

August 4, 2009

The Honorable Michael Katz
P.O. Box 3844
Wilmington, Delaware 19807

The Honorable Gerald L. Brady
1804 Shallcross Avenue
Wilmington, Delaware 19806

The Honorable Deborah D. Hudson
1022 Oriente Avenue
Wilmington, Delaware 19807

Dear Senator Katz, Representatives Brady and Hudson:

Thank you for your letter of June 29, 2009, regarding the development plans for Barley Mill Plaza and Greenville Center.

Regarding Barley Mill Plaza, we appreciate that the community is interested in maintaining Level of Service (LOS) D wherever possible. For our part, we believe LOS D is appropriate in suburban areas such as the Barley Mill Plaza area, and that reasoning lead to our adoption of it as our current regulatory standard for developed and developing areas. Please note, as I said in my May 19, 2009 letter (copy enclosed) this particular proposal was “grandfathered” and is therefore not subject to the state’s LOS D standard. We will defer to New Castle County in its determination of how to address this redevelopment project, where special rules apply.

Regarding Greenville Center, we share your understanding that the plan is a major land development plan and that New Castle County’s concurrency requirements of LOS D apply. We are party to the Corridor Management Plan for the Brandywine Valley National Scenic Byway and will consider that plan in developing measures to mitigate the impact of the proposed development.

Our analysis of how the Buck Road entrance currently operates and would operate will figure in our reviews of both the traffic impact study (TIS) and the land development plan. Indeed, preliminarily our most significant findings from the TIS and on-site observation are that the problems have to do with traffic operations, not intersection capacity. If the shopping center layout were different, the current number and types of lanes would be sufficient. Additional turning lanes may still be part of the solution, but not because they are needed to maintain LOS D. We anticipate meeting with you soon to share our thoughts regarding what that solution might be.

We are aware that the Greenville Center is busy during the noon hour. This situation is relatively common. Because non-shopping traffic is less during the noon hour, overall traffic tends to be somewhat less than in the evening rush hour.

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To be clear regarding our use of the Travel Demand Model, we are aware that there are four developments proposed by Stoltz Realty in the US 202/SR 141 corridor: Barley Mill Plaza, Greenville Center, 20 Montchanin Road and The Shops at Brandywine Valley. Three of these, Barley Mill Plaza, Greenville Center and The Shops at Brandywine Valley, have operational analyses or TIS in process. Our intention is, when these three studies are complete, to account for and analyze the combined effect of the four developments. In this effort, the development we intend to include on the Woodlawn Trustees lands is the Shops at Brandywine Valley. Certainly we will model the two-lane roads passing through the Woodlawn Trustees lands and other lands between US 202 and SR 52. In the absence of development proposals for those lands we do not want to speculate on what could happen there.

Thank you again for your interest in our transportation system

Sincerely,

Carolann Wicks
Secretary

CW:rks

cc: Darrel Cole, Director, Public Relations
Ralph A. Reeb, Director of Planning
Theodore G. Bishop, Assistant Director for Development Coordination
Michael Williams, Manager, Public Relations
J. Marc Cote', Subdivision Engineer
Gerard Mulderrig, Canal District Public Works Engineer, Maintenance and Operations
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