

STEERING COMMITTEE



AGENDA

2.21.17

4:30 PM

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

PACKET

Previous meeting notes

DNREC AQ Project Scope

Public Feedback

- Introductions - *Bill Swiatek*
- Previous Meeting Notes - *Bill Swiatek*
- Blueprint Communities Update – *Sandra Smithers*
- DNREC Air Quality Project -*James Brunswick*
- Public Workshop #2 – *Jacob Thompson*
 - Review of feedback from workshop and with students
- Review of Draft Plan – *Cecily Bedwell*
- Next Steps - *Bill Swiatek*
- Other Business

MEETING MINUTES

date: November 03, 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)

Sheila Berkel, Rose Hill Community Center

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

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)

John McCarthy, Toole Design Group (TDG)

Patti Miller, Nemours

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

Eric Pugliano, DART

George Samuels, Rose Hill Gardens Civic Association

Jolyon Shelton, DNREC

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)

STEERING COMMITTEE MEETING

Route 9 Corridor Master Plan

Introductions:

Bill Swiatek welcomed attendees and asked for introductions.

Previous Meeting Notes:

Bill Swiatek asked for any comments, revisions, or questions regarding the previous Steering Committee Meeting Notes.

The notes were unanimously approved.

Blueprint Communities Update

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

- ❖ Sandra Smithers Comment: They are currently working on a draft. They will continue to work with New Castle County community development throughout the project.

Schedule

Bill Swiatek reviewed the upcoming schedule. The design team is preparing for Public Workshop #2 and working towards completing a final report.

- ❖ Carrie Casey Question: When will the report be completed?
Bill Swiatek Response: after December/ January
- ❖ Mike Hahn Comment: Offered to place the report on DeIDOT's website once complete.
- ❖ Lori Duerr Question: How are we accessing student feedback?
She is willing to assist with this effort.
Bill Swiatek Response: Hoping to engage students in the Christina School District shortly following the public workshop. S.
- ❖ Sophia Hanson Comment: There is a writing program at the Rose Hill Community Center and thoughts from students grades 4-7 were recorded during the Route 9 Library visioning process. We can conduct a similar process for the Route 9 corridor.
Bill Swiatek Response: Agreed this was a possibility.

Letter from DENREC

Lauren DeVore with Department of Natural Resources & Environmental Control (DNREC) summarized the comments made by the Division of Air Quality (DAQ) regarding environmental and health concerns related specifically to the following:

- Fugitive Dusts – particulate matter that is visible and suspended in the air
 - Solution: Better design and management of the roadways (specifically the incorporation of stormwater management and runoff best practices) will contribute to a decrease in particulate build up.
- Diesel Particulate Matter – Mostly emitted by trucks and potential for additional increase due to Port expansion
 - Solution: Truck traffic through residential neighborhoods should be reduced and better enforced.
- Cancer Risks and Hazardous Air Pollutions (HAP) – Route 9 Corridor has been identified as a “cancer pocket” that has a heavy presence of four HAPs. These HAPs contribute to 76-80% of the modeled cancer risk across the corridor.

- Formaldehyde
- Benzene
- Acetaldehyde
- Carbon Tetrachloride
 - Solution: The Corridor needs to remain heavily monitored as the potential for development increases.
 - ❖ **Carrie Casey Question:** The letter identified the area as a “cancer cluster”. In the summary of your numbers, how can we better decipher and understand the numbers?
 Lauren DeVore Response: I can speak with DAQ about providing numbers that are more understandable.
 - ❖ **Lee Jarmon Comment:** Silicon dust from the concrete grinding on New Castle Avenue may be a contributor to the high percentages of fugitive dusts. This facility is located near Eden Park adjacent to Terminal Avenue.
 Lauren DeVore Response: I will make note of this.
 - ❖ **Sophia Hanson Question:** What is the process for evaluating businesses that impose this threat to the community?
 Lauren DeVore Response: There is a permitting process that is monitored by DAQ.
 - ❖ **Mike Hahn Question:** How does this area compare to other areas? Is this area considered hazardous?
 Lauren DeVore Response: Route 9 Corridor is very close to several point sources. It is a major issue and needs to be resolved.
 - ❖ **Carrie Casey Comment:** This information should be incorporated into the Master Plan. Perhaps it can be addressed through truck traffic recommendations?
 Bill Swiatek Response: Yes, the design team should review the recommendations given to us from DAQ as it greatly influences the future development of the corridor.

Design + Development

Cecily provided an update on the development plans for the corridor

- Route 9 Development Opportunities
 - Identified short and long-term development opportunities that build off of the new Library investment and based on the market analysis.
 - North Option highlights development opportunities north of Rose Hill Community Center between Lambson and Thorn Lane. The new development shows a mix of single-family detached and attached housing with a mix of retail and office along Route 9.
 - ❖ **Sandra Smithers Question:** Are you showing rental next to ownership? Are you showing affordable housing similar to Arbor Place?

Cecily Bedwell Response: I am not specifically familiar with the units types in Arbor Place, but, what we are illustrating in the plan are 2-3 story rental townhouses closer to Route 9 and then transitioning to for-sale townhouses adjacent to (backing up to) the existing for-sale (ownership) homes. The market study did show a greater demand for rental within the study area compared to for-sale units, therefore, we are showing a greater number of rental units.

- ❖ **Sandra Smithers Questions:** Concern that we are perpetuating the issue if we provide affordable and low-income housing. This area is socially and economically depressed. We need to develop with this in mind. We need a vision of where we want to go. We would like to see thoughtful development.

Cecily Bedwell Response: Absolutely. We want to incorporate a mix of housing that provides affordable options and proper transitions to existing for-sale, owner-occupied homes. RCLCO can speak to various incentives to keep certain properties affordable while attracting opportunities for market-rate housing. Our recommendation is that affordable housing (whether for-sale or rental) should not be concentrated in one location. Affordable housing should be integrated and indistinguishable from other market-rate residential and sustained by relationships and the ability to network within neighborhoods. Concentrations of affordable housing over 10% (I thought this was 20%) are not typically recommended.

