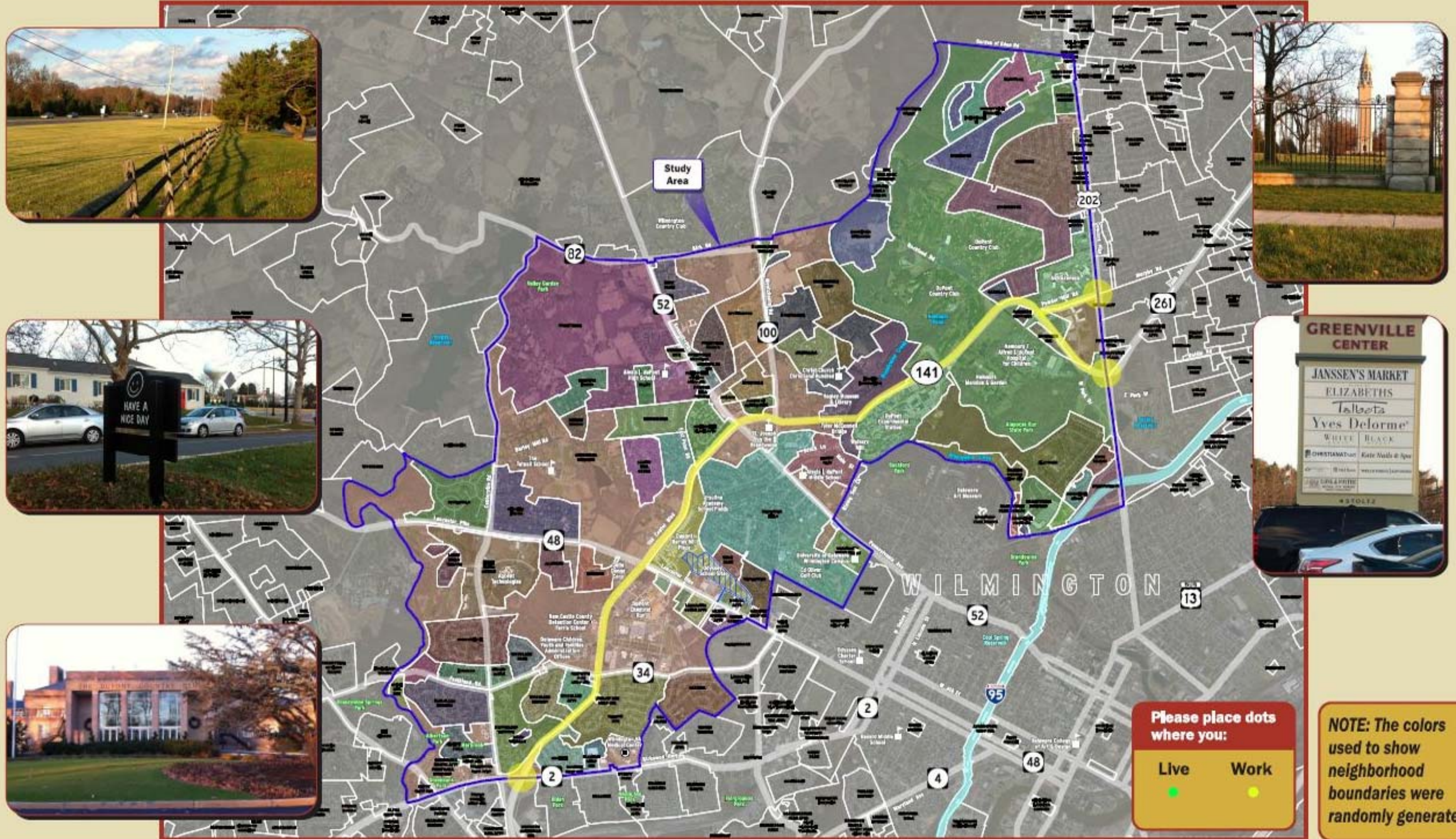


141 Corridor 20-Year
Land Use and
Transportation Plan
Informational Session 3
May 2016



SR 141 Corridor Project Area Map



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.



