

STEERING COMMITTEE



AGENDA

11.3.16

4:30 PM

**@Garfield Park
Recreation Center**
(multipurpose room)

PACKET

Previous meeting notes

DNREC letter

Draft introduction and
visioning boards for the
public workshop

- Introductions - *Bill Swiatek*
- Previous Meeting Notes - *Cecily Bedwell*
- Blueprint Communities Update – *Sandra Smithers*
- Schedule - *Bill Swiatek*
- DNREC Letter - *Lauren DeVore*
- Design and Zoning Update - *Cecily Bedwell*
- Transportation Update – *Toole Design Group*
- Public Workshop #2 - *Bill Swiatek*
 - Review of stations and strategies to collect public feedback
- Other Business - *Bill Swiatek*

MEETING MINUTES

date: September 15, 2016

time: 4:30-6:30 pm

location: Garfield Park Recreation Center

project no.: DCI #501-16

project name: Route 9 Corridor Master Plan

author: Caitlin O'Hara

attendees (in alphabetical order):

Cecily Bedwell, Design Collective, Inc (DCI)

Marco Boyce, New Castle County (NCC)

Carrie Casey, Dept. of Community Services, New Castle County (NCC)

Gina Crist, Nemours Children's Health System

Lauren DeVore, Delaware Department of Natural Resources and Environmental Control (DNREC)

Lori Duerr, Colonial School District

Mike Hahn, Delaware Department of Transportation (DelDOT)

Sophia Hanson, New Castle County (NCC)

Lee Jarmon, Overview Gardens/ Garfield Park Civic Association

Carol Kachadoorian, Toole Design Group (TDG)

Rob McLucas, New Castle County Police

Caitlin O'Hara, Design Collective, Inc (DCI)

James Parker, Oakmont Civic Association

Jane Rattenni, New Castle County (NCC)

LaToya Rodriguez, Police Athletic League (PAL) New Castle

George Samuels, Rose Hill Gardens Civic Association

Jaywann Saunders, Simonds Gardens Civic Association

Sandra Smithers, New Castle Prevention Coalition

Tim Snow, Delaware Department of Transportation (DelDOT)

Bill Swiatek, Wilmington Area Planning Council (WILMAPCO)

Jake Thompson, Wilmington Area Planning Council (WILMAPCO)

Steven Wang, RCLCO

STEERING COMMITTEE MEETING**Route 9 Corridor Master Plan*****Introductions:***

Bill Swiatek welcomed attendees and asked for introductions.

Previous Meeting Notes:

Cecily Bedwell asked for any comments, revisions, or questions regarding the previous Steering Committee Meeting Notes. No questions or comments were identified.

❖ Mike Hahn approved the meeting minutes. Lee Jarmon seconded.

Blueprint Communities Update

Bill Swiatek asked the committee members for updates regarding the Blueprint Communities.

❖ Sophia Hanson Comment: Mentioned that the Steering Committee is waiting on further updates.

Schedule

Bill Swiatek reviewed the upcoming schedule. Public Workshop #2 was originally planned to be held in September. The extensive public outreach, data collection, and transportation modeling has required the team to push the Public Workshop #2 to November 1st (tentatively). Bill noted that the design team is currently working on Task 4 (developing design alternatives), with the hope of completing Task 5 (final report) by the end of the year. Bill asked for any questions. No comments were made.

Public Visioning

Bill Swiatek summarized the summer outreach efforts that have taken place throughout the months following Public Workshop #1.

- Review of Active Outreach
- Online Website and Facebook — Outreach was not as successful as hoped. Both efforts did not reach a large number of people/ participants. 11 individuals completed the online survey; thousands were reached through Facebook.
- Summer Outreach
 - WILMAPCO compiled all data at Public Workshop #1 and targeted neighborhoods through the summer outreach activities that were underrepresented; special attention was also given to youth outreach
 - Events included Unity Day, Bingo, Kickboxing, Basketball, Park Program, Mobile Outreach; 184 individuals were engaged
 - 3 questions were asked:
 - What is special about the Route 9 Corridor?
 - What are the greatest challenges for the Route 9 Corridor?
 - What improvements do you suggest for the Route 9 Corridor?
 - Summary of results:
 - Places and Community (Special)
 - Crime and Transportation (Challenges)
 - Transportation, Business/Amenities, and Public Safety (Improvements)
 - Identified Community Needs:
 - Enhancing and expanding existing community amenities
 - Eliminating chronic crime, such as drugs and prostitution
 - Reducing the environmental and health burdens created by industry, such as pollution and truck traffic
 - Maintaining affordable housing
 - Pursuing additional owner-occupied housing development, particularly senior housing
 - Adding additional retail development, including a catalytic anchor store, a bank, pharmacy, quality
 - retail, and additional healthy food options

- Supporting education and job access and growth
 - Fostering alternative transportation, enhancing streetscapes, and providing transportation connections between communities
 - Better highlighting the area's rich history
 - Tying any future expansions of Wilmington's seaport to sustainable housing, retail, office and industrial growth
- A vision statement was created for the Route 9 Corridor based on all outreach: The Route 9 Corridor Master Plan envisions the strategic revitalization and redevelopment of the corridor to enhance economic opportunity and quality of life.
- Bill asked for the committee's thoughts and opinions regarding feedback from the outreach conducted.
 - ❖ James Parker Comment: Would appreciate a follow-up study throughout the Dunleith neighborhood. At the time the survey was completed, a lot of crime had recently occurred in the neighborhood.
 - ❖ George Samuels Comment: Lighting improvements are being made in and around the park in Dunleith which will hopefully help to prevent crime.
 - ❖ Lee Jarmon Question — Have we analyzed locations where crime incidents have occurred and what public safety measures (if any) have been implemented to determine and target appropriate recommendations for the corridor?
Bill Swiatek Response: We have not, but will try to access these data and incorporate into the analysis

Market Analysis Update

Steven Wang said RCLCO's market analysis for the Route 9 Corridor targets real estate developers with a realistic program based on market demands/ trends and development solutions that are achievable.

