

East 7th Street Peninsula Study

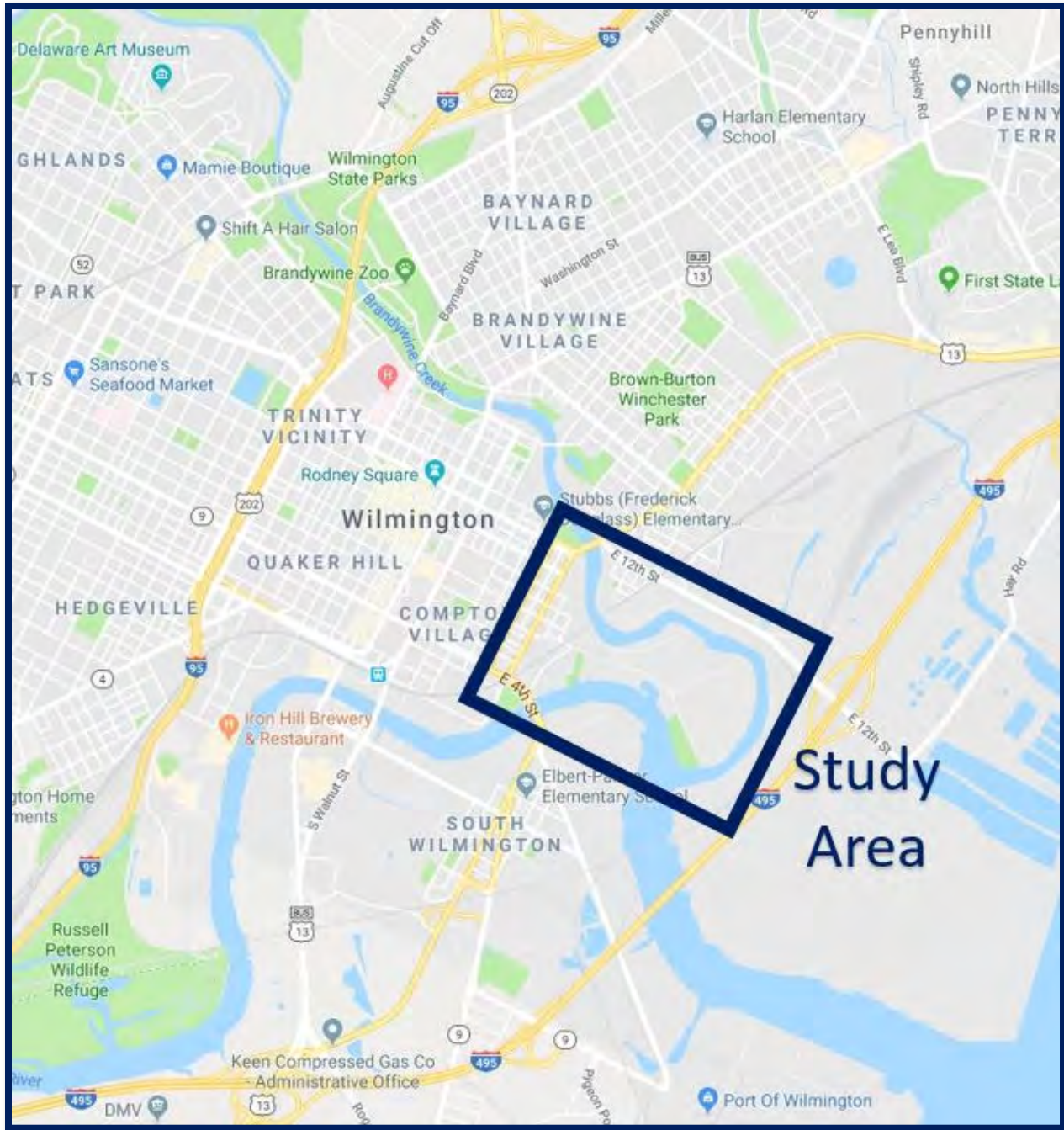


June 2019

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Location Map



Executive Summary

To protect the development potential of the East 7th Street Peninsula, WILMAPCO, in conjunction with Wilmington Initiatives, the City of Wilmington and DelDOT have identified several opportunities for Peninsula Improvements to secure its future. These opportunities include flooding, both tidal and stormwater, accessibility, traffic circulation, lack of pedestrian/bicycle/multi-modal facilities, recreational uses, and current land uses. As a result, the

City submitted a request to WILMAPCO for a Unified Planning Work Program (UPWP) Study for a Roadway Improvements and Development Analysis for the Peninsula to address these topics to protect current business and future growth potential.

The 115-acre East 7th Street Peninsula is located at the confluence of the Christina River and Brandywine Creek, east of the Amtrak Viaduct. The study area also includes an area southwest of the Peninsula along Swedes Landing Road to East 4th Street and the area west of the Viaduct to Church Street between East 4th Street and East 8th Street in the East Side neighborhood section of the City.

There are several community resources located within the study area including: the Henderson Museum and Holy Trinity Church, also known as Old Swedes Church which dates to the late 1600's; Fort Christina National Park; the Kalmar Nyckel Shipyard and Museum; and Babiarz Park, which includes the East 7th Street Skate Spot, a City approved "do-it-yourself" skate park.

Given its location, limited access to and from the Peninsula is an issue. Additionally, flooding is a primary concern. Both of these issues have limited growth potential at the Peninsula and have the potential to limit future investment unless they are adequately addressed. These key issues, along with preserving and protecting cultural resources, enhancing and preserving the adjacent stakeholder community, and protecting the future growth potential of the East 7th Street Peninsula are the guiding forces driving this study. It is therefore essential that improvements to address stormwater and flooding, land use and the transportation network are fully evaluated and recommendations for improvements are identified.

Potential solutions suggested in this study vary in cost from low to high, short term to long term in implementation, and those that can be implemented by public agencies or private property owners. Some solutions may be eligible for special funding or grants.

Flooding and stormwater management options include priority action items that can begin immediately in order to maintain or provide safe access, protect property, and serve as catalysts to future improvements.

Short-term action items are items that should begin within 1-2 years and should be completed within 5-years. Short-term action items can be considered the initial building blocks to a more resilient Peninsula.

