

Wilmington Riverfront Transportation Infrastructure Project

Revised Environmental Assessment

Appendix B: Final Socioeconomic Technical Report

June 2024



Table of Contents

I.	Introduction	1
A.	Study Area.....	1
B.	Alternatives Considered.....	3
1.	No Build Alternative.....	3
2.	Build Alternative	3
II.	Demographics	7
III.	Land Use and Zoning.....	8
A.	Existing Conditions.....	8
B.	Impacts.....	13
1.	No Build Alternative.....	13
2.	Build Alternative	13
IV.	Businesses and Economy	13
A.	Existing Conditions.....	13
B.	Impacts.....	13
1.	No Build Alternative.....	13
2.	Build Alternative	14
V.	Employment.....	14
A.	Existing Conditions.....	14
B.	Impacts.....	17
1.	No Build Alternative.....	17
2.	Build Alternative	17
VI.	Mobility.....	17
A.	Existing Conditions.....	17
B.	Impacts.....	21
1.	No Build Alternative.....	21
2.	Build Alternative	21
VII.	Housing	22
A.	Existing Conditions.....	22
B.	Impacts.....	23
1.	No Build Alternative.....	23
2.	Build Alternative	24
VIII.	Neighborhoods and Community Facilities.....	24
A.	Existing Conditions.....	24
B.	Impacts.....	27

1. No Build Alternative	27
2. Build Alternative	27
IX. Visual and Aesthetic Resources	27
A. Existing Conditions	27
B. Impacts	28
1. No Build Alternative	28
2. Build Alternative	28
X. Environmental Justice	28
A. EJ Analysis Methodology	30
B. Existing Conditions	31
1. Additional Data Sources	35
2. Public Outreach with Environmental Justice Populations	40
C. Beneficial and Adverse Effects to Environmental Justice Populations	43
1. No Build Alternative	43
2. Build Alternative	44
3. The Potential for Adverse Effects to Environmental Justice Populations	49

List of Appendices

Appendix A	Uniform Relocation Assistance and Real Property Acquisition Policies Act
Appendix B	Visual Impact Assessment and Scoping Questionnaire
Appendix C	EPA EJSCREEN Environmental and Socioeconomic Community Reports
Appendix D	Open House Meeting Summary
Appendix E	Pop-Up Event Outreach Materials

Figures

Figure 1: Wilmington Riverfront Transportation Infrastructure Project Study Area Map	2
Figure 2: Build Alternative Site Plan	6
Figure 3: Socioeconomic Study Area and Selected Census Block Groups	7
Figure 4: 2017 Land Use/Land Cover	10
Figure 5: Zoning Conditions	12
Figure 6: Top Occupations within Study Area	15
Figure 7: WILMAPCO Mobility Constrained Neighborhoods	20
Figure 8: Bus Stops and Routes in the Socioeconomic Study Area	21
Figure 9: Neighborhoods and Community Facilities	25
Figure 10: Low-Income and Minority Populations	35
Figure 11: WILMAPCO EJ Neighborhoods	36

Tables

Table 1: 2021 Total Population	8
Table 2: Occupations.....	16
Table 3: Means of Transportation to Work	18
Table 4: Vehicle Availability	19
Table 5: Housing Occupancy	22
Table 6: Community Facilities within Socioeconomic Study Area	26
Table 7: Race and Ethnicity by Census Block Group	31
Table 8: Limited English-Speaking Populations.....	32
Table 9: Household Income and Low-Income Populations	33
Table 10: EJSCREEN Data	38
Table 11: EJ Organization Contact List	41
Table 12: Potential Adverse Effects and Benefits to Environmental Resources within EJ Populations	49

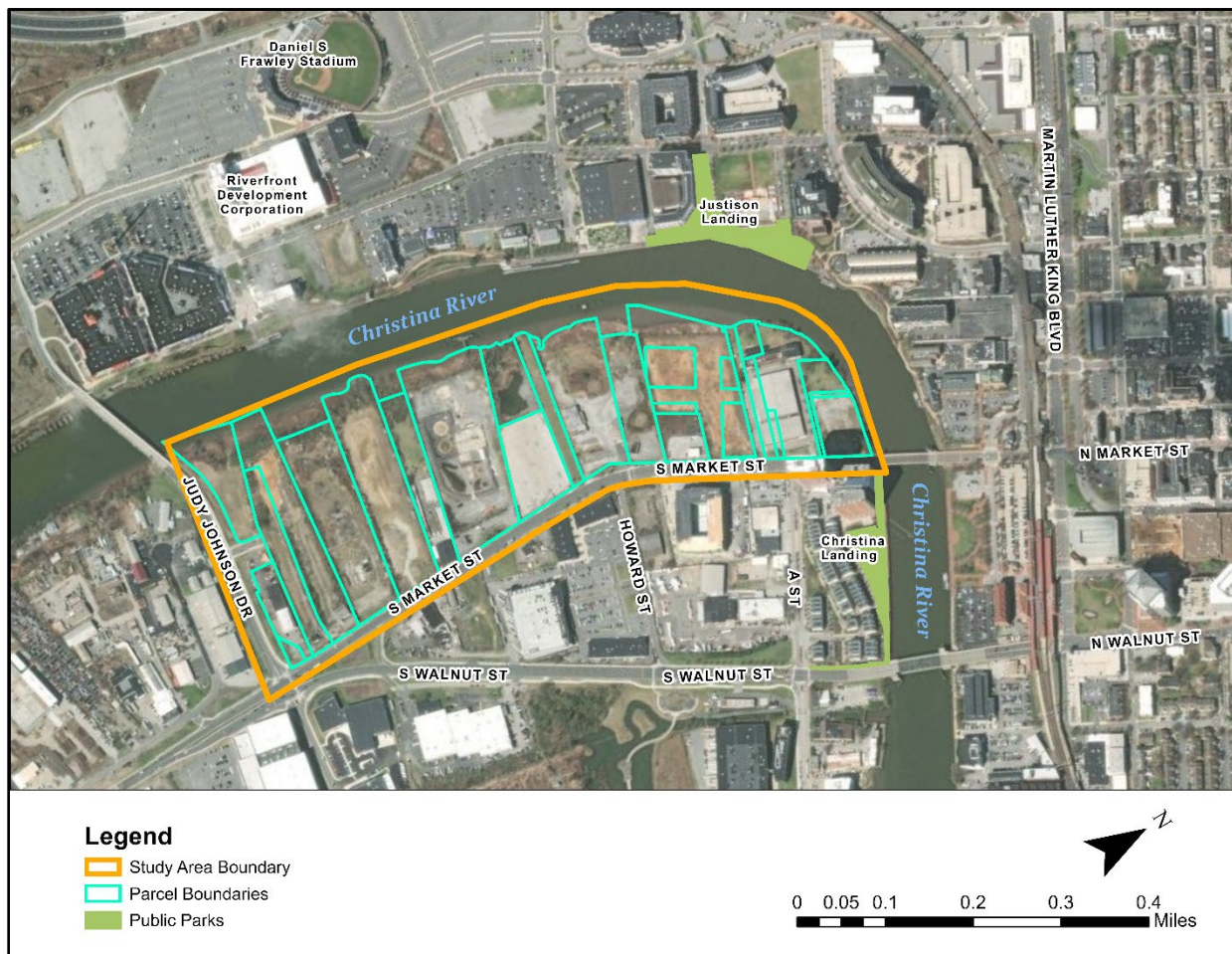
I. Introduction

On November 19, 2021, the City of Wilmington, Delaware, was awarded federal funds through a U.S. Department of Transportation FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The Federal Highway Administration (FHWA), as the lead Federal Agency; the City of Wilmington, as project sponsor and joint lead agency; and in partnership with the Riverfront Development Corporation (RDC), are preparing an Environmental Assessment (EA) for the Wilmington Riverfront Transportation Infrastructure Project (formerly known as the South Market Street Redevelopment Project) in accordance with the requirements of the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (CEQ) regulations implementing NEPA, FHWA regulations implementing NEPA, and applicable Federal, state, and local laws and regulations.

This Socioeconomic Technical Report was developed to support the Draft EA for the Wilmington Riverfront Transportation Infrastructure Project (Project). The following technical report presents the existing conditions and an assessment of potential effects of the Build Alternatives to socioeconomic resources. The report begins with a description of the Project study area followed by a summary of the Purpose and Need, and a description of the alternatives evaluated.

A. Study Area

The Project is located along the east Christina riverbank in Wilmington, New Castle County, Delaware. The Project's study area is bound by the Christina River on the north and west and by South Market Street on the east and by Judy Johnson Drive (formerly New Sweden Street) in the south (**Figure 1**).

Figure 1: Wilmington Riverfront Transportation Infrastructure Project Study Area Map

The existing conditions of the Project study area include former industrial buildings and accessory structures, surface parking, former junkyards, miscellaneous uses, and brownfields. This area has been shaped by its history of shipping and manufacturing and was an active industrial area until its decline after World War II. The *City of Wilmington's 2028 Comprehensive Plan*¹ defines the land use in the Project study area as waterfront mixed use and the entire Project study area is within the 100-year floodplain caused by coastal storm surge from the Delaware Bay. The parcels located within the Project study area have limited access for vehicles, pedestrians, and bicycles.

The Christina riverbank on the western and northern boundary of the Project study area is marshy and largely inaccessible. Significant differences of elevation between the high and low tide conditions have created a mud flat condition along the northern and western edges of the Project study area. South Market Street, the eastern project border, is a one-way, four-lane arterial road that extends 0.57 mile along the study area.

¹ <https://www.wilmingtonde.gov/government/city-departments/planning-and-development/wilmington-2028>

The purpose of the Project is to provide transportation infrastructure to further the connectivity of the riverfront area and provide multi-modal resources. The needs of the project are the following:

- An expanded road network branching from South Market Street west into the Project study area;
- Pedestrian and cyclist accommodation on new roadways and a new set of pedestrian and bicycle pathways that connect to the existing network of pathways surrounding the site along the Christina riverbank; and
- Rehabilitate and create effective stormwater management.

The proposed improvements would replicate the city grid characteristics of the North Market Street corridor, north of the Christina River and southward to the intersection of South Market Street and Judy Johnson Drive.

B. Alternatives Considered

The alternatives considered in the EA include a No Build and a Build Alternative and are briefly described below.

1. No Build Alternative

The No Build Alternative assumes the roadway infrastructure; Riverwalk; pedestrian, bicycle and mobility improvements; flood prevention measures; and drainage work would not occur. The No Build Alternative does not meet the purpose and need for this Project, as it would not provide transportation infrastructure to further the connectivity of the area; provide multi-modal resources, including pedestrian and cyclist accommodations; nor rehabilitate or create effective stormwater management. However, the No Build Alternative does provide a baseline condition with which to compare to the Build Alternative. Therefore, the No Build Alternative is retained for evaluation purposes.

2. Build Alternative

The Build Alternative proposes to construct transportation infrastructure improvements for the South Market Street Riverfront East area of the City. The Build Alternative proposes an expanded road network branching from South Market Street, towards the Christina River and replicating the downtown Wilmington grid system in the Project study area (**Figure 2**). Infrastructure improvements are proposed to create continuity of intersection type / spacing and provide key points of access into the Project study area.

The proposed street grid is a balance of defining buildable parcels as well as appropriate infrastructure access for vehicles (local, commuter, public transportation), pedestrians, and bicyclists and will include on street parking. The proposed grid considers major circulation movements, creating three east-west and evenly spaced signalized movements across South Market Street, and connecting the major north-south Market Street and Walnut Street corridors to Orange Street within the limits of the Project study area (from north to south: at A Street, Howard Street, and Jones Street).

Pedestrian routes were also considered while laying out the proposed grid. The Build Alternative proposes to include pedestrian and cyclist accommodations on new roadways and a new set of pedestrian and bicycle pathways that connect to the existing network of pathways surrounding the Project study area (shown in orange in **Figure 2**). The proposed location of the east-west movements at A Street and Howard Street provides direct pedestrian access to and from the South Market Street Bridge, the Walnut Street corridor, the Wilmington Wetland Park, and the Southbridge neighborhood located east of the proposed Project study area. At the south end of the Project study area, proposed pedestrian and bicycle

connections from the proposed street grid connect directly to existing pedestrian and bicycle connections that currently cross the river to the western Riverfront via Judy Johnson Drive and the Senator Margaret Rose Henry Bridge.

Adjacent to the eastern riverbank, a Riverwalk similar to the existing Riverwalk on the western riverbank is proposed to be built as part of the Build Alternative to provide access to this currently inaccessible riverfront. The Riverwalk would be a minimum width of 18 feet and include a dedicated eight-foot bike lane alongside a pedestrian walkway. Under the Build Alternative, connections between the east and west Riverwalks are proposed via the existing Senator Margaret Henry Rose Bridge to the south and the South Market Street bridge to the north.

Under the Build Alternative, the proposed in-water work would include repairing the existing bulkhead which is in current disrepair. The Build Alternative proposes to construct a new bulkhead in front of the existing bulkhead. The new bulkhead would be a higher elevation to allow the new Riverwalk to be constructed at a minimum of 18 inches above the 100-year flood elevation. The tidal influence of the river exposes mud flats in front of the existing bulkhead during the tide cycles. The new bulkhead would be constructed from the landside of the existing bulkhead.

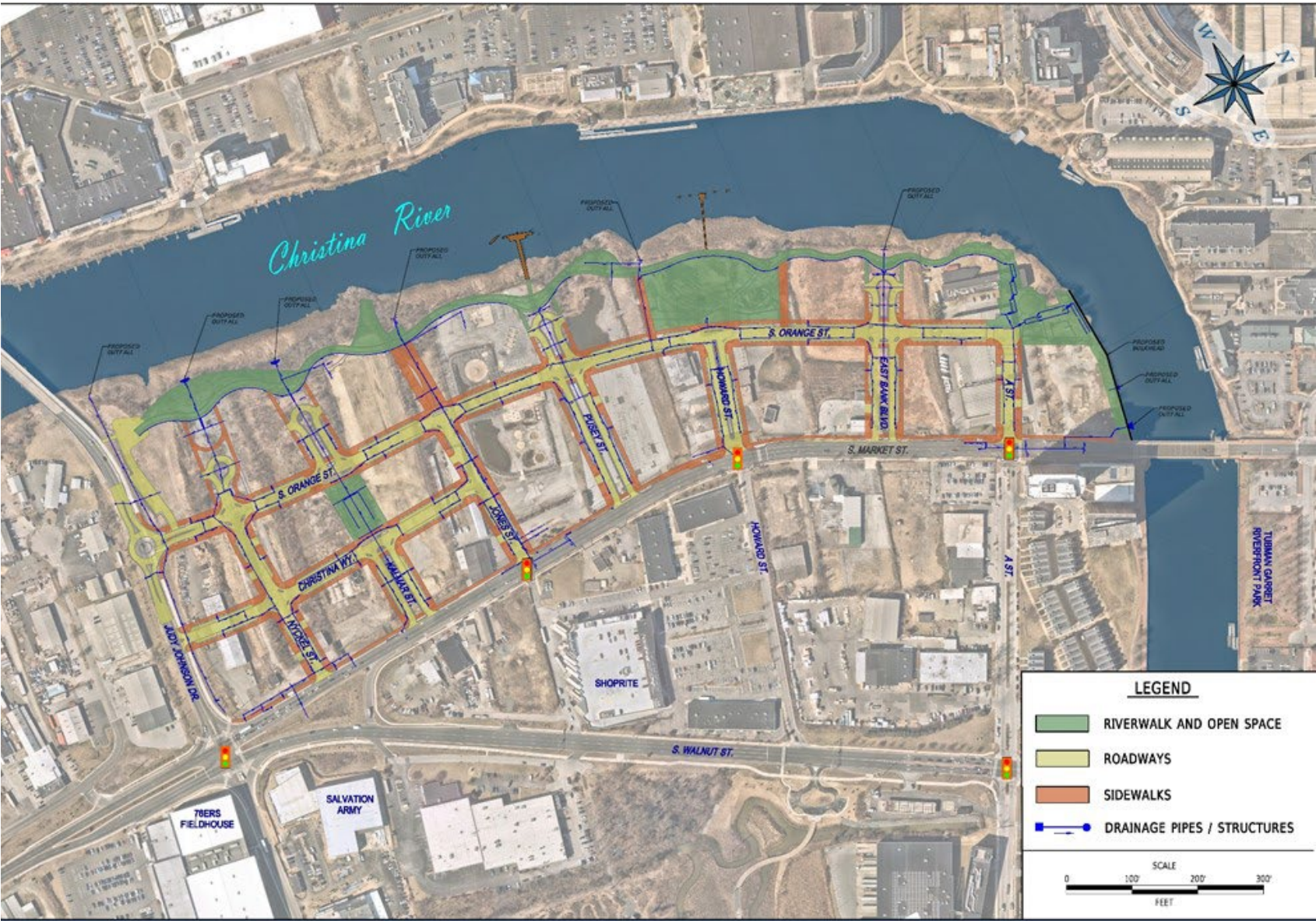
The transportation infrastructure improvements under the Build Alternative also incorporate strategic resiliency solutions to environmental challenges currently faced by the site. The Project Study Area is expected to be entirely inundated in the case of a 100-year flood event under its current condition. The Build Alternative proposes to elevate the transportation elements in compliance with the Federal Emergency Management Agency (FEMA) Floodplain Regulations to protect the site from inundation and flood-related damage. While the existing South Market Street roadway would remain at its existing elevation below the 100-year flood event, all other proposed roads would be constructed at elevations above the 100-year flood event except where they would connect to existing streets at lower elevations. Additionally, proposed sidewalks and the Riverwalk would also be at elevations above the 100-year flood event. These Project elements are aligned with the City of Wilmington's strategies to harden infrastructure vulnerable to sea level rise and extreme weather events.

In addition to raising the elevation of the site, it is anticipated that the Project study area would need a two-foot clean cap over contaminated soils, prior to the infrastructure improvements, to prevent contaminated soil erosion and human contact. The soils and groundwater are contaminated; these contaminants have also been found in sediment and surface water along the bank of the Christina River. Multiple Brownfield Redevelopment Agreements and remedial action plans for the Project study area are under development between the City, the RDC, the U.S. Environmental Protection Agency (EPA), and the Delaware Department of Natural Resources and Environmental Control (DNREC), and existing remediation agreements will be followed accordingly.

Currently, the Project study area has 23.3 acres of impervious area. As part of the Build Alternative, existing impervious surface would be removed accordingly. The proposed transportation improvements would reduce impervious area to 18.6 acres (a decrease by 4.7 acres). The Build Alternative proposes to add drainage outfalls to support the proposed transportation infrastructure. The outfalls would be strategically located throughout the Project study area to address ongoing drainage issues and provide adequate conveyance for the proposed transportation infrastructure. All proposed outfalls would be designed to discharge above Mean Low Water elevation of the Christina River at higher elevations than existing outfalls. In addition to the higher outfall elevation, there would be tide control valves installed at each outfall to eliminate the backup of the tidal water during the tidal fluctuations. The proposed storm

drain and trench drain systems would be designed to provide efficient collection of surface runoff and adequate conveyance of stormwater throughout the Project study area. The separation of storm drain networks and proposed construction of new outfalls would provide an overall improvement to the current drainage conditions to the tidally influenced Christina River throughout the Project study area.

Figure 2: Build Alternative Site Plan

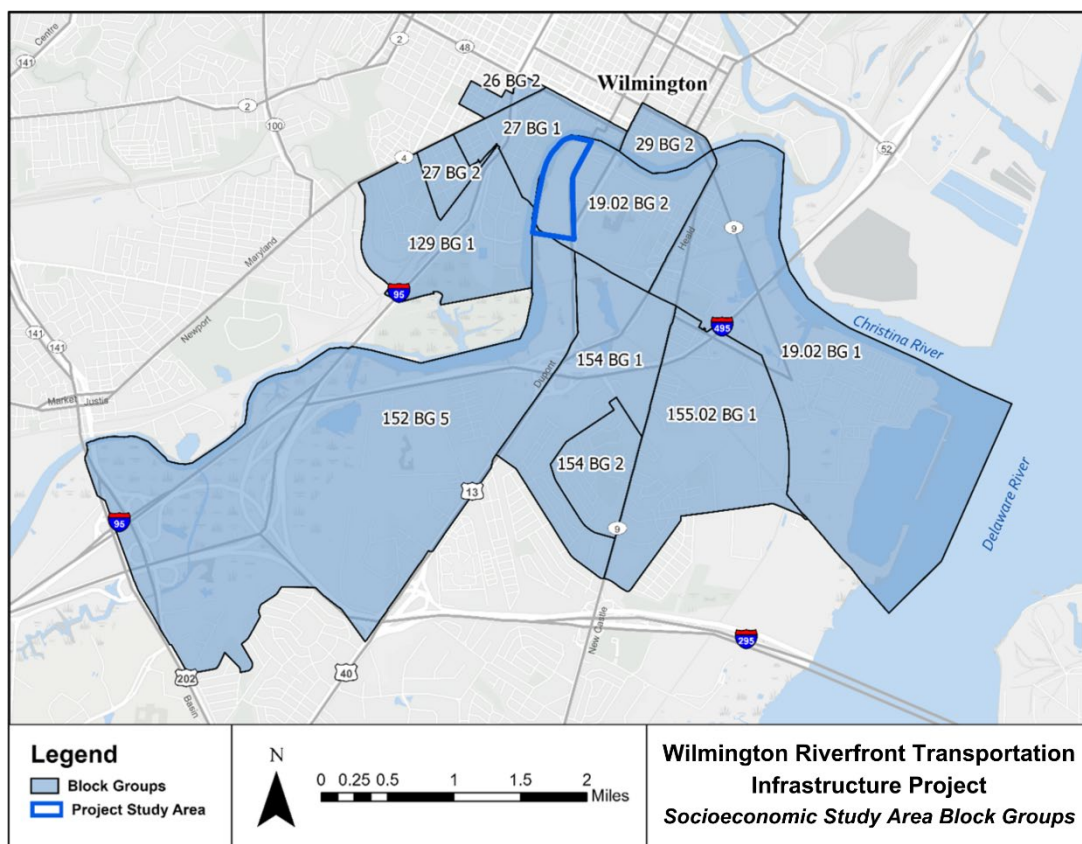


II. Demographics

This section provides an overview of demographics in the Socioeconomic Study Area, as shown in **Figure 3**. Data regarding population, race, economy, employment, and other demographics was available through the U.S. Census Bureau's (2021) American Community Survey (ACS) 2017-2021 5-Year Estimates as well as state, regional and local sources. Data was collected at the block group level within the defined Socioeconomic Study Area. Data was used at the block group level for a more detailed geographic analysis of the data, as block groups are the smallest geographic census unit.

The Socioeconomic Study Area was determined by selecting U.S. Census block groups surrounding the Project study area. Block groups one mile to the south and east were selected to cover the surrounding communities of the Project study Area. Communities north and west of the Project study area are separated from the area by the Christina River. While separated from the Project study area by the river, additional block groups to the north and west were included in the Socioeconomic Study Area. Eleven block groups make up the Socioeconomic Study Area, which is located entirely within New Castle County, Delaware.

Figure 3: Socioeconomic Study Area and Selected Census Block Groups



The population data of Delaware, New Castle County, and the 11 block groups is presented in **Table 1**. The total population of Delaware is 981,892 people, New Castle County is 567,769, and the Socioeconomic Study Area is 15,280. Populations of the block groups located in the Socioeconomic Study Area range from 595 to 2,083 people.

Table 1: 2021 Total Population

Geographic Area/ Block Group	Total Population	Percent of Study Area
Delaware	981,892	N/A
New Castle County	567,769	N/A
19.02 BG 1	595	4%
19.02 BG 2	1,484	10%
26 BG 2	843	6%
27 BG 1	1,380	9%
27 BG 2	1,323	9%
29 BG 2	867	6%
129 BG 1	2,083	14%
152 BG 5	1,854	12%
154 BG 1	1,150	8%
154 BG 2	1,787	12%
155.02 BG 1	1,914	13%
Study Area Total	15,280	100%

Source: U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates

According to the Delaware Population Consortium³ 2023 projections, Delaware's population is expected to grow by approximately 177,918 between 2020 and 2050, an increase of approximately 18%. By 2050, Delaware's population is expected to increase to 1,167,866 citizens. New Castle County's population is expected to grow approximately 21,842 between 2020 and 2050, an increase of 3.8%. By 2050, New Castle County is expected to reach a total population of 592,561 citizens.

Later sections of this report describe in more detail impacts to demographics, including minority and low-income populations, and communities within the Socioeconomic Study Area.

III. Land Use and Zoning

This section provides an overview of land use and zoning in the Project study area. Existing and future land use patterns and development goals are identified in the long-term comprehensive and master plans implemented by local governments. Data regarding land use was available through the *City of Wilmington's Comprehensive Master Plan* and land use/land cover (LULC) data from the State of Delaware².

A. Existing Conditions

Currently, the existing land uses within the Project study area are a mix of industrial, commercial, and vacant brownfields. This is confirmed with the most recent LULC data from the State of Delaware for 2017 (**Figure 4**). To make the LULC data easier to understand for analysis purposes, the LULC data was

³ <https://stateplanning.delaware.gov/demography/dpc-projection-data.shtml>

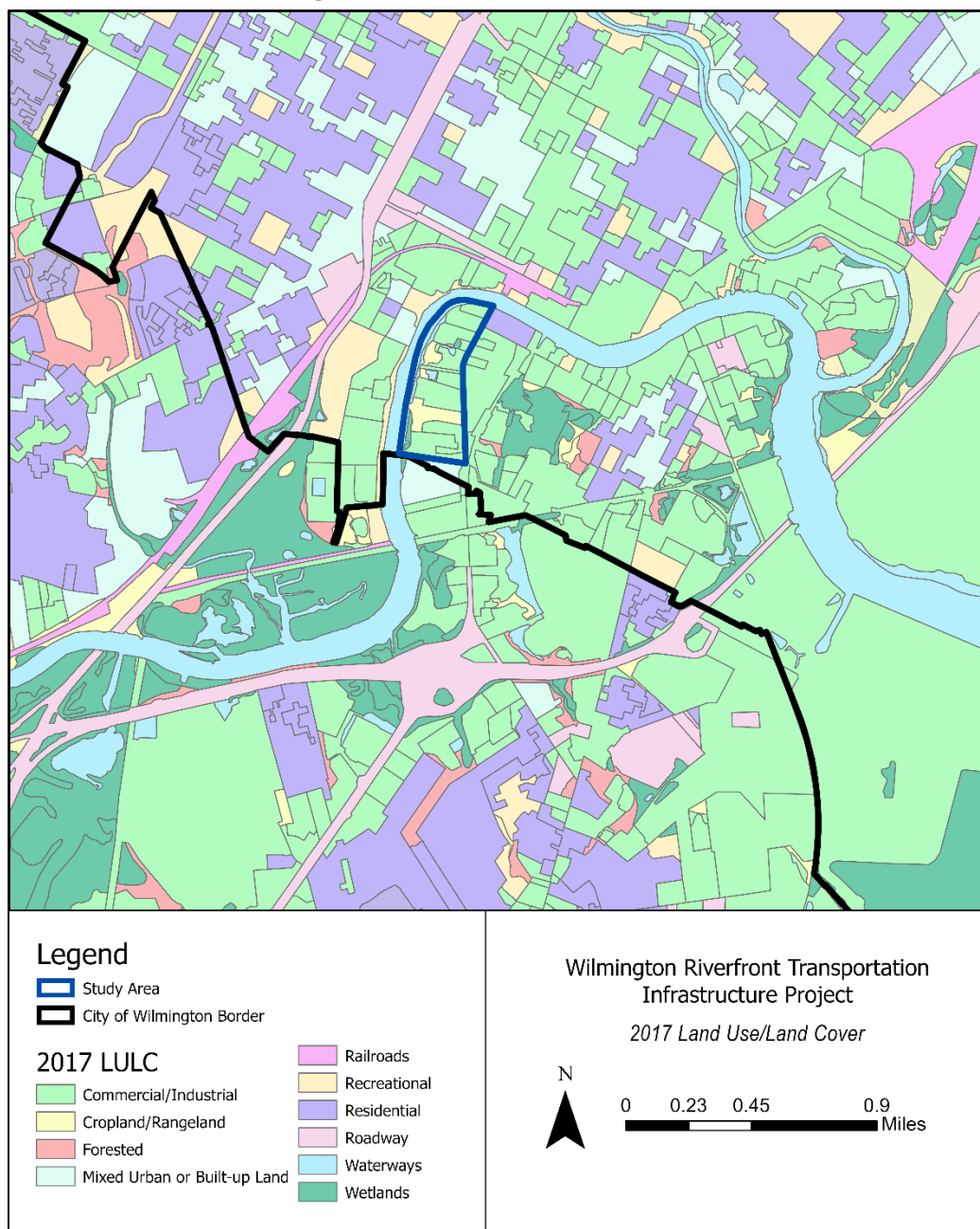
² <https://de-firstmap-delaware.hub.arcgis.com/datasets/delaware::delaware-landuse-landcover-2017/about>

summarized into the following high-level categories, with specific components listed after each category, where applicable:

- Airports
- Commercial/Industrial: Communication – antennas; Industrial; Institutional/Governmental; Junk/Salvage Yards; Marinas/Port Facilities/Docks; Orchards/Nurseries/Horticulture; Other Commercial; Other Urban or Built-up Land; Parking Lots; Retail Sales/Wholesale/Professional Services; Transitional (incl. cleared, filled, and graded); Utilities; Warehouses and Temporary Storage
- Forested: Deciduous Forest
- Mixed Urban or Built-up Land
- Railroads
- Rangeland: Herbaceous Rangeland; Mixed Rangeland; Shrub/Brush Rangeland
- Recreational
- Residential: Mixed Residential; Mobile home Parks/Courts; Multi Family Dwellings; Single Family Dwellings
- Roadway: Highways/Roads/Access roads/Freeways/Interstates; Vehicle Related Activities
- Waterways: Bays and Coves; Man-made Reservoirs and Impoundments; Waterways/Streams/Canals; Natural Lakes and Ponds; Non-tidal Open Water; Tidal Shoreline
- Wetlands: Non-tidal Emergent Wetland; Non-tidal Forested Wetland; Non-tidal Scrub/Shrub Wetland; Tidal Emergent Wetland; Tidal Forested Wetland; Tidal Scrub/Shrub Wetland

Current land use in the Project study area is primarily commercial/industrial, with some rangeland, wetlands, and waterways land uses. Other primary land uses surrounding the Project study area include commercial/industrial, mixed urban or built-up land, wetland, residential, and recreational land uses.

