

NO C2 ON BANCROFT

INFORMATION REGARDING
OPPOSITION TO C-2 ZONING
FOR TSIONAS “THE BANCROFT”
AT 11TH & BANCROFT
PARKWAY

ABSTRACT

This started as an attempt to create a 1-page flyer to distribute information from someone who felt responsible to distribute information gained at two of three working group meetings held by Tsionas and their project team, along with ~4-6 local residents.

Draft by Michael Nowaczyk
michaelnowaczyk@hotmail.com

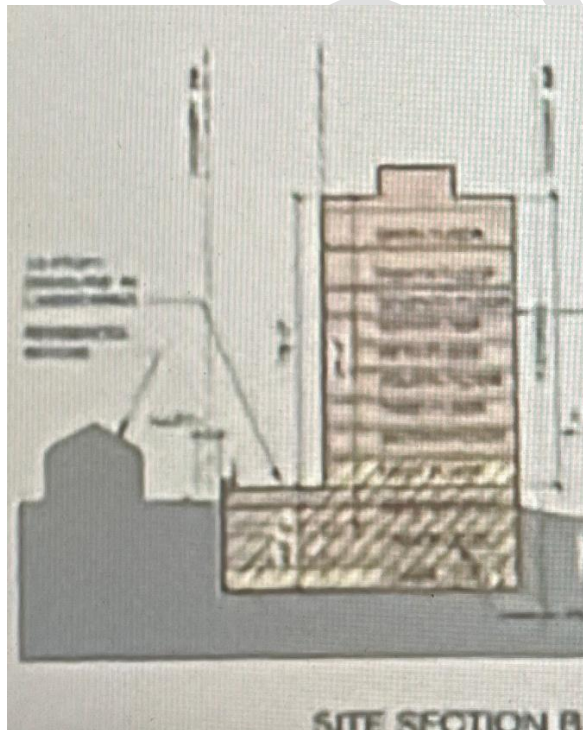
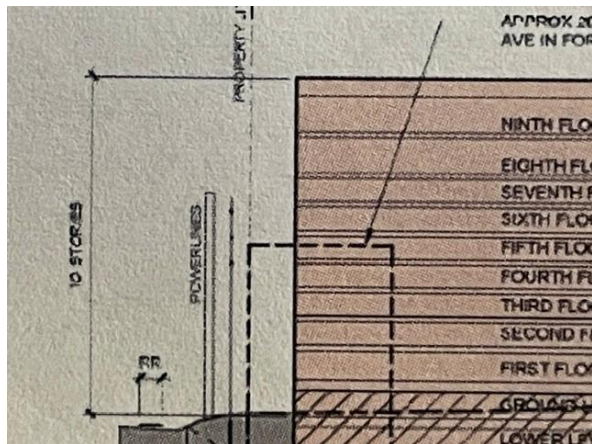
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1. What you need to know

Email City Council to Express Your Opinion on Rezoning for a luxury apartment tower on Bancroft Parkway.

Requested Zoning Change at 11th & Bancroft Parkway for Tsionas “The Bancroft”

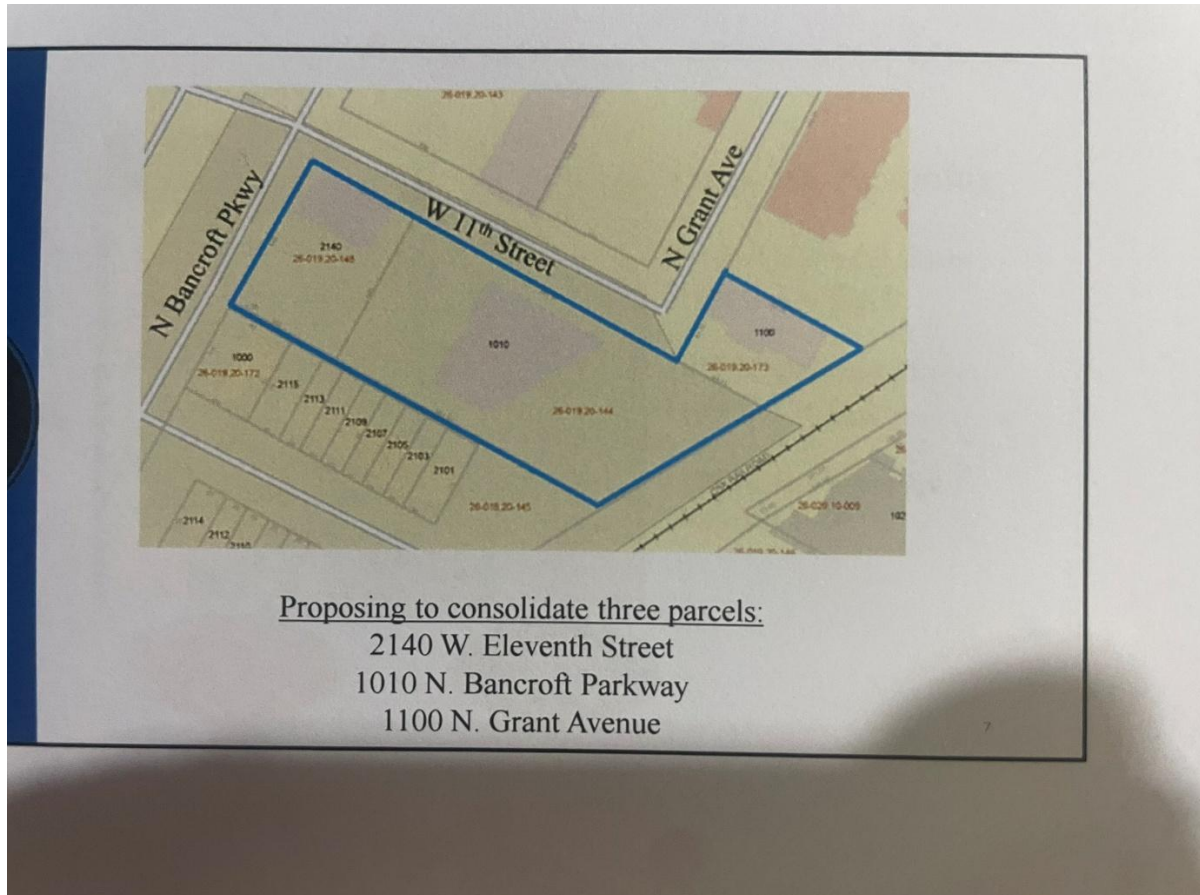


If citizens don't speak up, City Council is likely vote to approve C-2 Zoning that would essentially allow a 9-10 story hotel on Bancroft Parkway, setting a dangerous precedent.

2. What you need to do to oppose or support

DRAFT

3. Images Provides by Developer





DRAFT





Bancroft Project
Working Group
Meeting #3

February 18, 2026
Columbus Inn, 2216 Penn. Ave, Wilmington, DE 19806 - 6:00 p.m.

1

Introductions

2

The Team

Tsionas Management Co., Inc. - Developer

- Fern Clendaniel Architects - Architectural Design
- Vandemark & Lynch - Civil Engineering
- Barnes & Thornburg LLP - Land Use/Legal
- Bowman - Traffic/Analysis Engineering

3

Overview/Recap

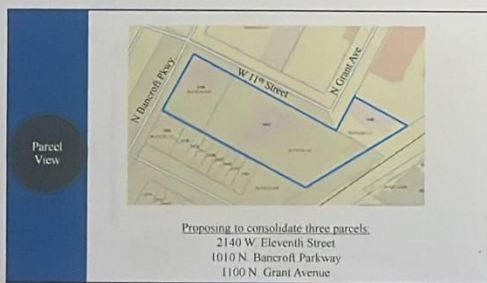
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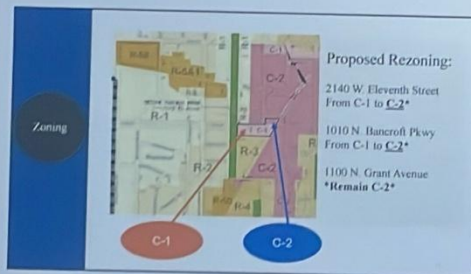
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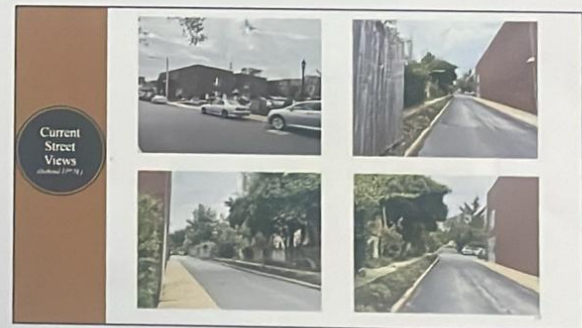
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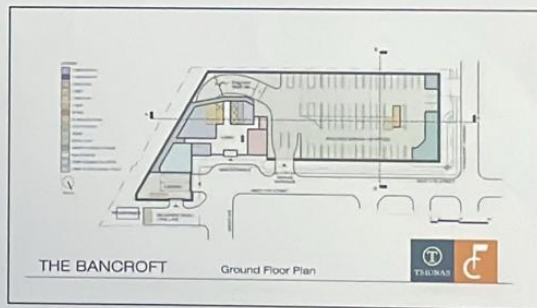
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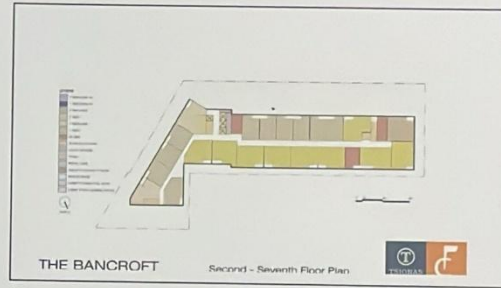
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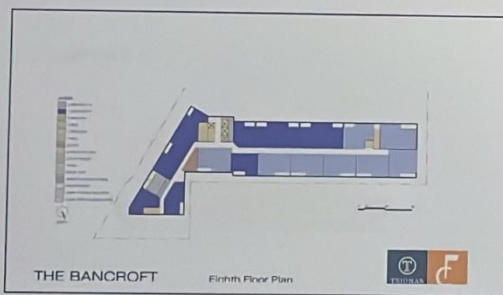
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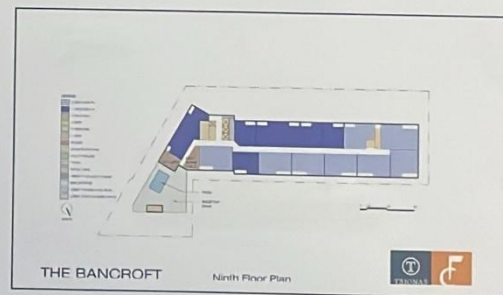
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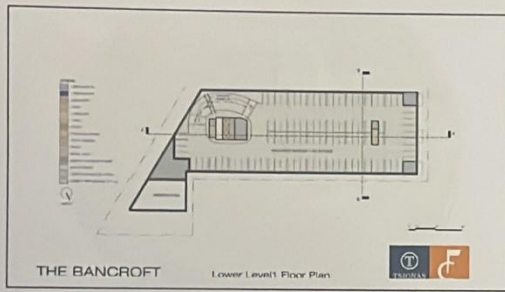
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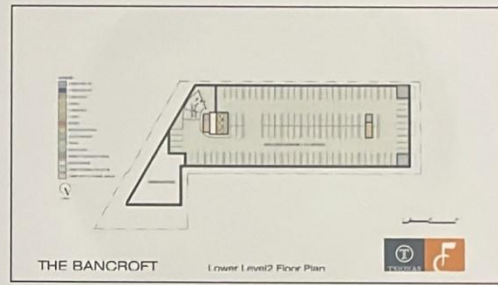
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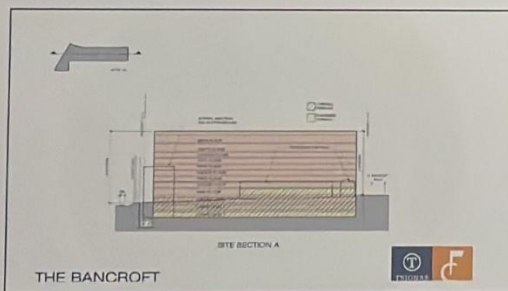
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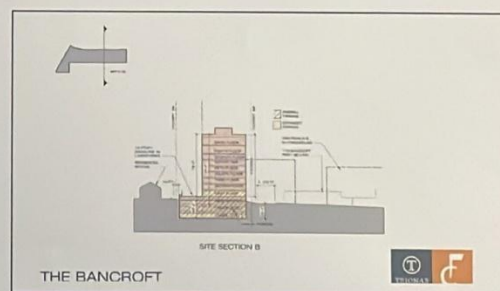
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Timeline