- ❖ **George Samuels Comment:** Perhaps senior housing can be located along the corridor in place of the existing car wash.
- ❖ **Carrie Casey Comment:** We need to convince developers to come here and do market rate. Look at Darley Green in Claymont.
- ❖ **Lee Jarmon agrees;** the areas in Baltimore that have progressed with new development are incredible (specifically noted Cherry Hill and neighborhoods surrounding the hospital)

Cecily Bedwell Response: Yes, noted that the renovation of Cherry Hill was a Design Collective project.

Bill Swiatek Response: We need to be careful of creating an exclusionary development and make sure that some affordable units are in place. Affordability was one of the top things residents liked about the area.

Zoning

Caitlin O'Hara of Design Collective provided an overview of the zoning analysis and recommendations.

- Route 9 Existing Zoning:
 - Mix of Industrial, Commercial (Office and Retail), and Residential zoning; in some locations, the Industrial zones surround residential neighborhoods, such as Eden Park and Hamilton Park. These existing neighborhoods are in a sense “stuck” as the current zoning does not allow (buy out from) Industrial or Commercial uses.
- Route 9 Zoning Recommendations:
 - Emphasis will be placed on making Nodes 2-4 (shown on the Existing Zoning Plan) mixed-use, allowing Commercial (Office and Retail) as well as Residential.
 - Caitlin noted that Node 1 was being looked at for Commercial along/fronting Route 9 and Industrial to the east/closer to the Port.
 - Hamilton Park, just to the north of Node 2, was being discussed with WILMAPCO; should mixed-use reach out to it from Node 2, or, should it be rezoned Industrial?
 - ❖ Bill Swiatek Comment: noted that as it is currently surrounded by Industrial and close to I-495 that it seemed more suitable to change the zoning to Industrial, with support from residents.
 - ❖ Cecily Bedwell Comment: We need to be careful in rezoning to allow residents choice; choice to sell/move by allowing uses other than Residential, or, choice to stay. [Post Meeting add: In rezoning, we will also need to explore regulations to allow only certain acreage for redevelopment (so that it does not happen in a piecemeal fashion) and, measures to protect any residential that remains in the transition.
 - Caitlin showed an example of a Zoning Assessment for a Node, stating that this level of detail would be shown on the boards in the Public Workshop and asked for feedback on the layout/content from the Committee.
 - ❖ General Comments: Keep the Zoning Overview brief in the presentation; allow stakeholders to view the detail for the areas that they are most familiar with at the board stations. Be sure to define what a “Node” is or use a different term.
Cecily Bedwell/Caitlin O'Hara Response: We will be sure to introduce the concept of Nodes in the Planning Principles portion of the presentation and be brief in the Zoning Overview. There will also be Zoning Overview boards at the station for stakeholder's reference.
 - Caitlin and Bill also noted that Design Collective and WILMAPCO would be having a call with Marco Boyce of NCC Land Use, prior to the Public Workshop, to discuss zoning regulation options, the current county rezoning

effort, and how best to dovetail this Master Plan's work with the rezoning effort.

Transportation + Traffic

Carol Kachadoorian and John McCarthy of TDG presented (by phone call-in) an update on the Transportation and Traffic.

- Road Diet for Route 9 – Reallocate existing roadway to be multimodal and create an enhanced streetscape while maintaining existing and projected vehicle capacity. Roadways with less than 15,000 vehicles per day are good candidates for a road diet. Roadways with 15,000-20,000 vehicles per day may be candidates for a road diet, but require study. The Route 9 intersection at Cherry Hill is at 19,500, so this triggers a study.
- Traffic Analysis is being conducted along the Corridor, assuming a 1% growth rate/year for an overall 20 year growth period.
- Analysis will identify future traffic conditions and indicate appropriate improvements for the following 5 intersections:
 - Stamm Boulevard
 - Cherry Lane
 - Memorial Drive
 - Rogers Road
 - Terminal Avenue (gateway feature)
 - Plan - Incorporates a roundabout with a truck apron for trucks to easily navigate; Bus stop has been moved to better accommodate pedestrians and bus access
 - Section – Showing a road diet that would provide space for bikers, pedestrians, bus traffic, and still serve overflow of traffic; Center lane provides flexibility to accommodate overflow
 - Perspective Section (Existing) – Prioritizes motor vehicles and is overwhelming for pedestrians; Sidewalks are one-sided; Utility poles are constraints; Tremendous amount of impervious hardscape
 - Perspective Sections (Proposed Alternatives) – A range of low to high cost options; Alternative 1 and 2 provide a center median; Separated bike lanes are accommodated, but vary in design; additional pervious green space
 - Memorial Drive

❖ **Mike Hahn Comment:** In the assessment of Terminal Avenue area, are there a lot of utility conflicts? Concern for how utility companies will react.

Carol Kachadoorian and John McCarthy Response: There is the removal of street signals. There are no drainage changes or utilities for the most part in Option 1 and 2. Option 3 does require more extreme changes.

- ❖ Bill Swiatek Comment: The various intersection improvements show opportunities that will help address the dust concerns coming out of the DAQ analysis.
- ❖ Bill Swiatek Question: Will the center median encourage jaywalkers to stand in the center turn lane? May be better to keep the hardscape median to create a refuge for inevitable jaywalkers.

Carol Kachadoorian Response: Hardscape median may discourage these acts. Signalization, more frequent pedestrian crossings, and tighter cartways at the intersections will create a safer pedestrian experience and encourage pedestrians to cross in appropriate locations.