Any changes to the 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.

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 designations, there are currently no guidelines specific to the SR 141 Corridor intended to guide future change to the Corridor.



WILMAPCO

Wilmington Area Planning Council



Delaware Department
of Transportation



New Castle County
Department of Land Use

Purpose

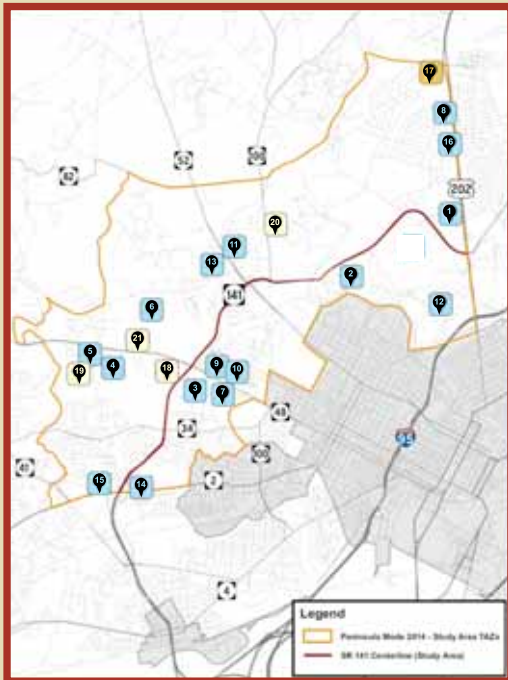
The product of this study will be a long term Vision and Framework for the SR 141 Corridor to guide future land use and transportation recommendations and decisions. Ideally, these long-range plan elements will help achieve the goals and aspirations of the current and future residents and property owners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



WILMAPCO



Potential Development - No Additional Traffic Studies Required



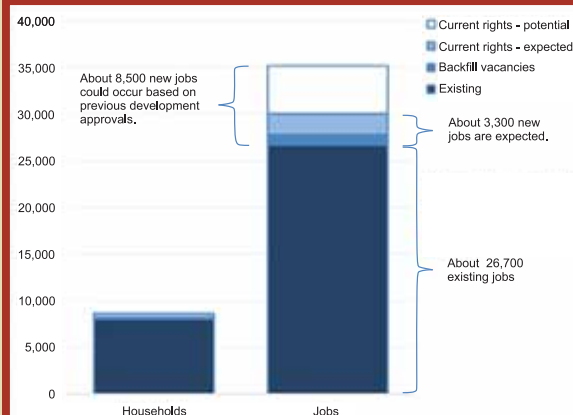
Development that Might Occur Without Additional Traffic Studies

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

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.