Figure 4: 2017 Land Use/Land Cover



According to RDC's *South Market Street Master Plan*, published in January 2018, the Project study area is surrounded by a mix of cultural, recreational, residential, office, hotel, and retail uses, which is defined as waterfront mixed use. The area's existing retail includes the Christina Crossing shopping mall to the east of the Project study area. Included in this complex is the Shop Rite grocery store and several restaurants and retail stores. Additionally, to the east of the Project study area are apartment complexes, including the Luxor Lifestyle Apartments and the River Tower at Christiana Landing, as well as the Christina Landing Condominiums. The revitalized Christina Riverfront is located to the west of the Project study area and features mixed use development, including Residences at Justison Landing, the Chase Center on the

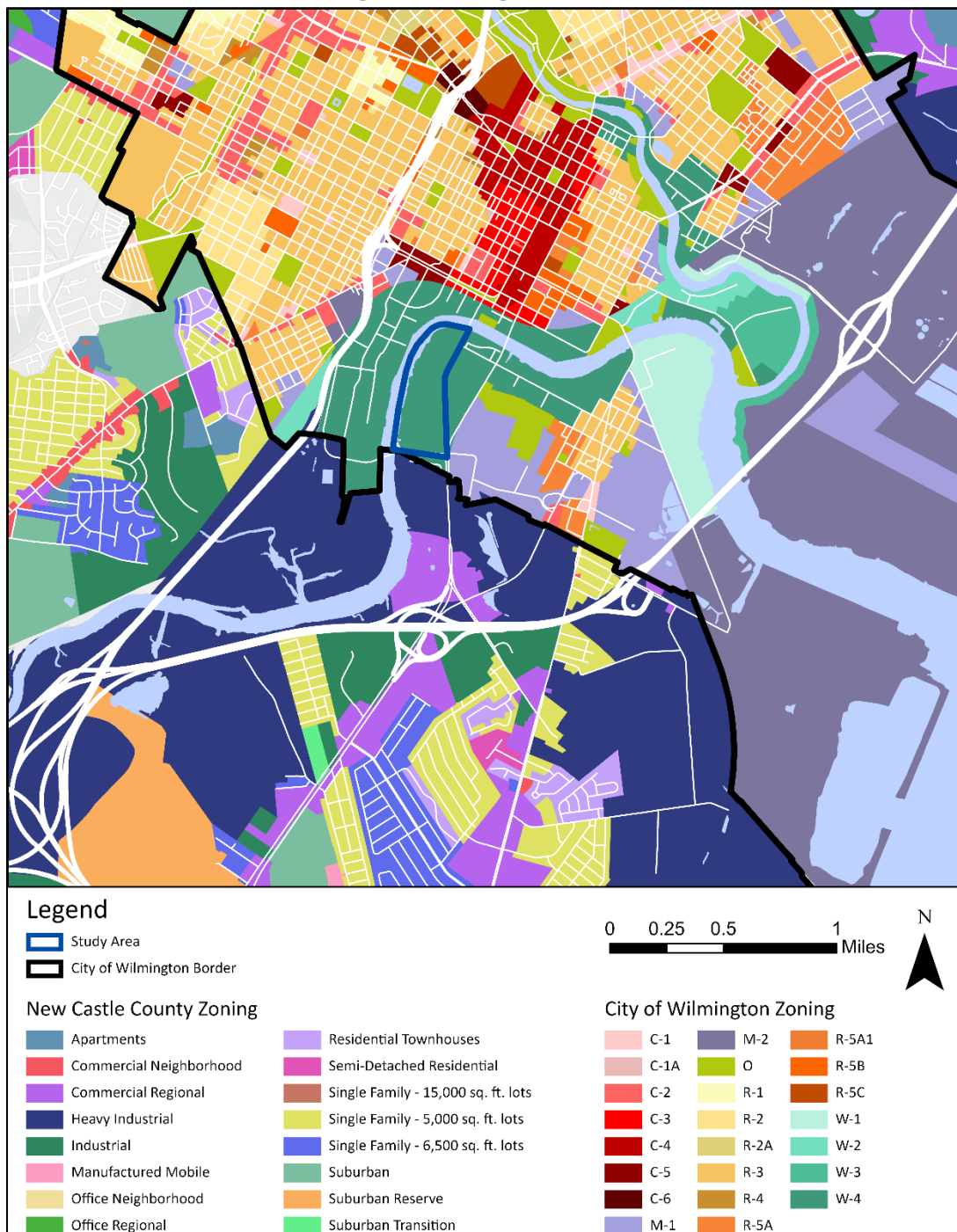
Riverfront, restaurants, and office spaces. Much of the Project study area features former industrial buildings and accessory structures, surface parking, and brownfields.

The *City of Wilmington's Comprehensive Master Plan* characterizes zoning with the following categories:

- Residential Districts
 - R-1: One-family detached dwellings
 - R-2: One-family detached dwellings and one-family semi-detached dwellings
 - R-2A: One-family detached and semi-detached dwellings with conversions
 - R-3: One-family row houses
 - R-4: Row houses with conversions
 - R-5: Apartment houses, subdivided into:
 - R-5A: Low density
 - R-FA-1: Low-median density apartment houses
 - R-5B: Medium density
 - R-5C: High density
- Commercial Districts
 - C-1: Neighborhood shopping
 - C-1A: Neighborhood commercial
 - C-2: Secondary business commercial centers
 - C-2A: Secondary office and business centers
 - C-3: Central retail
 - C-4 Central office
 - C-5: Heavy commercial
 - C-6: Special commercial
- Manufacturing and Industrial Districts
 - M-1: Light manufacturing
 - M-2: General industrial
- Waterfront Districts
 - W-1: Waterfront manufacturing
 - W-2: Waterfront manufacturing/commercial
 - W-3: Waterfront low intensity manufacturing/commercial recreation
 - W-4: Waterfront residential/commercial
- Special Purpose Districts
 - O: Open Space

As shown in **Figure 5**, the *City of Wilmington's Comprehensive Master Plan* identifies the current zoning in the Project study area as W-4, a waterfront zone. W-4 is defined in the Plan as a waterfront residential commercial district, where medium to high density residential, retail, and office development can take place in the future. The southern end of the Project study area that falls outside of the City of Wilmington's boundary is defined as heavy industrial by New Castle County.

Figure 5: Zoning Conditions



B. Impacts

1. No Build Alternative

The No Build Alternative would not involve any project-related construction. Compared to the Build Alternative, the No Build Alternative may slow the pace of infrastructure improvements to further the connectivity of the riverfront area and provide multi-modal resources. The No Build Alternative would not be consistent with the purpose of the Project.

2. Build Alternative

The Build Alternative is anticipated to impact 13.6 acres for transportation infrastructure improvements proposed with the Project. Currently, land use in the Project study area is primarily commercial/industrial. Land use in the area is anticipated to be converted to roadway and Riverwalk under the Build Alternative to account for the transportation infrastructure. Zoning in the area was updated by the City of Wilmington from manufacturing zoning to waterfront residential/commercial in order to be consistent with the *City of Wilmington's Comprehensive Master Plan*.

IV. Businesses and Economy

This section provides an overview of businesses and economy in the Socioeconomic Study Area. Data regarding active businesses and property ownership was available through New Castle County's publicly available Geographic Information Systems data portal⁵.

A. Existing Conditions

There are four active businesses in the Project study area, including a gas station, hardware store, and two commercial businesses. The hardware store operates on property owned by the RDC. The RDC maintains an agreement with the business owner to continue leasing the property until June 2024, at which time the owner anticipates retiring. The owner extended the lease from December 2023 to June 2024 in order to liquidate the company's assets before retirement. The two commercial businesses currently lease their buildings from a property management company, which has an agreement with the RDC to redevelop their property in the future. The gas station currently owns the property they operate on.

B. Impacts

1. No Build Alternative

The No Build Alternative would not involve any project-related construction, therefore no property acquisitions, property impacts, or business displacements would result. The two commercial businesses and the gas station are not anticipated to be affected. The hardware store is still anticipated to close as the owner is currently in the process of liquidating the business for their upcoming retirement. The property management company that currently leases property to the two commercial businesses within the Project study area is not expected to renew the leases. The two businesses are not considered business displacements as the leases would end with or without the proposed improvements. The primary long-term impact of the No Build Alternative would be to slow the pace of infrastructure improvements to further the connectivity of the riverfront area and to provide multi-modal resources. The No Build Alternative would not be consistent with the purpose of the Project.

⁵ <https://apps-nccde.hub.arcgis.com/>

2. Build Alternative

The Build Alternative is anticipated to result in one business displacement, the gas station. Acquisition of this property is anticipated with the proposed infrastructure improvements. The property management company that currently leases property to the two commercial businesses within the Project study area is not expected to renew the leases. The two businesses are not considered business displacements as the leases would end with or without the proposed improvements. The matter of renewing the lease is a private matter between the lessees and lessor. The property management company has an agreement with the RDC to redevelop their property in the future. The owner of the hardware store is in the process of liquidating the company in order to retire, and thus this is not considered a business displacement as a result of the Project. The Build Alternative is anticipated to provide economic benefits by improving mobility and offering new, convenient options for accessing jobs, local economic destinations and regional transit services. Additionally, construction of the Build Alternative is anticipated to create approximately 200 construction-related jobs.

Any property acquisition activities would be performed in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (Uniform Act). The Uniform Act establishes minimum standards for Federally funded programs and projects that require acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. For nonresidential displacements, including businesses, the Uniform Act provides the following options³:

- Payment for the actual, reasonable moving costs and related expenses, and
- Payment for actual, reasonable reestablishment expenses, or
- A fixed payment “in lieu of” moving and reestablishment costs.

The Uniform Act is included in **Appendix A** of this report.

V. Employment

This section provides an overview of employment in the Socioeconomic Study Area, as shown in **Figure 7** and **Table 2**. Data regarding employment was available through the U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates.

A. Existing Conditions

Occupations of employed residents that are 16 years and over within the Socioeconomic Study Area are shown in **Table 2**. Major industries within the Socioeconomic Study Area include sales and office occupations; production, transportation, and material moving occupations; healthcare practitioners and technical occupations; and management, business, and finance occupations. The occupational breakdown is summarized in **Figure 7**. Occupations that have less than 200 citizens in the Socioeconomic Study Area are categorized as “Other” in the graphic representation below. “Other” occupations include community and social service; legal; educational instruction and library; arts, design, entertainment, sports, and media; and protective services. A more detailed breakdown of occupation is available in **Table 2**.

³ https://www.hud.gov/sites/documents/DOC_16290.PDF

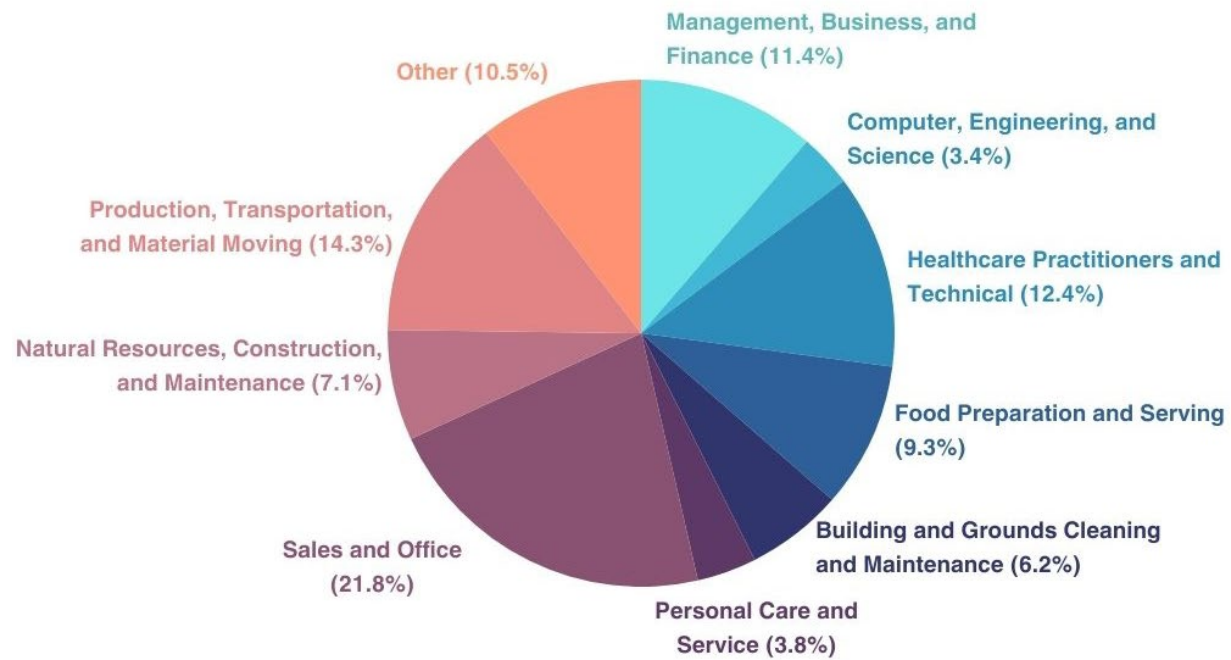
Figure 6: Top Occupations within Study Area

Table 2: Occupations

Geographic Area/ Block Group	Management, Business, and Finance	Computer, Engineering, and Science	Community and Social Service	Legal	Educational Instruction and Library	Arts, Design, Entertainment, Sports, and Media	Healthcare Practitioners and Technical	Protective Services	Food Preparation and Serving	Building and Grounds Cleaning and Maintenance	Personal Care and Service	Sales and Office	Natural Resources, Construction, and Maintenance	Production, Transportation, and Material Moving
Delaware	73,208	28,066	9,236	5,577	28,674	6,757	42,215	11,175	25,830	16,551	13,623	99,715	38,837	52,622
New Castle County	48,044	22,191	5,310	3,893	18,607	4,653	24,383	6,502	14,523	9,405	8,007	60,418	20,115	27,599
19.02 BG 1	41	7	19	0	11	12	39	16	5	14	0	28	41	32
19.02 BG 2	171	25	0	21	44	24	74	0	42	14	10	93	21	43
26 BG 2	83	23	26	0	18	0	46	17	0	31	8	67	77	83
27 BG 1	118	55	0	14	27	33	86	4	54	65	22	39	13	50
27 BG 2	85	32	26	28	24	0	51	0	122	70	0	137	23	78
29 BG 2	0	0	0	9	0	0	40	3	41	6	34	58	0	37
129 BG 1	14	0	10	0	10	0	54	34	174	57	92	251	41	146
152 BG 5	7	30	16	0	45	0	46	9	19	0	43	116	84	86
154 BG 1	23	0	34	0	0	0	96	22	54	55	4	112	14	87
154 BG 2	63	0	28	7	0	0	88	0	35	40	17	180	60	98
155.02 BG 1	99	38	16	0	18	0	147	24	31	32	6	268	64	148
Study Area Total	704	210	175	79	197	69	767	129	577	384	236	1,349	438	888

Source: U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates

B. Impacts

1. No Build Alternative

The No Build Alternative would not involve any project-related construction; therefore, no impacts to occupation would result. Compared to the Build Alternative, the No Build Alternative may slow the pace of infrastructure improvements to further the connectivity of the riverfront area and provide multi-modal resources. The No Build Alternative would not be consistent with the purpose of the Project.

2. Build Alternative

The proposed infrastructure improvements under the Build Alternative is anticipated to provide key points of access into the Project study area and the proposed pedestrian and cyclist accommodations on new roadways would improve connectivity in the area. All these proposed improvements are anticipated to have the potential to improve mobility in the area and offer new, convenient options for accessing jobs and employment opportunities. Additionally, construction of the Build Alternative is anticipated to have impacts on employment in the Project study area. Construction of the Build Alternative is anticipated to create approximately 200 construction-related jobs. The City will commit to supporting businesses that qualify for the Office of Economic Development's Strategic Fund set-aside for minority owned businesses as well as providing notices to the Southbridge Civic Association for business development events hosted by the Office of Economic Development and economic development partners such as the Small Business Administration, Small Business Development Center, Delaware Division of Small Business, and Community Development Financial Institutions. The City and RDC will also commit to advertising and holding outreach events for construction workforce opportunities in nearby disadvantaged neighborhoods.

VI. Mobility

This section describes the mobility of the population in the Socioeconomic Study Area, including means of transportation to work, vehicle availability, the presence of mobility constrained neighborhoods, and existing transit services. Data regarding mobility was available through the U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates, as well as regional sources.

A. Existing Conditions

The majority of workers that are 16 years and over within the Socioeconomic Study Area drive alone to work (63%), as shown in **Table 3**. This is followed by utilizing public transportation (11%), working from home (11%), carpooling (10%), and walking (4%). Block group 26 BG 2 has the most citizens that ride public transportation to work, with 32% of workers within the block group using public transportation. Block group 19.02 BG 2 has the most that walk, with 11% of the block group's population reliant on walking. 29% of block group 152 BG 5 carpool to work. No workers noted that they bike to work.

Table 3: Means of Transportation to Work

Geographic Area/ Block Group	Total Workers	Drive Alone	Carpool	Public Transportation	Bicycle	Walk	Other Means*	Work from Home
Delaware	459,571	352,866	36,963	9,178	1,261	9,458	4,641	45,204
New Castle County	278,582	207,283	21,705	8,291	716	6,482	2,860	31,245
19.02 BG 1	265	131	16	101	0	11	0	6
19.02 BG 2	775	372	77	24	0	86	0	216
26 BG 2	526	209	86	171	0	0	0	60
27 BG 1	834	540	21	23	0	38	0	212
27 BG 2	736	548	112	65	0	0	0	11
29 BG 2	205	129	9	67	0	0	0	0
129 BG 1	797	622	42	70	0	0	0	63
152 BG 5	719	323	207	62	0	71	0	56
154 BG 1	498	392	21	0	0	10	0	75
154 BG 2	719	458	60	136	0	0	52	13
155.02 BG 1	710	578	50	44	0	24	0	14
Study Area Total	6,784	4,302	701	763	0	240	52	726

*Other means of transportation include workers who utilize a mode of travel not identified by the specified categories.

Source: U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates

Table 4 shows household vehicle availability in Delaware, New Castle County, and the Socioeconomic Study Area, ranging from no vehicles available, to 3 or more vehicles available. Based on the 2021 ACS 5-year estimates, the majority of households within the Socioeconomic Study Area have one vehicle available (52%), followed by two vehicles available (26%), no vehicles available (12%), and three or more vehicles available (10%). Block group 29 BG 2 has the highest percentage of households with no vehicles available at 43%. Other block groups that have a percentage of households with no car available higher than that of the Socioeconomic Study Area total include 19.02 BG 1, 19.02 BG 2, and 154 BG 2.

Table 4: Vehicle Availability

Geographic Area/ Block Group	Total Housing Tenure	No Vehicles Available	1 Vehicle Available	2 Vehicles Available	3 or More Vehicles Available
Delaware	381,097	6%	34%	38%	21%
New Castle County	218,002	7%	36%	38%	19%
19.02 BG 1	222	25%	49%	22%	4%
19.02 BG 2	720	26%	56%	13%	5%
26 BG 2	365	10%	78%	12%	0%
27 BG 1	711	10%	58%	31%	0%
27 BG 2	507	0%	56%	36%	8%
29 BG 2	315	43%	57%	0%	0%
129 BG 1	720	4%	51%	43%	2%
152 BG 5	422	3%	27%	39%	30%
154 BG 1	316	4%	38%	33%	24%
154 BG 2	740	13%	56%	24%	7%
155.02 BG 1	609	3%	40%	23%	34%
Study Area Total	5,647	12%	52%	26%	10%

*Values shaded in gray indicate a percent of zero-car households greater than the average of the Study Area.

Source: U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates

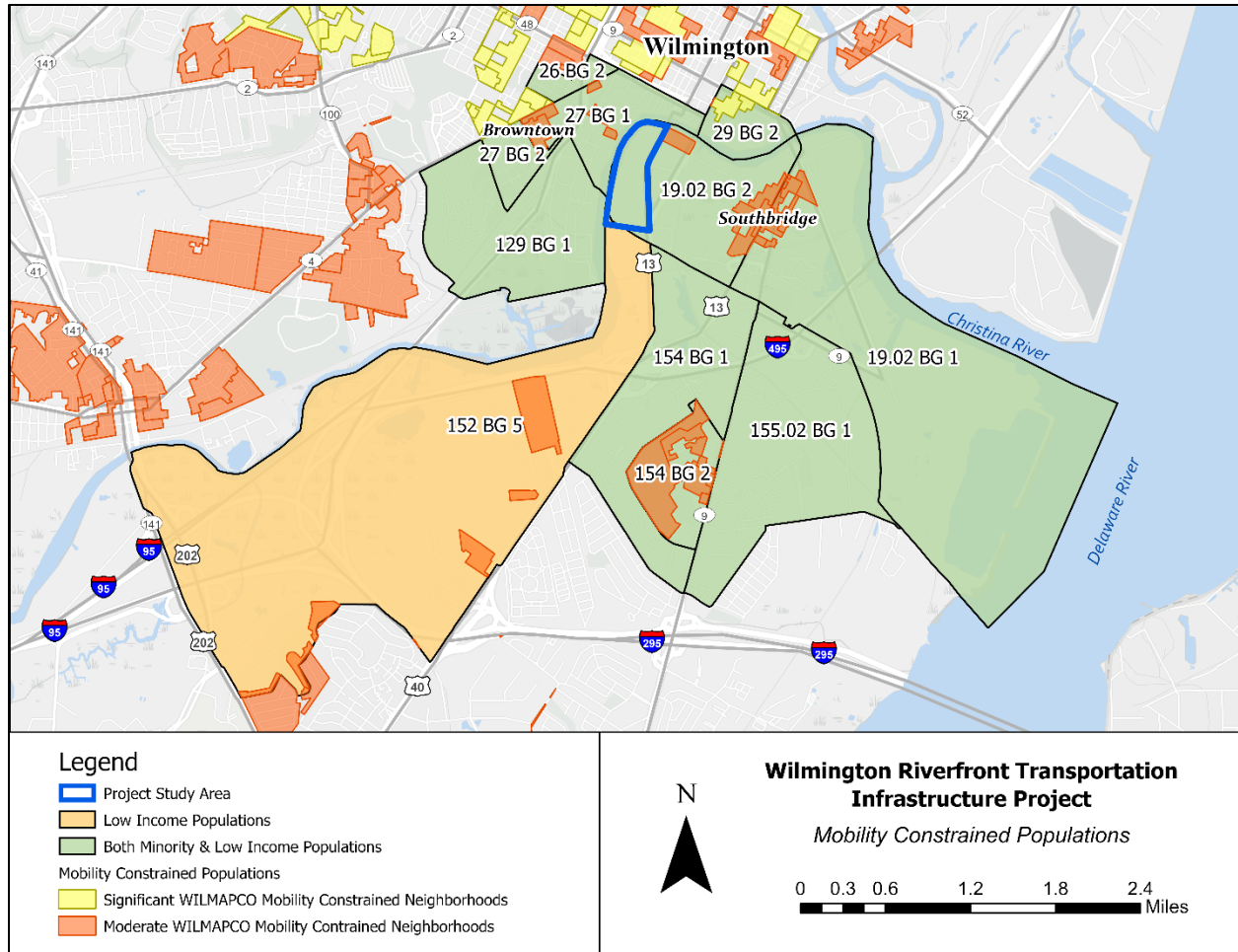
Wilmington Area Planning Council's (WILMAPCO) *2019 Transportation Justice Plan*⁶ addresses social inequities in the Wilmington region's transportation system by identifying areas with mobility constrained populations. In the Plan, WILMAPCO defines and identifies *significant* and *moderate* mobility constrained populations, which include seniors, people with disabilities, and zero-car households. Mobility constrained areas have high proportions of households without vehicles, based on ACS data. According to the *2019 Transportation Justice Plan*, *moderate* mobility constrained neighborhoods are areas that have all of the following: a concentration of households without vehicles two times greater than the regional average and populations of people with disabilities and seniors greater than the regional average. An area is also considered a *moderate* neighborhood if it has one of the following: a concentration of households without vehicles greater than three times the regional average, a population of disabled people three times greater than the regional average, or a population of seniors three times greater than the regional average. *Significant* mobility constrained neighborhoods have a concentration of households without vehicles three times greater than the regional average and populations of disabled people and seniors greater than the regional average.

Mobility constrained neighborhoods are displayed on mapping available on WILMAPCO's Transportation Justice website at <http://www.wilmapco.org/tj/>. As shown in **Figure 8**, both *significant* and *moderate* mobility constrained areas are identified in the Socioeconomic Study Area. There are five *moderate* mobility constrained populations located in block groups 152 BG 5, 154 BG 2 just west of DE 9, 19.02 BG and 2 in Southbridge, and 27 BG 1 in Browntown. Only one *significant* mobility-constrained population is located within the Socioeconomic Study Area, located in block group 29 BG 2 north of the Christina River.

