclusive and active, and sustainable. The corridor will be home to a variety of residential*

development, ranging from walkable multi-family developments to spacious, single-family homes on larger lots in traditional neighborhoods. The corridor will have multiple high quality employment opportunities, building on the legacy and strength of Delaware's chemical, banking and pharmaceutical industry, and also provide a rich environment for emerging technology and other high quality employers to thrive. Institutional land uses such as schools, centers for the arts, and medical facilities will be encouraged. The SR 141 Corridor will facilitate "living near your work" and will remain a highly attractive and unique gateway to the Brandywine Valley.



One of the defining characteristics of the corridor is it remains primarily residential, office and institutional with minimal commercial uses in the 5 miles from Faulkland Road to Route 202 – a product of decades of thoughtful, responsible land use planning. Retail land uses that serve off-site users are incompatible with this character. As a result, retail/service development will be focused on those sites that primarily serve employees/residents within the site.



The corridor will have multiple transportation options, providing for those who choose or need to drive and those who prefer alternative modes such as transit, walking and biking. Although SR 141 will remain important as a regional facility owing to its existing connections with major transportation facilities such as I-95, SR 52 and US 202, the scale of the transportation network will serve primarily local and short-distance trips, and will discourage high-speed through traffic and heavy vehicle traffic.

Open space, natural and cultural resources remain critical assets that contribute to the high standard of living for residents of the SR 141 Corridor. As such, as development and redevelopment occur, care will be taken to retain open space, wherever possible, and protect existing historic and natural resources. Where feasible, access to outdoor recreational areas will be available by all modes of transportation, and parklands will be connected through a trail system designed for non-motorized traffic.

The following land use and transportation elements demonstrate how the SR 141 Corridor Vision can be achieved:

- Modifications to the SR 141 Corridor, including any new development, redevelopment of existing parcels, or transportation improvements should:
  - Preserve or enhance the unique character and quality of life and promote the public health of the communities within the corridor.
  - Encourage its continued use as a vibrant, high-quality employment corridor.
  - Preserve the extraordinary historic, cultural, archeological and natural resources in the Brandywine Valley.





- Enhance safe and attractive places in which to live, work, play, travel and visit.
  - Preserve open space to the greatest extent possible.
- Land use plans and policies for the corridor should foster development that generally supports or is consistent with the Corridor Vision and key community objectives. The development of these plans and policies should encourage more sustainable development. These plans and policies should:
  - Contain economic and fiscal objectives to attract and retain high quality employers through programs such as those outlined in the New Castle County Economic Development Strategic Plan.
  - Encourage the types of development that provide amenities for and positive benefits to the local community.
  - Contain environmental objectives to protect and preserve valuable natural resources in the SR 141 corridor, including mitigation to address storm water runoff.
  - Contain cultural objectives to celebrate the historic and aesthetic resources in the area, incorporate the interests of current community members, and anticipate the needs of the next generation of residents.
  - Encourage development and redevelopment that is of a quality, scale and character that is consistent with surrounding land uses and contains landscaping and architectural details consistent with the rich history and high quality of living in the Brandywine Valley.
  - Where redevelopment or new development is appropriate, include a focus on development types and designs that provide opportunities to accomplish daily activities within short travel distances and facilitate walking, bicycling and transit use as viable alternatives to automobile travel, enabling residents to incorporate physical activity into their daily routines.
- Transportation enhancements within the SR 141 Corridor should:
  - Be compatible with DelDOT and New Castle County design guidelines.
  - Be designed to take full advantage of advanced transportation management techniques, including Intelligent Transportation Systems (ITS) devices, through DelDOT's Transportation Management Center (TMC).
  - Improve safety, limit congestion, and enhance multi-modal mobility with roads, transit, bike trails, greenways and pedestrian ways that meet a range of mobility needs.
  - Retain SR 141 as a four-lane (two lanes in each direction) boulevard with improved aesthetics, providing local access to major intersecting roadways, businesses, schools, recreational facilities, and communities.
  - Discourage through traffic by retaining at-grade signalized intersections, thereby precluding a beltway-type facility with grade separated interchanges.



- Encourage local traffic to use SR 141 and discourage the diversion of traffic onto local roads, neighborhood streets, and streets in nearby historic areas.
- Consider existing County, State and Regional (WILMAPCO) long-range plans.

Collectively, land use and transportation improvements should be coordinated to encourage residents to both live and work along the SR 141 Corridor to reduce commuting and congestion.

## V. THE FRAMEWORK FOR FUTURE GUIDANCE ON LAND USE, MOBILITY AND SAFETY

Based on the Vision Statement for the SR 141 Corridor and input received from the public and SR 141 Corridor stakeholders, it is recommended that key land use and transportation guidance be developed to help the private sector prepare any future development or redevelopment plans for parcels within this corridor. Likewise, this land use and transportation guidance would help New Castle County, DelDOT and WILMAPCO make decisions regarding future development proposals, and potential changes to the transportation infrastructure. Like the SR 141 Corridor Vision, the framework of policies, processes, and strategies outlined below should be developed with ongoing community input, as well as with consideration of amendments being made to the Unified Development Code (UDC). Based on the feedback that the project team has received to date it is recommended that SR 141 Land Use and Transportation Plan be prepared as indicated below:

### 1. Land Use Guidance that will result in:

- Development of illustrations and descriptions that help articulate the desired physical form of neighborhoods, business parks and areas along the corridor where change is desired, including:
  - A mix of more sustainable residential, institutional, and recreational uses, as well as services, to the extent needed, to attract high-quality employers that help transform office campuses potentially facing obsolescence into more self-sufficient sites with a sense of place.
  - The functional relationship of New Castle County's designated *Community Redevelopment Areas* to area wide travel patterns balancing trip productions and attractions and reducing vehicle trip lengths.
  - Pedestrian-scale design to facilitate a human sense of scale and encourage walkable communities.
  - Designs that facilitate place-making efforts, including:
    - Form elements such as height, setbacks, scale, and;
    - Complete streets elements such as pedestrian and bicycle facility types and streetscape forms and materials both within and connecting study area neighborhoods.
  - Tools and approaches for future development proposals that adequately express the satisfaction of design criteria and community expectations; including text, tabular, and graphic displays.

- Support for policies and procedures that:
  - Clarify or refine public sector and private sector roles and responsibilities for identifying, implementing, and monitoring planned transportation system improvements and conditions.
  - Provide an appropriate amount of flexibility to streamline property reinvestment entailing only minor reconfigurations of development sites.
  - Discourage certain types or sizes of retail development (“big box”, for example) that generate high levels of automobile traffic.
  - Attract “job-rich”, high-quality development consistent with surrounding land uses in terms of scale and context, and that support the long-term economic growth of the corridor and County.
  - Stage development and infrastructure to achieve the Corridor Vision
- Adoption of an action plan, including steps for:
  - Planning and zoning changes both specific to the SR 141 Corridor and Countywide initiatives, including elements in the Department of Land Use’s Action Plan and Work Program including:
    - *Neighborhood Preservation and Economic Empowerment Districts*
    - *Principles and Standards for Creating and Maintaining Thriving Mixed-Use and Residential Communities*
    - *Amendments to the Unified Development Code*
    - *Integrating Land Use and Transportation*
    - *Streamlining the Development Review Process*
  - Infrastructure approaches that may include *Transportation Improvement Districts*, or other phased or staged land use and infrastructure improvements that balance land use and transportation investments and foster value-capture techniques and facilitate financing opportunities.

## 2. Mobility Strategies that will result in:

- Transportation plans/projects for the SR 141 Corridor that will maximize use of existing capacity, ideally reducing total vehicle trips and single occupancy vehicle (SOV) trips by:
  - Continuing to implement Intelligent Transportation Systems (ITS) measures along the SR 141 Corridor to maximize the operational efficiency of existing roadways.
  - Implementing enhanced public transit service in the SR 141 Corridor and an aggressive program of Traffic Demand Management (TDM) measures through the continued coordination of efforts of Ride Share DTC, DelDOT and New Castle County.
  - Pedestrian and bicycle facilities (shared and separate) in the project area that preserve the livability and walkability of residential communities and provide access to: communities; transit facilities and services; businesses; and historic, archeological and environmental resources.



- Functional design concepts that will ensure that:
  - SR 141 remains a boulevard facility that discourages through traffic, including through truck traffic, by maintaining at-grade signalized intersections and roadway geometrics that support a reasonable target speed.
  - Modifications to SR 141 do not result in the diversion of traffic onto local roads or through neighborhoods.
  - Access management treatments preserve the functionality of SR 141 and intersecting arterial roads, and also result in appropriate intersection spacing for internal site circulation plans that reduce block lengths, manage vehicular speeds, and prioritize transit accessibility and walkability.
- Aesthetics and design criteria that will:
  - Maintain and enhance the aesthetics and character of the corridor and surrounding communities, businesses and institutions, and historic, archeological and environmental resources.
  - Result in context sensitive design and construction of multi-modal transportation solutions.
  - Incorporate flexibility in the application of design standards and design exceptions.
  - Establish buffer treatments including both land use setbacks and landscape design elements.
- Ensure quality design features and architectural elements that are consistent with the Corridor Vision and provide clear expectations for site redevelopment.
- Additionally, Multimodal quality of service, connectivity, accessibility, mode share/internal capture, time-of-day, and trip-based travel time indices, may be considered as measures that could augment traditional weekday peak hour intersection-based auto Level of Service (LOS) standards.

### **3. Safety Strategies that will result in:**

- Transportation and land use improvements that maintain or improve project area safety, notably pedestrian and bicycle safety, including safe access to schools, parks and recreation sites, community facilities, businesses, and institutions.
- Multimodal design elements that focus on improving safety for all modes of travel at speeds appropriate for adjacent land uses.
- Accessibility for emergency service providers.

## Appendices

### A. Existing Conditions

#### 1. Land Use

The New Castle County 2012 Comprehensive Plan Update identifies eight (8) different categories of future land use, as shown in **Table A-1**. In the SR 141 study area, most of the land area is planned to remain as Low Density Residential, Very Low Density Residential, or Resource and Rural Preservation Areas, as shown in **Figure A-1**. The land use *changes* in the study area focus on Commercial / Office / Industrial Development Areas. In general, the Future Land Use designations are consistent with the existing land uses, with a few notable exceptions such as the DuPont Country Club golf course south of Rockland Road.

**Table A-1. SR 141 Corridor Future Land Use Categories**

<i><b>Future Land Use Category</b></i>	<i><b>Types of development allowed</b></i>	<i><b>Study area examples</b></i>
<b>High Density Residential</b>	Multifamily development with attached dwelling units typically in multi-story buildings	Rockland Mill properties, Greenville Retirement Community
<b>Medium Density Residential</b>	Townhouse and garden style apartments, single-family detached homes on smaller lots	Sharpley (Section 1), Greenville Place, Greenville on 141 apartments
<b>Low Density Residential</b>	Single-family detached homes on larger lots	Edenridge, Westover Hills
<b>Very Low Density Residential</b>	Estate housing	Breideblik
<b>Heavy Industrial</b>	Heavy industries typically reliant on freight access to rail or water	None in the study area
<b>Commercial/Office/Industrial Development Area</b>	Redevelopment of existing properties to allow commercial development (potentially to include some retail and industrial); residential may be allowed depending on specific zoning district requirements.	DuPont Country Club (portion south of Rockland Road), DuPont Experimental Station, Wanamakers site, Greenville commercial area
<b>New Community Development Area</b>	New residential and commercial development on greenfield properties	None in the study area; this land use type is only planned for certain areas south of the Chesapeake and Delaware Canal
<b>Resource and Rural Preservation</b>	Very limited/restrictive. Includes parklands and other public and private properties with strong legal restrictions limiting development	Brandywine Creek State Park, DuPont Country Club (portion north of Rockland Road), Hagley Museum, much of Chateau Country

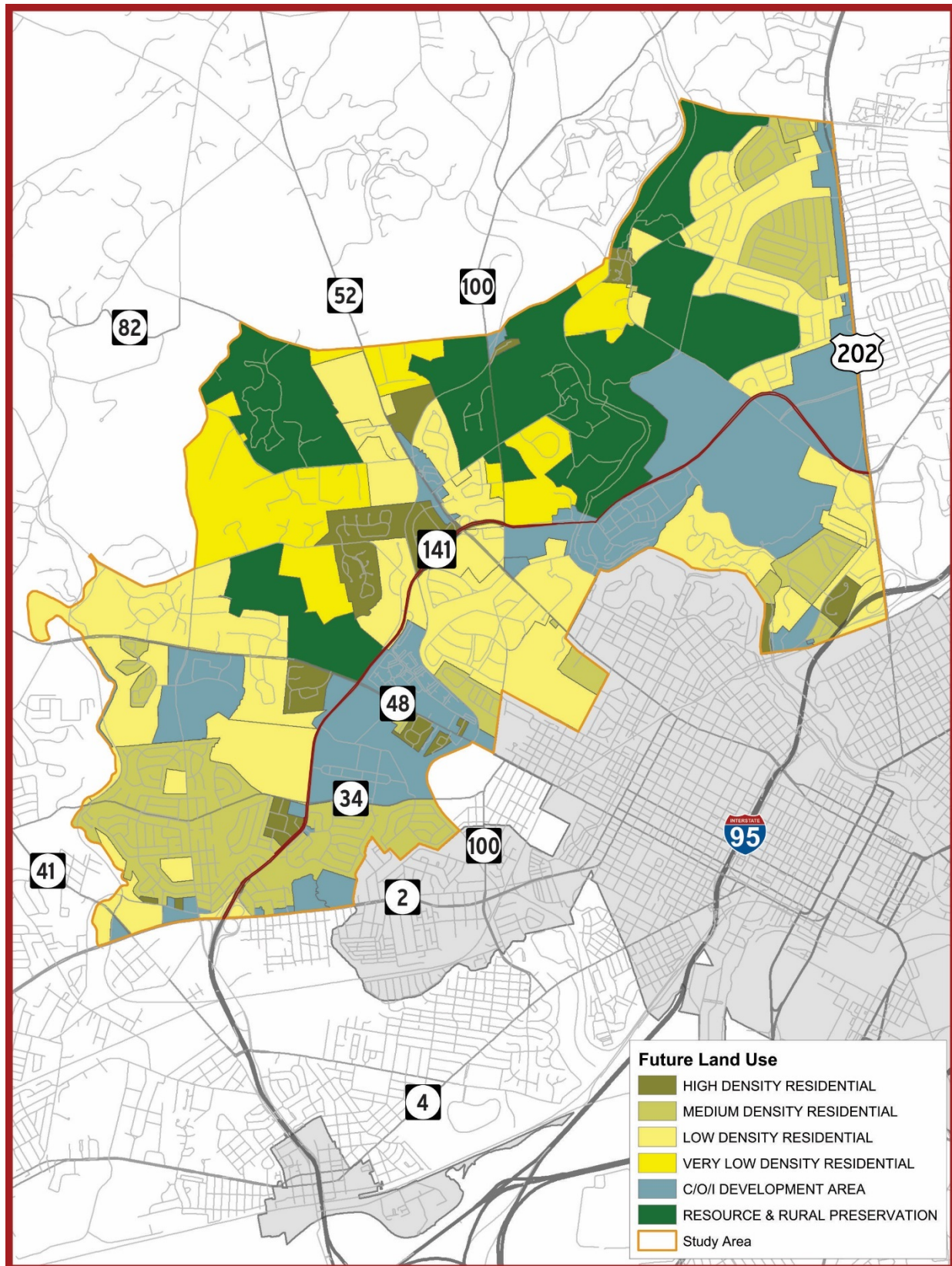


Figure A-1. SR 141 Corridor Future Land Use Map



## 2. Zoning

The New Castle County Unified Development Code (UDC) includes a variety of zoning districts that determine the type and amount of development that can be built within each zoning district. The SR 141 study is focused on the portions of the study area where the County categorizes future land use as a Commercial / Office / Industrial Development Area. There are five (5) zoning districts, shown in **Figure A-2** and described in **Table A-2**, that apply to these portions of the study area.

**Table A-2. SR 141 Corridor Zoning Districts for Commercial / Office / Industrial Development Areas**

<b><i>Zoning Districts</i></b>	<b><i>Types of development allowed</i></b>	<b><i>Study area examples</i></b>
<b>Office Regional</b>	Regional employment centers; primarily office and supporting uses; interior roadways and transit stops	Astra/Zeneca, J P Morgan Chase sites, A. I. duPont Institute, Experimental Station, MBNA America, Barley Mill Plaza, Chestnut Run, Little Falls Centre (I and II), Veterans Hospital
<b>Office Neighborhood</b>	Professional and administrative offices in a setting compatible with adjacent residential zones.	3711 Kennett Pike, 2700 Centreville Road
<b>Commercial Regional</b>	Community and regional commercial services, may include residential; interior roadways and transit stops	Greenville Crossing, Greenville Center, Elsemere Shopping Center, Greenbank Shopping Center
<b>Commercial Neighborhood</b>	Commercial uses designed to serve adjacent neighborhoods with design features compatible with those neighborhoods and smaller parcels limiting strip development potential	Greenville Station Shopping Center, Chestnut Run Shopping Center, White Clay Shopping Center
<b>Neighborhood Conservation District (NC15)</b>	Single-family detached residential dwelling units – minimum 15,000 SF lot size	Carillon Crossing

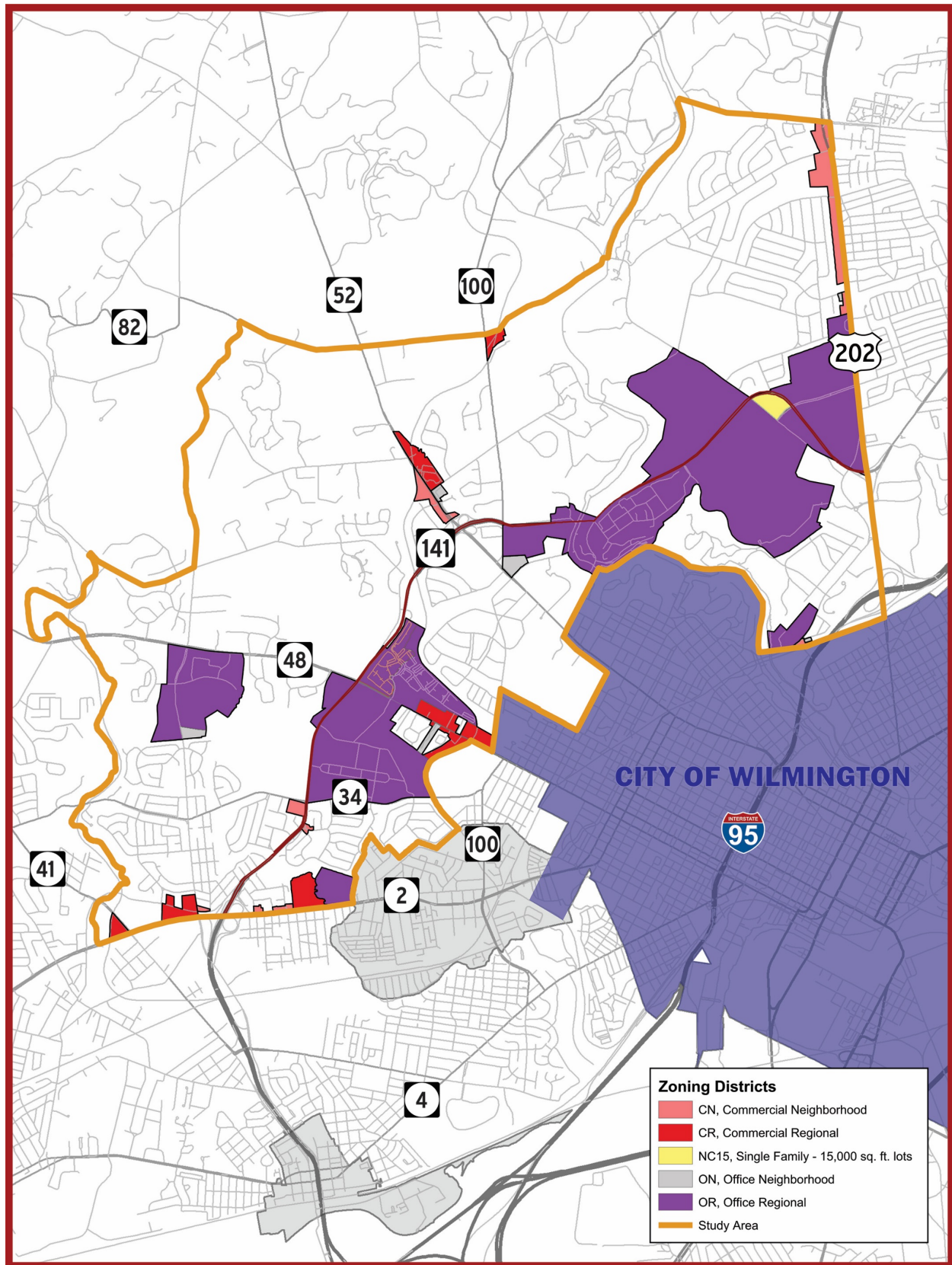


Figure A-2. SR 141 Corridor Zoning Districts for Commercial / Office / Industrial Development Areas

### 3. Roadway Improvements

The project team worked with DelDOT to identify any planned and programmed transportation improvements expected to be constructed on or near the SR 141 Corridor. The major sources of information were the 2015-2020 Statewide Transportation Improvement Plan (STIP), the Capital Transportation Plan (CTP) and WILMAPCO's Regional Transportation Plan (RTP). DelDOT, WILMAPCO and New Castle County were also consulted to determine any projects under consideration but not yet funded including local road enhancements, bridge projects, safety projects and intersection improvements. Based on this review, the only capital project within the study area is the Tyler McConnell Bridge widening project which is listed as a financially reasonable medium-term (2021-2030) project in WILMAPCO's RTP. However, it does not appear in the STIP or the CTP.

### 4. Approved and Potential Development

The project team worked with WILMAPCO and New Castle County to identify and quantify all committed developments and the realistic potential development that could occur along the corridor based on current development rights. **Figure A-3** depicts the existing and potential development for the study area. **Table A-3** provides a list of developments that could occur in the future without a traffic study, and **Figure A-4** pinpoints the locations of the developments in relation to the SR 141 Corridor

Considering both approved developments and market conditions, the expected jobs and households growth in the SR 141 Corridor is focused in specific locations within the study area. Job growth is expected to be greatest at corporate and institutional campuses including Astra-Zeneca (now J.P. Morgan Chase), the DuPont Experimental Station, Barley Mill Plaza, and Chestnut Run, though the near-term outlook for employment at the DuPont facilities is quite volatile as the DuPont/Dow merger continues to result in job shifts and job reductions in Delaware.

The total number of new study area households (about 600) is much lower than the potential increase in jobs (about 3,300), but is greatest in the northeast (due largely to the Pilot School site development) and southwest corners of the study area.

Many project participants expressed interest in using traffic studies to manage the amount of additional development in the study area. A key finding of the project was that there is far more development already approved in the study area that can proceed without further traffic studies (about 8,500 jobs) than there is expected market demand (about 3,300 new jobs, including the backfilling of office space that is built but currently not occupied).



