

Governor Printz Boulevard Corridor Study Task 1

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Governor Printz Boulevard Corridor Study

Task 1

Wilmington Area Planning Council

New Castle County

Delaware Department Transportation (DelDOT)

Delaware Transit Corporation (DTC)

Delaware Greenways

Introduction

Project Purpose

The purpose of this Corridor Study is to improve multimodal mobility, safety, and travel choices while supporting sustainable economic development and enhanced neighborhood vitality. The Study will identify and assess the feasibility of multimodal transportation projects that will accommodate current and future transportation and land use needs, including roadway, transit, and nonmotorized travel and the East Coast Greenway. The Governor Printz Boulevard Corridor Study will identify multimodal improvements including transit improvements, and assess the potential for a road diet as well as a trail connecting Claymont to Fox Point/Northern Delaware.



This Corridor Study will be conducted by WILMAPCO in partnership with New Castle County Land Use, DelDOT, DTC, Delaware Greenways and key stakeholders. Consensus building and establishment of stakeholder support for the plan is a key element in this process. This will be accomplished through a facilitated stakeholder outreach process that will include meetings and interactive workshops. Recommendations will be guided by the community vision and technical analysis.

This project will include a Planning and Environmental Linkages (PEL) Study. PEL Studies are a collaborative and integrated approach to transportation decision-making that consider environmental, community, and economic issues early in the planning process. This information and analyses can then be utilized to inform the National Environmental Policy Act (NEPA) review process. PEL Studies are an FHWA initiative used to help make better-informed project-level decisions and to shorten project delivery time, and they follow provisions set forth in 23 U.S.C. 168(b)(1)(A) and associated regulations under 23 CFR 450.212(d) and 450.313(e).

Planning Partners

The corridor study will evaluate and make recommendations about a broad range of issues. Thus, the study is a collaborative effort between:

- **Wilmington Area Planning Council (WILMAPCO)**—WILMAPCO is the regional transportation planning agency for New Castle County, Delaware and Cecil County, Maryland. As the federally designated Metropolitan Planning Organization (MPO), WILMAPCO is charged with planning and coordinating transportation investments for the region based on federal policy, local input, technical analysis,

and best practices. WILMAPCO will provide overall coordination for this project including public outreach, providing demographics information, producing maps, and developing the final report.

- **Delaware Department of Transportation (DeIDOT)**—DeIDOT is responsible for planning, designing, building and managing Delaware’s statewide transportation system. DeIDOT provides transportation and freight data, and will assist with development of transportation recommendations.
- **Delaware Transit Corporation (DTC)**—DTC, an operating division of DeIDOT, seeks to design and provide the highest quality public transportation services that satisfy the needs of the customer and the community. Bus service in the area is provided by DART First State. DTC will provide input on existing transit conditions and potential improvements.
- **New Castle County Department of Land Use**—The study area falls within unincorporated New Castle County. The Department of Land Use regulates all new and existing development in unincorporated New Castle County and enforces laws governing property maintenance. The mission is to create a common vision for the future of New Castle County through a proactive community, civic and business planning effort. The County will help to coordinate with commercial and residential property owners, and provide land use data and relevant plans and code information.
- **Delaware Greenways**-- Delaware Greenways advocates for the development of trails and byways throughout Delaware. They envision a State where trails, pathways and scenic corridors connect everyone to where they want to go, empowering them to live healthier lives as they discover and enjoy the outdoors. They have identified the corridor from Claymont to Fox Point State Park as a Highlights Trail Project and will assist with outreach, analysis, and planning for walking and bicycling connections.

An Advisory Committee of civic and business stakeholders will provide input on issues, opportunities and constraints, and draft scenarios.

Membership on the Advisory Committee will include:

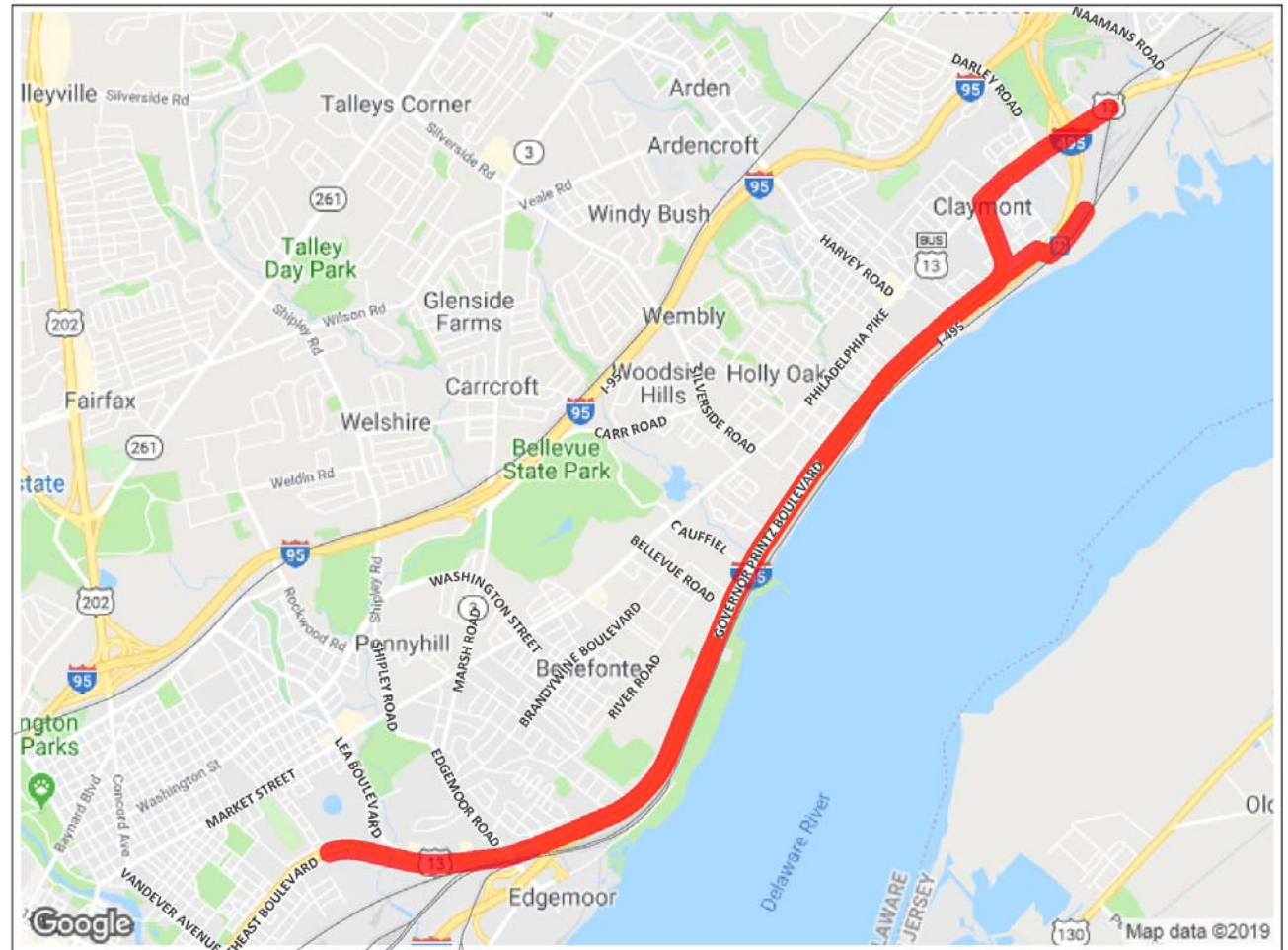
- **Land owners, businesses, civic entities and elected officials**
- City of Wilmington
- New Castle County Chamber of Commerce
- Delaware Department of Natural Resources and Environmental Control
- Claymont Renaissance Development Corporation
- Claymont Design Review Advisory Committee (DRAC)
- Council of Civic Organizations of Brandywine Hundred (CCOBH)
- Delaware Office of State Planning Coordination
- East Coast Greenway Alliance

Other Advisory Committee members may be identified as part of early outreach to the community, and all Advisory Committee meetings are open to all interested stakeholders and members of the public.

Project Area

The corridor extends 6.1 miles from US 13, Philadelphia Pike at the entrance to the Claymont Regional Transportation Center to E. 35th Street and Northeast Boulevard at the City of Wilmington line. Governor Printz is a four lane minor arterial that parallels I-495. Traffic volumes range from 4,487 AADT at the northern end to 21,194 AADT between Bellevue Rd and Edgemoor Rd. Southern portions of the corridor are served by DART routes 4 and 14. The corridor is identified as the planned East Coast Greenway route between the current Claymont Train Station and the Northern Delaware Greenway. Most of the corridor has shoulders or marked bicycle lanes. There are very few sections with sidewalks and very few crosswalks.