- Residential: 11 condominium units and 10-15 townhouses (for-sale); 18-28 units (for-rent); larger for senior housing
- Retail: 7,400 sf; naturally occurring; opportunity to tie new development into the library node
- Office: 25-50k sf of development over the next 5-10 years
- Industrial: Total cumulative demand will be 3.3 million sf of development over the next 5-10 years; land is available adjacent to the Port and should not have an effect on the core of the corridor
 - ❖ Carrie Casey Question: What determined condominiums? What area is considered part of the library node?
Steven Wang Response: The demographics and household growth of the area determines the market demand for condominiums.
Cecily Bedwell Response: A walkable distance is considered 1/4-1/2 mile radius around the new library development.
 - ❖ Carol Kachadoorian Question: Is there a particular demographic attracted to condominiums?
Steven Wang Response: Typically, condominiums are attractive to those upsizing from a rental apartment who want to stay in the area (age 25-35) or downsizing from a single-family, detached home (age 55-65).
 - ❖ Lee Jarmon Comment: The Steering Committee will need more time to read through the market analysis.
Steven Wang Response: We should create a forum that allows time for members of the Steering Committee to review the information and respond with any questions or comments they may have.

Bill Swiatek Response: please review the document and e-mail questions directly to us; we will also discuss any thoughts at the next steering committee meeting scheduled for October 13.

Library Node Development

Cecily summarized the various 5-10 and 10-20 year master plans for the library node based on the RCLCO market analysis.

- Review of existing Innovation District Master Plan (conducted by Holzman Moss Bottino Architecture, Studio Jaed, and Landmark Science & Engineering)
- Option 1 (5-10 years; short-term)
 - Senior housing is proposed east of the library building for ease of walkability and convenient access. A mixture of for-sale and rental housing surrounds the library site to expand the neighborhood framework and create stronger connections from the existing neighborhoods to the library node. A small amount of retail with office above is proposed along Route 9, north of the library to establish a mixed-use development that begins to provide a wide-range of amenities. An interconnected street and open space network provides opportunities for pedestrian and bicycle routes between Rose Hill Community Center, the library, and residential neighborhoods.
- Option 2 (5-10 years; short-term)
 - The senior housing is proposed south of the library building, leaving the potential for a future development site as shown in the Innovation District Master Plan. The program for Option 2 is similar to Option 1, except for a slight loss in rental townhouses due to the repositioning of the senior housing.
- Option 1 (10-20 years; long-term)
 - Focuses long-term development around the library node with the hope that initial development will drive additional incentives for more development. Retail and mixed-use development (retail with office above) is concentrated along Route 9 transforming surface parking lots and underutilized land. Residential is expanded to the south adjacent to West Avenue with the potential for a hotel highlighted at the intersection of West Avenue and Route 9.
 - ❖ *Comment: Detailed parking analysis regarding shared parking should be conducted based on existing tenants – particularly on the western side of SR 9 - and proposed development.*

Bill suggested that these options be shown to the community for feedback at the Public Workshop #2. Bill asked the Steering Committee for any objections prior to showing the public.

- ❖ *James Parker Comment: Concern for additional rental program as rental properties in the area have been problematic. There is skepticism regarding future rental properties.*
- ❖ *Sophia Hanson Comment: Facility management and maintenance plays a critical role in establishing a clean, safe, and livable environment.*

Transportation Preview

Carol Kachadoorian summarized transportation initiatives completed since Public Workshop #1.

- Community input identified an overall need to update, expand, and improve the existing transportation network.
- Toole Design Group is taking a 2-step approach:
 - Traffic Analysis — To demonstrate appropriate/ feasible solutions
 - Design Concepts — Providing options for the right-of-way along Route 9

■ Proposed Intersection Plans

- Terminal Avenue: The proposed scheme incorporates a round-a-bout to create a more monumental gateway into the corridor, while still accommodating room for truck circulation and access. The round-a-bout will be designed to slow traffic and create greater visibility for pedestrians crossing the street. A bike lane and planted, swale buffer will be incorporated along either side of the right-of-way north and south of the round-a-bout. The proposal is consistent with Port of Wilmington Truck Parking Study.
 - ❖ Cecily Bedwell Comment: Intersections that have heavier pedestrian traffic should not include a round-a-bout condition. A signalized intersection to stop traffic is more ideal and encouraged.
 - ❖ Mike Hahn Comment: The entry drive to the industrial parcel along the west side of the round-a-bout will not be permitted. The egress to this parcel will need to be relocated.
- Rogers Road: The proposed scheme reconfigures Rogers Road as a 90 degree intersection with Route 9 to create stronger site lines and capture space. Land to the south would be redeveloped into a park for the community. Bus facilities along Route 9 will be accommodated along the eastern edge near this intersection.
 - ❖ James Parker Comment: How will traffic timing be affected by the proposed changes? There are tremendous traffic issues in this specific location.
Carol Kachadoorian Response: We will have to review the traffic analysis and determine appropriate improvements to the traffic timing in response to the realignment.
- Memorial Drive: The proposed scheme adds a round-a-bout to create a southern gateway to the corridor and an anchor to the Innovation District/ library node. On-street parking is provided along either side of the right-of-way to encourage a park-once mentality. Street trees and pedestrian accommodations are also included.
 - ❖ Sandra Smithers Question: Would the speed limit be altered in response to the proposed changes?
Bill Swiatek Response: these features will help to physically slow speeds without relying on the police to enforce the speed limit.
- Memorial and Karlyn Drive: The proposed cross-section maintains the existing width along the length of Memorial Drive and converts one of the travel lanes in each direction. Crosswalks are incorporated at the intersection.
 - ❖ Mike Hahn Comment: The TDG proposal limits the opportunity to expand the roadway if necessary in the future. DelDOT will require added lane capacity if development improvements increase traffic in the area.
Carol Kachadoorian Response: Traffic analysis long-range still does not require current road conditions.
 - ❖ Sophia Hanson Comment: There is a concern for single lane streets.
Carol Kachadoorian Response: We can show alternative design schemes that take this into consideration.
 - ❖ Sophia Hanson Comment: There is also a concern for navigating round-a-bouts with the high traffic volumes in our area. Showing successful precedents with similar traffic conditions would help ease this concern.