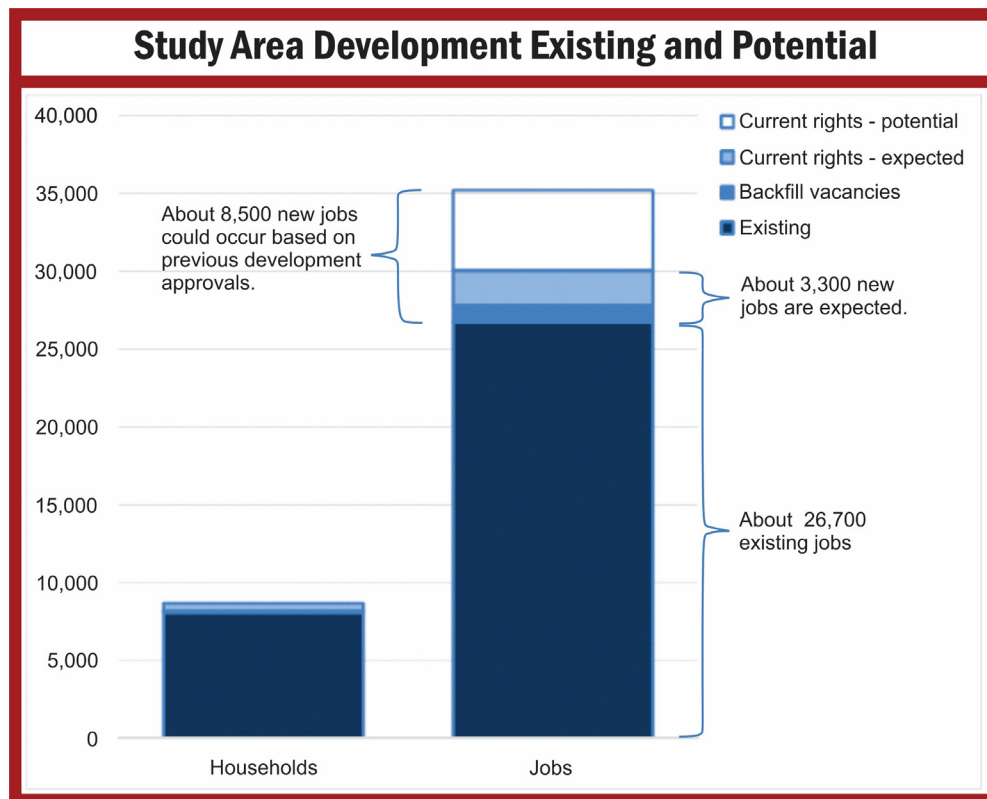


Figure A-3. Study Area Development Existing and Potential

Table A-3. SR 141 Corridor Approved and Pending Developments

Development that Might Occur without any Traffic Studies				
Map Key	Site	Non-Residential Square Feet	Dwelling Units	Notes
1	AstraZeneca	1,147,859		
2	Dupont Experimental Station	1,069,974		
3	DuPont Chestnut Run	284,950		Under construction
4	Little Falls Centre, Lots 9 & 11	203,500		
5	Little Falls Centre, Lot 4	61,800		
6	Tatnall School	49,144		
7	L. A. Associates	41,106		
8	First Unitarian Church	26,076		Under construction
9	Barley Mill Plaza; Odyssey Charter School	22,000		Gymnasium
10	Barley Mill Plaza; Section 5 Daycare	19,200		Replacing athletic facility
11	Greenville Center	19,093		
12	Wilmington Friends School	17,300		Under construction
13	A. I. DuPont High School	16,093		Auditorium+classroom
14	2701 Kirkwood Highway	9,727		
15	Greenbank Corp, Parcel 2	6,000		
16	2530 Concord Pike Restaurant	5,067		Under construction
17	Columbia Place at Garden of Eden Road	2,800	149	Replacing Pilot School
18	Limerick		23	
19	Little Falls Village II		22	
20	Wagoner's Row		12	
21	Sedgley Farms		8	

Established Gross Floor Area (GFA) through NCC's Record Plan Process

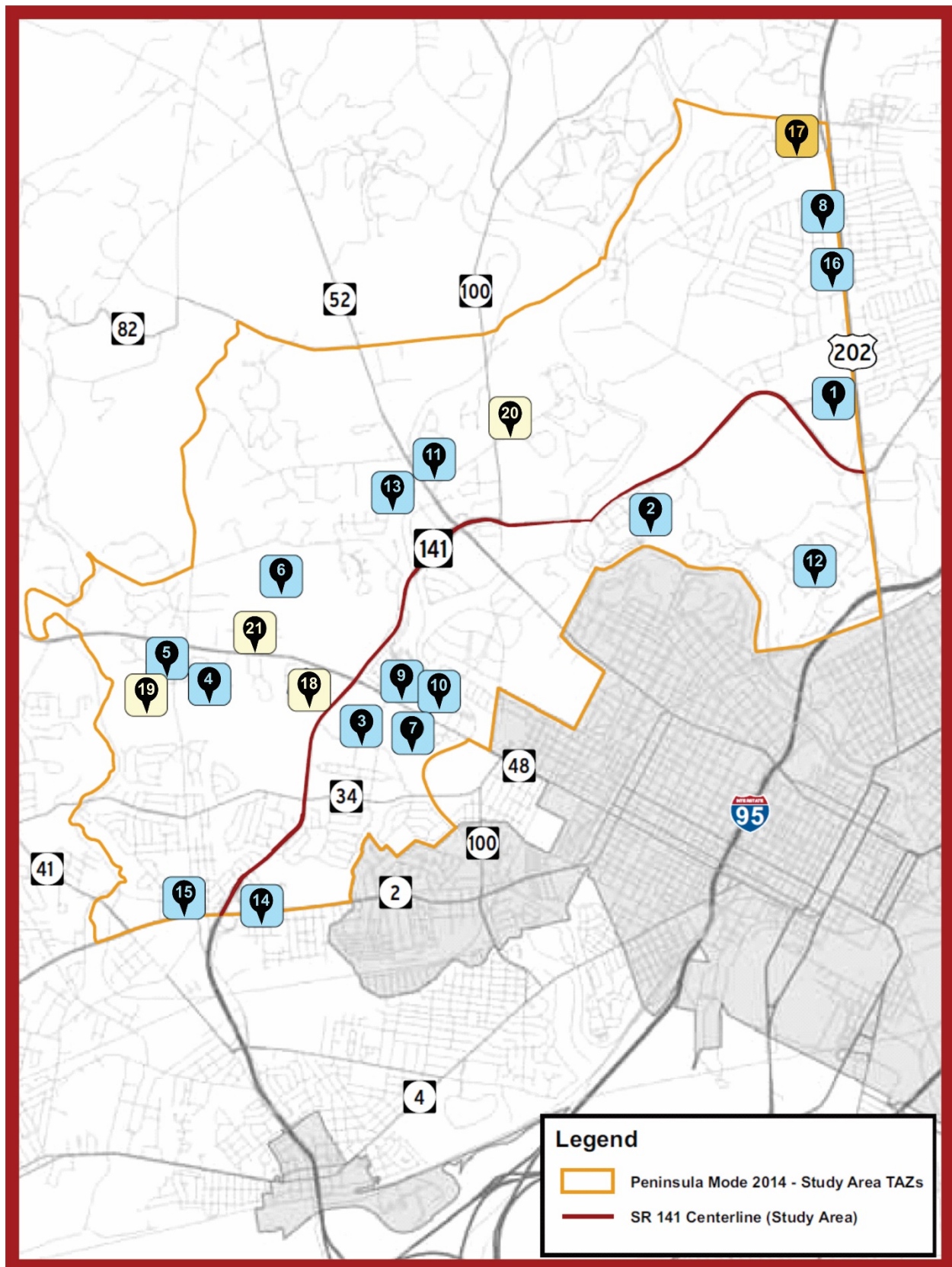


Figure A-4. SR 141 Corridor Approved and Pending Developments Map



## 5. SR 141 Corridor Travel Conditions

### a. Travel Patterns

An origin-destination study was performed during a 24-hour period in April 2015, to determine the typical travel patterns for vehicles on SR 141 between SR 2 and US 202. This study utilized six (6) permanent Bluetooth readers that DeIDOT recently installed along the SR 141 Corridor. The project team used the data collected by these devices to determine the exit points (and therefore destinations) of vehicles entering either end of the SR 141 Corridor.

In the southbound direction, only 6% of traffic on SR 141 continues through the entire length of the corridor from US 202 to destinations beyond SR 2. The most common destinations for southbound traffic are SR 48 and local destinations between SR 48 and SR 34. In the northbound direction, 15% of traffic on the SR 141 Corridor originating south of SR 34 continue entirely to US 202. The most common destinations for northbound traffic are also SR 48 and local destinations between SR 48 and SR 5. Refer to **Figures A-5a** and **A-5b** for the typical SR 141 Corridor northbound and southbound travel patterns.

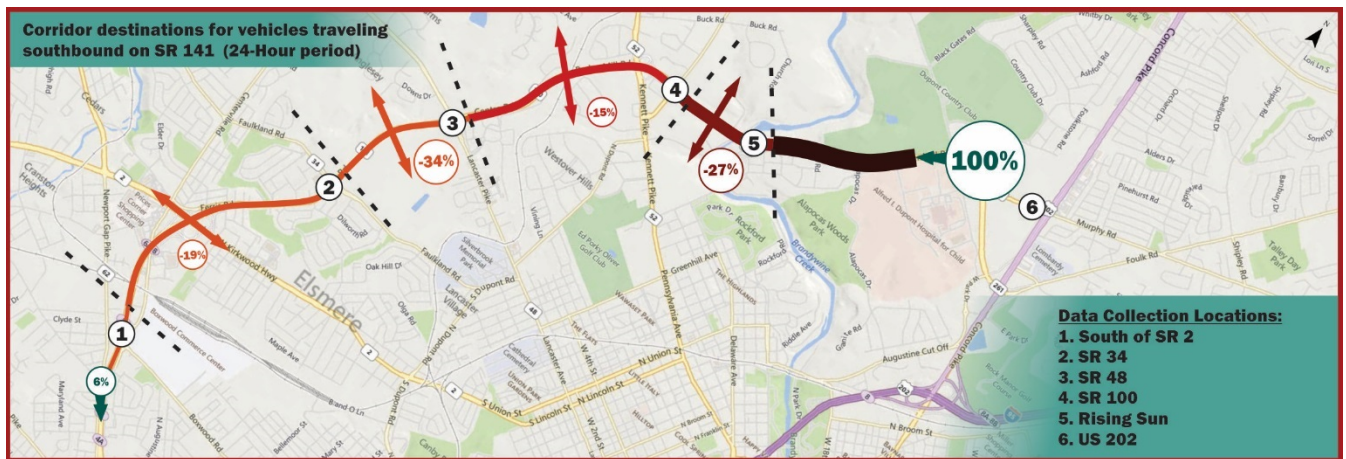


Figure A-5a. Southbound SR 141 Corridor Typical Travel Patterns

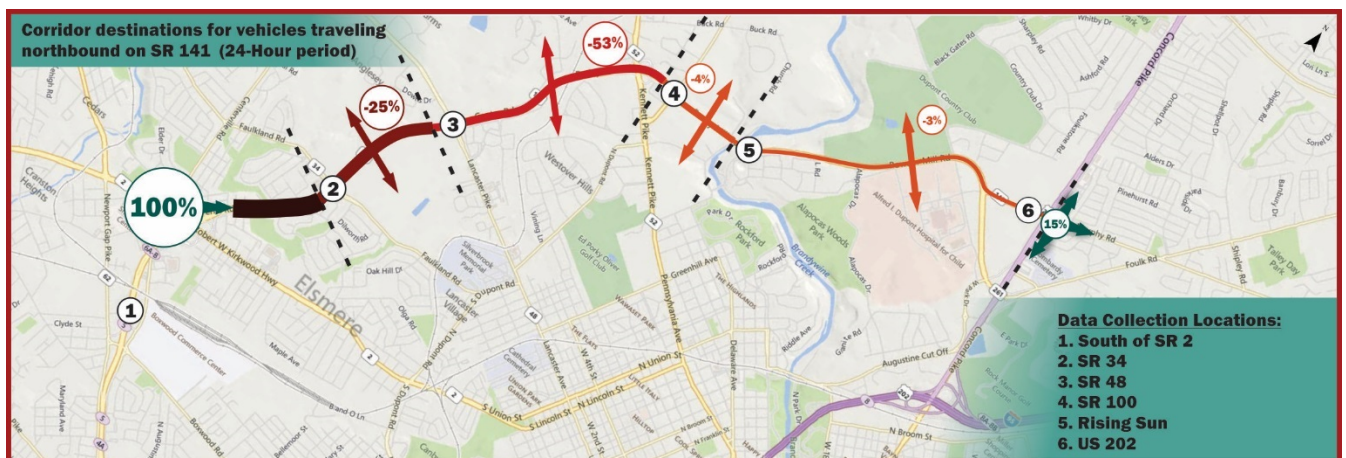


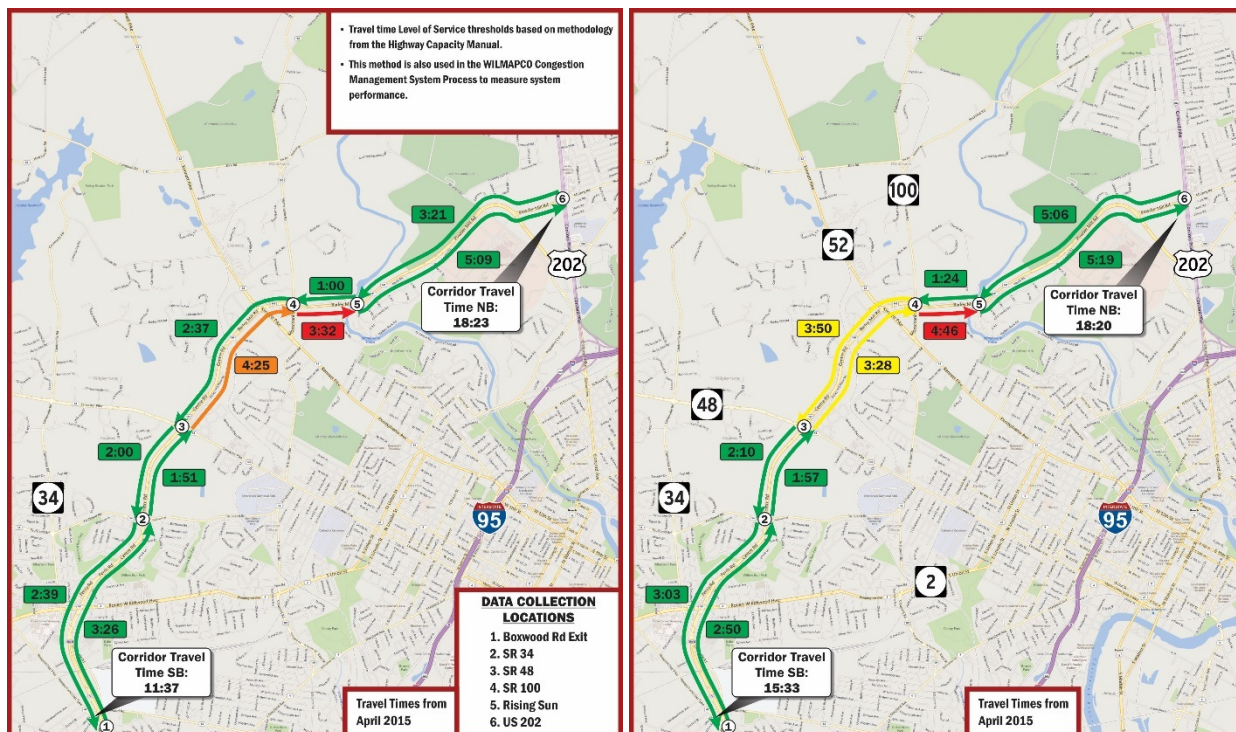
Figure A-5b. Northbound SR 141 Corridor Typical Travel Patterns

### b. Travel Times

In April 2015, data was collected using the Bluetooth monitoring equipment described in the previous section in order to determine northbound and southbound travel times on the SR 141 Corridor between SR 2 and US 202. Data was collected during the following periods of a typical weekday:

- AM Peak Hour: 7:30 AM – 8:30 AM
- Off-Peak Hour: 10:00 AM – 11:00 AM
- PM Peak Hour: 4:45 PM – 5:45 PM

Results from the April 2015 travel time study, shown in **Figure A-6**, indicate the AM peak northbound travel time increases by approximately 6 minutes compared to the off-peak period. During the PM peak, the northbound and southbound travel time increases by 6 minutes and 5 minutes, respectively, compared to the off-peak period.



**Figure A-6. April 2015 - SR 141 Corridor AM and PM Travel Times**

During the summer of 2015, various traffic signals along the SR 141 Corridor were retimed as part of DelDOT's Signalized Corridor Optimization Program. Bluetooth travel time data was collected again in September 2015 to quantify the improvements on the corridor as a result of the signal retimings. The peak direction travel times for the overall corridor improved by 9% - 16% along the entire corridor compared to the April 2015 travel time study. Results, shown in **Figure A-7** also indicate that eastbound travel times improved by 23%-29% between SR 48 and Rising Sun Lane.



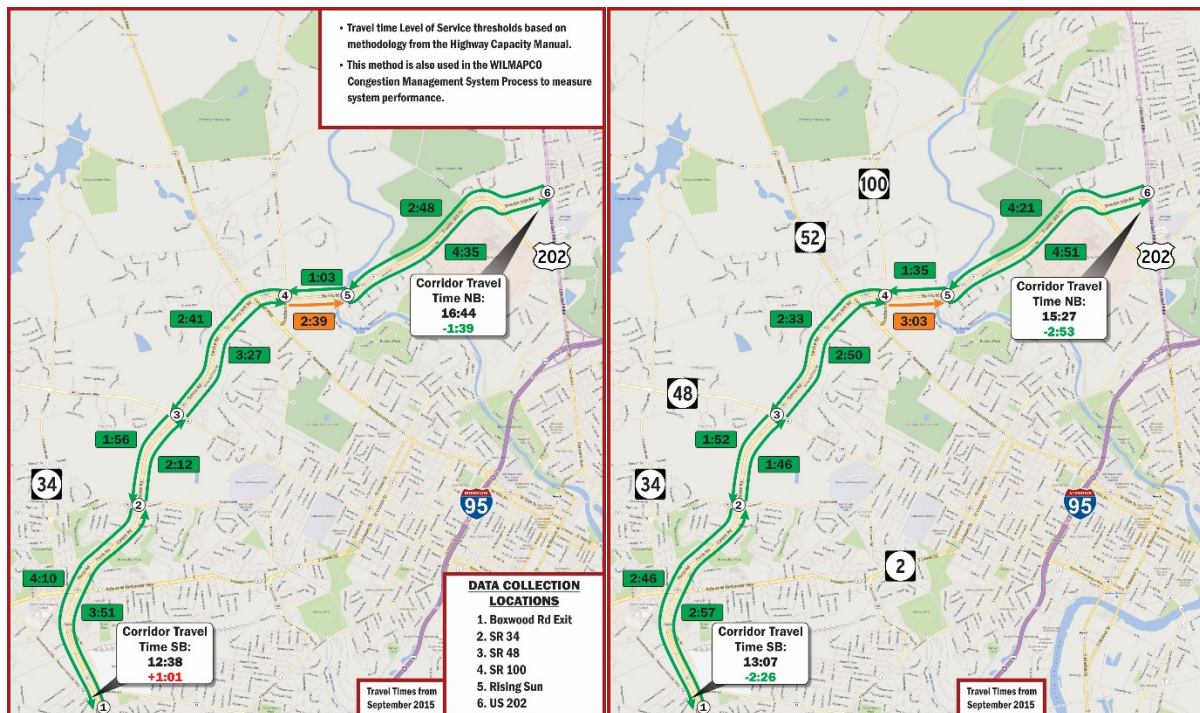


Figure A-7. September 2015 - SR 141 Corridor AM and PM Travel Times

### c. Existing Traffic Volumes and Operations

Turning movement counts were obtained for the following 10 signalized intersections along the SR 141 Corridor within the study area:

- SR 141 at Faulkland Road
- SR 141 at Mall Road
- SR 141 at Centre Road
- SR 141 at SR 48
- SR 141 at Barley Mill Plaza
- SR 141 at Montchanin Road
- SR 141 at Rising Sun Lane
- SR 141 at Alapocas Drive
- SR 141 at Childrens Dr / Powder Mill Road
- SR 141 at US 202

Additionally, three (3) of DelDOT's portable Wavetronix units were installed and used to collect 24-hour count data at the following locations:

- SR 141 North of SR 2
- SR 141 South of SR 52
- SR 141 over Brandywine Creek

Existing 2015 AM and PM peak volume networks, shown in **Figures A-8a** and **A-8b**, were then developed for the SR 141 Corridor. Based on 2015 data, traffic volumes on SR 141 south of SR 52 range from 40,000 – 50,000 vehicles per day, while traffic volumes north of SR 52 fluctuate around 27,000 vehicles per day. During the AM and PM peak hour, traffic volumes are heaviest along SR 141 between SR 48 and SR 52.

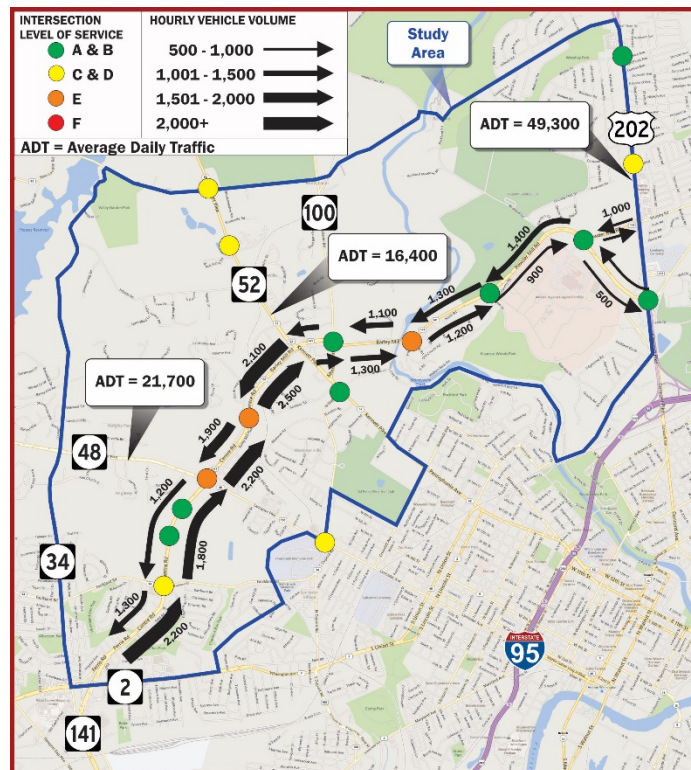


Figure A-8a. SR 141 Corridor – 2015 AM Peak Traffic Volume Network

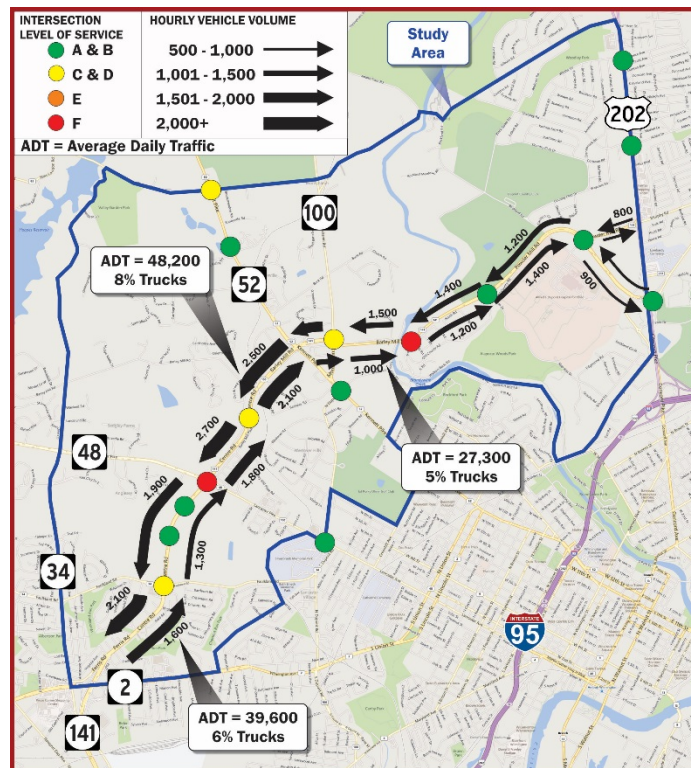


Figure A-8b. SR 141 Corridor – 2015 PM Peak Traffic Volume Network

Critical Lane Volume analyses were performed for the aforementioned intersections along the SR 141 Corridor. Under existing conditions, all intersections along the SR 141 Corridor operate acceptably

(Level of Service D or better) except SR 141 at SR 48, SR 141 at Barley Mill Plaza, and SR 141 at Rising Sun Lane.

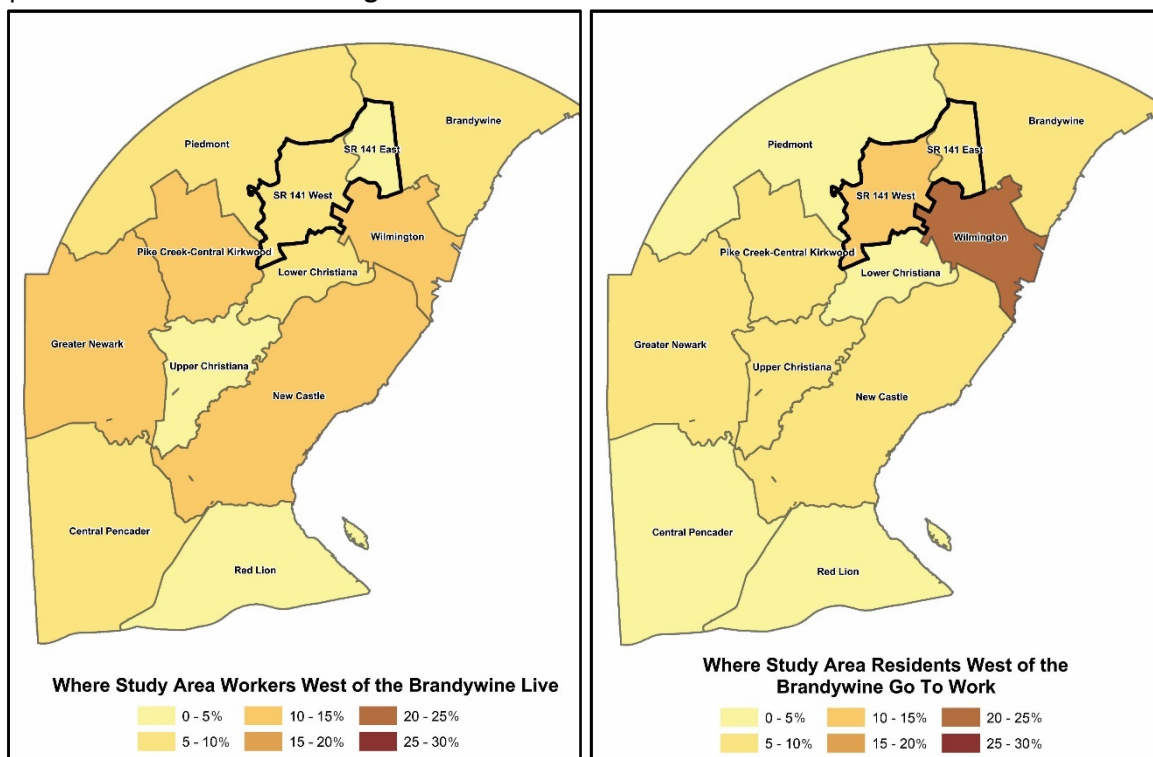
Various key intersections within the study area, not located along SR 141 were also analyzed. All key intersections within the study area currently operate acceptably during both peak periods.

