

141 **Corridor 20-Year
Land Use and
Transportation Plan**
Informational Session
JUNE 2015



Project Schedule/Next Steps

Informational Session

- Present Existing Conditions
- Listen
- Elicit ideas for Corridor Vision

June 2015

Project Team develops draft vision
for SR 141 Corridor and formulates
framework for supporting guidelines

"Charette" Style Workshops

- Present Draft Vision
- Discuss range of future scenarios
- Discuss framework of guidelines

Fall 2015

Project Team refines draft vision and
guidelines for SR 141 Corridor and studies
a range of possible future scenarios

Public Workshop

- Present refined vision & guidelines
- Present range of future conditions
- Gauge level of support

Winter 2015/2016

Project Team Finalizes Vision and
Guidelines for SR 141 Corridor



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 review 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 outreach 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, DelDOT, and Delaware Greenways are managing the development of a Scenic Byways plan for the Greenville 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, DelDOT 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.

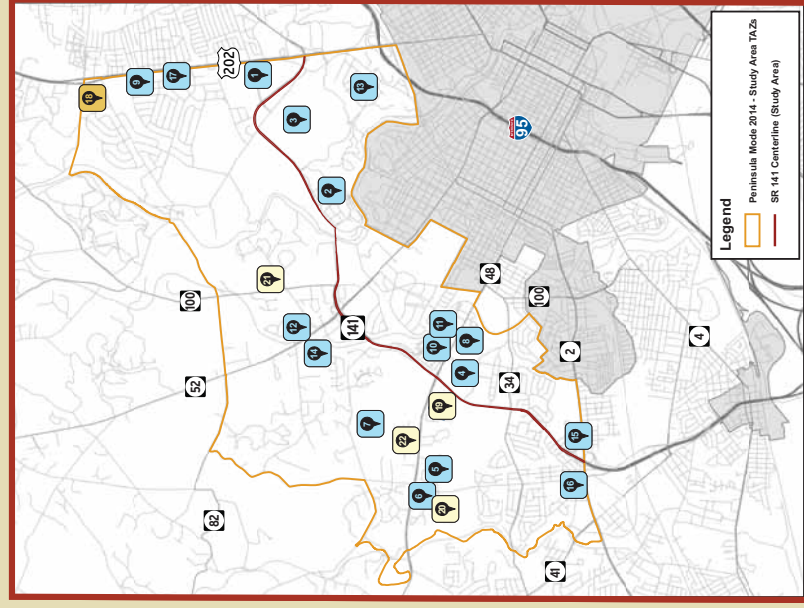


WILMAPCO



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	AstraZeneca	1,147,859		
2	DuPont Experimental Station	1,069,974		
3	DuPont Children's Hospital	465,000		Opened October 2014
4	DuPont Chestnut Run	284,950		
5	Little Falls Centre, Lots 9 & 11	203,500		
6	Little Falls Centre, Lot 4	61,800		
7	Tatnall School	49,144		
8	L. A. Associates	41,106		
9	First Unitarian Church	26,076		
10	Barley Mill Plaza; Odyssey Charter School	22,000		Gymnasium
11	Barley Mill Plaza; Section 5 Daycare	19,200		Replacing athletic facility
12	Greenville Center	19,093		
13	Wilmington Friends School	17,300		Under construction
14	A. I. DuPont High School	16,093		Auditorium+classroom
15	2701 Kirkwood Highway	9,727		
16	Greenbank Corp, Parcel 2	6,000		
17	2530 Concord Pike Restaurant	5,067		Under construction
18	Columbia Place at Garden of Eden Road	2,800	149	Replacing Pilot School
19	Limerick		23	
20	Little Falls Village II		22	
21	Wagoner's Row		12	
22	Sedgley Farms		8	

Process Step 3: Plan Approval

Land Use Plan

Zoning

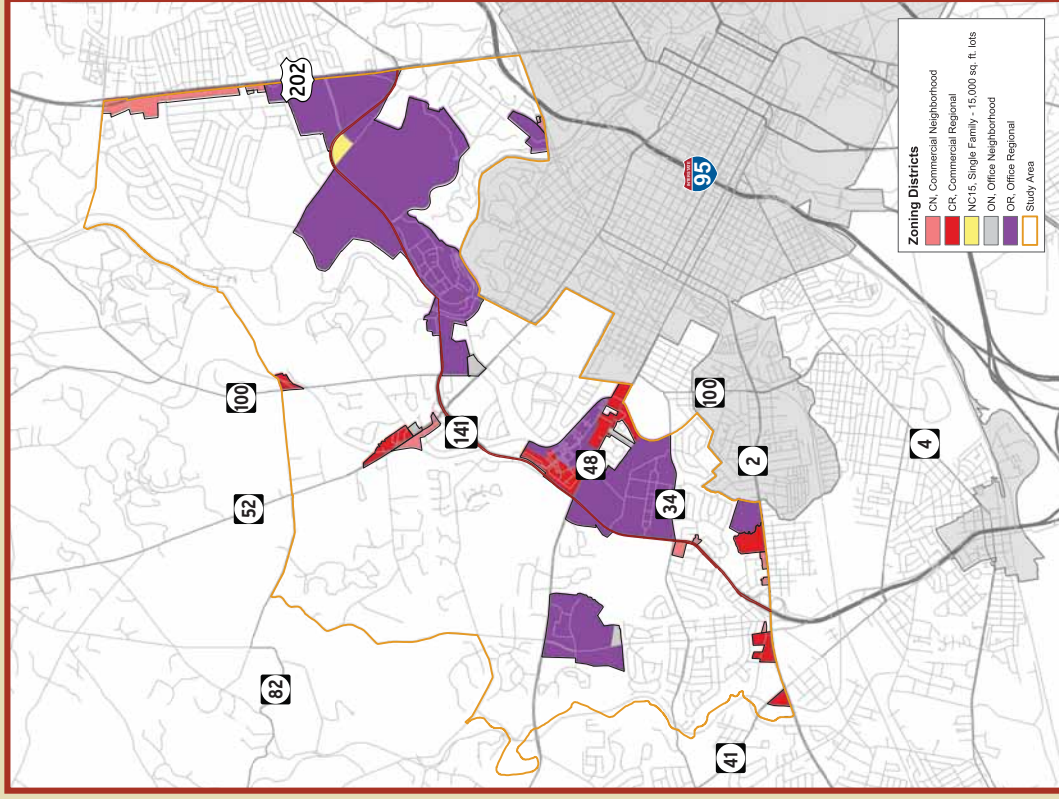
Plan Approval



WILMAPCO



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.