- Cherry Lane: The proposed scheme adds a round-a-bout and incorporates a multi-use sidewalk that runs along the center of a landscaped median. The median extends from the Cherry Lane round-a-bout to the Memorial Drive round-a-bout.
 - ❖ Mike Hahn Comment: Route 72 and I will have a similar design and is a good precedent for Cherry Lane. He completely supports and encourages this proposal.
- Proposed Right-of-Way Scenarios for Route 9
 - Option 1: Repurpose parking lane into a buffered bike lane on either side
 - Option 2: Center median is narrowed and converted to turn lane. The parking lane is converted into a buffered bike lane on either side. A planting zone is added between the buffered bike lane and existing sidewalk. There is no need to move curb and change underground infrastructure which saves costs.
 - ❖ Bill Swiatek Comment: The buffered bike lane could be used as a travel lane in an emergency, such as a general evacuation.
 - Option 3: Center median is narrowed and converted to turn lane. A parking lane and travel lane is converted into a buffered bike lane and planted swale on either side. A planting zone is added between the bike lane and existing sidewalk, leaving a single lane of traffic on either side. Major infrastructure improvements would be required.
 - ❖ Bill Swiatek Comment: The concern with this option is that it does not allow for a space for cars/trucks when they break down. When they do, it will block all traffic. A shoulder/lane of some type should be provided as a breakdown lane.
- Proposed Bike/Path Facilities — Creating a dense network that provides connections along and across Route 9 to access neighborhoods and amenities throughout the corridor.
 - The bike facilities identified will include a variety of solutions: shared-use paths, separated bike lane, designated bike lanes, sharrows, and signed bike routes.
 - ❖ DCI to edit map: Identify access through the park as existing NOT proposed

Public Workshop #2

Bill Swiatek will coordinate another Steering Committee Meeting on October 13th @ 4:30pm to discuss Public Workshop #2's (tentatively held for November 1st) agenda and format for presenting the design scenarios.

- Step 1: The design team will need to determine if traffic analysis is ready in time for Public Workshop #2 by the end of this month
- Step #2: The design team and Steering Committee should review the information shown to the community for review/ feedback.
 - ❖ Bill Swiatek Comment: I'm fine with showing three options. I want the steering committee's review of the content prior to showing the public.
 - ❖ Cecily Bedwell Comment: It may be best to show the community Option 1 (the base scenario) for each intersection improvement and then break out into stations for targeted feedback related to all alternative design concepts.

Other Business Tasks

Bill Swiatek asked for any further comments.

- ❖ Mike Hahn Question: Is any additional information needed from DelDOT.
 Bill Swiatek Response: The design team will be in touch to schedule a separate meeting to review the traffic analysis.

No additional comments were noted.

End of minutes.

The above is the author's interpretation of the items discussed. Any corrections or discrepancies should be brought to the author's attention within seven days, or the minutes will stand as written.

cc: Attendees

File



STATE OF DELAWARE
DEPARTMENT OF NATURAL RESOURCES
& ENVIRONMENTAL CONTROL
DIVISION OF AIR QUALITY
100 West Water Street, Suite 6A
DOVER, DELAWARE 19904

Telephone: (302) 739 - 9402
Fax No.: (302) 739 - 3106

Air Quality Management

September 6, 2016

Mr. William Swiatek
850 Library Avenue
Suite 100
Newark, DE 19711

RE: Route 9 Corridor Master Plan Comments from DNREC DAQ

Dear Mr. Swiatek,

The Division of Air Quality (DAQ) appreciates the opportunity to provide comments towards the Route 9 Corridor Master Plan. The comments of the DAQ, in conjunction with WILMAPCO's objectives, are intended to: examine land use and recommend zoning that promotes the use of alternative transportation and manage truck traffic and that also mitigates environmental and health concerns in the area. DAQ encourages sustainable development processes that include mixed and multiuse residential options that promote walkable, bikeable, transit-friendly and livable communities. The DAQ supports WILMAPCO's willingness to coordinate interagency efforts in order to see such alternatives realized.

The DAQ would like to bring to light some chief concerns related to the redevelopment Route 9 Corridor. It has been noted by members of the DAQ that there have been complaints regarding fugitive dust in the area. Fugitive dust refers to any particulate matter that is visible and suspended in the ambient air by wind or human activities. Particulate matter (or PM,) consists of small, microscopic and solid matter that is inhaled and causes a host of health-related problems, especially to those that fall under the "sensitive" and "high-risk" categories. This demographic consists of individuals with pre-existing conditions such as emphysema, asthma or other pulmonary or cardiac conditions. Particulate matter is of the utmost concern as smaller PM particles have the potential to be absorbed directly into the bloodstream.