Long-term action items are items that should be accomplished in conjunction with development and maturation of the Peninsula. These items should be considered essential to the long-term resiliency on the Peninsula but are more dependent on the action and concurrence of individual lot owners. Many of these items may require financial assistance to individual lot owners from either FEMA, the State of Delaware, or the Clean Water State Revolving Fund.

Various transportation improvements are proposed for the Peninsula to improve connectivity to adjacent neighborhoods, as well as, inter-connectivity within the Peninsula. These improvements include network improvements, intersection improvements, pedestrian and bicycle accommodations, streetscapes, and pedestrian lighting.

Cost Estimates were prepared for the proposed solutions for the Peninsula and include the following:

Immediate - Tide Gates and minor drainage/pipe improvements - \$2.1 Million

Clean out existing pipe system and video inspect for issues – Minimal Costs

Detailed Master Plan for Stormwater Management (Design, and Implement) - \$350,000

Install new tide gates (4) - \$100,000

Install stormwater management pond - \$1.65 Million

Phase 1 – East 7th Street Improvements - \$6.4 Million

Phase 2 – East 4th/ Swedes Landing Road Intersection - \$3 Million

Phase 3 – East 8th Street Improvements - \$4 Million

Phase 4 – Streetscapes - \$1 Million per block

Project Need

WILMAPCO, in coordination with Wilmington Initiatives, the City of Wilmington and DelDOT, identified the East 7th Street Peninsula in Wilmington, DE as an area of the City in need of improvements to protect the development potential of the Peninsula.

WILMAPCO and their partners determined that concerns at the Peninsula include: flooding, both tidal and stormwater, accessibility, traffic circulation, lack of pedestrian/bicycle/multimodal facilities, recreational uses, and current land uses. As a result, the City submitted a request to WILMAPCO for a Unified Planning Work Program (UPWP) study for a Roadway Improvements and Development Program for the Peninsula to address these concerns to protect current business and future development. These concerns, as well as developing potential solutions to address them, are consistent with *Wilmington 2028 A Comprehensive Plan for City and Communities*. “The Plan establishes priorities, helps guide decision making, determines how to best spend limited resources, and helps raise money for improvements citywide.”

Existing Conditions

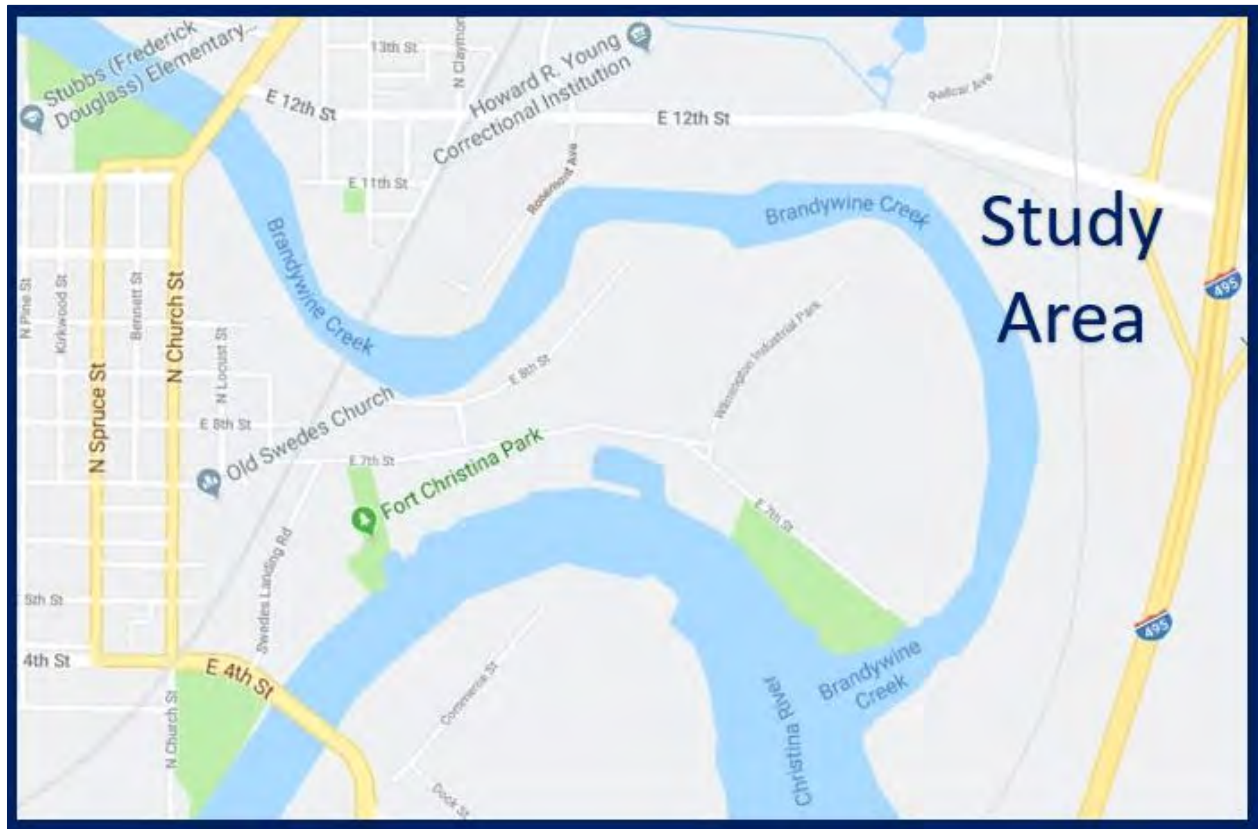


Figure 1: Study Area Map

Located at the confluence of the Christina River and Brandywine Creek, the Peninsula encompasses approximately 115 acres west of the Amtrak Viaduct. The WILMAPCO East 7th Street Peninsula Study also includes the area south of the Peninsula along Swedes Landing Road to 4th Street and the area west of the Viaduct to Church Street between 4th Street and 8th Street. The East 7th Street Peninsula is somewhat isolated. Currently only two roadways, Swedes Landing Road from the 4th Street corridor and East 7th Street, provide access to the Peninsula. The Amtrak Viaduct on the west side of the Peninsula limits accessibility to the Peninsula from the East Side Neighborhood. On the Peninsula, there is a limited roadway network. East 7th Street services the length of the Peninsula. Wilmington Industrial Park services the north-easternmost limits of the



Figure 2: Internal Roadway Network

Peninsula. East 8th Street services the northern portion of the Peninsula, but only connects to East 7th Street on the western end of the Peninsula via Claymont Street.