Travel time Level of Service (LOS) thresholds were based on methodology from the Highway Capacity Manual, which is also used in WILMAPCO's Congestion Management System to measure system performance. April travel time study data, prior to the signal retiming that occurred during summer 2015, indicated LOS F conditions along northbound SR 141 between SR 100 and Rising Sun Lane during the AM and PM peak periods, as well as LOS E conditions on northbound SR 141 between SR 48 and SR 100 during the AM peak only.

As a result of signal retiming along the SR 141 Corridor, travel time data from September 2015 indicate that all segments operate acceptably (LOS D or better) during the peak periods, with the exception of SR 141 northbound between SR 100 and Rising Sun Lane. Although the travel time improved along this segment as a result of the signal retiming, the segment still operates at LOS E during both peak periods.

#### d. Journey to Work Patterns

The SR 141 Corridor is a notable employment area for New Castle County with approximately 30,000 jobs in the project area. However, more than 90% of the study area workers commute from somewhere else in the region, and the number of people commuting into the study area exceeds the number commuting out of the area by a factor of about 3 to 1. The jobs/housing imbalance is a contributing factor to the existing congestion during the weekday peak periods. The journey to work patterns are summarized in **Figures A-9 and A-10**.



**Figure A-9. SR 141 Corridor Journey to Work Patterns – West of the Brandywine Creek**



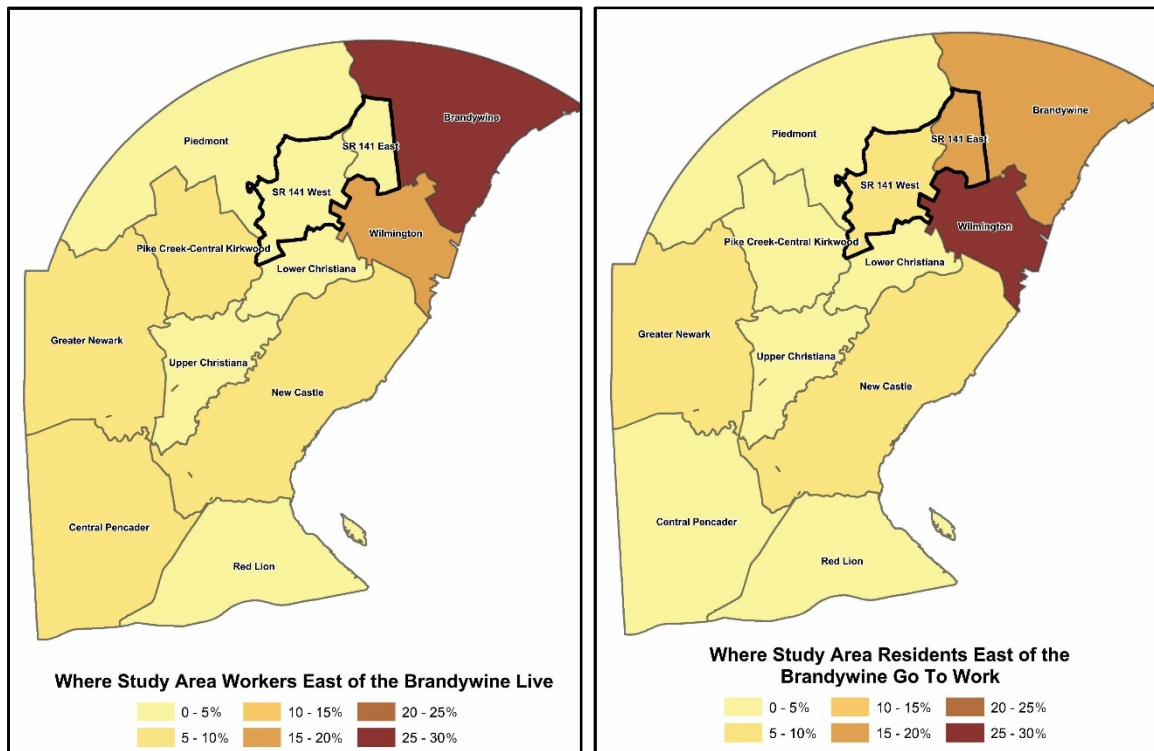
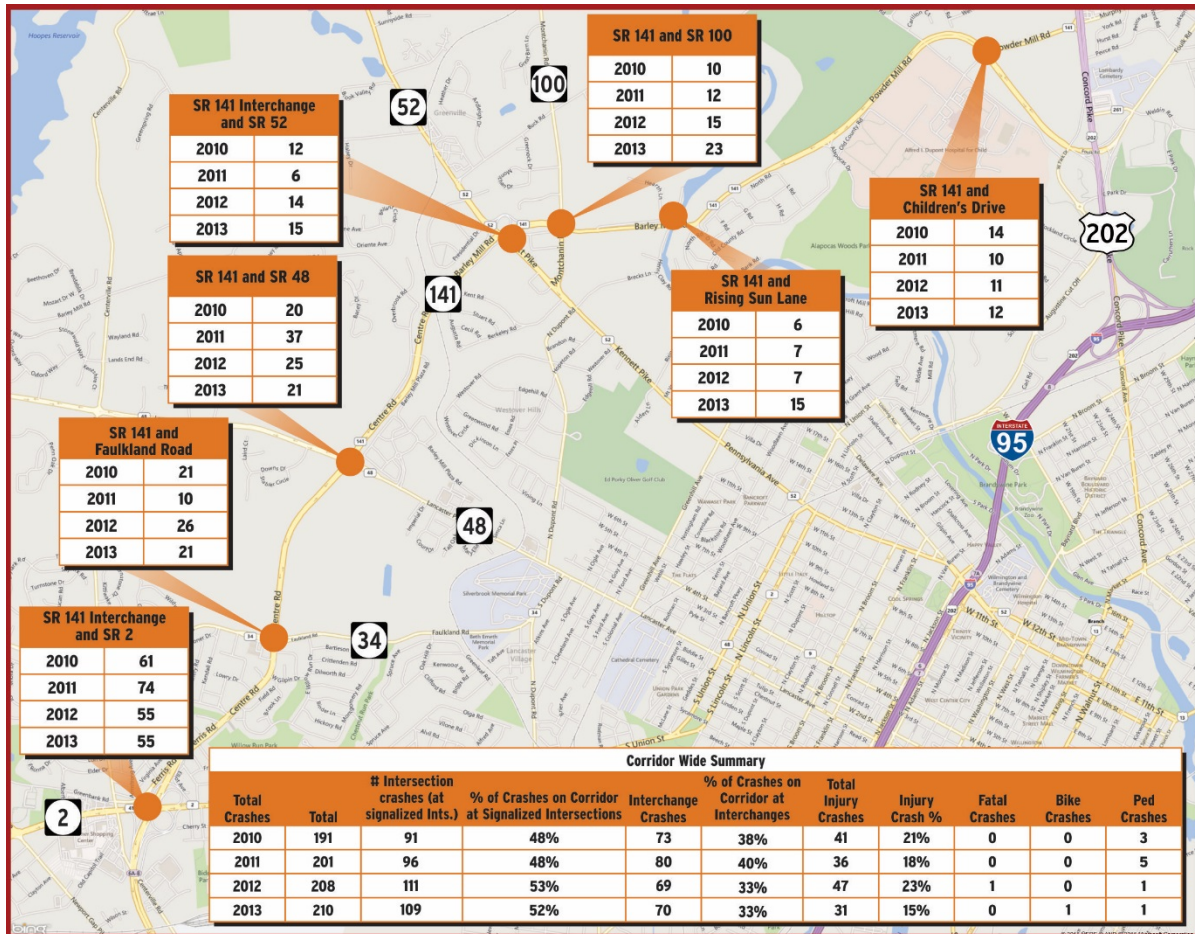


Figure A-10. SR 141 Corridor Journey to Work Patterns – East of the Brandywine Creek



### e. Crash History

DelDOT's crash data was obtained for the four (4) year period between January 2010 and December 2013. As shown in **Figure A-11**, a total of 810 crashes were reported for the SR 141 Corridor during that time. Almost 90% of the total crashes occurred at the intersections or interchanges along SR 141 within the study area.



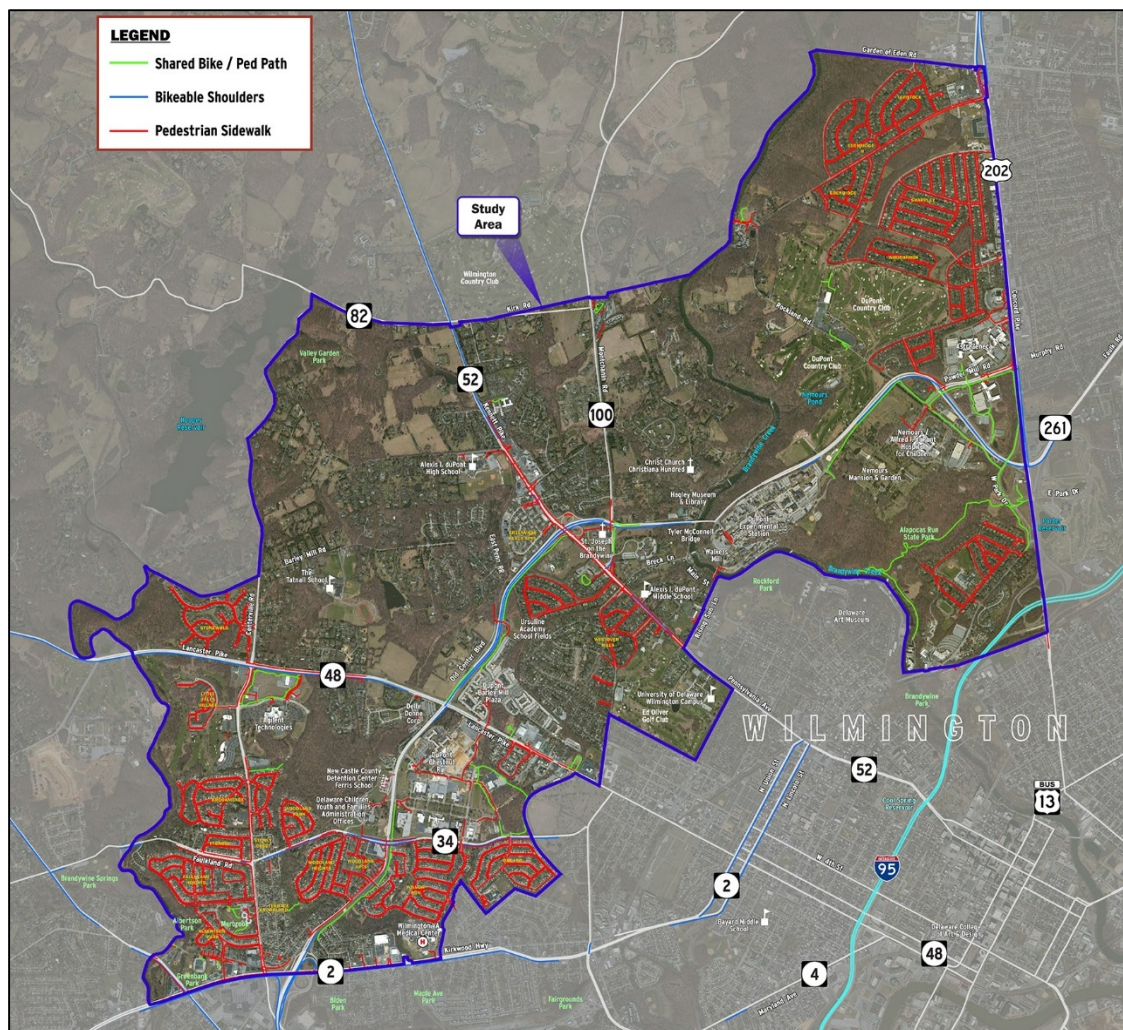
**Figure A-11. SR 141 Corridor Crash History (2010 – 2013)**

During the time period, one (1) fatal crash was reported, one (1) crash involved a bicycle, and 10 crashes involved pedestrians. Additionally, 75% of the total injury crashes were considered angle or front-to-rear crashes, which are most commonly associated with intersections.

The highest number of interchange crashes along the corridor occurred at the SR 141 and SR 2 interchange, with 245 reported crashes. There were 103 reported crashes at the SR 141 and SR 48 intersection, the highest number of crashes at a signalized intersection within the study area.

## 6. Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities are currently limited along the SR 141 Corridor throughout the study area. As shown in **Figure A-12**, Brandywine Creek presents a barrier to pedestrian and bike connectivity, as the Tyler McConnell Bridge consists of two (2) lanes of traffic with no sidewalks. Bikeable shoulders along SR 141 offer opportunities for improved amenities such as cycle tracks, shared use path or bike lanes with separate pedestrian facilities. Extensive opportunities for pedestrian and bike connectivity exist throughout the study area to access neighborhoods, businesses and recreational destinations.



**Figure A-12. SR 141 Study Area Bicycle and Pedestrian Facilities**

## 7. Bus Routes

Currently, there are no bus routes serving the entire SR 141 Corridor. Historically, SR 141 had a bus route, but it was dropped by DART due to low ridership in the early 2000's. The largest number of boardings and alightings occur at major business centers (Barley Mill Plaza, the A.I DuPont Hospital campus, and Astra Zeneca). Existing ridership numbers are relatively low. The Barley Mill Plaza has the highest ridership numbers, with 36 riders on and 38 riders off on a typical weekday.

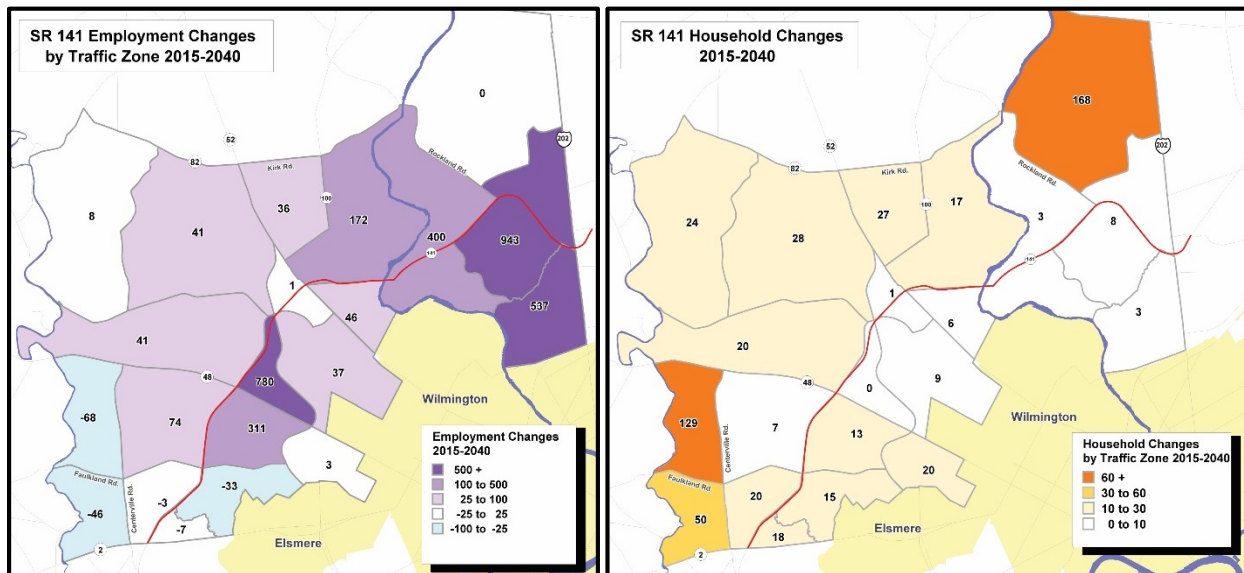


## B. Future Conditions

### 1. Land Use

As previously discussed, the study area contains a highly imbalanced ratio of jobs to housing, which could continue to worsen without any changes to land use plans or policies. Both existing and future traffic in the study area is largely attributed to development within the study area, as less than 5% of traffic at each end of the SR 141 Corridor is through traffic. The future traffic growth is expected to consist mainly of backfilling existing vacancies, notably at the Experimental Station and Chestnut Run, as well as a portion of the development previously shown in Table A-3 from Appendix A.

Considering both approved developments and market conditions, the anticipated growth in jobs and households is focused in specific locations in the study area, as indicated in **Figure A-13**. Despite recent job losses at the DuPont facilities in Delaware, long-term job growth in particular is expected to be the highest at corporate and institutional campuses including Astra-Zeneca (now J.P. Morgan Chase), the DuPont Experimental Station, Barley Mill Plaza, and Chestnut Run. Household growth is expected to be the greatest in the northeast (due largely to the Pilot School site development) and the southwest corners of the study area.



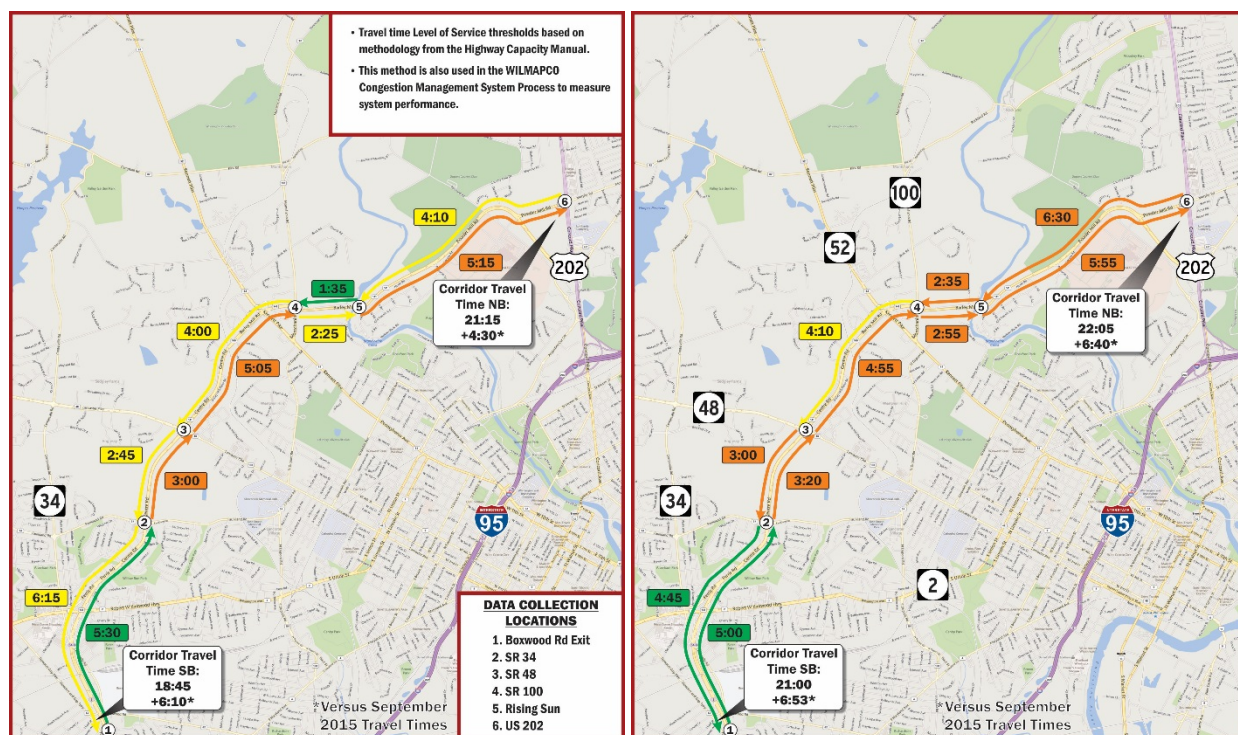
**Figure A-13. Expected Employment and Household Changes 2015 - 2040**

## 2. Estimated 2040 Travel Times

The WILMAPCO long-range planning model (the “peninsula” model) was used to estimate future 2040 travel time runs along the SR 141 corridor. The model input accounted for the following:

- All regional land use growth and transportation projects that are included in the state’s 2040 air quality conformity model
- All expected land use growth and back filling of existing vacancies (approximately 3,300 new jobs and 600 new households)
- Construction of a 4-lane Tyler McConnell Bridge, the only capital project within the study area listed in WILMAPCO’s Regional Transportation Plan prior to 2040

The results from the Peninsula model indicate travel times can be expected to increase in the peak direction by approximately 6 – 7 minutes (40 – 50%) for the length of SR 141 within the study area. Using the Highway Capacity Methodology for segment LOS, three (3) of the five (5) major northbound segments within the study area are expected to operate at LOS E during the AM peak. During the PM peak, four (4) northbound and three (3) southbound segments are also expected to operate at LOS E. The midday peak is still expected to operate acceptably (LOS D or better) under future 2040 conditions. Future 2040 travel times and operational results are shown in **Figure A-14**.



**Figure A-14. Future Year 2040 - SR 141 Corridor AM and PM Travel Times**



### C. Public Outreach and Involvement

Public participation was a major element in the SR 141 Corridor study from the beginning through the conclusion. Public input was obtained in the early stages via a series of stakeholder interviews, and their involvement continued during the three Public Information Sessions that were held. This public input and feedback were instrumental in influencing the development of the Vision Statement and shaping the recommended Framework for Future Guidance on Land Use, Mobility and Safety. The major public outreach and involvement activities are described in this appendix

#### 1. Stakeholder Interviews

##### a. Interview Approach

In an effort to better understand the short- and long-term issues, concerns, opportunities and challenges facing the SR 141 Corridor, interviews were conducted with key stakeholders including elected (state and local) and planning board officials, business, development and community leaders, environmental advocates, and other institutional leaders.

Although the general interview approach was consistent, the number and order of questions varied by interview. To begin each interview, the project background, potential benefits, and schedule were discussed as well as the purpose of the interviews. In general, the following questions were asked of the stakeholders:

- What is your connection to SR 141?
- Compared to five / ten years ago, how much has traffic on SR 141 changed?
- How has traffic and development changed the quality of life, for the better or worse, for residents of the SR 141 corridor?
- Is there anything you can point to that the County / DelDOT has done that has made things better?
- What hasn't the County / DelDOT done that you think would address your concerns / issues?
- What do you think should be done to address these issues / concerns?
- What is / are your vision expectations for the corridor?
- Are there other corridor stakeholders / influencers that you think we should meet with?
- What ideas / suggestions do you have for engaging, informing and involving the public?

##### b. Stakeholders

The following SR 141 Corridor stakeholder list contains a cross-section of corridor leaders who were interviewed as part of the stakeholder listening tour:

The following SR 141 Corridor stakeholder list contains a cross-section of corridor leaders who were interviewed as part of the stakeholder listening tour:

- Elected Officials
  - Robert S Weiner, Council District 2
  - Joseph Reda, Council District 1
  - Janet Kilpatrick, Council District 3
  - Senator Gregory Lavelle, Senate District 4
- NCC Planning Board
  - Sandra Anderson - Vice Chair

- Hagley Museum and Library
  - David Cole, Executive Director
- Delaware Greenways
  - Mary Roth, Managing Director
  - Jeff Green, Transportation Planner
  - Lynne Keilhorn, President
  - Gail Van Gilder, Past Executive Director
- Brandywine Valley National Scenic Byway Partnership
  - Gary Linarducci, President
- Red Clay Scenic Byway Advisory Board
  - Ginger North
- Civic Groups
  - Kennett Pike Association
    - John Danzeisen, President
  - Ponds of Greenville
    - Stan Diver
  - Willow Run
    - Bernie Berggrun
    - Phylliss Berggrun
  - Greater Hockessin Area Development Association (GHADA)
    - Mark Blake, Vice President
  - Care 141
  - Civic League of NCC
    - Charles Stirk, President
    - Jordan Pusey, Vice President
- Land Use Interest Groups
  - Save Our County Coalition
    - Tom Dewson (Participated by Phone)
  - Citizens for Responsible Growth
    - John Danzeisen
- Garret Copeland, Community/Business Leader
- DuPont – Experimental Station, Chestnut Run
  - Jason Gonzalez, DuPont Government Affairs
- New Castle County Chamber of Commerce
  - Mark Kleinschmidt, President
- Committee of 100
  - Paul Morrill, Jr.
- Stoltz Real Estate Partners
  - Tom Gailey, Larry Tarabicos
- Landmark Science & Engineering
  - Keith Rudy (Represented Delle Donne Corporation)
  - Ted Williams
- Odyssey Charter School
  - Larry Tarabicos
- St. Joseph on the Brandywine Church
  - Monsignor Joseph Rebman (By Phone)

### c. Summary of Stakeholder Input

The interviewed stakeholders were interested in participating in the project and contributed freely with their views about the SR 141 Corridor. In some instances the interviewees indicated they were expressing not only their personal views but those of the organization they represent. Some of the stakeholder responses were similar, while some were contradictory in their hopes for the future of the SR 141 Corridor. Following is a compilation of the comments made during stakeholder interviews / conversations.