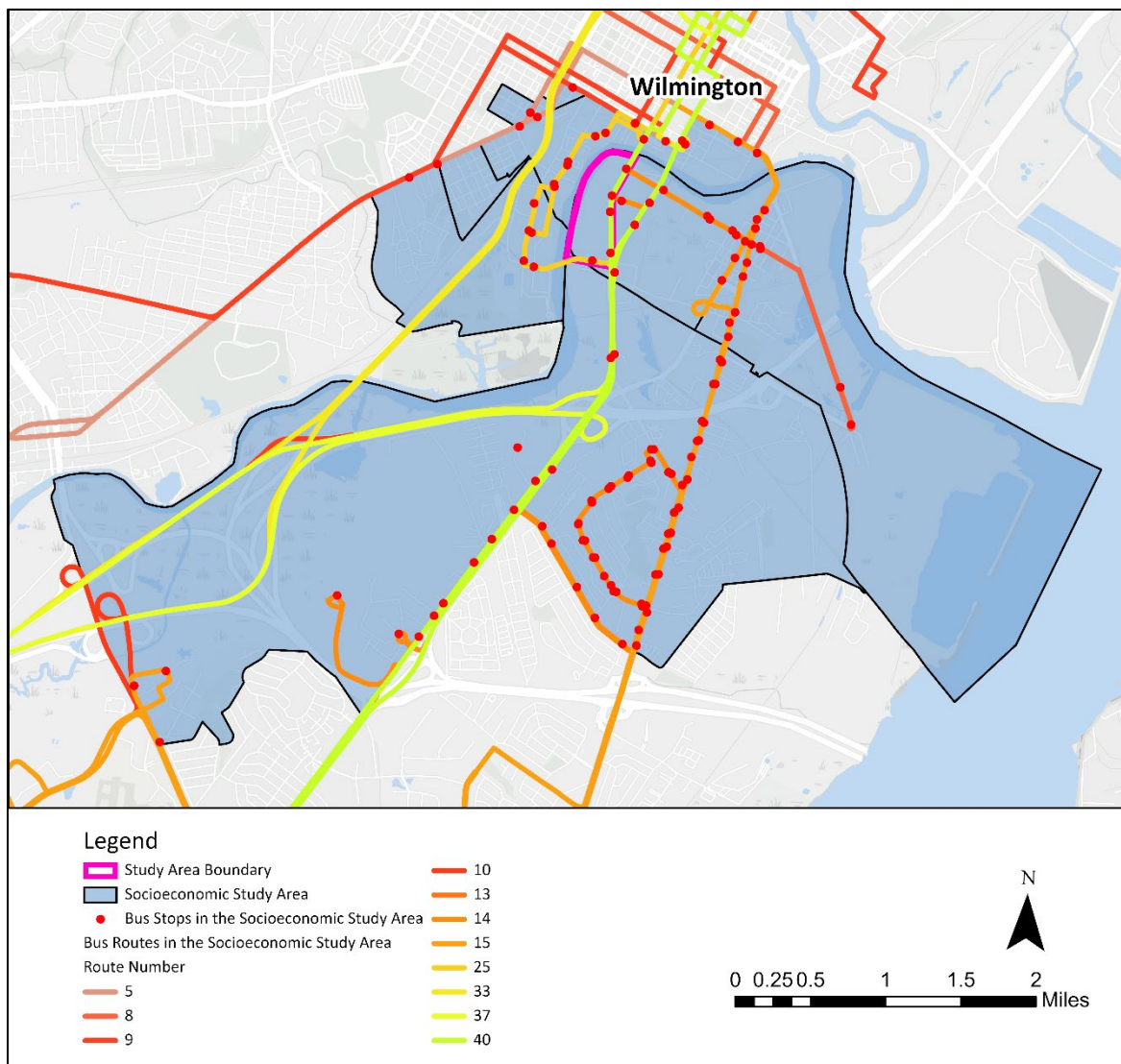
⁶ <http://www.wilmapco.org/tj/>

Additionally, block groups with a higher percentage of households without a car are reflected in WILMAPCO's mobility constrained population identification. This includes block groups 19.02 BG 1 and 2, which encompasses the neighborhood of Southbridge, as well as block group 27 BG 2.

Figure 7: WILMAPCO Mobility Constrained Neighborhoods



Within the Socioeconomic Study Area, there are currently 123 bus stops and 11 bus routes that service the area (see **Figure 9**). Within the Project study area alone, there are five bus stops, four along South Market Street and one on Judy Johnson Drive.

Figure 8: Bus Stops and Routes in the Socioeconomic Study Area

B. Impacts

1. No Build Alternative

Under the No Build Alternative, the proposed infrastructure improvements would not be realized, including key points of access into the Project study area, bicycle, and pedestrian improvements. Compared to the Build Alternative, the No Build Alternative may slow the pace of infrastructure improvements to further the connectivity of the riverfront area and provide multi-modal resources. Thus, overall connectivity in the area would remain the same. The No Build Alternative would not be consistent with the purpose of the Project.

2. Build Alternative

The Build Alternative proposes to positively impact mobility in the area. The Build Alternative is anticipated to include an expanded road network branching from South Market Street, replicating the downtown Wilmington grid system in the Project study area. The proposed street grid for the Project is anticipated to replicate the pattern of the street grid north of the Christina River to provide key points of

access into the Project study area, integrate traffic calming to reduce vehicular travel speeds, and improve safety and accessibility for all users.

Pedestrian routes were also considered while laying out the proposed grid. The Build Alternative is anticipated to include pedestrian and cyclist accommodations on new roadways and a proposed new set of pedestrian and bicycle pathways that connect to the existing network of pathways surrounding the Project study area. The proposed location of the east-west movements at A Street and Howard Street provides direct pedestrian access to and from the South Market Street Bridge, the Walnut Street corridor, the proposed A Street shared use path, the Wilmington Wetland park, and the Southbridge neighborhood located east of the Project study area. At the south end of the Project study area, proposed pedestrian and bicycle connections from the proposed street grid connect directly to existing pedestrian and bicycle connections that currently cross the river and to the western Riverfront via Judy Johnson Drive and the Senator Margaret Rose Henry Bridge. Adjacent to the eastern riverbank, a Riverwalk similar to the existing Riverwalk on the western riverbank is proposed as part of the Build Alternative to provide access to this currently inaccessible riverfront. The Riverwalk is anticipated to be a minimum width of 18 feet and include a dedicated 8-foot bike lane alongside a pedestrian walkway. Under the Build Alternative, connections between the east and west Riverwalks would be provided via the existing Senator Margaret Henry Rose Bridge to the south and the South Market Street bridge to the north.

These elements of the Build Alternative is anticipated to improve and support safe vehicular movement and pedestrian and bicycle mobility in the Project study area. Thus, the Build Alternative is anticipated to strengthen the area's transportation network, positively impacting mobility for users. All transit, bicycle, and pedestrian improvements are anticipated to be compliant with the Americans with Disabilities Act (ADA) accessibility standards.

Any temporary impacts to bus services that may occur with the proposed Build Alternative during construction, including impacts to bus stops and routes in the Project study area, would be coordinated with the Delaware Transit Corporation (DTC), in order to continue to provide service to transit users.

VII. Housing

This section provides an overview of housing in the Socioeconomic Study Area, as shown in **Table 5**. Data regarding housing was available through the U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates and local sources.

A. Existing Conditions

Table 5 shows the housing tenure by type, owner-occupied or renter-occupied, for Delaware, New Castle County, and the Socioeconomic Study Area. The Socioeconomic Study Area has a higher percentage of renter occupied housing (51%) than owner occupied (49%). Additionally, the Socioeconomic Study Area has a higher percentage of renter occupied housing (51%) than the statewide and countywide percentages, which are 29% and 32% respectively. Block group 29 BG 2 has the highest percentage of renter occupied housing at 92%.

Table 5: Housing Occupancy

Geographic Area/ Block Group	Total Housing Tenure	Total Owner Occupied	Owner Occupied %	Total Renter Occupied	Renter Occupied %
Delaware	381,097	272,435	71%	108,662	29%
New Castle County	218,002	147,302	68%	70,700	32%

Geographic Area/ Block Group	Total Housing Tenure	Total Owner Occupied	Owner Occupied %	Total Renter Occupied	Renter Occupied %
19.02 BG 1	222	66	30%	156	70%
19.02 BG 2	720	191	27%	529	73%
26 BG 2	365	149	41%	216	59%
27 BG 1	711	274	39%	437	61%
27 BG 2	507	371	73%	136	27%
29 BG 2	315	24	8%	291	92%
129 BG 1	720	215	30%	505	70%
152 BG 5	422	314	74%	108	26%
154 BG 1	316	265	84%	51	16%
154 BG 2	740	547	74%	193	26%
155.02 BG 1	609	333	55%	276	45%
Study Area Total	5,647	2,749	49%	2,898	51%

*Values shaded in gray indicate block groups with a greater percentage of owner or renter occupied households than the average of the Study Area.

Source: U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates

While there is no existing affordable housing in the Project study area, the Wilmington Housing Authority (WHA), currently has three affordable housing opportunities within the larger Socioeconomic Study Area. These housing opportunities include:

- Asbury Gardens, 201 Poplar St. Wilmington, DE 19801⁷
- Heald Street Townhouses, 429 E. 2nd St Wilmington, DE 19801⁸
- Southbridge, 621 S. Buttonwood Street Wilmington, DE 19801⁹

Asbury Gardens is located north of the Project study area, across the Christina River. It is a mid-rise apartment building with 14, one-bedroom units and 10 two-bedroom units. Heald Street Townhouses are also located north of the Project study area, across the Christina River, and features six townhouses. The Southbridge affordable housing development is located east of the Project study area features 180 affordable housing units.

B. Impacts

1. No Build Alternative

The No Build Alternative would not involve any property acquisitions or project-related constructions and therefore no impacts to housing would result. The primary long-term impact of the No Build Alternative would be to slow the pace of infrastructure improvements to further the connectivity of the riverfront area and to provide multi-modal resources. The No Build Alternative would not be consistent with the purpose of the Project.

⁷ <https://whadelaware.org/housing-opportunities/communities/asbury-gardens>

⁸ <https://whadelaware.org/housing-opportunities/communities/heald-street>

⁹ <https://whadelaware.org/housing-opportunities/communities/southbridge>

2. Build Alternative

The Build Alternative is not anticipated to result in residential demolitions or relocations. Thus, no impacts to housing are anticipated with the proposed infrastructure improvements.

VIII. Neighborhoods and Community Facilities

This section provides an overview of neighborhoods and community facilities within the Socioeconomic Study Area, as shown in **Figure 10** and **Table 6**. Data regarding neighborhoods and community facilities was available through local, state, and regional sources.

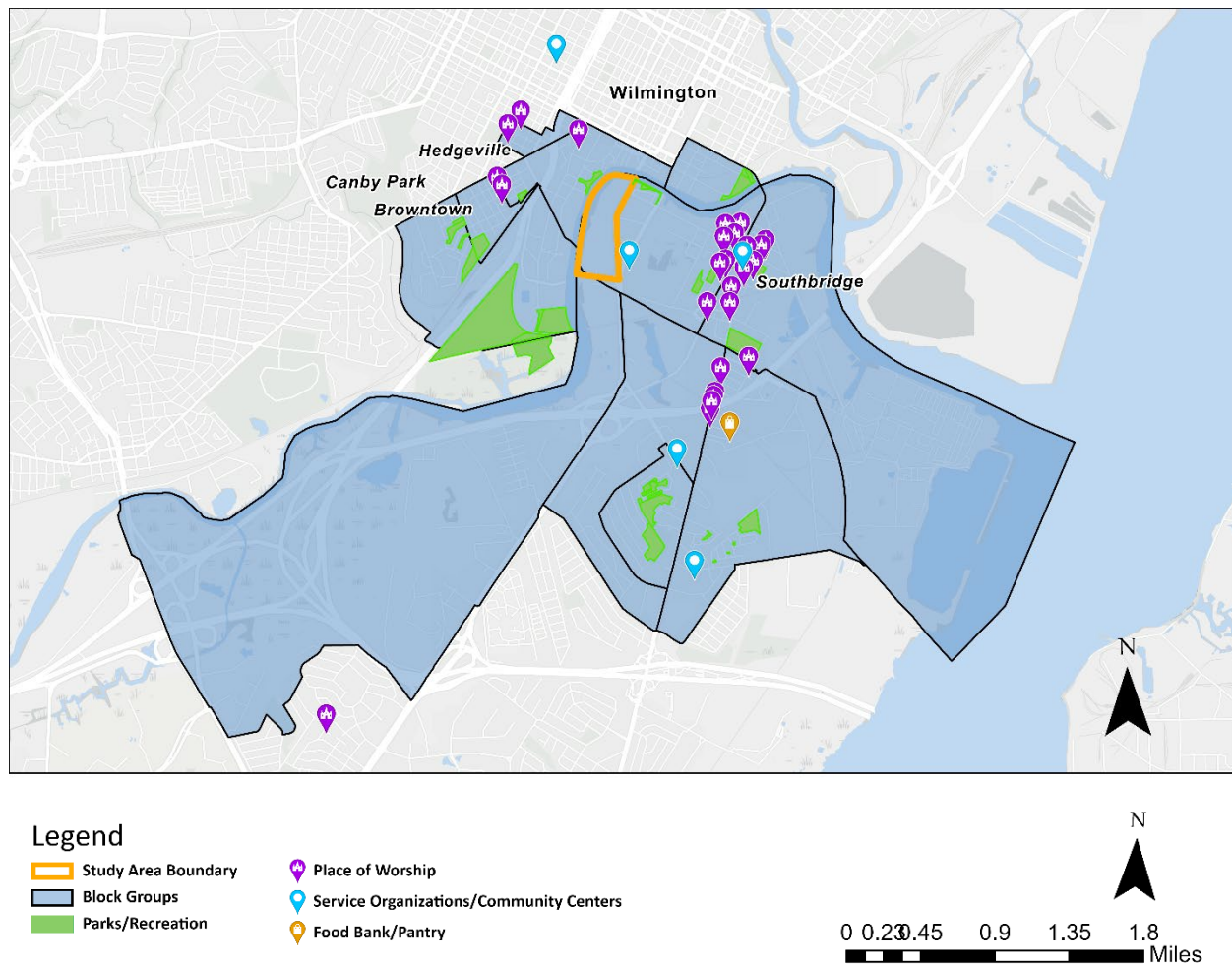
A. Existing Conditions

Figure 10 shows the neighborhoods and community facilities in the Socioeconomic Study Area, which includes Browntown, Hedgeville, and Southbridge. Southbridge is a minority neighborhood located east of the Project study area. Browntown and Hedgeville are minority neighborhoods located west of the I-95 corridor. Though Browntown and Hedgeville are both located in the Socioeconomic Study Area, I-95 and the Christina River separate these neighborhoods from the Project.

The community of Browntown is located just west of I-95, across from the Frawley Stadium on the Riverfront. This area was founded in the 19th Century as a Polish-American immigrant neighborhood. Over the past decade, the Latino and Hispanic, as well as African-American populations have grown considerably. Similarly, many Polish-Americans settled in the neighborhood of Hedgeville, adjacent to Browntown. Over the past decade, Latino, Hispanic, and African-American populations have grown. In 2018, The City of Wilmington Department of Planning and Development outlined guidelines for growth and development over the next twenty years for both neighborhoods in the *Neighborhood Comprehensive Development Plan for Browntown-Hedgeville*¹⁰.

Southbridge is a neighborhood located in South Wilmington, east of the Project study area. It is an underserved and disadvantaged neighborhood located just south of the Christina River and downtown Wilmington and north of Interstate 495 (I-495). Southbridge encompasses approximately 1.2 square miles in area and is a neighborhood largely surrounded by industrial areas. The neighborhood is a predominately minority community that experiences low rates of employment, high through-traffic on US 13 and Route 9 and truck-traffic accessing the Port of Wilmington, and insufficient infrastructure.

¹⁰ <https://www.wilmingtonde.gov/home/showpublisheddocument/4394/636752081752870000>

Figure 9: Neighborhoods and Community Facilities

Community facilities shown in **Figure 10** are further identified in **Table 6** below. Community facilities include places of worship, food banks/pantries, service organizations/community centers, and parks/recreation facilities. There are no community facilities currently within the Project study area.

Table 6: Community Facilities within Socioeconomic Study Area

Community Facility Type	Name
Place of Worship	Church of God of Prophecy
	Greater Deliverance Temple
	River of Life Church
	Harrison Memorial Baptist Church
	PDH Ministries
	Iglesia de Dios Linaje Escogido
	Mt Joy United Methodist Church
	New Gethsemane United Church
	Ezion Fair Church
	New Life Baptist Church
	New Calvary Baptist Church
	New Covenant Haitian Church
	D'Ashley's Church
	House of God Church
	Church of the Living Word
	Boulden Uame Church
	Union AME Zion Church
	Peoples Baptist Church, Full Gospel Ministries
	Rehoboth Temple Of Praise
	Breaker Ministries International
	Solid Rock-Baptist Church
	Emmanuel Church of Jesus Christ Apostolic, Inc.
	Sycamore Hill Church
	St. Hedwig Roman Catholic Church
	My Brethren Ministries Headquarters
	Iglesia Fuente de Agua Viva, Inc.
	New Life Alliance Church
	New Holiness Fellowship
Food Bank/Pantry	DeLaWarr State Service Center Food Closet
	People's Baptist Church Food Ministry
	Rose Hill Community Center
Service Organizations/Community Centers	Neighborhood House Community Center
	DeLaWarr State Service Center
	Rose Hill Community Center
	The Salvation Army
Parks/Recreation	Southbridge Wilmington Wetlands Park
	Eden Park
	Wilmington Parks & recreations
	Elbert Playground
	Chase Fieldhouse Practice Field
	Heald Park
	Justison Landing Park
	Riverwalk
	Tubman Garret Riverfront Park
	Barbara Hicks Park
	Bradford Street Park

B. Impacts

1. No Build Alternative

The No Build Alternative is not anticipated to involve any property acquisitions or project-related construction and therefore no impacts to neighborhoods or community facilities are anticipated. The primary long-term impact of the No Build Alternative would be to slow the pace of infrastructure improvements to further the connectivity of the riverfront area and provide multi-modal resources. The No Build Alternative would not be consistent with the purpose of the Project.

2. Build Alternative

The Build Alternative is not anticipated to impact existing community facilities. As shown in **Figure 10**, there are no community facilities within the Project study area. The proposed infrastructure improvements under the Build Alternative are anticipated to provide benefits to the surrounding communities such as provide key points into the Project study area and bicycle and pedestrian improvements, including a new Riverwalk and open space. Additionally, the proposed pedestrian and cyclist accommodations on new roadways are anticipated to improve connectivity in the area. All these proposed improvements have the potential to provide community benefits by improving mobility and offering new, convenient options for accessing jobs, local economic destinations, and regional transit services.

IX. Visual and Aesthetic Resources

This section provides an overview of visual and aesthetic resources in the Socioeconomic Study Area. Data regarding visual and aesthetic resources was available through the *City of Wilmington's Comprehensive Master Plan* and the *South Market Street Master Plan*.

A. Existing Conditions

As discussed in **Section III**, current land uses in the Project study area primarily include commercial/industrial, with some rangeland, wetlands, and waterways land uses, according to 2017 LULC data from the State of Delaware. Additionally, current zoning in the Project study area as W-4, a waterfront zone. W-4 is defined in the Plan as a waterfront residential commercial district, where medium to high density residential, retail, and office development can take place in the future, according to the *City of Wilmington's Comprehensive Master Plan*. As previously stated, much of the Project study area features former industrial buildings and accessory structures, surface parking, and brownfields. Additionally, the Project study area is surrounded by a mix of cultural, recreational, residential, office, hotel, and retail uses. West of the Project study area is the revitalized Christina Riverfront that features mixed use development, including Residences at Justison Landing, the Chase Center on the Riverfront, restaurants, and office spaces. East of the Project study area are residences including Luxor Lifestyle Apartments and the River Tower at Christiana Landing apartment complexes and the Christina Landing Condominiums. Additionally, the Christina Crossing shopping mall is located to the east, that includes a mix of retail storefronts and restaurants. To the north of the Project study area is downtown Wilmington that has a range of land uses, including downtown mixed use that hosts a variety of residences, restaurants, office spaces, and institutions. South of the Project study area is the Chase Fieldhouse and various retail and commercial businesses along US 13 before the US 13 and I-495 Interchange.

B. Impacts

1. No Build Alternative

The No Build Alternative would not involve any project-related construction and therefore no impacts to existing visual and aesthetic resources would result. The primary long-term impact of the No Build Alternative would be to slow the pace of infrastructure improvements to further the connectivity of the riverfront area and to provide multi-modal resources. Under the No Build Alternative continuity of visual and aesthetic resources between the Project study area, downtown Wilmington, and the Riverfront to the west would not be realized. The No Build Alternative would not be consistent with the purpose of the Project.

2. Build Alternative

The Build Alternative is anticipated to result in a change in visual and aesthetic resources. The Build Alternative is anticipated to include an expanded road network branching from South Market Street, replicating the downtown Wilmington grid system to the Project study area. Additionally, the Build Alternative is anticipated to include green spaces, a Riverwalk similar to the existing Riverwalk on the western riverbank, and bicycle and pedestrian improvements. Thus, the Build Alternative is anticipated to result in permanent, noticeable change to the physical viewshed characteristics of the Project study area. Changes to visual and aesthetic resources, including the new riverwalk and expanded road network, are anticipated to be consistent with existing conditions on the western Riverfront, as well as with downtown Wilmington to the north.

As previously stated, the Project study area is largely former industrial buildings and accessory structures, surface parking, and brownfields. The Build Alternative proposes to improve upon the visual quality and character of the Project study area with the removal and cleanup of old industrial land uses and would not conflict with the *South Market Street Master Plan*, thus visual and aesthetic resources are not anticipated be adversely impacted by the Build Alternative. Refer to the Wilmington Riverfront Transportation Infrastructure Project Visual Impact Assessment and Scoping Questionnaire in **Appendix B** for additional information.

X. Environmental Justice

This section describes the minority and low-income populations, and environmental justice (EJ) conditions in the Socioeconomic Study Area. The EJ analysis for this report was conducted in accordance with Executive Order (EO) 12898: *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*; US Department of Transportation (USDOT) Order 5610.2C: *USDOT Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*; and FHWA Order 6640.23A: *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. Building upon EO 12898, EO 14096: *Revitalizing Our Nation's Commitment to Environmental Justice for All*, published on April 21, 2023, is also considered in this analysis.

EO 12898, issued on February 11, 1994, states EJ must be evaluated, "... to identify and address as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations ...". The USDOT Order 5610.2C defines environmental justice as "the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level, with respect to the development, implementation and enforcement of environmental laws, regulations and policies. For the purpose of DOT's Environmental Justice Strategy, fair treatment means that no population, due to policy or economic

disempowerment, is forced to bear a disproportionate burden of the negative human health and environmental impacts, including social and economic effects, resulting from transportation decisions, programs and policies made, implemented and enforced at the Federal, State, local or tribal level.” Similarly, EO 14096 defines EJ as “the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment...” Thus, transportation and infrastructure investments should promote access and opportunity to low-income and minority communities.

EO 12898 directs Federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their action on low-income and minority populations, to the greatest extent practicable and permitted by law. A disproportionately high and adverse effect on low-income and minority populations is defined by the FHWA Order 6640.23A, as an adverse effect that:

- Would be predominately borne by a minority and/or low-income population, or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

EO 12898 does not define the terms minority or low-income, however FHWA Order 6640.23A provides the following definitions, which are used in the following analysis:

- *Minority Individual* – A person who identifies as:
 1. Black: a person having origins in any of the black racial groups of Africa;
 2. Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
 3. Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;
 4. American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
 5. Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.
- *Minority Population* – Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.
- *Low-Income Individual* – A person whose household income is at or below the US Department of Health and Human Services (HHS) poverty guidelines.
- *Low-Income Population* - Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

To further implement EO 12898, the 2011 FHWA Guidance on Environmental Justice and NEPA Memorandum was utilized to comply with the principles of EJ.

As part of the City's application to the U.S. Department of Transportation's FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program, an Equity Analysis was conducted to analyze the extent to which the proposed infrastructure improvements would benefit underserved communities and disproportionately affected areas. This analysis focused on a smaller study area, selecting block groups within a quarter of a mile of the study area, for a total of 5 block groups. This Equity Analysis found that minority population groups were heavily concentrated surrounding the Project study area and have significantly higher minority concentrations than New Castle County as a whole. According to the analysis, nearly 80% of all residents living in the studied block groups are members of a racial minority, a percentage nearly twice New Castle County's 43%. The City used the Federal Financial Institutions Examinations Council (FFIEC) guidance for identifying low-income households, which determined that both the Project study area and the City of Wilmington have a substantially higher concentration of low-income households, as compared to New Castle County.

The Equity Analysis included in the RAISE grant application served as a starting point for the analysis below. The following analysis has been updated to reflect the most current and complete census data, supplemented by WILMAPCO data on EJ populations within the Socioeconomic Study Area.

A. EJ Analysis Methodology

The strategies developed under EO 12898, USDOT Order 5610.2(c), FHWA Order 6640.23A, and FHWA memorandum Guidance on Environmental Justice and NEPA (2011) set forth the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal transportation projects on minority and low-income populations. Based on these strategies, the steps below have been conducted for this EJ Analysis:

1. The identification of minority race and ethnicity populations and low-income populations (EJ populations) within the Socioeconomic Study Area;
2. The review of demographic data to determine the existing environmental and community conditions of the EJ populations;
3. The documentation of public outreach as planned, conducted and refined throughout the study in consideration of the demographic and community data to ensure meaningful involvement in EJ populations;
4. The identification of potential beneficial and/or adverse impacts to EJ populations under the No Build and Build Alternative;
5. The consideration of mitigation or community enhancement measures if unavoidable adverse effects are expected to occur under the Build Alternative;
6. A comparison of adverse effects to all EJ populations under the Build Alternative versus adverse effects to non-EJ populations;
7. A determination of whether disproportionately high and adverse effects would occur to EJ populations under the Build Alternative;
8. A final conclusion of whether disproportionately high and adverse effects would occur to EJ populations, based on unmitigated adverse effects and whether public feedback has been addressed.

This EJ Analysis describes the existing conditions of and potential impacts to minority race and ethnicity populations and low-income populations who live within the Socioeconomic Study Area, which is comprised of 11 block groups. For purposes of this EJ Analysis, a block group within the area that meets

the minority race and ethnicity population and/or low-income population criteria is referred to as an “EJ population.”

Per the FHWA Guidance on Environmental Justice and NEPA (2011), localized census tract data was used to identify groups or clusters of minority or low-income populations in the Socioeconomic Study Area. Additionally, the Guidance states “Small clusters or dispersed populations should not be overlooked.” In order to identify small clusters of EJ populations beyond what the census tract data can show, the WILMAPCO data on EJ neighborhoods was used.

For the purposes of this analysis, the block groups serve as the basic unit of population for identifying minority populations, as it represents a “readily identifiable group of minority persons who live in a geographic proximity” (FHWA Order 6640.23A). The ACS Five-Year Estimates (2017-2021) were used to collect race and ethnicity information for the 11 block groups, as well as limited-English speaking populations.

The block group also serves as the basic unit of population to identify low-income populations because it represents a “readily identifiable group of low-income persons who live in geographic proximity” (FHWA Order 6640.23A). The ACS Five-Year Estimates (2017-2021) were also used to collect median household income data and average household size for the 11 block groups. According to the ACS data, the average household size within the block groups was three persons. The HHS Poverty Guidelines provide a threshold median income for low-income designation by size of household. Using the HHS 2021 Poverty Guidelines for a three-person household, a low-income block group would have a median income of \$21,960 or less. However, no block groups within the Socioeconomic Study Area had a median household income at or below this threshold, so the threshold set by the Department of Housing and Urban Development (HUD) for determining low-income areas and communities was used for a more conservative approach.

Supplemental community data from the Environmental Protection Agency’s (EPA) EJSCREEN tool was used to support the EJ Analysis for identifying environmental and demographic indicators of EJ populations.

B. Existing Conditions

Table 7 summarizes race and ethnicity populations in Delaware, New Castle County, and the Socioeconomic Study Area. Eight of the 11 block groups within the Socioeconomic Study Area have a minority population greater than the Socioeconomic Study Area value of 65%. Additionally, six of the 11 block groups have Hispanic or Latino populations greater than the Socioeconomic Study Area value of 20%.