In addition to limited accessibility, flooding is an issue on the Peninsula. Flooding occurs in many situations such as after significant weather events or during high tide in any weather condition. Community members have observed that water has risen over

the Peninsula perimeter in the area of the Kalmar Nyckel. The community noted that there are a few days every year when post weather event flooding prevents stakeholders from reaching their destination on the Peninsula. During these events flooding is measured from 12-inches of standing water and higher. Standing water is often observed along the edges of the roadway on the Peninsula even during dry periods not following weather events, a result of tidal events. Limited access and flooding limit the East 7th Street Peninsula from reaching its full potential. Improvements to the stormwater management system and roadway network to, from and within the Peninsula, including accessibility, circulation and multimodal connectivity are being evaluated in this study. Appendix B provides a detailed description of the environmental concerns related to flooding, on the East 7th Street Peninsula, as well as, proposed infrastructure improvements, recommendations, and immediate, short-term and long-term action items.



Figure 1: Photo of the submerged intersection of East 7th Street and Industrial Avenue

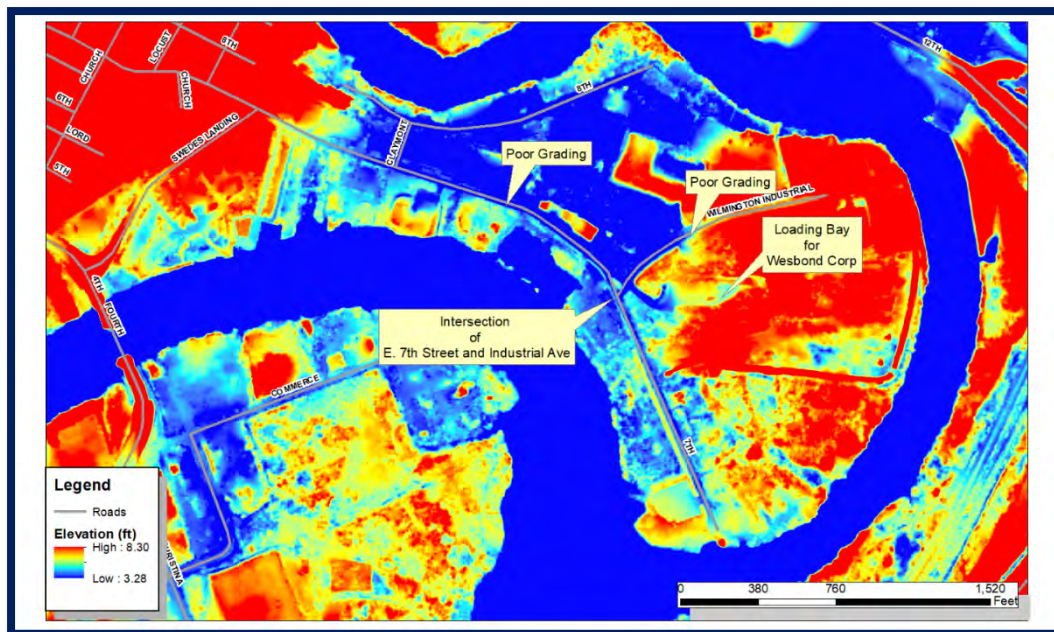
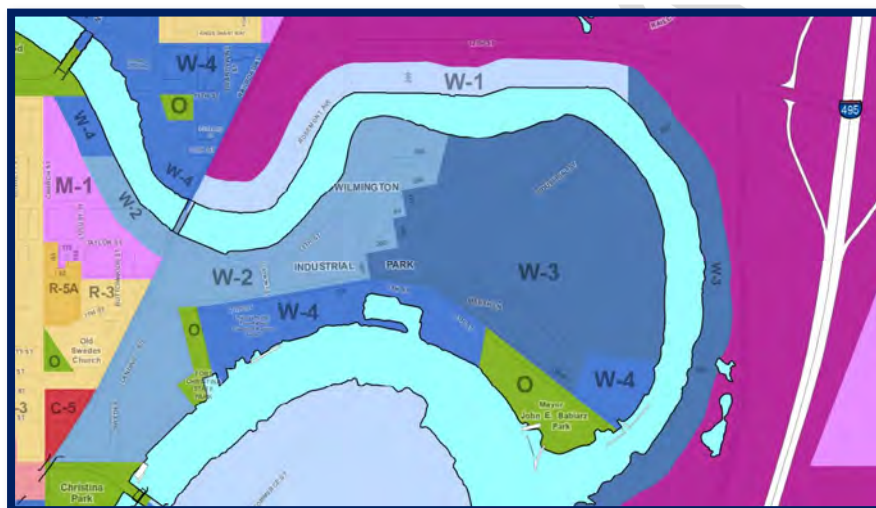


Figure 4: The area in dark blue is the area of the Peninsula that experiences the heaviest flooding on a continual basis.

Figure 5: East 7th Street Peninsula Zoning Map



Current zoning on the East 7th Street Peninsula is comprised of the following codes: W-2 Commercial / Manufacturing; W-3 Low Intensity Manufacturing / Commercial Recreation; W-4 Residential Commercial; and O Open Space (Fort Christina National Park and Mayor John E. Babiarz Park).

Currently DART does not provide service to the Peninsula,

however DART Route 9 provides service across Brandywine Creek on 12th Street, DART Route 15 passes by the Peninsula on 4th Street, and DART Route 8 passes by the Peninsula on 4th Street and on Church Street between 4th and 8th Streets.