Cecily Bedwell Response: One of the goals of narrowing the distance curb-to-curb, as shown in TDG's options, is to reduce the crossing distance and time for pedestrians so that they do not get stranded in the middle of Route 9 and, with proper signal timing, have an adequate time to cross, for able-bodied people as well as those with strollers or with mobility impairments. (FYI post meeting: Just note that car traffic queues should also increase with lane removals, perhaps offsetting these benefits a bit.)

- Pedestrian + Bicycle Facilities
 - Important crossings across Route 9 and at major expressways
 - Connection along Garasches Lane
- ❖ Carrie Casey Question: Can you provide us this information separately so that we can take a closer look and provide feedback?
- Transit Access Improvements
 - Connections between neighborhoods
 - Complete sidewalks between bus stops
 - Repair and widen sidewalks
 - Relocate some bus stops
 - Add roadway crossings between stops
 - Improve streetscape with lights and benches

- ❖ **Sophia Hanson Comment?:** Do you have examples of creative bus shelters we could recommend or specify along Route 9? Preferably affordable options?

Eric Pugliano Response: Size of facility needs to be ADA compliant. We are open to alternative ideas. We would conduct a ridership analysis to determine which locations have shelters or should be upgraded.

- Truck Management Recommendations
 - Support Port of Wilmington Truck Parking Study
 - Recommendations in addition to the study include:
 - Support all recommendations in the Port of Wilmington Truck Parking Study
 - Establish overnight parking locations
 - Update mapping software to show designated truck routes
 - Better signage & enforcement of designated truck routes
 - Establish commercial loading zones where appropriate
 - Establish more direct routes to the Port
- ❖ Bill Swiatek Comment: Show proposed new road from Garasches Lane to Terminal as a dashed line ; Same for Pigeon Point Road Extended (new direct routes)
- ❖ Carol Kachadoorian Question: How should this be labeled? Garasches Lane Extended (Potential)

Public Workshop #2

Cecily Bedwell discussed the agenda and format for Public Workshop #2, to be held November 29th @ 5:30pm.

- Presentation: 5:45-6pm
- Break-Out Stations: 6-7:30pm
 - Facilitators to be located at each station to answer questions; Each station will include an introduction board to describe overall goals of the station; community feedback will be noted
 - Overview + Public Outreach
 - Market Analysis
 - Traffic + Transportation
 - Development + Design
 - ❖ Cecily Bedwell Comment: Maybe “Development + Design” should be changed to “Development + Zoning”
 - ❖ Bill Swiatek Question: Are there any volunteers from the Steering Committee willing to help?
 - Tim Snow, Mike Hahn, and Carrie Casey volunteered.

Other Business Tasks

Bill Swiatek asked for any further comments.

- ❖ Mike Hahn Comment: There will be a separate webinar regarding the engineering and detail of the infrastructure improvements with DelDOT. Mike emphasized the importance of the webinar with DelDOT members so that the information is vetted prior to showing the community. He suggested being realistic and careful about the details shown to the public.
- ❖ Bill Swiatek Response: Yes
- ❖ Carrie Casey Question: You are also going to meet with the Land Use Department, correct? I would like to be there.
Bill Swiatek Response: Yes
- ❖ Bill Swiatek Question: Would anyone else like to be involved in the two webinars?
No response.

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



Eden Park Community Ambient Air Quality Study Wilmington, Delaware: Project Plan

September 13, 2016

Analytical Support Group
715 Grantham Lane
New Castle, DE 19720
302-323-4542

Project Title:

Eden Park Community Ambient Air Quality Study Wilmington, Delaware

Submitted by:

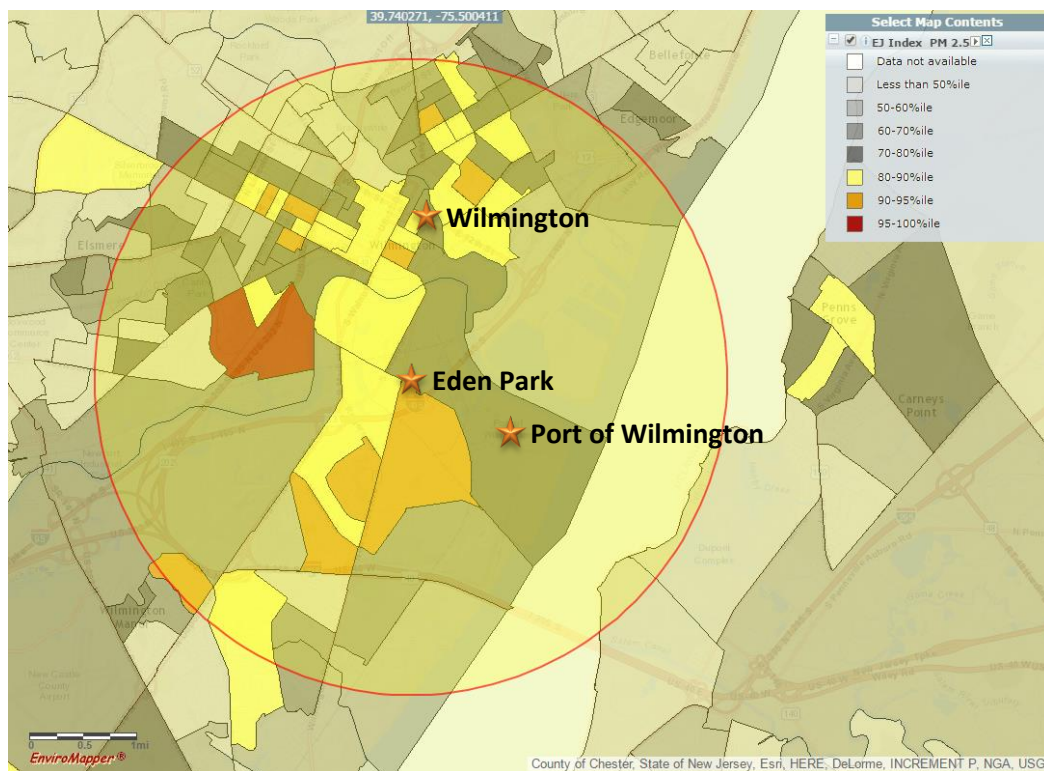
Keith Hoffman – Environmental Scientist

Category:

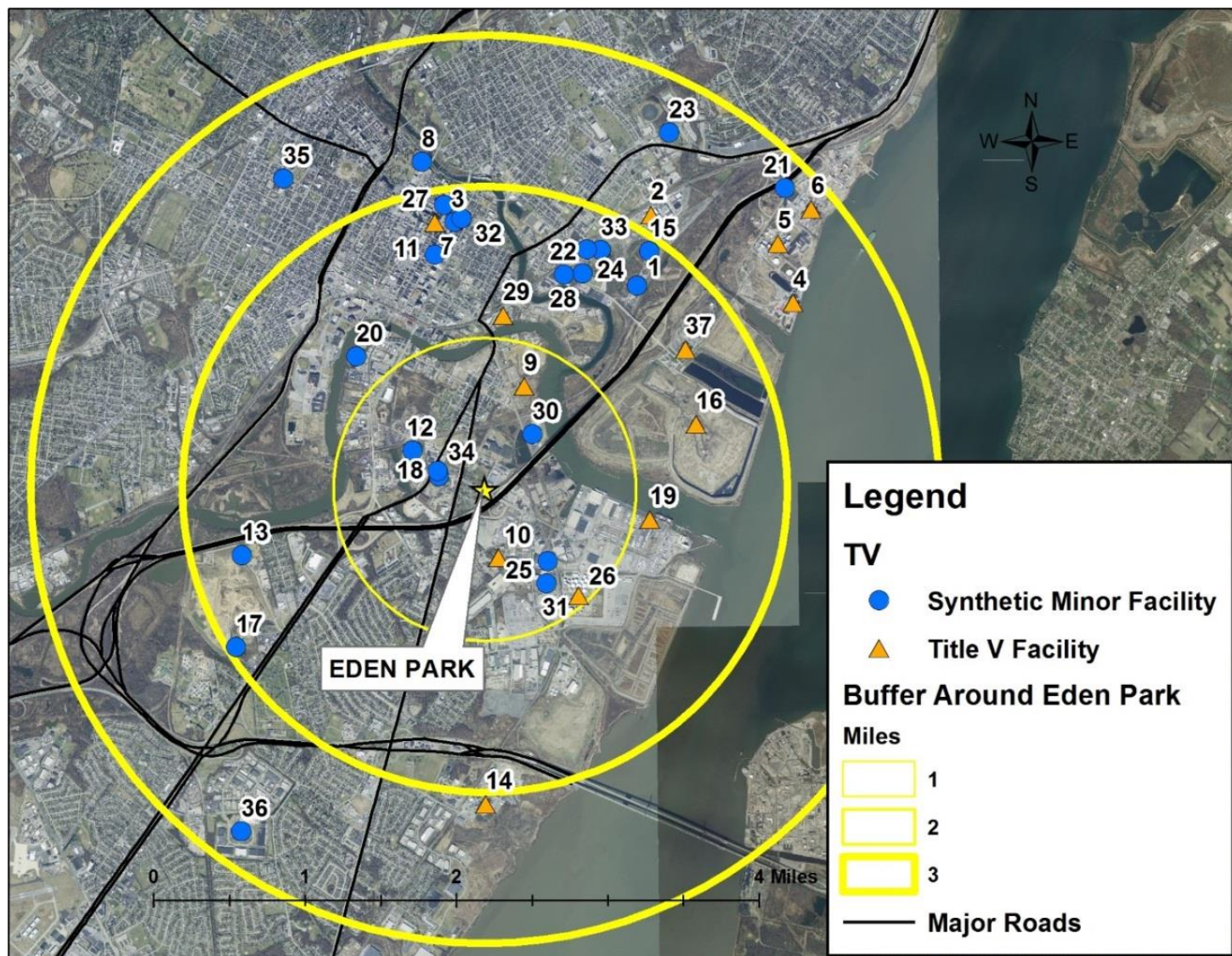
6 Month Community Ambient Air Quality Monitoring Deployment

Background:

The citizens in the vicinity of Eden Park in Wilmington, Delaware have voiced concerns regarding local air quality due to surrounding industry and traffic. The community is historically impacted by a variety of environmental justice issues due to changing industry and economy. Located west of the Port of Wilmington, the community is surrounded by various industrial processes including metal recycling and concrete manufacturing, as well as Interstate 495 corridor. This study will assess the air quality in the community for multiple pollutants, including those related to both local and regional (i.e., outside of Delaware) sources.



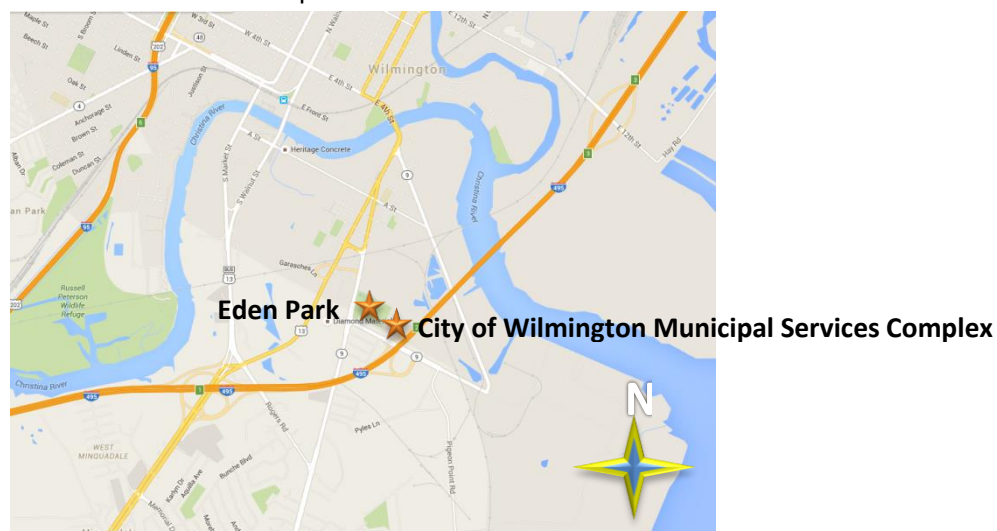
EPA's Environmental Justice Screening Tool Map for PM_{2.5} EJ Index surrounding Eden Park. The circle marks a 3 mile radius surrounding the Community. (Locations are approximate)