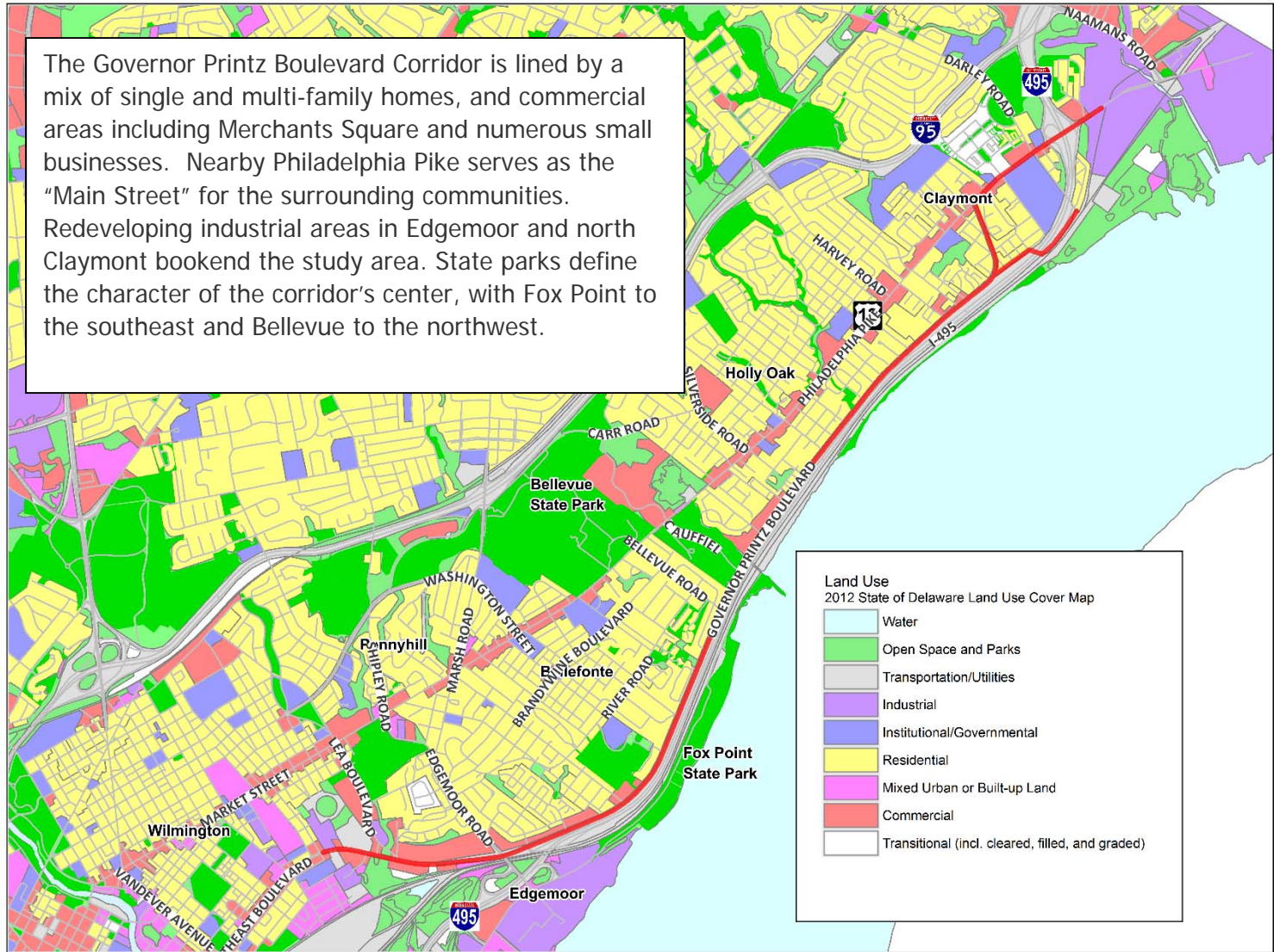
Overlooking the Delaware River, the corridor has a broad mix of residential, park, commercial, industrial, and institutional land uses. The northern section from south of Winding Lane to Philadelphia Pike is designated as an Opportunity Zone. The former DuPont Edgemoor site is also an Opportunity Zone



Land Use

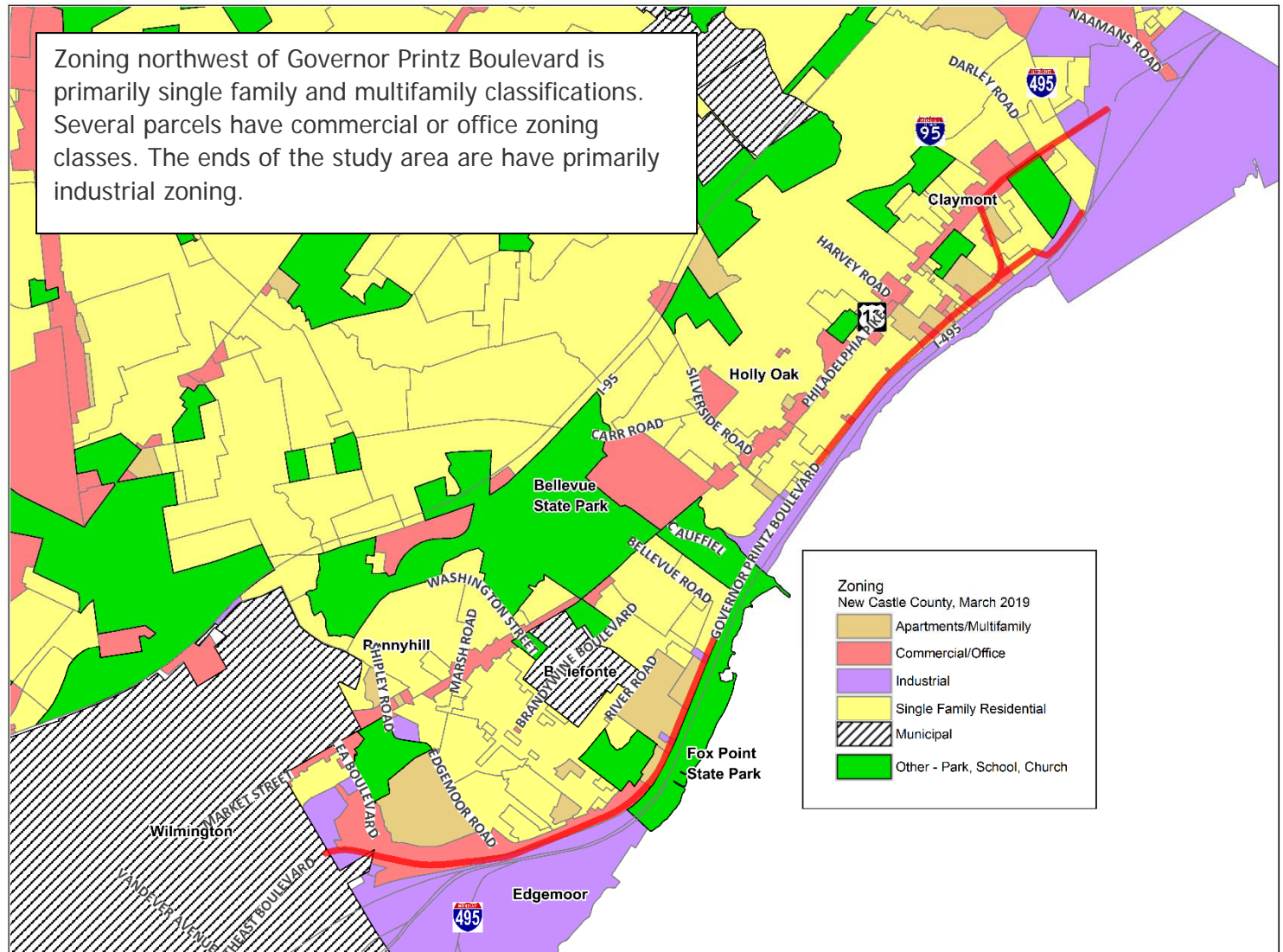
Existing Land Use

The Governor Printz Boulevard Corridor is lined by a mix of single and multi-family homes, and commercial areas including Merchants Square and numerous small businesses. Nearby Philadelphia Pike serves as the “Main Street” for the surrounding communities. Redeveloping industrial areas in Edgemoor and north Claymont bookend the study area. State parks define the character of the corridor’s center, with Fox Point to the southeast and Bellevue to the northwest.



Existing Zoning

Zoning northwest of Governor Printz Boulevard is primarily single family and multifamily classifications. Several parcels have commercial or office zoning classes. The ends of the study area are have primarily industrial zoning.

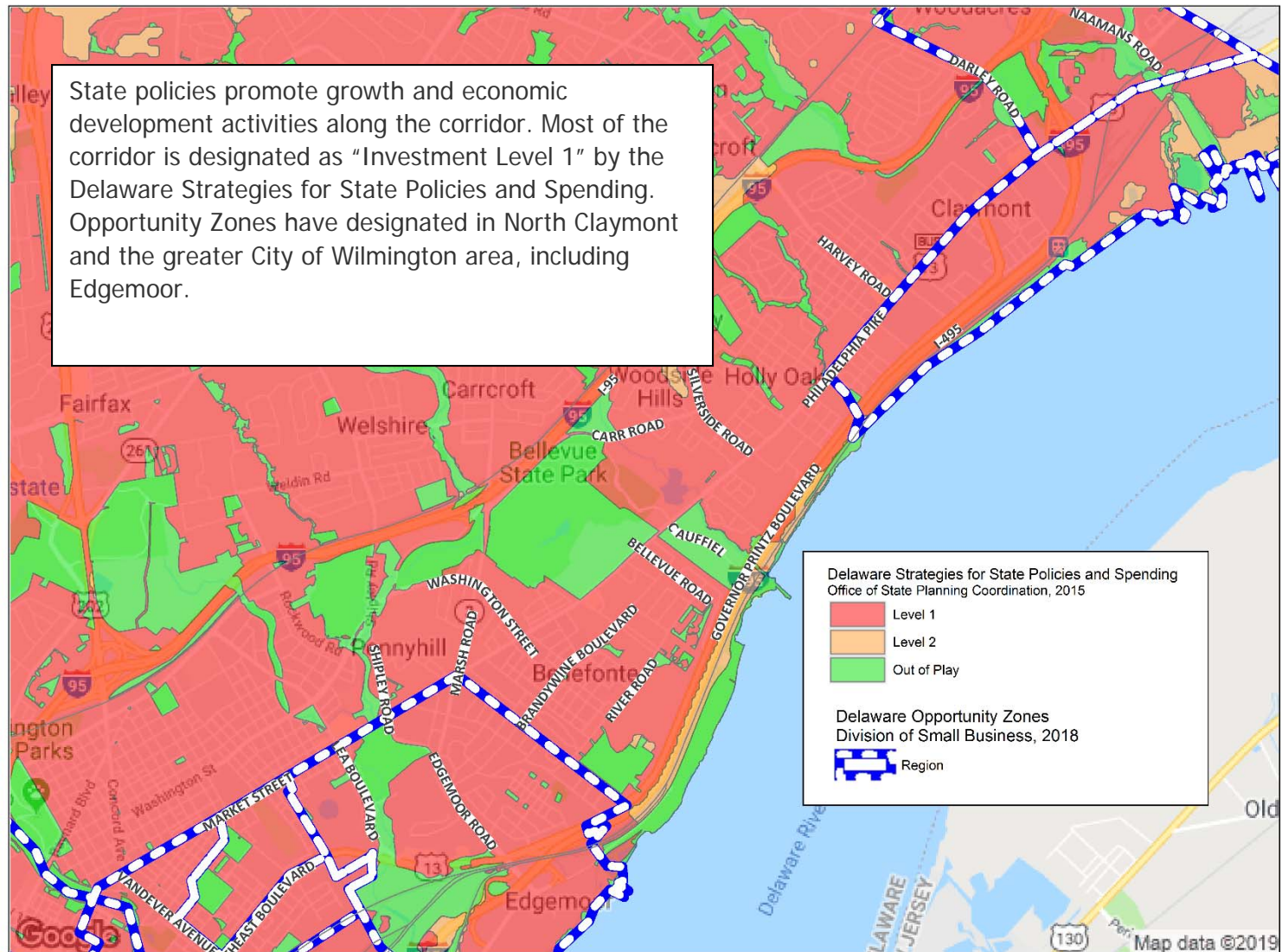


Potential Use

Strategies for State Policies and Spending

Required by Delaware Code, the Strategies for State Policies and Spending coordinate land-use decision-making with the provision of infrastructure and services in a manner that makes the best use of natural and fiscal resources. Investment Level 1 Areas are often municipalities, towns, or urban/urbanizing places in counties. In Investment Level 1 Areas, Delaware investments and policies should support and encourage a wide range of uses and densities, promote a variety of transportation options, foster efficient use of

