



WWW.CivicLeagueforNCC.Org

**April
2014**

**STATEMENT
OF
PRINCIPLE**

Monitor and selectively evaluate government actions including laws, regulations and policy.

Provide appropriate forums for informing as well as soliciting input from the public.

Establish positions based on responsible studies consistent with the aims and purpose of the organization.

Advocate these positions.

Founded in 1962, the Civic League is a non-profit volunteer organization, which studies and illuminates County and State government actions concerning comprehensive developments and the quality of life and is a vocal advocate of relevant positions.

County Comments is the official publication of the Civic League for New Castle County.

Bill Dunn - President

WWW.
CivicLeagueforNCC.Org

PO Box 11523
Wilmington, DE 19850
302-529-1529

Content may be reproduced.

COUNTY COMMENTS

CIVIC LEAGUE FOR NEW CASTLE COUNTY
Informed Citizens for Sound County Growth

MEETING

**Tuesday, April 15, 2014
7:00PM**

Public Safety Building
3601 N. DuPont Hwy. (Route 13)
New Castle, DE

AGENDA

General Business Meeting

THE CONTINUING 301/SR 1 CONNECTOR SAGA

by Vic Singer

*DeIDOT moves in wondrous ways
While blunders it conceals.
More wondrous yet its many friends
Who join its woeful squeals.*

BACKGROUND

Long ago, DeIDOT dreamed of building a major highway that Delaware taxpayers would get for free - - funded entirely by Toll Revenue Bonds. For some years, it looked like a 14 mile long four lane wide limited access connector between US 301 at the Maryland line and SR 1 south of the Roth Bridge could make that dream come true. This dream project is additionally meritorious as a safety improvement because of what's said to be an unusually high proportion of truck traffic carrying cargo between the south and northeast on a routing alternative to I-95.

Indeed, that dream enabled DeIDOT's boast, memorialized in WILMAPCO's Transportation Improvement Program (TIP) for FY 2015 thru 2018, that nearly \$461 million of the \$552 million total projected cost would be covered by Toll Revenue Bonds. Thereby, ". . . DeIDOT seeks to minimize use of state Transportation Trust Fund revenue and have those who use new US 301 pay for the construction, while preserving DeIDOT's credit rating and capacity. . ."

A MOMENTARY TOUCH OF REALITY

When Shailen Bhatt came to Delaware as DeIDOT's Secretary of Transportation in 2011, he didn't believe the traffic projections, and commissioned a new study. The conclusion, reached last fall, was that the toll road would capture only 5200 vehicles per day. That's roughly a third of the current traffic on toll-free 896 between 301 and SR 1 (Boyd's Corner Road), about a quarter of the current traffic on 896 south of the Summit Bridge. It's also only about a quarter of the 19,233 vpd on Red Mill Road and 22,122 vpd on Harmony Road between Kirkwood Highway and Ruthar Road near Newark, two lane roads on rights of way narrower than the median on DeIDOT's proposed 301/SR 1 connector.

(continued)

Though the dream was shattered, DeIDOT had done so much work, bought so much right-of-way, contemplated so many jobs just over the horizon, spent so many federal dollars, and gotten Federal approval to continue, that it decided the 301/SR 1 Connector was lovely enough to be built even though Toll Revenue Bonds would cover only 46% of the cost even with the "Spur Road" connection to the Summit Bridge deferred until completion of the rest of the project, as required by epilogue language in a prior Bond Bill.

A necessary preliminary to continuing Federal support is formal approval of the WILMAPCO (Wilmington Metropolitan Area Planning Council) TIP. The TIP is amended each year following the approval of matching funds by the State Legislature, as well as when needed throughout the year due to project changes. But the major change in funding strategy necessitated by the substantial reduction in projected vehicle loading evidently wasn't important enough to affect the current TIP for FY 2015 thru 2018, that WILMAPCO's Council endorsed on 3/13/2014. That TIP reflects DeIDOT's funding strategy before the dream was shattered, as shown in the table below along with later strategies openly but informally conveyed during and after WILMAPCO's 2/24/2014 public outreach activity.

