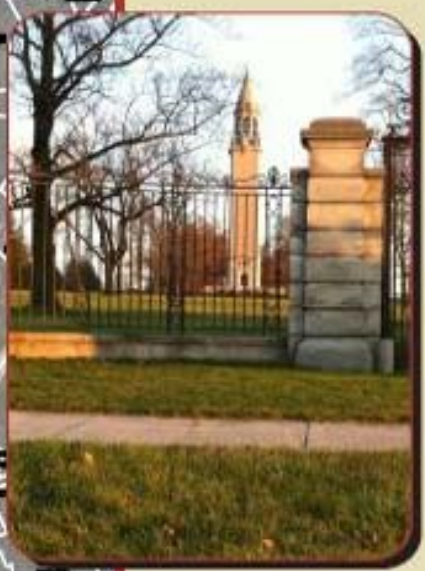


**141** Corridor 20-Year  
Land Use and  
Transportation Plan  
Informational Session 3  
May 2016



# SR 141 Corridor Project Area Map



**Please place dots where you:**

- Live ●
- Work ●

**NOTE:** The colors used to show neighborhood boundaries were randomly generated.



# 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

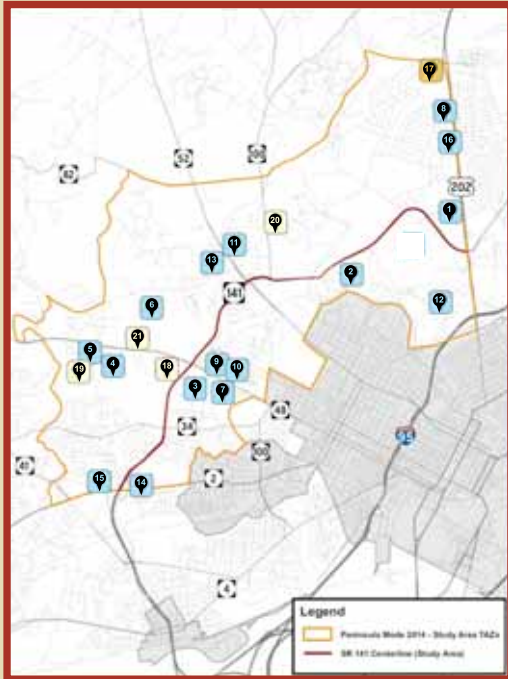
The three agencies leading this project (see block to the right), will be required, with input from SR 141 Corridor stakeholders and members of the surrounding communities, to make recommendations and decisions on future land use and transportation proposals that will shape the future of the SR 141 Corridor.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



## 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.

# Potential Development - No Additional Traffic Studies Required

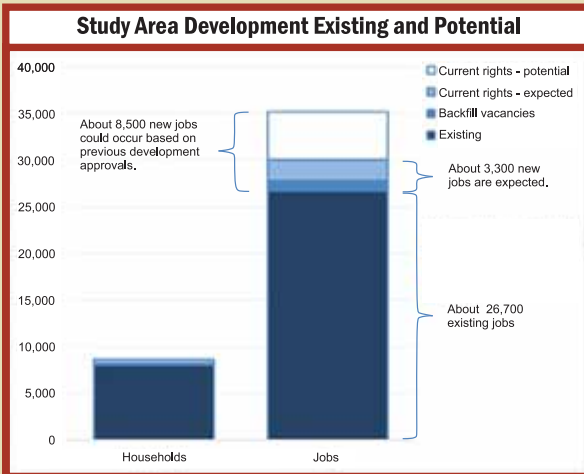


**Development that Might Occur Without Additional Traffic Studies**

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.



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

