

MONITORING COMMITTEE



AGENDA

3.19.18

4:30 PM

@Route 9 Library
(Multipurpose A)

PACKET

- Previous meeting notes
- Mission/vision statements
- Public health section from Plan
- Recent land development scan

- Introductions
- Previous Meeting Notes
- Review of Mission/Vision Statements
- **Division of Public Health** health data presentation/discussion
- **Nemours** Community Health Needs Assessment presentation/discussion

BRIEF UPDATES

- Recent land development scan
- Outreach Subcommittee
- OJT Subcommittee
- Next meeting?

The mission of the Route 9 Corridor Transportation and Land Use Master Plan Monitoring Committee is to help guide and fulfill the recommendations of the Route 9 Corridor Transportation and Land Use Master Plan, which established a shared vision for the transportation and land use redevelopment of the corridor.

This work will be accomplished through a collaborative dialogue between its membership, which includes implementing agencies, local civic and community leaders, other key stakeholders, and the communities they represent.

DRAFT

Route 9 Monitoring Committee Meeting Minutes

2/19/2018

An audio recording of this meeting is available at <http://www.wilmapco.org/route9/>.

Attendees

- Cooper Bowers, DeIDOT
- James Brunswick, DNREC
- Frank Cooke, State Representative
- Carlos Dipres, First State Community Action Agency
- Kelicia Dix, WILMAPCO
- Peter Haag, DeIDOT
- Mike Hahn, DeIDOT Planning
- Lee Jarmon, Overview Gardens/Garfield Park Civic Association
- Caleb Jervay, Resident
- Chip Kneavel, DeIDOT
- Philip McBride, NCC Land Use
- Steve Ottinger, DTC
- Sandra Smithers, New Castle Prevention Coalition
- Bill Swiatek, WILMAPCO

Minutes

- **[0:00:54 in recording] Previous Meeting Notes:** The committee reviewed the previous meeting minutes.
 - Mr. Swiatek review meeting notes from November meeting packet and asked if anyone had any clarifications or corrections for the meeting notes. No one did -- the notes were accepted.
- **[0:01:20 in recording] Review of Mission and Vision Statements:**
 - Mr. Swiatek read the mission and vision statements. There was no discussion of them.
 - Mr. Swiatek asked to move the New Castle County update ahead of the DeIDOT implementation update on the agenda since there is less of an update for New Castle County projects. No one objects and meeting carries on.
- **[0:02:26 in recording] New Castle Co. Implementation Updates:**
 - Mr. McBride says that New Castle County is working to incorporate the language from the Master Plan into the County Comprehension Plan. Before this is done, they are waiting for data from the Eden Park and Hamilton Park survey to be reviewed. Mr. McBride is unsure about the current progress in this project but suggests that for further information, people should reach out to Carrie Casey. To his understanding, there is no timeline set for this project. He suggested that once everything is sorted, the

results of the survey and the proposed language in the comp plan will be shared with the Route 9 Corridor Master Plan Monitoring Committee then elected officials.

- Mr. McBride would also like to hold another meeting prior to the introduction of these updates into the comp plan in order to remind the community of the project and get more local people involved.
- Mr. Jervay asks if Carrie Casey will be handling the project. Mr. McBride says that she will be handling the surveying aspect from Community Services while he handles land use.
- Mr. Swiatek adds that he spoke to Carrie Casey recently. She has not yet begun to review the survey results, but has them.
- Mr. Hahn asks if there will be a series of ordinances proposed. Mr. McBride responds that any changes will be voted on by County Council.
- Separately, on the proposed development side, Mr. McBride says that everyone can find information about projects on the new Resident Toolbox (<https://www.arcgis.com/apps/MapSeries/index.html?appid=50430efdf9544bba81e529d7d0392852>) which has info about zoning, permits, active permits for development activity. Mr. Hahn asks how to find the most recent documents and files. Mr. McBride says it can be found by searching by the “last edited date”.