In regards to the section of Route 9 slated for future development, the DAQ has identified a growing problem of fugitive dust collecting on the roadway. This dust collection is the result of poor road design and storm water management. The resulting dust is carried onto the roadway by outside sources (most likely anthropogenic activity,) which then aggregates and is transferred into the already clogged storm water drains. The amassed material continues to coagulate within the storm water drains causing overflow and flooding in the area. Any excess material floats to the top of the storm

water drain, dries and results in a mud-covered residue that is stirred up by vehicle movement over top of the storm drain and along the existing roadway. This flawed system has the potential to contribute to negative health effects in the area as the excess soil deposits continue to accumulate within the drainage pipes, dry and be suspended into the ambient air. The DAQ recommends that DelDOT take measures to address the problem of clogged storm water drains along the corridor. That being said, the DAQ is also in agreement that such a problem is not solely attributable to the drainage system itself but instead is symptomatic of a greater problem (there is speculations that it is more than likely an enforcement issue related to uncontrolled soil runoff that is not being properly regulated).

The second concern identified by the DAQ in the study area was related to diesel particulate matter. Route 9 is a designated truck traffic route and therefore, PM emissions are an issue. Such emissions can also be attributed to the problem of truck idling near the Port of Wilmington. The DAQ is currently seeking funding opportunities and alternatives with WILMAPCO and DelDOT on alleviating contributing factors at the port. Many residents who attended the public workshops had concerns pertaining to truck traffic traveling through the area. It was noted that although proper signage exists and has been posted along the corridor to direct truck traffic away from residential areas, many truck drivers are ignoring the signage, cutting through subdivisions and disturbing residents. Since proper signage has been posted, it is suggested that WILMAPCO and the City of New Castle work together with local law enforcement to address the issue of enforcement of the designated route.

Lastly, the DAQ has identified the fact that the abovementioned corridor is within a known cancer pocket. Further investigation and analysis by DAQ members determined that four HAPs (formaldehyde, benzene, acetaldehyde, and carbon tetrachloride) contribute to 76 to 80% of the modeled cancer risk across the corridor. Formaldehyde and acetaldehyde are combustion products emitted from mobile and stationary sources. Benzene is a combustion product too, but is also emitted from point source (e.g. Magellan) and non-point sources (e.g. gasoline station). Carbon tetrachloride is predominately a background contributor.

A comparison of the Hazardous Air Pollutants (HAPs) contributing to cancer risk and non-cancer respiratory hazard is shown below.

HAP Contribution to Health Impacts		
HAP of Concern	HI - Related	Cancer Risk Related
- Acrolein	72%	
- Formaldehyde	8%	46%
- Benzene		15%
- Acetaldehyde	11%	10%
- Carbon tetrachloride		8%
- 1,3-Butadiene		5%
- Naphthalene	<0.1%	4%
- Ethylene oxide		2%
- Diesel PM	6%	
Subtotal	97%	90%

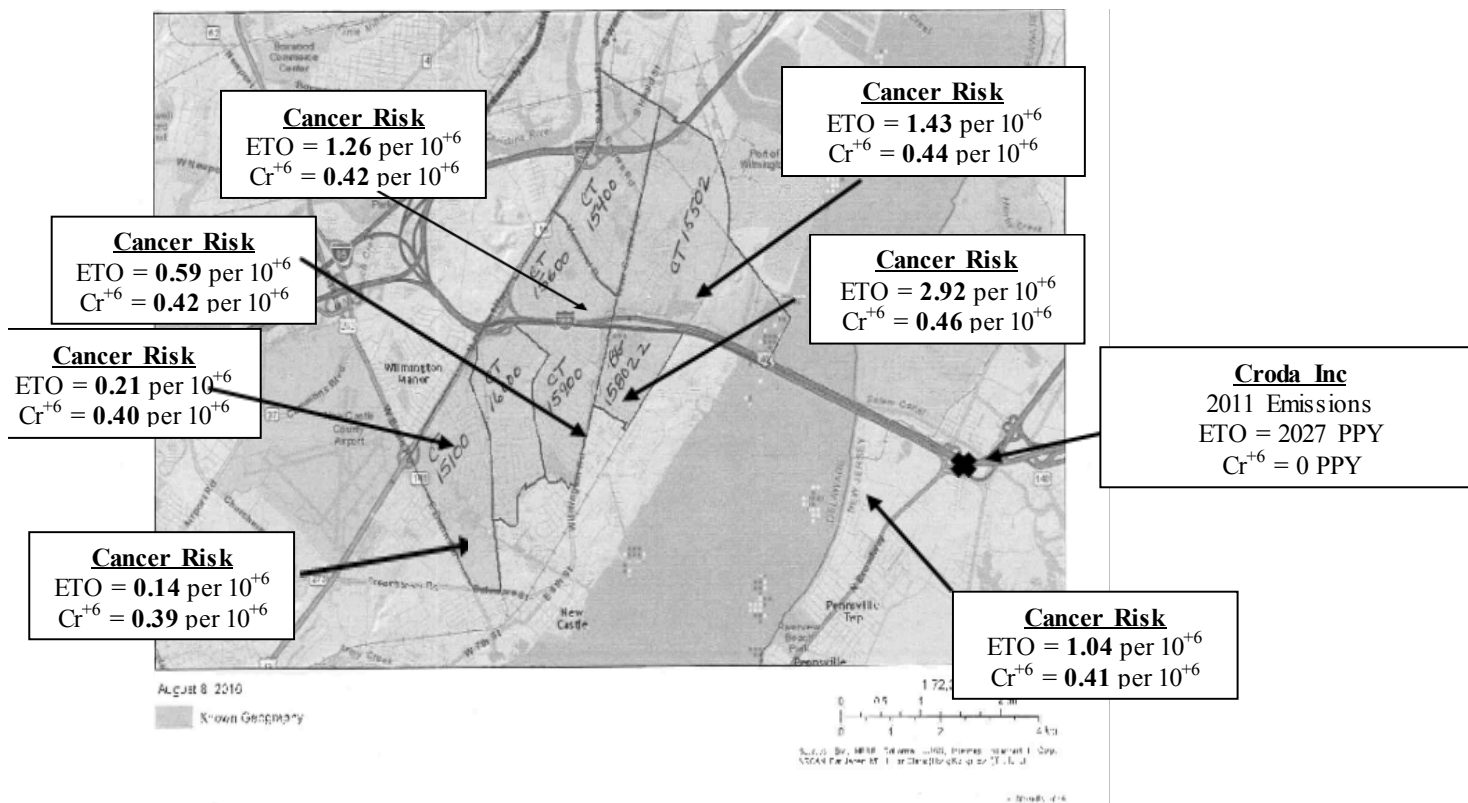
The stationary point source contribution to cancer risk is relatively low along the Rt. 9 corridor, ranging from 0.3 to 7% of the total overall cancer risk in the applicable census tracts. Although the overall cancer risk is low, there are two HAPs emitted from point sources, ethylene oxide and hexavalent chromium, that are significant contributors. Ethylene oxide is emitted from a facility located in the Rt. 9 corridor. While there are no notable hexavalent chromium point sources in the Rt. 9 corridor; there are two facilities that contribute to cancer risk in Rt. 9 corridor. Calpine – Hay Road, which is located