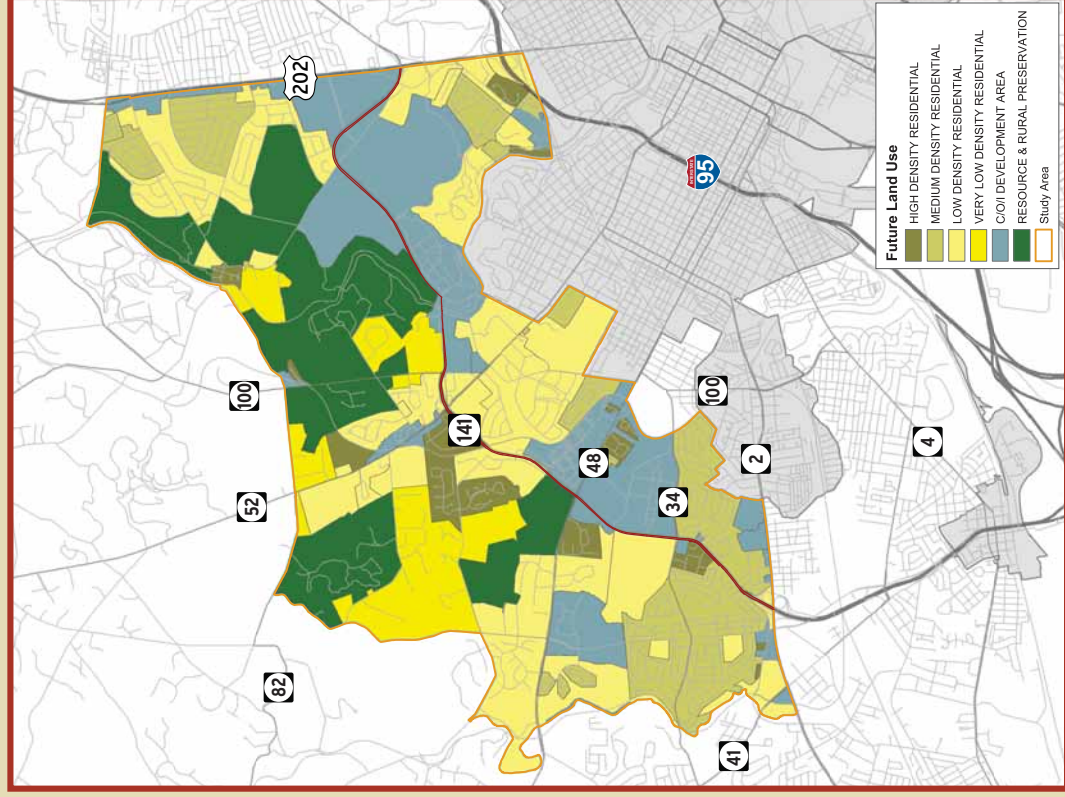
The SR 141 Plan will focus on the portions of the study area where the County categorizes future land use as a Commercial/Office/Industrial Development Area. As shown in the map and table below, there are five zoning districts that apply to these portions of the study area. While the study team does 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; interior roadways and transit stops	Astra/Zeneca, J P Morgan Chase sites, A. I. duPont Institute, Experimental Station, MBNA America, Barley Mill Plaza (east side), Chestnut Run, Little Falls Centre (I and II), Veterans Hospital
Office Neighborhood	Professional and administrative offices in a setting compatible with adjacent residential zones.	3711 Kennett Pike, 2700 Centreville Road
Commercial Regional	Community and regional commercial services, may include residential; interior roadways and transit stops	Greenville Crossing, Greenville Center, Barley Mill Plaza (west side), Elsemere Shopping Center, Greenbank Shopping Center
Commercial Neighborhood	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
Neighborhood Conservation District (NC15)	Single-family detached residential dwelling units – minimum 15,000 SF lot size	Carillon Crossing

Process Step 2: Zoning



Study Area Land Use Plan



New Castle County Comprehensive Plan Future Land Use Categories

The New Castle County 2012 Comprehensive Plan Update identifies eight different categories of future land use (see table below). 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. The focus of potential land use changes in the study area is the areas designated as 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.

Future Land Use Category	Types of development allowed	Study area examples
High Density Residential	Multifamily development with attached dwelling units typically in multi-story	Rockland Mill properties, Greenville Retirement
Medium Density Residential	Townhouse and garden style apartments, single-family detached homes on smaller lots	Sharpley (Section 1), Greenville Place, Greenville on 141 apartments
Low Density Residential	Single-family detached homes on larger lots	Edenridge, Westover Hills
Very Low Density Residential	Estate housing	Breideblik
Heavy Industrial	Heavy industries typically reliant on freight access to rail or water	None in the study area
Commercial/Office/Industrial Development Area	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
New Community Development Area	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
Resource and Rural Preservation	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

Process Step 1: Future Land Use Plan

Land Use Plan

Zoning

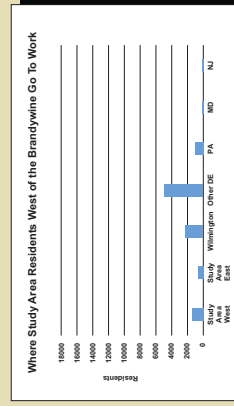
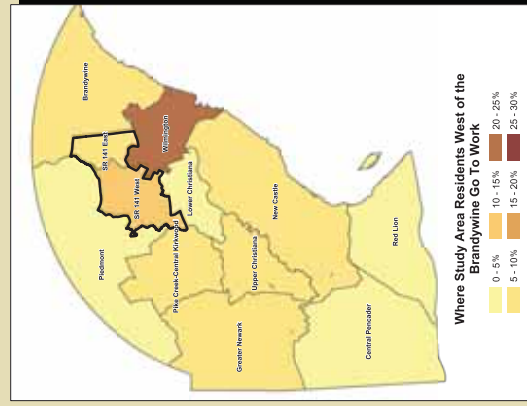
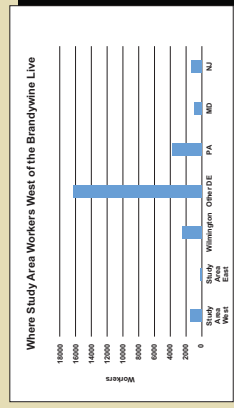
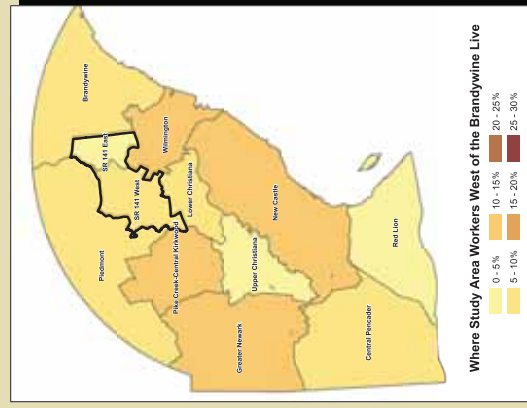
Plan Approval