- September 2025
 - Bancroft Village HOA Executive Board Meeting
- September 2025
 - Working Group Meeting #1
- January 2026
 - Working Group Meeting #2
- February 2026
 - Working Group Meeting #3
- March 2026
 - Returning Submissions to the City of Wilmington

Bancroft Village organized virtual meetings with individual residents and specifically noted herein have occurred throughout this timeline as well

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Open Forum

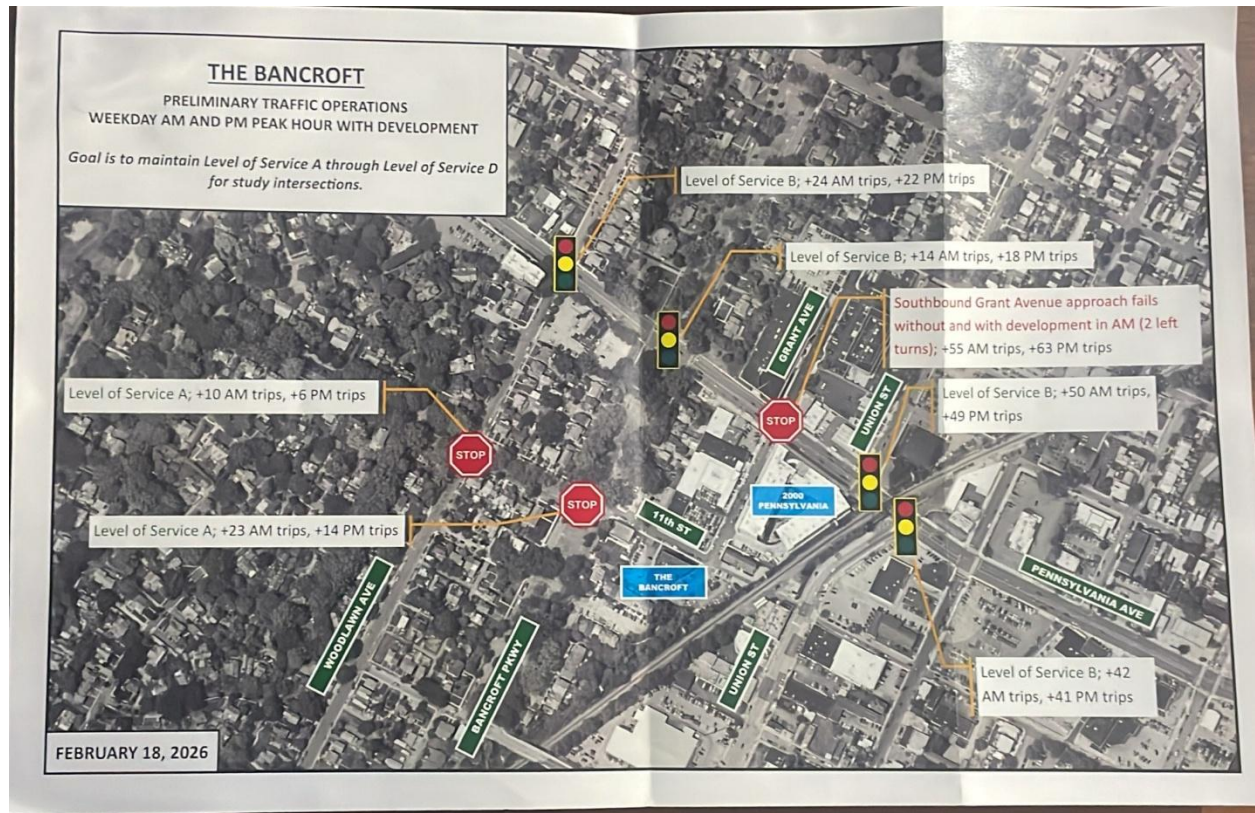
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Thank you!

Wali W. Rushdan II
(302) 300-3480
wrushdan@btlaw.com

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4. Traffic Study Images



THE BANCROFT STUDIED INTERSECTIONS



THE BANCROFT SITE TRAFFIC PATTERNS

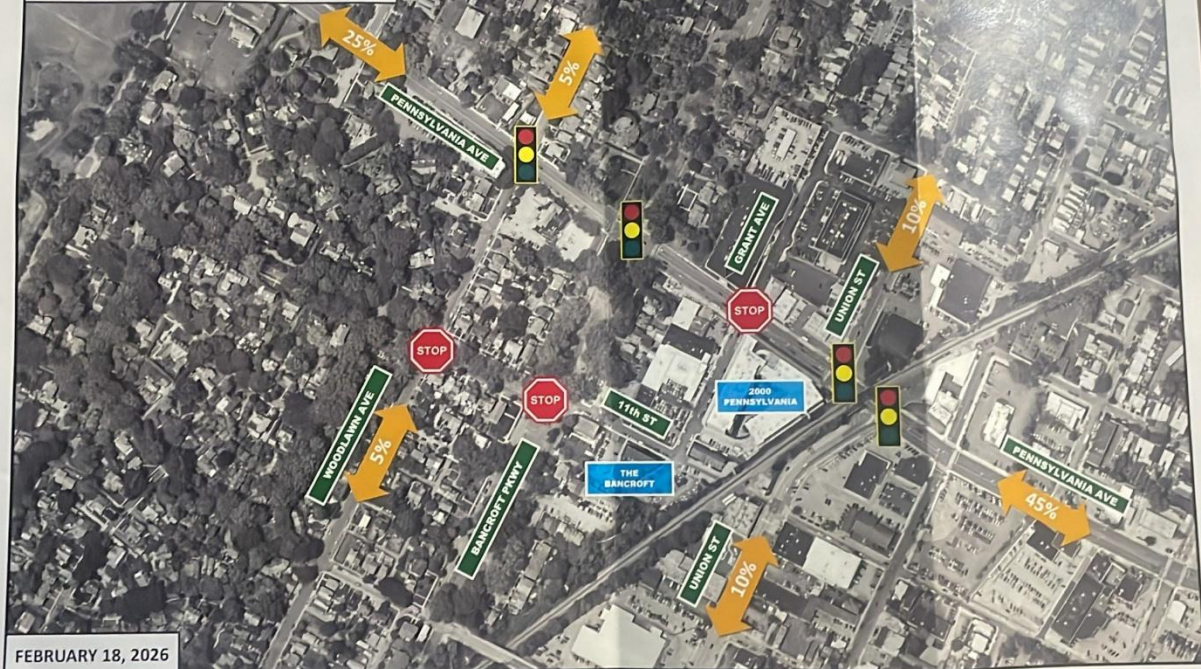


Table 1. Weekday Morning Peak Hour (60-minute) Traffic Volumes

Intersection	Existing Weekday AM Peak Hour	The Bancroft Site Trips	With Development Weekday AM Peak Hour
1 – Pennsylvania Avenue and Woodlawn Avenue	1,638	24	1,662 (+1.5%)
2 – Pennsylvania Avenue and Bancroft Parkway	1,718	14	1,732 (+0.8%)
3 – Pennsylvania Avenue and Grant Avenue	1,659	55	1,714 (+3.3%)
4 – Pennsylvania Avenue and Union Street (North)	1,874	50	1,924 (+2.7%)
5 – Pennsylvania Avenue and Union Street (South)	1,981	42	2,023 (+2.1%)
6 – Woodlawn Avenue and 11 th Street	123	10	133 (+8.1%)
7 – Bancroft Parkway (North) and 11 th Street	84	7	91 (+8.3%)
8 – Bancroft Parkway (South) and 11 th Street	109	16	125 (+14.7%)

Table 2. Weekday Afternoon Peak Hour (60-minute) Traffic Volumes

Intersection	Existing Weekday AM Peak Hour	The Bancroft Site Trips	With Development Weekday AM Peak Hour
1 – Pennsylvania Avenue and Woodlawn Avenue	1,836	22	1,858 (+1.2%)
2 – Pennsylvania Avenue and Bancroft Parkway	1,932	18	1,950 (+0.9%)
3 – Pennsylvania Avenue and Grant Avenue	1,881	63	1,944 (+3.2%)
4 – Pennsylvania Avenue and Union Street (North)	2,172	49	2,221 (+2.2%)
5 – Pennsylvania Avenue and Union Street (South)	2,366	41	2,407 (+1.7%)
6 – Woodlawn Avenue and 11 th Street	127	6	133 (+4.5%)
7 – Bancroft Parkway (North) and 11 th Street	131	5	136 (+3.7%)
8 – Bancroft Parkway (South) and 11 th Street	134	9	143 (+6.3%)

Table 3. Vehicular Trip Generation – The Bancroft

Land Use	Size	Weekday Daily Trips	Weekday Morning Peak Hour Trips			Weekday Afternoon Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
Apartments ⁽¹⁾	200 units	892	18	58	76	48	27	75

(1) Based on the Institute of Transportation Engineers data for Land Use Code 221 – Multifamily Housing (Mid-Rise).

Table 4. Parking Demand – The Bancroft

Unit Type	Number of Units	Average Parking Demand	Average Parking Demand
		Institute of Transportation Engineers ⁽¹⁾	Based on Regional Data Collected by Bowman (8 sites)
Studio & One Bedroom	150	102 parking spaces	122 parking spaces
Two Bedroom	50	62 parking spaces	81 parking spaces
Average Parking Demand		164 parking spaces	203 parking spaces
Proposed Parking Supply for The Bancroft		325 parking spaces	

(1) Based on the Institute of Transportation Engineers data for Land Use Codes 218 and 221 – Multifamily Housing (Mid-Rise).

5. Official Rezoning Application

FINAL_ Rezoning Application Reque... 1 / 9 - 90% +

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Barnes & Thornburg

222 Delaware Avenue, Suite 1200
Wilmington, DE 19801-1611 U.S.A.
(302) 300-3434
Fax (302) 300-3456
www.btlaw.com

March 10, 2026

VIA HAND DELIVERY
The Honorable Akira Grenardo
City Clerk, City of Wilmington
Louis L. Redding City/County Building, 9th Floor
800 N. French Street
Wilmington, DE 19801

RE: **Application for Rezoning of Tax Parcels 26-019.20-144 and 26-019.20-148**

Dear Ms. Grenardo:

Our firm is pleased to submit this rezoning Application concerning two parcels situated in the City of Wilmington in accordance with the rules and regulations of the City Planning Commission and 1 WILM. C. § 48-51 for amendment of the Building Zone Map of the City of Wilmington.

1. The properties in question are located at (i) 2140 West Eleventh Street (Tax Parcel No. 26-019.20-148), and 1010 North Bancroft Street (Tax Parcel No. 26-019.20-144), (the "Properties"). The Properties are bounded by North Grant Avenue, West Eleventh Street, North Bancroft Parkway, the subdivision of Bancroft Village, and the CSX Railroad. A description of the two parcels comprising the Properties is enclosed as **Exhibit "A."**
2. Questions concerning this Application should be directed to the attorney for the Petitioners, Wali W. Rushdan II, Esquire, Barnes & Thornburg LLP, 222 Delaware Avenue, Suite 1200, Wilmington, Delaware 19801, whose telephone number is (302) 300-3480.
3. Petitioners 1010 Bancroft Parkway, LLC and 903 DuPont Highway, LLC are the legal owners of the Properties (collectively, the "Petitioners").
4. The Properties are currently zoned C-1. This Application is requesting a change in the zoning classification for the Properties to C-2.
5. Enclosed as **Exhibit "B"** with this Application is a copy of the City of Wilmington Zoning Map showing the Properties outlined in blue. Also enclosed as **Exhibit "C"** is a copy of the Tax Parcel Map showing the Rezoning Parcel outlined in green.
6. The Properties are currently improved with two (2) office buildings and associated surface parking.