Table 7: Race and Ethnicity by Census Block Group

Geographic Area/ Block Group	Total Population	White	Non-White or More than One Race	Percent Minority*	Hispanic or Latino	Percent Hispanic or Latino Minority*
Delaware	981,892	597,040	289,574	30%	95,278	10%
New Castle County	567,769	315,014	192,990	34%	59,765	11%
19.02 BG 1	595	16	559	94%	20	3%
19.02 BG 2	1,484	342	1,015	68%	127	9%
26 BG 2	843	33	670	79%	140	17%

27 BG 1	1,380	502	752	54%	126	9%
27 BG 2	1,323	91	953	72%	279	21%
29 BG 2	867	81	768	89%	18	2%
129 BG 1	2,083	96	1,114	53%	873	42%
152 BG 5	1,854	875	558	30%	421	23%
154 BG 1	1,150	51	836	73%	263	23%
154 BG 2	1,787	25	1,500	84%	262	15%
155.02 BG 1	1,914	240	1,149	60%	525	27%
Study Area Total	15,280	2,352	9,874	65%	3,054	20%

Source: U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates

Limited English proficiency populations within the Socioeconomic Study Area were also evaluated to supplement the information above. Languages spoken include Spanish, other Indo-European languages, Asian and Pacific Island languages, and others. The American Community Survey considers a household to be limited English speaking if no member of the household 14 years old and over speaks only English or speaks a non-English language and speaks English very well. **Table 8** summarizes limited English-speaking households in Delaware, New Castle County, and the Socioeconomic Study Area. Five of the 11 block groups within the Socioeconomic Study Area contain limited English-speaking households. The highest concentration is in block group 154 BG 2, with 22.8% of households being limited English-speaking, followed by 28 BG 2 with 18.1%.

Table 8: Limited English-Speaking Households

Geographic Area/ Block Group	Limited English-Speaking Households	Percent Limited English-Speaking Households
Delaware	9,080	2.4%
New Castle County	5,266	2.4%
19.02 BG 1	0	0%
19.02 BG 2	5	0.7%
26 BG 2	66	18.1%
27 BG 1	0	0%
27 BG 2	11	2.2%
29 BG 2	0	0%
129 BG 1	62	8.6%
152 BG 5	0	0%
154 BG 1	0	0%
154 BG 2	72	22.8%
155.02 BG 1	0	0%
Study Area Total	216	3.8%

Source: U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates

The HHS issues guidelines for poverty thresholds each year based on a national average of median household income. HHS considers a person to live in poverty if their total family income or individual income is less than the poverty threshold for the specified family size. Per the U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates, the average household size in New Castle County is approximately three

people. The 2021 HHS poverty guidelines for a three-person family/household is \$21,960¹¹. According to this threshold, none of the block groups in the Socioeconomic Study Area are considered to be low-income.

While the HHS poverty guidelines are based on a national average, HUD sets income limits based on median family income estimates and Fair Market Rent area definitions for specific metropolitan areas¹². Thus, the HUD limit is used for a conservative approach for determining low-income areas and communities. New Castle County is located in the Philadelphia-Camden-Wilmington, PA-NJ-DE-MD Metropolitan Statistical Area (MSA). As stated previously, according to the U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates, the average household size in New Castle County is approximately three people. The 2021 low-income limit for a household of three people is \$75,600. Since the HUD data provides a more conservative approach for determining low-income areas and communities, the HUD limit for low-income households is used for the analysis below.

Table 9 summarizes income distribution data by percentage and median household income for Delaware, New Castle County, and the Socioeconomic Study Area. The median household income statewide is \$72,724 per year and the median household income in New Castle County is \$78,428, which is higher than the statewide value. The median household income in the Socioeconomic Study Area is \$53,231, which is lower than the median for both Delaware and New Castle County. The lowest median income in the Socioeconomic Study Area is \$26,059 in block group 29 BG 2 and the highest is \$72,440 in block group 27 BG 1. While the New Castle County median income is not considered low income, the median household income for the state of Delaware and each block group within the Socioeconomic Study Area is considered low income based on the HUD low-income limit.

Table 9: Household Income and Low-Income Populations

Geographic Area/ Block Group	Total Households	Less than \$24,999	\$25,000 - \$49,999	\$50,000 - \$74,999	\$75,000 - \$99,000	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 +	Median household Income* (dollars)
Delaware	381,097	15%	19%	17%	14%	10%	8%	17%	72,724
New Castle County	218,002	14%	18%	17%	14%	10%	8%	20%	78,428
19.02 BG 1	222	17%	48%	20%	3%	5%	5%	3%	46,466
19.02 BG 2	720	25%	4%	27%	4%	9%	7%	25%	59,572
26 BG 2	365	26%	13%	12%	12%	20%	3%	13%	66,776
27 BG 1	711	14%	17%	20%	15%	15%	7%	12%	72,440
27 BG 2	507	14%	26%	30%	18%	3%	6%	3%	62,587
29 BG 2	315	37%	56%	0%	0%	0%	7%	0%	26,059
129 BG 1	720	32%	33%	10%	20%	2%	0%	2%	47,083
152 BG 5	422	10%	41%	23%	3%	18%	4%	0%	49,778
154 BG 1	316	7%	32%	39%	14%	3%	5%	0%	53,456
154 BG 2	740	27%	26%	33%	8%	10%	1%	4%	51,483

¹¹<https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines/prior-hhs-poverty-guidelines-federal-register-references>

¹² <https://www.huduser.gov/portal/datasets/il/il2021/2021summary.odn>

Geographic Area/ Block Group	Total Households	Less than \$24,999	\$25,000 - \$49,999	\$50,000 - \$74,999	\$75,000 - \$99,000	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 +	Median household Income* (dollars)
155.02 BG 1	609	25%	26%	14%	20%	8%	3%	4%	49,846
Study Area Total	5,647	22%	25%	21%	11%	8%	4%	7%	\$53,231

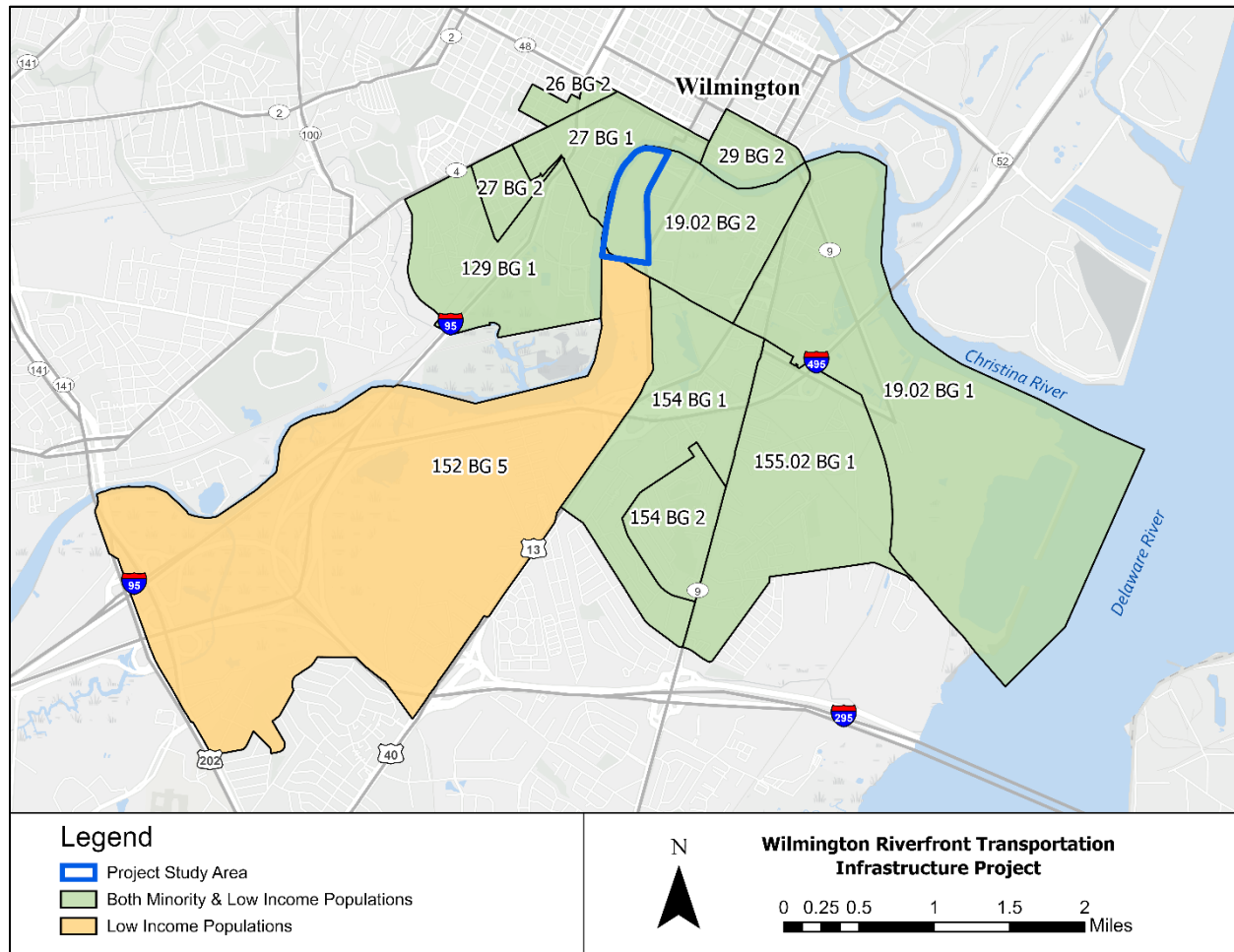
* In the past 12 months (in 2021 inflation-adjusted dollars). Values shaded in gray indicate a median household income lower than the HUD low-income limit.

** American Community Survey data unavailable due to an insufficient number of sample observations.

Source: U.S. Census Bureau (2021) ACS 2017-2021 5-Year Estimates

Figure 11 below shows the low-income and minority populations based on block groups in the Socioeconomic Study Area. One of the 11 block groups in the Socioeconomic Study Area is identified as having only a low-income population, 152 BG 5. This block group is shown in orange in **Figure 11**. Shown in green are the remaining ten block groups that are both low-income and have minority populations. Based on the census data, these block groups have minority populations higher than the average of New Castle County and Delaware as a whole. Thus, each block group in the Socioeconomic Study Area either has a low-income population, or a low-income and minority population. The 11 block groups in the Socioeconomic Study Area would be considered EJ populations, as outline in the EJ Analysis Methodology. These results are further confirmed with the additional data sources analyzed in the subsequent section of this report.

Figure 10: Low-Income and Minority Populations



1. Additional Data Sources

Furthermore, in 2013, the WILMAPCO completed an EJ study as part of their *Transportation Equity Report*. Additionally, the *Transportation Justice Plan* further maps out a Title VI, EJ, Americans with Disability Act, and Language Assistance plan for the WILMAPCO region. In the Plan, WILMAPCO defines and identifies *significant* and *moderate* EJ populations. *Significant* and *moderate* EJ populations were identified with scoring system techniques that determine concentrations of racial and ethnic minority and low-income populations. EJ neighborhoods were identified using ACS demographic and income data, as well as affordable housing and elementary school demographic data. Compared to *moderate* EJ neighborhoods, *significant* EJ neighborhoods have higher poverty rates, a larger population of racial or ethnic minorities, more affordable housing developments, and larger populations of low income students and students belonging to racial or ethnic minorities. More information on how *significant* and *moderate* EJ neighborhoods were identified can be found in WILMAPCO's 2019 *Transportation Justice Plan*¹³.

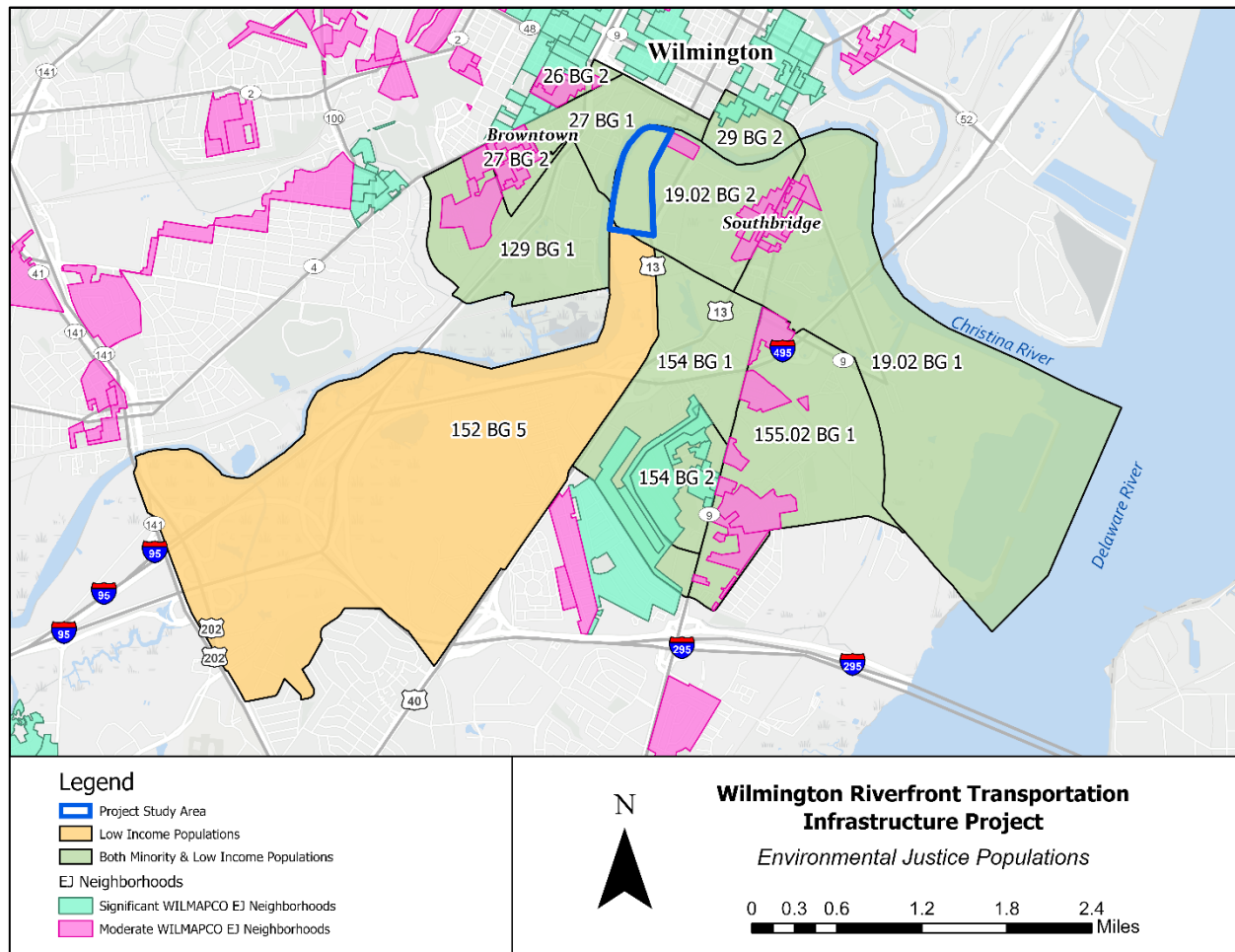
WILMAPCO's *significant* and *moderate* EJ neighborhoods are displayed on mapping available on WILMAPCO's transportation justice website at <http://www.wilmapco.org/tj/>. Both *significant* and

¹³ http://www.wilmapco.org/EJ/WILMAPCO_2019_TJ_Plan.pdf

moderate EJ neighborhoods are located in the Socioeconomic Study Area, shown below in **Figure 12**. Six *moderate* EJ neighborhoods are identified in the Socioeconomic Study Area. These neighborhoods are located in block groups 155.02 BG 1 surrounding DE 9, 19.02 BG 1 and 2 in Southbridge, 26 BG 2 in Hedgeville, 27 BG 2 in Browntown, and block group 129 BG 1 just south of Browntown.

In addition to the six *moderate* EJ neighborhoods, four *significant* EJ neighborhoods are located within the Socioeconomic Study Area. These neighborhoods are located in block groups 154 BG 2 located between Delaware Route 9 and US Route 13, and 29 BG 2 north of the Christina River.

Figure 11: WILMAPCO EJ Neighborhoods



The EPA hosts an online EJ screening and mapping tool that combines environmental and demographic information to produce an EJ Index for block groups¹⁴. The EJ Index combines demographic factors with EJ environmental indicators that results in a percentile for each block group. The percentile compares the environmental and demographic characteristics of the selected block group to those of all block groups within Delaware.

¹⁴ <https://www.epa.gov/ejscreen>

The EPA's Environmental Justice Screening and Mapping Tool (Version 2.2), referred to as EJSCREEN, has 13 environmental indicators that are given EJ Indexes. These indicators include:

- Particulate Matter_{2.5}
- Ozone
- Diesel Particulate Matter
- Air Toxics Cancer Risk
- Air Toxics Respiratory Hazard Index (HI)
- Toxic Releases to Air
- Traffic Proximity
- Lead Paint
- Superfund Proximity
- Risk Management Plan (RMP) Facility Proximity
- Hazardous Waste Proximity
- Underground Storage Tanks
- Wastewater Discharge

The EJ indexes for the environmental indicators listed above for each block group located within the Socioeconomic Study Area located below in **Table 10**. The majority of block groups in the Socioeconomic Study Area are above the average EJ index for New Castle County as a whole for every environmental indicator. The only exception is in block group 152 BG 5, which is in the 63rd percentile for traffic proximity, as compared to 68th percentile for New Castle County. Overall, the Socioeconomic Study Area is highly impacted by all 12 environmental indicators, all with percentiles greater than the 50th percentile, and the majority over the 85th percentile for each environmental indicator.

The environmental indicators that had the highest average percentile across the Socioeconomic Study Area block groups include diesel particulate matter (95th percentile), toxic releases to air (95th percentile), superfund proximity (94th percentile), RMP facility proximity (94th percentile), hazardous waste proximity (94th percentile), ozone (93rd percentile), and air toxics cancer risk (93rd percentile).

Shaded values in **Table 10** represent EJ indexes greater than the average of the Socioeconomic Study Area. Block groups 29 BG 2 and 154 BG 1 have an EJ index greater than the average of the Socioeconomic Study Area for every environmental indicator. As noted in **Figure 11**, block groups 29 BG 2 and 154 BG 1 both have minority and low-income populations. Block group 29 BG 2 is located northeast of the Project study area across the Christina River. Block group 154 BG 1 is located just southeast of the Project study. Additional block groups that had EJ index percentiles higher than the Socioeconomic Study Area include block groups 19.02 BG 1 east of the Project study area, 129 BG 1 south west of the Project study area across the Christina River, and 154 BG 2 south of the Project study area.

While block group 152 BG 5 has a percentile greater than 50% in each environmental indicator, when compared to the averages of the Socioeconomic Study Area, this block group has a lower environmental index than the average for each environmental indicator. This block group has a low-income population, but not a majority minority population. This block group is located south of the Project study area and is bounded by the Christina River to the west and U.S. Route 13 to the east, extending down to the I-95 and U.S. 202 interchange. The EPA EJSCREEN environmental and socioeconomic community reports for each block group can be found in **Appendix C**. These reports include more detailed information on each block group and their EJ Indexes.

Table 10: EJSCREEN Data

Geographic Area/ Block Group	Particulate Matter	Ozone	Diesel Particulate Matter	Air Toxics Cancer Risk	Air Toxins Respiratory HI	Toxic Releases to Air	Traffic Proximity	Lead Paint	Superfund Proximity	RMP Facility Proximity	Hazardous Waste Proximity	Underground Storage Tanks	Wastewater Discharge
Delaware	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
New Castle County	74	76	73	71	68	75	68	69	66	65	71	65	65
19.02 BG 1	94	95	97	94	95	97	97	98	98	98	96	87	93
19.02 BG 2	92	93	95	92	92	95	95	88	94	95	95	96	91
26 BG 2	93	95	95	92	92	94	96	96	90	88	95	96	87
27 BG 1	87	89	90	84	83	90	92	82	84	84	90	91	84
27 BG 2	94	94	96	93	94	95	97	91	96	93	96	89	96
29 BG 2	98	98	99	98	99	99	99	93	99	99	99	99	96
129 BG 1	96	96	99	97	98	99	97	95	99	97	99	88	99
152 BG 5	81	81	87	80	77	87	63	86	85	83	87	71	66
154 BG 1	95	95	98	99	96	97	96	95	98	99	95	93	91
154 BG 2	93	93	97	99	94	96	88	94	98	98	94	92	88
155.02 BG 1	92	92	93	99	93	96	94	95	97	97	92	86	97
Study Area Total	92	93	95	93	92	95	92	92	94	94	94	90	90

* Values shaded in gray indicate an EJ index greater than the average of the Study Area.

Source: EPA EJSCREEN

The Climate and Economic Justice Screening Tool¹⁵(CEJST) version 1.0 was also used to identify disadvantaged communities. This tool was developed by the Council on Environmental Quality under EO 14008: *Tackling the Climate Crisis at Home and Abroad*. The tool features an interactive map that uses climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development data to identify disadvantaged communities. Communities that are experiencing burdens regarding the data described are considered disadvantaged because they are overburdened and underserved.

Census data throughout this report has been used at the block group level for a more detailed geographic analysis of the data, as block groups are the smallest geographic census unit. The CEJST uses census tracts for identifying disadvantaged communities, thus census tracts are used for the purpose of this discussion. Census tracts are considered disadvantaged if the tract is (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated economic burden. For climate change, energy, health, housing, legacy pollution, transportation, and water and wastewater, the associated socioeconomic burden is at or above the 65th percentile for low income. For workforce development, the associated socioeconomic burden is more than 10% of the people ages 25 years or older whose high school education is less than a high school diploma. More information on thresholds and associated socioeconomic burdens can be found in the CEJST methodology¹⁶.

Census tracts with block groups included in the Socioeconomic Study Area that are identified as disadvantaged by CEJST include 19.02, 155.02, 29, 27, 26, and 129. Census tracts not identified as disadvantaged include census tracts 152 and 154, directly south of the Project study area.

Census tract 19.02, which contains the Project study area and the Southbridge community, is considered disadvantaged because it meets the burden thresholds for climate change (flood risk), health (asthma), legacy pollution (proximity to hazardous waste facilities and Superfund sites) and is in the 83rd percentile for low income.

Census tract 155.02 meets the burden thresholds for health (asthma and diabetes), housing (lead paint), legacy population (proximity to risk management plan facilities and Superfund sites), water and wastewater (wastewater discharge), and is in the 75th percentile for low income.

North of the Project study area, census tract 29 meets the burden thresholds for energy (energy cost), health (asthma, diabetes, low life expectancy), housing (housing cost), legacy pollution (proximity to hazardous waste facilities and proximity to superfund sites), transportation (traffic proximity and volume), and is in the 94th percentile for low income. This census tract also meets the burden for workforce development (low median income, poverty, and unemployment) and 10% of the people ages 25 years or older whose high school education is less than a high school diploma.

Census tract 27, which contains the Browntown community, meets the burden thresholds for housing (lack of green space), legacy pollution (proximity to hazardous waste facilities and Superfund sites), transportation (traffic proximity and volume), and is in the 76th percentile for low income. The census tract also meets the burden for workforce development (poverty) and 10% of the people ages 25 years or older whose high school education is less than a high school diploma.

¹⁵ <https://screeningtool.geoplatform.gov/en/#11.36/39.6943/-75.5026>

¹⁶ <https://screeningtool.geoplatform.gov/en/methodology>

Census tract 26 which contains the Hedgeville community, meets the burden thresholds for health (asthma and low life expectancy), housing (housing cost, lack of green space, and lead paint), legacy pollution (proximity to hazardous waste facilities and Superfund sites), transportation (traffic proximity and volume), and is in the 92nd percentile for low income. The census tract also meets the burden for workforce development (low median income, unemployment) and 22% of the people ages 25 years or older whose high school education is less than a high school diploma.

Census tract 129 meets the burden thresholds for housing (housing cost), legacy pollution (formerly used defense sites and proximity to Superfund sites), water and wastewater (wastewater discharge), and is in the 77th percentile for low income.

Results from the CEJST further confirms the EJ populations identified within the Socioeconomic Study Area. As shown in **Figure 11**, block groups in the Socioeconomic Study Area identified as having both minority and low income populations include block groups 19.02 BG 1 and 2, 26 BG 2, 27 BG 1 and 2, 29 BG 2, 129 BG 1, 154 BG 1 and 2, and 155.02 BG 1. Only block group 152 BG 5 was identified as having just a low income population. Results from the CEJST further confirms the EJ populations identified within the Socioeconomic Study Area, as the corresponding census tracts were identified as disadvantaged for the block groups that have both low income and minority populations. While block groups 154 BG 1 and 2 under census tract 154 was not considered disadvantaged by the CEJST methodology, it is considered low income based on the methodology set forth in this EA using the HUD income limit and census data and has minority populations based on census data and has significant EJ neighborhoods identified and defined by WILMAPCO. The areas identified as disadvantaged also have WILMAPCO defined significant and moderate EJ neighborhoods and are in high percentiles for environmental indicators as shown in the EJSCREEN analysis. While census tract 152, which includes block group 152 BG 5 in the Socioeconomic Study Area, did not meet the threshold for low income under the CEJST methodology, it is also considered low income based the HUD income limit and census data used in this analysis. Furthermore, it was not identified as having an EJ neighborhood by WILMAPCO and based on the EJSCREEN analysis, block group 152 BG 5 had a lower environmental index than the average for each environmental indicator when compared to the averages of the Socioeconomic Study Area.

2. Public Outreach with Environmental Justice Populations

The City of Wilmington held the first public meeting for the Project as an Open House on Wednesday, December 14, 2022, at the Chase Center on the Riverfront. The purpose of this meeting was to introduce the Project and inform the public on the Project Purpose and Need, concept plans, and project elements.

Various advertising and outreach methods were used to notify the public and stakeholders about the Open House. These efforts include a press release sent to local media, post to the City of Wilmington's City News website, legal advertisement in The News Journal, and social media posts on Instagram, Twitter, and Facebook. Social media posts were made on December 5, 2022, and again on December 12, 2022, closer to the meeting date. In addition, Open House advertisements were posted to the Riverfront East's social media platforms.

To reach underserved communities in the Socioeconomic Study Area, an Open House flyer was sent in both English and Spanish to identified EJ organizations in the area, which included places of worship, civic leagues and neighborhood associations, food banks and pantries, and service/justice organizations. See

Table 11 below for the full list of EJ organizations. Additionally, printed copies of the English and Spanish flyer were dropped off at community centers in the area, including the Rose Hill Community Center, Neighborhood House, and Latin American Community Center. The full Open House Summary with all outreach materials can be found in **Appendix D**.

Table 11: EJ Organization Contact List

Organization Type	Name
Place of Worship	Church of God of Prophecy
	Greater Deliverance Temple
	River of Life Church
	Harrison Memorial Baptist Church
	PDH Ministries
	Iglesia de Dios Linaje Escogido
	Mt Joy United Methodist Church
	Ezion Fair Church
	New Calvary Baptist Church
	New Covenant Haitian Church
	House of God Church
	Church of the Living Word
	Boulden Uame Church
	Union AME Zion Church
	Peoples Baptist Church, Full Gospel Ministries
	Solid Rock-Baptist Church
	Emmanuel Church of Jesus Christ Apostolic, Inc.
	Sycamore Hill Church
	St. Hedwig Roman Catholic Church
	My Brethren Ministries Headquarters
Food Bank/Pantry	People's Baptist Church Food Ministry
	Rose Hill Community Center
	DeLaWarr State Service Center Food Closet
Civic Associations	Canby Park Civic Association
	Browntown Community Association
	Hedgeville Civic Association
	Christina Landing Service Corporation
	Southbridge Civic Association
Service/Justice Organizations	Neighborhood House Community Center
	Southbridge Community Development Corporation
	DeLaWarr State Service Center
	Rose Hill Community Center
	Metropolitan Wilmington Urban League
	Latin American Community Center
	United Way of Delaware
	The Salvation Army
	Healthy Communities Delaware
	Environmental Justice Ministry at Episcopal Church of Saints Andrew & Matthew (SsAM)
	Delaware Concerned Residents for Environmental Justice

A total of 75 members of the public attended the Open House, including 70 general public attendees, two elected official attendees, and three media representatives. Members of the Harlan Park Civic Association, Trolley Square Civic Association, and the Southbridge Community Development Corporation were in attendance, as well as representatives from the City of Wilmington, Delaware Transit Corporation, and Wilmington Area Planning Council. Media attendees included personnel from Delaware Live News, Out and About, and Delaware Public Media.

Of the 75 Open House attendees, 67 provided their zip code when signing in. The majority of the attendees (44) reside in the 19801 zip code, where the Project study area is located. Adjacent to the 19801 zip code area, six attendees noted they reside in the 19802 zip code, and five in 19806. The remaining 12 attendees noted zip codes across Delaware, including Wilmington, New Castle, Newark, Bear, and Middletown, as well as southeastern Pennsylvania. A map of the Open House attendance displayed by zip code can be found in **Appendix D**.