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

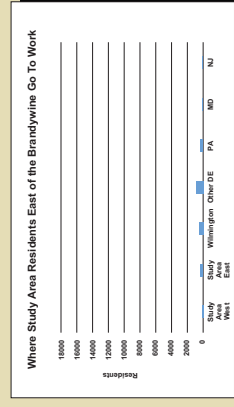
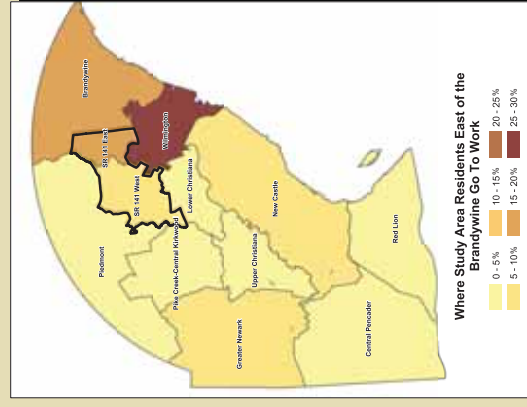
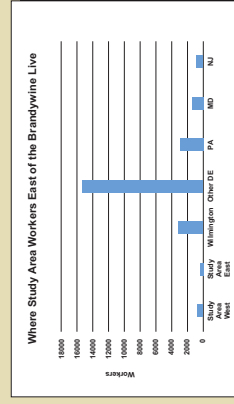
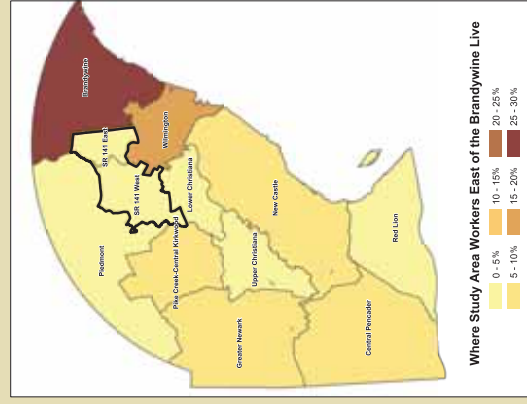
The SR 141 Corridor is a notable employment area for New Castle County. The maps and tables below show commuting patterns to and from the study area (both east and west of Brandywine Creek). Due in part to the high ratio of jobs to housing units, more than 90% of the 30,000 study area workers commute from elsewhere in the region, contributing to congestion during weekday peak periods.

West of the Brandywine Creek



East of the Brandywine Creek

The study area contains:



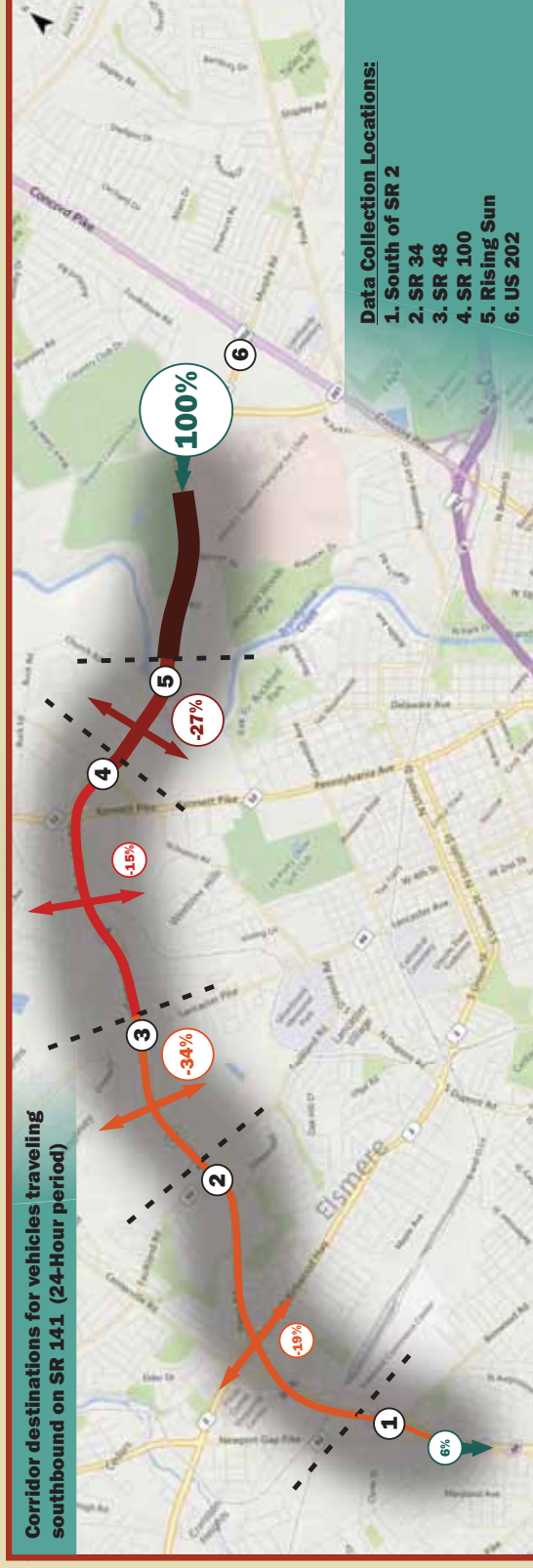
The number of people commuting into the study area exceeds the number commuting out of the area by a factor of about 3 to 1. While many people would like to reduce their commutes by living closer to their work, this is not currently possible for those who work in the SR 141 study area, particularly those east of the Brandywine Creek.