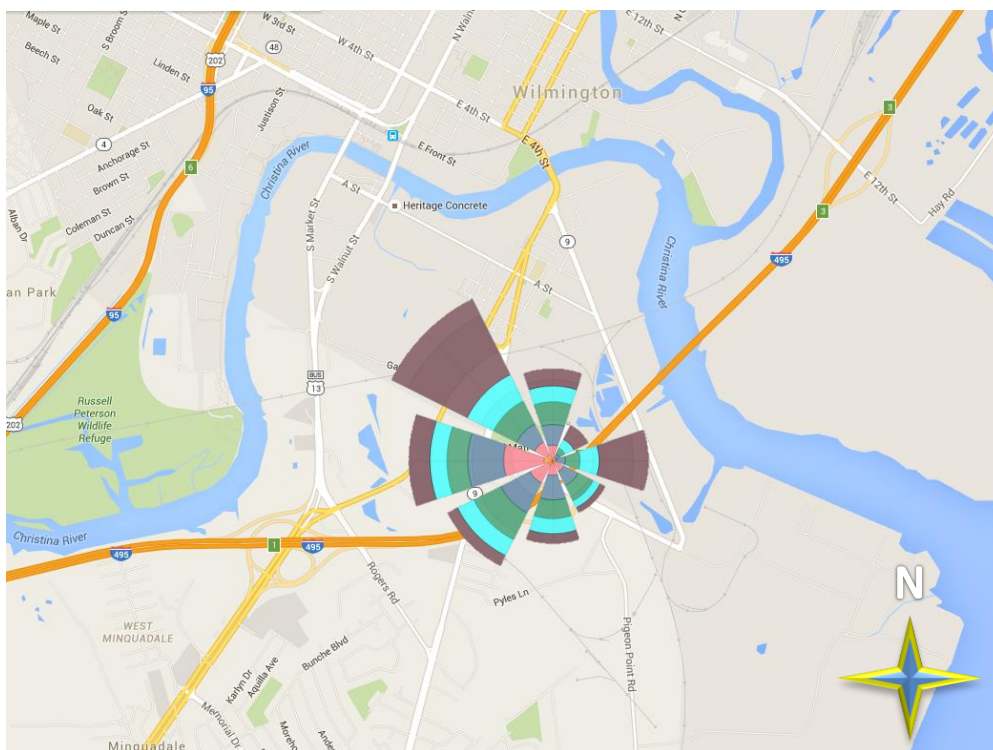
Map for Division of Air Quality Permitted Facilities in a 3 mile radius surrounding Eden Park. Blue dots represent Synthetic Minor and orange represent Title V permitted facilities in the area. On the next page is a table with facility name and corresponding map number

Map Number	Facility Name	Facility Classification
1	ALLEN MEYERS	SYNTHETIC MINOR
2	AMTRAK WILMINGTON MAINTENANCE FACILITY	TITLE V
3	BRACEBRIDGE CORP - BRACEBRIDGE	SYNTHETIC MINOR
4	CALPINE EDGE MOOR ENERGY CENTER	TITLE V
5	CALPINE HAY ROAD ENERGY CENTER	TITLE V
6	CHEMOURS EDGE MOOR	TITLE V
7	CHEMOURS WILMINGTON OFFICE BUILDING	TITLE V
8	CHRISTIANA CARE - WILMINGTON HOSPITAL	SYNTHETIC MINOR
9	CHRISTIANA ENERGY CENTER	TITLE V
10	CLEAN EARTH OF NEW CASTLE	TITLE V
11	CONECTIV THERMAL SYSTEMS	SYNTHETIC MINOR
12	CONTRACTORS MATERIALS LLC HOT MIX PLT	SYNTHETIC MINOR
13	CORRADO CONSTRUCTION CO LLC	SYNTHETIC MINOR
14	CRODA INC.	TITLE V
15	DANA RAILCARE	SYNTHETIC MINOR
16	DE SOLID WASTE AUTHORITY CHERRY ISLAND	TITLE V
17	DELAWARE RECYCLABLE PRODUCTS INC	SYNTHETIC MINOR
18	DIAMOND MATERIALS LLC	SYNTHETIC MINOR
19	DIAMOND STATE PORT CORPORATION - PORT OF WILMINGTON	TITLE V
20	HERITAGE CRYSTAL CLEAN	SYNTHETIC MINOR
21	HOLLAND MULCH INC	SYNTHETIC MINOR
22	HOWARD R. YOUNG CORRECTIONAL INSTITUTION	SYNTHETIC MINOR
23	JP MORGAN CHASE - 4001 GOV PRINTZ BLVD	SYNTHETIC MINOR
24	LARS RECYCLING LLC	SYNTHETIC MINOR
25	MAGCO INC.	SYNTHETIC MINOR
26	MAGELLAN TERMINALS HOLDINGS, L.P.	TITLE V
27	MCCONNELL JOHNSON	SYNTHETIC MINOR
28	NEW HAVEN PACKAGING, LLC	SYNTHETIC MINOR
29	NORAMCO INC	TITLE V
30	PORT CONTRACTORS, INC. - RAIL TRANSSHIPMENT FACILITY	SYNTHETIC MINOR
31	PRINCE MINERALS LLC	SYNTHETIC MINOR
32	PS-5 LLC	SYNTHETIC MINOR
33	PURE GREEN INDUSTRIES INC	SYNTHETIC MINOR
34	R & M RECYCLING	SYNTHETIC MINOR
35	ST. FRANCIS HOSPITAL	SYNTHETIC MINOR
36	VERISIGN	SYNTHETIC MINOR
37	WILMINGTON WASTEWATER TREATMENT PLANT	TITLE V