The public comment period began on December 14, 2022 and ended on January 16, 2023. Comments were accepted through the written comment form at the Open House and online and via email. Eight comments were received via the written comment form at the Open House. Comments inquired about the Project's impacts to downtown businesses, the current Shop Rite location, and the environment, including impacts to wildlife and flooding conditions in the Project study area. Other comments noted the need for bicycle and pedestrian improvements in the Project study area, specifically a safe connection along A Street between bus stations, and an interest in a boater friendly riverfront with dock access. In general, comments received offered support for the Project, however one comment noted concern over the length of the NEPA process. Other frequently heard comments that were verbally communicated to the Project staff at the Open House included questions about what would be built in the Project study area, such as offices, apartments, or restaurants, and what is being done with the previous Salvation Army property as well as the timeframe. As noted on the project website frequently asked questions, the Salvation Army Thrift Store and Adult Rehabilitation Center facility was previously located in the Project study area at 107 South Market Street. The facility moved less than half a mile away in 2022 to 610 South Walnut Street, however the Salvation Army building is still standing at its previous location on South Market Street. After the NEPA process is completed and a final decision is made from FHWA, the building will be demolished, and the property will be further investigated for contaminants and remediated as appropriate. In addition, attendees asked about the timeframe of the NEPA process and subsequent timing of construction. Furthermore, there were no specific EJ comments received. More information on the December 14, 2022 Open House can be found in the Open House Summary in **Appendix D**.

In order to continue to provide opportunities for meaningful engagement with EJ populations and underserved communities that would be directly or indirectly affected by the proposed Project, a series of pop-up events were held during the Summer of 2023. The pop-up events provided the public the opportunity to ask questions to the Project staff and let them know of any concerns they may have regarding the Project.

Pop-up events included:

- City of Wilmington's Grazin' in the Grass events¹⁷:

¹⁷ <https://www.wilmingtonde.gov/home/showpublisheddocument/11396/638143042517470000>

- Kuscuiusko Park on Thursday, July 13, 2023, from 6-8PM. Kuscuiusko Park is in the Hedgeville community.
- Eden Park on Thursday, July 27, 2023, from 6-8PM. Eden Park is in the Southbridge community.
- Shop Rite of Christina Crossing on Saturday, July 29, 2023, from 10AM -12PM. The Shop Rite is located in an EJ population and serves the surrounding EJ populations.

In addition to the pop-up events, the Project team presented to the Southbridge Civic Association at their June 2023 meeting and at the Canby Park Civic Association meeting in October 2023. The presentation included an overview of the NEPA process, the project timeline, the No-Build and Build Alternatives, and next steps. The Project team has also offered to meet with the Browntown Community Association and Hedgeville Civic Association should they be interested in having the Project team present to them.

To further spread the word about the Project, informational, bi-lingual English and Spanish cards were left at community facilities in the area, including the Neighborhood House, Latin American Community Center, Rose Hill Community Center, and the Route 9 Library and Innovation Center. Additionally, Project posters were left at the Shop Rite of Christina Crossing and Route 9 Library and Innovation Center on community bulletin boards. The pop-up event materials, including the bi-lingual cards and posters, can be found in **Appendix E**.

Overall, the public has expressed support and excitement for the Project. The public has noted that they are in favor of the Project and want to know what type of development would follow, including what types of community facilities and green spaces would be included for the Project study area. Furthermore, the public has shown an interest in employment opportunities that would occur with the Project, as well as residential options. The public comments and input received at the Open House and the pop-up events will be considered in the development of the EA for the Project.

C. Beneficial and Adverse Effects to Environmental Justice Populations

Both beneficial and adverse effects to the existing conditions of EJ populations are considered in this analysis. Per FHWA order 6640.23A, consideration is given to effects on the following environmental characteristics: demographics, traffic, human health and safety, air quality, noise/vibration, water quality, hazardous materials, natural resources, visual landscape and aesthetic values, economy and employment, access and mobility, community cohesion/isolation, and quality of life. Also considered in this section are mitigation and community enhancement measures, where applicable.

1. No Build Alternative

The primary long-term effect of the No Build Alternative would be to slow the pace of infrastructure improvements to further the connectivity of the riverfront area and provide multi-modal resources. Inadequate infrastructure would limit the growth of existing communities and community facilities and prevent the construction of new facilities. The No Build Alternative is not anticipated to involve any project-related construction, such as displacements or loss of resources. Therefore, the No Build Alternative would not result in disproportionately high and adverse effects to EJ populations. However, the positive effects of the Project would also not be realized, such as 13 acres of new open space, infrastructure and safety improvements, and transit or bicycle and pedestrian facilities. Thus, overall connectivity in the area would remain the same. The No Build Alternative would not be consistent with the purpose of the Project.

As discussed in the *Natural Resources Technical Report (EA, Appendix I)*, the site currently experiences flooding, and the Project study area is expected to be entirely inundated in the case of the 100-year floodplain under existing conditions. The No Build Alternative would not address the existing flooding conditions within the Project study area. Additionally, much of the Project study area is characterized by brownfields. Any work under the Build Alternative would require remediation of brownfields where transportation infrastructure is proposed. Compared to the Build Alternative, clean up of these brownfields under the No Build Alternative may be slower to occur.

2. Build Alternative

The Build Alternative is anticipated to include roadway, transit, and bicycle and pedestrian improvements as described in **Section I.B.2** of this report. Note that two of the 11 block groups within the Socioeconomic Study Area overlap with the Project study area, 19.02 BG 2 and 152 BG 5, refer to **Figure 11**. Block group 19.02 BG 2 is identified as an EJ population, as it has both minority and low-income populations present. Block group 152 BG 2 is also identified as an EJ population, as it has a low-income population present. The Limits of Disturbance for the Project are confined to the Project study area, and the remaining block groups in the Socioeconomic Study Area do not overlap with the Project study area.

The Build Alternative is anticipated to improve livelihood and health of the surrounding community. The proposed infrastructure improvements under the Build Alternative are anticipated to improve community benefits by improving mobility and offering new, convenient options for accessing jobs, local economic destinations, and regional transit services; addressing flooding and drainage issues; and providing community connectivity. The proposed infrastructure improvements included in the Build Alternative do not conflict with the *South Market Street Master Plan* and the *City of Wilmington's Comprehensive Master Plan*.

Community Cohesion and Quality of Life

Under the Build Alternative, residents and employees who live, work, and utilize services within the Project study area are anticipated to experience a benefit to quality of life due to proposed enhanced facilities, including bicycle, pedestrian, and transit facilities, as well as green space. The Build Alternative is anticipated to replicate a city grid pattern from the City of Wilmington to the north, down to the Project study area, further connecting the region and improving community cohesion. EJ populations within the Project study area and adjacent communities are anticipated to experience these benefits. As such, community cohesion and quality of life impacts are not expected to result in disproportionately high and adverse effect to EJ populations under the Build Alternative.

Economy and Employment

As discussed in **Section III**, the Build Alternative is anticipated to result in one business displacement of the gas station in the Project study area. The gas station is located in block group 19.02 BG 2 and currently serves the surrounding EJ populations.

Construction of the Build Alternative is anticipated to facilitate and increase economic growth and employment in the Project study area. Construction of the infrastructure proposed with the build alternative is anticipated to create approximately 200 construction-related jobs.

The Build Alternative is anticipated to better connect the Project study area to the City of Wilmington to the north, as well as to the west side of the Riverfront, and to Southbridge to the east. Connections to these communities is anticipated to facilitate access to employment and community facilities throughout the Socioeconomic Study Area and facilitate economic growth. As stated in the Project's RAISE Grant, additions to the City's existing transportation network propose to improve long term-efficiency by increasing access to existing jobs in the city of residents in the Project study area, and in the future, for workers commuting to planned employment centers in the Project study area. As such, economy and employment impacts are not expected to result in disproportionately high and adverse effect to EJ populations under the Build Alternative.

As previously stated, any temporary impacts to bus services during construction, including impacts to bus stops and routes in the Project study area, would be coordinated with the DTC, in order to continue to provide service to transit users.

Traffic

The EJ populations located in and around the Project study area are anticipated to benefit from the Riverwalk and sidewalk improvements. As such, traffic impacts are not expected to result in disproportionately high and adverse effect to EJ populations under the Build Alternative.

Air Quality

The Build Alternative is anticipated to meet all applicable air quality requirements and not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS) established by the EPA.

Traffic of the Build Alternative is expected to be well below the total annual average daily traffic and diesel truck volume thresholds (**EA, Appendix E**). The increase in the number of vehicles that may occur with the Build Alternative was determined to not be significant enough to cause or result in a change in carbon monoxide (CO) emissions. These results, coupled with the Project study area already being designated as an attainment area for CO, concludes that the proposed improvements under the Build Alternative are not anticipated to cause or contribute to a new violation of the CO NAAQS.

Based on the criteria for the Transportation Conformity Rule, an evaluation was performed, and it was determined that the Build Alternative is not considered of "air quality concern" for fine particulate matter and therefore met the requirements for PM_{2.5} without a hot-spot analysis.

Mobile Source Air Toxics (MSATs) emissions were evaluated consistent with the latest FHWA guidance, and it was determined under the Build Alternative, MSATs may increase in areas where vehicle miles traveled (VMT) increase under the Build Alternative. However, MSAT emissions are expected to be lower in the future regardless of the chosen alternative due to cleaner engine standards and fleet turnover.

By enhancing transportation infrastructure, the Project could lead to immediate changes in traffic patterns, potentially reducing congestion and improving vehicle efficiency, which in turn could lower emissions. However, construction of this Project is anticipated to cause temporary increases in emissions. Trucks traveling to and from the Project study area during the construction would access the area via I-495, US Business 13/ South Market Street and Judy Johnson Drive. The construction plan is anticipated to

construct the main north-south spine road through the Project study area, currently identified as Orange Street to be used as a haul road first (see **Figure 2**). Construction trucks and vehicles would access Orange Street from Judy Johnson Drive, travel through the site and exit via South Market Street. This approach proposes to limit the construction-related traffic to existing regional roadways and minimize Project-related construction traffic traveling through adjacent residential communities. In addition, to reduce emissions generated by construction the contractor should consider the following best management practices (BMPs) for reducing construction emissions and improving energy efficiency during construction, as outlined by EPA's Diesel Emissions Reduction Act program, and employing the operational and equipment strategies detailed in the EPA publication, "Cleaner Diesels: Low Cost Ways to Reduce Emissions from Construction Equipment." Refer to the *Air Quality Technical Report (EA, Appendix E)* for additional details on mitigation during construction.

Construction-related effects of the project is anticipated to be limited to short-term increased fugitive dust and mobile-source emissions during construction. All construction activities are to be performed per the *DelDOT Standard Specifications for Road and Bridge Construction*⁴. The specifications require compliance with all applicable local, state, and Federal agencies.

EPA conducted a study, *Air and Water Quality Impacts of Brownfields Redevelopment: A Study of Five Communities*, comparing the environmental performance of brownfield redevelopments with their greenfield counterparts in five municipal areas in the United States¹⁸. The study results showed brownfield redevelopments generally showed significant environmental benefits, including lower vehicle use and reduced carbon dioxide and air pollutant emissions. On average, neighborhoods on former brownfield sites had higher development density, better travel accessibility, and improved transit access.

Overall, the Build Alternative is not anticipated result in air quality impacts to EJ populations. As such, air quality impacts are not expected to result in disproportionately high and adverse effect to EJ populations under the Build Alternative.

Access and Mobility

The Build Alternative is anticipated to improve access and mobility for EJ populations. The proposed street and grid included in the Build Alternative is anticipated to replicate the pattern of the street grid north of the Christina River to create continuity of intersection type/spacing, provide key points of access into the Project study area and integrate traffic calming to reduce vehicular travel speeds and improve safety and accessibility for all users.

Pedestrian routes were also considered and pedestrian and cyclist accommodations on new roadways and a new set of pedestrian and bicycle pathways that connect to the existing network of pathways is anticipated to be included in the Build Alternative. The proposed location of the east-west movements at A Street and Howard Street provides direct pedestrian access to and from the South Market Street Bridge, the Walnut Street corridor, the proposed A Street shared use path, the Wilmington Wetland park, and the Southbridge neighborhood located east of the Project study area. At the south end of the Project study area, proposed pedestrian and bicycle connections from the proposed street grid connect directly to

⁴ https://deldot.gov/Publications/manuals/standard_specifications/

¹⁸ EPA, *Air and Water Quality Impacts of Brownfields Redevelopment: A Study of Five Communities*; EPA 560-7-10-232, (April 2011), <https://www.epa.gov/sites/default/files/2015-09/documents/bfenvirionimpacts042811.pdf>

existing pedestrian and bicycle connections that currently cross the river and to the western Riverfront via Judy Johnson Drive and the Senator Margaret Rose Henry Bridge.

These roadway, bicycle, and pedestrian improvements are anticipated to increase safety for all users. Those that would benefit most from these impacts are residents in the surrounding EJ populations. Residents are anticipated to experience safety improvements, especially for bicycle, pedestrian, and transit users. As such, safety impacts are not expected to result in disproportionately high and adverse effect to EJ populations under the Build Alternative.

Noise

The *Noise Technical Report (EA, Appendix D)* found that the Build Alternative is anticipated to increase traffic noise in communities just outside of the Project study area. The River Towers at Christiana Landing, which is located in block group 19.02 BG 2, a minority and low-income block group, is anticipated to experience noise impacts by traffic generated noise. However, there are no instances of substantial increases associated with the proposed improvements. As such, noise impacts are not expected to result in disproportionately high and adverse effect to EJ populations under the Build Alternative.

Temporary noise impacts could occur in the Project study area during construction of a Build Alternative. Areas surrounding the construction zone is anticipated to experience varied periods and degrees of noise that differ from that of surrounding ambient community noise levels. Construction is anticipated to have a direct impact on the receptors located close to the construction site and have an indirect impact on receptors located near roadways where traffic flow characteristics are altered due to re-routing of vehicles from the construction area. Additional information on construction related impacts and mitigation opportunities are provided in the *Noise Technical Report (EA, Appendix D)*.

Natural Resources

As documented in the *Natural Resources Technical Report (EA, Appendix I)*, the Build Alternative is anticipated to impact various existing natural resources. These impacts would occur in EJ populations. Direct impacts to wetlands, their buffers, waters, and floodplains associated with construction with the Build Alternative would occur. Additionally, indirect impacts may result from roadway runoff, sedimentation, and changes to hydrology. Direct and indirect impacts may lead to a decrease in available wetland and waters habitat in the Project study area, and ultimately a decrease in plant and animal species inhabiting these areas.

Additionally, the Build Alternative is anticipated to decrease the amount of impervious surface area in the Project study area. Currently, the Project study area has 23.3 acres of impervious area. As part of the Build Alternative, all of the existing impervious surface is anticipated to be removed. The proposed transportation improvements would reduce impervious area to 18.6 acres, a decrease of 4.7 acres, which could reduce the amount and intensity of stormwater runoff entering surface water features within the Project study area.

Much of the Project study area is below the FEMA 100-year floodplain. The Build Alternative is anticipated to raise the elevation of the site above the 100-year floodplain, improving the area's resiliency, protecting life and property in the future. As such, impacts to natural resources are not expected to result in disproportionately high and adverse effect to EJ populations under the Build Alternative.

Hazardous Materials

Research indicates that the Project study area was historically used for shipping, manufacturing, and industrial purposes. Currently, the Project study area includes vacant/vegetated lots, surface parking, structures previously used for commercial/industrial purposes, a gasoline station, former junkyards, and brownfields. Twenty-three Sites within the Project study area were identified as having hazardous materials, all within an EJ population. Three of the 23 sites were determined to have a low potential for hazardous materials present, 17 of the 23 sites were determined to have a moderate potential for hazardous materials present, and four of the 23 sites were determined to have a high/significant potential for hazardous materials present.

The Project includes sites remediation, as appropriate, with Delaware Department of Natural Resources and Environmental Control (DNREC) and EPA oversight and approval under multiple Brownfields Development Agreements. Additionally, it is anticipated that the Project study area is anticipated to need a clean cap over contaminated soils. Remediated sites and a clean cap over contaminated soils would remove and isolate present contaminants that ultimately prevents exposure to EJ populations. Preparation of a Contaminated Materials Management Plan (CMMP) and a site-specific Health and Safety Plan (HASP) would also be included to address contamination management, environmental health, and construction workers/general public, including EJ populations, exposure during remediation and construction activities. Safe and effective management of the materials ensure protective measures are taken to avoid, minimize, and mitigate potential health risks related to the remediation, fugitive dust, and trucking activities. Remediation of contaminated sites within the Project study area is anticipated to improve the livability and use of the area. EJ populations would be included in these benefits. As such, hazardous materials impacts are not expected to result in disproportionately high and adverse effect to EJ populations under the Build Alternative.

For additional information on hazardous materials in the Project study area, refer to the *Hazardous Materials Survey Technical Report (EA, Appendix C)*.

Visual and Aesthetic Resources

Construction of the Build Alternative is anticipated to affect views from adjacent properties, including residential and commercial properties in the EJ populations. The existing Project study area is mostly vacant, with brownfields located throughout the area. The Build Alternative is anticipated to include roadway infrastructure, bicycle and pedestrian facilities, green space, and a Riverwalk at the east Christiana riverbank, all within the EJ populations. The transportation infrastructure proposed with the Build Alternative would be consistent with infrastructure to the north in downtown Wilmington, as the proposed street grid for the Project is anticipated to replicate the pattern of the downtown Wilmington street grid. Additionally, the Build Alternative is anticipated to be consistent with the west Christina Riverfront, as a similar riverwalk is proposed on the eastern riverfront. As such, the visual and aesthetic resource impacts are not expected to result in disproportionately high and adverse effect to EJ populations under the Build Alternative.

The Wilmington Riverfront Transportation Infrastructure Project Visual Impact Assessment Scoping Questionnaire can be found in **Appendix B**.

Construction

Construction of the Build Alternative includes the following: construction of roadways, including bicycle and pedestrian facilities, construction of a Riverwalk at the eastern riverbank, a clean cap over contaminated soils, and construction of stormwater management and drainage outfalls. Construction of these elements would occur within the Project study area, which is located in an EJ population (19.02 BG 2). Impacts associated with construction, including impacts to visual and aesthetic resources, air quality, noise, and truck traffic would occur within the EJ population. Details related to when construction related activities would occur would be determined in final design.

Emissions associated with construction of the Build Alternative are temporary in nature. Emissions may be produced from heavy equipment and vehicle travel to and from the site, as well as from fugitive sources. All construction activities would be performed in compliance with the *DelDOT Standard Specifications for Road and Bridge Construction*¹⁹. Additional detail on air quality impacts associated with construction, as well as mitigation efforts, are provided in the *Air Quality Technical Report (EA, Appendix E)*.

Noise impacts associated with construction of the Build Alternative are anticipated to also be temporary in nature. Areas around the construction zone would experience varied periods and degrees of noise that differ from that of surrounding ambient community noise levels. Communities affected would be EJ populations. Additional information on construction related impacts and mitigation opportunities are provided in the *Noise Technical Report (EA, Appendix D)*.

In order to reduce impacts of truck traffic associated with construction of the Build Alternative, it is anticipated that Orange Street would be constructed first and used as a haul road. Orange Street connects to Judy Johnson Drive (formerly New Sweden Street) and traverses the Project study area. Once constructed, it would be used to divert truck traffic off South Market Street and surrounding neighborhoods, while still being able to get to and travel throughout the Project study area. As such, the construction impacts are not expected to result in disproportionately high and adverse effect to EJ populations under the Build Alternative.

3. The Potential for Adverse Effects to Environmental Justice Populations

As described above, both beneficial and adverse effects to EJ populations may occur from the Build Alternative. The potential for adverse effects or benefits to EJ populations is summarized in **Table 12**.

Table 12: Potential Adverse Effects and Benefits to Environmental Resources within EJ Populations

Resource	No Build		Build Alternative		
	Potential Adverse Effect	Benefit	Potential Adverse Effect	Benefit	Disproportionately High and Adverse Effect
Community Cohesion	No	No	No	Yes	No
Economy & Employment	No	No	Yes	Yes	No
Traffic	No	No	No	Yes	No
Air Quality	No	No	No	Yes	No
Access & Mobility	No	No	No	Yes	No
Noise	No	No	No	No	No
Natural Resources	No	No	No	Yes	No

¹⁹https://deldot.gov/Publications/manuals/standard_specifications/pdfs/2022/Standard_Specification_Revision2_JUNE2022.pdf?cache=1677532099614

Hazardous Materials	No	No	No	Yes	No
Visual & Aesthetic	No	No	No	Yes	No
Construction	No	No	No	Yes	No

The Build Alternative is not expected to result in a disproportionately high and adverse effect on EJ populations. The direct effects from the Project's transportation infrastructure improvements would be beneficial to all communities, both EJ and non-EJ populations, such as key points of access into the Project study area, integrate traffic calming to reduce vehicular traffic speed, and improve safety and accessibility, as well as pedestrian and cyclist accommodations for all users, a new Riverwalk and open space. Additionally, the proposed Project would improve livability and community benefits by improving mobility and offering new, convenient options for accessing jobs, local economic destinations, and regional transit services, as well as improve flooding and drainage conditions, air quality, community connectivity, and clean-up of brownfields.

However, to further support investment in the EJ populations, specifically Southbridge, the City's Office of Economic Development will work with the University of Delaware's Local Government Grant Assistance Program and the Southbridge Civic Association in identifying and applying for grant funding in support of the improvements identified in the *Southbridge Transportation Action Plan*. In addition, the City and the Riverfront Development Corporation will continue to investigate funding to plan, design and construct a pedestrian connection from the Southbridge Community to the Wetland Park between C Street and South Church Street. The City will commit to funding and construction of the South Wilmington Sewer Separation project that includes construction of a separate storm drain system and partial sanitary sewer reconstruction along B and C Streets to help alleviate flooding in the Southbridge community. The City will commit to supporting businesses that qualify for the Office of Economic Development's Strategic Fund set-aside for minority owned businesses, as well as providing notices to the Southbridge Civic Association for business development events hosted by the Office of Economic Development and economic development partners such as the Small Business Administration, Small Business Development Center, Delaware Division of Small Business, and Community Development Financial Institutions. Lastly, the City and RDC will commit to advertising and holding outreach events for construction workforce opportunities in nearby disadvantaged neighborhoods.

Appendix A:

Uniform Relocation Assistance and Real Property Acquisition Policies Act

UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970

[P.L. 91–646; Approved January 2, 1971; 42 U.S.C. 4601 et seq.]

[As Amended Through P.L. 112–141, Enacted July 6, 2012]

【Currency: This publication is a compilation of Public Law 91–646. It was last amended by the public law listed in the As Amended Through note above and below at the bottom of each page of the pdf version and reflects current law through the date of the enactment of the public law listed at <https://www.govinfo.gov/app/collection/comps/>】

【Note: While this publication does not represent an official version of any Federal statute, substantial efforts have been made to ensure the accuracy of its contents. The official version of Federal law is found in the United States Statutes at Large and in the United States Code. The legal effect to be given to the Statutes at Large and the United States Code is established by statute (1 U.S.C. 112, 204).】

AN ACT To provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by Federal and federally assisted programs and to establish uniform and equitable land acquisition policies for Federal and federally assisted programs

Be it enacted by the Senate and House Representatives of the United States of America in Congress assembled, That this Act may be cited as the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970”.

TITLE I—GENERAL PROVISIONS

SEC. 101. [42 U.S.C. 4601] As used in this Act—

(1) The term “Federal agency” means any department, agency, or instrumentality in the executive branch of the Government, any wholly owned Government corporation, the Architect of the Capitol, the Federal Reserve banks and branches thereof, and any person who has the authority to acquire property by eminent domain under Federal law.

(2) The term “State” means any of the several States of United States, the District of Columbia, the Commonwealth of Puerto Rico, any territory or possession of the United States, the Trust Territory of the Pacific Islands, and any political subdivision thereof.

(3) The term “State agency” means any department, agency, or instrumentality of a State or of a political subdivision of a State, any department, agency, or instrumentality of 2 or more States or of 2 or more political subdivisions of a State or States, and any person who has the authority to acquire property by eminent domain under State law.

(4) The term “Federal financial assistance” means a grant, loan, or contribution provided by the United States, except any Federal guarantee or insurance, any interest reduction payment to an individual in connection with the purchase and occupancy of a

residence by that individual, and any annual payment or capital loan to the District of Columbia.

(5) The term “person” means any individual, partnership, corporation, or association.

(6)(A) The term “displaced person” means, except as provided in subparagraph (B)—

(i) any person who moves from real property, or moves his personal property from real property—

(I) as a direct result of a written notice of intent to acquire or the acquisition of such real property in whole or in part for a program or project undertaken by a Federal agency or with Federal financial assistance; or

(II) on which such person is a residential tenant or conducts a small business, a farm operation, or a business defined in section 101(7)(D), as a direct result of rehabilitation, demolition, or such other displacing activity as the lead agency may prescribe, under a program or project undertaken by a Federal agency or with Federal financial assistance in any case in which the head of the displacing agency determines that such displacement is permanent; and

(ii) solely for the purposes of sections 202 (a) and (b) and 205 of this title, any person who moves from real property, or moves his personal property from real property—

(I) as a direct result of a written notice of intent to acquire or the acquisition of other real property, in whole or in part, on which such person conducts a business or farm operation, for a program or project undertaken by a Federal agency or with Federal financial assistance; or

(II) as a direct result of rehabilitation, demolition, or such other displacing activity as the lead agency may prescribe, of other real property on which such person conducts a business or a farm operation, under a program or project undertaken by a Federal agency or with Federal financial assistance where the head of the displacing agency determines that such displacement is permanent.

(B) The term “displaced person” does not include—

(i) a person who has been determined, according to criteria established by the head of the lead agency, to be either in unlawful occupancy of the displacement dwelling or to have occupied such dwelling for the purpose of obtaining assistance under this Act;

(ii) in any case in which the displacing agency acquires property for a program or project, any person (other than a person who was an occupant of such property at the time it was acquired) who occupies such property on a rental basis for a short term or a period subject to termination when the property is needed for the program or project.

(7) The term “business” means any lawful activity, excepting a farm operation, conducted primarily—

(A) for the purchase, sale, lease and rental of personal and real property, and for the manufacture, processing, or marketing of products, commodities, or any other personal property;

- (B) for the sale of services to the public;
- (C) by a nonprofit organization; or
- (D) solely for the purposes of section 202 of this title, for assisting in the purchase, sale, resale, manufacture, processing, or marketing of products, commodities, personal property, or services by the erection and maintenance of an outdoor advertising display or displays, whether or not such display or displays are located on the premises on which any of the above activities are conducted.
- (8) The term “farm operation” means any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale or home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operators’ support.
- (9) The term “mortgage” means such classes of liens as are commonly given to secure advances on, or the unpaid purchase price of, real property, under the laws of the State in which the real property is located, together with the credit instruments, if any, secured thereby.
- (10) The term “comparable replacement dwelling” means any dwelling that is (A) decent, safe, and sanitary; (B) adequate in size to accommodate the occupants; (C) within the financial means of the displaced person; (D) functionally equivalent; (E) in an area not subject to unreasonable adverse environmental conditions; and (F) in a location generally not less desirable than the location of the displaced person’s dwelling with respect to public utilities, facilities, services, and the displaced person’s place of employment.
- (11) The term “displacing agency” means any Federal agency carrying out a program or project, and any State, State agency, or person carrying out a program or project with Federal financial assistance, which causes a person to be a displaced person.
- (12) The term “lead agency” means the Department of Transportation.
- (13) The term “appraisal” means a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of defined value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.

EFFECT UPON PROPERTY ACQUISITION

SEC. 102. [42 U.S.C. 4602] (a) The provisions of section 301 of title III of this Act create no rights or liabilities and shall not affect the validity of any property acquisitions by purchase or condemnation.

(b) Nothing in this Act shall be construed as creating in any condemnation proceedings brought under the power of eminent domain, any element of value or of damage not in existence immediately prior to the date of enactment of this Act.