#### *Land Use*

- 1) DuPont County Club is zoned OR allowing building heights to 140'. The site slopes toward the Brandywine Creek, mixed use office with a bit of commercial and residential would be acceptable, but no big box commercial.  
 Site would be a good residential community, but would probably incite WWIV.  
 Could be developed at higher density, mixed use, variety of housing types for young and active retirees, create a model community.  
 Protect the scenic views. Include bike and pedestrian trails etc.  
 Use village concept housing for all income groups, meet many residents' needs in self-contained villages.  
 Roads can't handle much new development at the Country Club site.
- 2) SR 100 & SR 52 Brandywine Valley Scenic Byway, Delaware's only designated National Scenic Byway – must be protected and preserved. The Brandywine Valley National Scenic Byway Partnership Committee on Design Guidelines has developed a proposed Overlay District which was presented to County Executive Gordon and County Chief Administrative Officer Grimaldi on April 29<sup>th</sup>. The Executive directed the Land Use Department to combine these guidelines and those to be forthcoming regarding Greenville and have them introduced for enactment. The Brandywine guidelines deal with:
 

Building Heights	Building Setbacks	Signage Dimensions
Sign Illumination	Number and Color of Signs	Utility Fixtures
Utility Lines		
- 3) There are other Byways (Red Clay Valley) and a long list of environmental and historic assets in the 141 Corridor that need to be protected and their economic value recognized. This is a very sensitive corridor, the gateway to many scenic, historic, environmental resources, institutions, parks, etc.
- 4) Need to protect view sheds and vistas.
- 5) Accept higher (not high rise) density, mixed use with resource protection, providing green space.
- 6) Development can proceed with community support if not high rise, no big box commercial, very limited commercial (residential amenity for village residents), more retail in the area now than needed, once it starts can't stop the spread.
- 7) Barley Mill Plaza - 4 stories or less, true mixed use, executive office, institutional uses with limited commercial, community is split (Wegmans).
- 8) Area across from Barley Mills is sensitive and a possible development site.
- 9) Ursuline Academy could use nearby building at Barley Mills for water and for a changing room.
- 10) Community is petrified of commercial development.

- 11) Need high quality, high paying jobs – education, health, high-tech, robotics, and corporate centers realize that will bring trips, community does not have its head in the sand. “We need jobs so badly.”
- 12) North central part of the corridor is environmentally sensitive with steep slopes, flood areas, water recharge areas. NCC Land Use Department is working on a Mt. Vernon like Overlay District for the Red Clay Creek area.
- 13) Need jobs and green spaces.
- 14) There are many sites for job rich development between Faulkland Road and US 202, on and off 141, there should be an Overlay Zoning District with flexibility, get relief for tradeoffs. Encourage redevelopment where infrastructure is in place. Traffic concurrency requirements need to recognize tradeoffs and offsets.
- 15) Prepare a build out scenario and model the transportation impacts.
- 16) Chestnut Run is becoming an “International Corporate Headquarters” opposition to further development of the site could result in DuPont moving the headquarters elsewhere.
- 17) Highlight areas that can’t be developed or redeveloped because of transportation requirements as a way of demonstrating that development can’t take place in areas where development may be wanted.
- 18) Charter schools are not good employers.
- 19) NCC office parks are old/tired don’t compete well.
- 20) Economic/job opportunity sites: Barley Mill Plaza, Chestnut Run, Delle Donne Corp site, land across 141 from Barley Mill.
- 21) Developers want mixed use not just offices to be competitive, if they can’t get it they will go elsewhere. High quality retail produces more income per sq. ft.
- 22) Approval process is too long, time is money; therefore, developers take what they can get in order to avoid opposition and legal battles.
- 23) Some folks offer the Agilent site as a model others cite it as an antique with too much concrete etc.
- 24) New Castle County Chamber developed a draft “County Economic Growth Ordinance (2010), was not taken seriously.
- 25) 141 Corridor could be a great jobs generator, particularly if Chestnut Run becomes DuPont’s International Headquarters.
- 26) Prioritize job creation; expedite plan approval in previously approved office parks.
- 27) Economic growth in the corridor would be good for Hagley, good area to live and work, gateway to many attractions.
- 28) Encourage small business incubators, small start-up businesses.
- 29) The goal should be jobs and tax base not more residential and service oriented development, this may add to peak hour traffic, need to model development and transportation. Avoid becoming merely a bedroom community.
- 30) Need to identify and advertise high quality available prospective sites for job providers.
- 31) Civic groups need to work constructively with developers beginning very early in the review/approval process seeking mutual benefits, developers are willing to address community concerns and pay their way. Get involved at the concept stage before investments have been made, positions harden and plans become fixed.
- 32) Existing communities are in need of revitalization, too many vacant houses, use what you have before building more.
- 33) Neighborhoods need to be better connected and more pedestrian & bike ways are needed.
- 34) Because of traffic issues the corridor is more suitable for residential than job creating land uses.



- 35) Has anyone considered the changes that will take place over the next 20 years and their impact on land use and transportation? For example, the trend is for less office space per employee and less space per residence.
- 36) Mix uses as a way to manage traffic.
- 37) Mixed uses do not always provide needed economic returns.
- 38) There are air quality requirements that must be considered relevant to development near the Experimental Station.
- 39) Examine the entire corridor identify sites where development should take place and preserve other locations, obtain a balance.
- 40) Coordinate NCC land use actions with the State Office of Planning Coordination four development levels.
- 41) See segments regarding Delaware Greenways and Red Clay Scenic Byway at the end.

### *Transportation*

- 1) US 202 is a commercial corridor which could be an eco-tourism asset, arrive by train and walk, bike, shuttle to greenways and historic/recreational areas, not via SOV.
- 2) Don't widen 202.
- 3) There will be background growth, but the SOV part of mode split can be reduced.
- 4) 141 is a collector between US 202 & I-95.
- 5) Don't let 141 become a major freeway. Don't let 141 become 202.
- 6) SR 92 & 100 intersection, don't expand.
- 7) Curtail, don't encourage divergence of traffic to secondary and tertiary roads, provide/create disincentives.
- 8) SR141 & 48 create a major intersection, traffic going to PA to the north and into Wilmington to the south.
- 9) Tyler McConnell Bridge is only a problem during am & pm peak hours.
- 10) Tyler McConnell Bridge is the traffic/transportation issue for the corridor, deal with it.
- 11) East Penn RR Bridge is a choke point.
- 12) Can't build to meet peak hour needs.
- 13) SR 141 is at capacity.
- 14) SR 141 traffic has declined, no longer meet federal standards to obtain financial assistance.
- 15) DelDOT should study regional traffic needs, make funds available for improvements consistent with community's vision.
- 16) Councilman Weiner advanced a LOS Monitoring and Mitigation proposal, including development incentives related to lower SOV use (15% lower during peak hour), 6 month audit period.
- 17) When TDM etc. are used to obtain more jobs they need to be enforceable and enforced.
- 18) Keep semi-trucks off 141.
- 19) SR 100 is too narrow, should not be used by bikers, 35 mph speed limit is too high, traffic too fast.
- 20) Lessen/hold down traffic noise.
- 21) The transportation Improvement District process should be used, need to decouple from concurrency, should require developer contributions, have pro-rated share for funding improvements, last in developer should not have to pay for all of the transportation improvements.

- 22) Largest problem – DelDOT does not interface with local governments, so there isn't a seamless review and approval process. Need direct and consistent interaction: for example, regarding TIS scoping, curb cut decision making.
- 23) Can any development be approved given Tyler McConnell Bridge issues?
- 24) Biggest issue for Hagley is the entrance from 141. Also, would like to encourage visitors from Wilmington but there are no nearby bus stops, pedestrian access etc.
- 25) There is conversation that DelDOT is considering a second TM Bridge downstream a bit to be funded by the gas tax, will be fought tooth and nail by the neighbors. *When this comment was brought to the attention DelDOT representatives they had no knowledge thereof.*
- 26) DelDOT should acquire wide rights-of-way to accommodate widening of roads in phases over the long term.
- 27) Don't create highways with varying number of lanes.
- 28) Keep traffic away from schools, during certain times of the day.
- 29) Need to improve bus routing, serving parking areas, pedestrians, residential and employment areas.
- 30) Crosswalks are needed, can't walk to lunch.
- 31) Should fix current problem areas before building new improvements.
- 32) Addition of more bus transit will cause more congestion and back-ups.
- 33) See segments regarding Delaware Greenways and Red Clay Scenic Byway at the end.

#### *Education*

- 1) People need to be educated to understand that there will be background growth in trips and future development.
- 2) Public needs to be informed of the merit/value of mixed use for Barley Mill Plaza and not by right retail uses.
- 3) Need models of good development.
- 4) The public needs to understand that without new/high quality jobs their property values will decline over time.
- 5) Emphasize the importance of economic development/prosperity, jobs and income.
- 6) Need to get the general public to be supportive of projects not only special interests opposing projects. Use direct outreach methods to reach this segment of the population including zip code mailings, ads, emails, PSAs, social media, etc., don't rely on the civic groups to reach the general public.
- 7) Demonstrate the place-making concept, take an intensive look at a sub-area.
- 8) Show examples of how guiding principles can be applied.
- 9) Need to demonstrate the importance of companies, jobs and paychecks.
- 10) Public education is needed regarding use of public transportation.
- 11) Need a new way to communicate about future development. Get away from the language that brings images of roads, parking, concrete, buildings etc. start using terms that convey ecofriendly, green, healthy, quite, garden spots, private, buffers, living for all ages, walk, bike, enjoy where you live, work and play communities for living.
- 12) There needs to be a greater awareness and understanding about the connections between land use and transportation.
- 13) Demonstrate where the SR 141 project process will wrap-up, make the timeline available, get points of agreement along the way.
- 14) Make it clear that matters will not stay the same, change is inevitable, don't feed the biases.

- 15) The SR 141 planning process needs to be credible, make it evident who is paying for and leading the study.
- 16) In order to shape the future the public must get involved, logic should prevail over emotion.
- 17) There are requirements other than traffic, such as stormwater management, that make development difficult and expensive.
- 18) Demonstrate that growth/economic development/prosperity and community comfort are partners not enemies.

#### *Unified Development Code (UDC)*

- 1) More zoning districts including overlay zones are needed.
- 2) A new definition of mixed use is needed, what are the use percentages and when are they to take effect.
- 3) Change the relationship between structured parking and occupied building space.
- 4) Provide for specific conditional uses allowed by-right if relevant conditions are met.

#### *Positive Examples*

- 1) Redesign of 52 & 82 intersection, bike & pedestrian friendly, 35 MPH speed limit, cars are secondary. Accomplished via local leadership.
- 2) Utilities underground in Greenville.
- 3) New Castle County required a 150' setback for Wagoner's Row, needed along 100 & 52, should be imposed everywhere.
- 4) Kennett Pike Association Right-of-Way use agreement, planting and maintenance
- 5) \$20 million redevelopment project along Lancaster Pike, SR 48, going into Wilmington from 141.
- 6) Bridge over Rockland Road.
- 7) Reconstruction of SR 141, though some years ago.
- 8) NCC - Hiring Eileen Fogarty who brought higher standards for development.
- 9) DelDOT – snow plowing, requiring developers to build sidewalks.
- 10) DelDOT - after the Red Clay Conservation Plan was prepared entered into a MOU regarding plants and animals etc. which was helpful. (See negative example 6 below.)
- 11) 141 improvements, after signage, lights, landscaping etc. problems were solved.

#### *Negative Examples*

- 1) DelDOT's 2012 traffic study rules are disappointing (process and outcome). DelDOT responded to the development interests abandoned the community representatives.
- 2) Variation in speed limits on the same roads.
- 3) DelDOT does not make sufficient space for buses to pull off roads to pick-up and discharge passengers.
- 4) Repeal of County Redevelopment Code.
- 5) DelDOT – top heavy on administration, contracting for signal work.
- 6) NCC - after the Red Clay Conservation Plan was prepared tried unsuccessfully to work with and enter into a MOU, will try to get guidelines into the UDC.

*Other Comments*

- 1) Look into Woodlawn Trustees and Wilmington University agreement.
- 2) Chestnut Run has had 500,000 sq. ft. in office and related expansion built recently with no opposition.
- 3) Be careful there are people who are for things in concept and in general but against site-specific proposals.
- 4) New Castle County website needs to be redesigned and updated made more meaningful in attacking those who will provide jobs.
- 5) A plan for the 141 corridor will help, good idea to get community ideas.
- 6) Future of DuPont to be shaped by May 13<sup>th</sup> corporate meeting, proxy fight.
- 7) NIMBYs are smart they know how to use the system to their advantage, they have time and money.
- 8) Hagley has 240 acres, current annual visitation is 75,000 would like it to be 120-130,000 within 5-10 years.
- 9) The vocal citizens represent the status quo and want no change. They may support principles but will balk when they are translated into site specific proposals.
- 10) Our young people are moving away, must provide jobs and living styles to encourage them to remain.
- 11) The public gets involved when threatened, need to get involved early before investments have been made, get parochial early when change is more likely.
- 12) Elected officials in making decisions need to act on the substance not merely on what opponents present.
- 13) State tax structure should be considered regarding impact on job creation and attraction.

*On-Going Participation – All interviewees:*

- 1) Agreed that the project has merit and want to see it completed.
- 2) Agreed to participate in public workshops, charrettes.
- 3) Said they would circulate information and encourage the public to participate
- 4) Many said they would provide suggestions, information etc.
- 5) Many provided names of community leaders, opinion makers
- 6) There were few ideas for how to get the every-day citizen to get involved.

*Delaware Greenways (Brandywine National Byway)*

- 1) Mission – Promoting Outdoor Connections for Healthy Vibrant Communities
  - Walkable, bikeable, expanding multimodal networks
  - Preserving scenic and historic corridors
  - Increasing the use of outdoor resources
  - Historic Penn Farm (in New Castle)
- 2) There are gaps and missing links in the trails, pedestrian, bike ways to connect through the 141 Corridor north to Brandywine Creek State Park that need to be addressed. They are going to provide a map(s) with suggestions.
- 3) Economic development will bring more traffic, without expanding the TM Bridge can't bring in major development, the ISSUE is the bridge. The prior recommendation was for a

- wonderful context sensitive 4 lane bridge with a bike path. Need federal funding, there are historic issues.
- 4) Regarding further development, work backward from existing available capacity.
  - 5) If bridge is expanded it will bring more traffic and negative impacts to 52 and 100 which are the scenic byway.
  - 6) Added traffic would need to be routed to 202 and Centerville Rd to Hockessin avoiding 52 & 100.
  - 7) Do not want 141 traffic backed up from the bridge across 52 & 100.
  - 8) Need to protect the secondary roads, traffic is already diverting to them.
  - 9) Development opportunity sites: property that was Columbia Gas office park, Barley Mill Plaza, Chestnut Run, DuPont CC, current zoning allows for a 12 story tower in Greenville.
  - 10) Need market analysis of vacant properties to determine appropriate usage. There is a lot of vacant office space (Barley Mill Plaza, downtown Wilmington). Therefore, office aspirations are not realistic.
  - 11) Mix the uses: residential, retirement homes, anything that does not bring more traffic to the scenic byway.
  - 12) Take advantage of opportunities to get trails through proposed development.
  - 13) Use TDM measures to reduce SOV traffic during rush hours, can support new development if techniques are put in place to reduce the growth in trip generation.
  - 14) Push buildings back from highways, like Wagoner's Row.
  - 15) Give greater concern to health – reduction in vehicle miles traveled, trips diverted.
  - 16) Barley Mill Plaza: schools, no high rise, 4 stories, mixed use, no big box, village design standards, high paying jobs, incubators, young residents, market study, focus on land use first then transportation.
  - 17) It is all about traffic, how much capacity now and in the future.
  - 18) Need a hotel conference center associated with the Byway, context sensitive shopping.
  - 19) Need developments for “downsizers.”
  - 20) See Land Use item 2.
  - 21) “County Executive Gordon wants the Byway protected.
  - 22) Jeff Green provided a copy of “Scenic Conservation Plan, Brandywine Valley National Scenic Byway, Compilation of Draft Reports, Prepared for New Castle County, July 2013 including land use and transportation information.
  - 23) Jeff Green provided a copy of “Scenic Conservation Plan, Brandywine Valley National Scenic Byway, Compilation of Draft Reports, Prepared for New Castle County, July 2013 including land use and transportation information.

#### *Red Clay Scenic Byway*

- 1) Red Clay Creek Corridor Management Plan (2008), Appendix 5 contains Context Sensitive Design Guidelines, expectation is that they will be incorporated into the UDC.
- 2) No development pressure in this largely rural area, need to protect the views and resources of the area and be prepared should development pressures come to the area via setbacks, clustering, a system of incentives and disincentives.
- 3) Need trails and bikeways connecting parks, schools, nature areas, most of land is privately owned, not making a trails plan.
- 4) Retain narrow, twisting rural roads, low speed limits without trucks (not wide enough for safe use by pedestrians and bikers).



- 5) Don't make more major intersections.
- 6) Create safe bike and pedestrian connections from 141 into the Byway area.
- 7) Should have new proposed Design Standards, best practices, by fall or end of 2015, 2<sup>nd</sup> public workshop scheduled for May 18, consultants:
  - John Gott, Gott Associates (worked for NCC LUD)
  - Townscape Design (MD GIS firm)

## 2. Public Information Sessions

### a. Information Session #1

WILMAPCO, DelDOT and NCC Department of Land Use held the first Informational Session for the SR 141 Corridor 20-Year Land Use and Transportation Plan on June 17, 2015 to introduce the study to the public, and enable the public to express their views at an early stage. Attendees were encouraged to participate by filling out a public comment form and indicating their home and work place on a large SR 141 Corridor map. Over half of the attendees submitted a comment form either at the session or on the WILMAPCO project website. Display boards were arranged at the meeting so that the public was invited to discuss the project with the members of the project staff.

Only a few people indicated that they work in the area. Most of the attendees live between SR 48 & 52 north and south of SR 141, closer to SR 52. A small group of attendees live south of SR 48 near the intersection of SR 48 and SR 141. Other attendees homes are scattered throughout the study area and a few attendees live outside but near the study area.

**Public Comment Form:** Workshop attendees were encouraged to complete an eleven question public comment form as a means of expressing their views. Comment forms were provided by 25 of the 58 attendees who signed in, slightly over 40% of the attendees. Twelve additional comment forms were provided through the website. Following is a summary of the information provided via the comment forms:

1. *Do you live within the SR 141 Corridor?* – 28 Yes and 6 No  
*How long have you lived within the Corridor?* – E8 months; 3½, 4, 8, 15 (5), 18 (2), 20 (3), 26, 27, 28, 31, 35 (2), 40, 44, 47 and 60 years
2. *Do you work within the SR 141 Corridor?* – 4 Yes and 26 No
3. *Do you shop along the SR 141 Corridor?* – 31 Yes and 2 No  
*Where do you do most of your shopping?*
  - a. Greenville (18)
  - b. US 202, Concord Pike (11)
  - c. SR 2, Kirkwood Highway (5)
  - d. Pathmark (3)
  - e. Price's Corner (7)
  - f. SR 48, Lancaster Pike (3)
  - g. Christiana Mall (1)
  - h. Hockessin (1)
  - i. Wilmington (1)

- j. Chestnut Run Shopping Center (2)
- k. Shopping Center at Faulkland Road & SR 141 (1)
- l. Delaware Running Co. & Wooden Wheels (1)
- m. One respondent indicated that there is little shopping available along the corridor

4. *What three things do you like most about the SR 141 Corridor?*

LAND USE

- a. Beauty, scenic quality, views (11)
- b. Open country (7)
- c. Appearance, in sections, not the south
- d. Cultural, historic natural resources, especially the Brandywine (10)
- e. Gateway to Brandywine Valley
- f. Village concept (2)
- g. Absence of overdevelopment
- h. No big-box stores, no tall buildings
- i. Limited commercial
- j. Mostly residential
- k. Mix of residential and companies with jobs
- l. Convenience (could be Transportation) (5)

TRANSPORTATION

- a. Access to the region, to I-95 (14)
- b. Intra-state corridor
- c. Very scenic road that compliments the area
- d. Plantings along the roadway, landscaping, medians, crosswalks (3)
- e. Highway speed is well controlled (2)
- f. Not many lights (2)
- g. When lights are timed well traffic flows well, except for rush hour
- h. Road has shoulders in case of emergency
- i. Well lit at night
- j. Wide enough for safe left turns, moves traffic well
- k. Lack of traffic, less congestion (4)
- l. Tyler McConnell Bridge & SR 141
- m. Most of the area can be biked
- n. Expansion between Kirkwood Highway and Faulkland Road

5. *What are the three biggest challenges facing the SR 141 Corridor?*

LAND USE

- a. Development (17)
  - i. Increasing population that results in more traffic
  - ii. Impact of new development (bottle-necking) at bridge (2)
  - iii. Development plans inconsistent with residential neighborhoods (4)
  - iv. Planning for growth of large undeveloped parcels
  - v. Accommodating good mixed use development and changing transportation modes

- vi. Ease with which developers get exceptions, no guidelines
- vii. Keeping high-density development under control
- viii. Development (force development closer to the Wilmington Core)
- ix. Overdevelopment
- x. Major commercial development expected on SR 41 & 48
- xi. Keeping out major commercial uses
- xii. Unwanted retail development
- xiii. Press of commercial development, like Stoltz Barley Mill and Greenville properties
- xiv. Any consideration of commercial rezoning
- xv. Bad/ugly/too much development
- xvi. A built-out area with maxed out infrastructure with questionable zoning allowing inappropriate development
- b. Open Space, Character, Resource Protection (7)
  - i. Losing the character/beauty of the area (5)
  - ii. Maintaining a landscape that compliments Scenic Byway on SR 52 and Red Clay Creek
  - iii. Retaining open space at entrance of National Scenic Byway

#### TRANSPORTATION

- a. Traffic (28) – respondents cited traffic generally and often included examples and details as listed below:
  - i. Traffic is the major issue between SR 48 & 52, which is the prime area for redevelopment, from SR 48
  - ii. Traffic through Newport (I take SR 7 south to go north)
  - iii. Left turn SR 100 NB to SR 141 SB, Monchanin/Ponds entrances are dangerous
  - iv. Cut-through traffic
  - v. Manage traffic flow to minimize congestion (2)
  - vi. Getting out of my Limerick development
  - vii. Heavy truck traffic from SR 141 up to SR 48 north to 41 (2)
  - viii. Not making a freeway/beltway (2)
  - ix. Merge lane off I-95 is dangerous
  - x. Massive rush hour congestion south on 131
  - xi. Failed traffic lights (Barley Mill Road & SR 141)
  - xii. Potholes (2)
  - xiii. Sound barrier wall
  - xiv. Median berms and along curbs, landscaping
  - xv. Put overhead utilities underground
  - xvi. Tyler McConnell Bridge, DuPont rush hour congestion at Bridge (3)
  - xvii. Brandywine Creek, expand bridges at Rt 34, 48 and 100, traffic over the Brandywine (2)
  - xviii. Maintenance, shrubbery along roads (2)
  - xix. No bike/walking lanes (2)
  - xx. Shared use paths are poorly designed and maintained and not well connected
- b. Public Transportation (5)
  - i. Enabling intermodal/multimodal connectivity (2)

- ii. Provision of public transportation
- iii. Pedestrian and cyclists safety, aesthetics, especially at bridge (2)
- c. Integrate land use and transportation

## OTHER

- a. Noise (3)
- b. Distance to public elementary school
- c. Reading Stoltz's mind
- d. Lack of good restaurants

6. *What changes have you seen in the SR 141 Corridor in the past ten years?*

## LAND USE

- a. Barley Mill Plaza and Astra Zeneca closing, these properties would be great for businesses (offices) not shopping
- b. Many new houses built on SR 48 with loss of open land and natural beauty
- c. Huge fight over Stoltz's Barley Mill Plaza plan because there were no guiding principles/plans in place
- d. Encouraging business to move into Wilmington with good tax incentives, etc.
- e. Additional development
- f. Change in the way people work, shop and commute
- g. Not a lot of change, appropriate development is maxed out
- h. Careful thought needs to be given to development and infrastructure
- i. Lack of community infrastructure

## TRANSPORTATION

- a. More traffic (10)
- b. Less traffic
- c. Roadway Improvements (7)
  - i. Improvement of SR 141 between Faulkland Road and SR 2 (3)
  - ii. Better flow through Newport neighborhood
  - iii. Improvements at SR 141 & 100 (2)
  - iv. More functional intersections
  - v. Blue Ball Project near US 202
  - vi. Transportation Enhancement Project near Elsmere
- d. More noise (3)
- e. Truck traffic has become worse
- f. Roads are in bad shape, poorly maintained (2)
- g. Failed traffic lights, Barley Mill Road and SR 141
- h. Greater number of single occupant vehicles during rush hours
- i. Roadway landscaping, very nice
- j. Delaware Greenways involvement with SR 52 & 100
- k. As DuPont sheds employees need for this project disappears
- l. Development in Pike Creek and Chester PA areas has increased congestion



7. *What Changes do you expect to see in the SR 141 Corridor in the next ten years?*

LAND USE

- a. More development (7)
- b. Better quality development, landscaping, architectural quality (5)
- c. Changes that would keep the character of the area consistent with its historic design and its stance as the Gateway to the Brandywine Valley
- d. Condominiums and office space
- e. Compact "Village" development
- f. Redevelopment enabling residents to walk to shopping, recreation, work; sensible adaptive reuse of current buildings (2)
- g. Limited development of existing commercial and office space and added residential
- h. Barley Mill redeveloped with low rise buildings as an education location not commercial
- i. On-going threat of high-density commercial development (3)
- j. More commercial land use around SR 48 intersections
- k. Loss of DuPont Country Club to commercial/residential development
- l. Lack of open space
- m. A pro high-density, traffic, anti-environment policy
- n. Seriously foolish development, county is in the pockets of developers
- o. Need deed restrictions
- p. More tree planting
- q. Period street and traffic lights

TRANSPORTATION

- a. More traffic/congestion (9)
- b. Impact of Barley Mill site
- c. Better use of off-peak capacity
- d. More noise
- e. Get truck traffic off SR 41, danger to new elementary school
- f. Good, efficient traffic design
- g. Make 141 an expressway, no traffic lights
- h. Congestion at Rt 141 & 48 intersection
- i. Addressing Brandywine River area congestion
- j. Four lane bridge crossing the Brandywine
- k. Improved well designed multi-modal - bike/pedestrian/transit facilities (2)
- l. Period street and traffic lights
- m. More pollution

8. *What type of transportation improvement(s) on the SR 141 Corridor would provide a benefit to you or your community?*

- a. Road (13)
- b. Public transportation (20)
- c. Bike (19)
- d. Pedestrian (17)
- e. Additional Suggestions

## LAND USE

- a. Viewshed protection
- b. No more new retail, redevelop existing shopping in existing centers (2)
- c. Stop green space loss
- d. No more density in this corridor
- e. Fight back vs. sprawl
- f. More mixed use redevelopment and better planning and zoning
- g. Leave it the way it is, or downsize it to push traffic out of the area. Growth will continue as will consideration of alternative travel methods.