Study Area Development Existing and Potential

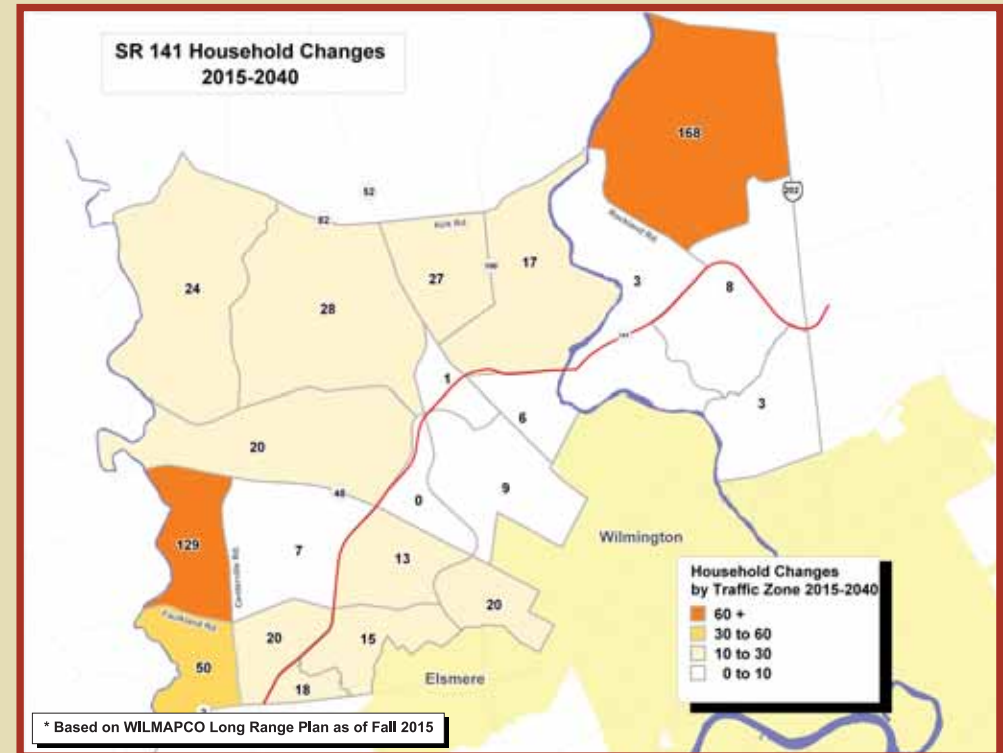
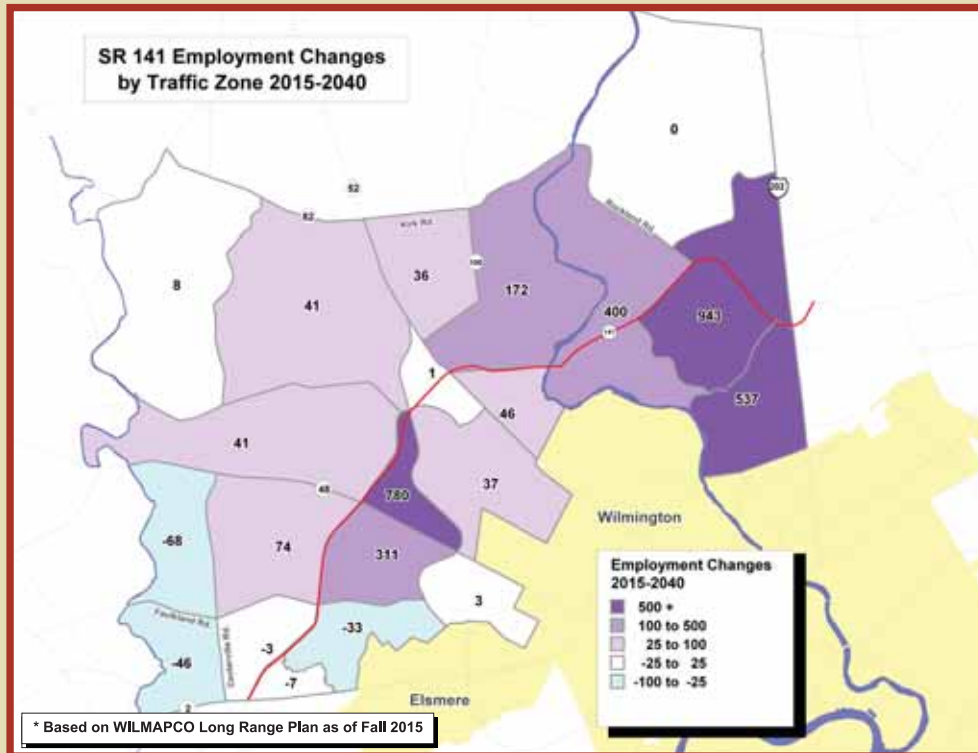


Both existing and future traffic in the study area is largely attributed to development in the study area; less than 5% of the traffic at each end of SR 141 is through traffic. Future traffic growth is expected to consist mainly of:

- **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.** Due to regional economic conditions, not all the approved development shown in the table above is expected to come online during the next 25 years