CERTIFICATION

SEC. 103. [42 U.S.C. 4604] (a) Notwithstanding sections 210 and 305 of this Act, the head of a Federal agency may discharge

any of his responsibilities under this Act by accepting a certification by a State agency that it will carry out such responsibility, if the head of the lead agency determines that such responsibility will be carried out in accordance with State laws which will accomplish the purpose and effect of this Act.

(b)(1) The head of the lead agency shall issue regulations to carry out this section.

(2) **Repealed by section 1121(f) of Public Law 104-66 (109 Stat. 724).**

(3) Before making a determination regarding any State law under subsection (a) of this section, the head of the lead agency shall provide interested parties with an opportunity for public review and comment. In particular, the head of the lead agency shall consult with interested local general purpose governments within the State on the effects of such State law on the ability of local governments to carry out their responsibilities under this Act.

(c)(1) The head of a Federal agency may withhold his approval of any Federal financial assistance to or contract or cooperative agreement with any displacing agency found by the Federal agency to have failed to comply with the laws described in subsection (a) of this section.

(2) After consultation with the head of the lead agency, the head of a Federal agency may rescind his acceptance of any certification under this section, in whole or in part, if the State agency fails to comply with such certification or with State law.

SEC. 104. [42 U.S.C. 4605] DISPLACED PERSONS NOT ELIGIBLE FOR ASSISTANCE.

(a) **IN GENERAL.**—Except as provided in subsection (c), a displaced person shall not be eligible to receive relocation payments or any other assistance under this Act if the displaced person is an alien not lawfully present in the United States.

(b) **DETERMINATIONS OF ELIGIBILITY.**—

(1) **PROMULGATION OF REGULATIONS.**—Not later than 1 year after the date of enactment of this section, after providing notice and an opportunity for public comment, the head of the lead agency shall promulgate regulations to carry out subsection (a).

(2) **CONTENTS OF REGULATIONS.**—Regulations promulgated under paragraph (1) shall—

(A) prescribe the processes, procedures, and information that a displacing agency must use in determining whether a displaced person is an alien not lawfully present in the United States;

(B) prohibit a displacing agency from discriminating against any displaced person;

(C) ensure that each eligibility determination is fair and based on reliable information; and

(D) prescribe standards for a displacing agency to apply in making determinations relating to exceptional and extremely unusual hardship under subsection (c).

(c) **EXCEPTIONAL AND EXTREMELY UNUSUAL HARDSHIP.**—If a displacing agency determines by clear and convincing evidence that a determination of the ineligibility of a displaced person under subsection (a) would result in exceptional and extremely unusual hard-

ship to an individual who is the displaced person's spouse, parent, or child and who is a citizen of the United States or an alien lawfully admitted for permanent residence in the United States, the displacing agency shall provide relocation payments and other assistance to the displaced person under this Act if the displaced person would be eligible for the assistance but for subsection (a).

(d) **LIMITATION ON STATUTORY CONSTRUCTION.**—Nothing in this section affects any right available to a displaced person under any other provision of Federal or State law.

TITLE II—UNIFORM RELOCATION ASSISTANCE

DECLARATION OF FINDINGS AND POLICY

SEC. 201. [42 U.S.C. 4621] (a) The Congress finds and declares that—

(1) displacement as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance is caused by a number of activities, including rehabilitation, demolition, code enforcement, and acquisition;

(2) relocation assistance policies must provide for fair, uniform, and equitable treatment of all affected persons;

(3) the displacement of businesses often results in their closure;

(4) minimizing the adverse impact of displacement is essential to maintaining the economic and social well-being of communities; and

(5) implementation of this Act has resulted in burdensome, inefficient, and inconsistent compliance requirements and procedures which will be improved by establishing a lead agency and allowing for State certification and implementation.

(b) This title establishes a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance. The primary purpose of this title is to ensure that such persons shall not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public as a whole and to minimize the hardship of displacement on such persons.

(c) It is the intent of Congress that—

(1) Federal agencies shall carry out this title in a manner which minimizes waste, fraud, and mismanagement and reduces unnecessary administrative costs borne by States and State agencies in providing relocation assistance;

(2) uniform procedures for the administration of relocation assistance shall, to the maximum extent feasible, assure that the unique circumstances of any displaced person are taken into account and that persons in essentially similar circumstances are accorded equal treatment under this Act;

(3) the improvement of housing conditions of economically disadvantaged persons under this title shall be undertaken, to the maximum extent feasible, in coordination with existing Federal, State, and local governmental programs for accomplishing such goals; and

(4) the policies and procedures of this Act will be administered in a manner which is consistent with fair housing requirements and which assures all persons their rights under title VIII of the Act of April 11, 1968 (Public Law 90-284), commonly known as the Civil Rights Act of 1968, and title VI of the Civil Rights Act of 1964.

MOVING AND RELATED EXPENSES

SEC. 202. [42 U.S.C. 4622] (a) Whenever a program or project to be undertaken by a displacing agency will result in the displacement of any person, the head of the displacing agency shall provide for the payment to the displaced person of—

(1) actual reasonable expenses in moving himself, his family, business, farm operation, or other personal property;

(2) actual direct losses of tangible personal property as a result of moving or discontinuing a business or farm operation, but not to exceed an amount equal to the reasonable expenses that would have been required to relocate such property, as determined by the head of the agency;

(3) actual reasonable expenses in searching for a replacement business or farm; and

(4) actual reasonable expenses necessary to reestablish a displaced farm, nonprofit organization, or small business at its new site, but not to exceed \$10,000¹.

(b) Any displaced person eligible for payments under subsection (a) of this section who is displaced from a dwelling and who elects to accept the payments authorized by this subsection in lieu of the payments authorized by subsection (a) of this section may receive an expense and dislocation allowance, which shall be determined according to a schedule established by the head of the lead agency.

(c) Any displaced person eligible for payments under subsection (a) of this section who is displaced from the person's place of business or farm operation and who is eligible under criteria established by the head of the lead agency may elect to accept the payment authorized by this subsection in lieu of the payment authorized by subsection (a) of this section. Such payment shall consist of a fixed payment in an amount to be determined according to criteria established by the head of the lead agency, except that such payment shall not be less than \$1,000 nor more than \$20,000². A person whose sole business at the displacement dwelling is the rental of such property to others shall not qualify for a payment under this subsection.

(d)(1) Except as otherwise provided by Federal law—

(A) if a program or project (i) which is undertaken by a displacing agency, and (ii) the purpose of which is not to relocate or reconstruct any utility facility, results in the relocation of a utility facility;

¹Effective July 6, 2014, section 1521(a)(1) of division A of Public Law 112-141 amends paragraph (4) by striking "\$10,000" and inserting "\$25,000, as adjusted by regulation, in accordance with section 213(d)".

²Effective July 6, 2014, section 1521(a)(2) of division A of Public Law 112-141 amends the second sentence of subsection (c) by striking "\$20,000" and inserting "\$40,000, as adjusted by regulation, in accordance with section 213(d)".

(B) if the owner of the utility facility which is being relocated under such program or project has entered into, with the State or local government on whose property, easement, or right-of-way such facility is located, a franchise or similar agreement with respect to the use of such property, easement, or right-of-way; and

(C) if the relocation of such facility results in such owner incurring an extraordinary cost in connection with such relocation;

the displacing agency may, in accordance with such regulations as the head of the lead agency may issue, provide to such owner a relocation payment which may not exceed the amount of such extraordinary cost (less any increase in the value of the new utility facility above the value of the old utility facility and less any salvage value derived from the old utility facility).

(2) For purposes of this subsection, the term—

(A) “extraordinary cost in connection with a relocation” means any cost incurred by the owner of a utility facility in connection with relocation of such facility which is determined by the head of the displacing agency, under such regulations as the head of the lead agency shall issue—

(i) to be a non-routine relocation expense;

(ii) to be a cost such owner ordinarily does not include in its annual budget as an expense of operation; and

(iii) to meet such other requirements as the lead agency may prescribe in such regulations; and

(B) “utility facility” means—

(i) any electric, gas, water, steam power, or materials transmission or distribution system;

(ii) any transportation system;

(iii) any communications system (including cable television); and

(iv) any fixtures, equipment, or other property associated with the operation, maintenance, or repair of any such system;

located on property which is owned by a State or local government or over which a State or local government has an easement or right-of-way. A utility facility may be publicly, privately, or cooperatively owned.

REPLACEMENT HOUSING FOR HOMEOWNER

SEC. 203. [42 U.S.C. 4623] (a)(1) In addition to payments otherwise authorized by this title, the head of the displacing agency shall make an additional payment not in excess of \$22,500 to any displaced person who is displaced from a dwelling actually owned and occupied by such displaced person for not less than one hundred and eighty days prior to the initiation of negotiations for the acquisition of the property.³ Such additional payment shall include the following elements:

³Effective July 6, 2014, section 1521(b) of division A of Public Law 112-141 amends the first sentence of section 203(a)(1) by striking “\$22,500” and inserting “\$31,000, as adjusted by regulation, in accordance with 213(d);” and by striking “one hundred and eighty days prior to” and

Continued

(A) The amount, if any, which when added to the acquisition cost of the dwelling acquired by the displacing agency, equals the reasonable cost of a comparable replacement dwelling.

(B) The amount, if any, which will compensate such displaced person for any increased interest costs and other debt service costs which such person is required to pay for financing the acquisition of any such comparable replacement dwelling. Such amount shall be paid only if the dwelling acquired by the displacing agency was encumbered by a bona fide mortgage which was a valid lien on such dwelling for not less than 180 days immediately prior to the initiation of negotiations for the acquisition of such dwelling.

(C) Reasonable expenses incurred by such displaced person for evidence of title, recording fees, and other closing costs incident to the purchase of the replacement dwelling, but not including pre-paid expenses.

(2) The additional payment authorized by this section shall be made only to a displaced person who purchases and occupies a decent, safe, and sanitary replacement dwelling within 1 year after the date on which such person receives final payment from the displacing agency for the acquired dwelling or the date on which the displacing agency's obligation under section 205(c)(3) of this Act is met, whichever is later, except that the displacing agency may extend such period for good cause. If such period is extended, the payment under this section shall be based on the costs of relocating the person to a comparable replacement dwelling within 1 year of such date.

(b) The head of any Federal agency may, upon application by a mortgagee, insure any mortgage (including advances during construction) on a comparable replacement dwelling executed by a displaced person assisted under this section, which mortgage is eligible for insurance under any Federal law administered by such agency notwithstanding any requirements under such law relating to age, physical condition, or other personal characteristics of eligible mortgagors, and may make commitments for the insurance of such mortgage prior to the date of execution of the mortgage.

REPLACEMENT HOUSING FOR TENANTS AND CERTAIN OTHERS

SEC. 204. [42 U.S.C. 4624] (a) In addition to amounts otherwise authorized by this title, the head of a displacing agency shall make a payment to or for any displaced person displaced from any dwelling not eligible to receive a payment under section 203 which dwelling was actually and lawfully occupied by such displaced person for not less than 90 days immediately prior to (1) the initiation of negotiations for acquisition of such dwelling, or (2) in any case in which displacement is not a direct result of acquisition, such other event as the head of the lead agency shall prescribe. Such payment shall consist of the amount necessary to enable such person to lease or rent for a period not to exceed 42 months, a comparable replacement dwelling, but not to exceed \$5,250⁴. At the

inserting "90 days before". The word "section" probably should appear after "in accordance with" in the matter proposed to be inserted.

⁴Effective July 6, 2014, section 1521(c)(1) of division A of Public Law 112-141 amends the second sentence of subsection (a) by striking "\$5,250" and inserting "\$7,200, as adjusted by regulation, in accordance with section 213(d)".

discretion of the head of the displacing agency, a payment under this subsection may be made in periodic installments. Computation of a payment under this subsection to a low-income displaced person for a comparable replacement dwelling shall take into account such person's income.

(b) Any person eligible for a payment under subsection (a) of this section may elect to apply such payment to a down payment on, and other incidental expenses pursuant to, the purchase of a decent, safe, and sanitary replacement dwelling. Any such person may, at the discretion of the head of the displacing agency, be eligible under this subsection for the maximum payment allowed under subsection (a), except that⁵, in the case of a displaced homeowner who has owned and occupied the displacement dwelling for at least 90 days but not more than 180 days immediately prior to the initiation of negotiations for the acquisition of such dwelling, such payment shall not exceed the payment such person would otherwise have received under section 203(a) of this Act had the person owned and occupied the displacement dwelling 180 days immediately prior to the initiation of such negotiations.

RELOCATION PLANNING, ASSISTANCE COORDINATION, AND ADVISORY SERVICES

SEC. 205. [42 U.S.C. 4625] (a) Programs or projects undertaken by a Federal agency or with Federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion.

(b) The head of any displacing agency shall ensure that their relocation assistance advisory services described in subsection (c) of this section are made available to all persons displaced by such agency. If such agency head determines that any person occupying property immediately adjacent to the property where the displacing activity occurs is caused substantial economic injury as a result thereof, the agency head may make available to such person such advisory services.

(c) Each relocation assistance advisory program required by subsection (b) of this section shall include the measures, facilities, or services as may be necessary or appropriate in order to—

(1) determine, and make timely recommendations on, the needs and preferences, if any, of displaced persons for relocation assistance;

(2) provide current and continuing information on the availability, sales prices, and rental charges of comparable replacement dwellings for displaced homeowners and tenants and suitable locations for businesses and farm operations;

⁵ Effective July 6, 2014, section 1521(c)(2) of division A of Public Law 112–141 amends the second sentence of subsection (b) by striking “, except” and all that follows through the end of the subsection and inserting a period.

(3) assure that a person shall not be required to move from a dwelling unless the person has had a reasonable opportunity to relocate to a comparable replacement dwelling, except in the case of—

(A) a major disaster as defined in section 102(2) of the Disaster Relief Act of 1974;⁶

(B) a national emergency declared by the President; or

(C) any other emergency which requires the person to move immediately from the dwelling because continued occupancy of such dwelling by such person constitutes a substantial danger to the health or safety of such person;

(4) assist a person displaced from a business or farm operation in obtaining and becoming established in a suitable replacement location;

(5) supply (A) information concerning other Federal and State programs which may be of assistance to displaced persons, and (B) technical assistance to such persons in applying for assistance under such programs; and

(6) provide other advisory services to displaced persons in order to minimize hardships to such persons in adjusting to relocation.

(d) The head of a displacing agency shall coordinate the relocation activities performed by such agency with other Federal, State, or local governmental actions in the community which could affect the efficient and effective delivery of relocation assistance and related services.

(e) Whenever two or more Federal agencies provide financial assistance to a displacing agency other than a Federal agency, to implement functionally or geographically related activities which will result in the displacement of a person, the heads of such Federal agencies may agree that the procedures of one of such agencies shall be utilized to implement this title with respect to such activities. If such agreement cannot be reached, then the head of the lead agency shall designate one of such agencies as the agency whose procedures shall be utilized to implement this title with respect to such activities. Such related activities shall constitute a single program or project for purposes of this Act.

(f) Notwithstanding section 101(6) of this Act, in any case in which a displacing agency acquires property for a program or project, any person who occupies such property on a rental basis for a short term or a period subject to termination when the property is needed for the program or project shall be eligible for advisory services to the extent determined by the displacing agency.

HOUSING REPLACEMENT BY FEDERAL AGENCY AS LAST RESORT

SEC. 206. [42 U.S.C. 4626] (a) If a program or project undertaken by a Federal agency or with Federal financial assistance cannot proceed on a timely basis because comparable replacement dwellings are not available, and the head of the displacing agency determines that such dwellings cannot otherwise be made available, the head of the displacing agency may take such action as is

⁶Now cited as the “Robert T. Stafford Disaster Relief and Emergency Assistance Act.” See P.L. 100–707.

necessary or appropriate to provide such dwellings by use of funds authorized for such project. The head of the displacing agency may use this section to exceed the maximum amounts which may be paid under sections 203 and 204 on a case-by-case basis for good cause as determined in accordance with such regulations as the head of the lead agency shall issue.

(b) No person shall be required to move from his dwelling on account of any program or project undertaken by a Federal agency or with Federal financial assistance, unless the head of the displacing agency is satisfied that comparable replacement housing is available to such person.

STATE REQUIRED TO FURNISH REAL PROPERTY INCIDENT TO FEDERAL ASSISTANCE (LOCAL COOPERATION)

SEC. 207. [42 U.S.C. 4627] Whenever real property is acquired by a State agency and furnished as a required contribution incident to a Federal program or project, the Federal agency having authority over the program or project may not accept such property unless such State agency has made all payments and provided all assistance and assurances, as are required of a State agency by sections 210 and 305 of this Act. Such State agency shall pay the cost of such requirements in the same manner and to the same extent as the real property acquired for such project, except that in the case of any real property acquisition or displacement occurring prior to July 1, 1972, such Federal agency shall pay 100 per centum of the first \$25,000 of the cost of providing such payments and assistance.

STATE ACTING AS AGENT FOR FEDERAL PROGRAM

SEC. 208. [42 U.S.C. 4628] Whenever real property is acquired by a State agency at the request of a Federal agency for a Federal program or project, such acquisition shall, for the purposes of this Act, be deemed an acquisition by the Federal agency having authority over such program or project.

PUBLIC WORKS PROGRAMS AND PROJECTS OF THE GOVERNMENT OF THE DISTRICT OF COLUMBIA AND OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

SEC. 209. [42 U.S.C. 4629] Whenever real property is acquired by the government of the District of Columbia or the Washington Metropolitan Area Transit Authority for a program or project which is not subject to sections 210 and 211 of this title, and such acquisition will result in the displacement of any person on or after the effective date of this Act, the Commissioner of the District of Columbia or the Washington Metropolitan Area Transit Authority, as the case may be, shall make all relocation payments and provide all assistance required of a Federal agency by this Act. Whenever real property is acquired for such a program or project on or after such effective date, such Commissioner or Authority, as the case may be, shall make all payments and meet all requirements prescribed for a Federal agency by title III of this Act.

REQUIREMENTS FOR RELOCATION PAYMENTS AND ASSISTANCE OF FED-
ERALLY ASSISTED PROGRAM; ASSURANCES OF AVAILABILITY OF
HOUSING

SEC. 210. [42 U.S.C. 4630] Notwithstanding any other law, the head of a Federal agency shall not approve any grant to, or contract or agreement with, a displacing agency (other than a Federal agency), under which Federal financial assistance will be available to pay all or part of the cost of any program or project which will result in the displacement of any person on or after the effective date of this title, unless he receives satisfactory assurances from such displacing agency that—

(1) fair and reasonable relocation payments and assistance shall be provided to or for displaced persons, as are required to be provided by a Federal agency under sections 202, 203, and 204 of this title;

(2) relocation assistance programs offering the services described in section 205 shall be provided to such displaced persons;

(3) within a reasonable period of time prior to displacement, comparable replacement dwellings will be available to displaced persons in accordance with section 205(c)(3).

FEDERAL SHARE OF COSTS

SEC. 211. [42 U.S.C. 4631] (a) The cost to a displacing agency of providing payments and assistance under this title and title III of this Act shall be included as part of the cost of a program or project undertaken by a Federal agency or with Federal financial assistance. A displacing agency, other than a Federal agency, shall be eligible for Federal financial assistance with respect to such payments and assistance in the same manner and to the same extent as other program or project costs.

(b) No payment or assistance under this title or title III of this Act shall be required to be made to any person or included as a program or project cost under this section, if such person receives a payment required by Federal, State, or local law which is determined by the head of the Federal agency to have substantially the same purpose and effect as such payment under this section.

(c) Any grant to, or contract or agreement with, a State agency executed before the effective date of this title, under which Federal financial assistance is available to pay all or part of the cost of any program or project which will result in the displacement of any person on or after the effective date of this Act, shall be amended to include the cost of providing payments and services under sections 210 and 305. If the head of a Federal agency determines that it is necessary for the expeditious completion of a program or project he may advance to the State agency the Federal share of the cost of any payments or assistance by such State agency pursuant to sections 206, 210, 215, and 305.

ADMINISTRATION—RELOCATION ASSISTANCE IN PROGRAM RECEIVING
FEDERAL FINANCIAL ASSISTANCE

SEC. 212. [42 U.S.C. 4632] In order to prevent unnecessary expenses and duplications of functions, and to promote uniform and effective administration of relocation assistance programs for displaced persons under sections 206, 210, and 215 of this title, a State agency may enter into contracts with any individual, firm, association, or corporation for services in connection with such programs, or may carry out its functions under this title through any Federal or State governmental agency or instrumentality having an established organization for conducting relocation assistance programs. Such State agency shall, in carrying out the relocation assistance activities described in section 206, whenever practicable, utilize the services of State or local housing agencies, or other agencies having experience in the administration or conduct of similar housing assistance activities.

DUTIES OF LEAD AGENCY

SEC. 213. [42 U.S.C. 4633] (a) The head of the lead agency shall—

(1) develop, publish, and issue, with the active participation of the Secretary of Housing and Urban Development and the heads of other Federal agencies responsible for funding relocation and acquisition actions, and in coordination with State and local governments, such regulations as may be necessary to carry out this Act;

(2) provide, in consultation with the Attorney General (acting through the Commissioner of the Immigration and Naturalization Service), through training and technical assistance activities for displacing agencies, information developed with the Attorney General (acting through the Commissioner) on proper implementation of section 104;

(3) ensure that displacing agencies implement section 104 fairly and without discrimination in accordance with section 104(b)(2)(B);

(4) ensure that relocation assistance activities under this Act are coordinated with low-income housing assistance programs or projects by a Federal agency or a State or State agency with Federal financial assistance;

(5) monitor, in coordination with other Federal agencies, the implementation and enforcement of this Act and report to the Congress, as appropriate, on any major issues or problems with respect to any policy or other provision of this Act; and

(6) perform such other duties as may be necessary to carry out this Act.

(b) The head of the lead agency is authorized to issue such regulations and establish such procedures as he may determine to be necessary to assure—

(1) that the payments and assistance authorized by this Act shall be administered in a manner which is fair and reasonable and as uniform as practicable;

(2) that a displaced person who makes proper application for a payment authorized for such person by this title shall be

paid promptly after a move or, in hardship cases, be paid in advance;

(3) that any aggrieved person may have his application reviewed by the head of the Federal agency having authority over the applicable program or project or, in the case of a program or project receiving Federal financial assistance, by the State agency having authority over such program or project or the Federal agency having authority over such program or project if there is no such State agency; and

(4) that each Federal agency that has programs or projects requiring the acquisition of real property or causing a displacement from real property subject to the provisions of this Act shall provide to the lead agency an annual summary report the describes the activities conducted by the Federal agency.

(c) The regulations and procedures issued pursuant to this section shall apply to the Tennessee Valley Authority and the Rural Electrification Administration only with respect to relocation assistance under this title and title I.

(d) **ADJUSTMENT OF PAYMENTS.**—The head of the lead agency may adjust, by regulation, the amounts of relocation payments provided under sections 202(a)(4), 202(c), 203(a), and 204(a) if the head of the lead agency determines that cost of living, inflation, or other factors indicate that the payments should be adjusted to meet the policy objectives of this Act.

SEC. 214. [42 U.S.C. 4634] AGENCY COORDINATION.

(a) **AGENCY CAPACITY.**—Each Federal agency responsible for funding or carrying out relocation and acquisition activities shall have adequately trained personnel and such other resources as are necessary to manage and oversee the relocation and acquisition program of the Federal agency in accordance with this Act.

(b) **INTERAGENCY AGREEMENTS.**—Not later than 1 year after the date of enactment of this section, each Federal agency responsible for funding relocation and acquisition activities (other than the agency serving as the lead agency) shall enter into a memorandum of understanding with the lead agency that—

(1) provides for periodic training of the personnel of the Federal agency, which in the case of a Federal agency that provides Federal financial assistance, may include personnel of any displacing agency that receives Federal financial assistance;

(2) addresses ways in which the lead agency may provide assistance and coordination to the Federal agency relating to compliance with the Act on a program or project basis; and

(3) addresses the funding of the training, assistance, and coordination activities provided by the lead agency, in accordance with subsection (c).

(c) **INTERAGENCY PAYMENTS.**—

(1) **IN GENERAL.**—For the fiscal year that begins 1 year after the date of enactment of this section, and each fiscal year thereafter, each Federal agency responsible for funding relocation and acquisition activities (other than the agency serving as the lead agency) shall transfer to the lead agency for the fiscal year, such funds as are necessary, but not less than

\$35,000, to support the training, assistance, and coordination activities of the lead agency described in subsection (b).

(2) INCLUDED COSTS.—The cost to a Federal agency of providing the funds described in paragraph (1) shall be included as part of the cost of 1 or more programs or projects undertaken by the Federal agency or with Federal financial assistance that result in the displacement of persons or the acquisition of real property.

PLANNING AND OTHER PRELIMINARY EXPENSES FOR ADDITIONAL
HOUSING

SEC. 215. [42 U.S.C. 4635] In order to encourage and facilitate the construction or rehabilitation of housing to meet the needs of displaced persons who are displaced from dwellings because of any Federal or Federal financially assisted project, the head of the Federal agency administering such project is authorized to make loans as a part of the cost of any such project, or to approve loans as a part of the cost of any such project receiving Federal financial assistance, to nonprofit, limited dividend, or cooperative organizations or to public bodies, for necessary and reasonable expenses, prior to construction, for planning and obtaining federally insured mortgage financing for the rehabilitation or construction of housing for such displaced persons. Notwithstanding the preceding sentence, or any other law, such loans shall be available for not to exceed 80 per centum of the reasonable costs expected to be incurred in planning, and in obtaining financing for, such housing, prior to the availability of such financing, including, but not limited to, preliminary surveys and analyses of market needs, preliminary site engineering, preliminary architectural fees, site acquisition, application and mortgage commitment fees, and construction loan fees and discounts. Loans to an organization established for profit shall bear interest at a market rate established by the head of such Federal agency. All other loans shall be without interest. Such Federal agency head shall require repayment of loans made under this section, under such terms and conditions as he may require, upon completion of the project or sooner, and except in the case of a loan to an organization established for profit, may cancel any part or all of a loan if he determines that a permanent loan to finance the rehabilitation of the construction of such housing cannot be obtained in an amount adequate for repayment of such loan. Upon repayment of any such loan, the Federal share of the sum repaid shall be credited to the account from which such loan was made, unless the Secretary of the Treasury determines that such account is no longer in existence, in which case such sum shall be returned to the Treasury and credited to miscellaneous receipts.

PAYMENTS NOT TO BE CONSIDERED AS INCOME

SEC. 216. [42 U.S.C. 4636] No payment received under this title shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purposes of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law (except for any Federal law providing low-income housing assistance).

【Sec. 217. Repealed by section 415 of P.L. 100–17】

TRANSFERS OF SURPLUS PROPERTY

SEC. 218. 【42 U.S.C. 4638】 The Administrator of General Services is authorized to transfer to a State agency for the purpose of providing replacement housing required by this title, any real property surplus to the needs of the United States within the meaning of the Federal Property and Administrative Services Act of 1949, as amended. Such transfer shall be subject to such terms and conditions as the Administrator determines necessary to protect the interests of the United States and may be made without monetary consideration, except that such State agency shall pay to the United States all net amounts received by such agency from any sale, lease, or other disposition of such property for such housing.

【Sec. 219. Repealed by section 415 of P.L. 100–17】

REPEALS

SEC. 220. (a) The following laws and parts of laws are hereby repealed:

(1) The Act entitled “An Act to authorize the Secretary of the Interior to reimburse owners of lands required for development under his jurisdiction for their moving expenses, and for other purposes,” approved May 29, 1958 (43 U.S.C. 1231–1234).

(2) Paragraph 14 of section 203(b) of the National Aeronautics and Space Act of 1958 (42 U.S.C. 2473).

(3) Section 2680 of title 10, United States Code.

(4) Section 7(b) of the Urban Mass Transportation Act of 1965 (49 U.S.C. 1606(b)).

(5) Section 114 of the Housing Act of 1949 (42 U.S.C. 1465).

(6) Paragraphs (7)(b)(iii) and (8) of section 15 of the United States Housing Act of 1937 (42 U.S.C. 1415, 1415(8)), except the first sentence of paragraph (8).