	WILMAPCO TIP for FY 2015 thru 2018*	2/24 VERBAL DATA from DeIDOT's MARK TUDOR	3/4 EMAIL DATA from DeIDOT's MARK TUDOR
<> Toll Revenue Bonds:	\$461 million	\$225 million	\$204 million
<> State Debt and other State Funds	\$91 million	\$215 million	\$242 million
<> Total	\$552 million**	\$449 million***	\$446 million***

* Totals include FY 2014, 2019 and 2020

** Includes two lane "Spur Road" connection to Summit Bridge

*** Omits two lane "Spur Road" connection to Summit Bridge

WILMAPCO staff advises that the TIP cannot abandon the earlier funding strategy until DeIDOT provides FORMAL advice of the change. Evidently, the WILMAPCO Council needn't be advised FORMALLY that the former funding strategy is known to be impossible, and that the character of the project itself could change as a result. Nor does the Council need to understand FORMALLY that it has just endorsed taxpayer funding of 14 miles of four lane limited access highway to accommodate only a 5200 vpd traffic loading.

ANOTHER TOUCH OF REALITY

On 3/11/2014, DeIDOT was on the agenda of the General Assembly's Bond Bill Committee. DeIDOT Secretary Bhatt fielded many questions focused on the Governor's proposed 10 cent/gallon gasoline tax increase but not many on the 301/SR 1 Connector funding strategy changes made necessary by the new traffic projection. Whether or not DeIDOT has formally advised the Bond Bill Committee that more than half of the 301/SR 1 project cannot be funded with Toll Revenue Bonds - - and therefore will not be a free gift to the public - - is unknown at this point.

That was one of two focal points in the public testimony, allowed only in three minute parcels. The first was from Andye Daley. She noted that the anticipated long distance truck traffic that would pay for the 301/SR 1 Connector was a diversion from traffic on I-95, which feeds the State's Transportation Trust Fund (TTF) via the toll at the Maryland state line. Thus the anticipated funding for the 301/SR 1 Connector would diminish the TTF to pay back the Toll Revenue Bonds, double-counting the same revenue stream.

I had inquired about diversion of I-95 traffic in prior telecons with Mark Tudor, who advised that it amounted to 5% more or less. The projected 5200 vpd loading on the 301/SR 1 Connector is 6.9% of the

average traffic of 75554 vpd in 2012 on I-95 between the Maryland line and 896. Thus Mark's advice substantially confirms Andye's remarks.

My remarks were the second focal point. In bullet format, I advised the Committee that:

- <> Recent traffic projections justify intense re-thinking of the project.
- <> Building the Summit Bridge link four lanes wide BEFORE rather than AFTER the SR 1 link should be considered.
- <> The limited access toll portion should be between the north end of the existing four lane road near the Maryland line and the south end of the existing four lane portion of 896 near the Summit Bridge.
- <> The 5200 vpd projected loading may be sufficient or very nearly sufficient for Toll Revenue Bonds to pay the TOTAL cost of four lanes between 301 at the Maryland line and the Summit Bridge.
- <> The SR 1 link should be added when traffic grows enough for Toll Revenue Bonds to pay for it despite the free alternative that Boyd's Corner Road provides.

During Secretary Bhatt's rebuttal, he pointed out that the traffic projection is so low because the toll-free roads are quite attractive to the long distance truckers. He pointed out also that most of the paperwork to implement DeIDOT's financing plan has been completed, and the Federal folks have already blessed it. Doing something else would require some paperwork to be adjusted. This merit adds to his remark at the February Civic League meeting, that many of his staff have their hearts set on the 301/SR 1 Connector project.

SOME SAVAGE IRONIES

If instead of DeIDOT's preference for borrowing a QUARTER BILLION to pay for more than half the cost of a four lane toll road to SR 1 for 5200 vpd, we borrow the same amount on a four lane limited access road between the existing four lane portions near 301 near the Maryland line and near the Summit Bridge, as above, IT COULD BE TOLL-FREE and thus attractive to far more than 5200 vpd, a safety improvement far greater than DeIDOT's preferred arrangement. Those truckers troubled by the red lights between the Summit Bridge and I-95 could continue to use Boyd's Corner Road. Present AADT for the approach to the Summit Bridge is over 20,000 vpd. Present AADT on Boyd's Corner Road is over 14,000 vpd.

The obvious drawback of a toll-free 301/Summit Bridge Connector is it would INCREASE the diversion of I-95 traffic and the toll revenue stream to the TTF, which DeIDOT tacitly acknowledges, though only informally.

Remember that Delaware's 2013 population per US Census Bureau's current estimate is 925,749 -- so that DeIDOT's projected \$242 million borrowing -- only 54% of the total cost of the project -- represents an average of \$261 for every man, woman and child in Delaware. Remember also that the other 46% results from diversion of the existing revenue stream to the TTF from I-95 tolls, which will need to be replaced with more tax revenue.