existing public and private investments, and enhance community identity and integrity. Overall, it is the State's intent to use its spending and management tools to maintain and enhance community character, to promote well-designed and efficient new growth, and to facilitate redevelopment in Investment Level 1 Areas. These areas would be a prime location for designating "pre-permitted areas" to help steer development where the local government and citizens are most prepared to accept it.



Opportunity Zones

Opportunity Zones are an economic development tool designed as revitalization programs in economically-distressed communities in Delaware and in other communities by providing tax benefits to investors. In 2018, eight areas (with a total of 25 census tracts) were designated as Opportunity Zones across Delaware, including two in the Governor Printz Corridor Study Area: (1) the former DuPont Edge Moor site that will part of the Gufftainer Port of Wilmington expansion, and (2) the former Claymont Steel site that is being redeveloped by Commercial Development Corporation as a mixed-use facility anchored by the new Claymont Regional Transportation Center built by DTC. These Opportunity Zones were designated by the U.S. Department of the Treasury and the hope is that they will see additional private sector investment and redevelopment thanks to tax incentive available to developers.

Edgemoor – New Terminal

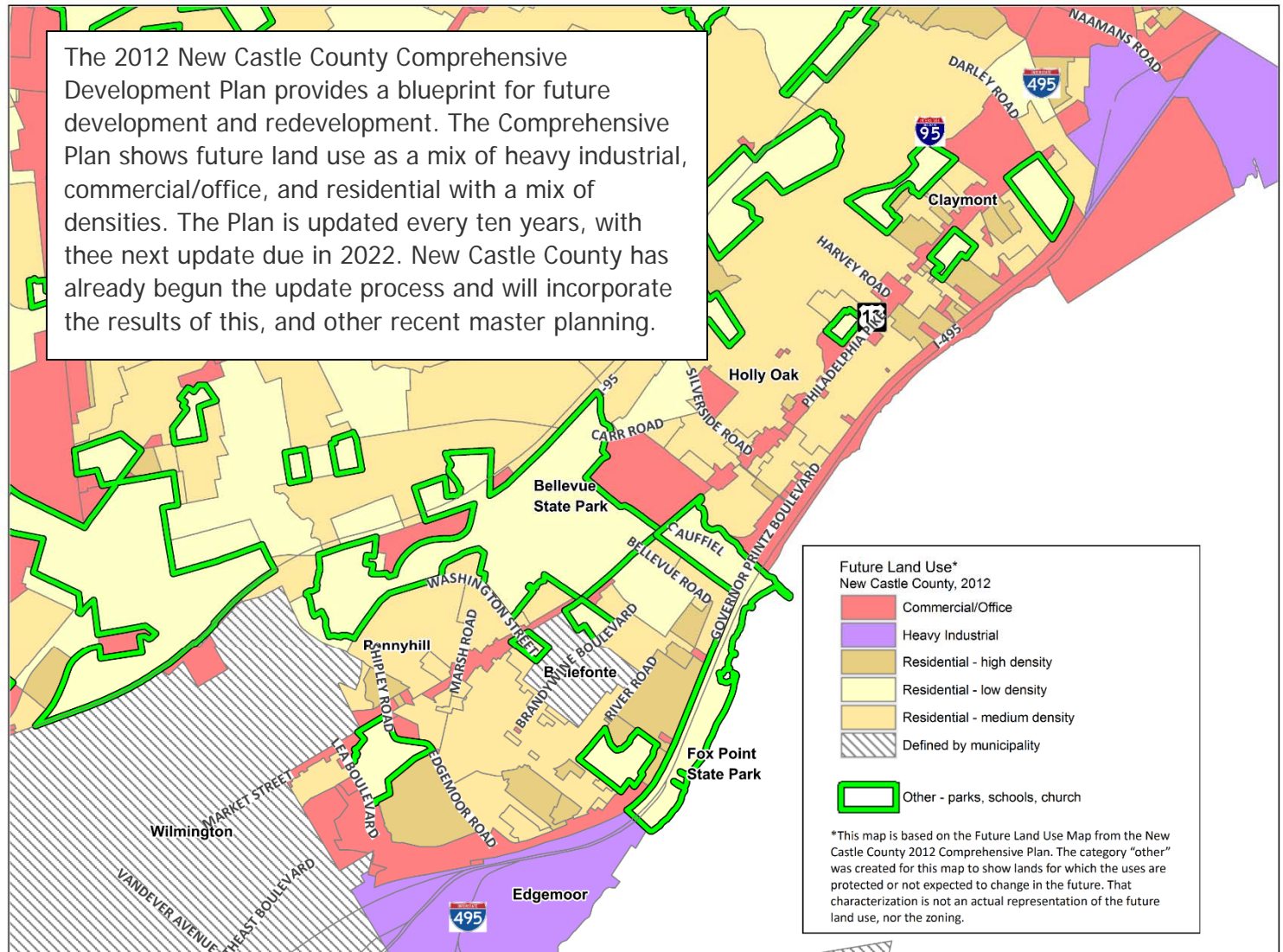


- GT USA will commence construction in 2021
- GT USA will open new state of the art common user container terminal with capacity of 750,000 TEUs in 2023
- GT USA will utilize an RTG yard configuration that will be seamlessly integrated to maximize operational efficiency
- Included new state of the art Refrigerated Warehouse
- GT USA will build out facility and add equipment based on increased volume up to capacity of 1.2 million TEUs



New Castle County Future Land Use

The 2012 New Castle County Comprehensive Development Plan provides a blueprint for future development and redevelopment. The Comprehensive Plan shows future land use as a mix of heavy industrial, commercial/office, and residential with a mix of densities. The Plan is updated every ten years, with the next update due in 2022. New Castle County has already begun the update process and will incorporate the results of this, and other recent master planning.