Mr. William Swiatek, September 6, 2016

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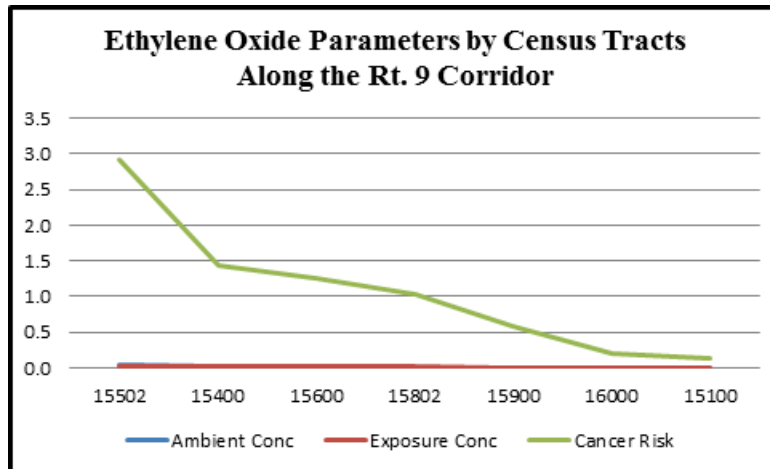
3+ miles NE of the corridor, is probably the more significant to cancer risk and Carney's Point Generation Plant, which is located 3+ miles due east in NJ.

Cancer Risk in the Rt. 9 Corridor Associated with HAPs emitted by Stationary Point Sources



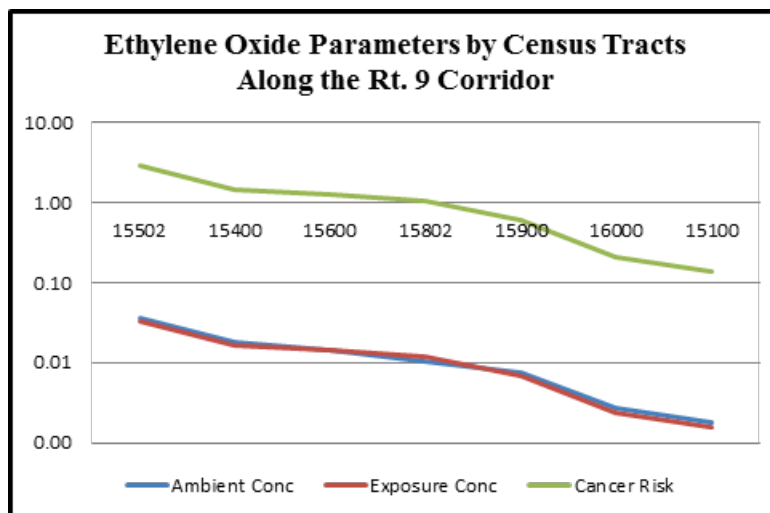
Cancer Risk Associated with HAPs emitted by Stationary Point Sources

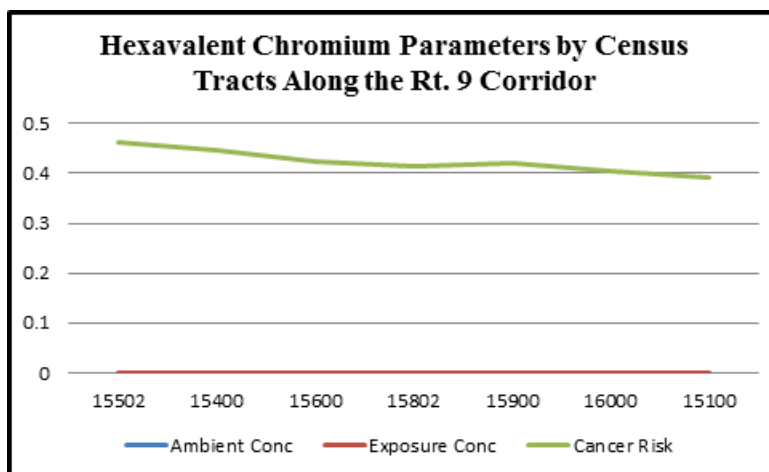
	Point Source Cancer Risk	Ethylene Oxide	Cr ⁺⁶	Napthalene	Benzene	Formaldehyde	Nickel Compounds	All other HAPs
15502	4.62	63%	10%	2%	3%	1%	3%	18%
15400	2.83	51%	16%	2%	4%	2%	5%	21%
15600	2.57	49%	16%	3%	4%	2%	5%	21%
15802	2.32	45%	18%	4%	5%	3%	5%	21%
15900	1.81	33%	23%	5%	6%	4%	6%	23%
16000	1.36	15%	30%	8%	8%	6%	7%	25%
15100	1.30	11%	30%	10%	9%	8%	7%	25%



When plotted on a linear scale both the annual average ambient and exposure concentrations ($\mu\text{g}/\text{m}^3$) appear to be uniform and having near identical values across the corridor, while the cancer risk (# per million) seems to decline in census tracts to the south and west of the probable ethylene oxide source (Croda, Inc).