SO WHERE DO WE GO FROM HERE ?

*Why look for the best way to do something when
DeIDOT wants to give us second best at twice the cost?*

News Journal - Letter To The Editor

March 11, 2014 Response to: John Sweeney
"How's that working for you, Wilmington?" - March 2, 2014

Herein, an "Opinion" by Charles Weymouth

This response, being from a generally happy Republican, dwelling in West Center City, Wilmington for over thirty four years and with an Architectural and Planning office in Wilmington for over forty years, such might gain one's ear, but the listener should take caution when this author admits that tenure does not, necessarily, announce adequate exposure to the realities of Dear Old Wilmington. Nor are this author's resolutions for improvement with guarantee. The latter, an Architect/Planner, can be a dreamer. He does not offer that guarantee of a utopia just ahead for our troubled Town. But, let us also not venture with excess in the current or immediate past years. Whether there is an excess in government, Union, one particular Party or an Individual in office, such criticism might be off the mark. In the numbers of people and costs to effect our governance, there may be an excess. There should be concurrence, whatever your suasion, we locals have been getting a near free ride due to State and Federally borrowed money.

In tracing the tarnishing of our old cup, the City, and finding the anew, let's back up a few years before John Sweeney's preset of 1973:

What to do about Wilmington. Doug Buck, former local Architect, and our first County Executive, commented in the early Sixties, also relevant to Wilmington, that we treated our Towns as Kleenex—one of just using and throwing away. Through the Sixties, we were the—"Capitol Chemical of the World", "Home of Corporations (Coca Cola, Sinclair, etc. actually housed here during the thirties.), "More PhD's than anywhere in the Country", "A plethora of good Corporate Lawyers", but, from the early Nineteen Thirties,—"Merchants of Death", "Of the "Wealthiest communities in the Country" and, after the Second World War, "the second fastest growing County in the Country". And the asides: "Are you one of the du Ponts?" "Can you still get Nylons at the Wilmington Dry?" Much historical commentary has been given about our Town and with this Revisionist History attitude, new truths are being found. Some of us are still hung up on: "What were the true causes of the Civil War?" "Why did we not fight the Brits in 1915?" "Was Pearl Harbor a Surprise?" "How would you treat your first date with Sandra Bullock?"

A certain quiet pride came to this youth, raised on farmland, that, the du Ponts and the much earlier arriving, successful, farmer and Quaker families, all were cultured not to display in excess their material wealth. (And the Feds couldn't find it either.) Our Town was a population of necessary mix to essential economic purpose: naturally stratified by race, ethnic background, level of education, service and Corporate hierarchy-- wife with children in the household, many affordable to in home, very low cost, servant. Industries thrived in Wilmington, even through the Depression: leather goods, steel fabrication, paper/vulcanized fiber, linen finishing, food processing, this Country's "River of Clyde" in the considerable tonnage of ship building the latter, broke in 1930, reinvigorated by FDR forward from 1934. Housing of the 20's and Thirties, predominantly, low rise, of brick/stone construction and full dimensional lumber framing, might have electricity, one toilet and, rarely, one automobile. The smell in aroma from all this mix of work, and, yes, some dalliance, was found within blocks of each----from suavely outfitted ladies, doused, perhaps, in Chanel #5, perhaps an Arpege,--men in Harris Tweeds or Pin Stripe, the men patted with barbershop Old Spice, each of those affluent emerging from a Caldwell's, Mansure-Pretymann, Wright and Simon (still there), Mullins---Most everyone shopped in the City. Food, direct from the farms was three blocks over on King Street. You might go to Hearn's out Market St., or Food Fair at Union and Pennsylvania Ave. Blocks of ice were chunking out of the giant wheel at Diamond Ice and Coal, just across Pennsylvania. Vapors from that nearby Huber's Bakery (Sunbeam!) and Woolworth's or Eckard's, fully seating thirty or fifty chairs, the downtown Federal Bakery, these, together, near quelled the pungent odors of ensnarled cars, overhead electric spark of Street Car, coal fumes, and, only, hopefully,

dirty dish water at street runoff. To say, our area was on a consumers' rampage. But it smelled. Quiet reprieve could be found in the Wilmington Free Library, three fine Hospitals, when only necessary, two outstanding Public High Schools (Wilmington and P.S.), the rap rap rap of Brown Vocational, the typewriter tap tap tap of Goldey Beacom, or the segregated, quiet, Howard High. Tower Hill and Friends were of their own isolation.