## TRANSPORTATION

- a. Be sure signals coincide with traffic flow (3.)
- b. Widen Tyler McConnell Bridge
- c. Lower speed limit on SR 41
- d. More consistent posted speed limits
- e. Post signs diverting trucks to SR 141 & 7
- f. Biggest congestion “hot-spot” is near the SR 141 & 48 intersection, third turn lanes are needed
- g. Do not want a beltway, want a boulevard
- h. Expressway
- i. Cross-county public transit
- j. Public transportation routes need to change so they are more accessible in suburban areas, hours of operation need to increase, deploy mini-buses
- k. Direct public transit between SR 2 & US 202
- l. There should be bike lanes, or at least the shoulders should be well maintained, MUP’s are poorly designed and maintained
- a. Safe walk to bus
- b. Facilitating all alternatives to automobile travel is recommended

9. *Assume the year is 2035. What is your vision for the SR 141 Corridor? What will it look like?*

## LAND USE

- a. Even more attractive, with well-placed, well-designed employer’s buildings as needed. (3)
- b. Much as it does today with moderate development consistent with current character of neighborhoods.
- c. Much like it is today (if lucky). If good planning and design is done, something classy and upscale that is unique, not another mall full of chain stores and franchise operations. (2)
- d. Mixed use village nodes with open space preserved between the villages.
- e. Too crowded with DuPont leaving.
- f. Green corridor along the Brandywine and SR 141 Corridor. This will make us unique. If thoughtfully done, the corridor has great potential for efficiency and beauty. If thoughtlessly developed, it will be a paved, concrete, cinderblock passageway just like US 202 and Kirkwood Highway. (2)
- g. SR 141 Corridor has continued to grow as a place of innovation and strong economic development in a way that honors and protects the natural/scenic/historic values of the area. (2)

- h. Hopefully, very much like today, with restrictions on building heights. setbacks from 141, less signage and no digital changing signs.
- i. Low density development to maintain character of surrounding area.
- j. The same or less development, more green than now (3)
- k. Wilmington revitalized

#### TRANSPORTATION

- a. Unless some form of public transportation is in place, or HOV lanes are added (and enforced!), it will still be bumper-to-bumper at peak times (Look at Kennett Pike as an example.).
- b. Widening of the Tyler McConnell Bridge completed, HOV lanes are created, additional bus and train routes added; tax incentives for individuals who carpool, work remotely or take public transportation.
- c. Tyler McConnell Bridge widened to 3 lanes, reversible flow middle lane.
- d. DuPont Exp. Sta. entrance moved to Alapocas side decongesting Tyler McConnell Bridge
- e. Another span for the Tyler McConnell Bridge with dedicated bicycle/pedestrian facilities. Doing so will connect existing bike/pedestrian facilities north and south of the bridge.
- f. Not too much more traffic, more public transportation, more bike paths and walkways. (3)
- g. Hopefully, public transportation by then. (2)
- h. Faulkland Road Intersection is a park with highway under-passing Faulkland Road.
- i. Proper cloverleaf at SR 141 and SR 2.
- j. SR 141 is a complete expressway.
- k. I hope it looks much the same, traffic better managed through technology. Traffic/ safety issues are caused by human error; for example, if a car blocks an intersection at a light no one gets through in the other direction. Hard to drive in the area – requires defensive driving.
- l. Well maintained road surfaces and landscaping.

#### LAND USE AND TRANSPORTATION

- a. A nightmare!
- b. Space vacated by Astra Zeneca and Barley Mill Plaza used for business/office/condominium/ low-density housing/hotel – no major shopping. Good connectivity to I-95 on both ends of corridor with moderate speed maintained.
- c. SR 141 still four lanes. More extensive commercial development on both sides. Eventually Tyler McConnell Bridge replaced. DuPont Experimental Station downsized.
- d. A boulevard that is pedestrian and bike friendly with easily accessible public transportation. Retail development and office space that is focused on locations that are fed by public transportation/bikeways/walkways. Significant preservation of open space, architectural development that compliments the historic character. Give builders incentive to do this. (2)
- e. More development in the open space and more traffic.
- f. Essentially the same. (2)

10. Do you have any other questions or comments?

- a. Create walking paths in and around our beautiful parks and historic housing areas.
- b. Build noise barriers, put a traffic light at Limerick entrance and SR 48.
- c. Remove the stop light at the Experimental Station. Keep all traffic moving. Eliminate traffic crossing the Rising Sun Bridge from SR 141 north.
- d. All of our 4-6 lane roads need above ground crossovers! Safety will get more people to use mass transit.
- e. New Tyler McConnell Bridge is needed to complete the corridor.
- f. I am concerned about anything that will impact my Limerick community housing values as well as ingress and egress.
- g. There are plenty of shopping opportunities on SR 2 and US 202. We do not need more shopping especially in places like the /Barley Mill space.
- h. Please change the zoning classification for Barley Mill Plaza to "Office Regional." The change to "Commercial Regional" was denied by Chancery and Supreme Courts.
- i. Our experience with the Barley Mill redevelopment and lawsuit against county government should never be necessary again.
- j. Any rezoning/redevelopment must proceed according to existing regulations and codes. Citizens' property rights must prevail over developers.
- k. Fairthorne and Barley Mill Courts are shown on the zoning map as High-Density when it is actually Medium to Low-Density Residential, please check the map for accuracy.
- l. Go back and count the residential units in Limerick and Sedgely Farms – they appear to be widely off the mark! Little Falls as well.
- m. As an artist I appreciate and value the importance of "Negative Space." That is the blank or open areas that we all need to live, breathe and thrive. As Joni Mitchell's song says "They paved paradise and put up a parking lot" let's not do that please.
- n. Great discussion, but manage people's expectations, don't over-promise, work closely with Brandywine Valley Scenic Conservancy.
- o. I really hope you take community comments seriously. (2) Your presentation focused on traffic, safety issues – over emphasized them actually. How about a board that really examines the open spaces and environmental impacts.
- p. Thank you for allowing our input. I am the neighborhood association president. Many neighbors could not attend tonight. The greatest concern they asked me to share is to keep the area green even with development.
- q. Why is this survey assuming growth??? Leave it as is.
- r. Stop destruction of open space, stop development and start Redevelopment. You want to solve workers moving around by car? More downtown/close in NICE medium density housing Redevelopment.
- s. Hope project speeds up and all hurdles eliminated sooner.
- t. In what way will these plans and design standards have teeth? What will make them more than weak guidelines?
- u. Improve traffic on SR 141 between SR 100 and the Tyler McConnell Bridge via line (maybe lane) changes,
- v. On-road bike facilities are still necessary along this corridor with or without MUP's.



- w. Consider in this plan expansion of the port. Trucks going to and from the port use SR 141 and get off on 41 or 48 to get to Rt 1, it has gotten progressively worse over the years.
- x. I look forward to the next public event and appreciate the staff's efforts.
- y. Should have included the question "How did you hear about this workshop?" on the Comment Form.

11. *Was tonight's Information Workshop useful to you?* - 27 Yes and 2 No

*If not, why not?*

- a. I agree there should be a plan for future development – I just hope it preserves the unique qualities of the region.
- b. Somewhat useful. I am familiar, however, with most of what is in the presentation.
- c. Somewhat, but face-to-face discussions with members of DeIDOT and WILMAPCO are quite important too.
- d. You do a terrible job defining what you are talking about. One needs to download 100MB of PDF and digest it in order to get the defined items.

**Comments Provided on Maps of the SR 141 Corridor:** Large maps of the SR 141 Corridor Study Area were placed on tables in the center of the larger display area and attendees were encouraged to make comments directly on the maps. Several attendees took advantage of the opportunity to record the following geographically specific information:

- a. Please help us get the tractor trailers off this road (SR 41 from north of Faulkland Road to SR 2):
  - i. Dangerous
  - ii. Historic Area
  - iii. New Elementary School
  - iv. Trucks overweight and going too fast
- b. Dangerous intersections:
  - i. SR 41 & Breckenridge Drive
  - ii. SR 41 & SR 2
- c. SR 41 near Cooper Farms and The Cedars – Road E & F failed.
- d. Include SR 41 Corridor between SR 2 and Breckenridge Road (Fairway Estates) in the Plan Study Area.
- e. Road east of Centerville Road at Little Falls north of Agilent Technologies - "Road in bad shape."
- f. Truck traffic affects SR 141 Corridor.
- g. SR 141 (Woodland Heights) increase truck traffic today – concern with future growth.
- h. SR 141 has different speeds posted every mile or so – fix it!
- i. Better policing of traffic/safety rules is needed. Cars do not keep to the speed limit, obey no U-Turn signs, stop for red lights, etc. in the whole study area.
- j. SR 100 near Christ Church – concern about blind entrance at new development, add a no U-Turn sign near Ponds of Greenville.
- k. Bigger sign to St. Joseph on the Brandywine Church needed on SR 100, SR 52 better direction from Breck Lane to SR 141 ramp.
- l. What is the status of the redevelopment of Barley Mill Plaza property?
- m. Barley Mill property should only support local uses consistent with neighborhood character.

- n. Brandywine Creek State Park – “Look at all the open space! Marvelous! Leave it that way!

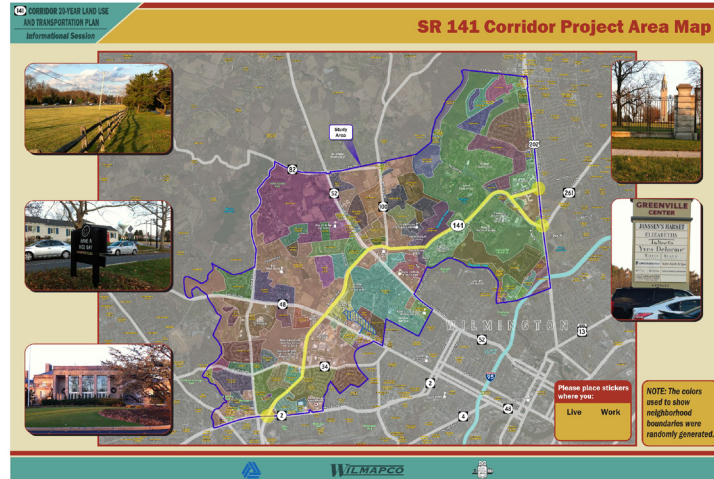
**Conversations with Project Team Members:** Project Team members were stationed near the display boards and available to answer questions and provide added information. Following is a summary of input they received from attendees:

- a. What happened to the concept (30-40 years ago) whereby SR 141 was to become a beltway between New Castle and Naaman’s Road?
- b. Would like to see Barley Mill Plaza developed as a series of Charter Schools, performing arts cluster.
- c. Concern was expressed that SB 130 may be a fast-tracked bill for “Complete Community Enterprise Districts” providing a way for developers to end-run traffic studies.
- d. It was pointed out that it is important to think about maintenance costs in addition to construction costs.
- e. Concern was offered regarding the closure/demolition of the old Wilmington Golf Course/Ed Oliver clubhouse. The community needs places like that.
- f. There were questions regarding the accuracy of some of the designations on the land use maps – Fairthorne/ Barley Mill Courts subdivisions on the Comprehensive Plan map and Barley Mill Plaza on the Zoning map.
- g. Development coming on SR 41 in New Garden could draw traffic to/from the SR 141 study area, particularly between SR 48 & 52 where SR 141 could turn into a parking lot of traffic.
- h. Take note of the new Charter School starting in the fall at Barley Mill Plaza, look at the traffic impacts.
- i. On the Transit Board add ridership numbers for Route 20/Park & Ride Lot at DuPont Road.
- j. Pleased with new signal timing, don’t have to wait as long on side streets.

The following is a summary of the displays that were available for review and discussion with the public at Public Information Session #1.

### Project Area Map:

Highlights the SR 141 Corridor between US 202 and SR 2, as well as the surrounding neighborhoods in the study area. Public meeting attendees were encouraged to indicate the location of their home and work



### Project Background and Purpose:

Summarizes the historical background of the SR 141 Corridor and the need for guidelines for future changes to the corridor. Introduces the SR 141 Corridor Vision Statement.



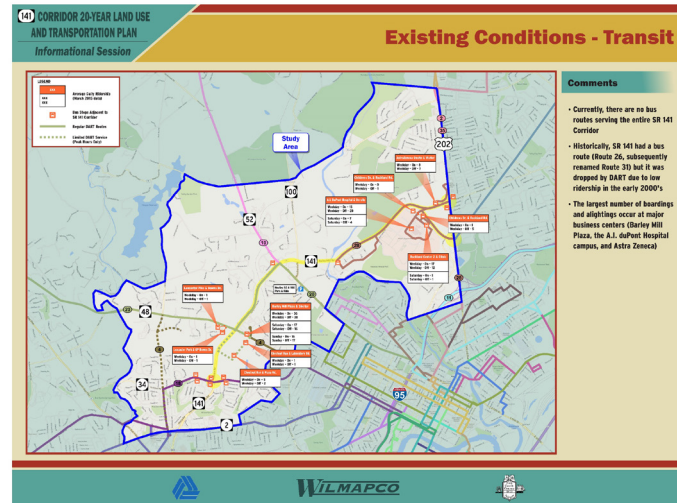
### Initial Stakeholder Input:

Summarizes results of feedback from various stakeholders and elected officials regarding their concerns and long-term ideas for the SR 141 Corridor.



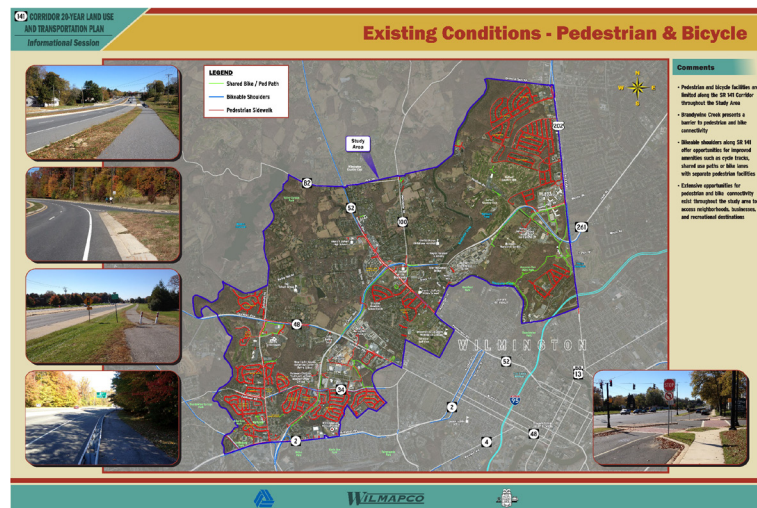
### Existing Conditions – Transit:

Displays the existing bus routes serving the SR 141 Corridor, and provides statistics for each station



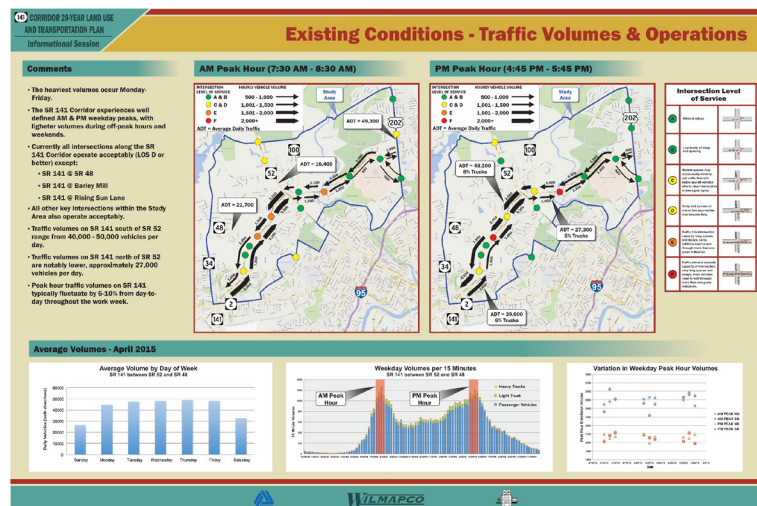
### Existing Conditions – Pedestrian & Bicycle:

Displays existing pedestrian and bicycle facilities located within the SR 141 Corridor study area, and opportunity locations for pedestrian and bicycle connectivity



### Existing Conditions – Traffic Volumes & Operations

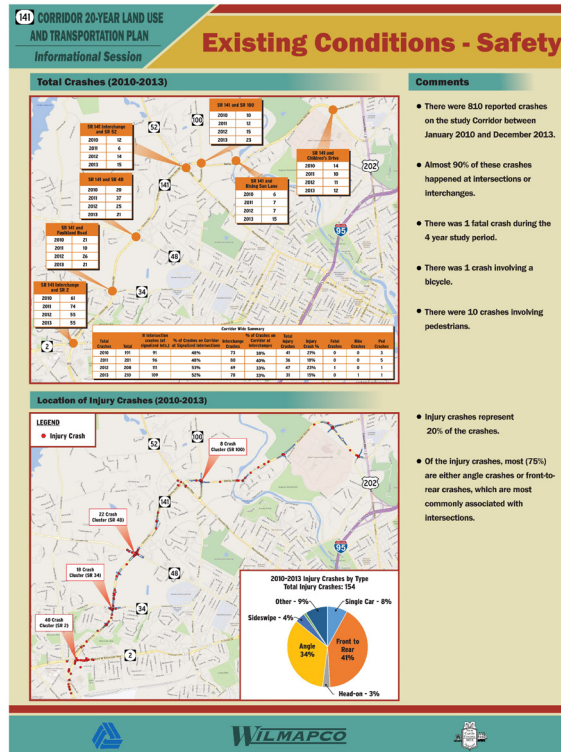
Shows AM and PM peak hour volumes on the SR 141 Corridor, as well as intersection Levels of Service





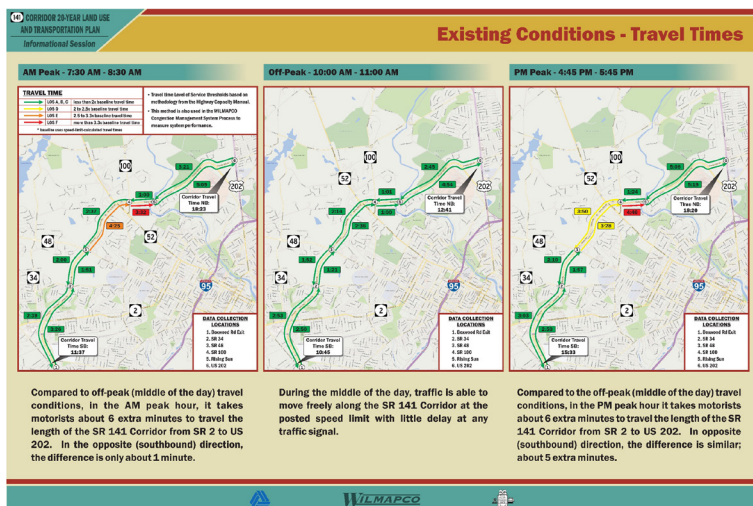
## Existing Conditions – Safety

Summarizes results of crash data analysis for the SR 141 Corridor between January 2010 and December 2013



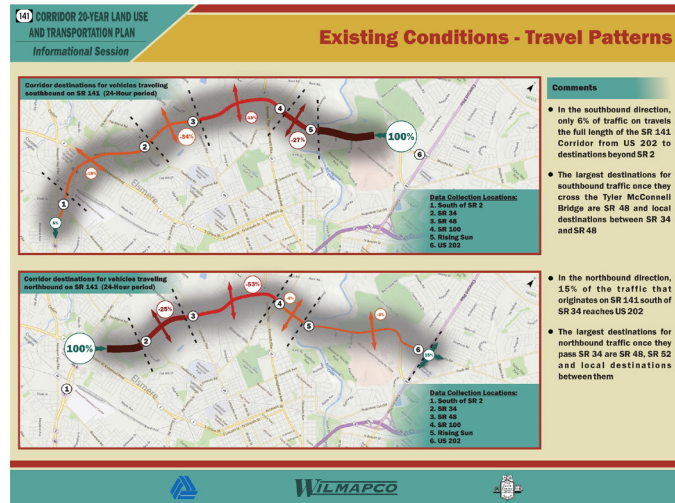
## Existing Conditions – Travel Times

Summarizes and compares AM peak, off-peak and PM peak travel time data, and provides corridor Levels of Service.



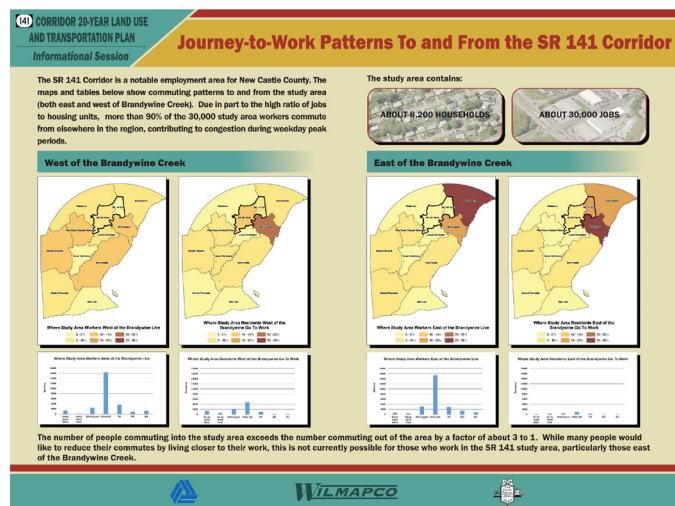
## Existing Conditions – Travel Patterns

Summarizes results of an origin destination study which indicates the percentages of vehicles entering the SR 141 Corridor with destinations along the corridor versus vehicles utilizing SR 141 as a through route



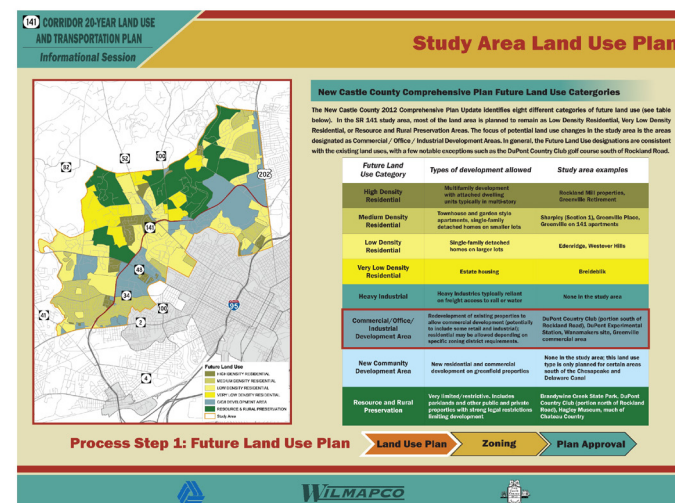
## Journey-to-Work Patterns To and From the SR 141 Corridor

Indicates travel patterns for study area workers and residents along the SR 141 Corridor



## Study Area Land Use Plan

Summarizes the anticipated future land use for the SR 141 Corridor based on the New Castle County 2012 Comprehensive Plan Update



## Study Area Zoning

Provides further detail on zoning districts within the SR 141 study area where New Castle County categorizes future land use as Commercial / Office / Industrial development areas

**Note:** Zoning for Barley Mill Plaza is shown incorrectly on this display. Corrections were subsequently made to NCC website and on pages 3 and 4 of this appendix.

**141 CORRIDOR 20-YEAR LAND USE AND TRANSPORTATION PLAN**  
Informational Session

### Study Area Zoning

The New Castle County Unified Development Code (UDC) includes a variety of zoning districts that determine the type and amount of development that can be built within each zoning district.

The SR 141 Plan will focus on the portions of the study area where the County categorizes future land use as a Commercial/Office/Industrial Development Area. As shown in the map and table below, there are five zoning districts that apply to these portions of the study area. While the study team does not propose to consider land use changes for the remaining, more established land uses, we do expect to consider certain design guidelines, such as those being developed for the Brandywine and Red Clay Creek valleys.

Zoning Districts	Types of development allowed	Study area examples
Office Regional	Regional employment centers, primarily office and supporting uses, major roadways and transit stops	Arrow Driving, J.P. Morgan Chase, A. I. duPont Institute, Renaissance Station, Midway Center, Spring Hill Plaza (not shown), Chantrelle Run, Little Falls Center, etc.
Office Neighborhood	Professional and administrative offices in a setting compatible with adjacent residential areas	3721 Kennard Place, 2700 Greenbush Road
Commercial Regional	Community and regional commercial centers, major roadways, transit stops, major roadways and transit stops	Greenbush Crossing, Greenbush Center, Spring Hill Plaza (not shown), Renaissance Station, Midway Center, Spring Hill Plaza (not shown), Chantrelle Run, Little Falls Center, etc.
Commercial Neighborhood	Commercial uses designed to serve adjacent neighborhoods with design features compatible with housing, neighborhood and center streets, building style development potential	Greenbush Crossing Shopping Center, Chantrelle Run Shopping Center, White Clay Shopping Center
Neighborhood Conservation District (NC15)	Single-family detached residential housing with a minimum 15,000 SF lot size	Carlin's Crossing

**Process Step 2: Zoning** Land Use Plan Zoning Plan Approval

WILMAPCO

## Study Area Approved Development

Summarizes approved and recorded development plans within the SR 141 study area

**141 CORRIDOR 20-YEAR LAND USE AND TRANSPORTATION PLAN**  
Informational Session

### Study Area Approved Development

Plan Approval, the 3rd step on the process, is the most detailed, site-specific, context-sensitive, and intensive part of the process. The recordation of approved plans provides the ability to actually construct the development. Plan approval and recordation demonstrates that a rigorous interagency review of the land development plan has shown the plan satisfies a variety of engineering, environmental, social, legal, and administrative requirements that are prerequisites to the right of property development per the New Castle County Unified Development Code.