Expected Changes in Employment and Housing by 2040

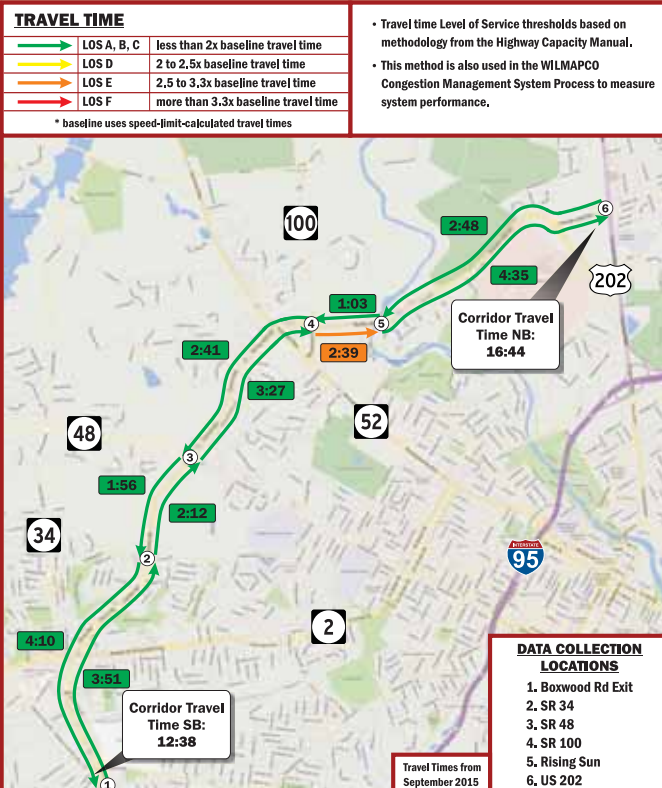


- Considering both approved developments and market conditions, the expected growth in jobs and households (based on WILMAPCO Long Range Plan) will be focused in specific locations within the study area.
- The WILMAPCO Long Range Plan anticipates that job growth will be greatest at corporate and institutional 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.