Ajammed 117,000 in 1944, by 1984 our proud Town was down to a reported 71,000 and further declining. Over 40% of the real estate, as today, untaxed by the City. Wha' happened ? why ?, and what can we do to countermand?

The Boys came home from the War, factory gals going back to the home for baby production. Surrounding farms were on the economic brink — their kids over educated to not milk cows at 5:30 a.m., cars were coming back off the production line, Veteran credit for easy borrowing – the land rush to Suburbia was on by 1949.— toward bigger, individual, homes, less noise, smell, less government. The later County Comprehensive Plan of 1966 sanctified the house sprawl growth, Country Gentlemen and Farmer's Grange being guaranteed a last cash crop for future developing , but with no guarantee of adequate roads, nor easy shopping, library, health care. They would just snarl the existing interstate roads with convenient, commercial retail. The multitude of new schools would begin—"Separate but Equal" was continued.. And there was restrictive access to the upper skilled trades, including auto production. The Rural Farm Delivery Roads were to, essentially, remain the same. However, throughout the fifties and early sixties, you could still get from Hockessin to Center City, Wilmington in less than twelve minutes — a clean distinction between City and Country still remained. Race controversy, as yet, had not come to play, as one could easily cite the stability of Church going, neighborhoods of East Side Wilmington, Belvedere, a bit of Hockessin, Buttonwood Dr./New Castle, later Dunleith, Southbridge. And there was often that ability to go back to the Farm. And "they" could pick up the left over housing stock in the Town. There was a remaining, prominent, domestic service class, one holding to great pride in their work and devotion both to their own family, and, to their employer's family. But, the demise of Wilmington had begun. Consumer purchasing power shifted to the new residential growth areas. Noting traffic congestion to near inaccessibility/lack of Parking to Wilmington, opportunism beckoned for an outer boundary Wanamaker's, and, soon following, the East's first regional shopping center- the Merchandise Mart (adjacent to Gov. Printz Boulevard.) Out went Mullins and many of the others. But the seismic shock, though not immediately felt, was Federally required Unemployment/Workmen's Compensation.to cover also domestic help. With this stroke of pen, an entire domestic work population were being cast off. With a State income Tax starting in 1948, full up in home mortgage and car loans, such "accessory" of the dedicated service, in a reactionary move, would go. A balance of manufacturing to Agriculture ceased to exist.

And now our Town was becoming empty of the affluent, with greatly constricted roads to the rail station, docks, central core businesses. Sections of Wilmington were 'red lined' for home mortgages. Whether or not a traditional minority, married or unmarried, subsidies were given for producing more babies.. Population demographics had flipped flopped. The unemployed, and angry, particularly, with the accommodation to the younger, "progressive" liberal to speak out, remained calm—for the moment. Attempts to dislodge slums on the East Side via clearance of multiple blocks (this following the ill conceived, misapplication of FHA funds to the new HUD in 1958 for New Haven, CT.) simply anchored the minority, oft unemployed, into new bland, but well constructed, mid rises at the same location. The justification of a proposed I-95 system, beyond that earlier announced National Defense logistics goal, was to encourage necessary migration of jobs to where needed. Such latter criteria was, and remains, put aside. The actual I-95 segmented the City, near disinterring a long established, middle class, homogeneous, community—the heritage of the Italian-American.

The City, desperate for revenues, quietly attempted to expend and thus, with anticipation of greatly enhanced income from the du Pont Experimental Station. The attempt backfired. Wilmington gained but "Home Rule" and confinement within its current geographic bounds. The County, already on tenuous Political turf, didn't wish to abdicate its even limited power, or deal with inner City issues.

Storm warning pennants were up when a disproportionate number of blacks, drafted, having been sent to Vietnam, were known to have been killed in action. Liberal whites, a substantial Northern body in earlier protest march against denial of civil rights to that minority and, subsequently, the Vietnam War, tucked themselves into the local, volunteer National Guard, Graduate Schools, evaded the draft or, receiving orders into action, fled to Canada. The storm hit with the assassination of Martin Luther King, Jr. Residents went to the street in West Center City, stoning passers by, firing shots and burning their elders' own homes. A Democratic Mayor, John Babiarz, instructed his Wilmington City Police not to fire back. Over 100 of the Blues, handed in their badges and guns. Within the day, helmeted State Troopers entered our Town, with the full Delaware National Guard, entering only days later, the latter remained for over a Year — a record in armed occupation of an American city. Negative to Mayor Babiarz anti police response, Civic back lash was immediate. Upon convening business, civic and religious leaders, du Pont, frightened for employees' personal safety, announced a continued move of their offices, now most substantial, forward, — to Chestnut Run, Silver Side and technical offices to new Barley Mill (that site sound familiar?) Soon following, were employment centers such as Goldey-Beacom. This whack of a Democratic Mayor, by the Mayor denying his men arms, cracked, temporarily, the pillar of Democratic dominance within the City. In a reactionary move, Hal Haskell, Republican, was elected Mayor, And Democratic Governor Charles Terry, who sent in the Guard, would soon be out. Liberals felt their Party Leaders' actions were excessive in use of force. It paved the way for a "Progressive" Republican Governor, Russ Peterson.