The Moveable Monitoring Platform (MMP) will be sited adjacent to Eden Park at the Department of Parks and Recreation City of Wilmington Municipal Services Complex. This location is central to the surrounding pollutant sources and the residential community. Due to the public nature of Municipal Services Complex the location will provide exposure for the MMP to educate the public regarding air quality in general and the Air Quality Index (AQI). The map below depicts the location for the MMP in relationship to Eden Park:



Location of MMP and Eden Park



Wind rose from the MLK NCore Station overlaid the MMP Site for the period of July through December 2015 to provide an estimate as to what we might expect to see.
Note that wind direction can be highly variable from place to place

The monitoring project focused on the following parameters:

- Continuous PM_{2.5}
- Continuous and Manual TSP
- Black Carbon
- BTEX (benzene, ethyl benzene, toluene, m-p-o xylenes)
- NO, NO₂ & NO_x
- Ozone
- SO₂
- Wind Speed / Wind Direction

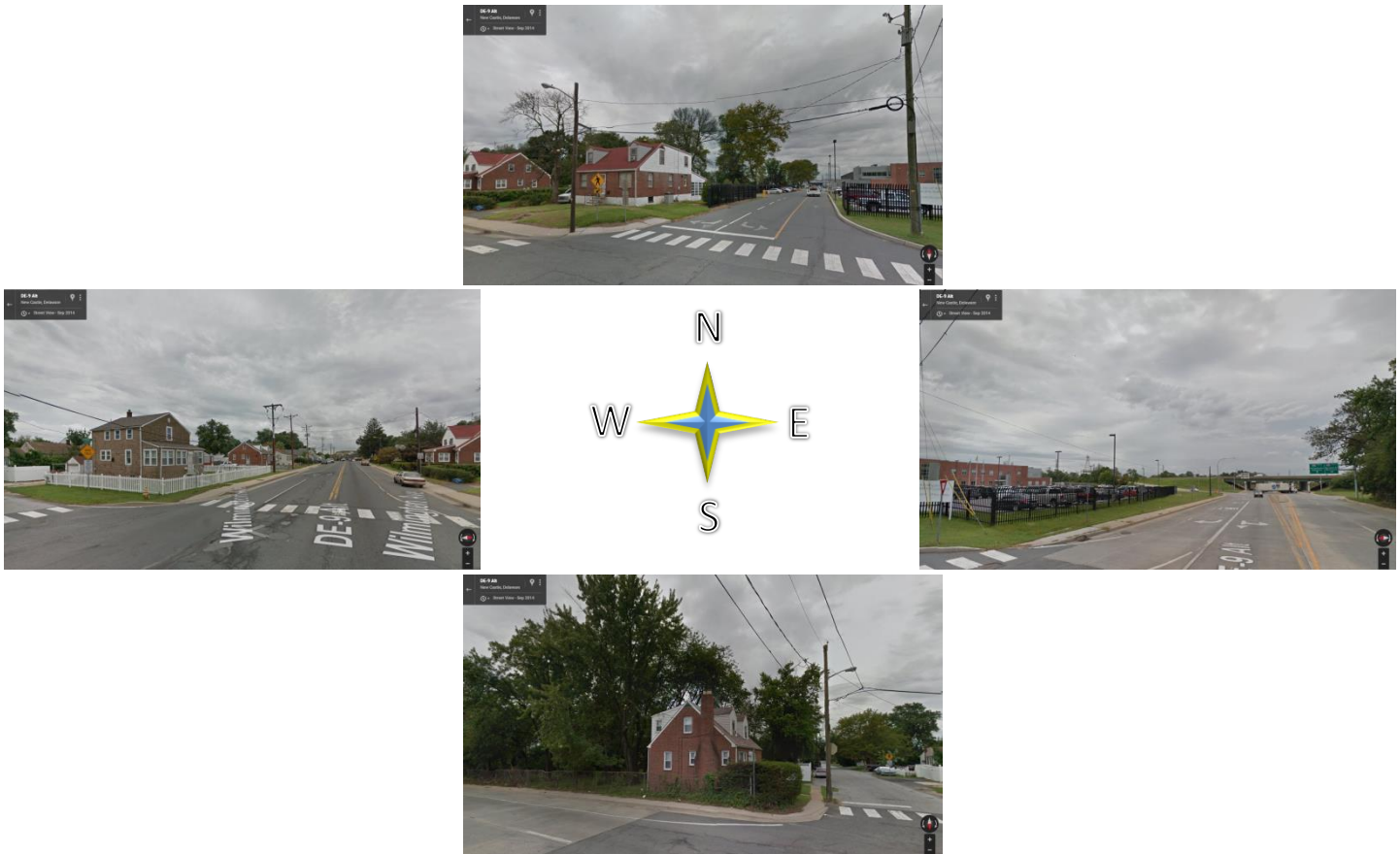
Objectives:

The study will investigate the local ambient air concentrations of certain pollutants to evaluate the local conditions. The study may be used to assess the impacts of local industry, motor vehicle traffic, and regional pollution sources; however the ability to identify specific source contributions will be limited due to siting and length of study. A secondary objective will be to determine if our permanent monitoring sites are representative of local conditions or whether there is need for additional local monitoring. Fine particulate matter (PM_{2.5}) will be monitored via continuous monitor allowing for determination of diurnal patterns and association with wind direction, which is useful in assessing possible local source contributions. Community concerns have focused on dust from rock crushing applications which is usually of larger particle diameter than the 2.5 micron EPA National Ambient Air Quality Standard (NAAQS). To address welfare concerns from dust, stand-alone manual method particulate samplers will be set up surrounding the MMP configured for total suspended particulate monitoring. Additional concerns involve several large lots where diesel vehicles are parked and impacts from traffic along Interstate 495, a major travel route in the vicinity of Eden Park. Pollutants associated with diesel emissions include particulate matter and black carbon. Air toxic emissions in the form of BTEX compounds will be monitored to determine local levels and possible impacts from local industrial applications. Additional monitoring for ozone, sulfur dioxide, and oxides of nitrogen will be conducted for evaluation of local community concentrations and comparison to nearby site.