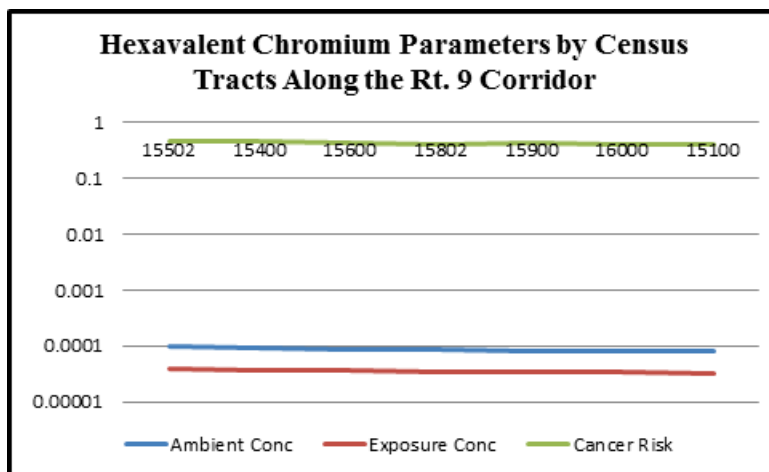
But when plotted on a log₁₀ scale as shown below, the variation in concentrations becomes evident and it can be seen that the ethylene oxide cancer risk declines as the exposure concentration declines. It is unusual for the ambient and exposure concentrations to be so similar.





When plotted on a linear scale both the annual average ambient and exposure concentrations ($\mu\text{g}/\text{m}^3$) appear to uniform and having near identical values across the corridor, while the cancer risk (# per million) seems to slowly decline in census tracts to the south and west.

But when plotted on a log10 scale as shown below, the variation in concentrations becomes evident and it can be seen that the ethylene oxide cancer risk declines as the exposure concentration declines. The spread between the ambient and exposure concentrations is more typical in the modeled results.



The DAQ would like the data included above to be considered in future development along the corridor. DAQ will continue to monitor the point sources above and their contribution to overall ambient air quality levels in New Castle County, Delaware. Even though the total cancer risk is generally low for the area, there are two HAPs that are present and are emitted from point sources, ethylene oxide and hexavalent chromium. These HAPs have the potential to contribute to cancer risks in the area.

DAQ encourages planners, developers and builders to consider all sustainable growth practices in their design, and we believe that the air quality impacts associated with the project should be completely considered. New homes and businesses may emit, or cause to be emitted, additional air contaminants into Delaware's air, which will negatively impact public health, safety and welfare. These negative impacts are attributable to:

Mr. William Swiatek, September 6, 2016

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- Emissions that form ozone and fine particulate matter; New Castle currently violates federal health-based 2008 air quality standards for ozone and is considered maintenance for particulate matter (PM).
- The emission of greenhouse gases which are associated with climate change, and
- The emission of air toxics.

Air emissions generated from new developments include emissions from the following activities:

- Area sources such as painting, maintenance equipment and the use of consumer products like roof coatings and roof primers.
- The generation of electricity, and
- All transportation activity.

Recommendations:

DAQ encourages sustainable growth practices that:

- Control urban sprawl;
- Preserve rural and forested areas;
- Identify conflicting land use priorities;
- Encourage growth on previously developed sites and denser communities while at the same time protect our diminishing land base;
- Coordinate transportation, housing, environment, and climate protection plans with land use plans; and
- Demonstrate that communities can achieve the qualities of privacy, community, and contact with nature without degrading the natural environment or generating unacceptable environmental costs in terms of congestion, use of natural resources, or pollution.

The DAQ point of contact is Lauren DeVore, and she may be reached at (302) 739-9437 or lauren.devore@state.de.us.

Sincerely,

Ronald A. Amirikian.
Planning Branch Manager

For the purposes of reader clarification, the following definitions apply to the abovementioned language:

- 1.) **“Ambient”** - of or relating to the immediate surroundings of something. (So “Ambient Air Quality” is relating to the local and existing air quality levels.)
- 2.) **“Particulate Matter (PM)”** -Minute airborne liquid or solid particles (such as dust, fume, mist, smog, smoke) that cause air pollution.
- 3.) **“VOC”** –Volatile organic compound and a component of smog.
- 4.) **“Ozone”** –also known as tropospheric ozone and is a greenhouse gas. Formed when nitrogen dioxide, carbon monoxide react with one another and mix in the presence of sunlight.
- 5.) **“Fugitive Dust”** -"Fugitive" dust is PM suspended in the air by wind action and human activities.
- 6.) **“Point Source”** –A localized and stationary pollution source.
- 7.) **“Mobile Source”** –Any non-stationary source of air pollution such as cars, trucks, motorcycles, buses, airplanes, and locomotives
- 8.) **“Ethylene Oxide”** - Ethylene oxide (EtO) is a flammable, colorless gas at temperatures above 51.3 °F (10.7 °C) that smells like ether at toxic levels. EtO is found in the production of solvents, antifreeze, textiles, detergents, adhesives, polyurethane foam, and pharmaceuticals. Smaller amounts are present in fumigants, sterilants for spices and cosmetics, as well as during hospital sterilization of surgical equipment. (The kind we are referring to is caused by industrial activities.)
- 9.) **“Formaldehyde”** - a colorless pungent gas in solution made by oxidizing methanol. A result of combustion.
- 10.) **“Acetaldehyde”** - a colorless volatile liquid aldehyde obtained by oxidizing ethanol. A result of combustion.
- 11.) **“HAPs”** –Hazardous Air Pollutants are those known to cause cancer and other serious health impacts.
- 12.) **“Sprawl”** - the uncontrolled spread of urban development into neighboring regions.