Economic Development



MERCHANT'S SQUARE

WILMINGTON, DE

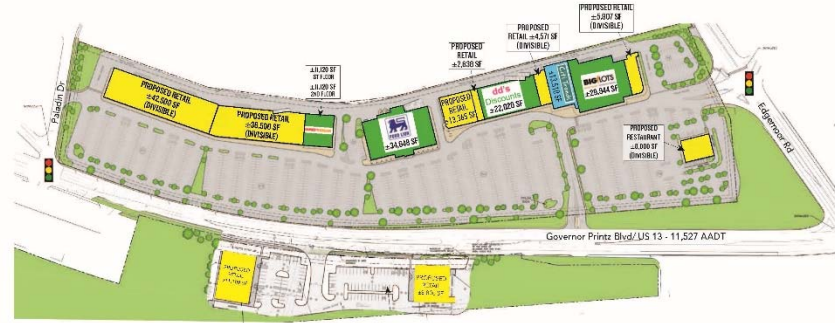
SITE PLAN

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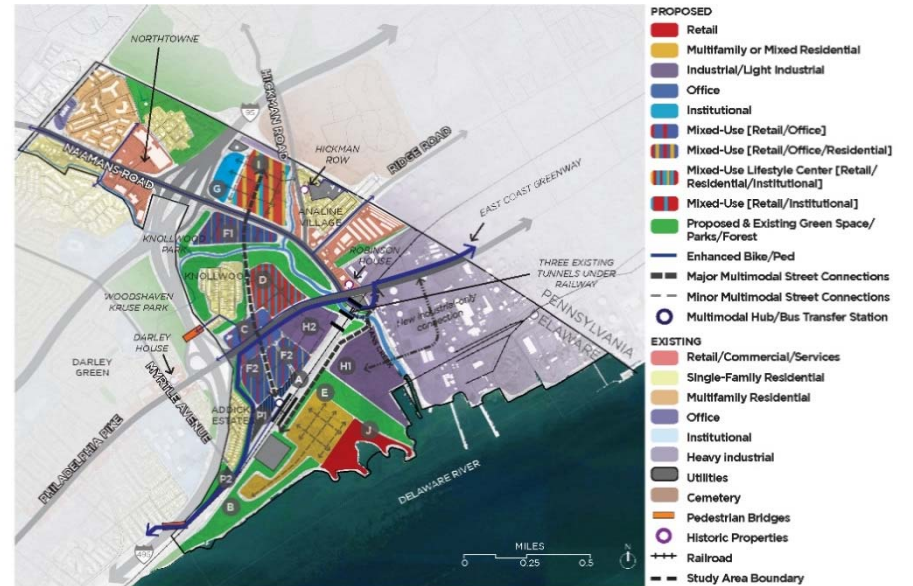
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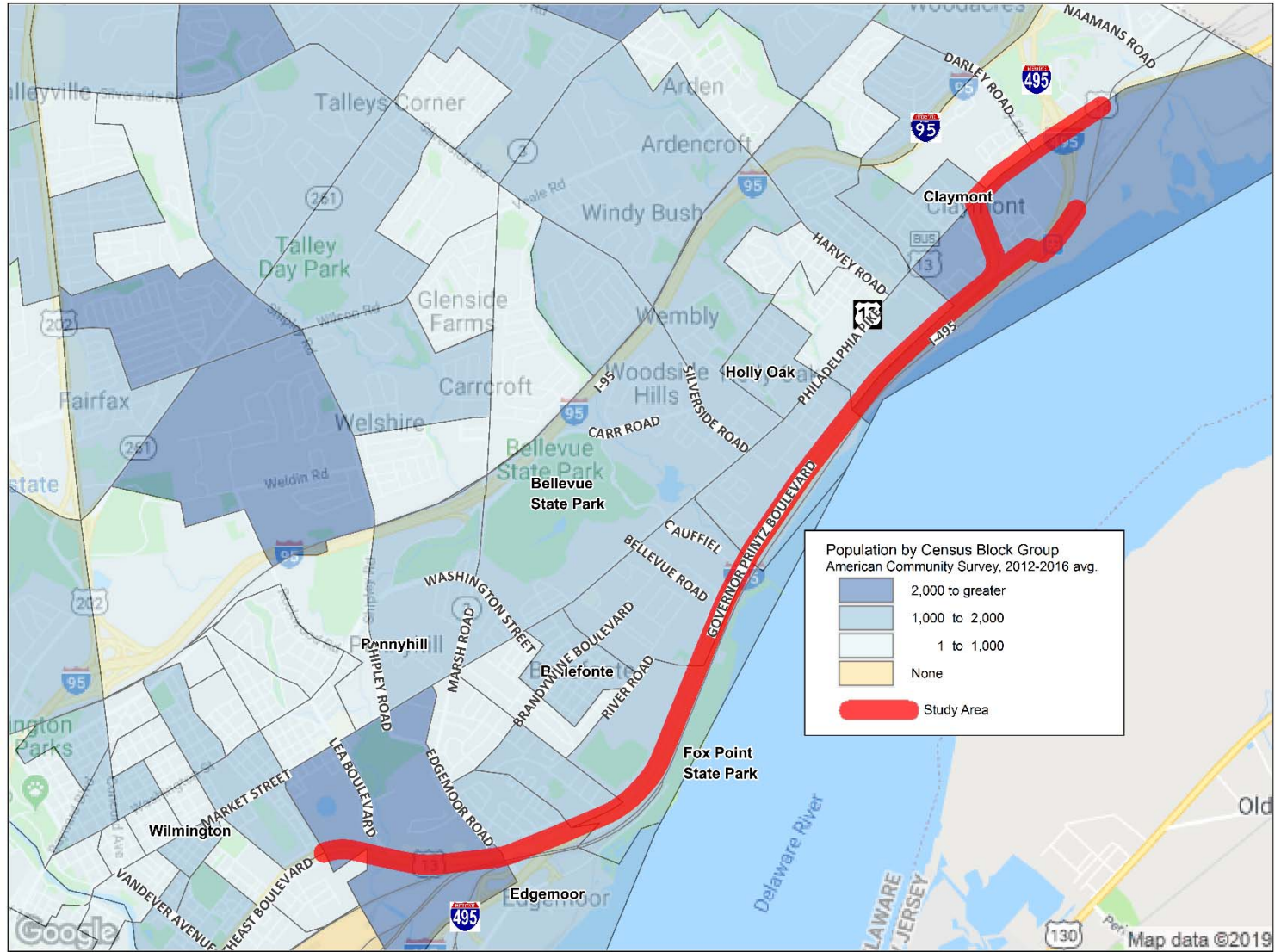
- Available
- Signed Lease
- Open

The information contained herein has been prepared from sources deemed to be reliable. MSC Retail does not warrant the accuracy or completeness of the information. The information is provided for informational purposes only and is not intended to constitute an offer of any financial product or service. Please consult your advisor for more information.

