

Stoltz Major Land Development Proposals for New Castle County

Talking Points for contacting DelDOT Secretary Carolann Wicks

The Council of Civic Organizations of Brandywine Hundred (CCOBH), The Civic League for New Castle County, and The Kennett Pike Association (KPA) have written Delaware Secretary of Transportation Carolann Wicks a letter (copy attached) requesting a meeting to discuss widespread concerns about the impact that Stoltz Real Estate Partners' development proposals for **Christiana and Brandywine Hundreds** will have on Northern New Castle County's roads.

Specifically, we are asking that DelDOT conduct a Regional Traffic Study to accomplish the following:

- examine the overall impact the **four** proposals will have on our roads
- determine whether the current system can accommodate the additional traffic the proposed developments will generate
- identify issues and deficiencies that must be addressed before the proposals can go forward.

We ask you to support our effort by contacting Secretary Wicks in writing, in person or by phone to express your strong desire that a thorough and detailed Regional Traffic Study be conducted for the purposes stated above. **Please urge that Traffic Level of Service D (not E) be applied to all pending proposals until the study has been completed.** (See below.)

Points to consider:

- A simple Traffic Impact Study only examines the likely traffic impact within a very limited area of three controlled (traffic light) intersections. On the other hand, a Regional Traffic Study examines the full impact of proposed major developments on the entire area.
- A Traffic Impact Study does not consider the potential impact of other major land developments being proposed (**but not yet approved**). A Regional Study results in a much bigger and more accurate picture.
- Only the Regional Study can identify infrastructure deficiencies likely to be caused when groups of major land developments such as those proposed by Stoltz are concurrently planned. When such issues are identified early, appropriate changes to the proposed developments and to the traffic infrastructure can be planned, funded and constructed. Without the bigger picture provided by the Regional Study, the total impact of the various land projects comes as a "surprise." Consequently, infrastructure upgrades are far more costly, time consuming and difficult – and in some cases impossible – to build later.
- **Regional Traffic Studies have already been conducted in southern New Castle County.** Given the current congestion in northern New Castle County, a Regional Study is not only appropriate but is highly prudent.
- The New Castle County Code requires that roads and intersections impacted by major land developments maintain at least a Traffic Level of Service rating of "D." On thoroughfares around major land developments such as the ones Stoltz is proposing, it would be a serious mistake to permit traffic conditions to deteriorate to Level "E" in order to ease the way for a quick approval. Doing so would leave no capacity for our roads to accommodate one or more future large employers, such as a new AstraZeneca.

Land development can be of tremendous benefit to the community. It can bring new jobs, new opportunities, and new revenues for the state, the county and our schools. Our goal is not to

obstruct development, but to remind everyone that we have only one chance to do it right.
Squandering road capacity now shuts down future opportunities and destroys quality of life.

The [Stoltz website](#) has illustrations that will help you understand the scope of their development proposals. At the home page, click on portfolio, then on NCC Developments, and finally select the name of the development you would like to examine. **Barley Mill Plaza proposes square footage in excess of the combined King of Prussia malls.**

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