"White Flight" soon was to come, with a Federal Judge ordering full integration of public schools, and with busing the vehicular mode to implement. While honoring that civic balance of a public education, many of the white and black, affluent, Middle Class moved from the City over the County line into Chester County's Public school system. Despite the "Population Consortiums" given statistics, (to gain added Federal aid by Metropolitan count), the County rate of growth slowed tremendously. Being of the lowest of real estate taxes for nearly any County in the Country, such was not adequate inducement to stay.

Though the Diocese established the new St. Marks off Kirkwood Highway, Friends, Sallies and Tower Hill, yet remained, but with many more admission requests.. By 1990, over 42% of the City/County school population were in private and parochial schools. The quality of those remaining students entering from within the City to Public schools was soon to be felt. With many of those Inner city kids, near parentless, Civic pre-education was oft missing. And the Teachers, under State order, were not permitted to slap them.

Compounding the Town residents' urge to evacuate, a Republican President, Richard Nixon, in 1971, installed "Revenue Sharing"-millions in grants to the expanding, local governances — sewer systems, parks, etc. Who would be the quickest to the Federal funnel? Propaganda from the Housing Development trades quietly broadcast that any multi-unit housing project would require public money.

Thus, a few of the causes and effects for a continued demise of our fair Town. But did Wilmington just sit there, with no corrective steps to the future. No!

By the late forties, there begat Federally underwritten, Dunleith Acres-low and moderate income. and with guaranteed profit to the Developer-"Milkability". Public housing had evolved in Southbridge, North East Wilmington, and, in the early sixties, the earlier mentioned, mid rises from 4th and Lombard thru Eighth street, now expanded to North Market- clean, dull, well built, and, for the most part, segregated. Wilmington would have its own, independent, Housing Authority, one, yet, closely tied in with duplicative efforts to the City Real Estate Department . Was there an excess of Public Housing? Yes. But it got the vote. Such redundancy of management would occur throughout County and State. For our Town, sporadic Housing efforts, aimed at low and very moderate incomes, would continue to this present, now, currently, concentrating on proposed West Center City demolition of that earlier substantial housing, this earlier of solid construction, dating from the early 20s and extending thru the Thirties. Is this "deja vue" of

Walnut Street in the sixties? Is such to be more gingerbread ghetto? Is isolating/segregating in reality a means to control crime? Cannot Wilmington, due to its relatively small size, optimally protect its citizenry and control inbound crime? Amount in your pocket does, and should, determine where you buy a house.

Sustaining family pride thru private wealth contribution, similar to that of Pierre du Pont sponsorship of public schools during the thirties, Wilmington's Planning effort thru the sixties and early seventies, was guided by Pete Larson, Planner and Director of WEDCO, an independent agency challenged to save the City with the first effort to combine City and County governments as Metropolitan via a new City/County Government Center (Louis I. Redding Building.) Under that private sponsorship, we gained the I.M. Pei Building at 12th Market Streets, numerous make over, including the Grand Opera House, French St./De. Theater Co., the du Pont Building and a new Hercules Headquarters near the Brandywine's edge. From, Mayor Tom Maloney's office (earlier initiating Trinity Vicinity), came Market Street as a Pedestrian Mall, (later considered a bust), new Corporate Bank buildings (MBNA, Beneficial, Chase-occupants, hopefully, occupants to eat and shop out, (they didn't), conversion of the Public Water Works on the Brandywine to a restaurant) and a refurbished warship to announce the presence of the Christina River as both a navigable and a marketable asset. Mayor Bill McLaughlin's conception "Riverfront to Riverfront " interconnect, would lead some ten years later, to the State contributing over \$480 mil. to the Christina Riverfront. Yet, the necessity of adequate highway access to these new economic enterprises and necessary tie-ins to rail, Port and Air transit facilities had been only vaguely considered, — though penciled by Planners on paper years earlier. Glitz was more important to carry the Politician's day. For the past number of years, the (Christina) Riverfront Dev. Corp. has been seeking \$10mil. start up a Bridge interconnect/tie in to the interstate highway system.