Introduction/Introducción

The Route 9 Corridor Plan will identify the best reinvestment and redevelopment strategies for Route 9.

Initially, we are looking at the 3-mile stretch of corridor between the City of Wilmington and City of New Castle boundaries.

Key focus areas include:

- Improving access to jobs, healthy foods, recreation, education, community services, and affordable housing
- Promoting mixed-use and mixed-income redevelopment
- Mitigating environmental and health concerns
- Examining land uses and recommending zoning adjustments
- Recommending roadway improvements that promote the use of alternative transportation and manage truck traffic

El Plan del Corredor Ruta 9 identificar las mejores estrategias de reinversión y de reconstrucción de la ruta 9.

Inicialmente, estamos buscando en el tramo de 3 millas del corredor entre los límites de la ciudad de Wilmington y la ciudad de New Castle.

Las reas de enfoque incluyen:

- Mejorar el acceso a puestos de trabajo, alimentos saludables, la recreación, la educación, los servicios comunitarios, y la vivienda asequible
- Promover el uso mixto y la rehabilitación de ingresos mixtos
- Mitigar las preocupaciones ambientales y de salud
- Examinar los usos del territorio y recomendar los ajustes de zonificación
- Recomendar mejoras viales que promuevan el uso de transporte alternativo y gestionar el tráfico de camiones

Steering Committee

- All Local Civic Associations
- Colonial School District
- DE Dept. of Natural Resources and Environmental Control (DNREC)
- Delaware Department of Transportation (DelDOT)
- Delaware Economic Development Office (DEDO)
- Delaware Office of State Planning Coordination
- Delaware River and Bay Authority
- Delaware Transit Corporation (DTC)
- Nemours Health and Prevention Services
- Delaware Coalition for Healthy Eating and Active Living (DE HEAL)
- New Castle County Department of Community Services
- New Castle County Department of Land Use
- New Castle County Police
- New Castle Prevention Coalition
- Rose Hill Community Center
- Wilmington Area Planning Council (WILMAPCO)