Atlanta | Boston | Chicago | Dallas | Delaware | Florida | Indiana | Los Angeles | Michigan | Minneapolis | Nashville | New Jersey
New York | North Carolina | Ohio | Philadelphia | Salt Lake City | San Diego | Washington, D.C.

Hon. Akira Grenardo
March 10, 2026
Page 2 of 2

7. The proposed use of the Properties¹ is a **nine (9)-story**, 198-unit apartment building with a ground floor neighborhood coffee shop and on-site parking garage containing 325 spaces. The overall gross floor area (GFA) is approximately 315,000 square feet (exclusive of the proposed parking). The proposed plan is a byproduct of three formal working group meetings with the local community during which proposed land development plans and a variety of proposed architectural renderings were proposed, discussed, and reworked based on the working group's feedback.
8. The proposed rezoning is consistent with the zoning in the area of the Property and aligns with the goals and objectives of the City's Comprehensive Plan.

We believe that the thoughtful redevelopment of outdated office space as proposed will be an asset to the immediate neighborhood as well as to the broader City of Wilmington.

Thank you for your assistance. Should you require any additional information, please do not hesitate to contact me. A check in the amount of \$250.00 is enclosed as the fee for this Application.

Very truly yours,



Wali W. Rushdan II

6. What is the Process for Rezoning?

As we understand it, the City Planning Commission (CPC) which meets on the 3rd Tuesday of each month and should review this application and make a suggestion to City Council whether to approve or deny the rezoning request. <https://www.wilmingtonde.gov/government/city-departments/land-use-and-planning/boards-commissions/city-planning-commission> At the time this time (5/9/2026) we do not expect the hearing to make the 5/19/2026 agenda, making 6/16/2026 the likely date for the hearing.

For the CPC, the Rules of Public Participation are posted at: <https://www.wilmingtonde.gov/government/city-departments/land-use-and-planning/boards-commissions/city-planning-commission> but most importantly, we can submit written testimony following these rules from that page

14. Written testimony, with the exception of e-mail transmissions, must be signed. **Email transmissions must show the author's name and address.**
15. Citizens will be encouraged to submit written presentations and exhibits. **Material submitted to the Planning Director's office more than five business days before a meeting will be eligible for distribution in Commission notebooks.** Material submitted less than three days before a meeting will be distributed by the Department at the meeting provided ten copies are provided to the Planning Department.

Once the CPC reviews, then the zoning would need to be read three times at City Council meetings which are the 1st and 3rd Thursday of each month at 6:30 PM. If the CPC reviews this on 6/16/2026, then it MIGHT be possible for City Council's first reading on 6/18/2026, then 7/2/2026, and voted into law on 7/16/2026. A minimum of 7 City Council members would need to support the rezoning. With objection from the CPC and enough immediately-affected properties, a 75%+ majority (10 votes assuming all 13 Council Members vote) could be required. So, scenarios to block this could require either 7 or 4 votes to deny the rezoning.

7. Possible Outcomes from Process

Possible Outcomes:

- **Application pulled before it gets to CPC or Council.** Possible, but not likely
- CPC Suggests against, but Council approves rezoning: Not that likely
- CPC approves, Council approves: Very possible
- CPC approves, and Council rejects with 7+ “no” votes: Not very likely
- CPC against, but Council approves with 7+ “yes” votes: Very possible (recently happened in Newark)
- CPC against, and Council rejects with 7+ “no” votes: Possible, and what we want
- CPC against, and Council rejects with 4+ “no” votes: Possible scenario

The bottom line is that we want Council to reject this proposal, but if the CPC recommends against it, we have better odds of the rezoning not being passed.

None of the paths are easy, and they all require two major actions from constituents:

- 1) **Submit legal reasons the CPC should not approve the rezoning** which include: Spot-Zoning, Lack of Neighborhood-Fit (Scale & Massing, Aesthetic Disruption), Traffic Congestion, Infrastructure Strain, Inconsistency with Comprehensive Plan (Future Land Use Map, Precedent for Denial), Public Health & Welfare (Quality of Life, Privacy). Send emails to: **Dorien Snyder, Planner I, at dsnyder@WilmingtonDE.gov or (302) 576-3116**
- 2) **Send emails to City Council to let them know of the overwhelming objection:**
econgo@wilmingtonde.gov ; cjowens@wilmingtonde.gov ;
sndarby@wilmingtonde.gov ; zloliver@wilmingtonde.gov ;
mhhharlee@wilmingtonde.gov ; CWillauer@wilmingtonde.gov ;
ymmccoy@wilmingtonde.gov ; ccjohnson@wilmingtonde.gov ;
nrfield@wilmingtonde.gov ; mcabrera@wilmingtonde.gov ;
ahackett@wilmingtonde.gov ; jnspadola@wilmingtonde.gov ;
llbracy@wilmingtonde.gov

8. Online Discussions / Articles

NextDoor.com:

https://nextdoor.com/p/d8tNsbgStnrL?utm_source=share&extras=MTEwMDA5NDQ%3D&utm_campaign=1778278919495&share_action_id=5cc7633b-c095-414d-8c00-d83492af9493

Delaware Online:

<https://www.delawareonline.com/story/money/real-estate/2026/04/06/developer-proposes-bancroft-parkway-apartment-building-in-wilmington/89337347007/>

40 Acres Facebook:

<https://www.facebook.com/share/p/1H9ycjB3K3/>

Strong Towns Wilmington Facebook:

<https://www.facebook.com/share/p/185vGDAF75/>

9. Why Preserve Bancroft Parkway?

If you don't have a concept of why Bancroft Parkway should be preserved, you probably aren't from around here, or have no respect for the design or work that has gone into the century of planning and effort that it's taken to get it to how great it is today. A photo of the 1926 version of this area can be seen at the following link. In the photos, you can see how the area was transformed from an industrial area along the railroad tracks to a residential area.

https://digital.hagley.org/1970200_01275A?search_api_fulltext=Aerial%20Wawaset



The top left of the photo above shows where Bancroft Parkway median ends at Delaware Avenue, but only the first block or so is well-defined.

In the photo below, more focused on the subject area, you can see near-centered in the image below the mansard-roof original pilot school with a large yard around it on the west side of

what becomes Bancroft Parkway in the area. You can see only a small section of Pennsylvania Avenue in the image below with what looks like a billboard on the left side. There was clearly a large building on Pennsylvania Avenue at the site of the current 2000 Pennsylvania Avenue next to the train tracks. There was also a large 3-story building at the site of the current 1010 N. Bancroft Parkway, the 0.97 acre parcel along 11th street leading up to the train tracks. On the corner of Bancroft and 11th is a smaller 2 story building, similar to what is there today. Some houses along the 2200 Block of 11th can be seen, but the Fairfield Place and Highland Place streets do not exist at all, and are just land surrounding the Pilot School. There was an ugly water tower at the site of the current 1000 N. Bancroft Parkway home in Bancroft Village which was the Rhodes Leather factory.

To create the Bancroft Parkway that we have today, it appears as if land was taken from this vast area land around the Pilot School to create the Greenway. The ugly water tower was taken down, and the area became residential with the creation of Bancroft Parkway, residences that have yards and are all set back from the Greenway to assure ample light and calm winds. As stewards of the City of Wilmington and its open space, we need to respect the work done before us to understand the importance of protecting it.



The First Greenway - Bancroft Parkway

Bancroft Parkway, the first greenway in the City of Wilmington provides an important link between Rockford Park to the north, and Canby Park to the south. Greenways link existing green spaces with newly created pathways and provide ideal sites for hiking, running, bicycling and walking over beautiful landscapes and through many diverse neighborhoods.

Brief history of Bancroft Parkway:

In 1919, William P. Bancroft, the founder of Woodlawn, wrote to his fellow trustees,

“I think it particularly desirable to promote the Grant and Bayard Avenue parkway, getting land for it and getting building restrictions as far as practicable on both sides of it...”

Mr. Bancroft envisioned a parkway extending across the western part of Wilmington. To anyone easily discouraged, this project would have presented insurmountable obstacles. There was a stone quarry in a direct line of the planned parkway just north of 17th Street and a deep gully north of 14th Street. South of Pennsylvania Avenue, there was a rubbish dump. South of Eleventh Street, there was a large brick house that had to be moved and between 9th and 7th Streets there were many small properties that had to be acquired from individual owners. There were two cemeteries on the land between 3rd Street and Lancaster Avenue. The land south of Lancaster Avenue was used as athletic fields and circus grounds. In all it took more than 20 years to build and landscape the parkway and over 50 years for all development along the parkway to be completed. The parkway is a concrete example of what vision, foresight and unlimited patience can accomplish over a period of time. In 1932, the Wilmington City Council named the beautiful parkway for William P. Bancroft in honor of his vision and determination. Below is an early picture of the Parkway:



9.1. City's Definition of Bancroft Parkway

<https://www.wilmingtonde.gov/Home/Components/FacilityDirectory/FacilityDirectory/143/118?npag=3#:~:text=Locate%20a%20City%20Park,Acres:%2018.1>

“Bancroft Parkway is a greenspace that was renamed after William P. Bancroft, Wilmington industrialist and President of the Park Commission in 1931. It is located in the 8th Councilmanic District and is bounded by the south and north lanes of Bancroft Parkway, Delaware Avenue, and Barry Street.

Owned by: City of Wilmington, Managed by: City of Wilmington, Year Established: 1911, Acres: 18.1”

9.2. Highlands Community Association Importance

<https://www.highlandscommunityassociation.org/highlands/history/#:~:text=In%201831%2C%20the%20Bancroft%20family,th%20Street%20near%20Bancroft%20Parkway.>

William Poole Bancroft, a devotee of open space planning and its impact on harmonious living, had a grand vision to develop a pair of grand boulevards linking Brandywine Park to Rockford Park, and Rockford Park to Canby Park. Other prominent families including duPonts, Fields, Laws, Riddles, and Scotts, joined him in selling or donating their land to contribute to the vision. Kentmere Parkway was completed in the early 1890s and Bancroft Parkway (so named after his death) was largely executed throughout the first quarter of the Twentieth Century. In 1931, Samuel Bancroft donated 11 acres of land (and his definitive collection of Pre-Raphaelite works) to locate The Delaware Art Museum near the intersection of Kentmere and Bancroft Parkways, giving the Highlands a cultural center at the gateway to Rockford Park.

9.3. History by Tevebaugh Architecture

[9th Street Pedestrian Bridge - Tevebaugh Architecture](#)

Woodlawn Trustees, founded in 1911 by industrialist William P. Bancroft, is dedicated to continuing Bancroft’s mission of thoughtful, affordable neighborhood development and preservation of green space in and around the City of Wilmington. Bancroft gave the trustees the directive to manage its land ownership for the benefit of the people so that affordable

housing with access to open spaces can be maintained into the future. The park anchoring “The Flats” neighborhood developed by Bancroft is one of Woodlawn Trustees’ recent collaborations with the City of Wilmington and the community, and is a continuation of Bancroft’s legacy.

In the early 1900’s after visiting the planned community of Bournville in England, Bancroft was inspired to create a similar neighborhood of pleasant affordable housing in Wilmington. “The Flats” neighborhood is situated along the leafy parkway now named after Bancroft. Bancroft consulted with landscape architect Frederick law Olmstead on the placement of a park at 9th Street where the continuity of the parkway is disrupted by railroad tracks, taking a jog and dividing it into upper and lower sections with some space leftover in the offset. In addition to a park, Bancroft and Olmstead envisioned a diagonal pedestrian walkway spanning the tracks to connect the neighborhood to upper Bancroft Parkway. Bancroft died in 1928 before the project was started. The Great Depression intervened, and the spot eventually became a Division of Motor Vehicles instead.