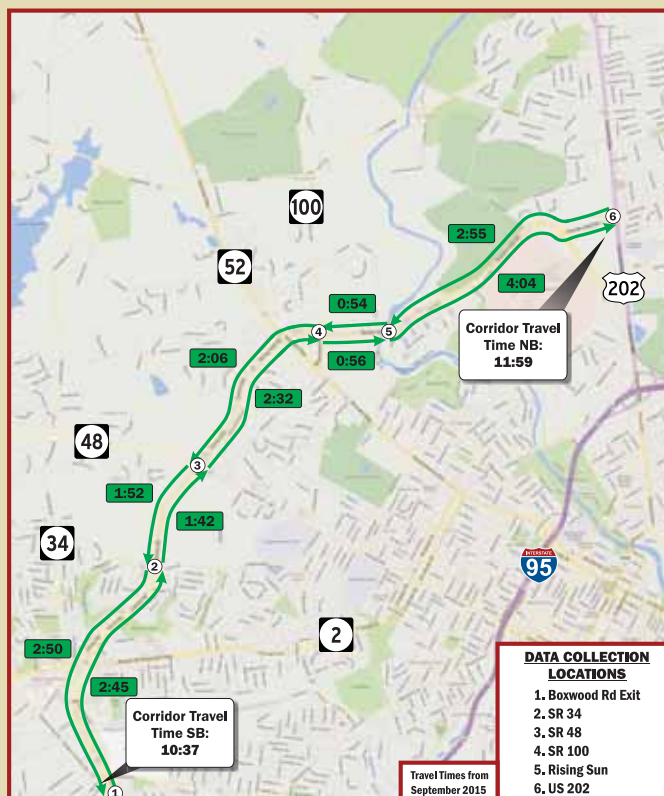


September 2015 Travel Conditions

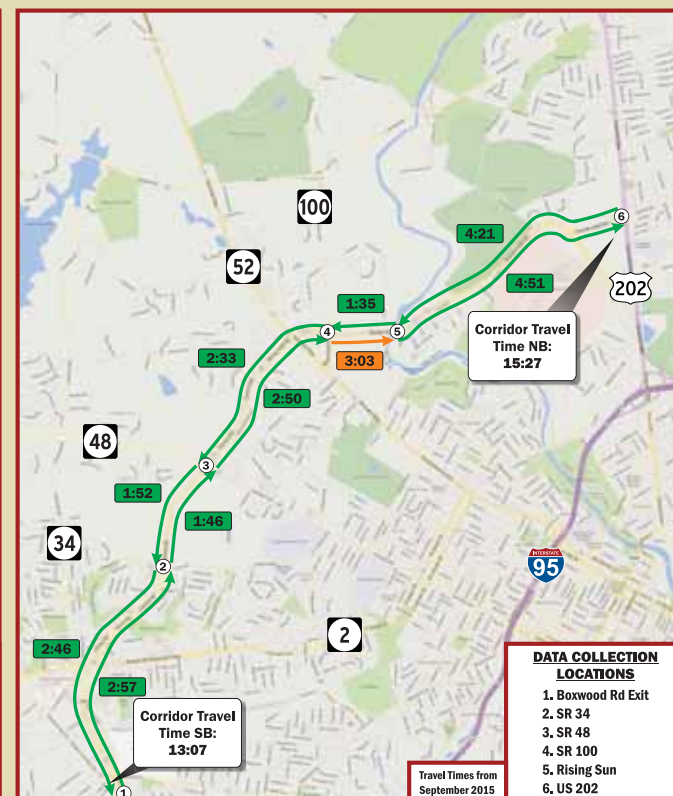
AM Peak - 7:30 AM - 8:30 AM



Off-Peak - 10:00 AM - 11:00 AM



PM Peak - 4:45 PM - 5:45 PM



Key Points

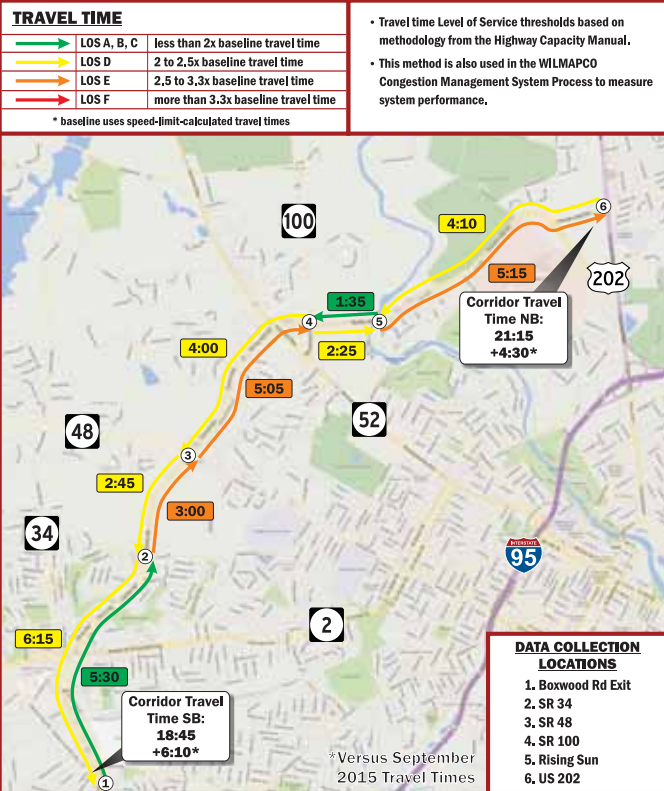
- DeIDOT's Signalized Corridor Optimization Program aims to maximize the efficiency of Delaware's roadways through technology
- At the 1st SR 141 Informational Session, several comments were received regarding the operation and efficiency of the traffic signals along the SR 141 Corridor
- In Summer 2015, DeIDOT modified the signal timings on the SR 141 Corridor to improve the progression of vehicles along SR 141