This map and table show the location and amount of approved development in the study area.

Map Key	Site	Non-Residential Square Feet	Dwelling Units	Notes
1	Atkinson	1,141,819		
2	Support Experimental Station	1,061,974		
3	DuPont Children's Hospital	465,000		Opened October 2014
4	DuPont Chemical Run	286,920		
5	Little Falls Center, Lots 9 & 11	203,500		
6	Little Falls Center, Lot 4	61,800		
7	Tarnal School	45,144		
8	L.A. Associates	41,176		
9	First Lutheran Church	25,076		
10	Barley Mill Plaza, Odyssey Charter School	22,000		Gymnasium
11	Barley Mill Plaza, Section 5 Daycare	15,200		Replacing athletic facility
12	Greenbush Center	13,003		
13	Wilmington Friends School	12,300		Under construction
14	A. I. duPont High School	10,013		
15	1701 Veterans Highway	9,727		Auditorium/discussion
16	Greenbank Corp, Parcel 2	6,000		
17	1330 Concord Pike Restaurant	1,007		Under construction
18	Columbia Place at Garden of Eden Road	2,800	189	Replacing Pilot School
19	Livestock		23	
20	Little Falls Village II		22	
21	Wagoner's Row		12	
22	Bedgery Farm		8	

**Process Step 3: Plan Approval** Land Use Plan Zoning Plan Approval

WILMAPCO

## Coordination With Other Land Use Studies

Summarizes the purpose and goals of related studies actively underway for the Brandywine Creek and Red Clay Creek scenic byways

**141 CORRIDOR 20-YEAR LAND USE AND TRANSPORTATION PLAN**  
Informational Session

### Coordination With Other Land Use Studies

The primary objective of the SR 141 Land Use and Transportation Plan is to develop both a vision and guidelines to guide desired changes in the study area in a manner that reflects the interest of area stakeholders. The vision and guidelines may lead to changes to Section 40 of the New Castle County Unified Development Code (UDC) and the development of specific Design Guidelines for the SR 141 Corridor. Currently, three other related studies are actively underway to revise elements of the UDC and consider design guidelines for the Brandywine Creek and Red Clay Creek scenic byways. The SR 141 study team is coordinating with these other studies to facilitate information sharing and ensure that each study is complementary to, and not duplicative of, analysis and subsequent efforts. In addition to the three studies highlighted below, the SR 141 study is being conducted to support the additional initiatives in the October 2014 New Castle County Department of Land Use Action Plan and Work Program.

#### Unified Development Code Revisions

The New Castle County Department of Land Use is revising the Unified Development Code (UDC) to incentivize desired economic development while managing change in ways that will add value to the community. Efforts underway include countywide listening sessions involving a wide variety of constituents to understand areas of needed change. Expected areas of focus for UDC revisions include improved communications between agencies, applicants, and community representatives; clearer guidelines for economic development strategies; and a more transparent, predictable, and efficient review process.

#### Brandywine Valley Scenic Conservation Plan and Guidelines

Delaware Greenways has initiated the Brandywine Valley Carrying Capacity and Preservation Study, which will result in a Scenic Conservation Plan to preserve the beauty of the Brandywine Valley National Scenic Byway while providing for sustainable growth and development. The Plan will focus on integrating land use and transportation in a way that preserves the historic, natural, and scenic landscapes of the Brandywine Valley, while providing convenient mobility for the residents, visitors, and businesses along this corridor. The New Castle County Department of Land Use, DuDOT, and Delaware Greenways are managing the development of a Scenic Byways plan for the Greenbush portion of the Brandywine Valley National Scenic Byway.

#### Red Clay Valley Scenic Byway Design Standards Overlay Project

WILMAPCO, the New Castle County Department of Land Use, DuDOT and the Red Clay Valley Scenic Byway Alliance have begun planning to develop and draft corridor overlay standards for the Red Clay Valley Scenic Byway. The Corridor Management Plan (CMP) recommended collaboration with New Castle County to improve protection for the scenic byway, including the possibility of incorporating corridor overlay standards into the Unified Development Code. The CMP discusses resource protection levels, landscaping, context sensitive design, and other techniques as possible implementation strategies. Land development design standards that will preserve the natural, scenic, and historic resources and the intrinsic qualities of Red Clay Valley are the focus of this effort. The outcome of the project will be draft conservation design standards for land development projects within the byway.

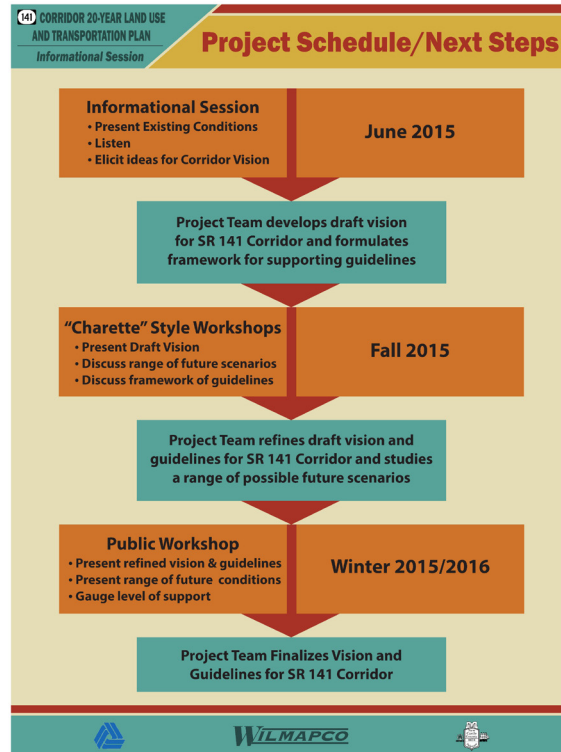
**Process Step 3: Plan Approval** Land Use Plan Zoning Plan Approval

WILMAPCO



### Project Schedule / Next Steps

Indicates the SR 141 Corridor project team's anticipated next steps at this stage in the project



#### b. Information Session #2

WILMAPCO, DelDOT and NCC Department of Land Use held a second Information Session for the SR 141 Corridor study on October 20, 2015. The purpose of this session was to update the public regarding the progress made since the first session, held in June, and to receive comments and suggestions from members of the public. Information that was provided included existing transportation conditions, potential development, draft corridor Vision and Goals and concepts for how land use may be organized in the future. Public input was again encouraged through a public comment form and discussions with project staff regarding display boards.

Workshop attendees were encouraged to complete a six question public comment form as a means of expressing their views. Ten comment form were provided by attendees and via the WILMAPCO project website. Two memoranda containing comments and suggestions were also provided. The following is a compilation of the information provided by the attendees:

- 1) *Do you have any questions or comments regarding the travel conditions information?*
  - There is need for more and better bike and pedestrian ways and transit.
  - Travel along the corridor is generally very good with the exception of the Tyler McConnell Bridge and the DuPont Experimental Station light. Request DuPont to use the other entrance.
  - Peak travel times produce congestion; work schedules could be better staggered.
  - No mention was made of the travel impacts of Wilmington University and Wagoner's Row including increased volume, noise and safety. Retain the safety and beauty of Rt 100.

- Strongly disagree with the results of the travel study.
- SR 141 is in major disrepair: left turn from Rt 48 to 141N is outrageous, should be an underpass for Rt 48, signs are needed related to US 202.
- Consider the impact on travel conditions from any new development on the entire corridor and surrounding area.
- No more commercial development along SR 141 or 148 or we will not be able to move

2) *Do you have any questions or comments regarding the development, employment and housing information?*

- The information fails to recognize & protect the unique character of the area. Route 141 is integrally linked to the cultural and economic heritage of Northern Delaware. It fails to understand & promote the corridor as an ongoing economic engine for the State. Promoting and enhancing high quality non-residential uses needs to be a focus of the study.
- Not concerned about the anticipated level of development. Make sure people can travel within and between developments without having to drive. Make good walking and biking conditions as a part of new development.
- Provide bus service to the new Newport train station.
- Barley Mill Plaza should be limited to the smallest possible development and a comprehensive traffic study should be required before any approvals.
- The area is already built out, further development will be mainly “fill in” development or reuse. Adaptive reuse of existing facilities should be the first choice.
- The corridor has a pleasing mix of developed and undeveloped properties. Additional commercial development would place an untenable load on both the 141 Corridor and surrounding cross-roads which are already over-run with traffic.
- Today SR 141 from Faulkland Road to Fairfax (Route 202), a distance of 5 miles, remains 100% residential, office and institutional with NO commercial uses. Retail/Services are fundamentally incompatible with the current uses along the corridor.
- Total BS! The UDC can’t even define Max Building Height or protect our quality of life. There is already commercial on SR 141, no more is needed.
- The Village concept has merit it encourages walkability and reduced use of vehicles. Retrofit existing roadways to make them walkable where possible.

3) *Are the draft SR 141 Vision and Goals on target?*

- Inclusive of many concepts that promote active living opportunities and as a result, positively impact public health.
- Providing these attributes within the corridor helps to promote the health of children and families.
- Recommended wording changes were provided to make the Vision and Goals more explicit regarding the impact that land use and transportation planning have on public health.
- As we attract new businesses or when a new business replaces an old one the new impact can potentially be that total jobs remain the same or could drop.
- The area is built out now. What do you want another Kirkwood Highway? Lancaster Avenue is not a route. Cars must use Rt 148 to 141 to get to Wilmington and points north. No amount of walkable development is going to reduce congestion



- The vision will foster unchecked redevelopment and crowding along the SR 141 Corridor. Though the concept designs show pleasing aesthetics, the reality is the plan is a method to approve unchecked development surrounding Barley Mill Plaza and to allow redevelopment of the DuPont Country Club property.
  - The draft is very high level and idealistic. How it is implemented will make or break the corridor. Great ideas in the UDC have been fouled-up by overlays, etc.
  - Agree with redevelopment, more walkable/bikeable roads and discouraging heavy through traffic. Vision as appealing assuming every effort is made to retain open space and historic features. Seems to favor development, don't see how employment centers and institutions will be compatible with existing development. Would hate to see the DuPont Country Club developed.
  - Disagree with the part "Encourage local traffic to use SR 141....." This runs counter to Wilmapco's and DelDOT's guiding principles and best practices in transportation planning, have a network that reduces reliance on a single highway.
  - Add the list of transportation enhancements within the SR 141 Corridor. Include noise abatement enhancements for private properties that adjoin the corridor.
  - Live just outside of the study area on 41 between 48 and Route 2, truck traffic through our neighborhood is awful and getting worse. Want to be included in the study area and all heavy truck traffic should be diverted to 48 & 7. Like the village concept with integrated commerce. Anything that limits sprawl is good as is getting people out of their vehicles.
- 4) *What type of development do you think will be desirable within the SR 141 Corridor and where could each be located (check all that apply)*

Town Center: 2

Village Center: 5

Corporate Campus: 3

Institutional Campus: 3

The following comments were provided regarding the types and potential locations of development:

- Town and Village concepts are exciting; however, it is important to understand the best application of these concepts.
- Schools on the Barley Mill Plaza property, develop Prices Corner and leave the rest alone.
- The existing facilities at the Experimental Station and at Barley Mill Plaza could be re-purposed as office space and light industrial park uses, consistent with their current status and use.
- Town and Village Centers can be a positive by cutting down the increase in traffic. But they will still add a good deal more traffic and congestion. In time, there will be little correlation between people living and working in these developments. Concurrent creation of multi-modal networks is essential.
- I like these ideas and feel that Barley Mill Plaza (within size limits) and Prices Corner are good sites. The old Boxwood Road GM site could be a research and light industrial area with "Park and Ride" and commuter rail instead of freight.
- Barley Mill Plaza would work as a Town or Village Center. DuPont Country Club should not become a Village or Town Center or otherwise. Fill in corporate and institutional campuses with residential, if done in an attractive and desirable way reducing traffic and commuting times.

- Greenville could become a Village Center, Barley Mill Plaza could become an Institutional Campus, we have enough Corporate Campuses already.
- DuPont County Club is a possible location for a Village Center.
- The information advocates the conversion of the corridor to retail/services under the banner of “mixed use.” Mixed use is so poorly defined in the County’s Development Code as to be meaningless and can serve as a front for commercial development in office locations.

5) *Do you have any other comments or suggestions?*

- Need to keep in mind that Wilmington is the SR 141 Corridor’s true “town center.” Don’t ignore the city, divert resources from it, or over-shadow it.
- Remember context in preserving natural and historic treasures, view sheds are important. Resources will be degraded if they are hemmed in by heavy development.
- Wildlife needs corridors and contiguous natural spaces. Don’t forget the animals and birds in favor of town greens, playgrounds and athletic fields.
- This work seems like a prelude to all-out redevelopment and rezoning of the scenic nature of the land surrounding the SR 141 Corridor. The presumption that higher density development is inevitable and beneficial is a false presumption and ignores over 10 years of community complaints of overburdened secondary roads and resistance to additional corridor development.
- SR 141 was set up as a transportation corridor. Leave it alone and improve the roads and the bridge. If Wilmington is to exist as a unified area, we don’t need upscale shops, etc. Rt 90 would be stressed beyond its limits.
- I strongly disagree with the results of the traffic study. I travel the 141 Corridor every day, the travel times you displayed on your board do not match my experience, my travel time has not decreased a bit as a result of light re-timing. The problem is the bridge, before making any improvements in the corridor you will need to solve the problem of the bridge.
- Please expand the study area to include SR 41.
- Check the timing of the light at Whitby Drive and Concord Pike.
- Remember the impact of noise, air and light pollution from all of this development. Guidelines for safe lighting that limits/reduces pollution should be considered.
- The SR 141 Corridor is an asset for all citizens of our state, and an important growth engine for our economic future. The study, as currently conceived, needs a major redirection.
- Make the section of Rockland Road from Children’s Drive to W. Park Drive more pedestrian friendly.
- The Plan should address traffic and safety problems associated with Rockland Road and address the adequacy of directional signage along SR 141 related to Nemours Children’s Hospital and mansion.

6) *Was tonight’s Informational Session useful to you? 6 Yes 3 No*

It is not necessary to make the corridor commercial or residential. DuPont has its area, since it has moved out of Wilmington. We don’t need Big Box or restaurants, sensible residential might apply.

The following is a sampling of the displays that were available for review and discussion with the public at Public Information session #2.

November 7, 2015

Mr. George Haggerty, New Castle County Dept. of Land Use  
Mr. Dan Blevins, Wilmington Area Planning Council (WILMAPCO)  
Mr. Mark Tudor, Delaware Dept. of Transportation (DelDOT)

Re: Comments from Community Stakeholders - Route 141 Corridor Study

Dear Route 141 Study Leaders,

We are writing, as area residents, to express our strong objection to the Route 141 Corridor Plan as presented in the public meeting on October 20, 2015. The Plan is fundamentally flawed in several critical respects.

**1. It fails to recognize & protect the unique character of the area.** Route 141 is integrally linked to the cultural and economic heritage of Northern Delaware. The roadway sits at the gateway to the Brandywine Valley, with its scenic byway and many cultural resources, and adjoins the historic Eleutherian Mills-Hagley Foundation and St Joseph's on the Brandywine church, among others.

Decades of thoughtful, responsible land use planning have enhanced and preserved the character of the area. Today, Route 141 from Faulkland Road to Fairfax (Route 202), a distance of 5 miles, **remains 100% residential, office and institutional with NO commercial uses**. The residential communities are thoughtfully designed and well established, and the office/institutional campuses are heavily landscaped with **low impact buildings, indirect lighting and limited signage**. The only retail uses are in the ½ mile between Kirkwood Highway and Faulkland Road.

**2. It fails to understand & promote the corridor as an ongoing economic engine for our State.** High quality jobs depend upon vibrant employment centers. The Route 141 corridor is home to leading companies in the chemical, pharmaceutical and banking industries, as well as a leading children's hospital. **Promoting and enhancing these types of high quality non-residential uses** needs to be a focus of the study.

**3. It advocates the conversion of the corridor to retail/services under the banner of "mixed use".** "Mixed use" is so poorly defined in the County's Development Code as to be almost meaningless, and can serve as a front for commercial development in office locations. The plan suggests "mixed use" centers would be appropriate at Barley Mill Plaza and the DuPont Country Club, and specifically mentions grocery stores and restaurants as retail uses. The plan even suggests "mixed use" at the A I DuPont Hospital and the DuPont Experimental Station, and mentions hotels, restaurants, bars and other "amenities" in these locations.

**Retail/Services are fundamentally incompatible with the current uses along the corridor.** Ride along Route 141 any evening or weekend. It's quiet, the lighting is subdued and activity is modest. Retail/Services – with their attendant signage, visibility, high impact lighting, extended hours and draw from outside the area – would forever alter the character of this residential, office and institutional corridor.

The Route 141 corridor is an asset for all citizens of our state, and an important growth engine for our economic future. The study, as currently conceived, needs a major redirection.

Respectfully,

Rosemary & Joe Kelly, Westover Hills Sec A  
Sean Healy, Westover Hills Sec B  
Dr. Lanny Edelsohn, Westover Hills Sec C  
Hannah Koziski, Breidablik  
Steve Borleske, Fairthorne  
Catherine Lawrence, Barley Mill Courts  
John Connelly, Westmoreland  
Joan Comer, Halsey Drive

Bob Krajeski, Little Falls Village  
Issac Walker, Anglesey  
Joseph Carucci, Limerick  
John Merritt, Sedgeley Farms  
Donald Sturgeon, Stonewold  
Stephen Rahaim, Montchan  
John & Barbara Flynn, Anglesey  
Tom Dewson, Squirrel Run

cc: Mr. Thomas Gordon, County Executive – New Castle County  
Mr. Samuel Guy, Acting CAO - New Castle County  
Mr. Tigist Zegeye, Executive Director - WILMAPCO  
Ms. Jennifer Cohan, Secretary - DelDOT  
State Representative Deborah Hudson  
State Representative Gerald Brady  
State Senator Gregory Lavelle  
Mr. Robert Weiner, New Castle County Council

**Date:** November 17, 2015

<b>To:</b> Rosemary & Joe Kelly, Westover Hills Sec A Sean Healy, Westover Hills Sec B Dr. Lanny Edelson, Westover Hills Sec C Hannah Koziski, Breidablik Steve Borleske, Fairthorne Catherine Lawrence, Barley Mill Courts John Connelly, Westmoreland Joan Comer, Halsey Drive	Bob Krajeski, Little Falls Village Issac Walker, Anglesey Joseph Carucci, Limerick John Merritt, Sedgely Farms Donald Sturgeon, Stonewold Stephen Rahaim, Montchan John & Barbara Flynn, Anglesey Tom Dewson, Squirrel Run
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**From:** George Haggerty, Acting General Manager, New Castle County  
Tigist Zegeye, Executive Director, WILMAPCO  
Bobbie Geier, Planning Supervisor, DelDOT

**Re: Comments from Community Stakeholders - Route 141 Corridor Study**

Thank you for your November 7<sup>th</sup> letter expressing your views about the Draft Route 141 Corridor Plan project information that was presented at the 2<sup>nd</sup> Informational Session on October 20, 2015. We greatly appreciate the fact that some of you took the time to attend the meeting and are all concerned about the future of the corridor. We also appreciate your willingness to participate as we move forward in developing a SR 141 Land Use and Transportation Plan.

Recognizing that you have strong views at this early stage in the plan preparation process, we would like to arrange a working meeting with members of your group in the near future. We want to learn more about your vision for the future of the corridor and we want to discuss in greater detail some of the materials provided at the October 20<sup>th</sup> session. This exchange will prove helpful as we refine the draft Vision and Goals (copy attached) and continue toward preparation of the SR 141 Corridor Land Use and Transportation Plan. Assuming you agree with this approach please contact George Haggerty to arrange the meeting.

cc: Mr. Thomas Gordon, County Executive – New Castle County  
Mr. Samuel Guy, Acting CAO - New Castle County  
Ms. Jennifer Cohan, Secretary - DelDOT  
State Representative Deborah Hudson  
State Representative Gerald Brady  
State Senator Gregory Lavelle  
Mr. Robert Weiner, New Castle County Council



## SR141 Corridor Land Use and Transportation Study Community Meeting Notes

Meeting Date: December 10, 2015; 9AM-10AM

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### Attendees

Tom Dewson, Community Representative  
Joe Kelly, Section A Westover Hills  
Bob Krajewski, Little Falls Village  
George Haggerty, NCC Land Use Department  
Marco Boyce, NCC Land Use Department  
Tigist Zegeye, WILMAPCO  
Bobbie Geier, DelDOT  
Jim Burnett, RK&K  
Dan Hardy, Renaissance Planning  
Ed Thomas, Kramer & Associates

- **Introductions**

- **Opening comments:**

- George Haggerty thanked the community representatives for their interest in the study and their willingness to meet today in a constructive dialogue.
- Jim Burnett and Ed Thomas reviewed the study outreach process to date, including both public informational sessions and the individual stakeholder meetings, in which Tom Dewson participated via phone with Councilmember Weiner. Jim noted that the general intent of the participating agencies in developing the SR 141 vision, goals and guidelines seems to be mostly in-line with the goals of most community members who had attended the prior meetings and provided feedback, however, the draft documents probably need some clarification to avoid ambiguity and the potential for misinterpretation.
- Tom Dewson reiterated the “deep shock” that community members felt in response to the concepts presented on the boards at the October 20 informational session and outlined in the November 7 memorandum from community representatives. Tom noted that he has no reason to doubt the good intentions of the preparers of the informational session materials, but that the community’s experience with land use planning, particularly as relates to the Barley Mill Plaza rezoning, has convinced them of the need to be vigilant. Tom noted with appreciation that the County has made good strides, particularly due to the efforts of George Haggerty, to become more open to constructive comment and collaboration, but that collaboration still needs to result in

documents that are not subject to misinterpretation by those who would implement them regardless of who's running the shop.

- Tom stressed that there is no retail in the five mile segment of SR 141 between Faulkland Road and Concord Pike and adding traffic generating, customer attracting retail is fundamentally contradictory to the community's vision for the corridor.
- Tom emphasized concern regarding how the project's final product could be used by developers in the future.

- **Open Discussion**

- Tom noted the community is particularly concerned that:
  - i. The materials do not reflect the strengths of the Route 141 corridor as a gateway to Brandywine Valley and as a critical employment center for the state,
  - ii. The materials do not reflect the fact that the success of the corridor as a special place is due in large part to decades of successful planning focused on cultural, employment, and appropriate residential development to the exclusion of retail,
  - iii. As currently drafted, the promotion of mixed-use land use concepts could serve as a "Trojan Horse" for the development community, interpreted as endorsement of shopping centers, and
  - iv. Mixed use is seen as a code word for retail development by some in the community.
- Joe Kelly noted that there was no justification for why the corridor should change. He felt that the corridor should continue to provide high-paying jobs. It was his opinion that large amounts of retail development would generate additional traffic and create greater pressure to widen the Tyler McConnell Bridge. The cultural quality of the corridor is also an aid for tourism, enhancing the quality of visits to places like Hagley and Winterthur. Joe noted that the corridor already has ample retail, such as the Greenville Shopping Center, and good dining options like Feby's and Capers & Lemons, so more options aren't really needed.
- Bob Krajewski noted that the environmental resources in the Brandywine Valley are also extraordinary and require protection.
- Tom noted that the community is not opposed to some community services within the employment areas as long as they are limited to those that serve the primary employment use of adjacent or surrounding parcels. As an example, Barley Mill Plaza used to have a cafeteria, a barber, and a dry cleaners oriented to serve the campus employees, not marketed to the larger community through elements like visibility, signing, or lighting. The ability of the corridor to absorb more retail is also a concern; there's only a limited amount of capacity for localized spending so there's a concern that new retail in the corridor would devalue existing retail such as along Kirkwood Highway or Concord Pike, risking blight. The community is aware that the land use rules and regulations can control the type of use, but not the quality of the particular tenants or their markets.
- The community is particularly concerned about specific properties, such as Barley Mill Plaza, the DuPont Country Club, and 20 Montchanin. The group discussed the

uncertainty for the DuPont company holdings, particularly as described in the study team meetings with their representatives and exemplified by the possible DuPont/Dow merger announced earlier in the week. The group discussed future options for how Chestnut Run might develop, whether maintained by DuPont or marketed towards other new employers.