- **[0:13:10 in recording] Memorial Drive Road Diet Discussion:**

- Mr. Swiatek states that at the last Public Workshop held there was a mix of support and disapproval of the Memorial Drive Road Diet project. Most at the workshop were not in favor of the project. The Monitoring Committee discussed it as their last meeting and remained in favor of the project, for the greater good, in spite of some of the concerns raised at the workshop.
- Mr. Hahn adds that since the last committee meeting in November, efforts have been made to improve communications with the public. He adds that the Memorial Drive Road Diet has been added to the DelDOT website under the DelDOT projects section. He agrees with Mr. Swiatek that they have received negative feedback and believes that some concerns are valid and will be taken into consideration to help better the project.
- Mr. Haag explains that from the Public Workshop event held November 13, 2018, at least 47 people attended (that is the total people who signed in) and of those 47 people, only 13 gave feedback. Mr. Haag said that the consensus at DelDOT is that the project should move forward, but welcomes additional thoughts from the Monitoring Committee.
- Mr. Hahn asked if elected officials have been reached out to. Mr. Haag responded that Senator Brown has not been contacted and he has not reached out to them, but he wanted to reach out the committee first before talking to him and the other representative.
- Mr. Swiatek suggested a meeting should be held just for Representative Cooke and Senator Brown to go over the entire project, the workshop, and the feelings of the Monitoring Committee. Representative Cooke says he will help reach Senator Brown.
- Mr. Jarmon stated that we must move forward with the project. People are going to disagree, but improvements are needed and are urgent. Representative Cooke agrees and adds that biking safety is important too. Mr. Dipres adds that schools need to be in the discussion and have a say because money can be saved on bus transportation by increasing bus safety. Mr. Swiatek adds that WILMAPCO estimates there will be 4 less crashes per year on Memorial Drive with the project.

- Mr. Dipres inquiries about allowing people who are from the area get first bid on the contract. He argues that this project can help benefit locals by giving them the opportunity to earn extra money.
 - Mr. Haag replies that this project will go out to bid and any company can pick it up and at this moment he is unsure if this project will be grouped in with other projects such as Route 13, or a stand-alone effort. Mrs. Smithers asks how this will affect the community. Mr. Haag responded that DelDOT are looking for the feasibility of this becoming a stand-alone project, so that it can be done more quickly.
 - Mr. Swiatek adds that efforts are currently being put forth from the Monitoring Committee to change the way jobs are given through DelDOT to help incorporate local labor. Funding is needed to complete the work. The funding request was sent to NCC Community Services some time ago, who expressed an interest in supporting it. It is expected to cost about \$ 3,000. Councilman Street said he would support the project if Community Services does not.
 - Ms. Smithers said that it is unacceptable. Community Services needs to rectify this before we look to Councilman Street or another route.
 - Mr. Jervay asks how local people would find out about the projects and get connected.
 - Mr. Swiatek says that the idea is that whomever gets the contract will have to reach out and try to hire local people as a stipulation for their being awarded the contract.
- Ms. Smithers asks if the county or the state has anything currently in place that would hold them accountable if they disregard these rules.
- Mr. Hahn says no; as of now the locals must go on the DelDOT website to get the names of the company that is wins the bid and communicate with them personally.
- Ms. Smithers adds that that process would only work in a perfect world and that contractors will typically “hire within” before they look to add local people which puts them at a major disadvantage.
- Mr. Swiatek adds that in other states, work has been done to hire locals first and is working to be replicated through DelDOT
- Mr. Hahn says that having local workers may work for a small project but if there is a larger project that involves moving sites; transportation can become an issue for them therefore making local labor unreliable.
- Mr. Swiatek asks if the committee will give a recommendation to DelDOT about moving forward with the Route 9 Road Diet.
- Mr. Jarmon moved to recommend that DelDOT move forward with the Memorial Drive Road Diet. Ms. Smithers seconded. Everyone voted in favor of the motion.
- **[0:43:09 in recording] Safe Routes to School Projects at McCullough and Eisenberg:**
 - Mr. Kneavel begins by displaying a map of McCullough Middle School and the surrounding area with illustrations of where the proposed improvements will be.
 - He starts off by stating that there is a need for about six crosswalks. Five are located Chase Ave. (near McCullough) and one along Halcyon Dr. There were also two pedestrian crossings upgrades a little farther from the school on Chesterfield Dr. He noted the issues created by parking cars on the sidewalks, which happens in this neighborhood. He also noted that a couple improvements were suggested for the crossings at Karlyn and Bizarre on Memorial Drive – however these are being deferred to the Memorial Drive Road Diet project.