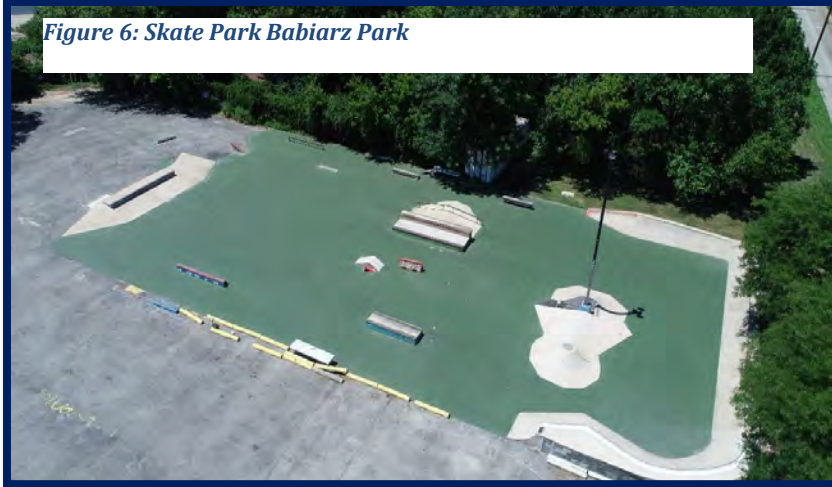
The East Side Neighborhood of Wilmington forms the western boarder of the study area. Originally a Swedish settlement, the East Side Neighborhood has evolved through the many years of its history. Today, the area is seeing redevelopment and includes residences, restaurants and other amenities.

The study area also includes the Henderson Museum and Holy Trinity Church, also known as Old Swedes Church. Located at East 7th Street and North Church Street, the Church is a designated National Historical Landmark and dates back to the late 1600's. Old Swedes Church is considered one of the few remaining examples of Swedish Colonial architecture in the area.

Located along East 7th Street, just east of Swedes Landing Road, and bordered by the Christina River to the south, Fort Christina was the site of the first Swedish settlements in North America. Built in 1638 and named after Queen Christina of Sweden, today the site is the location of Fort Christina National Park. Old Swedes Church and Fort Christina are included in the First State National Historical Park, which is comprised of seven sites across the State and is Delaware's only National Park.

The East 7th Street Peninsula was the landing spot for the Kalmar Nyckel ship which brought the first Swedish settlers to the area. The Peninsula celebrates this history with the Kalmar Nyckel Shipyard and Museum which maintains a replica of the ship on-site, as well as many other historical artifacts, and documents of Swedish settlement and history of the area.

Figure 6: Skate Park Babiarz Park



Recreational amenities on the Peninsula include a skate park located at the eastern end of the Peninsula within Babiarz Park. Known as the 7th Street Skate Spot, it is a city approved, “do-it-yourself” skate park built and run by the Wilmington Skate Project, Kinetic Skateboarding and local skaters. The skate park is very popular with local

skaters. The skating community maintains the skate park themselves, as well.

Trees on the peninsula are a mix of native and non-native species that likely grew after the closure of the Wilmington Landfill. Several mature stands of trees exist along the southern edge of the peninsula. Currently these trees appear in good health but may show signs of stress in the future due to impacts from Sea Level Rise, erosion, and increasing salinity levels.

During public workshops, trash and debris on the Peninsula were concerns of the stakeholders. Trash and debris were observed during site visits, mostly in areas that were not immediately adjacent to occupied buildings. Some trash and debris could be directly traced back to the following sources:

- Open dumpsters in close vicinity
- Users who park on the peninsula during lunch break and throw trash out of their window
- Blown litter from trash receptacles and from sources beyond the peninsula
- Construction/demolition debris associated with specific sites

Project Description and Purpose

The primary purpose of this study is to examine initiatives to preserve and protect cultural resources, enhance and preserve the adjacent stakeholder community, and protect the future growth potential of the East 7th Street Peninsula. This will be accomplished through the recommendation of a series of modifications to stormwater management, land-use, and transportation network operations while mitigating flood impacts, enhancing recreational amenities and preserving the culturally and historically significant landmarks on the Peninsula.

The study began with a data gathering phase. Data was gathered from a variety of sources including desktop reviews of environmental and hydrologic data. Unmanned Aerial Photography (UAS) was used to document the Peninsula and gather existing photography. Field visits were used to explore the Peninsula on ground level as well. A Visioning Workshop, open to the public, was held to gather information and determine issues or concerns of the local community. Attendance at Wilmington Initiatives Meetings, as well as, 7th Street Coalition Meetings also helped gather and report data. Traffic counts were performed at seven (7) intersections, which included:

- Swedes Landing Road and East 4th Street
- S Heald Street and Christiana Avenue
- E 4th Street and N Church Street
- E 4th Street and Spruce Street
- E 7th Street and Spruce Street
- E 7th Street and N Church Street
- E 7th Street and Swedes Landing Road

The existing data was analyzed and alternatives were formalized into a Peninsula-wide Master Plan to determine potential solutions to the concerns and issues of the Peninsula Stakeholders. These solutions were presented to the community in a second public workshop for feedback and discussion. Comments and feedback from this public workshop were incorporated into the Master Plan. The Master Plan elements were prioritized into various phases by the team based on observed needs, with input from the community from three public workshops. The phases were estimated, and conceptual costs were associated with each phase. The Revised Master Plan with conceptual estimates and a suggested prioritization were presented to the stakeholders at a third public workshop. Workshop summaries can be found in Appendix A.

The Master Plan was presented to the stakeholders using a series of Concept Plans, renderings, and displays to explain the topics or concerns on the Peninsula and their suggested solutions. The Concept Plan addresses the concerns related to flooding, environmental issues, land use and zoning, recreational amenities, the transportation network, and accessibility.

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Figure 7: East 7th Street Master Plan

Potential solutions suggested in this study vary in cost from low to high, short term to long term in implementation, and the solutions are separated between those that can be implemented by public agencies or private property owners. Some solutions may be eligible for special funding or grants.