We've been talking of City problems and transitions, the plagued employment and economic challenges. But note the similar reflections in the broad Metropolitan Area, and thus, wherein, coordinated solutions with County and City are, thereby, required. The vitality of concentrated density such as Wilmington can be measured by its economically productive purpose. Yes, one that should evidence that entrepreneurship, that ebb and tide of risk and failure. Wilmington, as a flexible economic platform, in past tradition, has been able, as the State, to make quick economic changes. Its reduced size in population should reflect increased Quality with reduced Quantity. It cannot remain a way station for the unemployed. Instead, it should afford flexibility for moving to brighter economic climate. Most evident upon first sight to our Town should be security, cleanliness, as our Parks/Gardens -- pride of Nature , ease of access-in, out, through, and pedestrians with an active economy to attend. (Manufacturing Companies used to build the housing and much of the transit system.). The new young marrieds already see that, same as that previous generation,--Wilmington has bargain real estate with modest taxes, a safe, healthy (due to size) surround—a Community for which to relate and take Pride.

Here are a few assets, some still to take advantage:

With remaining headquarters in Wilmington, a major, International, time enduring, research center lies just across the Brandywine. Those earlier attempts by Wilmington to incorporate such, for taxes, back fired, such resulting in Wilmington's tightly constricted boundary, but with "Home Rule". A ready environment for multi discipline research, and maximizing the Hagley grounds, and capitalizing upon that aging but still inquisitive community, much of the Silicon Valley could be here.

With the above, the Nation's first and now, updated, multi purpose office complex, with its first class Hotel, restaurant, theater and banking.

Depths of wise and talented Corporate and General Practice law—and with such, a unique chamber of law-the Court of Chancery. Its extensive history of affirmed decisions is a repository for National Corporate preference.

The Banking Act

Of the largest, private, protected in trust, wealth. (This, and the above, with which you just don't mess, but do protect and enhance.)

Excellent, updated, regional scale, Health facilities with particular focus to our growing elder population.

In depth tradition of Art and supportive Museums of World re known artists/illustrators focused on Realism, a pallet that integrates moods and tones of the Modernists.

A unique tradition in music with continuing artistry in the Classic, Classic Jazz, the Blues and the Contemporary

A competition of good restaurants

Church, Civic, and Broad Community attitude of commitment to not leave the City but, by that, save the surround as, uniquely, open nature (and with a statewide bike/pedestrian interlinks.) . The founding Church established by and continuing forth for the Afro-American.

Easily accessible, well manicured, active and passive, recreational Parks—and, wherein, you can safely transit, unobstructed.

And with above, particularly, for our new, married, most of whom their generation more physically active than our previous, an attitude of venture, self reliance and hands-on, do it yourself in your first, “new” Home. That home is of superior construction, -----and a house you can afford.

And for the above, we did not need mention the, area isolated, drug runs or shoot outs. City P.R. efforts should honestly announce those challenges, even the weaknesses in dialogue of essentially a one party governance being Statewide, and broadcast what efforts are being made to change. There is an excess of government representatives to represent, both up and down the State. Management, staffing numbers, redundant, are far in excess of the work required. And those mentioned bodies hold with the belief the Fed. Gravy train for pet projects will never end. Challenges and Recommended changes outlined to advantage Wilmington were earlier presented in -the only Wilmington and Metropolitan Plan by Weymouth Architects and Planners. Included in such plan, were the following physical implementations forward:

Maximize the expansion of what is, essentially, an International Port, and via adequate accesses to highway, rail and air. Wilmington is at the transportation cross roads of truck, rail, water and air transit. There should be no dawdling in concern for availing competitive rates, whether Union or non Union. Statements such that accommodating open shop labor will diminish Our quality of local consumer living, or spending, are unfounded.. Cities such as Charleston, S.C. thrive on this improved avenue.

Clear the way, extending North West by Hockessin, adequate commercial access to these City assets. Clear back direct retail access with secondary feed roads.

Allow active recreation on our three rivers, including swimming along the Brandywine. At the Christina River, encourage a maritime education center, such to provide operation of motorized vessels for underway at sea training.