- Representative Cooke asks if there was a traffic or impact study done to get the data.
 - Mr. Kneavel said one was not necessary because these are small-scale pedestrian improvements.
 - Representative Cooke and Mr. Jarmon inquired how many kids walk to school.
 - Mr. Kneavel says that he does not have these data on hand, but will send them ahead of the workshop.
 - He then proceeded to the area around Eisenberg Elementary School. There are 7 signs indicating pedestrian crossing (6 have an attached “yield here to pedestrians” sign), 4 no parking signs, 2 stop signs and 8 speed hump signs. The pedestrian crossings are located along for the most part around Glen Ave. (4 pedestrian crossings and 4 “yield here to pedestrians” signs), 6 speed hump signs and both stop signs. 3 pedestrian crossing signs were along Landers lane (2 “yield here to pedestrians” signs) and 2 speed hump signs were on Landers Lane.
 - Mr. Kneavel informs the committee that a meeting will be held on March 5, 2019 for both Eisenberg and McCullough for a Safe Routes to School Public Workshop. Support is needed in getting the word out. At the workshop the public will have an opportunity to weigh in on the proposals and say which ones they like best or least.
 - Both Mr. Swiatek and Mr. Kneavel tell everyone that kids at Eisenberg have been given flyers to give to their parents to advertise the event.
 - Mr. Dipres asks if there will be a flyer printed in Spanish. Mr. Swiatek asks if Mr. Dipres will translate the flyer; Mr. Dipres agrees, and they decided the flyer will be two sided.
 - Representative Cooke informs Mr. Kneavel of an issue on Landers Lane. He says there is no sidewalk after a certain point on the street and is wondering how an ADA approved ramp will be placed.
 - Mr. Hahn says people in wheelchairs must ride in the street until something is done about it.
 - Mr. Swiatek wraps everything up with saying we need to make sure to get the word out to the public about what is taking place around the two schools and make sure to give flyers to kids in both schools (in English and Spanish) for kids to give to their parents. He also asked committee members to support getting the word out, and asked they let him know how many flyers they could distribute.
- **[1:13:26 in recording] Brief Updates:**
 - Mr. Swiatek announced that he next meeting for the Route 9 Monitoring Committee’s Outreach Committee will be held via conference call on February 26, 2019. Contact Randi for more information.
 - Ms. Smithers said that she plans on following up with community services regarding the support for the local labor provision in DeIDOT contracts.
 - Mr. Brunswick updated the group on the Hamilton Park area air quality study. He says the project has been completed. The first part of the study was to measure the quantity of dust in the air. In this area, they found that there is a higher amount of dust in the area than surrounding areas. The second part of the study was finding how far the dust reaches. The last part was to find out what the dust is made of. They found that there were various types of metal in the air but now they need to be identified. The results of this study will be given in June.
 - Mr. Ottinger informed everyone that DART is holding a public hearing on March 5, 2019 at the Wilmington Public Library. The workshop will be held twice (11am-1pm and 5pm-

7pm). Among the topics to be discussed are bus stop changes on Route 15. If you are unable to attend but would like to communicate a concern, you can send an email or a letter to DART. For more information people are encouraged to visit the DART website(https://dartfirststate.com/information/getting_there/public_hearings/index.shtml).



MISSION

The mission of the Route 9 Corridor Transportation and Land Use Master Plan Monitoring Committee is to help guide and fulfill the recommendations of the Route 9 Corridor Transportation and Land Use Master Plan, which established a shared vision for the transportation and land use redevelopment of the corridor. This work will be accomplished through a collaborative dialogue between its membership, which includes implementing agencies, local civic and community leaders, other key stakeholders, and the communities they represent.

VISION

The Route 9 Corridor Transportation and Land Use Master Plan Monitoring Committee envisions the redevelopment and revitalization of the Route 9 Corridor through the implementation of the Route 9 Corridor Transportation and Land Use Master Plan.

PUBLIC HEALTH CONSIDERATIONS

Due to its underlying demographics and limited healthcare and healthy food availability, the Route 9 corridor falls within a larger area of public health concern. Consider these facts:

The Delaware Division of Public Health identified the 19720 ZIP code south of the City of Wilmington, within which our study area falls, as experiencing a high rate of health burdens. These burdens result from the cumulative impacts of the ZIP code's high infant mortality rate, lower life expectancy rate, lower median income, and lower high school graduation rates, in comparison to other ZIP codes. (Health Equity Guide, June 2015).