Flooding and Stormwater Management Improvements

To address the flooding and stormwater management issues of the Peninsula various solutions are suggested. The suggestions are separated between immediate, short-term, and long-term action items. (See Appendix B)

Priority action items are suggested to begin immediately in order to maintain or provide safe access, protect property, and serve as catalysts to future improvements. Many immediate action items provide a quick return in observed benefits. These immediate action items include:

- Develop a detailed resiliency implementation plan for the future of the Peninsula. The detailed implementation plan should be an extension of the initial study and should be indexed to development phases on the Peninsula, allowing the City to determine the appropriate time to execute the elements of the plan. Indexing the plan to development activities potentially allows the City to request contribution from developers that trigger elements of the resiliency implementation plan. The resiliency implementation plan should focus on items such as: determining the ideal building lot elevation for each lot on the Peninsula; determining ideal roadway elevations; determining whether current flood design standards are sufficient for development on the Peninsula; identifying and preparing any ordinances that are beneficial to development on the Peninsula while designing for future flood conditions; identifying specific partners to provide financial assistance to existing residents who are currently suffering regular impacts from flooding; developing a drainage master plan; and identifying specific areas to be preserved for open space and wave energy dissipating buffers.
- Implement strict code requirements for any new development and redevelopment on the Peninsula to be in compliance with stringent flood design standards, including the requirement to elevate portions of lots containing infrastructure. There has been recent redevelopment on the Peninsula and additional redevelopment and development is anticipated in the future, making this a high priority item.
- Survey and maintain existing drainage infrastructure, including flushing all pipes and clearing all ditches. Additionally, install tide gates on all outlet pipes.
- Following the results of a detailed hydrology study, evaluate whether existing drainage is sufficiently sized to drain the existing and proposed roadway improvements. It is anticipated that this will need to be done in conjunction with design of the stormwater management system.

Short-term action items are items that should begin within 1-2 years and should be completed within 5-years. Short-term action items can be considered the initial building blocks to a more resilient Peninsula. Items that should be considered short-term are as follows:

- Elevate the existing roadway system. Currently the roadway system is the low point on the Peninsula in multiple locations and becomes one of the first areas to become flooded, blocking ingress and egress. Raising the roadway system to the elevations determined in the detailed master plan will ensure that residents have safe access during flooding events and will encourage additional development and redevelopment. Raising the road will require interim drainage improvements to ensure that buildings and lots that are lower than the elevated roadways are not negatively impacted.
- Construct a stormwater retention pond. A stormwater retention pond allows for buffer storage of rainwater during high tide events, when the tide gates on the outlets of the drainage system are closed. At minimum the pond should be sized to hold 12-hours of runoff from the 100-year storm event and drain completely during one tide cycle.
- Design and implement elements of the drainage master plan. Several instances were observed where it appears development has altered or blocked pre-existing drainage conveyances. Restore or replace these conveyances to ensure that all lots drain.
- Bulkhead or elevate and armor the northwest side of the Peninsula where elevations are lowest, and the Brandywine Creek continues to slowly erode the neck of the Peninsula.
- Begin obtaining and preserving areas identified for buffers, particularly in locations where development is most expected. These buffers will provide wave energy dissipation during storm surge events and will provide open spaces that reduce runoff during rain events.

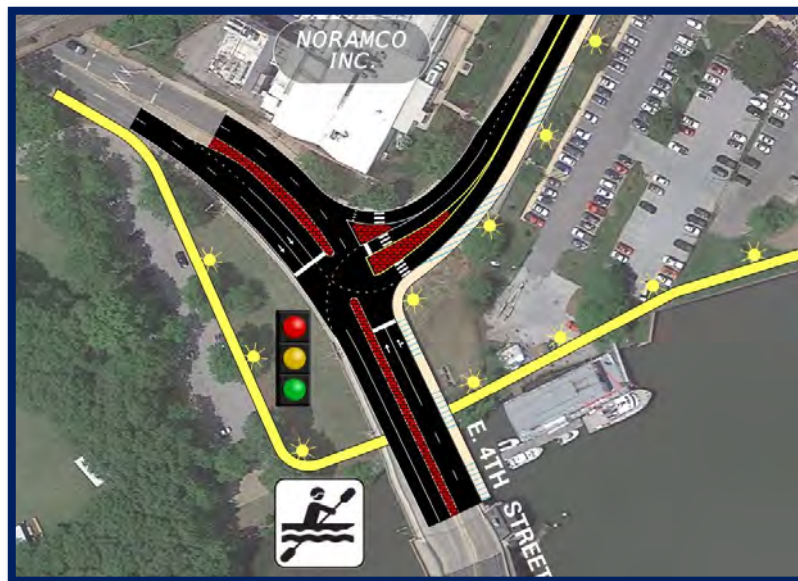
Long-term action items are items that should be accomplished in conjunction with development and maturation of the Peninsula. These items should be considered essential to the long-term resiliency on the Peninsula, but are more dependent on the action and concurrence of individual lot owners. Many of these items may require financial assistance to individual lot owners from either FEMA, the State of Delaware, or the Clean Water State Revolving Fund. The Peninsula is located within the City's Federal opportunity Zone which could potentially connect investors to property owners to help fund the needed improvements. Items that should be considered long-term are as follows:

- Elevate existing developed lots and infrastructure. This may occur as lots are re-developed or as individual lot owners perform major upgrades to their existing facilities. It is anticipated that financial assistance will be required for the majority of individual lot owners.
- Implement living shorelines, breakwaters, or other energy attenuating devices to ensure long-term shoreline stability. This may occur on a lot by lot basis or may occur as several publicly funded projects.
- Complete acquisition of preserved areas for buffers.