(7) Section 2 of the Act entitled “An Act to authorize the Commissioners of the District of Columbia to pay relocation costs made necessary by actions of the District of Columbia government, and for other purposes”, approved October 6, 1964 (78 Stat. 1004; Public Law 88–629; D.C. Code 5–729).

(8) Section 404 of the Housing and Urban Development Act of 1965 (42 U.S.C. 3074).

(9) Sections 107 (b) and (c) of the Demonstration Cities and Metropolitan Development Act of 1966 (42 U.S.C. 3307).

(10) Chapter 5 of title 23, United States Code.

(11) Sections 32 and 33 of the Federal-Aid Highway Act of 1968 (Public Law 90–495).

(b) Any rights or liabilities now existing under prior Acts or portions thereof shall not be affected by the repeal of such prior Acts of portions thereof under subsection (a) of this section.

EFFECTIVE DATE

SEC. 221. (a) Except as provided in subsections (b) and (c) of this section, this Act and the amendments made by this Act shall take effect on the date of its enactment.

(b) Until July 1, 1972, sections 210 and 305 shall be applicable to a State only to the extent that such State is able under its laws to comply with such sections. After July 1, 1972, such sections shall be completely applicable to all States.

(c) The repeals made by paragraphs (4), (5), (6), (8), (9), (10), (11), and (12) of section 220(a) of this title and section 306 of title III shall not apply to any State so long as sections 210 and 305 are not applicable in such State.

TITLE III—UNIFORM REAL PROPERTY ACQUISITION POLICY

UNIFORM POLICY ON REAL PROPERTY ACQUISITION PRACTICES

SEC. 301. [42 U.S.C. 4651] In order to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion in the courts, to assure consistent treatment for owners in the many Federal programs, and to promote public confidence in Federal land acquisition practices, heads of Federal agencies shall, to the greatest extent practicable, be guided by the following policies:

(1) The head of a Federal agency shall make every reasonable effort to acquire expeditiously real property by negotiation.

(2) Real property shall be appraised before the initiation of negotiations, and the owner or his designated representative shall be given an opportunity to accompany the appraiser during his inspection of the property, except that the head of the lead agency may prescribe a procedure to waive the appraisal in cases involving the acquisition by sale or donation of property with a low fair market value.

(3) Before the initiation of negotiations for real property, the head of the Federal agency concerned shall establish an amount which he believes to be just compensation therefor and shall make a prompt offer to acquire the property for the full amount so established. In no event shall such amount be less than the agency's approved appraisal of the fair market value of such property. Any decrease or increase in the fair market value of real property prior to the date of valuation caused by the public improvement for which such property is acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property. The head of the Federal agency concerned shall provide the owner of real property to be acquired with a written statement of, and summary of the basis for, the amount he established as just compensation. Where appropriate the just compensation for the real property acquired and for damages to remaining real property shall be separately stated.

(4) No owner shall be required to surrender possession of real property before the head of the Federal agency concerned pays the agreed purchase price, or deposits with the court in accordance

with section 1 of the Act of February 26, 1931 (46 Stat. 1421; 40 U.S.C. 258a), for the benefit of the owner, an amount not less than the agency's approved appraisal of the fair market value of such property, or the amount of the award of compensation in the condemnation proceeding for such property.

(5) The construction or development of a public improvement shall be so scheduled that, to the greatest extent practicable, no person lawfully occupying real property shall be required to move from a dwelling (assuming a replacement dwelling as required by title II will be available), or to move his business or farm operation, without at least ninety days' written notice from the head of the Federal agency concerned, of the date by which such move is required.

(6) If the head of a Federal agency permits an owner or tenant to occupy the real property acquired on a rental basis for a short term or for a period subject to termination by the Government on short notice, the amount of rent required shall not exceed the fair rental value of the property to a short-term occupier.

(7) In no event shall the head of a Federal agency either advance the time of condemnation, or defer negotiations or condemnation and the deposit of funds in court for the use of the owner, or take any other action coercive in nature, in order to compel an agreement on the price to be paid for the property.

(8) If any interest in real property is to be acquired by exercise of the power of eminent domain, the head of the Federal agency concerned shall institute formal condemnation proceedings. No Federal agency head shall intentionally make it necessary for an owner to institute legal proceedings to prove the fact of the taking of his real property.

(9) If the acquisition of only a portion of a property would leave the owner with an uneconomic remnant, the head of the Federal agency concerned shall offer to acquire that remnant. For the purposes of this Act, an uneconomic remnant is a parcel of real property in which the owner is left with an interest after the partial acquisition of the owner's property and which the head of the Federal agency concerned has determined has little or no value or utility to the owner.

(10) A person whose real property is being acquired in accordance with this title may, after the person has been fully informed of his right to receive just compensation for such property, donate such property, and part therefor, any interest therein, or any compensation paid therefor to a Federal agency, as such person shall determine.

BUILDINGS, STRUCTURES, AND IMPROVEMENTS

SEC. 302. [42 U.S.C. 4652] (a) Notwithstanding any other provision of law, if the head of a Federal agency acquires any interest in real property in any State, he shall acquire at least an equal interest in all buildings, structures, or other improvements located upon the real property so acquired and which he requires to be removed from such real property or which he determines will be adversely affected by the use to which such real property will be put.

(b)(1) For the purposes of determining the just compensation to be paid for any building, structure, or other improvement required to be acquired by subsection (a) of this section, such building, structure, or other improvement shall be deemed to be a part of the real property to be acquired notwithstanding the right or obligation of a tenant, as against the owner of any other interest in the real property, to remove such building, structure, or improvement at the expiration of his term, and the fair market value which such building, structure, or improvement contributes to the fair market value of the real property to be acquired, or the fair market value of such building, structure, or improvement for removal from the real property, whichever is the greater, shall be paid to the tenant therefor.

(2) Payment under this subsection shall not result in duplication of any payments otherwise authorized by law. No such payment shall be made unless the owner of the land involved disclaims all interest in the improvements of the tenant. In consideration for any such payment, the tenant shall assign, transfer, and release to the United States all his right, title, and interest in and to such improvements. Nothing in this subsection shall be construed to deprive the tenant of any rights to reject payment under this subsection and to obtain payment for such property interests in accordance with applicable law, other than this subsection.

EXPENSES INCIDENTAL TO TRANSFER OF TITLE TO UNITED STATES

SEC. 303. [42 U.S.C. 4653] The head of a Federal agency, as soon as practicable after the date of payment of the purchase price or the date of deposit in court of funds to satisfy the award of compensation in a condemnation proceeding to acquire real property, whichever is the earlier, shall reimburse the owner, to the extent the head of such agency deems fair and reasonable, for expenses he necessarily incurred for—

(1) recording fees, transfer taxes, and similar expenses incidental to conveying such real property to the United States;

(2) penalty costs for prepayment of any preexisting recorded mortgage entered into in good faith encumbering such real property; and

(3) the pro rata portion of real property taxes paid which are allocable to a period subsequent to the date of vesting title in the United States, or the effective date of possession of such real property by the United States, whichever is the earlier.

LITIGATION EXPENSES

SEC. 304. [42 U.S.C. 4654] (a) The Federal court having jurisdiction of a proceeding instituted by a Federal agency to acquire real property by condemnation shall award the owner of any right, or title to, or interest in, such real property such sum as will in the opinion of the court reimburse such owner for his reasonable costs, disbursements, and expenses, including reasonable attorney, appraisal, and engineering fees, actually incurred because of the condemnation proceedings, if—

(1) the final judgment is that the Federal agency cannot acquire the real property by condemnation; or

(2) the proceeding is abandoned by the United States.

(b) Any award made pursuant to subsection (a) of this section shall be paid by the head of the Federal agency for whose benefit the condemnation proceedings was instituted.

(c) The court rendering a judgment for the plaintiff in a proceeding brought under section 1346(a)(2) or 1491 of title 28, United States Code, awarding compensation for the taking of property by a Federal agency, or the Attorney General effecting a settlement of any such proceeding, shall determine and award or allow to such plaintiff, as a part of such judgment or settlement, such sum as will in the opinion of the court or the Attorney General reimburse such plaintiff for his reasonable costs, disbursements, and expenses, including reasonable attorney, appraisal, and engineering fees, actually incurred because of such proceeding.

REQUIREMENTS FOR UNIFORM LAND ACQUISITION POLICIES; PAYMENTS OF EXPENSES INCIDENTAL TO TRANSFER OF REAL PROPERTY TO STATE; PAYMENT OF LITIGATION EXPENSES IN CERTAIN CASES

SEC. 305. [42 U.S.C. 4655] (a) Notwithstanding any other law, the head of a Federal agency shall not approve any program or project or any grant to, or contract or agreement with, an acquiring agency under which Federal financial assistance will be available to pay all or part of the cost of any program or project which will result in the acquisition of real property on and after the effective date of this title, unless he receives satisfactory assurances from such acquiring agency that—

(1) in acquiring real property it will be guided, to the greatest extent practicable under State law, by the land acquisition policies in section 301 and the provisions of section 302, and

(2) property owners will be paid or reimbursed for necessary expenses as specified in sections 303 and 304.

(b) For purposes of this section, the term “acquiring agency” means—

(1) a State agency (as defined in section 101(3)) which has the authority to acquire property by eminent domain under State law, and

(2) a State agency or person which does not have such authority, to the extent provided by the head of the lead agency by regulation.

REPEALS

SEC. 306. Sections 401, 402, and 403 of the Housing and Urban Development Act of 1965 (42 U.S.C. 3071–3073), section 35(a) of the Federal-Aid Highway Act of 1968 (23 U.S.C. 141) and section 301 of the Land Acquisition Policy Act of 1960 (33 U.S.C. 596) are hereby repealed. Any rights or liabilities now existing under prior Acts or portions thereof shall not be affected by the repeal of such prior Act or portions thereof under this section.

Appendix B: Visual Impact Assessment and Scoping Questionnaire

Wilmington Riverfront Transportation Infrastructure Project Visual Impact Assessment and Scoping Questionnaire

Project Name: Wilmington Riverfront
Transportation Infrastructure
Project

Site Visit Date: n/a

Location: City of Wilmington
New Castle County, Delaware

Time: n/a

Special conditions/ [NOTES]
Notes:

Conducted By: Katie Gibson

Environmental Compatibility

1. *Will the project result in a noticeable change in the physical characteristics of the existing environment?*

Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities.

- ☒ High level of permanent change (3) ☐ Moderate level of permanent change (2)
☐ Low level of permanent or temporary change (1) ☐ No Noticeable Change (0)

Rationale:

The Build Alternative would include an expanded roadway network branching from South Market Street, extending the downtown Wilmington grid system to the Project study area. During the development of the South Market Street Master Plan, the proposed street and development grid for the Project was laid out to extend the pattern of the street grid north of the Christina River to create continuity between the areas.

The Project study area is largely former industrial buildings and accessory structures, surface parking, and brownfields. The Build Alternative would include an expanded road network branching from South Market Street, extending the downtown Wilmington grid system to the Project study area. Additionally, the Build Alternative would include green spaces, a Riverwalk similar to the existing Riverwalk on the western riverbank, and bicycle and pedestrian improvements. The Build Alternative would result in permanent, noticeable change to the physical characteristics of the Project study area. Changes would be consistent with the South Market Street Master Plan and the City of Wilmington's 2028 Comprehensive Plan and compatible with the land uses in the area, which include waterfront mixed use and business flex. Additionally, changes would be consistent with development in downtown Wilmington to the north and the Riverfront to the west.

2. *Will the project complement or contrast with the visual character desired by the community?*

Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents or talk with local planners and

community representatives to understand the type of visual environment local residents envision for their community.

☐ Low Compatibility (3)

☐ Moderate Compatibility (2)

☒ High compatibility (1)

Rationale:

The Build Alternative would create consistency between the development north of the Project study area in downtown Wilmington and west of the Project study area at the Riverfront. Thus, characteristics of the Build Alternative would be similar to the existing surrounding communities. Additionally, the Project would be consistent with the vision laid out for the area in the City of Wilmington's 2028 Comprehensive Plan and the South Market Street Master Plan.

3. What level of local concern is there for the types of project features (e.g., bridge structures, large excavations, sound barriers, or median planting removal) and construction impacts that are proposed?

Certain project improvements can be of special interest to local citizens, causing a heightened level of public concern, and requiring a more focused visual analysis.

☐ High concern (3)

☐ Moderate concern (2)

☒ Low concern (1)

☐ Negligible Project Features (0)

Rationale:

Public comments received to date, including those received during the December 2022 Open House comment period, have not expressed local concern for visual impacts to the viewshed as a result of construction of the proposed improvements.

4. Is it anticipated that to mitigate visual impacts, it may be necessary to develop extensive or novel mitigation strategies to avoid, minimize, or compensate for adverse impacts or will using conventional mitigation strategies, such as landscape or architectural treatment adequately mitigate adverse visual impacts?

☐ Extensive Non-Conventional Mitigation Likely (3)

☐ Some non-conventional Mitigation Likely (2)

☐ Only Conventional Mitigation Likely (1)

☒ No Mitigation Likely (0)

Rationale:

The Project would include public open space, landscaping, and street trees along the proposed roadway network. Additionally, a riverwalk similar to the existing Riverwalk on the western riverbank of the Christina River is planned for the eastern riverbank.

5. Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character?

Identify any projects [both state and local] in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent

of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.

- ☐ Cumulative Impacts likely: 0-5 years (3) ☐ Cumulative Impacts likely: 6-10 years (2)
- ☒ Cumulative Impacts unlikely (1)

Rationale:

This Project is regarded as infill development. Currently, the Project study area is largely former industrial buildings and accessory structures, surface parking, and brownfields. West of the Project study area, the western Christina Riverfront has been developed with a Riverwalk along the western riverbank, residences, office space, restaurants, entertainment, and retail. To the north of the Project study area is downtown Wilmington, that is a mixed use area with a street grid system and mixed use development. This project would match the development of the Riverfront to the west and downtown Wilmington.

Viewer Sensitivity

1. What is the potential that the project proposal may be controversial within the community, or opposed by any organized group?

This can be researched initially by talking with the state DOT and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.

- ☐ High Potential (3) ☐ Moderate Potential (2)
- ☒ Low Potential (1) ☐ No Potential (0)

Rationale:

*Comments received to date, including those received during the December 2022 Open House comment period, have not discussed visual impacts of the Project. In general, comments have been supportive of development along the Riverfront. Refer to **Attachment A** for a rendering of potential development at the Riverfront, which would include open space, a Riverwalk on the eastern riverbank, and mixed land use.*

2. How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project?

Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other DOT staff, local agencies and community representatives familiar with the affected community's sentiments and demonstrated concerns.

- ☐ High Sensitivity (3) ☐ Moderate Sensitivity (2)
- ☒ Low Sensitivity (1)

Rationale:

The Project study area is largely former industrial buildings and accessory structures, surface parking, and brownfields. The Build Alternative would include an expanded road network branching from South Market Street, extending the downtown Wilmington grid system to the Project study area. The Build Alternative would include green spaces, a Riverwalk similar to the existing Riverwalk on the western riverbank, and bicycle and pedestrian improvements. The Project would enhance the current viewshed by redeveloping the current industrial land, vacant buildings, and brownfields in the area.

3. To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?

☐ Low Compatibility (3)

☐ Moderate Compatibility (2)

☒ High compatibility (1)

Rationale:

The Projects aesthetic approach would be consistent with the City of Wilmington's 2028 Comprehensive Master Plan and the South Market Street Master Plan.

4. Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?

Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitter, may be determined by talking with the project environmental planner and project engineer. Note: coordinate with the state DOT representative responsible for obtaining the permit prior to communicating directly with any permitting agency. Permits that may benefit from additional analysis include permits that may result in visible built features, such as infiltration basins or devices under a storm water permit or a retaining wall for wetland avoidance or permits for work in sensitive areas such as coastal development permits or on Federal lands, such as impacts to Wild and Scenic Rivers.

☒ Yes (3)

☐ Maybe (2)

☐ No (1)

Rationale:

Permits from outside regulatory agencies would be required and would be obtained for various elements of the project, as detailed in the EA.

5. Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts?

Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.

☐ Yes (3)

☐ Maybe (2)

☒ No (1)

Rationale:

The Project study area is largely former industrial buildings and accessory structures, surface parking, and brownfields. The Project would enhance the current viewshed by redeveloping the current industrial land, vacant buildings, and brownfields in the area, and match the surrounding communities. The Build Alternative would include an expanded road network branching from South Market Street, extending the downtown Wilmington grid system to the Project study area. Additionally, the Build Alternative would include green spaces, a Riverwalk similar to the existing Riverwalk on the western riverbank, and bicycle and pedestrian improvements. Changes would be consistent with the South Market Street Master Plan and the City of Wilmington's 2028 Comprehensive Plan and compatible with the land uses in the area, which include waterfront mixed use and business flex. Additionally, changes would be consistent with development in downtown Wilmington to the north and the Riverfront to the west.

Determining the Level of Visual Impact Assessment

Total the scores of the answers to all ten questions on the Visual Impact Assessment Scoping Questionnaire.

Total score: 13

Based on this score, the recommended level of VIA for this project is:

☐ **Score 25-30: Expanded VIA**

An Expanded VIA is usually reserved for very complex or controversial projects where resolving visual issues has been identified as being key to public acceptance of a project. To report an Expanded VIA, follow the same outline as a Standard VIA, except report findings with more detail. In particular, the inventory of Landscape Units and Viewers Groups may be more fine-grained, rendering more subtlety in defining existing visual quality and impacts to it.

☐ **Score 20-24: Standard VIA**

A Standard VIA would typically be used for EA or EIS projects that are anticipated as having substantial adverse or beneficial visual impacts. In the Standard VIA document, report the findings of the establishment, inventory, analysis, and mitigation phases of the VIA process. The Standard VIA is developed with input from the NEPA public involvement process to directly and accurately ascertain viewer preferences.

☐ **Score 15-19: Abbreviated VIA**

An Abbreviated VIA is a document that succinctly reports the findings of a VIA. It includes a brief project description and a report of the findings of the VIA's establishment, inventory, analysis, and mitigation phases. Maps, aerial photography and photographs are used sparingly and only when such illustrations reduce the need for text. An Abbreviated VIA is typically used for an EA or EIS-level project when it has been identified during scoping that there are minimal visual concerns. It may also be used for CEs, if a VIA Memorandum will not suffice and a slightly more detailed analysis is needed to address visual impacts.

☒ **Score 10-14: VIA Memorandum**

A VIA Memorandum is simply a short memorandum from the VIA author to the NEPA project manager stating that the potential for the project to cause adverse or beneficial impacts to visual resources, viewers, or visual quality is negligible and explaining the approach used to reach that conclusion. A VIA Memorandum is usually reserved for projects that are Categorical Exclusions (CEs) but may include Environmental Assessment (EA) or Environmental Impact Statement (EIS)-level projects with little or no visual impacts.

☐ **Score 6-9: No physical changes**

No noticeable physical changes to the environment are proposed and no further analysis is required. Print out a copy of this completed questionnaire for your project file to document that there is no effect. A *VIA Memorandum* may be used to document that there is no effect and to explain the approach used for the determination.

Find the requirements for the different types of VIAs in the [FHWA's VIA Guidelines for Highway Projects](#), Appendix D.

Confirm that the level suggested by the checklist is consistent with the project teams' professional judgments. If there remains doubt about whether a VIA needs to be completed, it may be prudent to conduct an Abbreviated VIA. If there remains doubt about the level of the VIA, begin with the simpler VIA process. If visual impacts emerge as a more substantial concern than anticipated, the level of VIA documentation can always be increased.

Attachment A

Rendering of the Wilmington Riverfront Transportation Infrastructure Project



Source: South Market Street Master Plan

Appendix C:

EPA EJSCREEN Environmental and Socioeconomic Community Reports



EJScreen Community Report

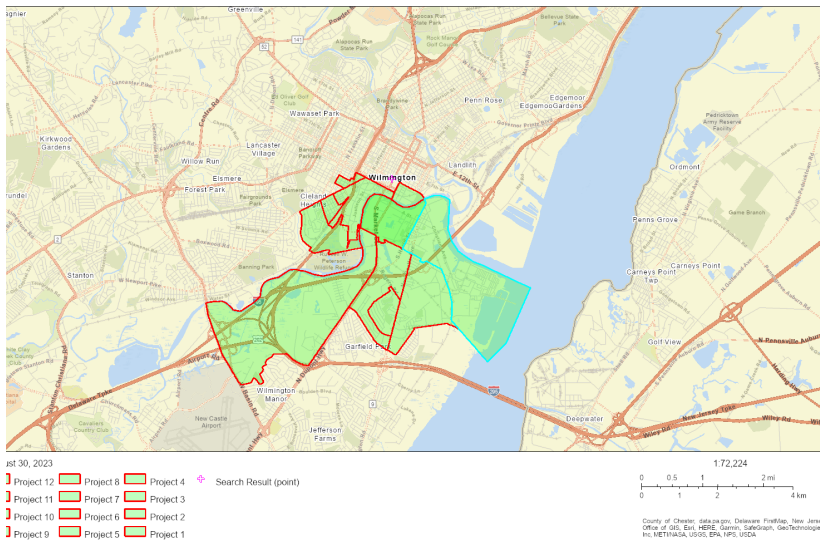
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Wilmington, DE

Blockgroup: 100030019021

Population: 595

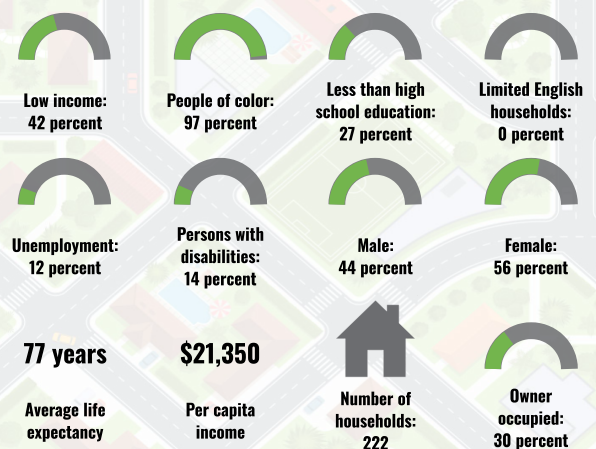
Area in square miles: 2.10



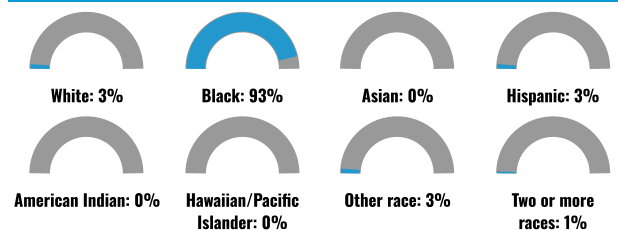
LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	84%
Spanish	4%
French, Haitian, or Cajun	1%
Other Indo-European	2%
Korean	1%
Chinese (including Mandarin, Cantonese)	6%
Total Non-English	16%

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

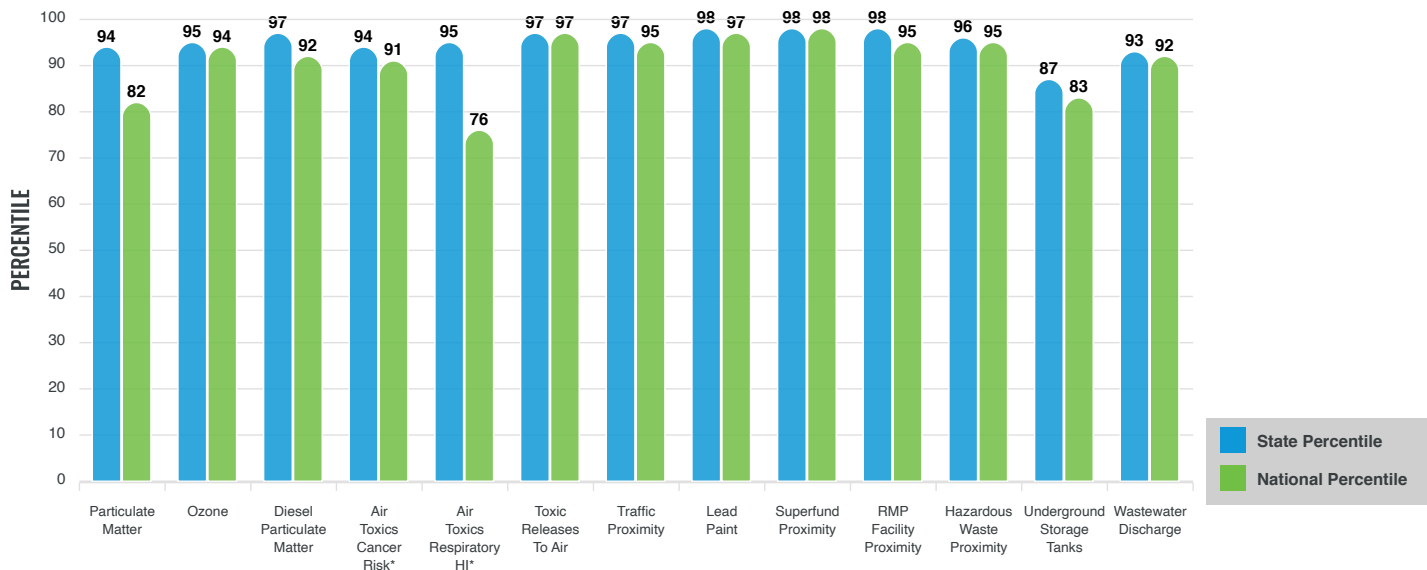
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

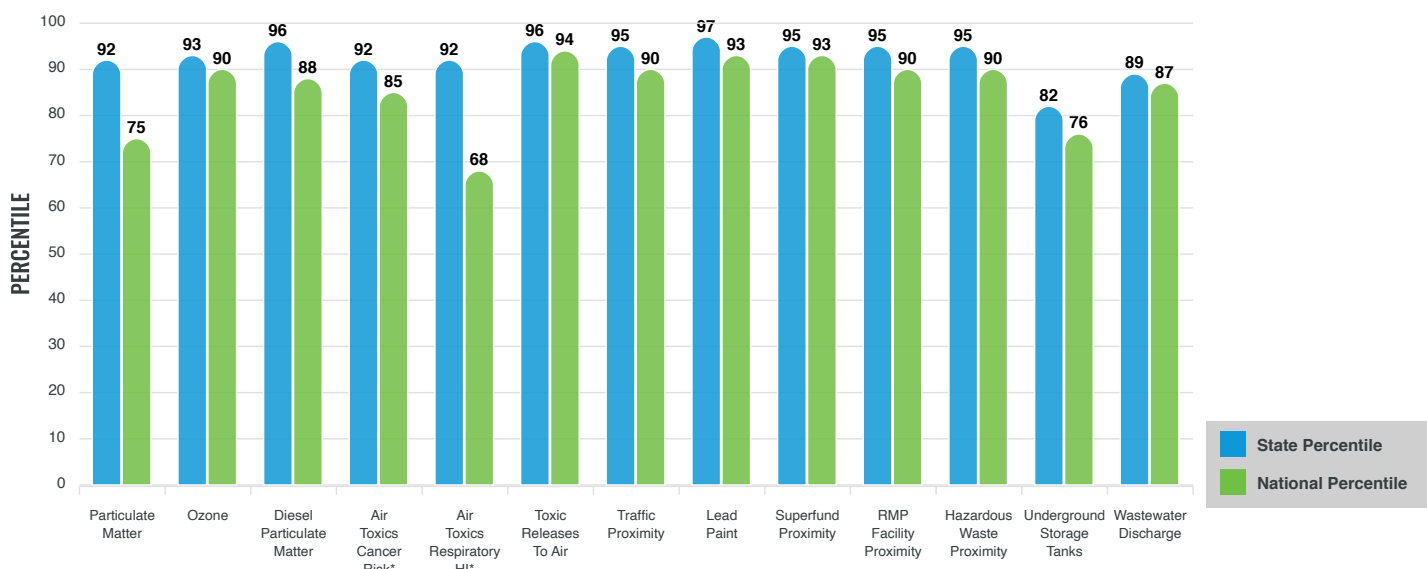
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 100030019021