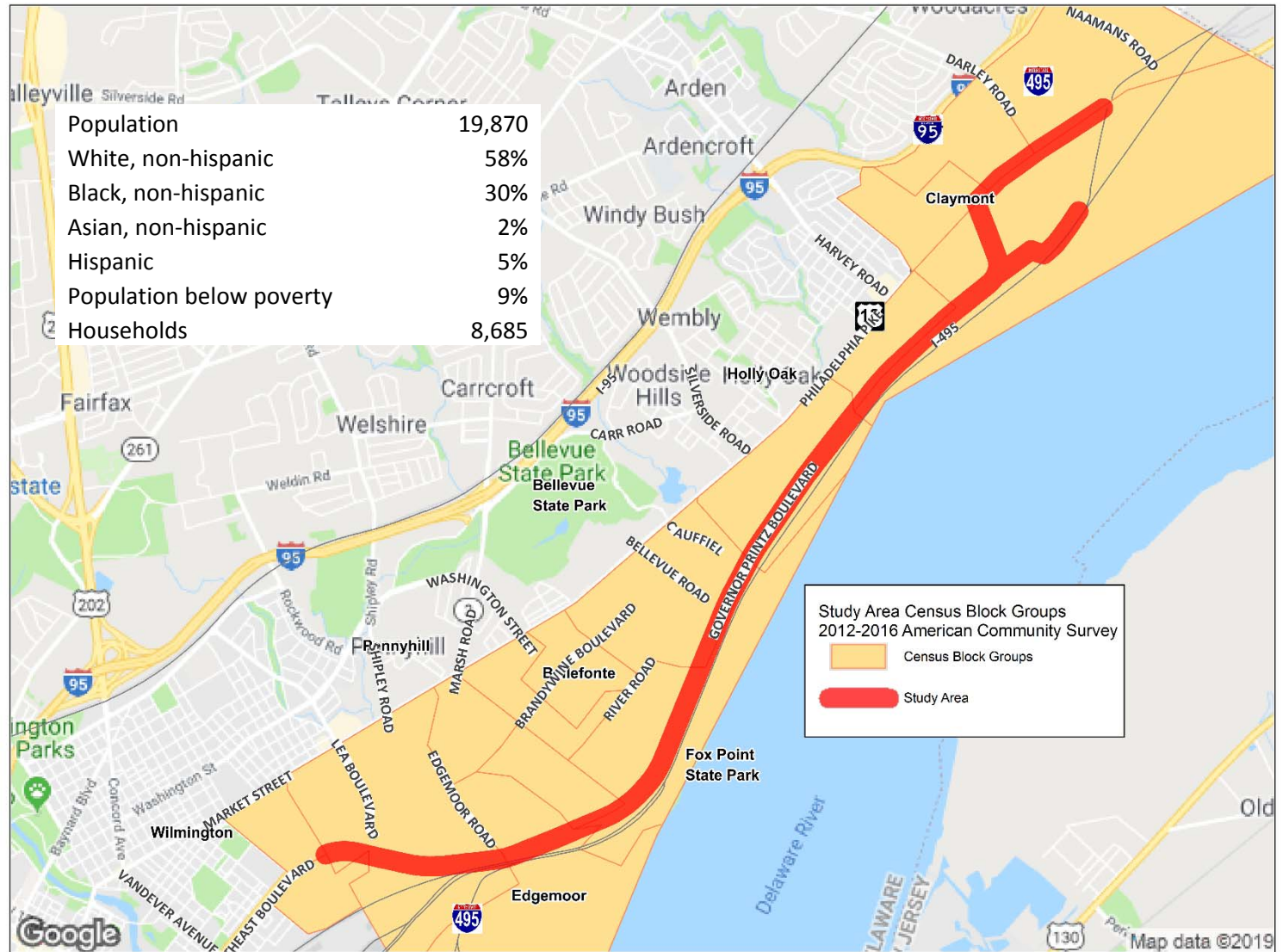


Demographics

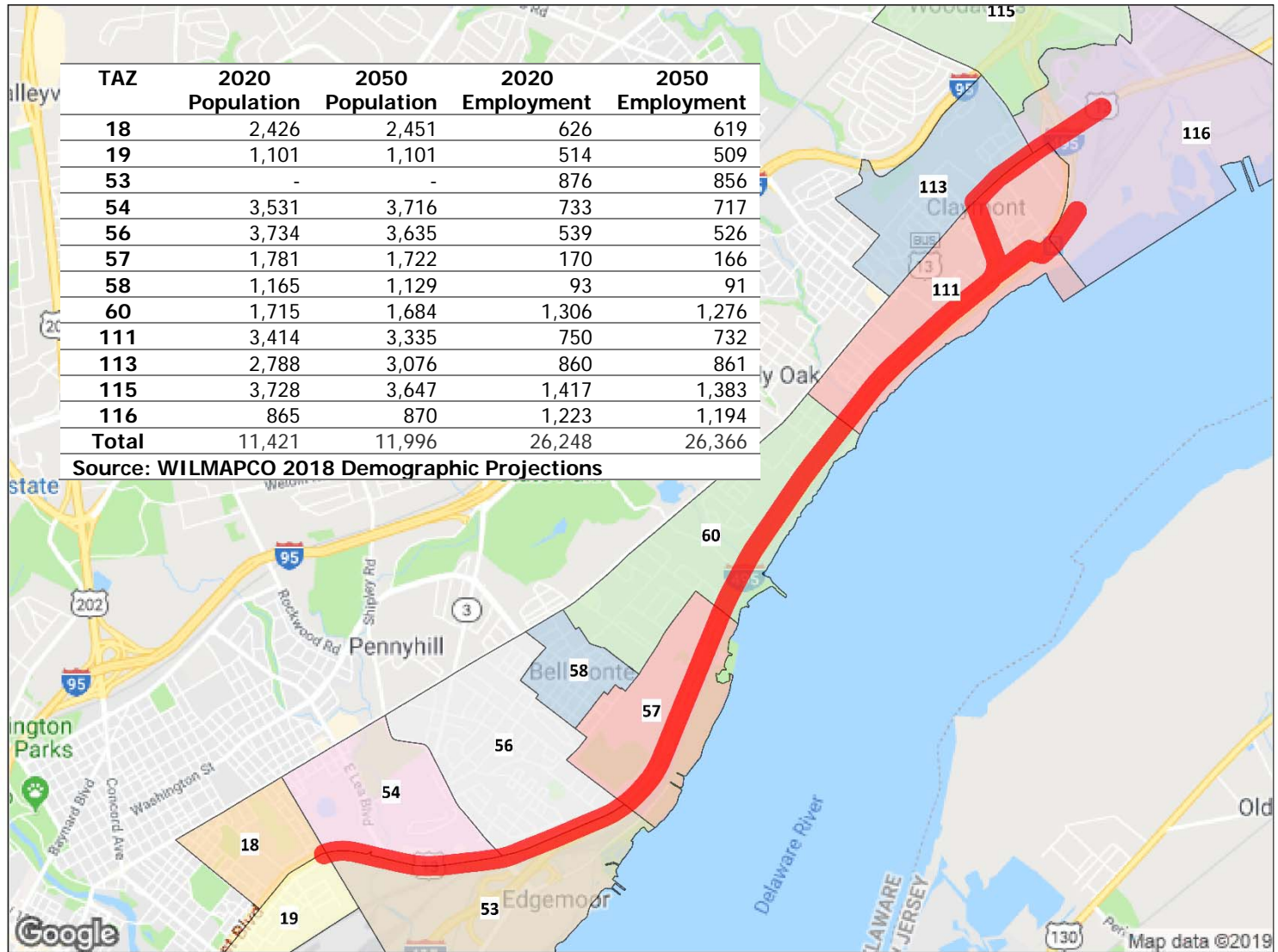
Population



Demographic Makeup



Population and Employment Projections

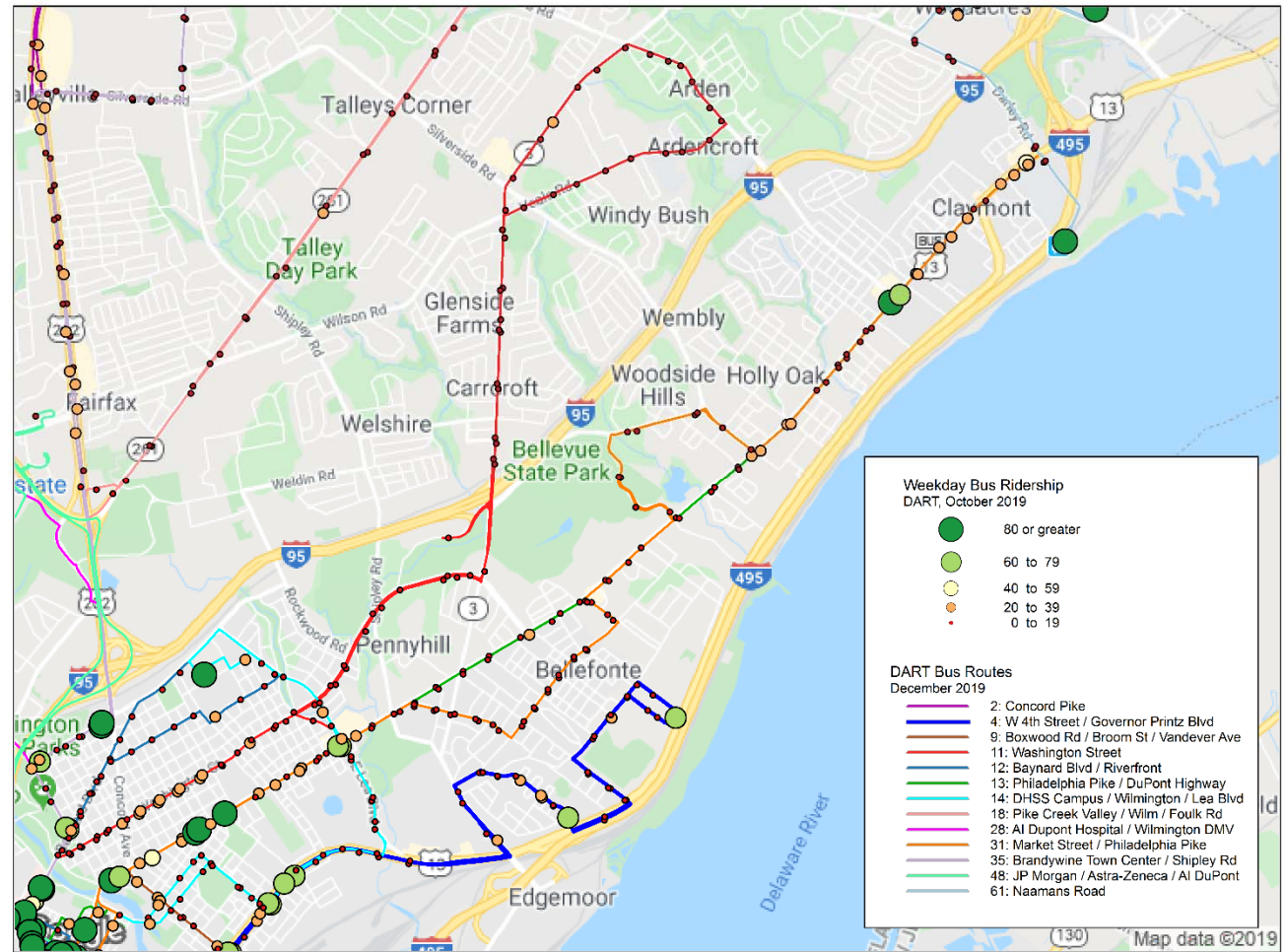


Transportation

Transit

Governor Printz Boulevard is served directly by DART bus transit, DART Route 4, only on the southern end. At the northern section of the study area, Routes 31 and 61 serve the Claymont Train Station and Routes 13 and 31 serve Philadelphia Pike.

The busiest stop along the corridor is on Kynlyn Drive near Prospect Drive, serving the Village of Fox Point Apartments off of Governor Printz Boulevard. The bus stop at the Claymont Train Station is also heavily used.



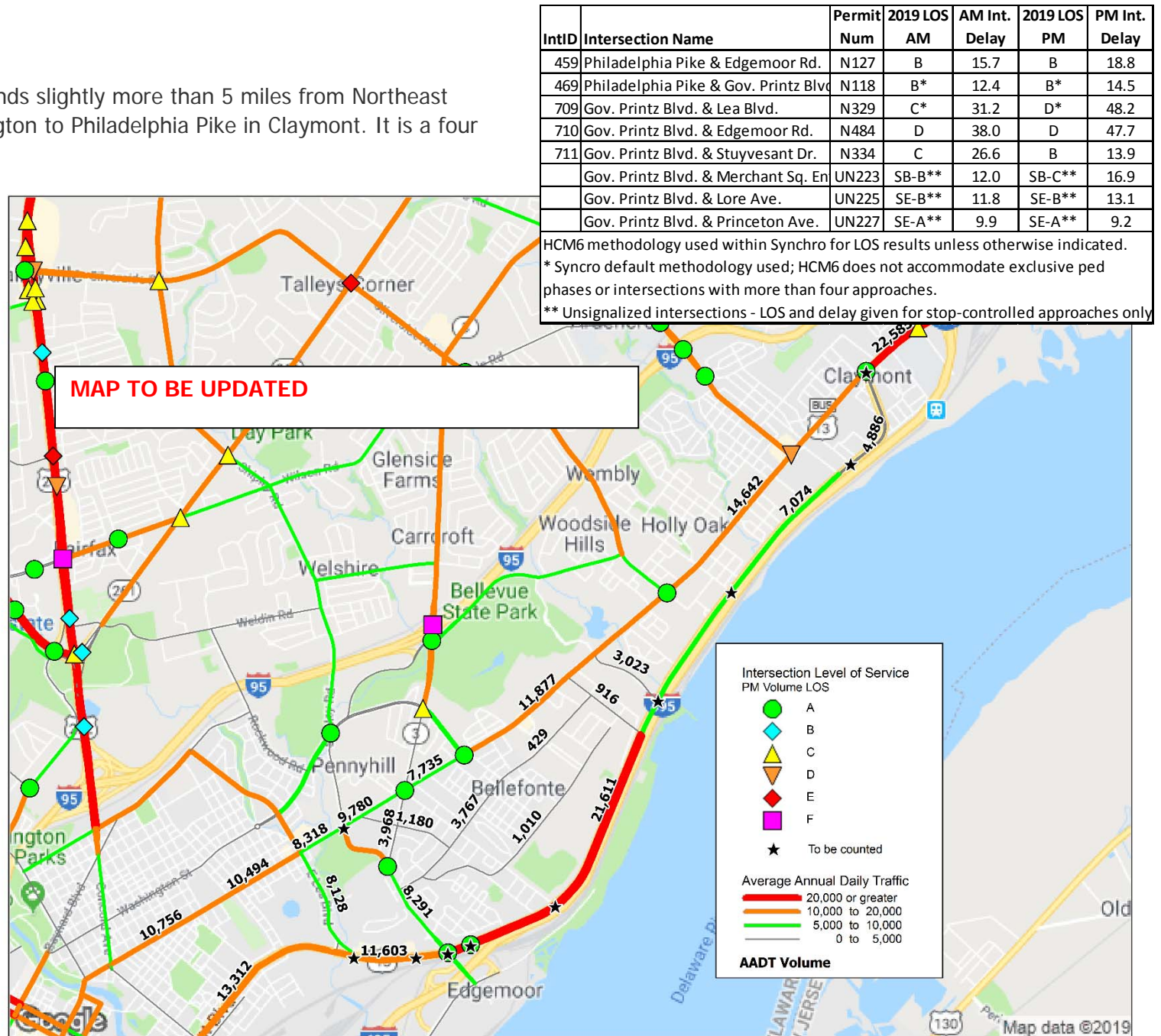
Portable Transit Score assesses the appropriateness of various intensities of transit service throughout its planning region. The methodology was adapted by WILMAPCO to assess important requisites for various intensities of transit service and assigns a value or score to traffic-analysis zones for current conditions and those expected in the future. A transit score for a particular mode is based on three factors—gross population densities, jobs, and zero-car households per acre. The City of Wilmington’s conditions support the greatest intensity of transit services. Along the study corridor, most TAZs support moderate to frequent bus transit.