In 2012, 95 years after Bancroft first conceived of the park, his vision was finally realized. The architects of the Homsey Studio at Tevebaugh Architecture provided design services in a feasibility study calling for demolition the old DMV in order to create a park complex including a public library, playground, and footbridge connecting upper and lower Bancroft Parkway.

Safety and time constraints dictated the design of the bridge. Train schedules allowed only a few hours for installation, so the 147-foot bridge was prefabricated in two parts and lifted into place by crane within a short window of opportunity. Code required that the bridge be enclosed, so 2” x 2” welded mesh was used.

The new bridge and park anchor the neighborhood of affordable middle class housing that Bancroft felt was so important to provide for city residents.

10. Groups Opposed with Letters

Forty Acres President Kelly Hughes

April 21, 2026

As a neighbor living in the Forty Acres, I write to express concern about the planned high-rise development on Bancroft Parkway.

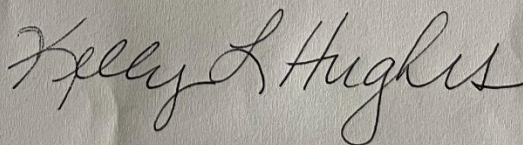
To begin, I want to be clear that I do not reflexively oppose new development, nor do I object to businesses located in residential areas. In fact, I support mixed use development when appropriately situated and when planned thoughtfully. My neighbors and I live on streets where commercial and residential establishments co-exist harmoniously. I even believe that the high-rise at 2000 Pennsylvania Ave, along with the connected restaurants and businesses, add to the vibrancy of our community.

However, context matters. And in our city, the character and atmosphere of a neighborhood changes from block to block. Pennsylvania Avenue is already a busy commercial corridor and major thoroughfare between downtown and the suburbs. A high-rise there blends in to the hustle and bustle of the street.

In contrast, the planned high-rise on Bancroft Parkway would be injected in the middle of a quiet street of houses and a few offices with small footprints. It would dramatically alter the skyline for the residents of that street, as well as in neighboring Wawaset. Its placement would also invite residents to cut through Wawaset to get to Greenhill Avenue, thus introducing traffic to the otherwise sparsely populated Wawaset streets.

Any benefit from a development of this size and significance should be weighed against the disruption to the existing neighborhood, as well as the wishes of the existing residents. I urge a reconsideration of this planned development and a relocation to a more appropriate venue.

Sincerely,

A handwritten signature in black ink that reads "Kelly L. Hughes". The signature is written in a cursive, flowing style.

Kelly Hughes
President, Forty Acres Civic Association

Kennett Pike Association Inc. Deborah Diver, President



THE KENNETT PIKE ASSOCIATION, INC.

302-655-6505 Box 3592 Greenville, Delaware 19807

KPA Directors

Deborah Diver, President

John R. Danzeisen, VP for Public Relations

Bill Duncan, VP Horticulture and Operations

Rod Maroney, Secretary

Tom Scott, Treasurer

Randall Attix

Patty Hobbs

Stephanie Hoopes

Tony Lunger

Mark A. Fortunato

Nancy Martz

Chefik Simo

Jon Sloss

Peter Walsh

21 April 2026

City of Wilmington Planning Commission
Department of Land Use and Planning
Louis L. Redding City/Council Building
800 N. French Street, 3rd Floor
Wilmington, DE 19801

RE: Rezoning Request for 11th and Bancroft

Dear Members of the City of Wilmington Planning Commission,

We are writing to you today to register our strong opposition to the Tsionas proposed 9-story apartment building on Bancroft Parkway. Such a building will be clearly visible from the Brandywine Valley National Scenic Byway and the Harriett Tubman Underground Railroad Byway which overlap on Pennsylvania Avenue/Kennett Pike.

The Kennett Pike Association has, since 1957, worked to preserve and protect the intrinsic qualities of this scenic and more than 300 member families and 35 institutions and small businesses who live and operate along this beautiful roadway. The proposed building will dramatically change the character of the Byway and the surrounding neighborhoods. We request a more responsible development at this location.

Thank you for your consideration.

Sincerely,

Deborah Diver, President

On Behalf of The Board of Directors of the Kennett Pike Association

11. Arguments Against Rezoning:

In Wilmington, the Planning Commission doesn't just vote based on whether they "like" a project; they are legally bound by specific criteria found in the **City Code (Section 48-52)** and the **City Charter**.

To be most effective, your group should frame your arguments around these four specific "tests":

1. The "Consistency" Test (Charter § 5-600)

This is your strongest lever. The Commission must determine if the rezoning is **consistent with the 2028 Comprehensive Plan**.

- **The Strategy:** Don't just say "it's too big." Say, "This project violates **Goal 2, Objective 3** of the 2028 Plan, which mandates preserving neighborhood scale." If the Future Land Use Map (FLUM) designates your area as "Low-Density Residential," a 9-story building is a direct violation of this test.

2. The "Changing Character" Test

For a rezoning to be valid, the applicant usually needs to prove that either the original zoning was a **mistake** or that the **character of the neighborhood has changed** so much that the old zoning no longer makes sense.

- **The Strategy:** Argue that the neighborhood remains a stable, residential community and that there has been *no* fundamental change in the area that justifies a jump to high-density commercial or residential zoning.

3. The "Public Health, Safety, and Welfare" Test

The Commission must evaluate if the rezoning will negatively impact the community's infrastructure and safety.

- **The Strategy:** Focus on "**Capacity**." Argue that the existing streets (like Bancroft Parkway), sewer lines, and emergency response times cannot handle a sudden influx of 200+ units. Presenting a "Traffic Impact Study" or even photos of current congestion during peak hours can be powerful evidence here.

4. The "Spot Zoning" Prohibition

As we discussed, the Commission is legally discouraged from "Spot Zoning"—singling out one parcel for a huge density boost that doesn't benefit the public.

- **The Strategy:** Ask the Commission on the record: "What is the **public benefit** of this specific rezoning that justifies ignoring the zoning of every other house on this block?" If the only beneficiary is the developer's profit margin, it fails this test.

How to use this at the meeting:

When you speak, start by saying: *"I am here to address the specific legal criteria for rezoning."* This tells the Commission you aren't just an "angry neighbor"—you are a **stakeholder pointing out a legal error**.

11.1. C-2 Height-Related Concerns

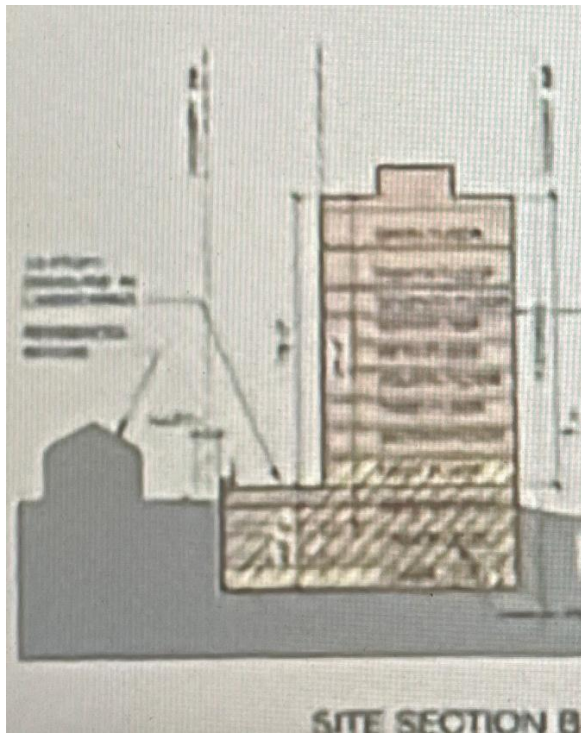
C-2 Allows for up-to 180' in overall height (including the additional structures at the top of the building) without applying for a variance. Lesser zoning levels can have buildings taller than their zoning limit as long as a variance is granted by the Zoning Board of Adjustment (ZBA). So, the current C-1 zoning allows for "by right" construction up to 47 feet tall, while the buildings on these lots are nowhere near that max height limit. People who bought homes on Bancroft Parkway and Fairfield Place should not be expected to know that the 2-story buildings that surround them could legally be turned into 47-foot-tall walls. This would likely require far more research than your average home-buyer can do while rushing to get together finances and an offer to buy. "Buyer Beware" or "Caveat Empor" should not be the mentality that people shopping in the City of Wilmington need to subscribe to when looking for a home. If so, we will just see fewer and fewer people wanting to live in our city. Rather, even when building "by right" neighbors should be notified. It would be smart to also assure that public notice be published when properties are being put up for sale.

Commercial	Residential	Industrial
 C-1	 R-1	 M-1
 C-1A	 R-2	 M-2
 C-2	 R-2A	Waterfront Zone
 C-2A	 R-3	 W-1
 C-3	 R-4	 W-2
 C-4	 R-5A	 W-3
 C-5	 R-5A-1	 W-4
 C-6	 R-5B	 Open Space
	 R-5C	

11.2. Concern for City's Legal Exposure

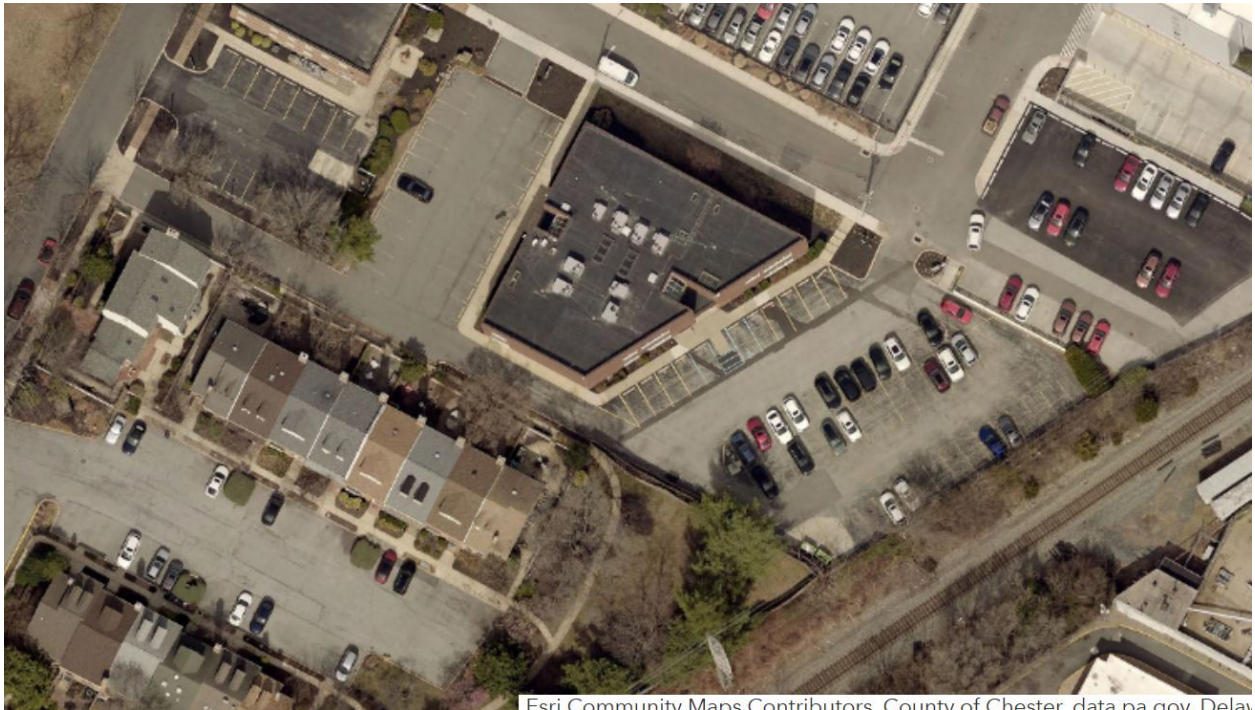
Due to the obvious loss in property value of the homes in Bancroft Village, especially those on Fairfield Place where two owners have already sold, one dropping their price by \$100,000 over just the concern of POSSIBLE development of this tower, there is significant concern for a class-action-style lawsuit against the City of Wilmington for performing illegal Spot-Zoning in a manner that devalues these and other properties. The concern for having to live through the blasting of bedrock so close to nearly century-old buildings is not a trivial concern for the ability to enjoy their properties. City taxpayers should not have to pay for the cost of litigating and potentially reimbursing the property owners for their losses. There is simply no reason to expose the City of Wilmington to this legal risk.