DESIGN COLLECTIVE
ARCHITECTURE | PLANNING | INTERIORS



TooleDesignGroup



For more information

www.wilmapco.org/route9



Route9MasterPlan

TASK 1: BACKGROUND
December to February

TASK 2: ECONOMIC ASSESSMENT
January to June

TASK 3: VISIONING
January to September

WORKSHOP
1

TASK 4: DEVELOP ALTERNATIVES
September to November

WORKSHOP
2

TASK 5: COMPLETE REPORT
December to February

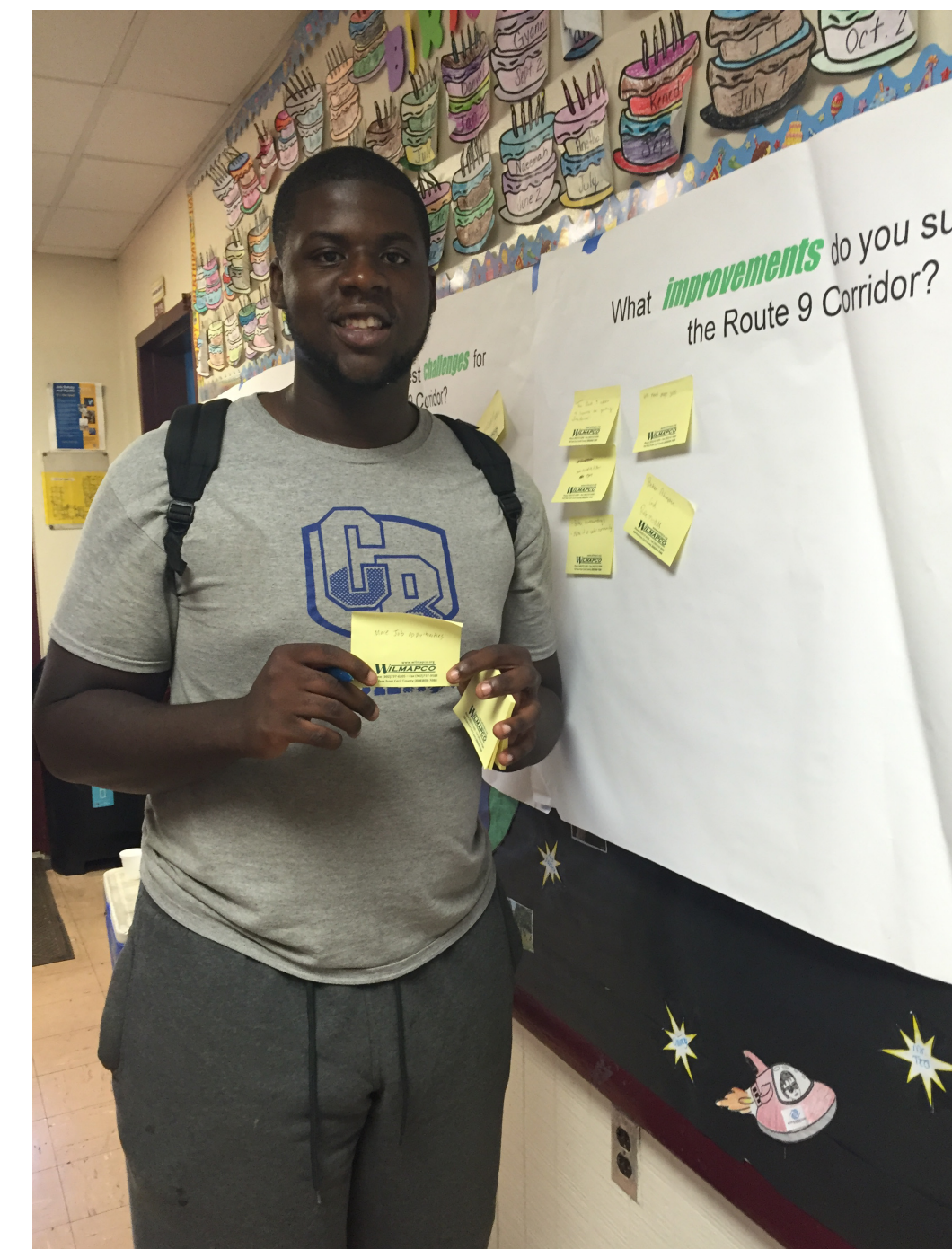
WE ARE HERE

route **9** corridor
MASTER PLAN

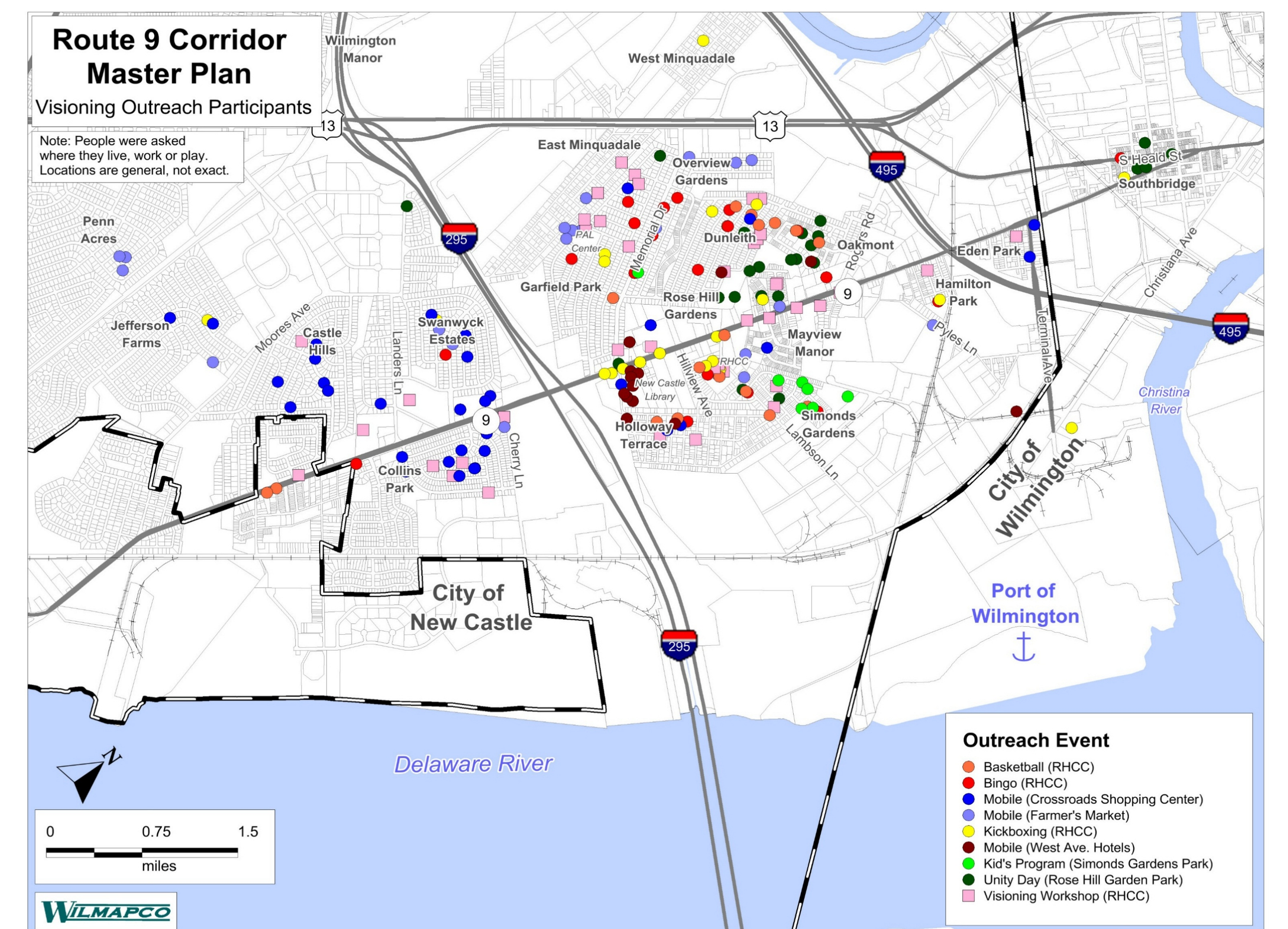
Collecting the Community's Ideas



route 9 corridor MASTER PLAN



Summer Outreach Themes



Place a dot next to the top three community needs!

Enhancing existing community amenities

Eliminating chronic crime

Reducing the environmental and health burdens of industry

Maintaining affordable housing

Additional owner-occupied housing development

Adding additional retail development

Supporting education and job access and growt

Better bus, walking, and bicycling transportation

Showcasing the area’s rich history

Tying future port expansions to sustainable economic growth

Others (write in)



The Route 9 Corridor Master Plan will identify the best reinvestment and redevelopment strategies for the Route 9 Corridor between the City of Wilmington and the City of New Castle.

Please share your thoughts or concerns about the vision statement on a sticky note.