WILMAPCO

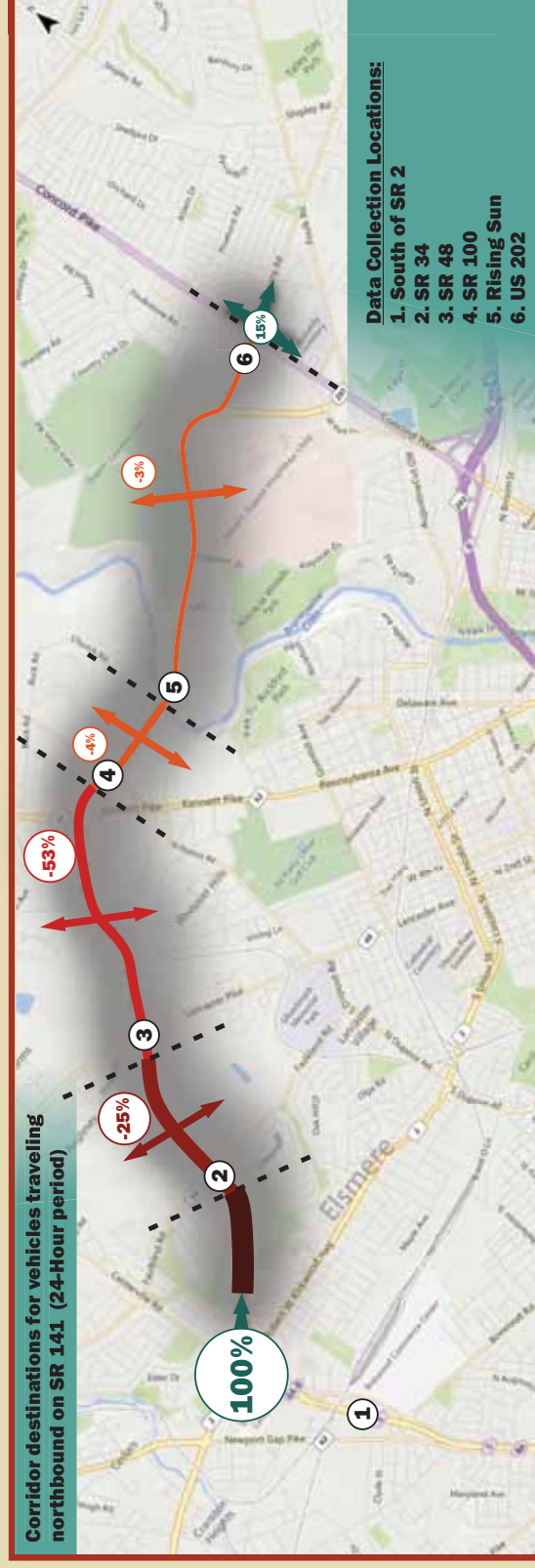


Existing Conditions - Travel Patterns



Comments

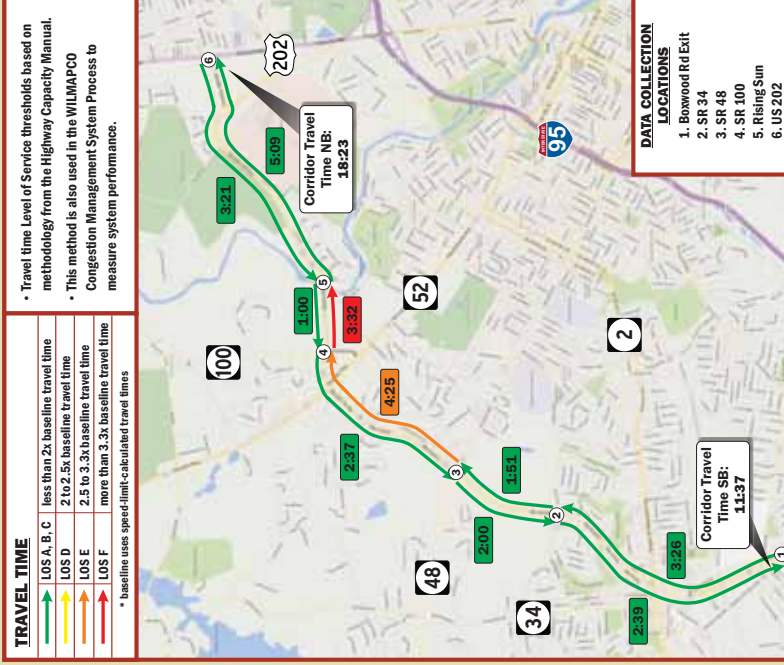
- In the southbound direction, only 6% of traffic on travels the full length of the SR 141 Corridor from US 202 to destinations beyond SR 2
- The largest destinations for southbound traffic once they cross the Tyler McConnell Bridge are SR 48 and local destinations between SR 34 and SR 48



- In the northbound direction, 15% of the traffic that originates on SR 141 south of SR 34 reaches US 202
- The largest destinations for northbound traffic once they pass SR 34 are SR 48, SR 52 and local destinations between them

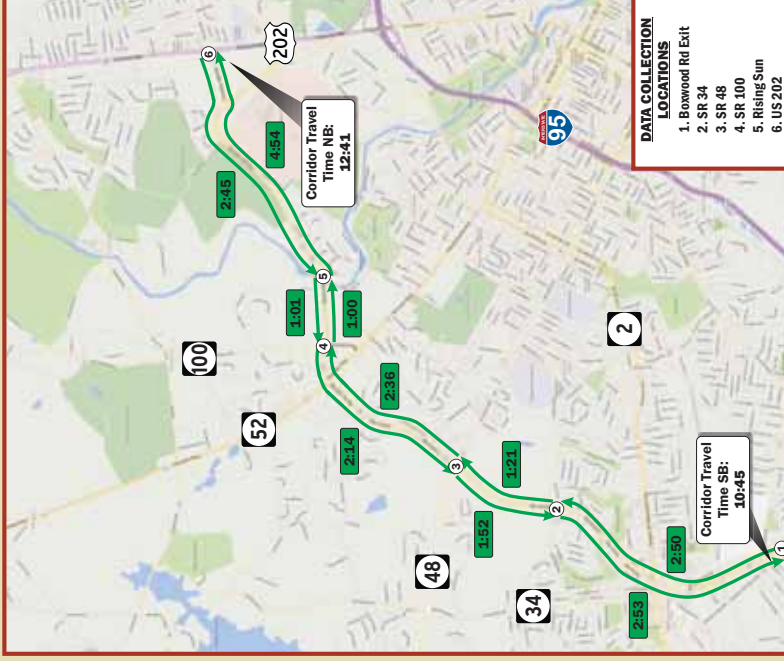
Existing Conditions - Travel Times

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



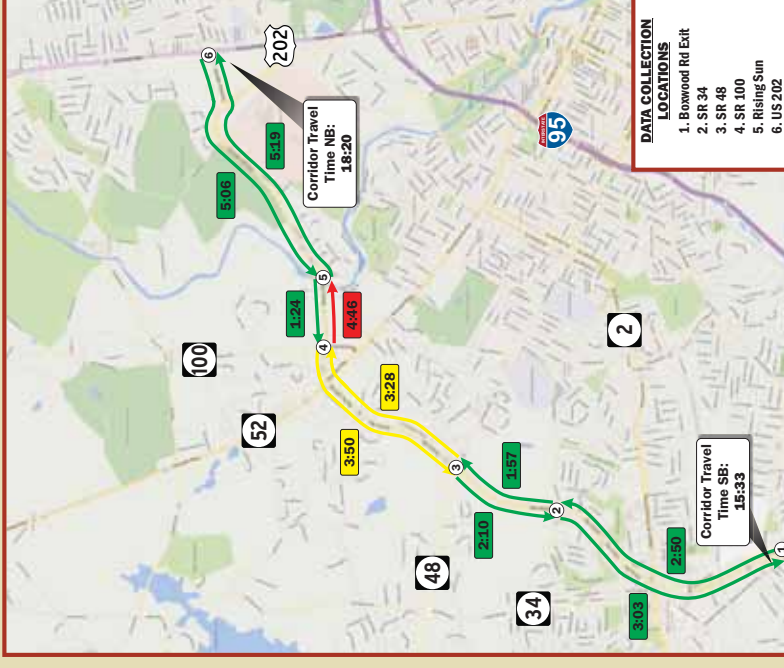
Compared to off-peak (middle of the day) travel conditions, in the AM peak hour, it takes motorists about 6 extra minutes to travel the length of the SR 141 Corridor from SR 2 to US 202. In the opposite (southbound) direction, the difference is only about 1 minute.