If you look at the diagram below, you can see that the blasting of bedrock will be very close to these homes. The image below does not even show the home attached to the original Rhoads Leather factory at 1000 N. Bancroft which is built significantly closer to the property line than the townhouses shown in the sketch below.



Note the 1000 Bancroft Parkway Building Location on the following images from the NCC Parcel Search website:





Esri Community Maps Contributors, County of Chester data via gov. Dela

DRAFT

11.3. Rebuttal to Financial Arguments

Developing the site with larger, more profitable building should ultimately bring lots of revenue to the City of Wilmington via Property Tax and Wage Taxes / Net Profits Tax. However, those gains are not immediate with a large scale project that will take years to build, very likely starting with the reduction in the property tax value when the existing buildings are torn down. We can not say what WILL happen, but we can see the taxes paid on Tsionas recent project just next door at 2000 Pennsylvania Avenue. We can see the removal of the old building and replacement has cost the City of Wilmington, \$245,501.45 in lost Property Tax Revenue. HOPEFULLY this revenue has been made up by additional Wage Tax and Business Tax revenue from the new building, but those numbers are not easy to obtain. So we can only speculate.

2602010008	2000 PA Ave		
Year	Actual	Without New Building	Difference
2024	\$16,336.26	\$47,798.99	
2023	\$16,336.26	\$47,798.99	
2022	\$16,336.26	\$47,798.99	
2021	\$15,469.23	\$45,087.00	
2020	\$15,469.23	\$45,087.00	
2019	\$15,469.23	\$45,087.00	
2018	\$15,469.23	\$45,087.00	
2017	\$12,444.81	\$45,087.00	
2016	\$41,923.00	\$41,923.00	
2015	\$41,923.00	\$41,923.00	
2014	\$41,923.00	\$41,923.00	
2013	\$39,934.20	\$39,934.20	
2012	\$39,934.20	\$39,934.20	
2011	\$39,934.20	\$39,934.20	
2010	\$39,934.20	\$39,934.20	
2009	\$36,304.64	\$36,304.64	
2008	\$31,569.94	\$31,569.94	
2007	\$31,569.94	\$31,569.94	
2006	\$31,569.94	\$31,569.94	
	\$539,850.77	\$785,352.22	\$245,501.45

11.4. Rebuttal Housing Arguments

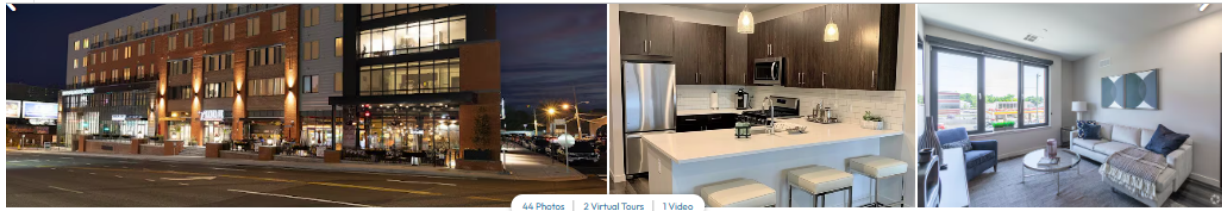
While the theory of trickle-down housing by providing more housing with additional supply, the laws of supply and demand should push towards lower overall rents. However, it is important to note that this housing is aimed at a totally different demographic than those who need Affordable Housing. Do we really have people who will free up lower rent buildings and move into luxury 1-bedroom apartments? I don't think the scenario is very likely. I believe most 1-bedroom apartment renters are transient, and are more likely to move out of the city before they affect the affordable housing supply in any way. We always seem to have a significant number of vacancies in luxury apartments, as they always seem to be available. Note that 2000 Pennsylvania Avenue has 5 different floorplans available today 5/9/2026 (in addition to the excess units that have been used as Tsionas offices).

As of May 2026, **2000 Pennsylvania Avenue** has approximately **four units** listed as available for rent according to recent listings on [Apartments.com](#) and [ForRent.com](#).

Availability is currently focused on **two-bedroom floor plans**, with specific units including: [[1](#), [2](#), [3](#)]

- **Unit PA-301 (B2 Layout):** 1,055 sq. ft. for \$2,884/month.
- **Unit PA-326 (B18 Layout):** 1,217 sq. ft. for \$2,900/month.
- **Unit PA-332 (B6 Layout):** 1,022 sq. ft. for \$2,936/month.
- **Unit PA-324 (B11 Layout):** 1,107 sq. ft. for \$2,987/month.
- **Unit PA-418 (B14 Layout):** 1,141 sq. ft. for \$3,039/month. [[1](#), [2](#)]

The building is managed by [Tsionas Management](#) and features a total of 166 units, meaning it is currently maintaining a very low vacancy rate of roughly **2.4%**. For the most current, real-time availability, you can check the [Official 2000 Penn Units Page](#) or contact their leasing office directly at **(302) 888-1000**. [[1](#), [2](#), [3](#), [4](#), [5](#)]



44 Photos 2 Virtual Tours 1 Video

Delaware / New Castle County / Wilmington / Bancroft Parkway

2000 Pennsylvania Avenue, LLC

2000 Pennsylvania Ave, Wilmington, DE 19806

Leasing Office: 2000 Penni Ave, Wilmington, DE 19806

3.7 Renter Rating
6 Reviews

Verified Listing C Today



TSIONAS

Contact This Property

Request Tour

Send Message

(856) 517-8458

Language: English
Open Tour - 4pm Today
View All Hours

Monthly Rent \$2,884 - \$3,039 View Fees and Policies	Bedrooms 1 - 2 bd	Bathrooms 1 - 2.5 ba	Square Foot 673 - 1,770 sq ft
---	-----------------------------	--------------------------------	---

Preferred Employer Discounts Available!
Experience luxury living at 2000 Penni Ask about our preferred employer program and exclusive leasing opportunities. Limited availability—secure your new home today!

Highlights

- Floor to Ceiling Windows
- High Ceilings
- Planned Social Activities
- Den
- Pool
- Spa
- Pet Washing Station
- Walk-In Closets
- Pet Play Area

Pricing & Floor Plans

All	1 Bedroom	2 Bedrooms
-----	-----------	------------

B2
\$2,884
2 Beds • 2 Baths • 1,055 Sq Ft • \$500 Deposit
[Floor Plan Details](#) • [Tour Floor Plan](#)

1 Available Unit

Unit	Base Price	Sq Ft	Availability	Unit Details
PA-301	\$2,884	1,055	Now	View More

[Send Message](#)

B18
\$2,900
2 Beds • 2 Baths • 1,217 Sq Ft • \$500 Deposit
[Floor Plan Details](#) • [Tour Floor Plan](#)

1 Available Unit

Unit	Base Price	Sq Ft	Availability	Unit Details
PA-326	\$2,900	1,217	Now	View More

[Send Message](#)

B6
\$2,936
2 Beds • 2 Baths • 1,022 Sq Ft • \$500 Deposit
[Floor Plan Details](#) • [Tour Floor Plan](#)

1 Available Unit

Unit	Base Price	Sq Ft	Availability	Unit Details
PA-332	\$2,936	1,022	Now	View More

[Send Message](#)

B11
\$2,987
2 Beds • 2 Baths • 1,077 Sq Ft • \$500 Deposit
[Floor Plan Details](#) • [Tour Floor Plan](#)

1 Available Unit

Unit	Base Price	Sq Ft	Availability	Unit Details
PA-324	\$2,987	1,077	Now	View More

[Send Message](#)

B14
\$3,039
2 Beds • 2 Baths • 1,141 Sq Ft • \$500 Deposit
[Floor Plan Details](#) • [Tour Floor Plan](#)

1 Available Unit

Unit	Base Price	Sq Ft	Availability	Unit Details
PA-418	\$3,039	1,141	Now	View More

[Send Message](#)

Show Unavailable Floor Plans (34)

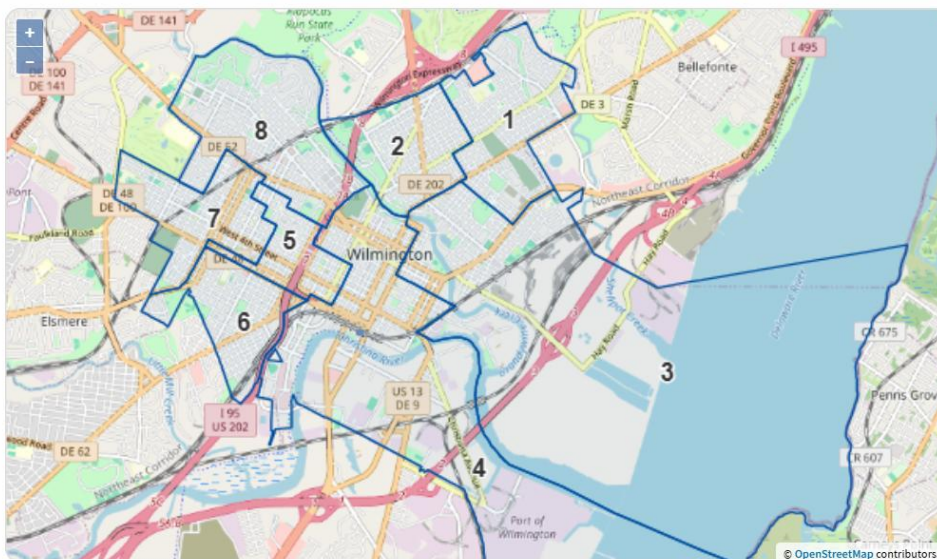
12. City Council Map

Available at: [City Council Map – Wilmington City Council](#)

Information about the Councilman who has driven this and created the perception that this Re-Zoning could even be pushed through: [Policy/Record | chrisjohnson-de](#)

City Council Map

Enter your address



DISTRICT 7

Council Member
Chris Johnson

(302) 576-2140
ccjohnson@wilmingtonDE.gov

13. Comparison to 2028 Comprehensive Plan

The 2028 Comprehensive Plan is articulated in 3 different attachment documents, each being quite large, 20+ MB files. Since the plan is getting old, I am assuring we have a copy here. The Summary might be the easiest to compare, bullet-by-bullet.

Main City Page with Links:

[City Planning Initiatives & Studies | Wilmington, DE](#)

Full 229 Page Plan:

<https://www.wilmingtonde.gov/home/showpublisheddocument/8490/638802260751170000>

Appendix:

<https://www.wilmingtonde.gov/home/showpublisheddocument/8492/638802259804170000>

Summary Plan:

<https://www.wilmingtonde.gov/home/showpublisheddocument/8494/638802263388730000>

13.1. Comparison to Summary Plan

The summary has five main objectives:

GOAL

AREA 1. STRONG AND SAFE NEIGHBORHOODS GOAL

AREA 2. HEALTHY AND THRIVING COMMUNITIES GOAL

AREA 3. ROBUST LOCAL ECONOMY GOAL

AREA 4. CONNECTED CITY AND REGION GOAL

AREA 5. SUSTAINABLE AND RESILIENT CITY

10 THEMES emerged that this plan should address:

1. We **need more residents** to support more businesses and make the city more vibrant.
2. This will also support more amenities, activities, and the mix of uses that make city life distinct.
3. We need to **invest in neighborhoods** and their residents.
4. We need to build healthy communities and help kids succeed.
5. We need to focus on crime and build community resistance.
6. We need to secure our environmental health and prepare for climate change.
7. We need a more inclusive, **diverse and resilient economy**.
8. We need **more ways to get around and streets that don't just funnel traffic in and out**.
9. We need to put our **best foot forward** and market the good things happening the city. 10. We need to **support community efforts and better coordinate between them**.