- Signal cycle lengths were also reduced resulting in less delay for the side streets
- The results shown above, measured in early September 2015, indicate that:
 - Peak direction travel times improved by 9% to 16% along the entire corridor
 - Eastbound travel times improved by 23% to 29% between SR 48 and Rising Sun Lane

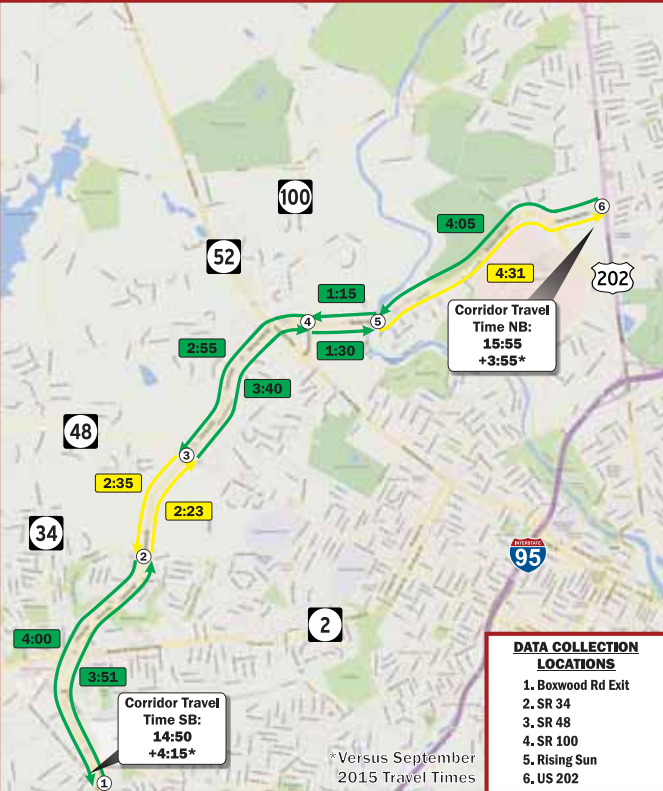


Estimated 2040 Travel Times

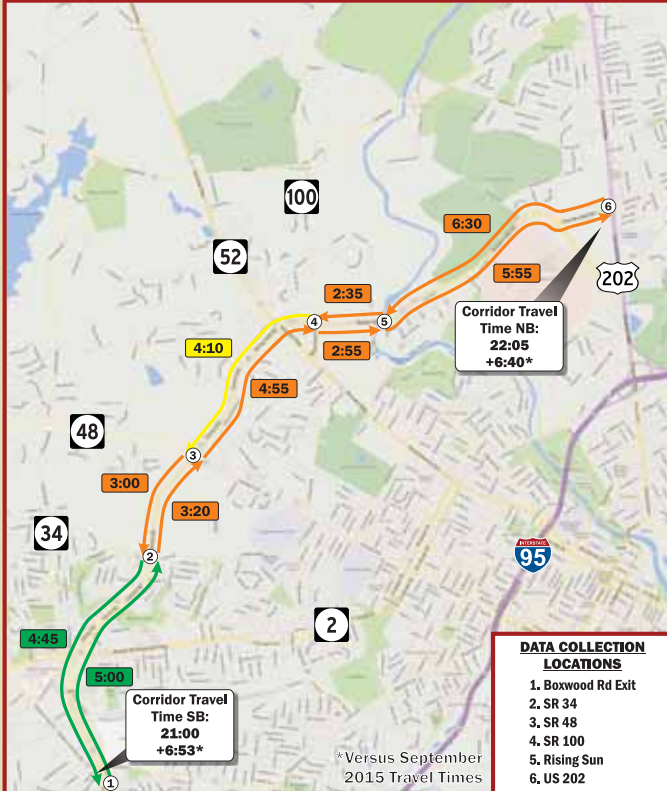
AM Peak



Off-Peak



PM Peak



Key Points

- The travel times above were estimated using WILMAPCO's long range planning model (the "peninsula" model). It includes:
 - Outside the Study Area: All regional land use growth and transportation projects that are included in the state's 2040 air quality conformity model.
 - Inside the Study Area: All expected land use growth and back-filling of existing vacancies (see prior display boards; approximately 3,300 new jobs and 600 new households) as well as construction of a 4-lane Tyler McConnell Bridge, which is the only capital project within the study area that is listed in WILMAPCO's Regional Transportation Plan prior to 2040.
 - Note: These projections do not account for December 2015 announcement that 1,700 DuPont jobs will be cut in Delaware. It is presently unknown what effect this loss in employment will have on the SR 141 Corridor.
- These changes are projected to increase travel times in the peak direction by approximately 6-7 minutes (40-50%), assuming one travels the entire length of the study corridor, by 2040.



Employment: Shifting Expectations

Where We Started

The SR 141 study was initiated in late 2014. Two of the key community concerns expressed at the study outset were to

- Ensure that the corridor retained its value as both a great place to live and work, and
- Manage traffic generated by potential development or re-development

What We Found Regarding Employment

The corridor has far more approved office development than the market is expected to deliver in the foreseeable future:

- About 8,500 jobs could be added without any additional transportation impact studies
- About 3,300 jobs were expected over a 25-year horizon as of summer 2015

The community is interested in facilitating the evolving market among high-quality employment sites for mixed-use development, but with commercial opportunities limited to neighborhood services. In other words, providing the types of neighborhood-oriented services that are essential to attract today's high quality employer but which do not encourage a larger retail market.

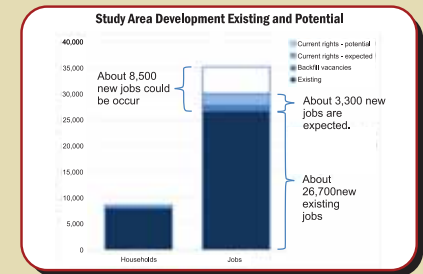
What's Changed?