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



During the middle of the day, traffic is able to move freely along the SR 141 Corridor at the posted speed limit with little delay at any traffic signal.

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



Compared to the off-peak (middle of the day) travel conditions, in the PM peak hour it takes motorists about 6 extra minutes to travel the length of the SR 141 Corridor from SR 2 to US 202. In opposite (southbound) direction, the difference is similar; about 5 extra minutes.



WILMAPCO

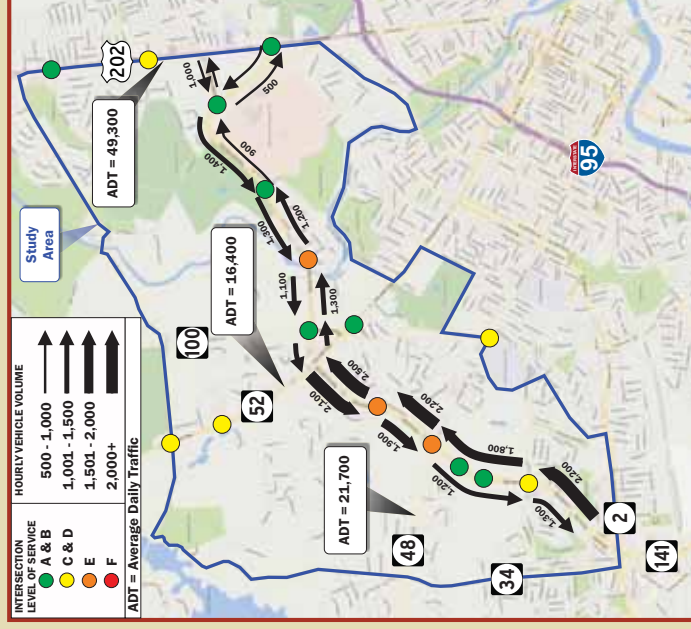


Existing Conditions - Traffic Volumes & Operations

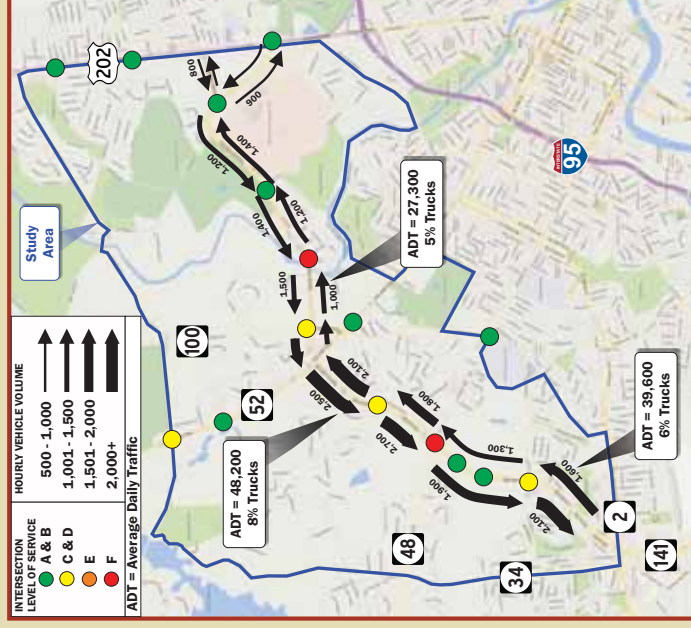
Comments

- The heaviest volumes occur Monday-Friday.
- The SR 141 Corridor experiences well defined AM & PM weekday peaks, with lighter volumes during off-peak hours and weekends.
- Currently all intersections along the SR 141 Corridor operate acceptably (LOS D or better) except:
 - SR 141 @ SR 48
 - SR 141 @ Barley Mill
 - SR 141 @ Rising Sun Lane
- All other key intersections within the Study Area also operate acceptably.
- Traffic volumes on SR 141 south of SR 52 range from 40,000 - 50,000 vehicles per day.
- Traffic volumes on SR 141 north of SR 52 are notably lower, approximately 27,000 vehicles per day.
- Peak hour traffic volumes on SR 141 typically fluctuate by 5-10% from day-to-day throughout the work week.

AM Peak Hour (7:30 AM - 8:30 AM)



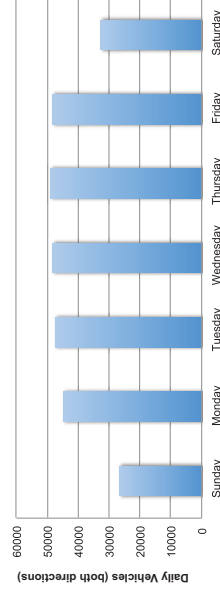
PM Peak Hour (4:45 PM - 5:45 PM)



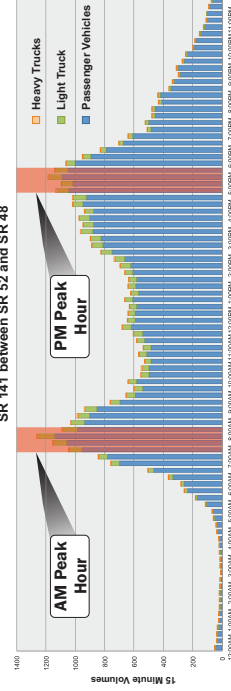
Intersection Level of Service	Intersection Level of Service
A	Minimal delays
B	Low levels of delay and queuing
C	Modest queues may build up, but traffic flow still stable and all vehicles can proceed through intersection in one signal cycle.
D	Delays and queues on one or two approaches may become a problem.
E	Traffic flow is unstable, long queues and delays, some vehicles may be forced to stop through more than one green indication.
F	Traffic demand exceeds intersection capacity, long queues and delays, most vehicles may be forced to stop through more than one green indication.