Provide all seasons swimming for West portions of the Town.

Maximize our State-of-the-Art communications. It began under Gov. Carper’s tenure. The large Corporate office is, substantially, as with internet purchasing, moving into the home.

Retain individual commuter/transit mobility by accommodating a transition to smaller commuter vehicles-advanced, golf cart size, all weather jitneys.

Interconnect our Parks and our preferred City West residential areas of Wawasset, Highlands, bordering Alapocas thru expanded pedestrian bike/pedestrian way interlinks, both thru our inner Town, to our waterways, and tie in to the Brandywine, Christina, Delaware pathways.

Combine the City and County Governments. Recognize and afford the racial and economic preferences. Social Engineering is dying, sadly, due to the initial lack of family civil conduct upon the Child when newly entering the broadened elementary School.. Interconnection will continue and improve when on the competitive athletic field, in the Church, during civic outreach, or in the restaurants and Clubs.

Accept an on ground, aggressive, Police Force with their constant monitor and focused action on the few chronic crime areas in the City.

Now polished, we have, once again, the finest cup----ready and able to move in an advanced and new array of prerequisite, preferred, economies. That earlier, first priority of our former Mayor, Jim Baker, was to foster a manageable number of Quality residents, as a Town, not one of added Quantity as a City. This author adds, such should require the least Governance in possessing the most advanced infrastructure, much of which, basically, already exists.

Question For Andy Lubin (Moonlighting For Ruly Carpenter): When Is A Neighborhood Not A Neighborhood?

by Nancy Willing

Funny thing.

At last month's New Castle County Board of Adjustment hearing, none other than UD's Andy Lubin gave sworn testimony about a proposed rezoning of UD Trustee RRM "Ruly" Carpenter III's late mom's chateau country estate - Mary Kaye Carpenter's trust - from Suburban Estate (SE) to Suburban (S) on the theory that the land use plan was desirable and conformed with the "neighborhood". Carpenter's Saul Ewing attorney, Wendie Stabler, introduced Andy Lubin as a consultant to the trust.

Ruly Carpenter inherited his UD Trusteeship from his dad, Bob Carpenter, who inherited it from his father before him, the original "Ruly" Robert Ruliph Morgan Carpenter. And the main opponent of Wagoner's Row, neighbor Elizabeth "Betty" Snyder, happens to be a Gore, whose family is also affiliated with the UD Board of Trustees through her brother, Bob Gore, nowemeritus. And according to his Leadership Delaware Bio, Saul Ewing attorney Bill Manning is UD's chief outside counsel and is who "led the legal team in the acquisition of the 272-acre former Chrysler plant for an expansion of the University's campus".....just sayin'.....this is one big and not-so-happy-but-very-wealthy "UD family".

Ruly Carpenter et. al.'s argument, that a small-lot land use plan is appropriate for this now-Suburban Estate (SE)-zoned property, rested on assertions that two nearby smaller-lot developments, over on the other side of Route 100, are in the same neighborhood; and by virtue of other small-lots existing in the general vicinity, the Carpenter small-lots conform with "the neighborhood"; and furthermore, the addition of Wagner's Row to the vicinity created a kind of synergy that "enhanced and elevated the small, controlled environment of an adult community".

The Wagner's Row application and rezoning has now successfully made it through the NCC Department of Land Use, Planning Board and Board of Adjustment which approved the variances sought at around 11:30PM on Thursday night.

NCCo board gives its OK to development on byway

Dec 18, 2013 | The News Journal

Despite objections by preservationists, the New Castle County planning board on Tuesday recommended approval of the construction of 12 homes on former Phillies owner Ruly Carpenter's property along the Brandywine Valley National Scenic Byway in Greenville.

But adjacent property owners continue to object to the dense, cluster design as not-at-all conforming with where they live.

So, if you have been following No Newark Power Plant's appeal of the City of Newark's zoning verification you may be guessing where I am going with this....oh the irony and hypocrisy.....

In appeal briefs, attorneys supporting the City of Newark's zoning verification are trying to establish that the STAR campus is not in the same "neighborhood" with any of the appellants and therefore a power plant on STAR campus can't possibly "impair the neighborhood". Comment rescues ~

Anonymous - Max Walton dismisses "theoretical future air-quality concerns". What exactly does he think is theoretical? TDC's future in Newark? Newark's air-quality? Or the residents' concerns? I sure hope it's the first of these...