- Dan noted that the description of particular terms is important, and suggested exploring three questions heard from community members on October 20 and reinforced today:
  - i. What types of development are viewed favorably? The Barley Mill Plaza concept Tom mentioned of locally supporting or ancillary to employment is valuable to both provide amenities to today's employers and reduce travel demand,
  - ii. Where is that development appropriate? Many community members value the retail opportunities in Greenville and don't feel that it's part of the SR 141 corridor, so it's apparent that visibility from SR 141 is an important part of the equation, and
  - iii. Why is change needed? Barley Mill Plaza is an example of why the market is not valuing the current product.
- George Haggerty noted that as the County recruits quality economic development, many employers indicate that they desire greater mix of uses and flexibility.
- Jim noted that DuPont representatives indicated that the next generation of employees seem to desire the ability to live and shop near their workplace, potentially with the ability to bike and walk between them and supported such development within the corridor.
- Tom reiterated the concern that the final study products not be subject to misuse and that it is wise to consider both the evolving needs of current and desired employers as well as the potential for unanticipated changes. For instance, one goal of the community is to prevent anyone, even a valued employer like J P Morgan Chase, to sell off a corner of the campus and create an independent shopping center.
- Ed Thomas noted that one concern with the October 20 informational session materials is that it might have presented concepts as a completed work, as opposed to a work in progress where additional ideas and feedback are being solicited. In this regard, the community's attention to the study and their concerns are very valuable to help us define what the corridor vision should be.
- The group discussed how the vision might be amended. The EDD ordinance work, while not yet complete, could provide a useful model for both defining the types of primary job types that would be desirable, ranging from corporate to additional institutional/medical (there may have been potential Mayo Clinic interest in the area) to educational, as well as the type and amount of residential development and limited supporting commercial services that would be appropriate.
- Dan noted that examples presented at the October 20 session could be guides for different elements in the corridor. The Kentlands development probably has an inappropriate mix of uses, but may be instrumental in how commercial uses can be buffered to maintain a boulevard character on the adjacent state highway MD 119. Conversely, the Hendrix College example shows how many educational institutions are

looking to bring in supporting retailers like Starbucks to increase the competitiveness of their product to attract the best students and faculty.

- George asked if his understanding of the community representatives position is correct in that they have no objection to employment centers that respond to current market requirements embracing an integrated approach to internal land uses. Tom said that was correct and used J P Morgan, CSC and Insight as examples of the type of development they support including residences and limited site serving services.
- The community representative restated their view that there is already sufficient, if not an oversupply of retail development in the region and that adding more will lead to deterioration of existing centers.

#### **Next Steps**

- Jim described the study team plan to focus on the land use elements of the vision statement that appear to be of greatest interest to the community. Tom pointed out that the community's comments to date are in response to the information presented on the boards at the Information Session and not based on review of the vision and goals.
- Tom said that he would work with community members to provide comments on the draft vision and goals; he said this would be completed before the holidays to allow this study to continue momentum towards a final document.
- George thanked the community for participating in the study and the group adjourned.

**MEMO**

**TO:** Daniel Blevins, WILMAPCO  
David Gula, WILMAPCO

**FROM:** David Mills, Nemours Delaware Valley Government Relations  
Mary Kate Mouser, Nemours Health & Prevention Services  
Anne Wright, Nemours Office of Community Engagement

**SUBJECT:** Nemours' Comments on SR 141 20-Year Land Use and Transportation Plan

**DATE:** November 20, 2015

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This memo provides Nemours Children's Health System's comments on the draft vision and goals for the SR 141 20-Year Land Use and Transportation Plan and identifies issues that we recommend be considered as part of the planning process.

**Introduction**

Nemours is an internationally recognized integrated children's health system. In Delaware, we operate the Nemours/Alfred I. duPont Hospital for Children and 10 other service locations and employ more than 3,800 associates in the state. Nemours is leading the way in helping children grow up healthy by applying a holistic and multi-faceted approach that reaches children and families where they live, learn, work, play and worship. Our approach includes advocating for changes to the land use patterns and transportation systems within the built environment to increase access to physical activity and healthy eating opportunities.

**Support for Components of Draft Vision and Goals**

Nemours would like to commend the project partners for the draft vision and goals being inclusive of so many concepts that promote active living opportunities and as a result, positively impact public health. We appreciate the emphasis on multimodal transportation options; preservation of open space; development that provides opportunities to accomplish daily activities within short travel distances; and a trail system designed for non-motorized traffic that increases accessibility to recreational areas and parkland. Providing these attributes within the corridor helps to promote the health of children and families by creating close-to-home active recreation opportunities and making walking, biking and use of public transit viable transportation options.

Many of the concepts incorporated in the draft vision and goals align with the environmental and policy change strategies that the Centers for Disease Control and Prevention have identified as effective for increasing physical activity in the community:

- Street-scale urban design and land-use policies (e.g. safe street crossings, traffic calming, sidewalk continuity);
- Community-scale urban design and land-use policies (e.g. mixed land-use zoning, transit-oriented development); and
- Transportation and travel policies and practices (e.g. creating bicycle lanes, increasing access to public transit). <sup>1</sup>

<sup>1</sup> Centers for Disease Control and Prevention. *Strategies to Prevent Obesity and Other Chronic Diseases: The CDC Guide to Strategies to Increase Physical Activity in the Community*. Atlanta: U.S. Department of Health and Social Services; 2011.



### Recommended Revisions to Draft Vision and Goals

Nemours recommends that the vision and goals be modified to make more explicit the impact that land use and transportation planning have on public health. Including language about “complete communities” in the vision will address public health, and also economic development, public safety and environmental preservation, among other desired outcomes.

We recommend the following revisions as indicated with strike-through and underlined text:

- Vision: “The SR 141 Corridor will be a showpiece corridor ~~that combines the best practices of sustainable land use, multimodal transportation, and context sensitive design and aesthetics~~ in which land use and transportation planning enable the creation of complete communities that encompass complete streets and efficient land use, and are healthy and livable, inclusive and active, and sustainable.”
- Goals:
  - “Modifications to the SR 141 Corridor, including any new development, redevelopment of existing parcels, or transportation improvements should:
    - Preserve or enhance the unique character and quality of life and promote the public health of the communities within the corridor.
    - Support the redevelopment of older shopping areas and businesses to improve the quality of life and promote the public health of the surrounding communities within the corridor.”
  - “Land use plans and policies for the corridor should foster development that generally supports or is consistent with the Corridor Vision and key community objectives. The development of these plans and policies should encourage more sustainable development. These plans and policies should:
    - Where redevelopment or new development is appropriate, include a focus on development types and designs that provide opportunities to accomplish daily activities within short travel distances and facilitate walking, bicycling and transit use as viable alternatives to automobile travel, enabling residents to incorporate physical activity into their daily routines.”

### Traffic, Safety and Wayfinding Concerns

We appreciate the inclusion of a goal statement indicating that transportation enhancements within the SR 141 corridor will improve safety, limit congestion and enhance multimodal mobility as this has the potential to address some of our current concerns about traffic and safety within the vicinity of the Nemours/A.I. duPont Hospital for Children and Nemours Mansion.

We recommend making the section of Rockland Road stretching from Children’s Drive to W. Park Drive more pedestrian-friendly to promote the safety of our patient families and associates who utilize this road to access the Ronald McDonald House, Rockland I and II and I-95, SR 141 and Route 261. Examples of improvements to consider include: more visible crosswalks; a pedestrian bridge over the roadway; traffic calming measures; and speed limit enforcement.

Rockland Road’s traffic volume poses a risk to the safety of our patient families and associates. We routinely receive complaints from patient families and associates about gridlock along Rockland

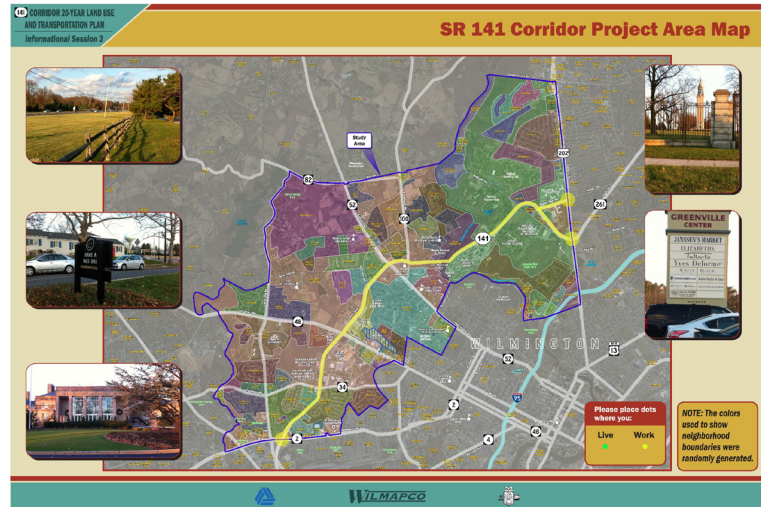
Road during shift changes and at rush hour, which makes it difficult to enter and exit our hospital campus. Many complaints are specific to the congested and dangerous nature of the intersection of Rockland Road and W. Park Drive, which is used to access I-95, SR 141 and Route 261 for those exiting our campus. DelDOT's plans for installation of a traffic light at the intersection of the Ronald McDonald House and our associate parking garage will address some of our traffic and safety concerns. We request that the SR 141 20-Year Land Use and Transportation Plan identify other solutions to address traffic on Rockland Road, particularly considering that any plans for redevelopment of the Dupont Country Club property have the potential to exacerbate these existing conditions.

Finally, we ask that this planning process consider the adequacy of directional signage along SR 141, if that falls within the scope of the project. More visible directional signage for our hospital and mansion would aid in wayfinding for our patient families and campus visitors. Specifically, many mansion visitors find it difficult to locate the property from southbound SR 141. We are grateful that DelDOT has agreed to modify the hospital directional signs on I-95 and Route 202 to include our name and reference us as a children's hospital.

The following is a summary of the displays that were available for review and discussion with the public at Public Information Session #2.

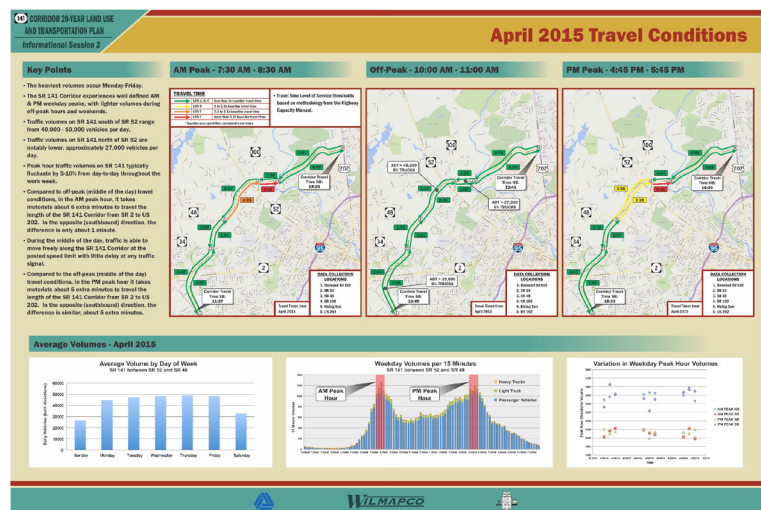
### SR 141 Corridor Project Area Map

Highlights the SR 141 Corridor between US 202 and SR 2, as well as the surrounding neighborhoods in the study area. Public meeting attendees were encouraged to indicate the location of their home and work.



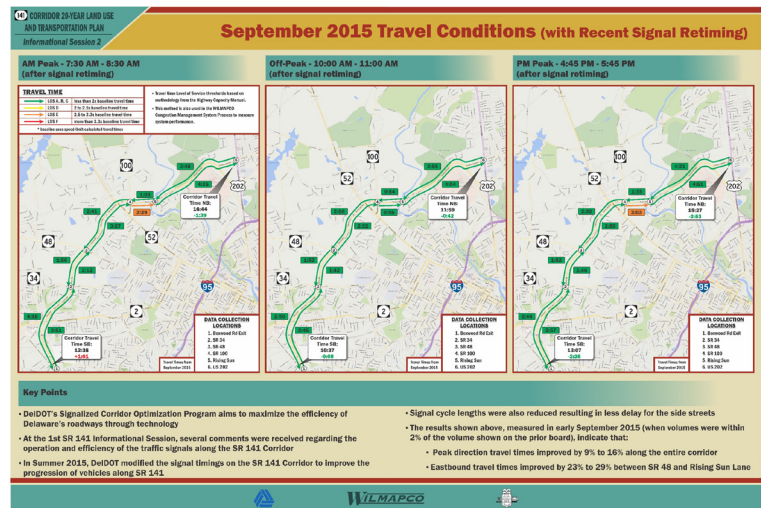
### April 2015 Travel Conditions

Summarizes existing weekday volumes as well as AM peak, off-peak and PM peak travel time data from April 2015



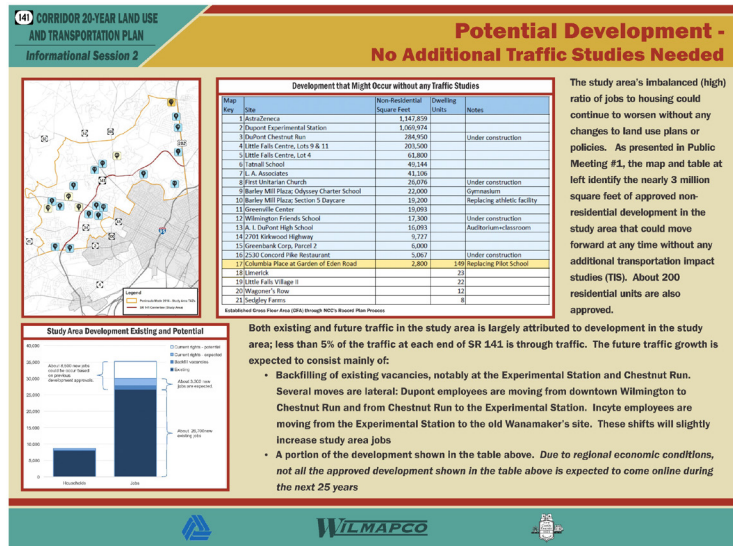
### September 2015 Travel Conditions (with recent signal retiming)

Provides updated AM peak, off-peak and PM peak travel time data from September 2015 following the implementation of DeIDOT's Signalized Corridor Optimization Program along the SR 141 corridor



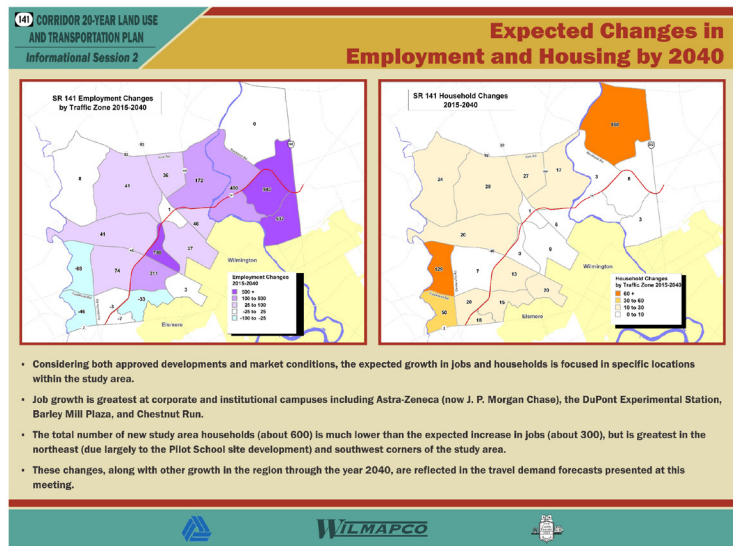
## Potential Development – No Additional Traffic Studies Needed

Summarizes the approved and recorded development plans within the SR 141 study area, which could move forward at any time without additional transportation impact studies



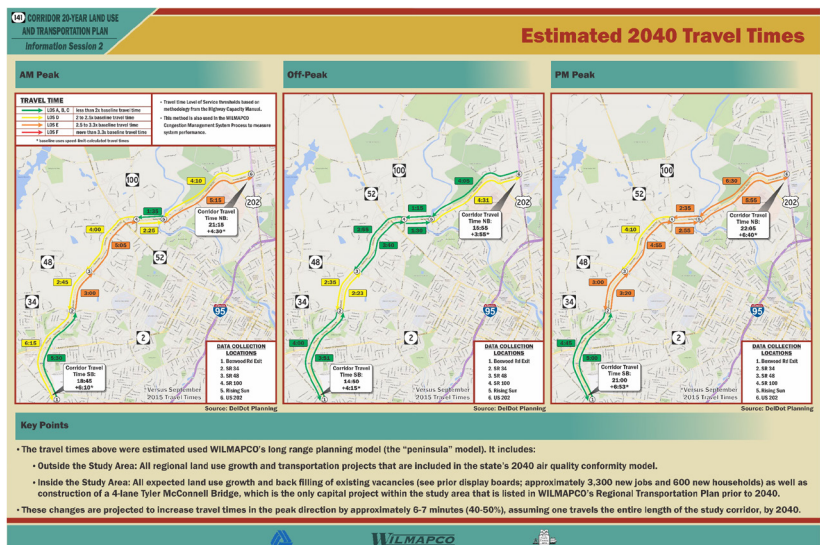
## Expected Changes in Employment and Housing by 2040

Summarizes the expected growth in jobs and households by 2040 within the SR 141 study area



## Estimated 2040 Travel Times

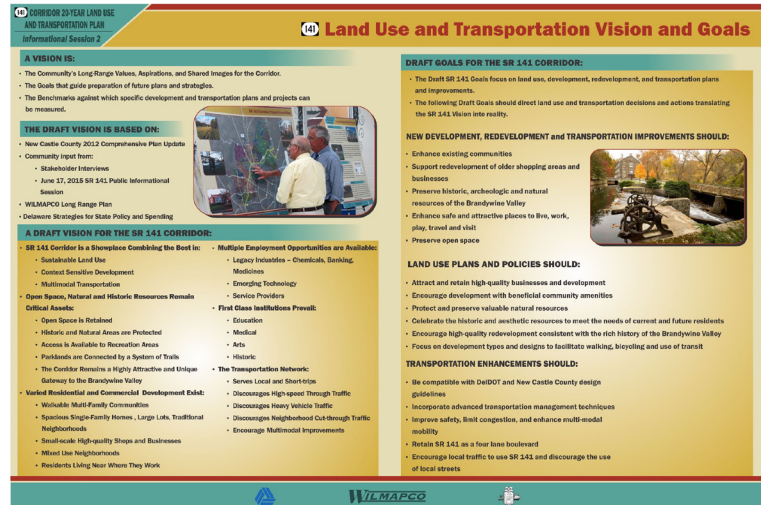
Shows anticipated travel times along the SR 141 Corridor in the year 2040 based on data from WILMAPCO's "peninsula" model





## Land Use Transportation Vision and Goals

Summarizes the draft  
Vision and goals for the  
SR 141 Corridor



## Vision Comments

Allows visitors to comment on the draft Vision

[illegible]



## How Might Land Use Be Organized?

Describes four different types of communities that might be envisioned for development along the SR 141 Corridor

**141 CORRIDOR 20-YEAR LAND USE AND TRANSPORTATION PLAN**  
Informational Session 2

### How Might Land Use Be Organized?

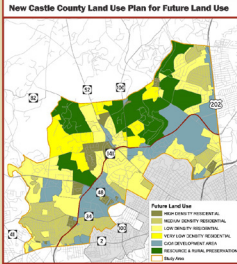
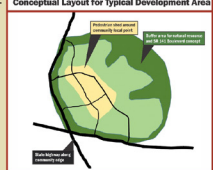
Currently, the New Castle County 2012 Comprehensive Plan identifies several areas as appropriate for "C/O/I" or "commercial, office, institutional" development. In the future, four different types of communities might be envisioned:

**Town Center and Village Center** communities would ultimately be subdivided into individual privately owned lots. Given development area sizes, scales, and existing neighbors, a town center concept may be appropriate for future development of the Barley Mill Plaza site, whereas a smaller village center concept may be appropriate for the Dupont Country Club site.

**Corporate Campus and Institutional Campus** communities would likely remain under common corporate ownership for the most part, with infill development occurring among existing buildings. Infill development could still include residential uses to reduce travel needs whether through conventional housing or extended-stay hotels oriented towards the community's corporate or institutional mission.

Each of the communities could develop a local community master plan to identify the types and locations of planned development, including a focal "pedestrian shed" of up to one quarter mile in length around which land activity would be oriented. Each plan would also include the provision of an appropriate open space plan to provide sufficient buffering for natural resources, adjacent communities, and the SR 141 boulevard design concept.

**Conceptual Layout for Typical Development Area**

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## Town Center and Village Center Concepts

Provides two examples of Town and Village Centers in Maryland and Massachusetts

**141 CORRIDOR 20-YEAR LAND USE AND TRANSPORTATION PLAN**  
Informational Session 2

### Town Center and Village Center Concepts

Compact, mixed-use, high quality developments are being built across the United States. One type of compact, mixed-use development is "Transit Oriented Development" in communities that are already more urban and more connected by rail or bus rapid transit than the SR 141 study area will ever be. However, even without a rapid transit line, mixed-use walkable communities are widely shown to generate less traffic than conventional sprawl development. These concepts are evidenced in communities that, like the SR 141 corridor, are at the edges of regions where stakeholders are interested in a balance between attracting high quality jobs to specific areas targeted for development while preserving a high level of natural and cultural resource protection in adjacent neighborhoods.

**KENTLANDS**  
Kentlands, in Gaithersburg, Maryland, at the edge of Montgomery County's agricultural reserve, provides an example of how a Town Center concept might look and function. The core area of Kentlands defined by its pedestrian shed has a 1.0 Floor Area Ratio, of which about 75% is residential. Narrow streets and short block lengths promote walkability.

**MASHPEE COMMONS**  
Mashpee Commons, on Cape Cod, Massachusetts, could provide guidance for a Village Center concept. The core of Mashpee Commons contains a mixed-use center with mom-and-pop retailers and residential uses in a nine-block walkable grid with a Floor Area Ratio of about 0.5. Buildings are designed to reflect the historic styles of Cape Cod.






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## Corporate Campus and Institutional Campus Development Concepts

Provides an example of a Corporate Campus in Pennsylvania and an Institutional Campus in Arkansas

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Informational Session 2



### Corporate Campus and Institutional Campus Development Concepts

Conceptual master plans could also be prepared to guide infill development on the many corporate campuses in the study area that are likely to remain primarily, if not entirely, under the control of their current owners for the foreseeable future, including both the institutional campuses of A. I. DuPont Hospital and the Experimental Station, as well as these that are headquarters sites providing high quality jobs. The concept of encouraging mixed use on these campuses serves several interests:

- Introducing a variety of housing options for campus workers and visitors, such as extended stay hotels or employer-provided residences that minimize travel needs and maximize convenient access
- Providing retail and service amenities such as restaurants and bars, recreational/fitness paths, and open spaces for programmed educational, recreational, and social activities designed to attract and retain creative class employees with both collaborative and healthy spaces within walking distance of the workplace
- Facilitating collaborative relationships with mission-supportive partners such as among business, research and development, and institutes of higher education.

**Valley Forge Corporate Center**  
The Valley Forge Corporate Center, adjacent to the National Park in Pennsylvania, plans for infill, mixed-use development organized around two Village Center-style focal points at either end of the 275 acre campus.

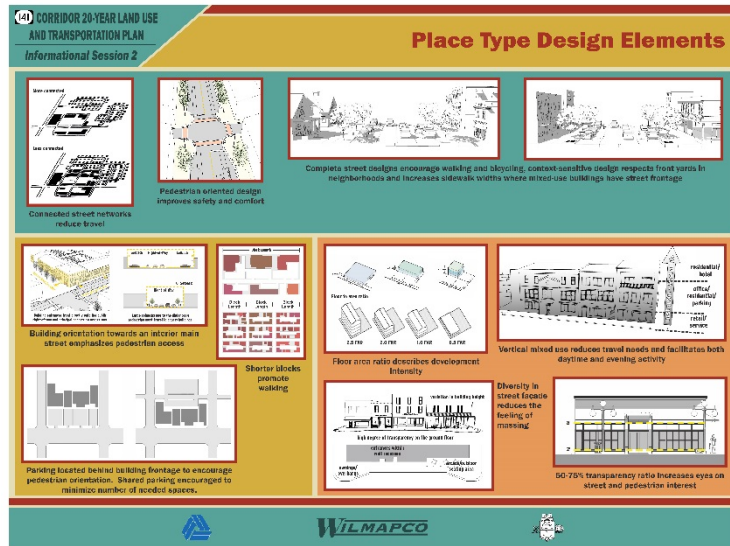
**Village at Hendrix**  
The Village at Hendrix is a mixed use development being built as a part of Hendrix College expansion in Conway, Arkansas, to improve residence opportunities for students and shopping and dining opportunities for both campus and town.

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## Place Type Design Elements

Summarizes beneficial elements of the community types previously described



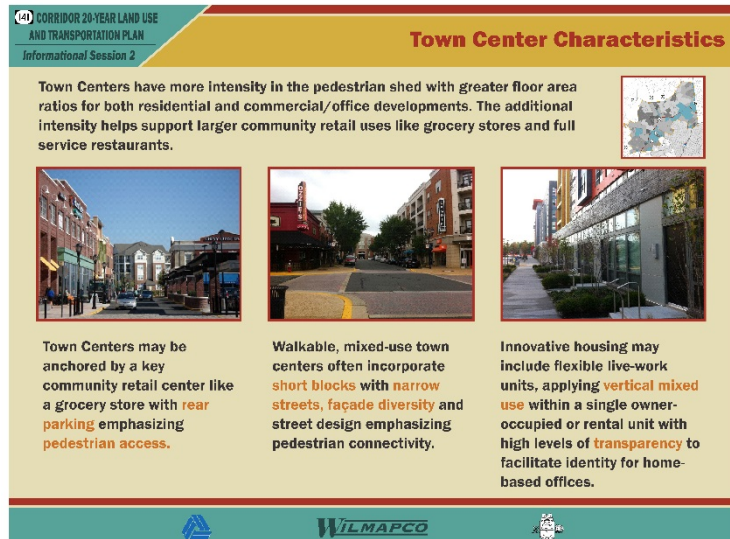
## Village Center Characteristics

Describes beneficial aspects of Village Centers that could be applicable to developments in the SR 141 project area



## Town Center Characteristics

Describes beneficial aspects of Town Centers that could be associated with developments in the SR 141 study area





## Village/Town Center Neighborhoods

Describes potential options for housing types in Village and Town Centers

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Informational Session 2

### Village/Town Center Neighborhoods

Both Village Centers and Town Centers typically include residential neighborhoods within the pedestrian shed, a short walk to the mixed-use center. These neighborhoods can contain a variety of housing types.