Average Volumes - April 2015

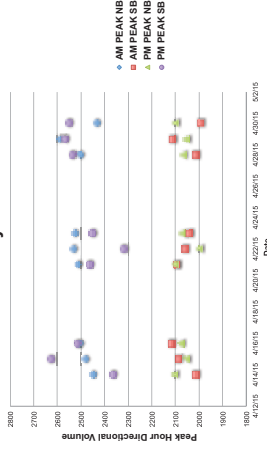
Average Volume by Day of Week
SR 141 between SR 52 and SR 48



Weekday Volumes per 15 Minutes
SR 141 between SR 52 and SR 48



Variation in Weekday Peak Hour Volumes

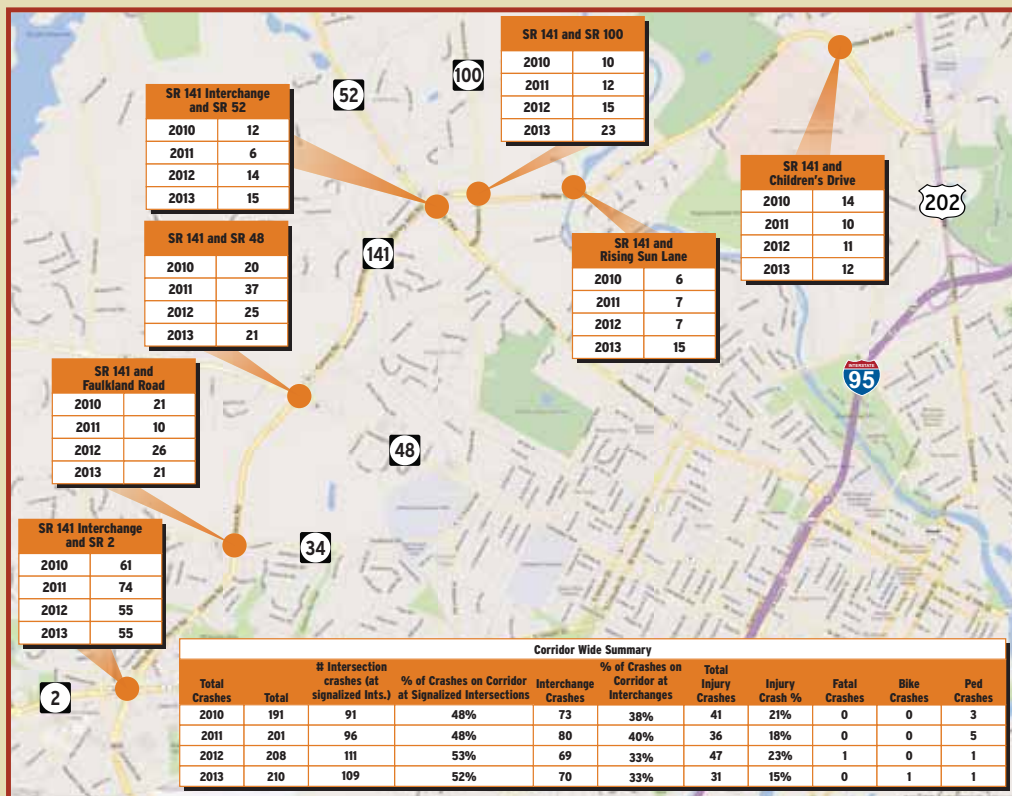


WILMAPCO



Existing Conditions - Safety

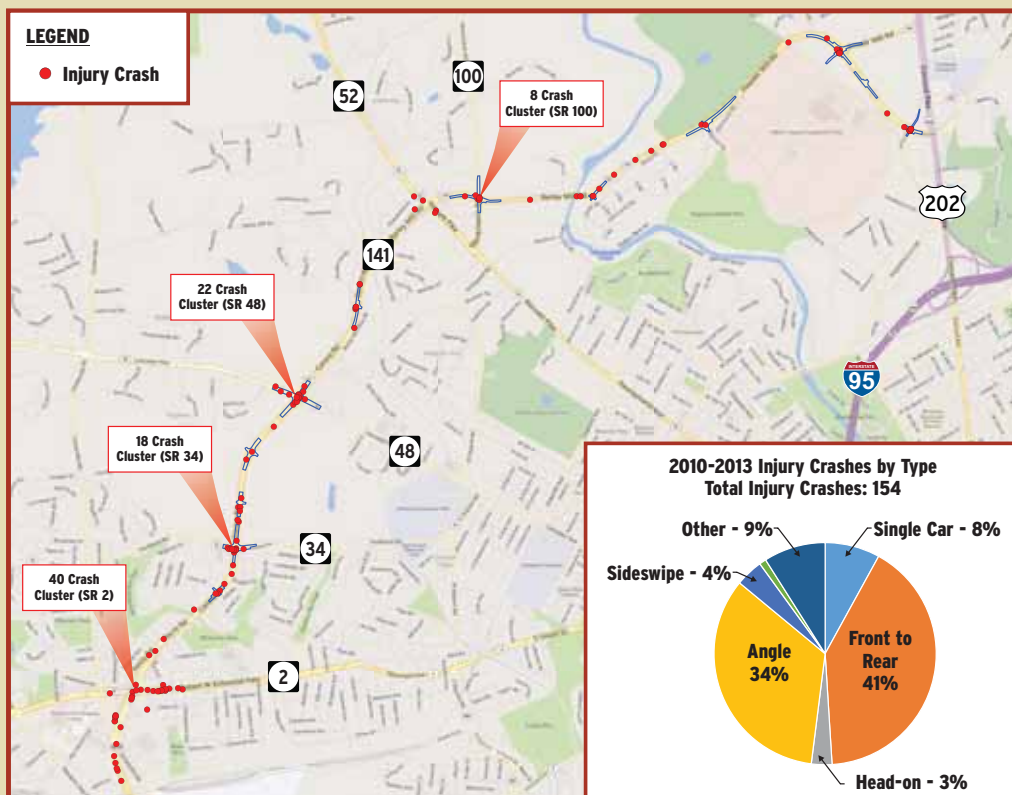
Total Crashes (2010-2013)