Guiding Principles These guiding principles animate the plan across all the goal areas and elements:

- **Equity:** opportunity for everyone and all neighborhoods
- **Health:** people and neighborhoods have what they need to be healthy
- **Sustainability:** economic and environmental systems that are mutually supportive
- **Resilience:** ability to bounce back from economic and environmental changes
- **Safety:** a safe environment for everyone in all neighborhoods

Notice that regarding planning and growth, so many other areas of the city have been identified for growth and change prior to the 2000 PA Ave Tsionas project. Clearly preservation of this neighborhood is a goal, not change.



Areas

- Major areas of change
- ① Riverside Purpose-Built Area
- ② EPA site/NE gateway
- ③ Creative District/West Center City
- ④ South Market Waterfront

- Economic opportunities
- A Todds Lane Industrial Park
- B Former Del Tech site
- C Warehouse District
- D 7th Street Peninsula
- E South Waterfront
- F Garasches Lane
- Intergovernmental coordination

Connections

- ✱ Gateway
- Gateway corridors
- Main Street corridors
- Neighborhood corridor

Working through each goal of the summary plan:

An opinion on whether the Tsionas-planned “The Bancroft” goes against, or with the goals of the plan are written out here.

GOAL 1.1: PROMOTE WALKABLE NEIGHBORHOODS WITH ACCESS TO JOBS, SERVICES AND AMENITIES

Adding a highrise to perhaps the most walkable neighborhood, one that connects The Flats to areas like Rockford Park, is NOT going to promote a walkable neighborhood. It will create more traffic, making the area less walkable. It will block light and open air, making the area less desirable to walk through. The details of this bullet point are entirely focused on other areas of the city, not Bancroft Parkway.

GOAL 1.2: ENSURE ALL RESIDENTS HAVE ACCESS TO QUALITY HOUSING THAT IS AFFORDABLE AND OFFERS CHOICE

Not only do Luxury 1-2 bedroom apartments do nothing for families, stories I have heard of apartment buildings being targets for stolen packages, and the stories of lackadaisical property management have been known to literally drive highly-paid young professionals out of Wilmington. Far better examples are single family homes, condos and townhouses that typically make up a much larger percentage of a real estate investors portfolio than a single unit in an extremely large apartment building portfolio. Had there not been plenty of stories posted on the internet of poor property management experiences by Tsionas tenants, I would not be making this argument. Granted, Tsionas is not the only large apartment building owner with bad stories, but it is clear that their management doesn't appear to be better than any other investor either.

GOAL 1.3: REDUCE NEIGHBORHOOD BLIGHT AND CRIME

With examples above, it seems apartment buildings are more likely to attract crime than reduce it.

GOAL 1.4: ENSURE NEIGHBORHOODS HAVE ACCESS TO HIGH QUALITY, WELCOMING PUBLIC SPACES AND RECREATION

The proposed "The Bancroft" literally flies directly in the face of this goal, It will do exactly the opposite to Bancroft Parkway.

GOAL 1.5: SUPPORT NEIGHBORHOOD CHARACTER, COHESION AND PRIDE

Similar to all above points, apartment residents are unlikely to support this goal in any way. With a building that takes away from the special neighborhood character, "The Bancroft"

would certainly work against this goal. Residents of Bancroft Village have already been known to sell their properties with just the fear of this project becoming real, literally chasing property owners out of this area.

GOAL 2.1: ENSURE ALL YOUTH HAVE OPPORTUNITIES TO SHAPE THEIR FUTURE IN AND OUT OF SCHOOL

An apartment of mostly 1 bedroom apartments is likely to decrease the proportion of families in the city, decreasing the percentage that care about improving local schools and amenities for families. The Bancroft would certainly be moving Wilmington in the wrong direction in this family friendly neighborhood.

GOAL 2.2: ENCOURAGE A COORDINATED AND HOLISTIC APPROACH TO SERVICE PROVISION AND ACCESS

There's nothing that "The Bancroft" has planned to offer to the community, beyond a coffee shop that was only an afterthought for the project. A coffee shop would likely do much better along Grant and using the current parking lots, but Grant is already so much of a mess, that it probably can't handle any additional traffic. There is nothing that The Bancroft is offering otherwise to the community besides this coffee shop.

GOAL 2.3: MAKE HEALTHY LIVING THE DEFAULT CHOICE

The Bancroft does nothing to help with this.

GOAL 2.4: BUILD COMMUNITY CAPACITY AND CIVIC ENGAGEMENT

It is doing that by bringing the community together in opposition to this project. The building itself will do nothing to help this. 2000 PA Ave has been an improvement, even if it caused the destruction of a beautiful carriage house at 1100 Grant Avenue. Removing another medical building from the area only removes services that local residents enjoyed. Now that those offices are closed, residents need to drive farther for things like bloodwork now that Labcorp left. Was that due to the construction of 2000 PA Ave?

GOAL 3.1: ENCOURAGE A DIVERSE AND INCLUSIVE LOCAL ECONOMY IN ALL NEIGHBORHOODS

I don't believe other than the years of construction, that an apartment building is likely to prove it will create any more jobs than the buildings that were on the parcels at the time Tsionas

purchased them. Apartment buildings bring people to live in the area, but don't offer services or businesses that contribute to the economy and attract people to spend money or operate businesses. No strong long-term argument that this aligns or contradicts the plan. The argument for contradiction might be stronger because the project is taking away medical offices that used to provide a service to the area.

GOAL 3.2: INVEST IN TRAINING TO ACCESS THE JOBS AND OPPORTUNITIES OF TODAY AND TOMORROW

Perhaps training to be a maintenance man or doorman would be something that an apartment building might offer, but the medical offices offered the ability for people to learn and practice in-demand skills for the constantly growing medical industry. While the project itself will likely offer the ability for construction training, there is no reason that another medical building couldn't offer the same.

GOAL 3.3: ENSURE THAT WILMINGTON IS A CITY WHERE INCLUSIVE BUSINESSES CAN THRIVE

Taking away (medical) office buildings does the opposite of this goal. It takes away possible business space.

GOAL 3.4: PROMOTE CITY ASSETS TO ATTRACT AND RETAIN RESIDENTS, EMPLOYERS AND INVESTMENT

Removing the stability of zoning laws does not help attract and retain residents. It does the opposite, especially homeowners. Furthermore, building a tower to block the sunlight from the Bancroft Parkway detracts from a key asset of the neighborhood, and tells the residents that the current city government does not value the city open space.

4. connected city and region

GOAL 4.1: CONNECT ACROSS WILMINGTON AND THROUGHOUT THE REGION VIA A MULTIMODAL NETWORK THAT GIVES RESIDENTS AFFORDABLE, HIGH-QUALITY TRANSPORTATION CHOICES

Bringing in ~200-350 additional vehicles, even if parked in a garage will not make the area more multi-modal. Additional traffic does not make life safer for bicyclists and pedestrians. There is no new connection being considered with this project such as perhaps creating a better walkway from Union Street to the area west of the railroad tracks. This would be a simple consideration that could make the area better whether it is kept as the existing offices or turned into apartment buildings. If planned well with the Union Street, it could truly enhance the area AND reduce traffic at the PA Ave & Union Street intersection.

GOAL 4.2: USE STREETS TO ENHANCE THE CITY'S ECONOMIC VITALITY, SAFETY, HEALTH, AND ENVIRONMENT

The commercial aspect of this concept fits well on Grant Avenue, but neither Grant Avenue or 11th appear to be wide enough to handle this redesign. It is possible that 11th Street could be designed in a way to soften the street, but previous work by Tsionas hasn't included any greenery and makes the area feel tight in the way the area is over-built. Doing the same closer to residences could be even worse. But this may all be within the right of the C-1 owner. Perhaps if there was some more effort in this category by the developer, more compromise would be warranted.

GOAL 4.3: OPTIMIZE PARKING TO PROVIDE THE RIGHT AMOUNT OF PARKING, IN THE RIGHT LOCATIONS, AT THE RIGHT PRICE

The project likely does a good job by putting parking underground. It should be noted that the 2000 PA Ave project needs better signage to let patrons know there is underground parking available, as Grant Ave is so congested. Also, since Tsionas currently allows Lexus to park on their property, is there any reason to believe that Lexus wouldn't continue to use Tsionas property afterwards? Will the spaces be all assigned and therefore still have significant spill-over onto the streets making the area tight? If 1-bedroom apartments are shared by couples, many of them would likely have two cars. Can Tsionas guarantee that there won't be people parking on the street like they do today? It seems it would be hard to enforce without meter-maids and 20-minute parking only. I understand the project CAN improve this, but there's no reason that the building height is required to do that.

GOAL 4.4: EVALUATE THE POTENTIAL OF NEW TECHNOLOGIES AND TRANSPORTATION IDEAS THROUGH PILOT TESTING

I agree that any new project here would likely be helpful to pilot new ideas. Fresh people and tenants are good for new ideas. However, you don't need 9+ stories to make that happen.

5. Sustainable and resilient city

GOAL 5.1: PROVIDE HIGH QUALITY CITY SERVICES, FACILITIES AND INFRASTRUCTURE FOR EXISTING AND FUTURE RESIDENTS AND BUSINESSES

- Continue to monitor the capacity of infrastructure and emergency services to handle population growth and environmental changes.
- Coordinate repairs, maintenance, and improvements to public assets to save money, time, and materials.
- Update building codes.
- Update zoning code.

If it looked as if the future land use for this site called for densification or tall buildings, “Update zoning code” would actually fit, but the fact is that the Comprehensive Plan does NOT call for these types of changes. If anything, it is the down-zoning of the area.

GOAL 5.2: CONSERVE RESOURCES AND REDUCE GREENHOUSE GAS EMISSIONS TO PROTECT AIR AND WATER QUALITY AND MITIGATE CITY’S CONTRIBUTION TO CLIMATE CHANGE

While it may be more efficient to build vertically to conserve land, the environmental impact of a high-rise in an area without them is extensive. Apartment buildings also have little incentive to implement solar to offset the electrical consumption. There simply isn’t enough rooftop available to make a difference in such a tall tower. Perhaps if the walls were covered in solar, this could make a difference, but that was not done on any other Tsionas projects. It can’t be forced via zoning. So allowing C-2 zoning does nothing to achieve this goal.

Regarding water, where will the project get its water supply? Does the city have sufficient water at this location?

GOAL 5.3: PROMOTE RESILIENCE TO CLIMATE CHANGE AND FLOODING IN ALL LONG-RANGE PLANNING, CRITICAL PUBLIC FACILITIES AND INFRASTRUCTURE

Planning for the long-term is exactly what we should be doing, and towers create wind tunnels which would be a direct detriment to the sensitive open space at Bancroft Parkway, a place that we have worked on for nearly 100 years now. Allowing a tower on the parkway would set a precedent and have unknown long-term consequences.

Wind Effects of a 9-Story Building on Nearby Trees

A 9-story building (about 27–30 m tall) can significantly alter wind patterns around nearby trees, increasing their exposure to higher-speed, more turbulent flows and potentially raising the risk of wind damage.

How the building changes wind flow

When wind encounters a building, it is deflected and accelerated over the roof and upper walls, creating **dynamic pressure** on the structure and **turbulent wake** on the leeward side rheologic.net. This can cause **channeling effects** — wind funnels through gaps between the building and surrounding trees — increasing local wind speeds and turbulence. In urban or suburban settings, the building’s height can also **shield** some trees from direct wind, but this effect is usually limited to the immediate vicinity American Institute of Physics.

Impact on trees

- **Increased wind stress:** Trees in the direct path of the building's leeward wake may experience higher gusts and more turbulent flow, which can increase bending moments, torsion, and shear stresses on trunks and branches [Live to Plant](#).
- **Reduced shielding:** If trees are placed in straight rows facing the building, they may not benefit from the same protective effects as clustered trees, which can reduce overturning moments by up to 85% due to mutual shielding [American Institute of Physics](#).
- **Species and health factors:** Trees with shallow roots, brittle wood, or poor health are more likely to be affected, especially if wind speeds exceed 46–60 mph (74–97 km/h) [O'Neil's Tree Service+1](#).
- **Growth effects:** Chronic exposure to higher-speed winds can trigger **thigmomorphogenesis** — changes in growth that make trunks thicker and branches shorter to improve stability [Live to Plant](#).