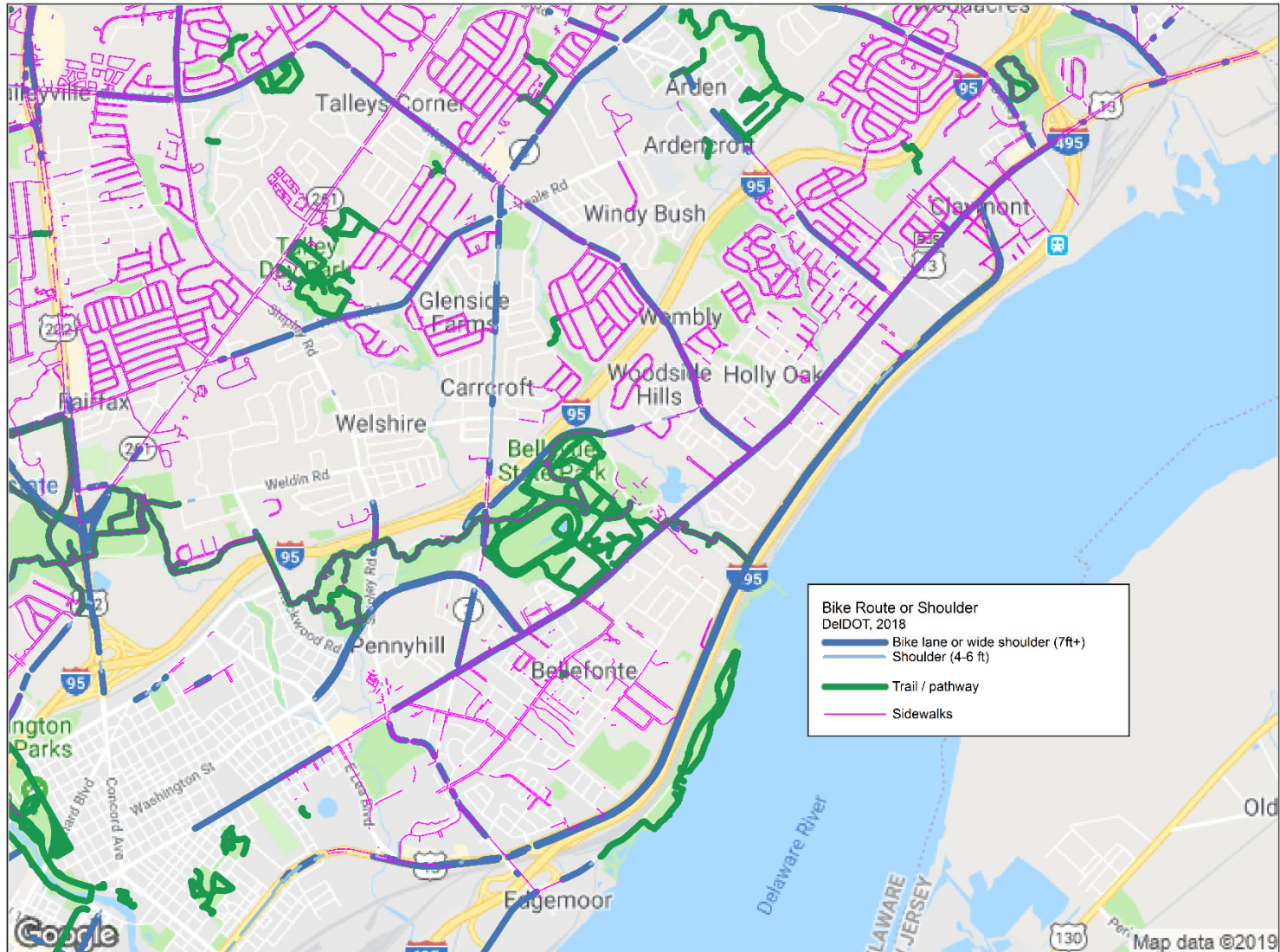
Roads

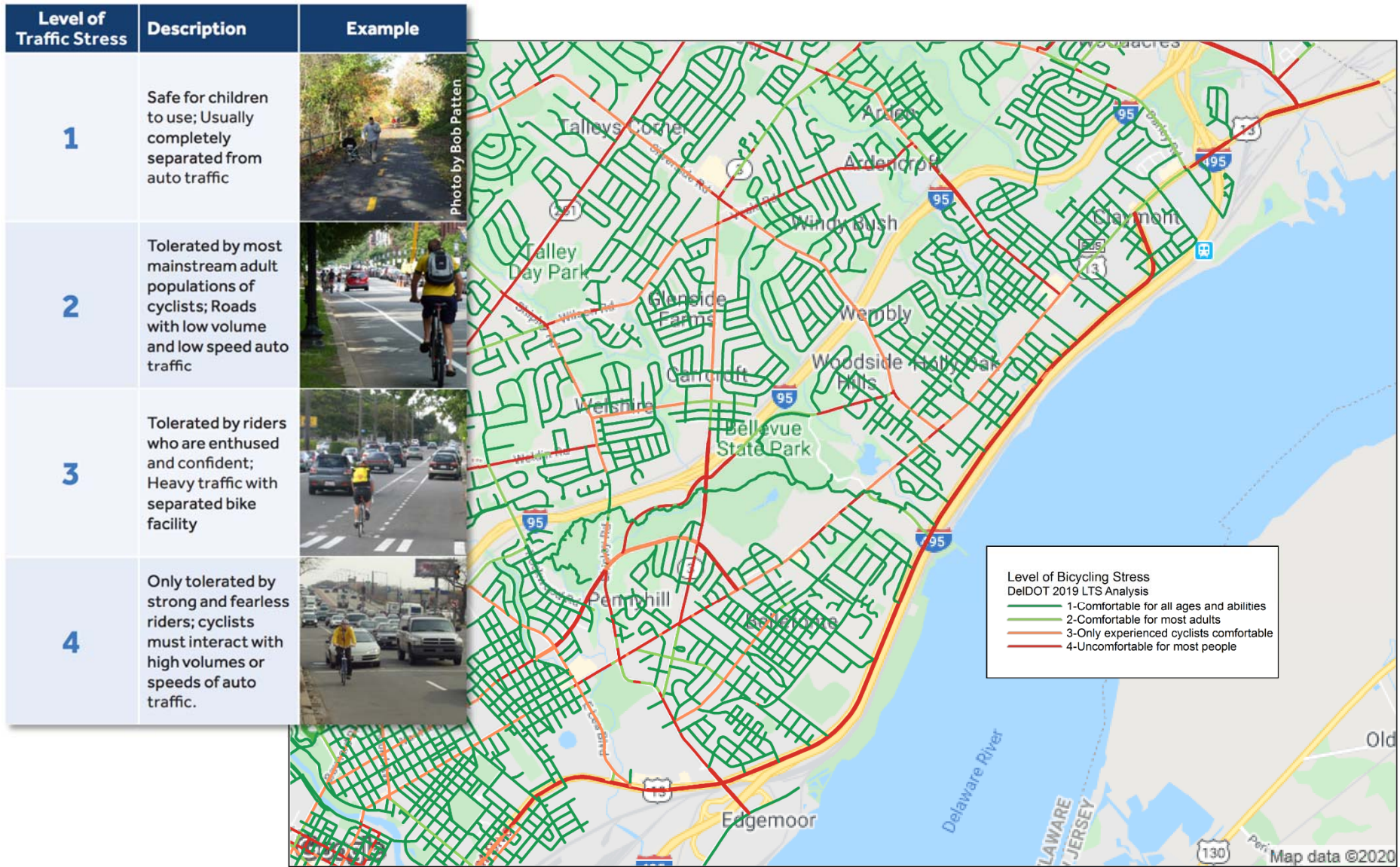
Governor Printz Boulevard extends slightly more than 5 miles from Northeast Boulevard in the City of Wilmington to Philadelphia Pike in Claymont. It is a four lane roadway divided by a center median. With the exertion of the section between Edgemoor Road and Bellevue Road, the corridor is very lightly traveled. The greatest traffic volumes within the study area are along Philadelphia Pike from Governor Printz Boulevard to I-495.

Limited intersection data is currently available for Governor Printz Boulevard, however several counts are planned for fall 2019.