Nancy Willing - heh. These attorneys have no counter argument to the fact established in TDC's applications to the state that the fossil-fuel burning plant will bring hellacious pollution to our neighborhoods. Or that the accessory use as defined in the municipal code prohibits impairment of neighboring properties. All they think they have is the absurd notion that the nearby residents aren't really neighbors and the STAR campus is an island not really in the vicinity of nearby houses, schools, parks etc.

UD's Andy Lubin, is fine with extending the characterization of "neighborhood" to the opposite side of the roadway when it suits him and his chateau country BFF. But to Lubin, the UD administration and Board of Trustees, the poor folk in the communities surrounding the STAR Campus are no-way no-how "in the same neighborhood" as the proposed power plant?



Apparently, Lubin's busting up Carpenter's boyhood home to fill a market gap he's identified. Small-lot but pricey Cape Cods (priced at \$1 million a pop?) are an allegedly in-demand, desirable product for wealthy 55 + Greenville-ites who want to downsize but stay in the "neighborhood".

Is it just coincidence that, in the county code, 55 + adult S-zoned communities come with a sizeable density bonus - an increase in allowable lots which offers Carpenter a better rate of return?

Rather than having to settle for the 5 or so homes allowed under SE zoning, Lubin's design crams 12 small-lots onto the original Carpenter 20 acre homestead.

Lubin told the Board he was an acquaintance of the estate trustee and, with his real estate experience, had helped design the development. He'd identified a way for Ruly Carpenter to get what they'd discussed: the protection of the north end of the property to preserve the existing houses and....uhmmmm....forests? (check the aerial and ask yourself if you see a forest anywhere on this property. Two tiny wood lots maybe. Someone's been spinning overtime here.)

Lubin claimed the marketplace demand for age-restricted communities in step-down houses is suggested by the type of housing in nearby Montchanin Drive and The Ponds of Greenville neighborhoods and that Wagoners Row would enhance and elevate the small, controlled environment of an adult community.

Yes, Lubin actually said that.....but it's really a stretch. Ruly Carpenter's childhood home is a twenty acre estate with a manor house, some out buildings a pond, woodland, creek valley and heavily landscaped grounds. The character of the area is definitely not in conformity with a dense cluster of tiny Cape Cods.

Oh the irony! So, the question for Andy Lubin: When is a neighborhood not a neighborhood? (And how much is he getting paid for moonlighting for the UD Trustee?)

Compare distances between properties in the aerial map views of Lubin's Greenville "neighborhood" and the aerial map views of the western tip of UD's STAR Campus' proximity to Devon -Binns and Arbour Park and Silverbrook neighborhoods.

Compare chateau country property values by looking at this list: See the Top 100 property taxpayers in Delaware Metro.

These are Mary Kaye Carpenter (Trustee)'s neighbors ~

Maurice A and Marguerite Thew	205 Montchanin Road	8 bd 6 ba 6625 sqft
Clifford L Anzilotti Jr	203 Montchanin Road	5 bd 4 ba 5775 sqft
Kert F and Anzilotti Amy W Anzilotti Jr	201 Montchanin Road	5 bd 4 ba 4500 sqft
Bret A and Quisel Anna Lee Snyder	110 Montchanin Road	N/A bd N/A ba N/A sqft
Snyder Elizabeth W (Trust)	108 Montchanin Road	6 bd 8 ba 8350 sqft
Snyder Elizabeth W (Trust)	106 Montchanin Road	N/A bd N/A ba N/A sqft
M Lawrence and Chandlee J Kuhn	104 Montchanin Road	4 bd 3 ba 5875 sqft
Bret A and Quisel Anna L Snyder	102 Montchanin Road	7 bd 4 ba 6875 sqft
Bret A and Quisel Anna L Snyder	102 Montchanin Road	N/A bd N/A ba N/A sqft
William B Dupont Jr	100 Montchanin Road	3 bd 2 ba 2025 sqft

The owners of homes in The Ponds and Montchanin Drive are not listed as neighbors and they aren't living in 55 + communities. Here's another good aerial map that shows the area and how this subdivision "fits" in with "the neighborhood".

Also see: Wagoner's Row NCC Board of Adjustment hearing ~

Meeting Date: Thursday, March 13, 2014

Meeting Time: 6 PM

Location: New Castle Room, NCC Government Center, 87 Reads Way, New Castle

206 Montchanin Road (Wagoner's Row), Wilmington 19710 - Mary K. Carpenter Trust. SE Zoning. CD 2. (App. 2014-0029-A) TP 07-027.00-022