Practical implications

- **Tree placement:** Positioning trees in staggered or clustered patterns can reduce wind loads and protect them from the building's wake [American Institute of Physics](#).
- **Wind speed thresholds:** At moderate winds (25–35 mph), small branches may break; at strong winds (36–45 mph), weak branches can snap; at severe winds (46–60 mph), shallow-rooted trees can be uprooted [testolimited.com](#).
- **Urban planning:** In neighborhoods with multiple buildings, wind tunneling and channeling can create localized “hot spots” of high wind stress, so tree placement should consider these effects.

Summary

A 9-story building can increase wind speeds and turbulence on nearby trees, especially in its immediate wake, potentially raising the risk of branch breakage or uprooting. Proper tree arrangement and species selection can mitigate these effects, while monitoring local wind conditions is key to protecting both trees and surrounding structures.

GOAL 5.4: PROMOTE COMMUNITY GREENING FOR AESTHETIC AND ENVIRONMENTAL BENEFIT

With the negative affect of a 9 story building blocking the sun and increasing wind speeds, you can easily see how tall buildings next to green spaces work directly against this goal.

Future Land Use Categories

The category for this area is NOT “High-density residential: Multi-family residential buildings taller than 5 stories”. The surrounding area is “Medium-density resident”. Neither of those call for anything taller than 5 stories at most, which ironically fits with the existing 47 foot maximum allowed under the current C-1 zoning.

To read that the future use of “Neighborhood mixed use” calls for anything taller is clearly a manipulation of the definition, as none of the defined example areas have high-rise apartment buildings.

“Neighborhood mixed use: Street-facing commercial retail/services, small-scale nightlife and performance venues, artisanal production (breweries, artist studios, maker spaces), residential uses (permits mixed-use buildings with commercial on the ground floor and residential units on upper floors). Examples: Union Street, N. Market Street”

Goals for the specific area Bancroft Parkway/Delaware Avenue:



Bancroft Parkway/Delaware Avenue strategies map

Strong Safe Neighborhoods

- 1 Strengthen neighborhood character by encouraging infill and new construction that fit in with basic neighborhood patterns.

Robust Local Economy

- 2 Make neighborhood commercial corridors and centers clean, safe and attractive.
- 3 Enhance the attractiveness of city gateways.

Connected City and Region

- 4 Transform Pennsylvania Avenue as a gateway corridor that is safe and comfortable for all users.
- 5 Improve intersection at Pennsylvania Avenue and Union Street.
- 6 Enhance Bancroft Parkway as potential off-street connection to parks and other assets with pedestrian and bicycle paths.

Sustainable and Resilient City

- 7 Encourage expanding tree canopy and native habitat in yards.

None of the goals of the neighborhood include putting a high-rise on Bancroft Parkway.

13.2. Comparison to Appendix of Plan

Notice that the ratings for every category are BEST FOR BANCROFT on p7 (9/45).

THE NEIGHBORHOODS: RESIDENTS' RATINGS OF TOP 3 QUALITIES

HOW WOULD YOU RATE THESE QUALITIES IN YOUR OWN NEIGHBORHOOD?

VERY POOR POOR AVERAGE GOOD VERY GOOD DON'T KNOW

SAFETY IN THE COMMUNITY



MY NEIGHBORS OR SENSE OF COMMUNITY



LOCAL SHOPPING, RESTAURANTS AND ENTERTAINMENT



WILMINGTON 2028 SURVEY, SEPT - NOV 2017
DATA ON THIS SLIDE REFERS ONLY TO RESPONDENTS WHO LIVE IN WILMINGTON



THE NEIGHBORHOODS: RESIDENTS' OVERALL SATISFACTION

HOW SATISFIED ARE YOU LIVING IN YOUR NEIGHBORHOOD?



Over 40% expressed dissatisfaction in East Side and West Center City

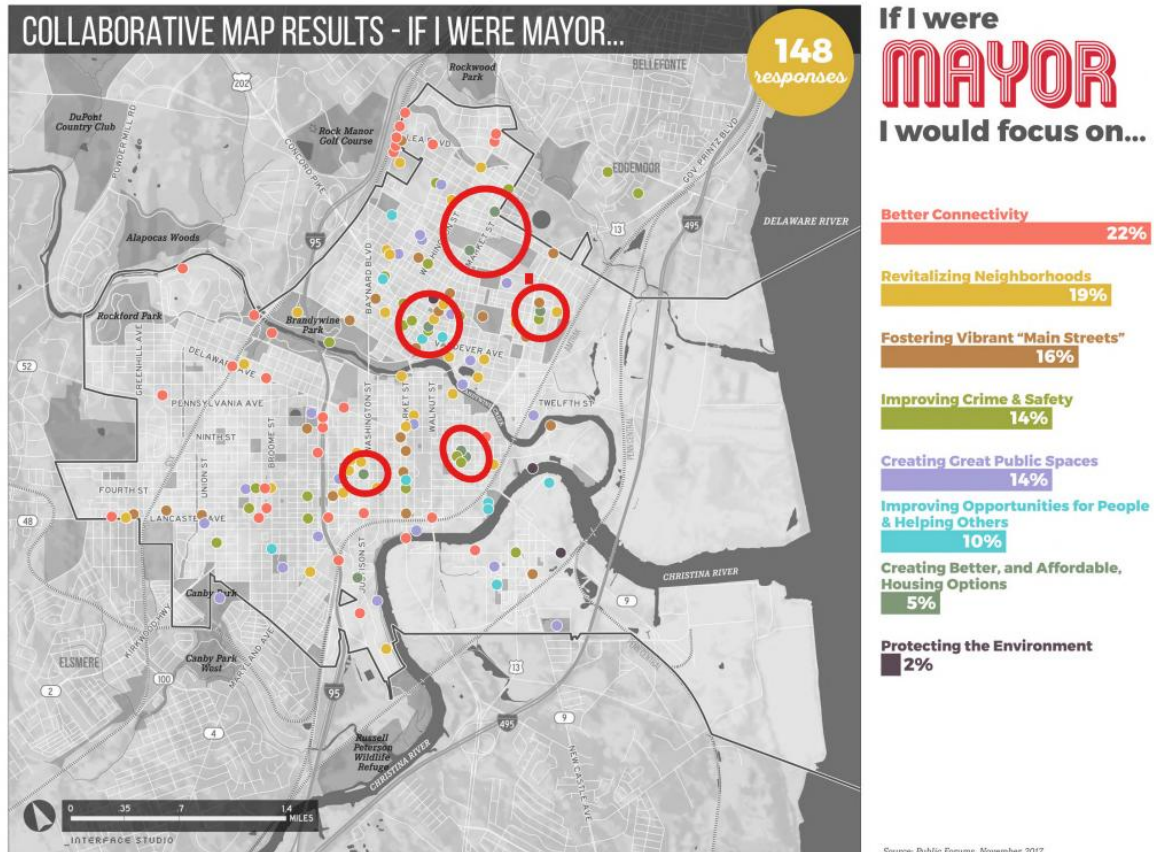
Over 80% expressed satisfaction in Bancroft Parkway/ Delaware Ave, Boulevard and Midtown Brandywine/ Central

Bancroft, Midtown, and Boulevard tend toward positive views of their neighborhoods, while Browntown-Hedgeville, East Side and West Center City tend toward negative views.

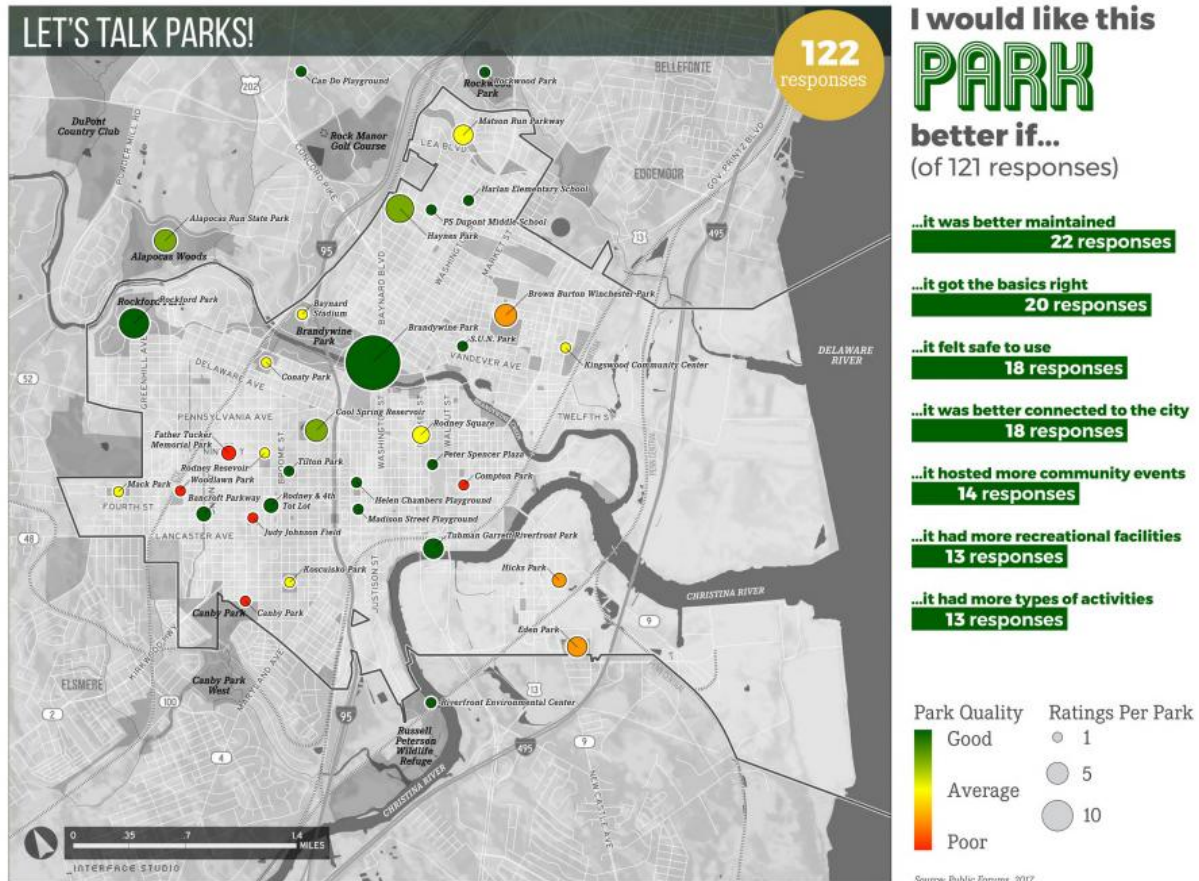
WILMINGTON 2028 SURVEY, SEPT - NOV 2017
DATA ON THIS SLIDE REFERS ONLY TO RESPONDENTS WHO LIVE IN WILMINGTON

WHERE did respondents as for “Creating Better, and Affordable, Housing Options”?
 Not near Bancroft Parkway. The nearby requests are for “Better Connectivity” and “Revitalizing Neighborhoods” is in Trolley Square, coincidentally somewhere Tsionas has purchased the “Rockford Shops” which have been the subject of many complaints about trash and other problems.

P18 (20/45):



P19 (21/45): Bancroft Parkway park listed as “Good” park quality.