This study has identified dense pockets of neighborhoods with populations that are predominantly non-white (both non-Hispanic Blacks and Hispanics). State-level data have shown Blacks and Hispanics to be at elevated risk of poor health outcomes such as overweight/obesity and asthma due to their lower reported levels of physical activity and lower rates of fruit and vegetable consumption, in comparison to their white counterparts. (see Delaware Survey of Children's Health, 2014 and Health Equity Guide, June 2015). *

This study identified four food deserts covering much of the study area. Food deserts, according to the United States Department of Agriculture, are low-income census tracts where a significant number or share of residents live more than 1 mile from the nearest supermarket.

This study has documented the presence of industry situated too close to residential developments, and the regular illegal movement of heavy diesel trucks through neighborhoods, conditions that negatively impact air quality and can aggravate asthma and other respiratory conditions.

DNREC identified the population within our study area as being at an elevated risk for cancer in a September 2016 letter to WILMAPCO. DNREC also has noted a violation of the state welfare standard regarding dust exposure within their 2017 community air quality study at Eden Park Gardens. (See www.wilmapco.org/route9 for more information).

** There are many root causes of these observed racial/ethnic health disparities. These include: structural racism, residential segregation, limited healthy and affordable food access, heightened crime exposure, limited preventative care access, limited walking and bicycling connectivity, and more. That our study area is home to many nonwhite minorities, it is plausible that they are more likely to experience poor health outcomes (documented at the county and state levels) from these root causes.*



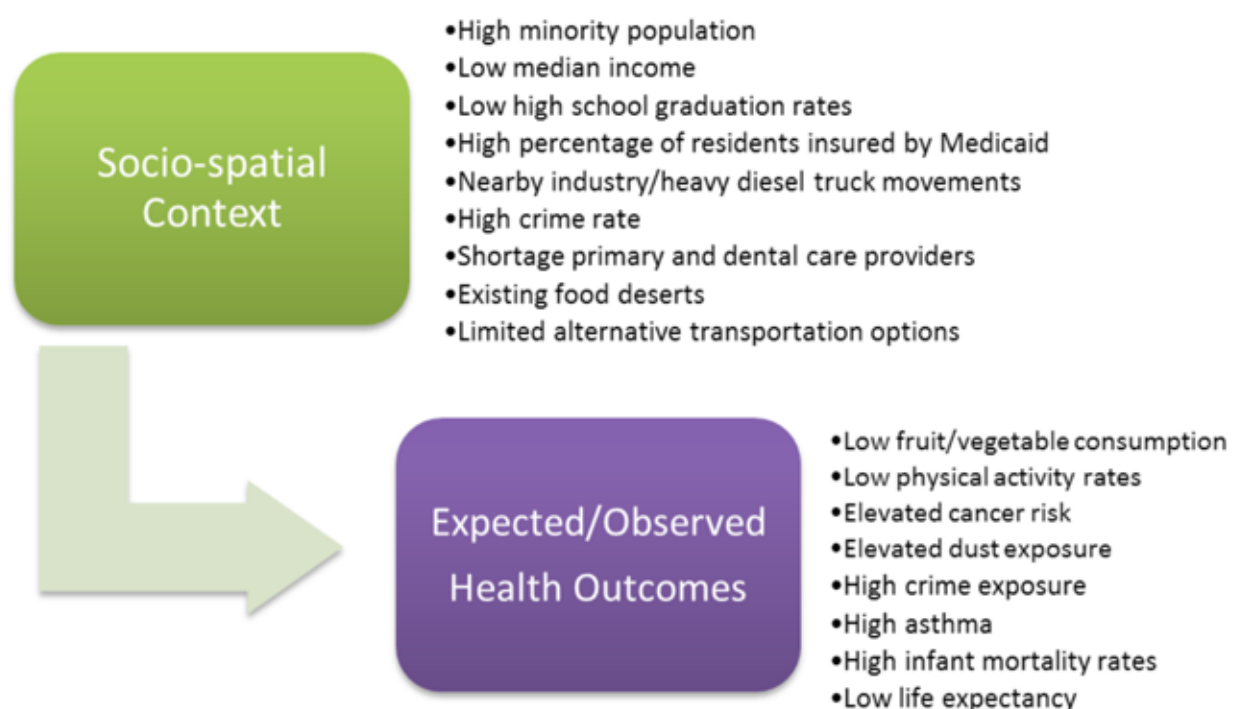
The study area is home to a high percentage of individuals covered by Medicaid – the publicly funded insurance program for low-income families, children, pregnant women, and people with disabilities. (Health Equity Guide, June 2015).