Comments

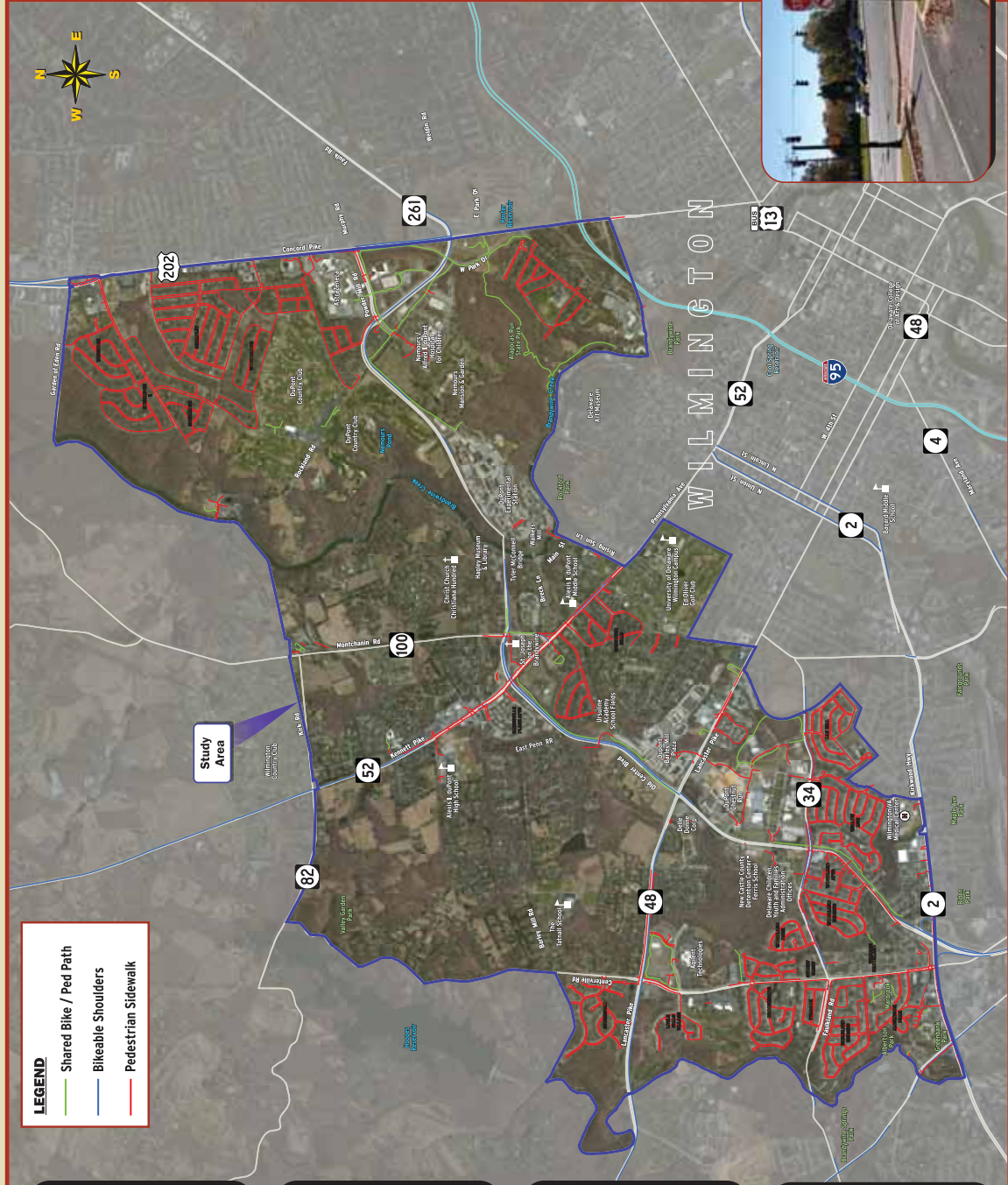
- There were 810 reported crashes on the study Corridor between January 2010 and December 2013.
- Almost 90% of these crashes happened at intersections or interchanges.
- There was 1 fatal crash during the 4 year study period.
- There was 1 crash involving a bicycle.
- There were 10 crashes involving pedestrians.

Location of Injury Crashes (2010-2013)



- Injury crashes represent 20% of the crashes.
- Of the injury crashes, most (75%) are either angle crashes or front-to-rear crashes, which are most commonly associated with intersections.

Existing Conditions - Pedestrian & Bicycle



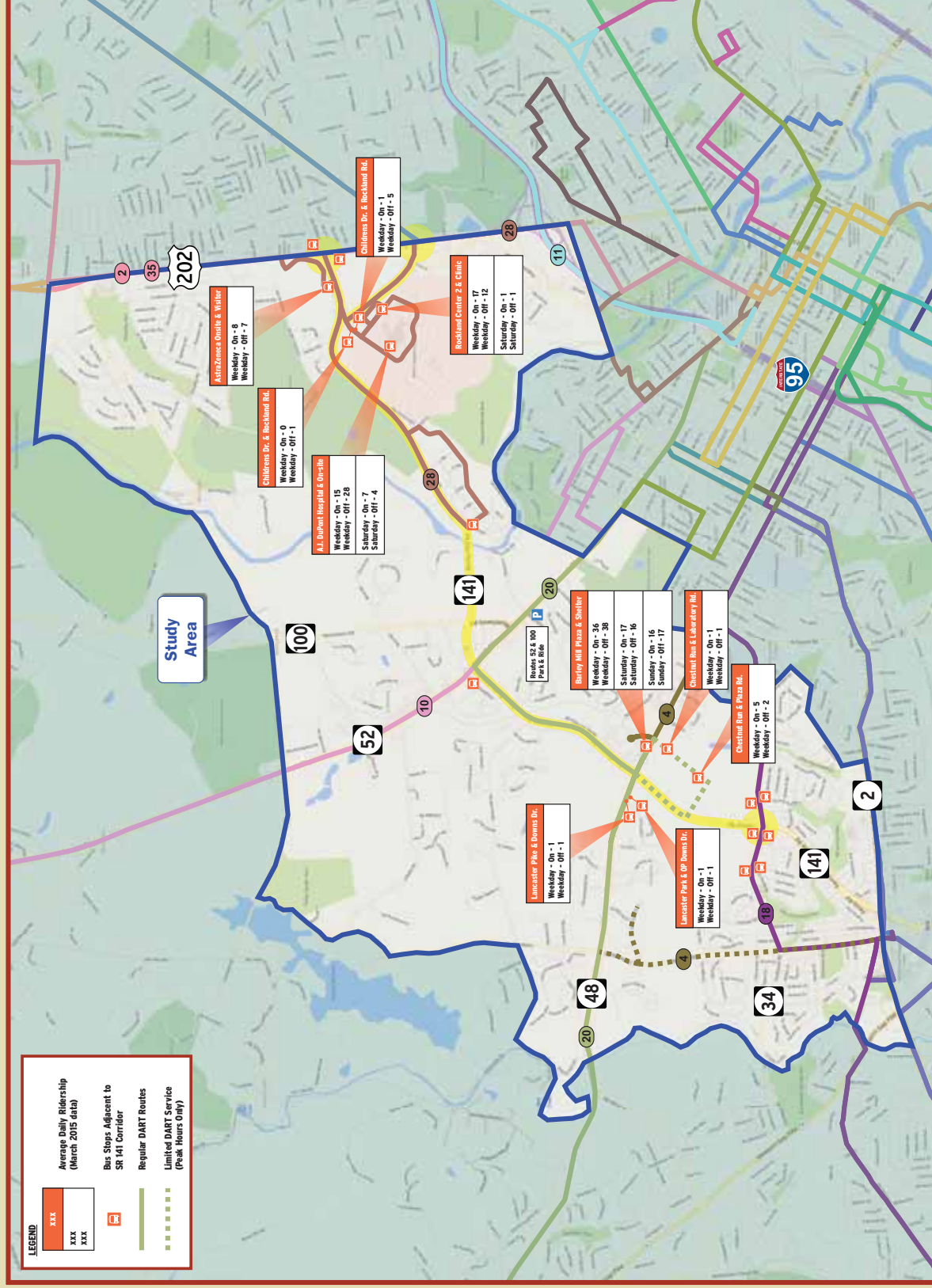
- Comments**
- Pedestrian and bicycle facilities are limited along the SR 141 Corridor throughout the Study Area
 - Brandywine Creek presents a barrier to pedestrian and bike connectivity
 - Bikeable shoulders along SR 141 offer opportunities for improved amenities such as cycle tracks, shared use paths 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



Existing Conditions - Transit

Comments

- Currently, there are no bus routes serving the entire SR 141 Corridor
- Historically, SR 141 had a bus route (Route 26, subsequently renamed Route 31) 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)



WILMAPCO

Initial Stakeholder Input

The SR 141 Corridor is a sensitive area with many natural, historic, scenic and man-made assets! Residents are concerned about and protective of those assets. From Kirkwood Highway to Concord Pike, the Corridor is a diverse area. Residents are aware that the future will bring change. Some people look forward to future opportunities while others are concerned about the problems that change may bring.