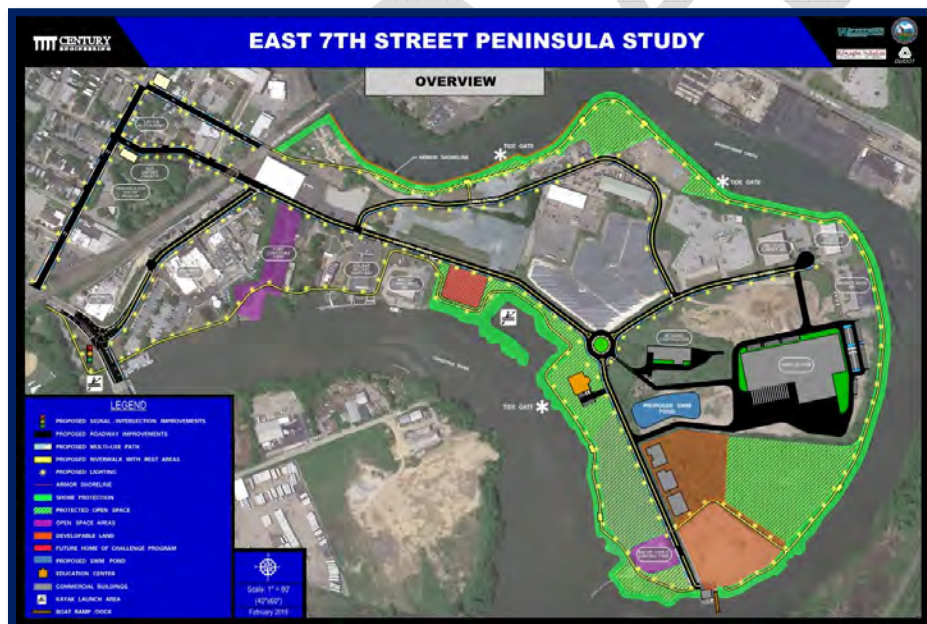
Transportation Improvements

Various transportation improvements are proposed for the Peninsula to improve connectivity to adjacent neighborhoods and inter-connectivity within the Peninsula.

- The intersection of East 4th Street and Swedes Landing Road is proposed to be improved including: two restriped and repaved, eastbound through lanes and a dedicated left turn lane from East 4th Street to Swedes Landing Road; two restriped and repaved, westbound East 4th Street through lanes; restriped and repaved, east and westbound through lanes separated by brick medians; restriped and repaved, dedicated right and left turn lanes from southbound Swedes Landing Road to east and westbound East 4th Street separated by brick medians; and a new traffic signal will be installed at the intersection. The intersection will be improved with turn lanes and a traffic signal to accommodate all turning movements.



- East 7th Street is proposed to be restriped and repaved from North Church Street to the end of the Peninsula. This roadway is also proposed to be raised 3-5' to improve drainage and stormwater management, as described above.



- East 8th Street is proposed to be repaved between North Church Street and the Amtrak Viaduct. The 8th Street tunnel beneath the 8th Street Viaduct will be reopened and

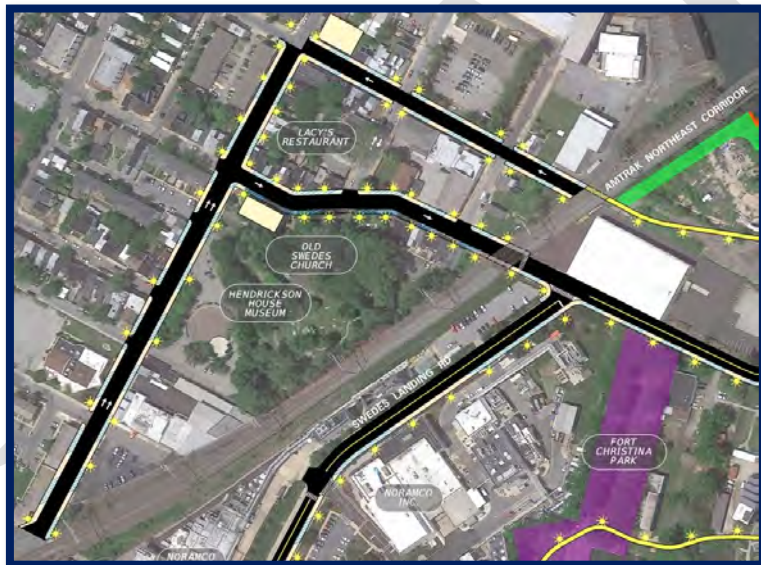
refurbished with lighting for bicycle and pedestrian use. East 8th Street on the Peninsula is proposed to be raised 3' to 5' and repaved from just east of Claymont Street (including Claymont Street) for its entire length, including drainage and stormwater management improvements, as previously described. A connection will be sought to extend East 8th

Street to Wilmington Industrial Park. This would improve circulation on the Peninsula and serve as a necessary connection to maintain access during the construction of East 7th Street. The connection shown in this Master Plan is located to line up with the entrance of the Kalmar Nyckel and to fit between the solar panel site and Verizon. Locations of these connections are conceptual and will need further investigation during the design phase.



- The current intersection of East 7th Street and Wilmington Industrial Park is proposed to be converted to a compact roundabout.

- Streetscape improvements are suggested for all roadways within the Peninsula, as well as, roadways west of the Peninsula to Church Street. Church Street is also suggested to be improved by a streetscape between East 4th and East 8th Streets. Streetscape improvements



include pedestrian facility improvements along all roadways. West of the Viaduct where existing sidewalks are very wide, pedestrian improvements would include new concrete sidewalks with decorative brick accents. East of the Viaduct where few to no sidewalks exist, a multi-use path will be added to one side of the roadway to accommodate both bicycles and pedestrians. The side of the road that the multi-use path is constructed will be

determined in design. Based on funding, the side of the road that does not have a multi-use path may receive a 5-foot side sidewalk. Pedestrian lighting is also included with all streetscape improvements. Landscaping, signing, striping, and decorative fixtures such as decorative light poles or signal poles are also suggested. Intersection improvements throughout the study area will meet ADA Accessibility requirements.

Recreational Amenities and Improvements

Recreational amenities are also suggested as part of this study. A two-mile Riverwalk is proposed around the entire perimeter of the Peninsula. The Riverwalk would include pedestrian lighting and rest areas, such as locations for educational kiosks and benches. The location of the Riverwalk on the Master Plan is conceptual. The actual location will be determined in design. Boat ramps and kayak launch areas are proposed at various locations around the Peninsula. Wayfinding signs are recommended at strategic locations throughout the East Side Neighborhood and on the Peninsula to facilitate mobility in and around the study area. The Wayfinding signs will also assist in connecting the adjacent neighborhoods to the Peninsula, enabling them to be the gateway into the Peninsula. The Wayfinding signs will assist in directing visitors between Old Swedes Church and the Fort Christina/Kalmar Nyckel Foundation. Outbound Wayfinding signs will direct westbound traffic from East 7th Street to Buttonwood Street to East 8th Street to get back to Church Street. Historical markers, as well as plaques for locally significant resources, are recommended at appropriate sites and locations throughout the East Side Neighborhood and on the Peninsula. Kiosks and educational centers will be proposed throughout the study area detailing the area's history and to serve as guides providing information about the area's new amenities.