The Route 9 corridor falls within a Health Professional Shortage Area for both primary and dental care providers (Delaware Primary Care Health Needs Assessment, February 2016).

The New Castle County Police Department has noted that the study area is home to an area with an elevated rate of crime: while the corridor comprises only 1.8% of the county's total population, 14% of the county's crime occurs here.

This study has documented a limited and discontinuous network of bicycle and pedestrian facilities along the corridor, which negatively impacts the ability of low-income non-car households to use alternative modes of transportation to access services.

Taken all together, the Route 9 corridor's socio-spatial context drives poor expected and observed health outcomes as represented in the graphic below.

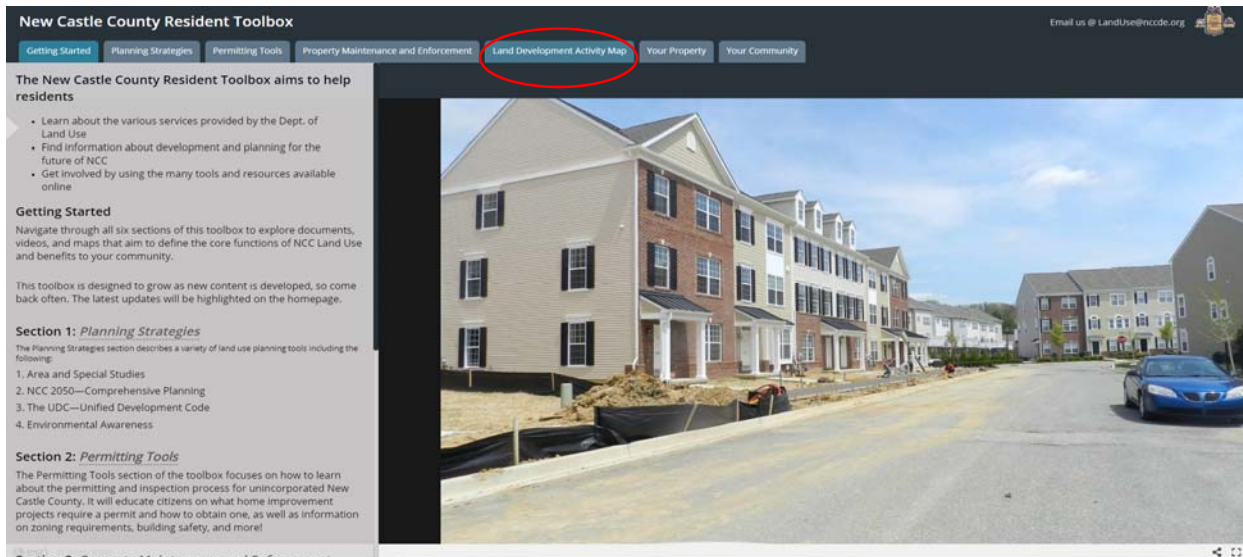


Route 9 Area Land Development Plans

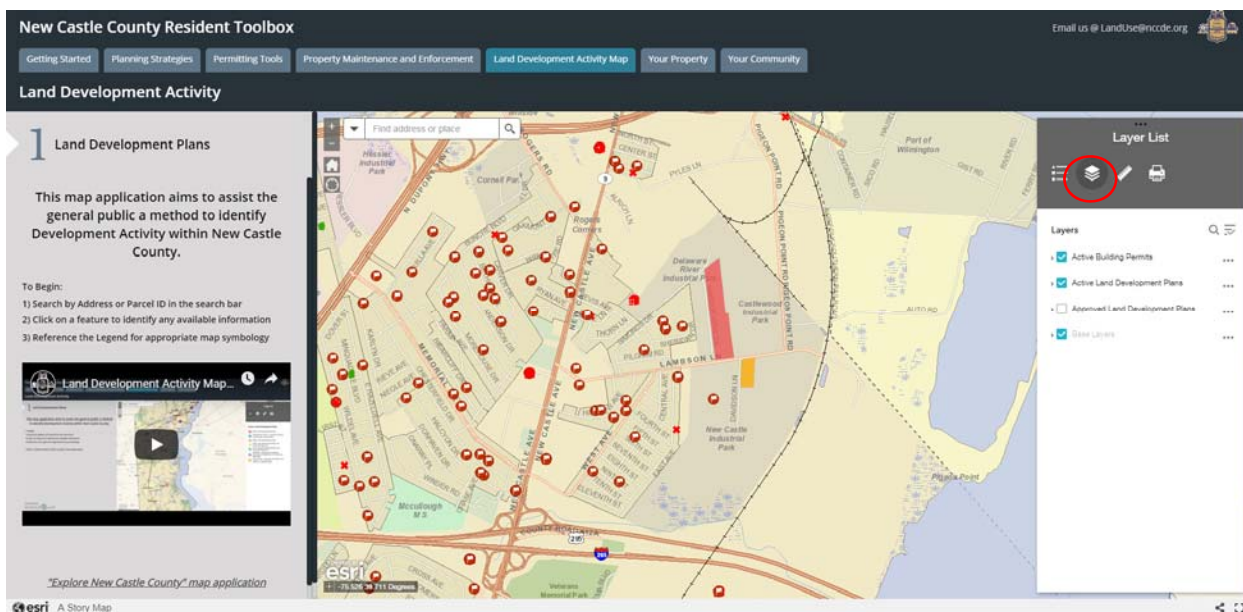
As of 3/12/2019

Where To Find The Map:

- 1) Go to the [Resident Toolbox](https://www.arcgis.com/apps/MapSeries/index.html?appid=50430efdf9544bba81e529d7d0392852)
(<https://www.arcgis.com/apps/MapSeries/index.html?appid=50430efdf9544bba81e529d7d0392852>)
- 2) Select the Land Development Activity Map



- 3) Zoom into the Route 9 area and select the Layer List



4) Turn off the Active Building Permits layer

New Castle County Resident Toolbox

Getting Started | Planning Strategies | Permitting Tools | Property Maintenance and Enforcement | **Land Development Activity Map** | Your Property | Your Community

Email us @ LandUse@nccdc.org

Land Development Activity

1 Land Development Plans

This map application aims to assist the general public a method to identify Development Activity within New Castle County.


To Begin:

- 1) Search by Address or Parcel ID in the search bar
- 2) Click on a feature to identify any available information