Within neighborhoods, local streets have very **slow travel speeds** reinforced by small **building setbacks** and perhaps different streetscaping elements such as the use of brick pavers.



Housing can take a variety of shapes and sizes to provide for a **diversity of resident ages** and needs. For instance, compact cottage designs combine market interests in detached housing and smaller unit sizes.



Attached townhomes can include a variety of **building orientations** and **façade diversity**. On-street parking contributes to pedestrian comfort and slow travel speeds. Additional parking is accessed from rear alleys.

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## Back to the Future

Shows existing Village and Town Center concepts

**141 CORRIDOR 20-YEAR LAND USE AND TRANSPORTATION PLAN**  
Informational Session 2

### Back to the Future

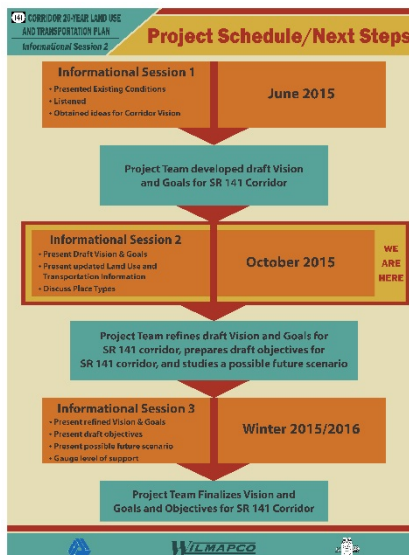
The design elements for village center and town center place types result in walkable, mixed-use communities – compact and diverse uses that have proven livable and sustainable over decades or even centuries.



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## Project Schedule / Next Steps

Summarizes the project schedule, indicates project team progress thus far, and lists steps moving forward with refining the SR 141 Corridor Vision



### c. Information Session #3

WILMAPCO, DelDOT and NCC Department of Land Use held a third and final Information Session for the SR 141 Corridor study on May 25, 2016. The purpose of this session was to update the public regarding the progress made since the second session, held in October, and bring the planning efforts for the SR 141 Corridor to closure. Information was provided regarding the Vision, Goals and Framework for guiding future land use and transportation decisions impacting the SR 141 Corridor. Potential development, expected changes in employment and housing, 2015 and 2040 travel conditions information and implementation concepts were also provided and discussed

The following accomplishments from the SR 141 Corridor study were identified:

- Community's voices were heard
- A Vision and Goals were created to help guide future decisions about the corridor
- Improved understanding by the agencies of the wants and needs of the community
- Established a benchmark for future studies
- Improved working relationship among the agencies and SR 141 communities

Public input was again encouraged through a public comment form and discussions with project staff regarding display boards. Workshop attendees were encouraged to complete a six question public comment form as a means of expressing their views. 10 comment form were provided by attendees and via the WILMAPCO project website. Two memoranda containing comments and suggestions were also provided. The following is a compilation of the information provided by the attendees:

#### 1. *Do you have any suggestions or comments regarding the Vision and Goals?*

- a. How will workers get to the jobs if there is no mass transit?
- b. Basically I don't care about how fast vehicle traffic moves through the corridor. I just hope that whichever plan is implemented, it includes transit, pedestrian and non-motorized transportation options. The county does not need another DuPont Highway, Concord Pike or Kirkwood Highway.
- c. The Tyler McConnell Bridge needs to be expanded to 4 lanes.
- d. You have done a tremendous job on this. I hope New Castle County takes it seriously when considering plans for development presented to the Planning Board.
- e. This section of SR 141 is quite lovely and we want to keep it that way.
- f. The SR 141 Corridor Vision captures the aspirations and concerns broadly shared by the community. It is a significant improvement vs. prior drafts. We hope it will be finalized unchanged.
- g. Display Board 9, Land Use & Transportation Vision and Goals – needs to be updated to be consistent with the Corridor Vision. The board states in the vision section "Varied Residential and Commercial Development Exist" and references "small-scale high quality shops and businesses." We suggest the words "Commercial" and "small-scale high quality shops and businesses" be removed for consistency.

#### 2. *Do you have any comments or suggestions regarding the Framework for Future Guidance on Land Use?*

- a. Put mass transit in, mass transit is the way to travel and cut pollution. Bikes and walkways are Rinky-Dink.
- b. The third bullet under Guidance reads "Adoption of an action plan....." should read "Plan consideration, including steps for:" The current wording indicates some formal adoption action will take place which will not occur.

- c. Reinforce non-mega retail nature as the intent of the framework.
  - d. We don't want to recreate Kirkwood Highway or Concord Pike.
  - e. At-grade signalized intersections should be able to keep 141 a "boulevard." In addition, I believe your study showed most traffic was local and 141 is not used as a highway to get from SR 2 to US 202.
  - f. It is going to be difficult to establish a workable transportation system. Most of us hop in our car and make quick trips (SOV).
3. *Do you have comments or suggestions regarding the Framework for Future Guidance on Mobility and Safety?*
- a. Provide a bus running from US 13 to SR 141 to US 202.
  - b. We support the focus on walkability, human scale, etc.
  - c. I think the speed limit should be 45 mph all the way – not change from 50-35-50. (It doesn't seem like anyone pays attention to it anyway.)
4. *Do you have comments or suggestions regarding the overall SR 141 Corridor project?*
- a. Tyler McConnell Bridge will never need 4 lanes.
  - b. Traffic control officers – when introduced soon via election of politicians who demand they will cut travel time.
  - c. The process of collection and public input was well done.
  - d. Face-to-face access to the three agencies and consultants was very helpful.
  - e. Two people at the session seemed bent on diverting their SR 41 truck traffic and took over what was supposed to be a SR 141 discussion. I am pleased to see your report specifically discourages through traffic, including through truck traffic, on SR 141. We have enough at the SR 141/48 intersection as it is.
  - f. I also agree that when something is built, the builder should be responsible for berms and other landscaping to keep the area attractive.
  - g. Thank you for such a comprehensive plan. Well done!

The following comment was provided related to the Framework for Next Steps handout:

There is a confusing sentence in the middle of page 1 – "Established communities as markets for supporting high-quality goods and services as a part of redevelopment plans." We suggest this be removed for consistency.

**Conversations with Project Staff Members:** Project Team members were stationed near the display boards and available to answer questions, provide added information and receive comments and suggestions. Following is a summary of input they received from attendees:

- 1. Concern was expressed that the Fairthorne community should not be shown as a high-density area.
- 2. An attendee noted that his community, Nordic Dell, was not labeled on the map.
- 3. Another attendee was very complimentary of the work and expressed hope that the county would do more to celebrate this type of study through perhaps a feature in the News Journal or on WHYY which has a Delaware news feature.

November 7, 2015

Mr. George Haggerty, New Castle County Dept. of Land Use  
Mr. Dan Blevins, Wilmington Area Planning Council (WILMAPCO)  
Mr. Mark Tudor, Delaware Dept. of Transportation (DelDOT)

RE: Route 141 Corridor Study

Dear Route 141 Study Leaders,

Thank you for the opportunity to participate in the May 25 Public Information session. We have reviewed the materials and would like to provide the following comments.

1. **The Route 141 Corridor Vision captures the aspirations and concerns broadly shared in the community.** It is a significant improvement vs prior drafts. We hope it will be finalized unchanged.
2. **Chart 9 from the display boards -- Land Use & Transportation Vision & Goals -- needs to updated to be consistent with the Corridor Vision.** The chart states in the vision section "Varied Residential and Commercial Development Exist " and references "small-scale high quality shops and businesses". We suggest the words "Commercial" and "small-scale high quality shops and businesses" **be removed** for consistency.
3. **The Corridor Framework for Next Steps has a confusing sentence** in the middle of page 1 -- "Established communities as markets for supporting high-quality goods and services as a part of redevelopment plans". **We suggest this be removed** for consistency.

If possible, it would be great to see the final report. We very much appreciate all of your time and effort to engage the community.

Thanks and best regards,

Tom Dewson

The following is a summary of the displays that were available for review and discussion with the public at Public Information Session #3.



## Project Background and Purpose

Summarizes the historical background of the SR 141 Corridor and the need for guidelines for future changes to the corridor. Introduces the SR 141 Corridor Vision Statement.

**141 CORRIDOR 20-YEAR LAND USE AND TRANSPORTATION PLAN**  
Informational Session 3

### Project Background and Purpose

**Background**  
The SR 141 Corridor and surrounding area has a special mix of historic properties, established neighborhoods, and several high-tech business campuses that create a unique area, culturally, historically and economically, for the County and State. The corridor has experienced considerable and varied development over time and the future is likely to bring additional land use change and development.

**Need**  
The three agencies leading this project (see block to the right), will be required, with input from SR 141 Corridor stakeholders and members of the surrounding communities, to make recommendations and decisions on future land use and transportation proposals that will shape the future of the SR 141 Corridor. Aside from current zoning, there are currently no guidelines specific to the SR 141 Corridor intended to guide future change to the Corridor.

**Purpose**  
The product of this study will be a long term Vision and Framework for the SR 141 Corridor to guide future land use and transportation recommendations and decisions. Ideally, these long-range plan elements will help achieve the goals and aspirations of the current and future residents and property owners of the corridor, while respecting the numerous natural, historic and man-made features within the corridor.

**WILMAPCO**  
Wilmington Area Planning Council  
Delaware Department of Transportation  
New Castle County Department of Land Use

## Potential Development – No Additional Traffic Studies Needed

Summarizes the approved and recorded development plans within the SR 141 study area, which could move forward at any time without additional transportation impact studies

**141 CORRIDOR 20-YEAR LAND USE AND TRANSPORTATION PLAN**  
Informational Session 3

### Potential Development - No Additional Traffic Studies Required

The study area's imbalanced (high) ratio of jobs to housing could continue to worsen without any changes to land use plans or policies. As presented in Public Meeting #2, the map and table at left identify the nearly 3 million square feet of approved non-residential development in the study area that could move forward at any time without additional transportation impact studies (TIS). About 200 residential units are also approved.

**Development that Might Occur Without Additional Traffic Studies**

Map Ref	Site	Non-Residential Square Feet	Dwelling Units	Notes
1	Astrazeneca	3,547,878		
2	Chaparral Experimental Station	1,000,000		
3	Chaparral Experimental Station	200,000		Under construction
4	Chaparral Experimental Station	200,000		Under construction
5	Chaparral Experimental Station	200,000		Under construction
6	Chaparral Experimental Station	200,000		Under construction
7	Chaparral Experimental Station	200,000		Under construction
8	Chaparral Experimental Station	200,000		Under construction
9	Chaparral Experimental Station	200,000		Under construction
10	Chaparral Experimental Station	200,000		Under construction
11	Chaparral Experimental Station	200,000		Under construction
12	Chaparral Experimental Station	200,000		Under construction
13	Chaparral Experimental Station	200,000		Under construction
14	Chaparral Experimental Station	200,000		Under construction
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96	Chaparral Experimental Station	200,000		Under construction
97	Chaparral Experimental Station	200,000		Under construction
98	Chaparral Experimental Station	200,000		Under construction
99	Chaparral Experimental Station	200,000		Under construction
100	Chaparral Experimental Station	200,000		Under construction

**Study Area Development Existing and Potential**

Both existing and future traffic in the study area is largely attributed to development in the study area; less than 5% of the traffic at each end of SR 141 is through traffic. Future traffic growth is expected to consist mainly of:

- Backfilling of existing vacancies such as at the Experimental Station and Chestnut Run. The Dow DuPont merger (December 2015 announcement of 1,700 jobs being cut in Delaware) has introduced near-term uncertainty into the economic development context for the corridor. Over a twenty-year horizon, re-occupancy of office and laboratory space that is currently vacant but not obsolete can still be expected.
- A portion of the development shown in the table above is expected to come online during the next 25 years

**WILMAPCO**  
Wilmington Area Planning Council  
Delaware Department of Transportation  
New Castle County Department of Land Use

## Expected Changes in Employment and Housing by 2040

Summarizes the expected growth in jobs and households by 2040 within the SR 141 study area

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### Expected Changes in Employment and Housing by 2040

**SR 141 Employment Changes by Traffic Zone 2015-2040**

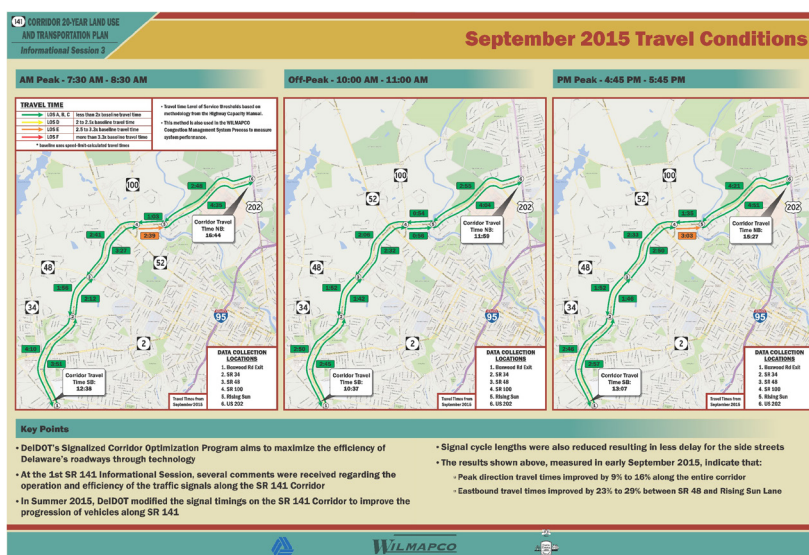
**SR 141 Household Changes by Traffic Zone 2015-2040**

- Considering both approved developments and market conditions, the expected growth in jobs and households (based on WILMAPCO Long Range Plan) will be focused in specific locations within the study area.
- The WILMAPCO Long Range Plan anticipates that job growth will be greatest at corporate and institutional campuses including Astra-Zeneca (now J. P. Morgan Chase), the DuPont Experimental Station, Barley Mill Plaza, and Chestnut Run. However, in December 2015, DuPont announced the elimination of 1,700 jobs in Delaware as a result of their merger with Dow Chemical. It is still unknown what affect this reduction in employment will have on the SR 141 Corridor.
- The total number of new study area households (about 600) is projected to be much lower than the expected increase in jobs (about 3,300), but will be greatest in the northeast (due largely to the Pilot School site development) and southwest corners of the study area.

**WILMAPCO**  
Wilmington Area Planning Council  
Delaware Department of Transportation  
New Castle County Department of Land Use

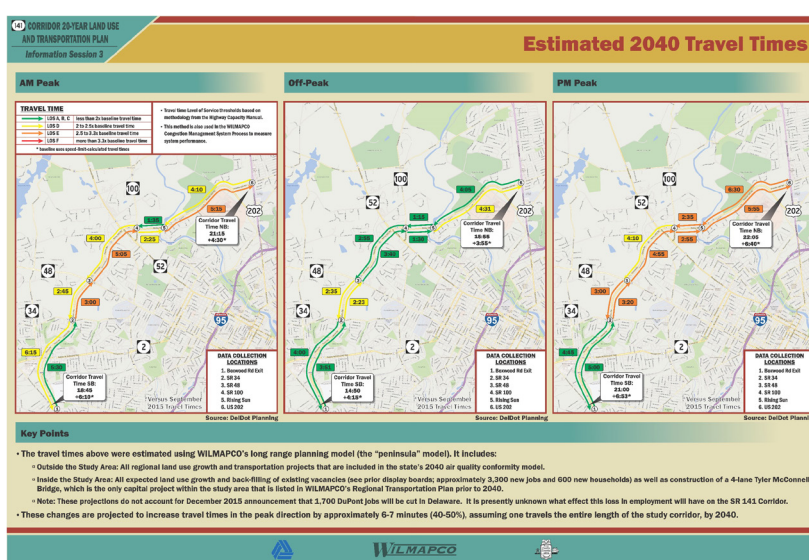
## September 2015 Travel Conditions

Provides updated AM peak, off-peak and PM peak travel time data from September 2015 following the implementation of DelDOT's Signalized Corridor Optimization Program along the SR 141 corridor



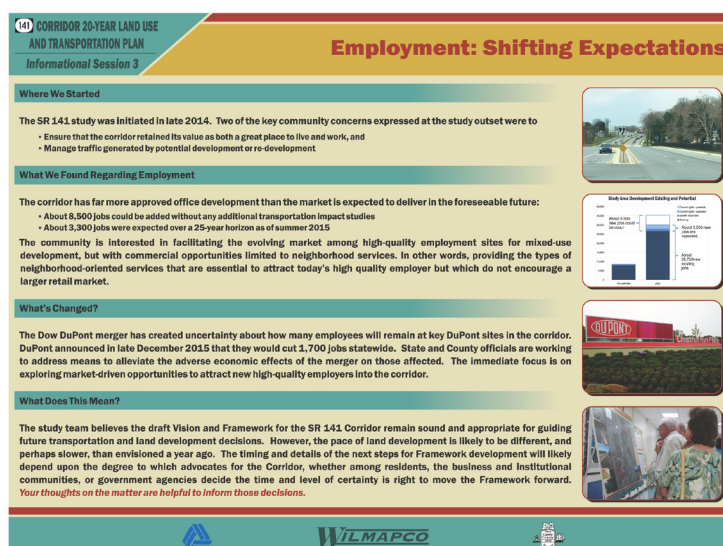
### Estimated 2040 Travel Times

Shows anticipated travel times along the SR 141 Corridor in the year 2040 based on data from WILMAPCO's "peninsula" model



## Employment: Shifting Expectations

Summarizes the difference in employment changes that have occurred since this project commenced, specifically the Dow DuPont merger, and how that impacts the Vision





## Updated Land Use and Transportation Vision and Goals

Visually shows the changes that have been made to the Vision since the second information session in June 2015

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### Updated Land Use and Transportation Vision and Goals

**A VISION IS:**

- The Community's Long-Range Vision, Aspirations, and Shared Images for the Corridor.
- The Goals that guide preparation of future plans and strategies.
- The Benchmarks against which specific development and transportation plans and projects can be measured.

**THE DRAFT VISION IS BASED ON:**

- New Castle County 2012 Comprehensive Plan Update
- Community Input from:
  - Stakeholder Interviews
  - SR 141 Public Informational Session #1 and #2
- WILMAPCO Long Range Plan
- Delaware Strategies for State Policy and Spending

**A DRAFT VISION FOR THE SR 141 CORRIDOR:**

- SR 141 Corridor is a Showplace Combining the Best of:
  - Sustainable land use
  - Context sensitive development
  - Multimodal transportation
  - Open Space, Natural and Historic Resources Remain Critical Assets
  - Open Space is Retained
  - Historic and natural areas are protected
  - Access is available to recreation areas by all modes of transportation
  - Parklands are connected by a system of trails
  - The corridor remains a highly attractive and unique gateway to the Brandywine Valley
  - Varied Residential and Commercial Development Exist:
    - Walkable multi-family developments
    - Spaces for single-family homes, large lots, traditional neighborhoods
    - Small-scale high quality shops and businesses
    - Integrated live-work
    - Mixed-use neighborhoods
    - Residents living near where they work
- Multiple Employment Opportunities are Available:
  - Legacy industries – chemicals, banking, pharmaceutical
  - Emerging technology
  - Service providers
- First Class Institutions Prevail:
  - Education
  - Medical
  - Arts
  - Historic
- The Transportation Network:
  - Serves local and short trips
  - Discourages high-speed through traffic
  - Discourages heavy vehicle traffic
  - Discourages neighborhood cut-through traffic
  - Encourage multimodal improvements

**DRAFT GOALS FOR THE SR 141 CORRIDOR:**

- The Draft SR 141 Goals focus on land use, development, redevelopment, and transportation plans and improvements.
- The following Draft Goals should direct land use and transportation decisions and actions translating the SR 141 Vision into reality.

**NEW DEVELOPMENT, REDEVELOPMENT AND TRANSPORTATION IMPROVEMENTS SHOULD:**

- Preserve or enhance existing communities
- Encourage continued use as a vibrant, high-quality employment corridor
- Support redevelopment of older shopping areas and businesses
- Preserve historic, cultural, archeologic and natural resources of the Brandywine Valley
- Enhance safe and attractive places to live, work, play, travel and visit
- Preserve open space

**LAND USE PLANS AND POLICIES SHOULD:**

- Attract and retain high-quality businesses and development
- Encourage development with beneficial community amenities
- Protect and preserve valuable natural resources
- Celebrate the historic and aesthetic resources to meet the needs of current and future residents
- Encourage high-quality redevelopment consistent with the rich history of the Brandywine Valley
- Focus on development types and designs to facilitate walking, bicycling and use of transit

**TRANSPORTATION ENHANCEMENTS SHOULD:**

- Be compatible with DelDOT and New Castle County design guidelines
- Incorporate advanced transportation management techniques
- Improve safety, limit congestion, and enhance multi-modal mobility
- Retain SR 141 as a four lane boulevard
- Discourage through traffic by retaining at-grade signalized intersections
- Encourage local traffic to use SR 141 and discourage the use of local streets
- Consider existing County, State and Regional (WILMAPCO) long-range plans

**NOTE:**  
Red while through and blue text additions represent deletions & additions based on community input

## Framework for Future Guidance on Land Use

Provides guidance for the next steps the next steps with the SR 141 Corridor in terms of land use

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### Framework For Future Guidance On Land Use

**INTRODUCTION**

- Guidance for the SR 141 Corridor should be based on:
  - Vision Statement for the SR 141 Corridor
  - Input received from the Public Informational Sessions
  - Input received from SR 141 Corridor stakeholders
- Purpose is to help New Castle County, DelDOT and WILMAPCO make decisions regarding future development proposals
- Should be developed with ongoing community input
- Should consider amendments being made to the Unified Development Code (UDC)

**SR 141 CORRIDOR LAND USE GUIDANCE SHOULD INCLUDE:**

- Development of illustrations and descriptions that help articulate the desired physical form of neighborhoods, business parks and areas along the corridor where change is desired, including:
  - A mix of sustainable residential, institutional, and recreational uses and services to attract high-quality employers
  - The balance between jobs and housing that maximizes the opportunity to live near your work
  - Provision-scale design to encourage walkable communities
  - Designs that facilitate place-making
  - Tools and approaches for future development
- Support for policies and procedures that:
  - Clarify or refine public and private sector roles and responsibilities regarding planned transportation system improvements and conditions
  - Provide flexibility to streamline reinvestment
  - Discourage retail development that generates high levels of automobile traffic
  - Attract "job-rich", high-quality development consistent with surrounding land uses
  - Stage development and infrastructure to achieve the Corridor Vision and Goals
- Adoption of an action plan, including steps for:
  - Planning and zoning changes specific to the SR 141 Corridor and countywide initiatives, including:
    - Neighborhood Preservation and Economic Empowerment Districts
  - Procedures and standards for creating and maintaining thriving residential communities
  - Amendments to the Unified Development Code
  - Integrating land use and transportation
  - Streamlining the development review process
- Infrastructure approaches that balance land use and transportation investments

## Framework for Future Guidance on Mobility and Safety

Provides guidance for the next steps the next steps with the SR 141 Corridor in terms of mobility and safety

**141 CORRIDOR 20-YEAR LAND USE AND TRANSPORTATION PLAN**  
Informational Session 3

### Framework For Future Guidance On Mobility And Safety

**SR 141 CORRIDOR MOBILITY STRATEGIES SHOULD INCLUDE**

- Transportation plans / projects for the SR 141 Corridor that will maximize use of existing capacity, reducing total vehicle trips and single occupancy vehicle trips by:
  - Continuing to implement Intelligent Transportation Systems measures
  - Implementing enhanced public transit service and an aggressive program of Traffic Demand Management measures
  - Providing high-quality pedestrian and bicycle facilities that provide access to communities, transit facilities, businesses and historic, archeological and environmental resources
- Functional design concepts that will ensure that:
  - SR 141 remains a boulevard facility that discourages through and truck traffic
  - Modifications to SR 141 do not result in the diversion of traffic onto local roads or through neighborhoods
  - Access management treatments preserve the functionality of SR 141 and intersecting arterial roads
- Aesthetics and design criteria that will:
  - Maintain and enhance the aesthetics and character of the corridor
  - Result in context sensitive design and construction of multi-modal transportation solutions
  - Incorporate flexibility in the application of design standards and design exceptions
  - Establish buffer treatments
- Ensure quality design features and architectural elements consistent with the Corridor Vision
- Consider multi-modal quality of service, connectivity, accessibility, mode share, time-of-day, and trip-based travel time indices as measures to augment traditional peak hour intersection-based auto Level-of-Service standards

**SR 141 CORRIDOR SAFETY STRATEGIES SHOULD INCLUDE:**

- Transportation and land use improvements that maintain or improve safety, including safe access to schools, parks and recreation sites, community facilities, businesses, and institutions
- Multi-modal design elements that focus on improving safety for all modes of travel at speeds appropriate for adjacent land uses
- Accessibility for emergency service providers

## Project Schedule

Summarizes the project schedule, indicates project team progress since the last information session, and shows the final step for bringing closure to this project.