Cost Estimates and Phasing

Cost Estimates were prepared for the proposed solutions for the Peninsula. These cost estimates are based on conceptual sketches using aerial photography and field verification. Topographic survey was not used for the cost estimates. Assumptions and contingencies were made to produce as accurate of a cost as possible using the information available.

A phased approach is suggested, and cost estimates were developed based on that suggested phasing.

The costs and phases are as follows:

Immediate - Tide Gates and minor drainage/pipe improvements - \$2.1 Million

- Clean out existing pipe system and video inspect for issues – Minimal Costs
- Detailed Master Plan for Stormwater Management (Design, and Implement) - \$350,000
- Install new tide gates (4) - \$100,000
- Install stormwater management pond - \$1.65 Million

Phase 1 – East 7th Street Improvements - \$6.4 Million

Phase 2 – East 4th/ Swedes Landing Road Intersection - \$3 Million

Phase 3 – East 8th Street Improvements - \$4 Million

Phase 4 – Streetscapes - \$1 Million per block



Assumptions and Limiting Conditions

The following assumptions and limiting conditions were considered in the preparation of this feasibility study:

- All services and work products will conform to current DelDOT Standards, Policies and Procedures

Next Steps

Environmental - All Federally funded projects, as well as those which involve federally regulated resources must adhere to the regulations set forth in the National Environmental Policy Act of 1969 (NEPA). Given these parameters, it is likely that environmental evaluation and documentation will be required before improvements may proceed to design and construction.

There are also numerous historic/potentially historic (Section 106) resources, as well as Section 4(f) resources located within the study area. Therefore, any impact to, or taking of lands from, any of these resources will require consultation with the Federal Highway Administration (FHWA) to satisfy NEPA and Section 4(f) requirements, State Historic Preservation office (SHPO) for Section 106; Delaware Department of Natural Resources (DNREC); and the US Army Corps of Engineers.

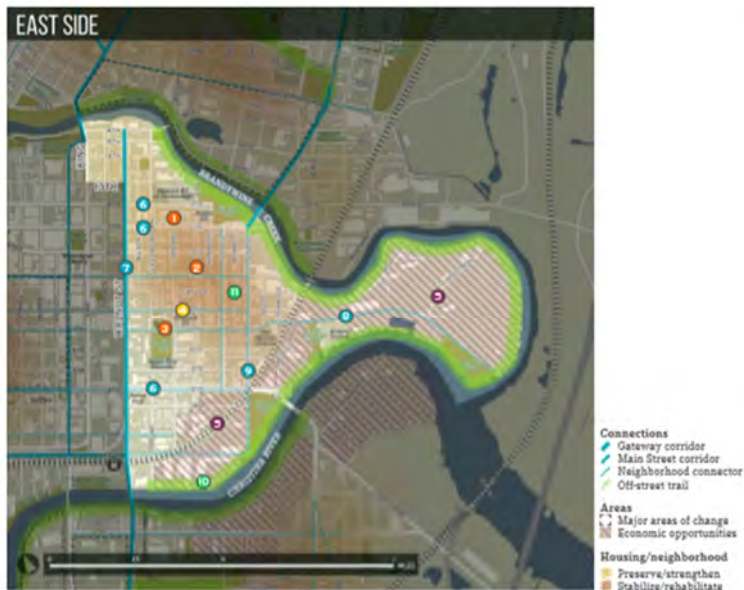
Based on the recommended improvements, significant impacts to protected resources are not anticipated. Therefore, it is reasonable to assume that this project may be cleared through a Categorical Exclusion Evaluation per CFR 774 and 771.117(c)(26). Similarly, effects to Section 106 resources are expected to be minor (No Effect and/or No adverse Effect) and may be approved through a Memorandum of Agreement (MOA). Lastly, it is reasonable to assume that a Section 4(f) *de minimis* finding by FHWA is likely.

Full analyses of all study area resources are required, however if the assumptions above are accurate it may be reasonably assumed the environmental clearance process will last approximately 12-16 months.

Wilmington 2028 A Comprehensive Plan for Our City and Communities (Wilmington 2028) is an update of the City's current comprehensive plan which was completed in 2009. According to Wilmington 2028, "The Plan establishes priorities, helps guide decision making, determines how to best spend limited resources, and helps raise money for improvements citywide."

The proposed improvements described in the East 7th Street Peninsula Master Plan are consistent with the vision for the area as outlined in Wilmington 2028. The East 7th Street Peninsula is

identified in Wilmington 2028 as an “Economic Opportunities” area, and future land use is shown as Waterfront Mixed Commercial / Light Manufacturing. As part of its context within the East Side Neighborhood, the East 7th Street Peninsula is described in Wilmington 2028 as having potential for a “Robust Local Economy” and recommends “...position and promote the 7th Street Peninsula for neighborhood and economic development.” Additionally, Wilmington 2028 recommends “Invest in 7th Street as an important east-west connector in the city that links assets from the 7th Street Peninsula to Bancroft Parkway.”



East Side strategies map

Strong Safe Neighborhoods

- 1 Prevent nuisance properties and stabilize vacant properties.
- 2 Support community engagement through community-based public safety.
- 3 Implement an equitable investment strategy for civic spaces like parks, pools, libraries and community centers.

Healthy Thriving Communities

- 4 Partner with service agencies to transform civic spaces into community hubs that offer cross-programming.

Robust Local Economy

- 5 Position and promote Front Street Warehouse District and 7th Street Peninsula for neighborhood economic development.

Connected City and Region

- 6 Create better multimodal connections on 4th, 11th, 12th, and Walnut Streets.
- 7 Redesign Walnut Street to serve as a bridge between East Side and downtown.
- 8 Invest in 7th Street as an important east-west connector in the city that links assets from the 7th Street Peninsula to Bancroft Parkway.
- 9 Limit truck traffic in neighborhoods.