Implementation:

15

Site Selection: A site adjacent to Eden Park was selected due to access, electricity availability, and that is central to the community. The Division of Air Quality coordinated with the City of Wilmington to allow the placement of the MMP in the city's Municipal Service Complex parking lot near the intersection of Terminal and Wilmington Avenues.



Compass quadrant views from Google Street View at the intersection of Terminal and Wilmington Avenues

Monitoring: Continuous gas analyzers are used to monitor for NO-NO₂-NO_x, Trace Level SO₂, and Ozone. Continuous particulate monitors are used to monitor for PM_{2.5} and Black Carbon. The Black Carbon Analyzer data is useful as an indicator of “Diesel Emissions” which contribute to the PM_{2.5} concentrations. Manual method particulate samplers will be configured without size selective inlets to determine TSP on a 1 in 3 day sampling schedule. Wind Speed and Wind Direction are measured using an ultrasonic transducer. Data is collected at 1, 5, and 60 minute averages and reported to the Central Data Acquisition System. An automated GC is used to analyze the BTEX compounds at a 15 minute interval.

Data Analysis: All data is stored in the MMP data logger with wireless transmission to the Central Data Acquisition System. Data will be analyzed weekly to determine if there are any instances when local ambient air quality is above what permanent monitoring stations are reporting. Particulate filters for TSP will be analyzed in the same manner as the filters for the State PM program. In particular, the MLK NCore monitoring station which includes similar instrumentation to the MMP and Federal Reference Method monitors for PM_{2.5}, 2.5-10, and 10, will be used for comparison. The NCore site is located approximately 1.5 miles to the northeast of Eden Park in Wilmington and specifically monitors air pollution impacts in an urban environment.

Quality Assurance: All monitors are operated as per approved SOPs and manufacturer specifications. Quality control and assessment procedures follow the project Quality Assurance Project Plan, and include at a minimum multi-point calibrations on-site at the beginning of the study period and weekly quality control checks on all gaseous analyzers. The continuous PM_{2.5} and Black Carbon monitors will include bi-weekly and monthly quality control checks performed per the current SOP. Manual particulate samplers will receive checks monthly in accordance with the SOP for Partisol operation. The auto GC uses an auto calibration check function to verify data accuracy for the BTEX compounds. The EPA established method quality objectives (MQOs) for all FEM analyzers and monitors will be followed.

Expected Outcome: It is expected that data from the study will provide estimates of ambient pollutant concentrations in the community, including pollutants that are related to mobile source impacts to the community of Eden Park. Data for TSP samplers may indicate higher local concentrations and may indicate a welfare concern for the community. A determination of specific source impacts is unlikely due to multiple sources along similar trajectories and the same pollutants coming from multiple sources. Data compared to the NCore site and other permanent sites is expected to correlate well indicating impacts are regional in nature and that the current monitoring network is representative of local conditions.

Timeline:

September, 2016	MMP deployed to monitoring site
September, 2016	All Monitors Calibrated
September – March 2017	Data collected and checks performed in accordance with Project QAPP. A monthly data report will be made available.
April, 2017	Project shut down, electric vehicle chargers installed, MMP returned to Grantham Lane, and final data analysis performed. Aspects of final analysis may be dependent upon laboratory analysis data returns.

References:

- 1. Environmental Protection Agency EJSCREEN Tool: <https://www.epa.gov/ejscreen>
- 2. EPA Ambient Monitoring Technology Information Center: <https://www3.epa.gov/ttnamti1/>

[Delaware General Assembly](#) : [Delaware Regulations](#) : [Administrative Code](#) : [Title 7](#) : [1000](#) : [1100](#) : 1103
02/01/1981

3.0 Suspended Particulates

- 3.1 The Primary Ambient Air Quality Standards for Particulate Matter are:
 - 3.1.1 An annual geometric mean of 75 micrograms per cubic meter not to be exceeded, based upon 24 hour average concentrations.
 - 3.1.2 A value of 260 micrograms per cubic meter not to be exceeded more than once per year, based upon 24 hour average concentrations.
- 3.2 The Secondary Ambient Air Quality Standards for Particulate Matter are:
 - 3.2.1 An annual geometric mean of 60 micrograms per cubic meter as a guideline for achieving the secondary standard based upon 24 hour average concentrations.
 - 3.2.2 A value of 150 micrograms per cubic meter not to be exceeded more than once per year, based upon 24 hour average concentrations.