The Dow DuPont merger has created uncertainty about how many employees will remain at key DuPont sites in the corridor. DuPont announced in late December 2015 that they would cut 1,700 jobs statewide. State and County officials are working to address means to alleviate the adverse economic effects of the merger on those affected. The immediate focus is on exploring market-driven opportunities to attract new high-quality employers into the corridor.

What Does This Mean?

The study team believes the draft Vision and Framework for the SR 141 Corridor remain sound and appropriate for guiding future transportation and land development decisions. However, the pace of land development is likely to be different, and perhaps slower, than envisioned a year ago. The timing and details of the next steps for Framework development will likely depend upon the degree to which advocates for the Corridor, whether among residents, the business and institutional communities, or government agencies decide the time and level of certainty is right to move the Framework forward.

Your thoughts on the matter are helpful to inform those decisions.



141 Updated Land Use and Transportation Vision and Goals

A VISION IS:

- The Community's Long-Range Values, 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 in:
 - 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
 - Spacious 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 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 strike-through~~ and **Blue** text additions
represent deletions & additions
based on community input



WILMAPCO



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, DeIDOT 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
 - Pedestrian-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
 - Principles 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

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

Informational Session 1

- Presented Existing Conditions
- Listened
- Obtained ideas for Corridor Vision

June 2015

Project Team developed draft Vision
and Goals for SR 141 Corridor

Informational Session 2

- Present Draft Vision & Goals
- Present updated Land Use and
Transportation Information
- Discuss Place Types

October 2015

Project Team refined draft Vision and Goals for
SR 141 corridor, prepared draft Guidance for managing
Land Use, Mobility & Safety along the SR 141 Corridor

Informational Session 3

- Present refined Vision & Goals
- Present draft Guidelines for Managing
Land Use, Mobility & Safety

Spring 2016

**WE
ARE
HERE**

Project Team Finalizes Vision and
Guidance for SR 141 Corridor