- 3) Reference the Legend for appropriate map symbology

Land Development Activity Map

"Explore New Castle County" map application

esri A Story Map





Land Development Details

- 1) Land development is being done on the north side of Terminal Avenue, 544 feet east of I-495 for F & H Transport Inc. Plans include extinguishing existing property lines and create a new site entrance. <http://www3.nccde.org/Project/details/default.aspx?PROJECTKEY=627266>
- 2) The large red polygon area located on the north side of Lambson Lane, 3,000 feet east of New Castle Avenue, is constructing a 126,200 sf warehouse building north of the existing warehouse (93,445 sf) on the same parcel for the Delaware River Industrial Park, LLC. In addition to the new warehouse, bicycle parking, and a stormwater management facility are also proposed for this site. (Note: Address 618 Lambson Lane)
<http://www3.nccde.org/Project/details/default.aspx?PROJECTKEY=625657>
- 3) The orange polygon on the Southeasterly corner of Lambson Lane and Davidson Lane, there is a proposal for parking lot expansion for a 960 sf truck wash station for Evergreen Waste Services. (Note: Address 619 Lambson Lane)
<http://www3.nccde.org/Project/details/default.aspx?PROJECTKEY=591576>
- 4) The blue polygon on the Northeasterly corner of McCullough Drive and Industrial Boulevard intersection, Adesis Inc. is proposing to construct two chemical storage sheds and a mechanical shed in the rear yard of existing laboratory facility.
<http://www3.nccde.org/Project/details/default.aspx?PROJECTKEY=606330>
- 5) The small red polygon on the west side of Moores Lane, 415 feet south of Constitution Boulevard, efforts are being put forth to maintain the property by adding greenery in a self-storage center named Moore Storage.
<http://www3.nccde.org/Project/details/default.aspx?PROJECTKEY=559308>