Sustainable and Resilient City

- 10 Extend the off-street trail along the rivers to connect and provide flood mitigation to neighborhoods north and south of the rivers.
- 11 Increase green space through yards and vacant lot improvement.

Meeting Summaries

On **May 16, 2018** Century presented to Wilmington Initiatives. This kick off meeting introduced the project team and our approach to the study. Materials for discussion at the June 20, 2018 public workshop held by Wilmington Initiatives and the June 26, 2018 public “visioning” workshop were discussed for approval.

On **June 20, 2018** Wilmington Initiatives held a city-wide consortium on current and future projects. Century attended to present the East 7th Street Peninsula Study and to gather feedback and data from the community in attendance. Feedback was generalized and included relief that Peninsula improvements were gaining traction in the City.

On **June 26, 2018** WILMAPCO in conjunction with the project partners held the first public workshop. There were 49 people in attendance. Following the presentation, participants were invited and encouraged to attend a roundtable discussion on a variety of topics which included: Flooding, Environmental Constraints/Cultural Resources, Future of the Peninsula in the No-Build Scenario, Land Use/Zoning, Recreational Amenities, and Transportation Network. Participants were given 10 minutes to discuss each topic and then report back to the group their thoughts on each topic. Maps were used to gather feedback and collect data. Information such as issues and challenges relating to flooding, environmental concerns, preservation, protection, growth, amenities, recreation, education, and transportation network improvements were discussed with the local community to gather first-hand information and knowledge.

On **August 15, 2018** Century presented to Wilmington Initiatives to summarize the June 26, 2018 public workshop. A summary of workshop materials, including feedback from the public workshop, was presented.

On **September 19, 2018** Century presented a summary of workshop feedback from the June 26, 2018 public workshop to the East 7th Street Coalition at the Kalmar Nyckel Copeland Maritime Center.

On **September 20, 2018** Century presented the results of the study analysis and possible solutions to Wilmington Initiatives.

On **October 2, 2018** a meeting was held with Mayor Purzycki, Herb Inden (Director of Planning and Development), Brian Mitchell, Tanya Washington (Chief of Staff at Mayor’s Office at City of Wilmington), and representatives from Century Engineering. Topics that were covered include the future of the Peninsula and difficulties for the city to purchase properties for repair. One of the constraints in the improvement of the peninsula is requirements for deep piles. It was suggested by City representatives in the meeting that the number one priority should be raising the roads and improving the drainage.

At one time Noramco, a pharmaceutical company on the Peninsula, suggested closing Swedes Landing Road between East 7th and East 4th Street to expand their business. That suggestion has been abandoned as there was not enough property to expand as needed.

On **July 11, 2018** a meeting was held with the East 7th Street Coalition at the Kalmar Nyckel Copeland Maritime Center. Topics included finding ways to enhance visitor's experiences when visiting the Peninsula. It was announced at the meeting that potentially William Penn Foundation has money for a grant and would like to be a sponsor of improvements on Peninsula.

Senator Harris McDowell III proposed for the Peninsula to be a tourist attraction and suggested there should be a second smaller ship along with the Kalmar Nyckel. This would enable the Peninsula to still have a ship docked when the Kalmar Nyckel is sailing off-site. There may be \$150,000 secured in the near future for the second ship as well as a potential visitor center located near the Riverfront.

On **February 6th, 2019** the Wilmington Initiatives partners, including City of Wilmington, DelDOT and WILMAPCO, presented the draft Master Plan for the East 7th Street Peninsula to the public at the Kalmar Nyckel Copeland Maritime Center. The Master Plan addressed flooding, business access, resiliency, transportation, preservation of cultural resources, wayfinding signs, recreation and education opportunities, including a 50 feet waterfront buffer around the Peninsula to protect the shoreline. Proposed improvements include improved tide gates, shore protection and Riverwalk with rest areas. Some of the proposed transportation network improvement included a four-way signal on 4th Street, elevated roadways, open 8th Street Viaduct Connection to East Side Community, connectivity between 8th Street and Wilmington Industrial Park, and pedestrian lighting along all roadways.

On **May 15, 2019** Public Workshop information was presented to the East 7th Street Coalition at the Kalmar Nyckel Copeland Maritime Center. The stakeholders were briefed on a summary of the information that would be available at the Public Workshop being held on May 15, 2019. The Final Master Plan was presented as well as suggested phasing and costs.

Concept Plan

The East 7th Street Master Plan can be found on the following page.

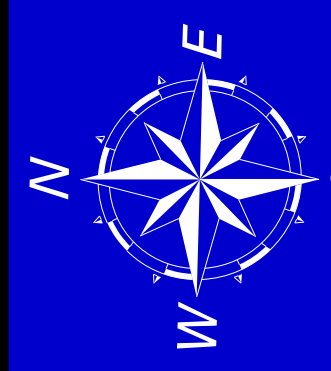
EAST 7TH STREET PENINSULA STUDY



OVERVIEW

LEGEND

- PROPOSED SIGNAL /INTERSECTION IMPROVEMENTS
- PROPOSED ROADWAY IMPROVEMENTS
- PROPOSED MULTI-USE PATH
- PROPOSED RIVERWALK WITH REST AREAS
- PROPOSED LIGHTING
- ARMOR SHORELINE
- SHORE PROTECTION
- PROTECTED OPEN SPACE
- OPEN SPACE AREAS
- DEVELOPABLE LAND
- FUTURE HOME OF CHALLENGE PROGRAM
- PROPOSED SWM POND
- EDUCATION CENTER
- COMMERCIAL BUILDINGS
- KAYAK LAUNCH AREA
- BOAT RAMP /DOCK



Scale: 1" = 80'
(40"x60")

February 2019



Figure 8: Community from Church Street to East 7th Street Peninsula, including East 4th Street to 7th Street



Figure 9: Entrance to the East 7th Street Peninsula, including East 8th Street Viaduct



Figure 20: Kalmar Nyckel Foundation and Fort Christina State Park



Figure 11: Looking East along the East 7th Street Peninsula



Figure 12: Looking West along East 7th Street



Figure 13: Looking West toward Wilmington Industrial Park from Across Brandywine Creek



Figure 3: Skate Park on Eastern end of East 7th Street