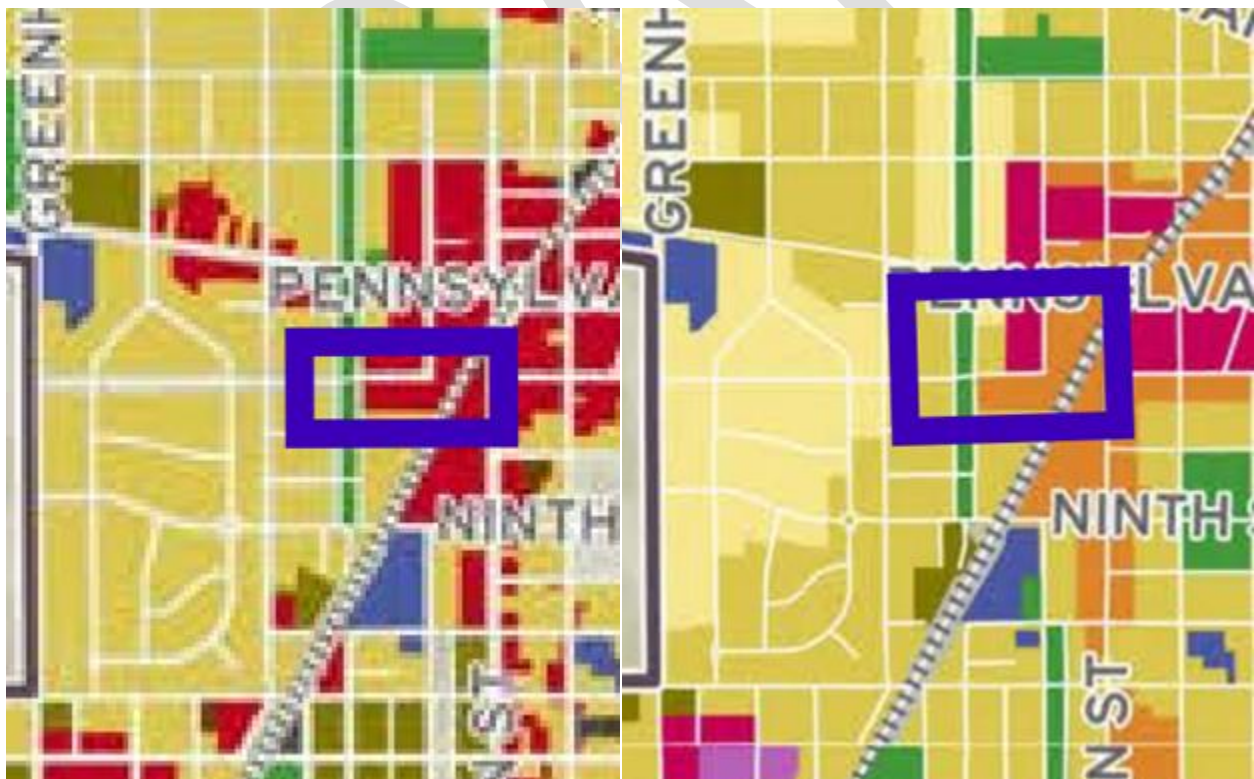


13.3. Comparison to Full 229 Page Plan

I will try to work on this later, but so far, in my comparison to the 2028 Comprehensive Plan, The Bancroft (as planned) sounds like it is very much in opposition to the 2028 plan.

13.3.1. 2028 Land Use Change from “Commercial” to “Neighborhood Mixed Use”

The parcels in question for this project are two C-1 properties ... **reduced from “Commercial”** on p148 (157/229) “Current Land Use” **to “Neighborhood Mixed Use”** on p149 (158/229) “Future Land Use”. I have pasted two images for your comparison below (first “Current Land Use” followed by “Future Land Use”).



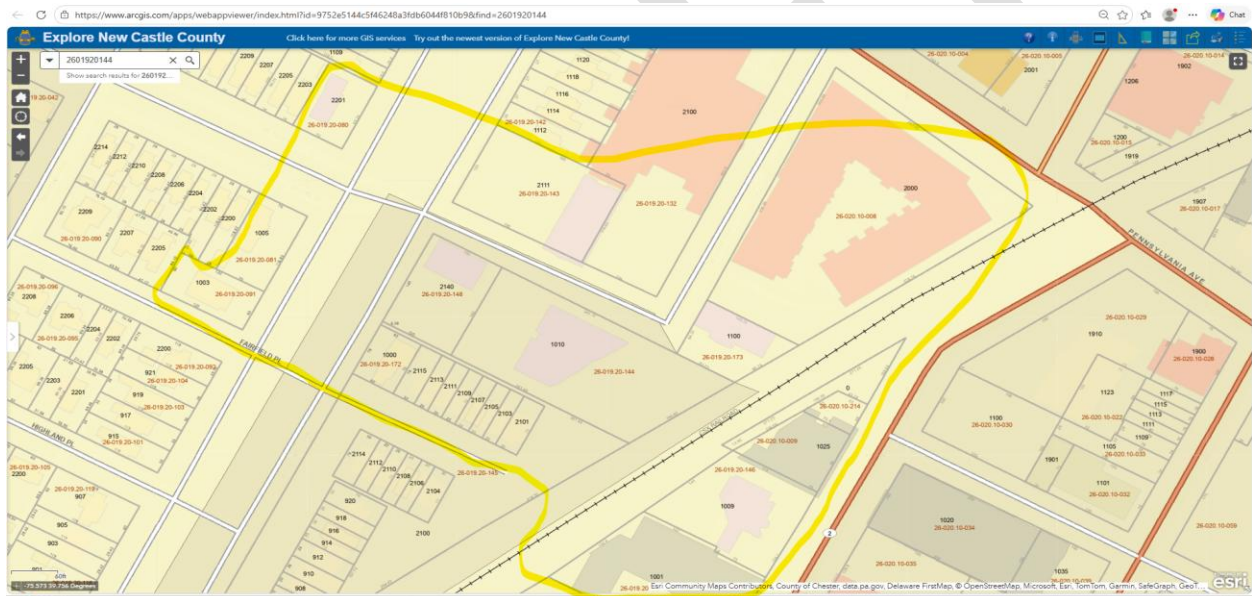
Sec. 48 Zoning Code Information

While the entirety of Chapter 48 is important to review, specifically 48-51 which deals with objection to rezoning should be reviewed and understood.

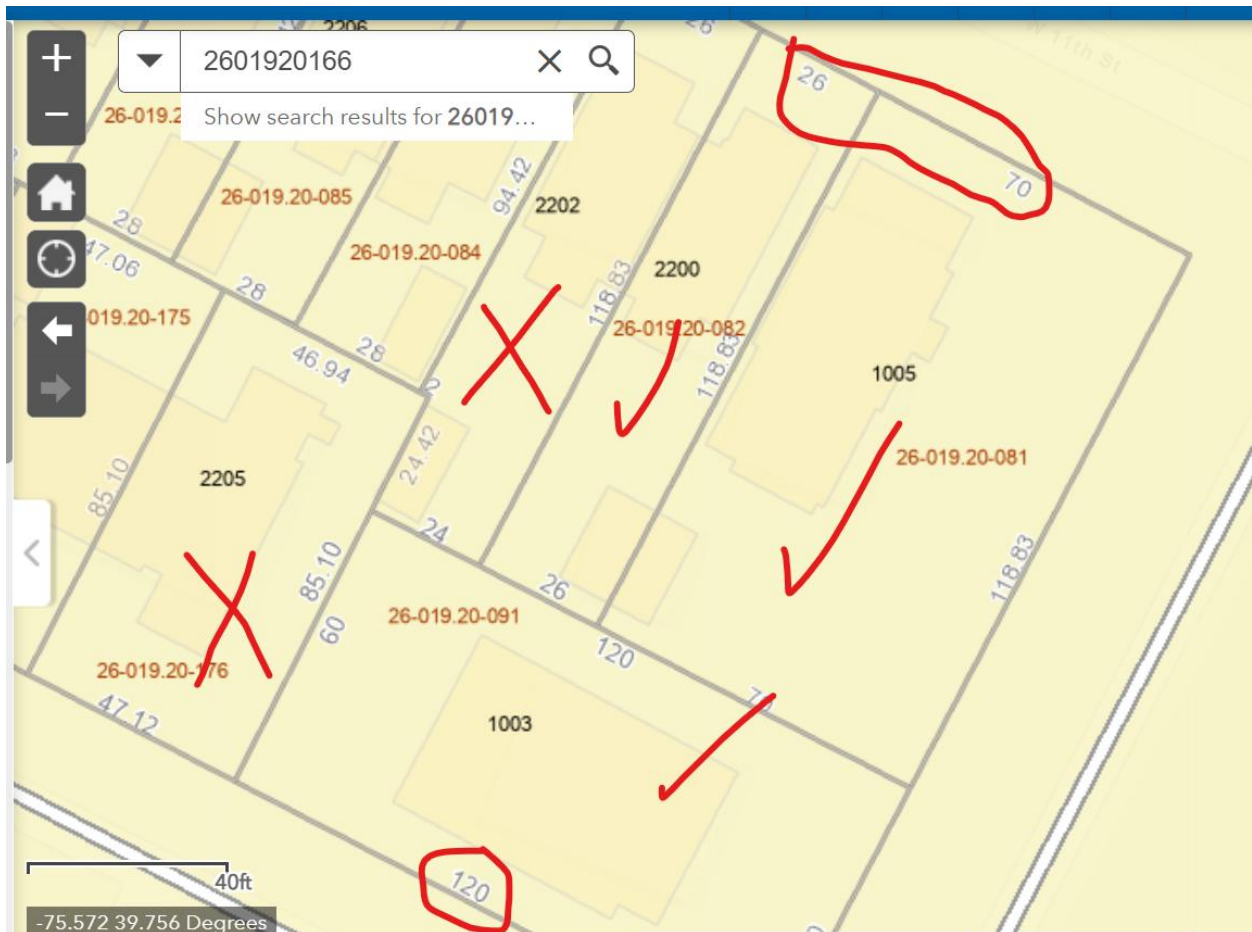
[ARTICLE II. - ADMINISTRATION AND ENFORCEMENT | Code of Ordinances | Wilmington, DE | Municode Library](#)

Sec 48-51 Protest Official Areas

Protest forms completed by at least those in the area surrounded below would likely be beneficial to show opposition. Having more does not hurt.



An error was made regarding 2202 below because it's only 95 feet from the end of the street line and 4 feet of the property are included in the potential protest area. Measurements are available on the NCC site.



Sec 48-51 Protest Official Form



PROTEST AGAINST PROPOSAL TO REZONE PROPERTY

To: City Clerk, City of Wilmington

Re: Protest of Proposed Rezoning Pursuant to § 48-51 of the City Code

Address of Property Affected (the "Property"): _____

Status of Property. Check that which is applicable:

- ☐ Property is located within the area being rezoned;
- ☐ Property is located within 100' of area being rezoned;
- ☐ Property is opposite the area being rezoned and within 100' of the opposite street line.

Name of Property Owner: _____

If Property Owner is a corporation, name and title of person completing this form:

Address of Property Owner (if different from Property Affected): _____

Telephone Number of Property Owner: _____

The Property identified above is a parcel involved in the area of the proposed rezoning amendment pursuant to Wilmington City Code § 48-51.

Owner/Authorized Agent Signature: _____ Date: _____

Print Name _____ Title _____
(if applicable)

WARNING: MAKING A FALSE STATEMENT ON THIS PROTEST FORM SHALL CONSTITUTE THE MISDEMEANOR OF "MAKING A FALSE WRITTEN STATEMENT", 11 Del. C. §1233, PUNISHABLE BY INCARCERATION FOR UP TO 30 DAYS, A FINE OF UP TO \$575, OR BOTH.

Sec. 48-52 Planning Commission Effect

Sec. 48-52. - Action by planning commission.

No amendment to this chapter shall be passed until the same shall have been proposed by or be first submitted to the city planning commission. Any proposed amendment for which a petition has been duly filed and for which the fees required have been paid pursuant to [section 48-34\(b\)](#) shall forthwith be referred by the city clerk through the director of planning to the planning commission. With respect to any proposed amendment, the city planning commission shall hold at least one public hearing, notice of which hearing shall be published at least seven days before the date of the hearing in a newspaper of general circulation in the city. The notice shall contain the time and place of hearing and shall specify the nature of the proposed changes in a general way and shall specify the place and times at which the text and map relating to the proposed amendment may be examined. Unless the city planning commission shall have submitted its report through the mayor upon the proposed amendment within 90 days after the submission thereof to it, city council shall be free to proceed to the adoption of the amendment without further awaiting the receipt of the report of the city planning commission. This 90-day period for consideration and report by the city planning commission may be extended by a three-quarters vote of city council. **No amendment shall be passed by the city council without concurrence of the city planning commission in the proposed amendment except by a three-quarters vote of city council.**