During the past two months the project team has begun meeting with SR 141 stakeholders and elected officials to better understand the range of concerns and long-term ideas for the Corridor. The project team is hopeful that the initial feedback, summarized here, will help spur additional discussion and generate additional input this evening and in the future.

Transportation Perspectives

- Do not convert SR 141 into a freeway
- Concern about traffic using secondary roads
- A balanced transportation system is desired
- Tyler McConnell Bridge is a controlling factor
- Improvements need to be in place to accommodate increased traffic
- Connections are desired among uses, communities, schools, parks, forms of transportation



Land Use Perspectives



- Change is expected, proactive direction is essential
- Real mixed-use development is welcome
- Redevelopment and community revitalization are desired
- Large trip producing commercial uses are unwelcome
- High-rise buildings are unwelcome
- There are different opinions regarding the future use of large parcels

Jobs and Traffic

There is widespread interest in attracting high-quality, high-paying jobs to the Corridor:

- In so doing, serious attention is required to hold down the growth in traffic
- Measures to hold down the growth in trips must be both enforceable and enforced
- Travel Demand Management (TDM) measures mentioned by the community include:
 - Staggered Work Hours
 - Car & Van Pooling
 - Tele-Commuting
 - Increased Use of Transit
 - Increased Walking and Bicycling
 - Mix of Uses on Site
 - Better Connections to Neighborhoods, Trails, Bikeways, Crosswalks, Sidewalks



Community Involvement

- The SR 141 plan needs to be coordinated with the other planning and resource-focused efforts that are underway
- Public information and education are key in shaping, rather than reacting to, land use and transportation change
- Communities need to get involved early and often, before investments are made and positions hardened
- State and local land use and transportation agencies and local communities need to work together better



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 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.

Need

The three agencies leading this study (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. There are currently no guidelines specific to the SR 141 Corridor that attempt to guide future changes to the Corridor.



WILMAPCO

Wilmington Area Planning Council



Delaware Department
of Transportation



New Castle County
Department of Land Use

Purpose

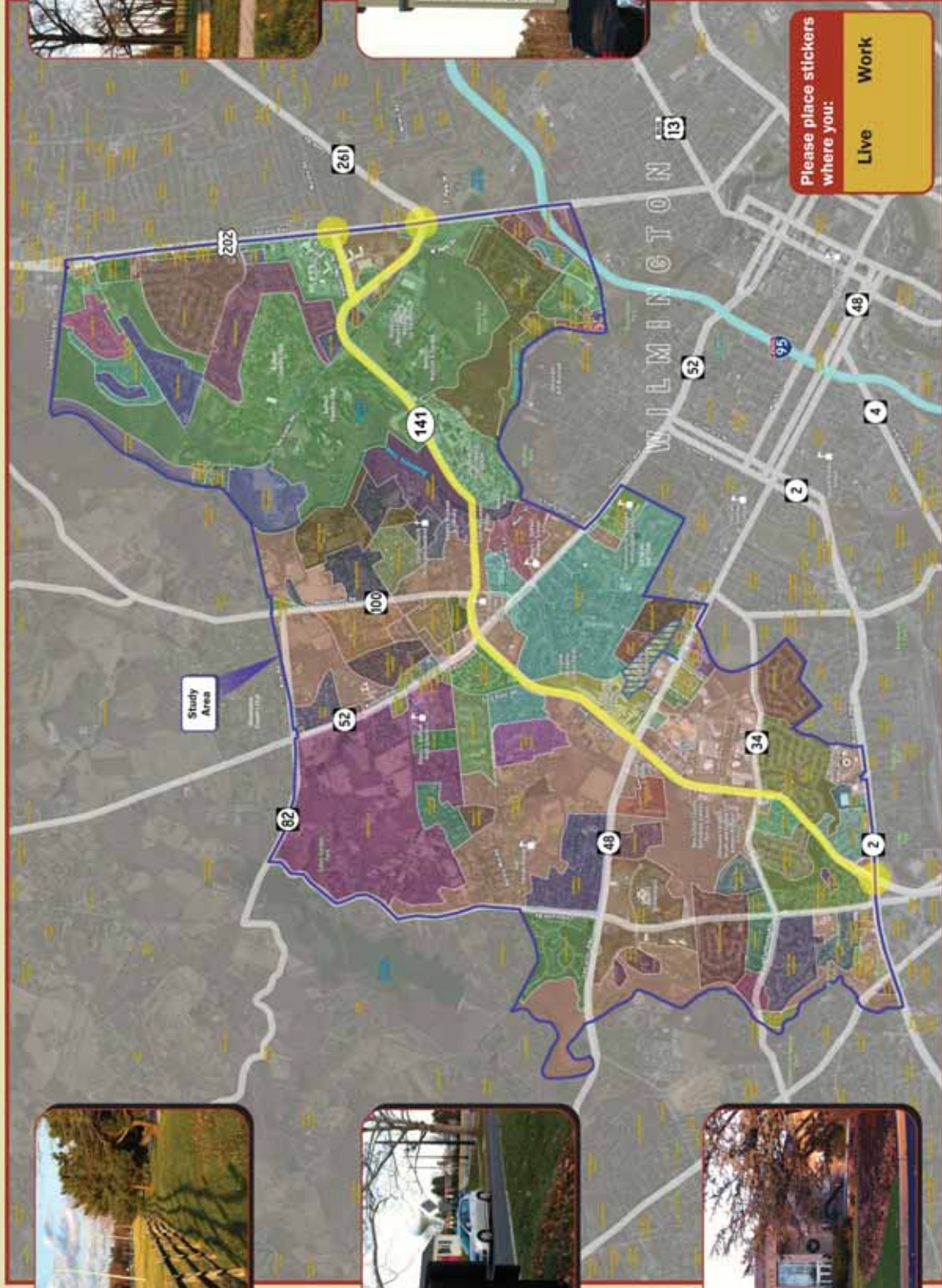
The product of this study will be a long term Vision and supporting Guiding Principles (the Plan) for the SR 141 Corridor to guide future land use and transportation recommendations and decisions. Ideally, this long-range plan will help achieve the goals and aspirations of the current and future residents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



WILMAPCO



SR 141 Corridor Project Area Map



Please place stickers where you:

Live	Work
------	------

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



WILMAPCO