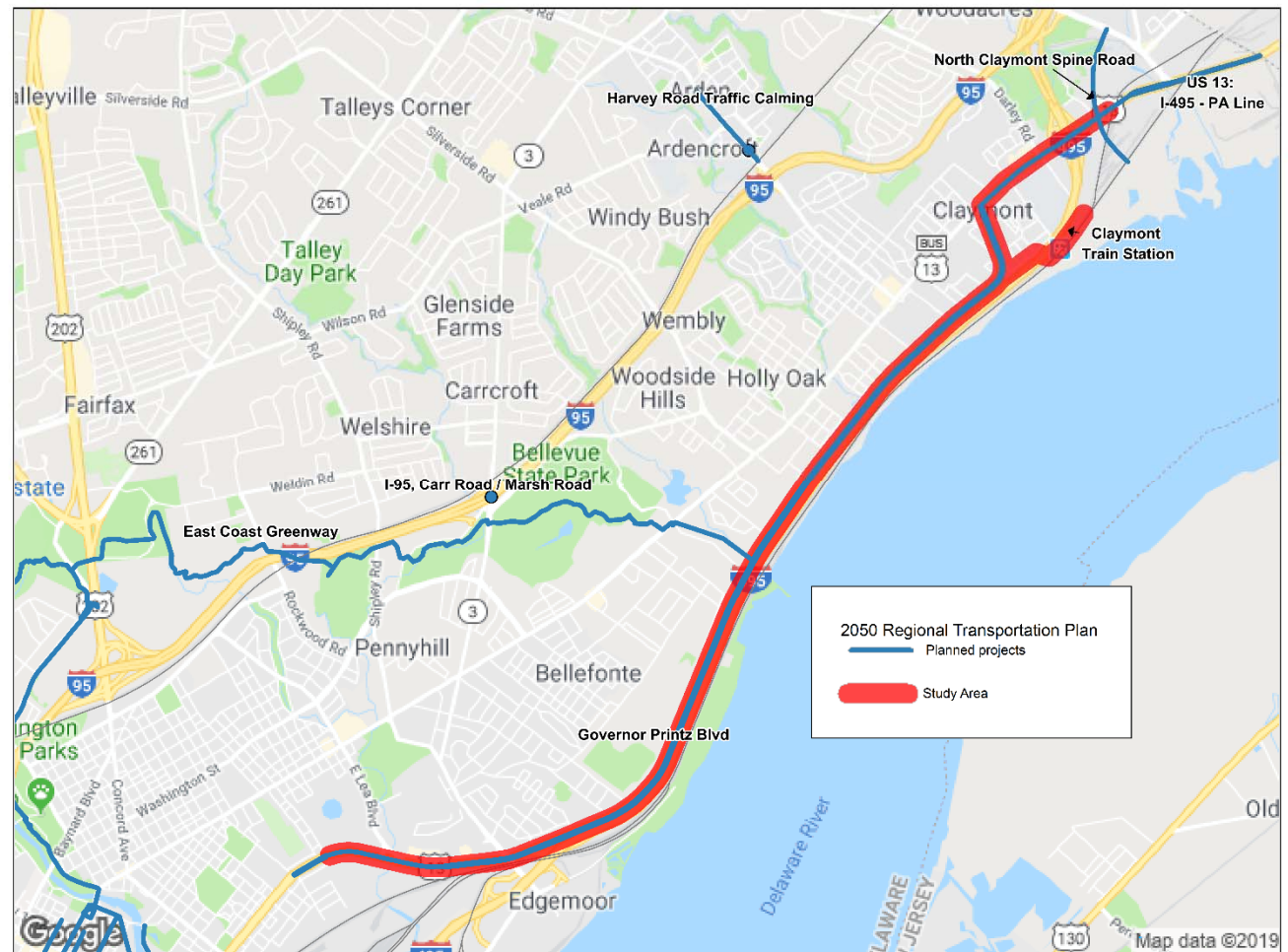
Bicycle and Pedestrian





Planned Transportation

No transportation projects are currently funded for Governor Printz Boulevard. Placeholder funding is shown in the Regional Transportation Plan for long-term implementation of this study's recommendations. The new Claymont Train Station is the most significant current project in the area. Nearby, road diet reconfigurations have been completed or planned for Philadelphia Pike.

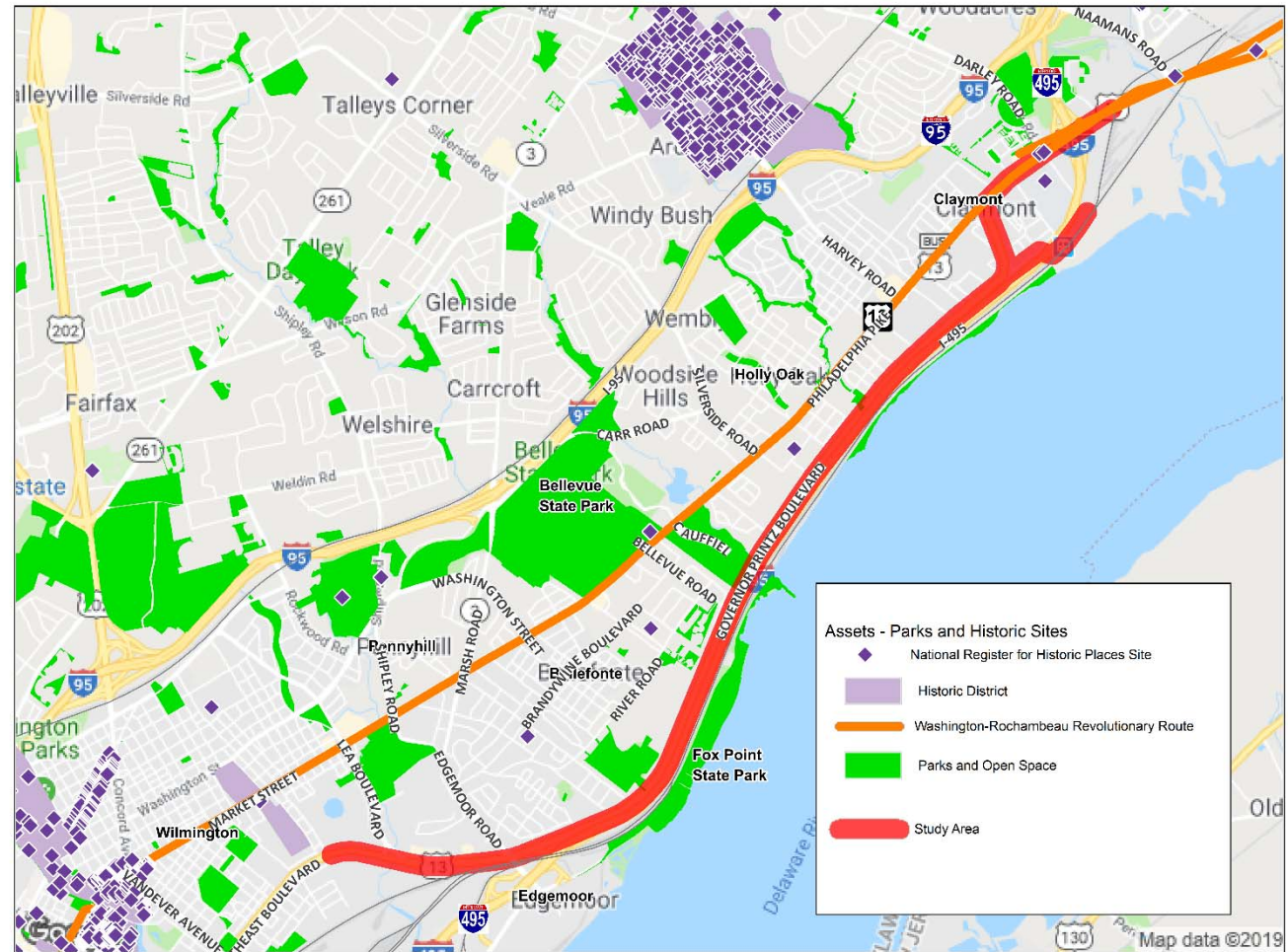


Environmental and Cultural Resources

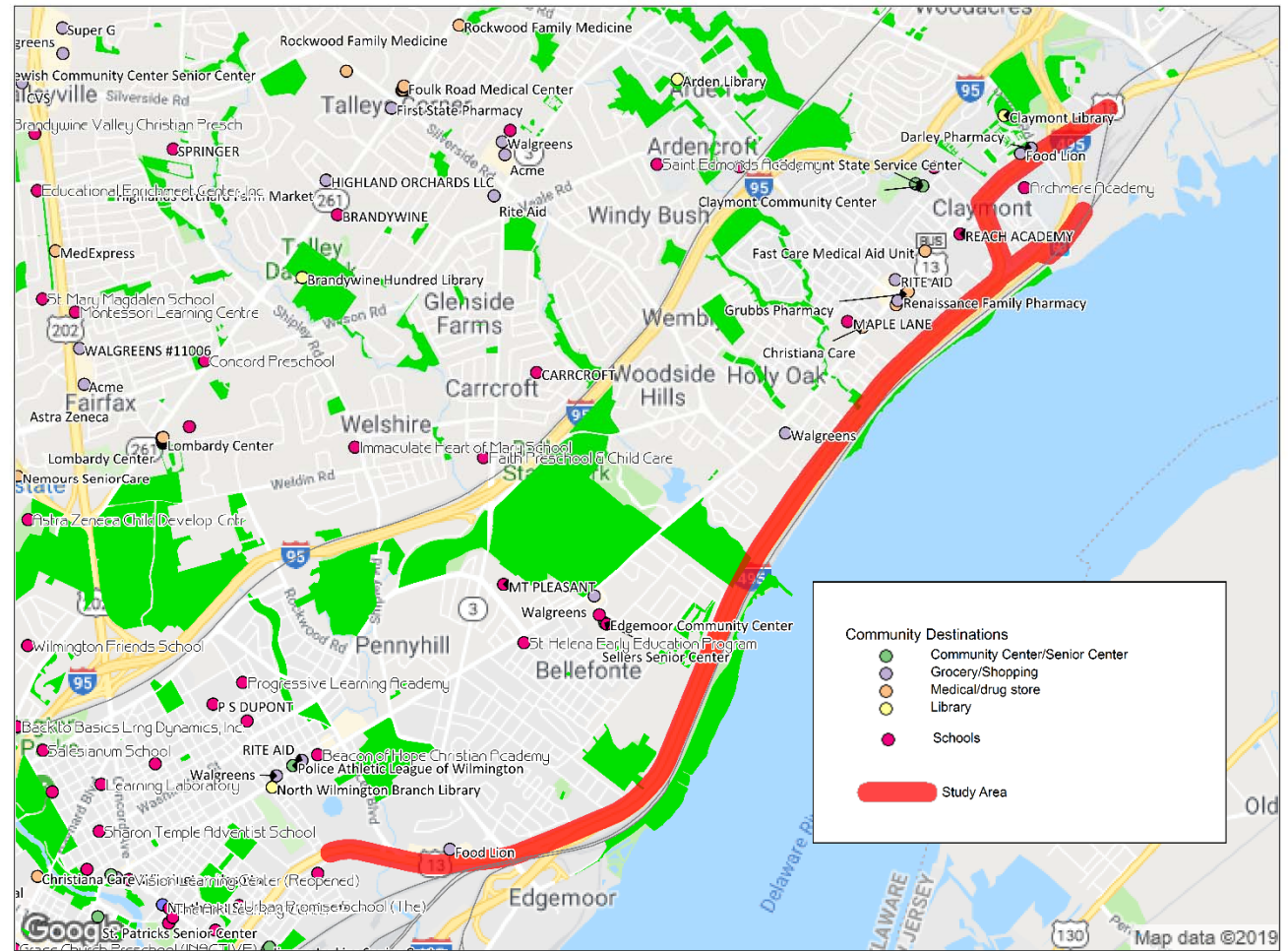
Assets

Two State Parks—Fox Point and Bellevue—are located near the corridor. Currently, travel between these parks can only be comfortably done by driving.

Several National Register Historic Sites are located on the northern portion of the corridor in Claymont. The Washington-Rochambeau Revolutionary Route parallels Governor Printz Boulevard along Philadelphia Pike.