Route 9 Corridor Master Plan
Second Public Visioning Workshop
November 29, 2016

Public Comments on Boards

1.4 Place a dot next to the top three community needs

Community Need	Blue - community members	Red - visitors
Eliminating chronic crime	12	5
Supporting education and job access and growth	10	6
Enhancing existing community amenities	8	2
Additional owner-occupied housing development	6	1
Better bus, walking, and bicycling transportation	6	3
Reducing the environmental and health burdens of industry	4	4
Maintaining affordable housing	4	1
Adding additional retail development	4	3
Tying future port expansions to sustainable economic growth	3	2
Showcasing the area's rich history	2	0
Others (write in)	(2 blue dots) Protecting historical area throughout Rt 9 Corridor	0

1.5 Vision Statement

- Hotels and market with liquor store are eyesores
- Removal of hotels. Fitness facilities
- Traffic light at Bizarre Dr. for school and traffic safety
- Main concern is eliminating noise and lawless ness of youth driving 3 wheel/4 wheel, and other off road vehicles down our streets and Route 9
- Eye sores – hotel and liquor store
- Medical facilities and/or urgent centers
- Speeds too high on Memorial Drive

3.3 Development + Zoning (Existing Conditions showing Proposed Nodes/Centers)

- Improve Marine Terminal for cruise ships

3.9 Development + Zoning [blank for comments]

- Maple Ave @ Simonds Gardens
- Popcorn obsession, Wawa
- NODE 1-2: NO industrial

- Mixed-use development in Node 1+2 – no more industrial!
- Senior housing, no roundabout, fewer motels
- More restaurants, Del. Information center
- School Lane, Back of William Penn

4.2 Traffic Network – Truck Management

- Great idea!
- DNREC prefers Pigeon Point Road extension as alternative truck route

4.3 Pedestrian + Bicycle Facilities

- Roundabout at Cherry Lane is a good idea. A lot of accidents here, U-turns getting onto Memorial Bridge

4.5 Road Diets Overview

- Center turn lane very dangerous; not like; not safe at all

4.6 Intersection Design: Terminal Avenue

- All new to me? Uncertain because I can't visualize
- Safer w/ roundabout!

4.7 Intersection Design: Rogers Road

- Wack down trees, trim for ped & safety
- [1 red and 1 blue dot on Scenario 2]
- [1 red and 1 blue dot on Scenario 3]

4.8 Road Diet: Memorial Drive

- Students walking to McCullough crossing Memorial Drive @ Bizarre (traffic calming)

4.9 Intersection Design: Memorial Drive

- No roundabout!!!! NO NO NO
- Clean up motels
- Do not think roundabouts will work with large trucks. NO NO NO

4.10 Intersection Design: I-295 Interchange

- Add crosswalk → [points to driveway on west side of Route 9, south of Memorial Dr and north of 295 ramp]
- Add crosswalk @ intersection Halcyon Dr + Rte 9

4.11 Intersection Design: Stamm Boulevard

- ← Where is parking loss? [points to Scenario 3]
- [1 blue dot for Scenario 2]
- [1 blue dot for Scenario 3]

4.12 Transportation: [blank for comments]

- Need to include someone from the [illegible] in the planning
- When is the next mtg? What happens when the report is done?

Route 9 Corridor Master Plan
McCullough Middle School Presentation
December 1, 2016

Public Comments on Boards

Place a dot next to the top three community needs

Community Need	Dots
Better bus, walking, and bicycling transportation	10
Enhancing existing community amenities	9
Eliminating chronic crime	9
Maintaining affordable housing	5
Supporting education and job access and growth	5
Adding additional retail development	1
Reducing the environmental and health burdens of industry	0
Additional owner-occupied housing development	0
Showcasing the area's rich history	0
Tying future port expansions to sustainable economic growth	0
Others (write in)	0

Vision Statement

- Family
- Better Scenery
- Safety
- More stuff to do in the neighborhood
- Dirt bike trails
- Lots of people
- Bigger houses
- Add a park
- Better Security
- Nail Salons
- Basketball gym
- Big
- Different types of houses
- Places to go nearby
- Plants
- Bank
- Sneaker villa
- Football
- Together
- Better Policemen
- Safe
- Basketball courts
- Better sidewalks
- Bigger houses
- Bigger backyard
- Good people
- Store
- Add a Dollar Tree
- Big houses/yards
- Big parks
- Nature
- Bathrooms @ the park
- Trees
- Community park
- Fun
- More fun building. Example: Water Park

Development + Zoning

- Chick-fil-a
- Forever 21
- Another PAL
- Corner stores
- Stores: villa, bike store, dirt bike store, sky zone
- Football field, skating rink, Popeyes
- Skyzone
- More trees
- Trolley
- Apple store
- Big basketball court
- Trash cans
- A park that has free wifi
- Rainbow
- No more hotels
- Water fountain
- Basketball gym
- Lights at the basketball court
- Unconnected houses
- Starbucks
- Nail Salons
- Restaurants
- Houses that are spread out
- (By Bowlerama) Footlocker or any type of shoe store
- Footlocker, villa
- H and M
- Swimming pool
- Police Station
- Movie theater
- Big field for football
- Dirt bike trails or a place your allowed to ride dirt bikes/four wheelers
- Parks
- Mall
- Better Stores
- Bike Share
- Bike store
- Dog park
- Baseball field

Student Feedback on Transportation Alternatives

The students expressed interest in safer walking and bicycle infrastructure and were unconcerned about slowing down motor vehicle traffic or causing congestion. After explanation, the students generally understood how road diets and roundabouts work and appreciated the safety benefits. The students did not indicate specific preferences on the scenario alternatives, but generally preferred scenarios that brought greater safety benefits.

Comparison of Community Member Votes and Student Votes

Community Need	Community members	Percent of community votes	Students	Percent of student votes
Eliminating chronic crime	12	20%	9	23%
Supporting education and job access and growth	10	16%	5	13%
Enhancing existing community amenities	8	13%	9	23%
Additional owner-occupied housing development	6	10%	0	0%
Better bus, walking, and bicycling transportation	6	10%	10	26%
Reducing the environmental and health burdens of industry	4	7%	0	0%
Maintaining affordable housing	4	7%	5	13%
Adding additional retail development	4	7%	1	3%
Tying future port expansions to sustainable economic growth	3	5%	0	0%
Showcasing the area's rich history	2	3%	0	0%
Others (write in)	(2 blue dots) Protecting historical area throughout Rt 9 Corridor	3%	0	0%