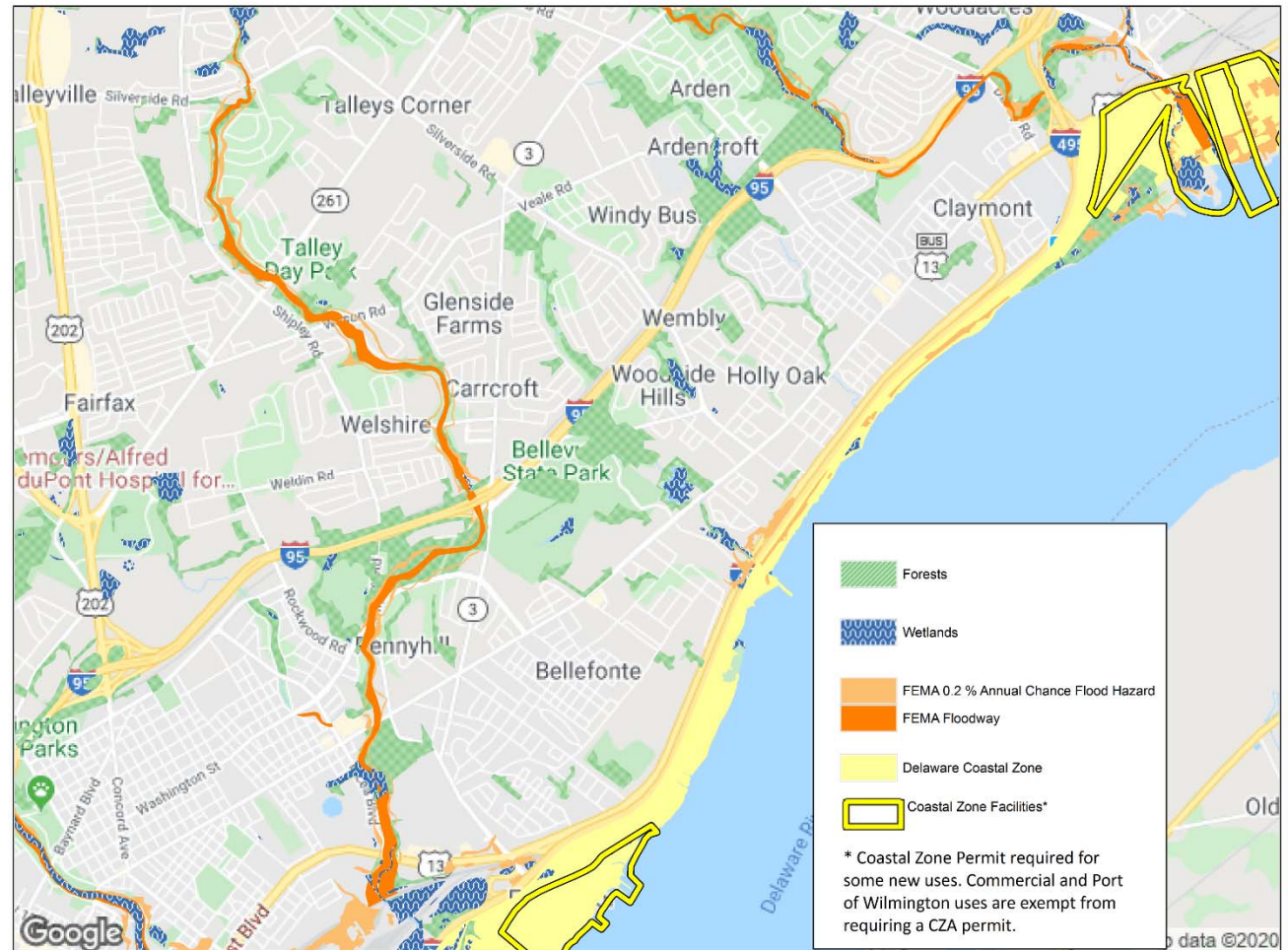


Most community destinations are located northwest of Governor Printz Boulevard.

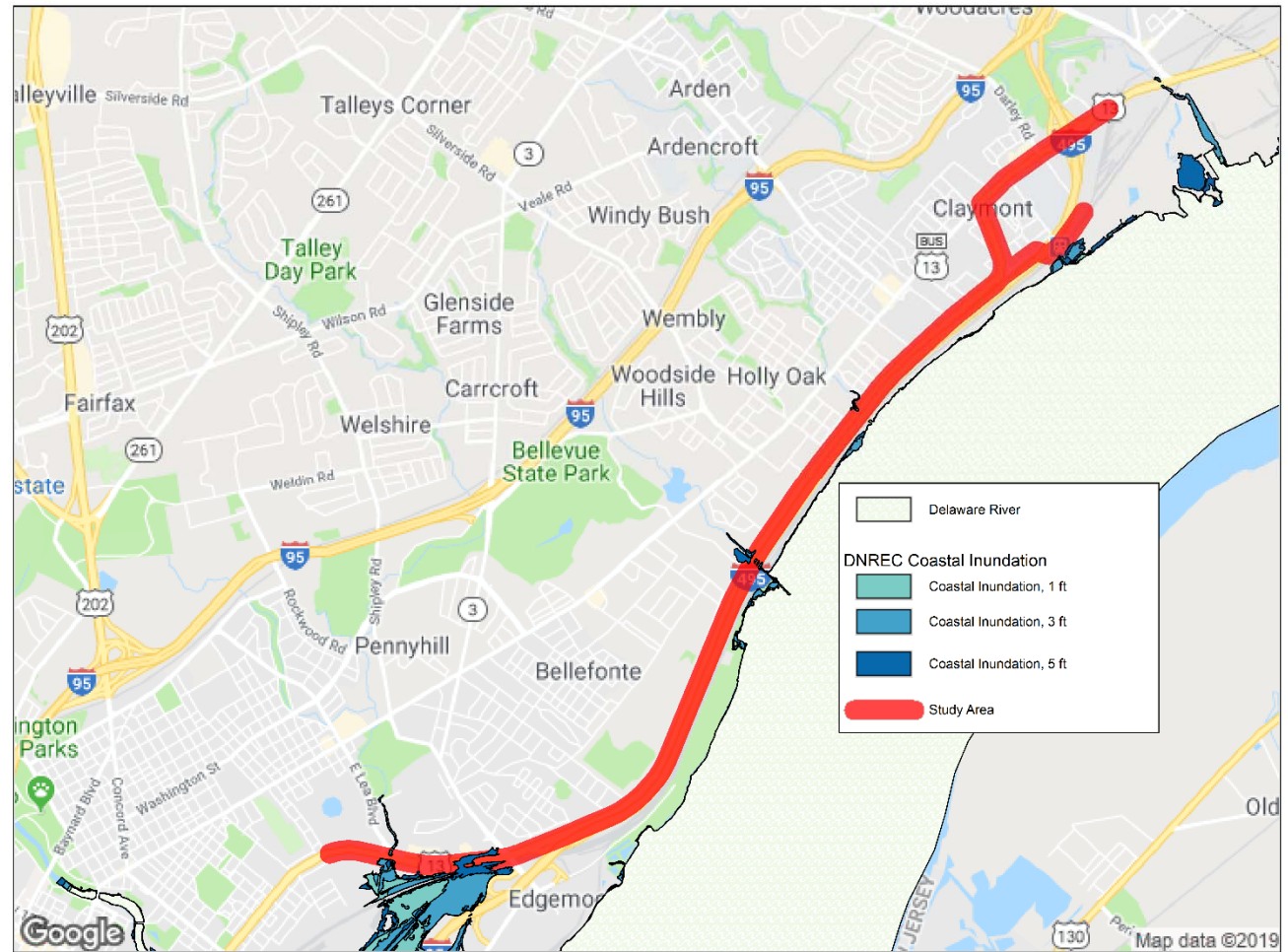


Constraints

With the exception of the former Claymont Steel site and Dupont Edgemoor site, new industrial development is allowed to the east of Governor Printz, which lies in the Delaware Coastal Zone. Identified Coastal Zone facilities may be redeveloped as industrial or manufacturing, but these new uses would require property owners to apply for a Coastal Zone Conversion Permit. Many uses including commercial, residential, and the Port of Wilmington are exempt from Coastal Zone Act permitting requirements. All other DNREC (including site remediation), New Castle County, and DeIDOT environmental regulations would still apply.



Some locations of flooding and sea level rise concern have been identified.



Next Steps

The remaining tasks for the development of the Governor Printz Boulevard Corridor Study will include extensive community and stakeholder outreach. An Advisory Committee will be formed, and will include elected officials, civic associations, property owners, businesses, and community organizations. Future tasks for the study include:

Task 2: Community Visioning

Following completion of Task 1, extensive community and stakeholder outreach will begin. The initial engagement process—community visioning—will gather community input about the issues and opportunities seen within the corridor. Strategies to elicit local feedback will include on-the-ground outreach, online interaction, and coordination with committees. A Visioning Workshop will use an interactive approach to assess community preferences.

Task 3: Define Assumptions and Initial Transportation Concepts for Analysis

Planning partners will define alternatives for evaluation. Alternatives will be based on input from the visioning process, past planning, and identified economic, land use, transportation, and environmental issues, opportunities and constraints. Concepts will include alternative cross-sections and designs, and connections to neighboring communities and trail networks. Concepts should include roadway capacity needs, pedestrian and bicycle infrastructure including accommodation of the East Coast Greenway, freight, bus transit, green stormwater infrastructure, and interconnections with the surrounding transportation network.

Task 4: Assess Feasibility of Preferred Concept

Alternatives identified as reasonable during Task 3 will be further evaluated. Options will be assessed with respect to various modes of transportation, environmental impacts, and adjacent land uses. This evaluation will provide a technical analysis of travel time and level of service impacts. A Planning and Environmental Linkages (PEL) study will consider potential impacts to natural, cultural, and socioeconomic resources at an early planning level. A second public workshop will present the scenarios and analysis for community feed to guide selection of a preferred recommendation.

Task 5: Select Preferred Concept and Prepare Final Report

The planning team will use both the community input received and technical analysis to develop a report documenting recommendations for the corridor. Recommendations will range from short-term “quick wins” to long-term larger projects.