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.22	7.7	74	8.08	50
Ozone (ppb)	66	63.7	82	61.6	80
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.359	0.224	97	0.261	78
Air Toxics Cancer Risk* (lifetime risk per million)	30	25	51	25	52
Air Toxics Respiratory HI*	0.3	0.26	37	0.31	31
Toxic Releases to Air	34,000	4,300	99	4,600	97
Traffic Proximity (daily traffic count/distance to road)	360	130	92	210	86
Lead Paint (% Pre-1960 Housing)	0.88	0.27	97	0.3	96
Superfund Proximity (site count/km distance)	0.8	0.35	89	0.13	97
RMP Facility Proximity (facility count/km distance)	1	0.31	94	0.43	88
Hazardous Waste Proximity (facility count/km distance)	4.9	1.4	94	1.9	88
Underground Storage Tanks (count/km ²)	1.6	2.3	57	3.9	55
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.021	0.1	67	22	73
SOCIOECONOMIC INDICATORS					
Demographic Index	70%	32%	94	35%	89
Supplemental Demographic Index	20%	12%	89	14%	79
People of Color	97%	38%	98	39%	94
Low Income	42%	26%	80	31%	72
Unemployment Rate	12%	6%	88	6%	86
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	27%	9%	94	12%	89
Under Age 5	7%	5%	70	6%	67
Over Age 64	5%	21%	7	17%	9
Low Life Expectancy	21%	20%	64	20%	68

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	1
Air Pollution	6
Brownfields	18
Toxic Release Inventory	3

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	3

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 100030019021

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	21%	20%	64	20%	68
Heart Disease	5.1	6.5	20	6.1	31
Asthma	12.7	10.3	94	10	95
Cancer	4	6.8	4	6.1	11
Persons with Disabilities	11.2%	13.5%	32	13.4%	40

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	86%	10%	97	12%	98
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	18%	11%	80	14%	70
Lack of Health Insurance	8%	6%	79	9%	60
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 100030019021



EJScreen Community Report

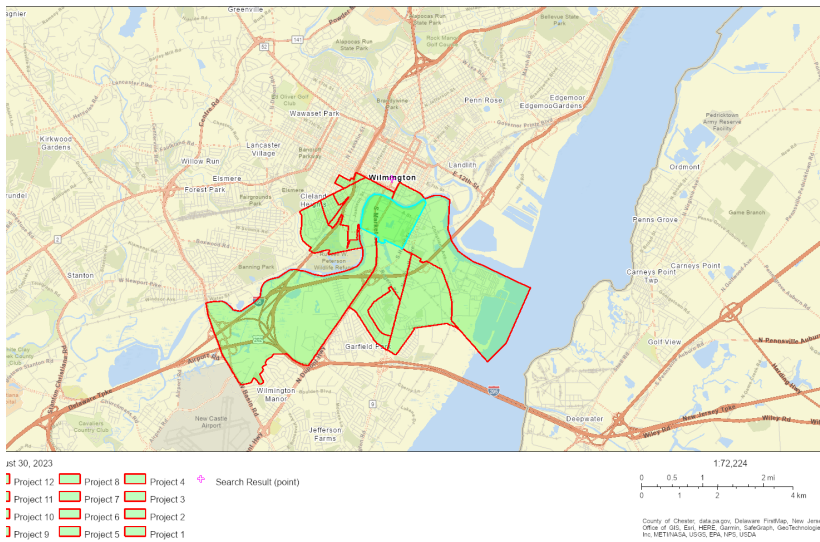
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Wilmington, DE

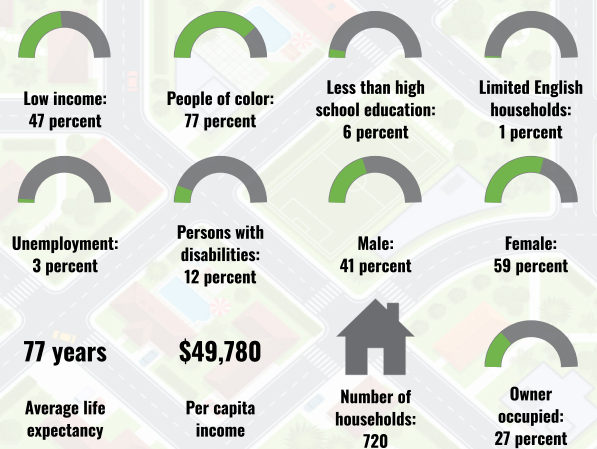
Blockgroup: 100030019022

Population: 1,484

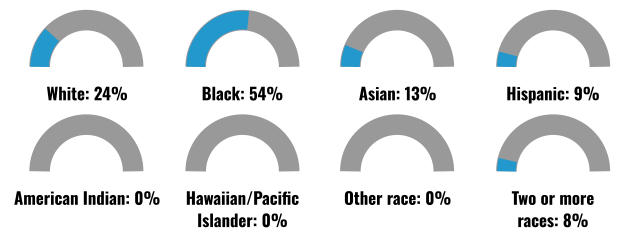
Area in square miles: 0.57



COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	84%
Spanish	4%
French, Haitian, or Cajun	1%
Other Indo-European	2%
Korean	1%
Chinese (including Mandarin, Cantonese)	6%
Total Non-English	16%

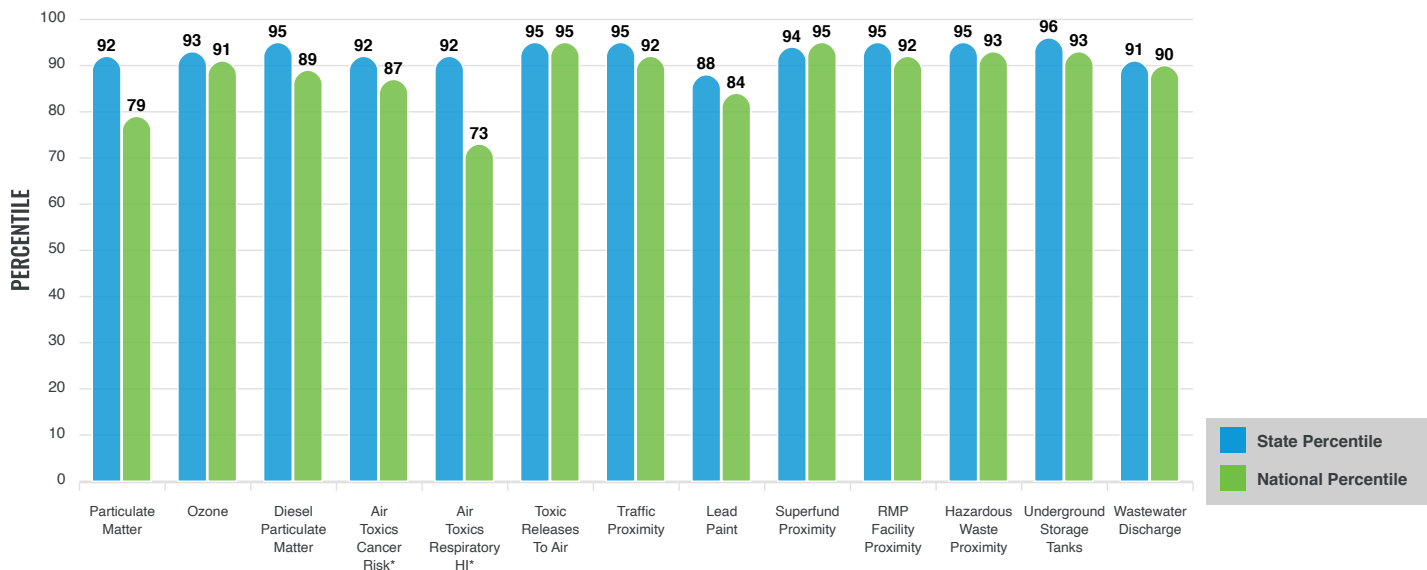
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

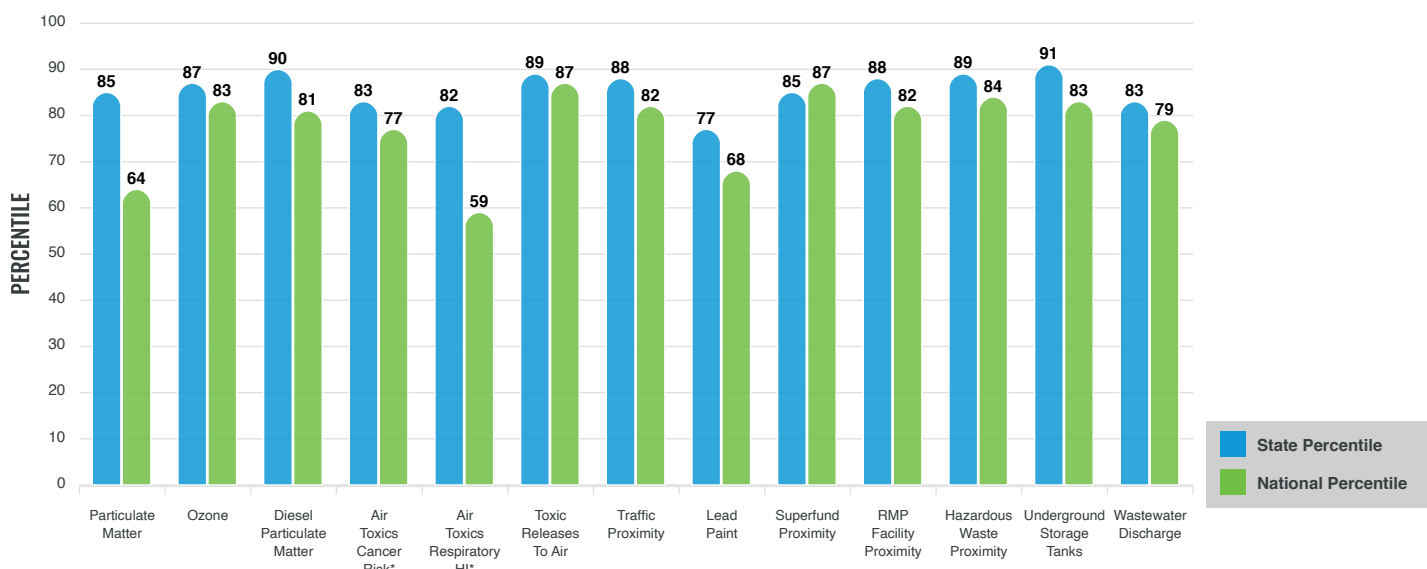
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 100030019022

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.22	7.7	74	8.08	50
Ozone (ppb)	66	63.7	82	61.6	80
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.359	0.224	97	0.261	78
Air Toxics Cancer Risk* (lifetime risk per million)	30	25	51	25	52
Air Toxics Respiratory HI*	0.3	0.26	37	0.31	31
Toxic Releases to Air	12,000	4,300	97	4,600	94
Traffic Proximity (daily traffic count/distance to road)	370	130	93	210	86
Lead Paint (% Pre-1960 Housing)	0.31	0.27	66	0.3	59
Superfund Proximity (site count/km distance)	0.62	0.35	85	0.13	96
RMP Facility Proximity (facility count/km distance)	0.91	0.31	93	0.43	86
Hazardous Waste Proximity (facility count/km distance)	6	1.4	99	1.9	91
Underground Storage Tanks (count/km ²)	11	2.3	97	3.9	90
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.025	0.1	69	22	74
SOCIOECONOMIC INDICATORS					
Demographic Index	62%	32%	91	35%	84
Supplemental Demographic Index	16%	12%	72	14%	63
People of Color	77%	38%	89	39%	81
Low Income	47%	26%	86	31%	77
Unemployment Rate	3%	6%	40	6%	39
Limited English Speaking Households	1%	2%	62	5%	57
Less Than High School Education	6%	9%	50	12%	42
Under Age 5	11%	5%	90	6%	89
Over Age 64	8%	21%	16	17%	19
Low Life Expectancy	21%	20%	64	20%	68

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	1
Water Dischargers	1
Air Pollution	1
Brownfields	31
Toxic Release Inventory	0

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	3

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 100030019022

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	21%	20%	64	20%	68
Heart Disease	5.1	6.5	20	6.1	31
Asthma	12.7	10.3	94	10	95
Cancer	4	6.8	4	6.1	11
Persons with Disabilities	11.2%	13.5%	32	13.4%	40

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	97%	10%	99	12%	98
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	8%	11%	48	14%	39
Lack of Health Insurance	9%	6%	80	9%	60
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 100030019022



EJScreen Community Report

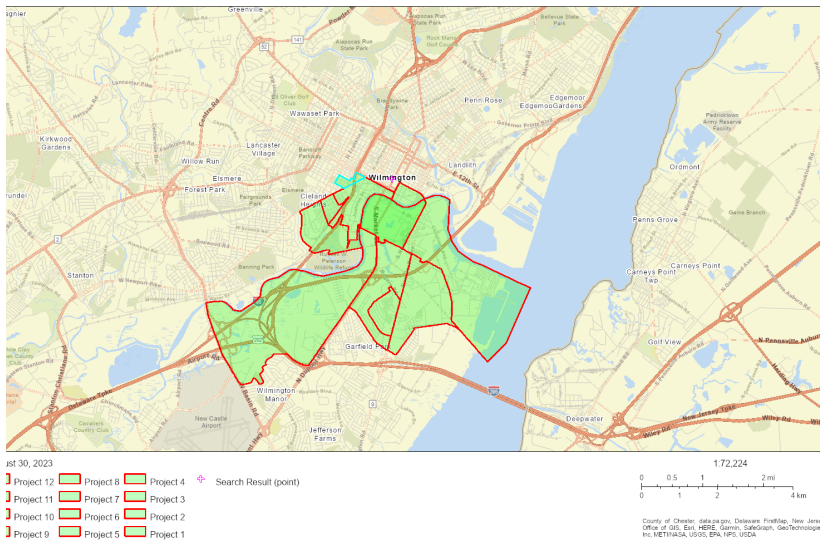
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Wilmington, DE

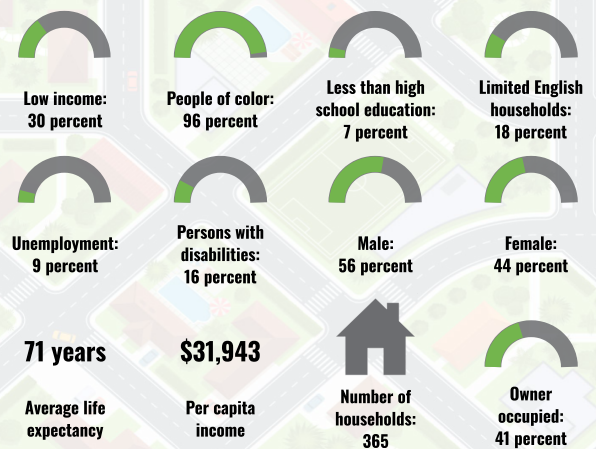
Blockgroup: 100030026002

Population: 843

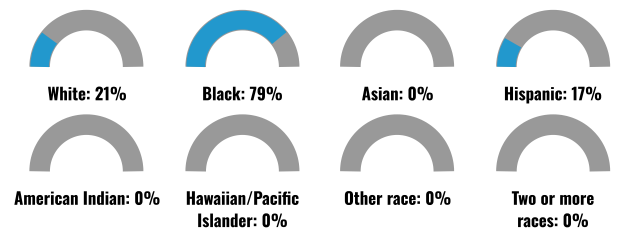
Area in square miles: 0.05



COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	73%
Spanish	18%
French, Haitian, or Cajun	6%
Russian, Polish, or Other Slavic	1%
Arabic	3%
Total Non-English	27%

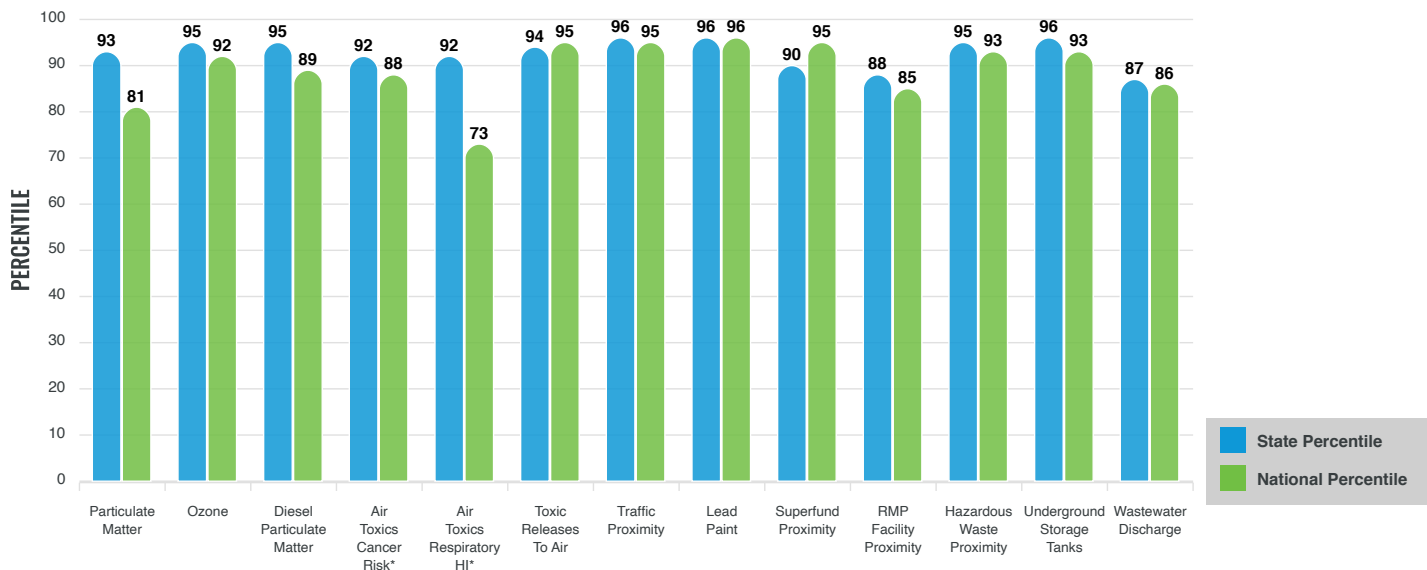
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

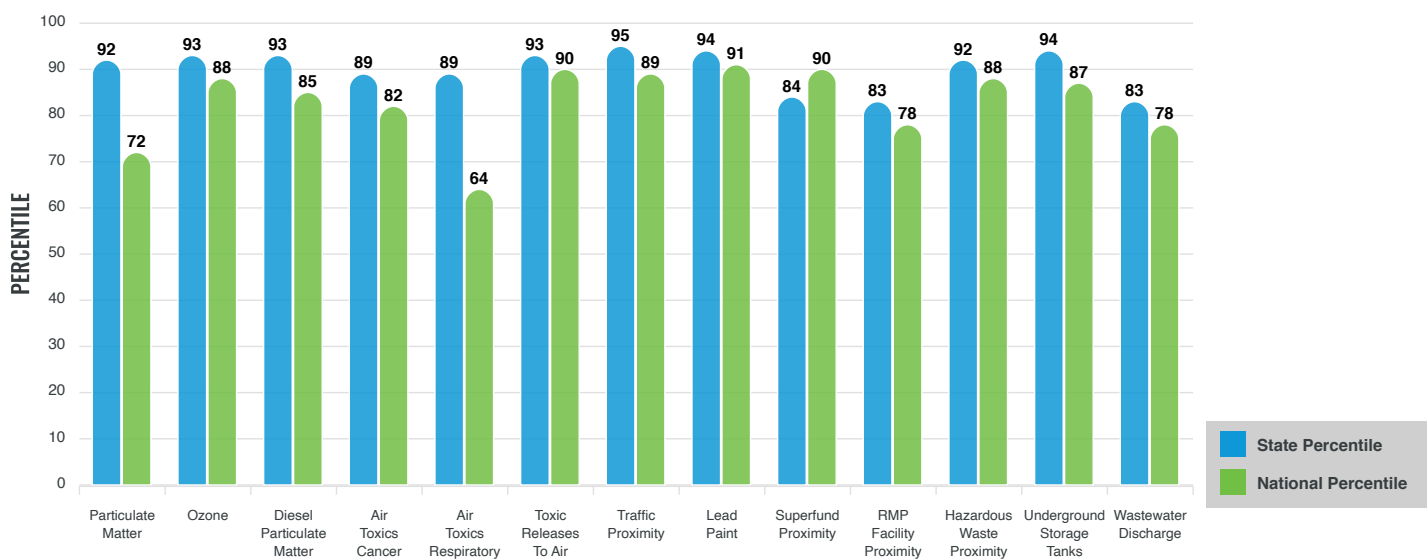
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 100030026002

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.29	7.7	80	8.08	52
Ozone (ppb)	66.2	63.7	90	61.6	81
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.35	0.224	94	0.261	77
Air Toxics Cancer Risk* (lifetime risk per million)	30	25	51	25	52
Air Toxics Respiratory HI*	0.3	0.26	37	0.31	31
Toxic Releases to Air	7,100	4,300	92	4,600	90
Traffic Proximity (daily traffic count/distance to road)	810	130	98	210	94
Lead Paint (% Pre-1960 Housing)	0.98	0.27	99	0.3	99
Superfund Proximity (site count/km distance)	0.36	0.35	72	0.13	92
RMP Facility Proximity (facility count/km distance)	0.26	0.31	68	0.43	64
Hazardous Waste Proximity (facility count/km distance)	4.9	1.4	94	1.9	88
Underground Storage Tanks (count/km ²)	9.9	2.3	96	3.9	88
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.0053	0.1	59	22	62
SOCIOECONOMIC INDICATORS					
Demographic Index	63%	32%	92	35%	85
Supplemental Demographic Index	18%	12%	83	14%	73
People of Color	96%	38%	97	39%	93
Low Income	30%	26%	64	31%	55
Unemployment Rate	9%	6%	77	6%	77
Limited English Speaking Households	18%	2%	97	5%	92
Less Than High School Education	7%	9%	55	12%	46
Under Age 5	6%	5%	65	6%	61
Over Age 64	5%	21%	7	17%	9
Low Life Expectancy	27%	20%	98	20%	96

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	0
Air Pollution	0
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	1

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	No

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 100030026002

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	27%	20%	98	20%	96
Heart Disease	6.9	6.5	61	6.1	67
Asthma	13	10.3	95	10	96
Cancer	4.6	6.8	9	6.1	19
Persons with Disabilities	12.3%	13.5%	43	13.4%	48

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	1%	10%	18	12%	15
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	15%	11%	75	14%	62
Lack of Health Insurance	9%	6%	82	9%	63
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access	No	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 100030026002



EJScreen Community Report

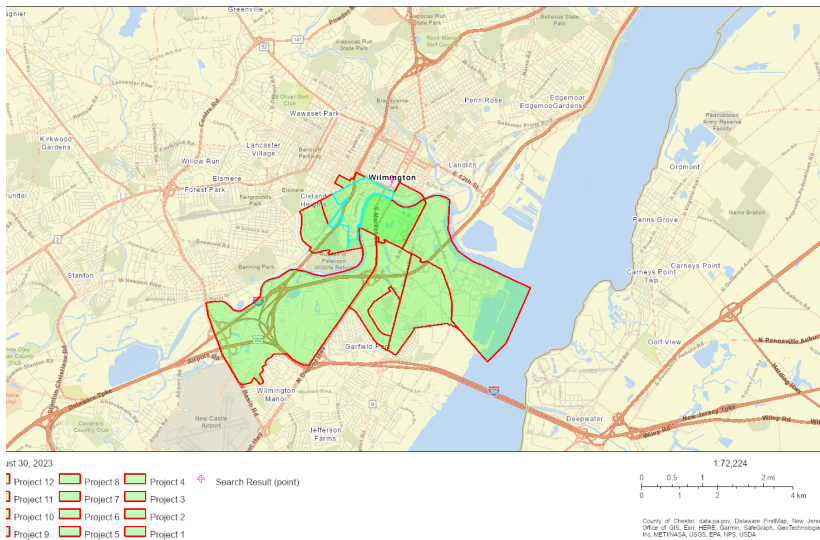
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Wilmington, DE

Blockgroup: 100030027001

Population: 1,380

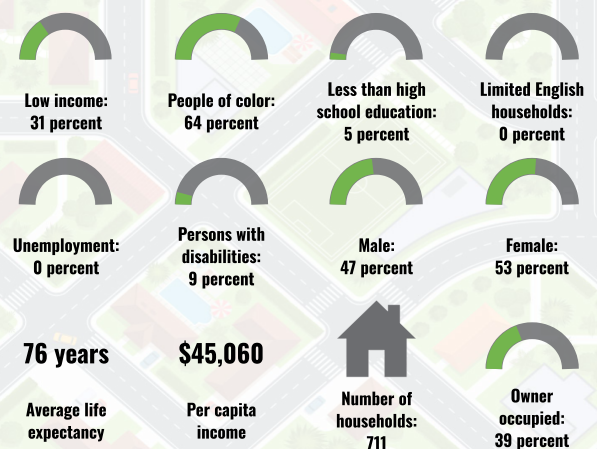
Area in square miles: 0.43



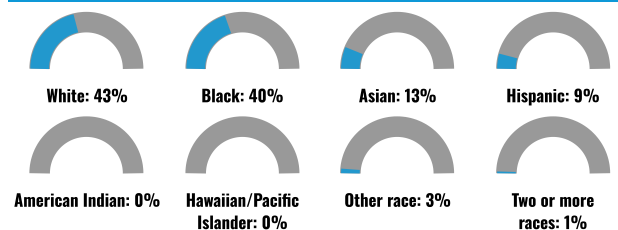
LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	81%
Spanish	12%
Other Indo-European	5%
Chinese (including Mandarin, Cantonese)	1%
Total Non-English	19%

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

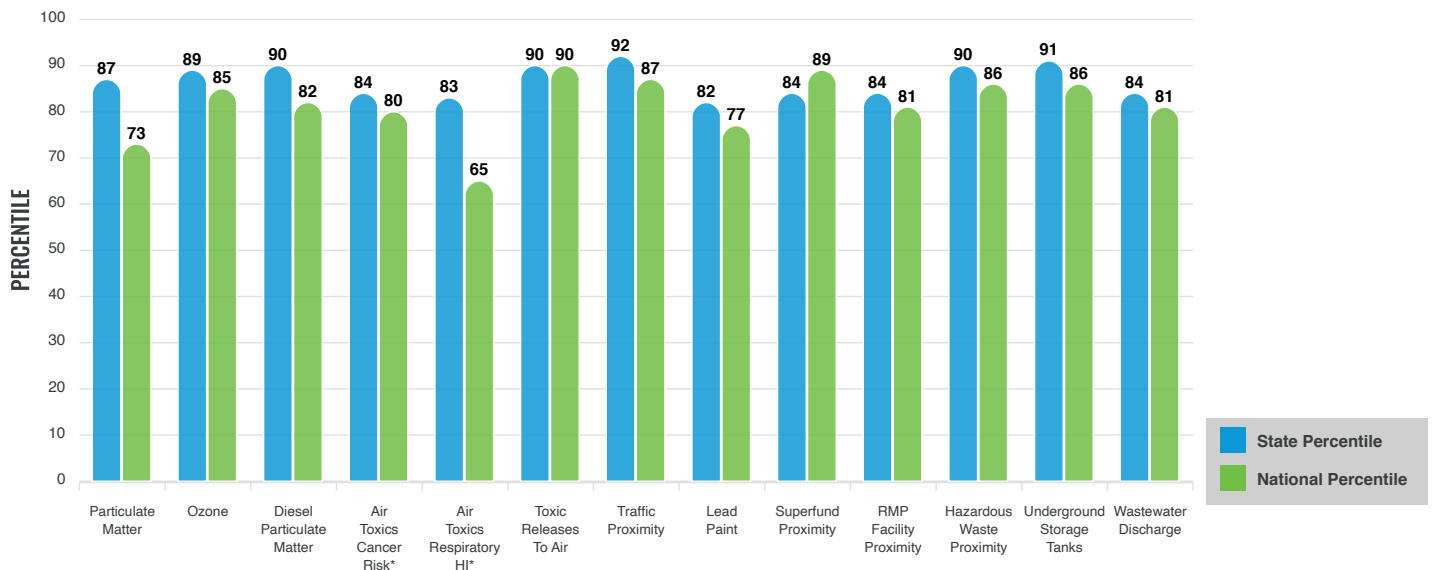
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

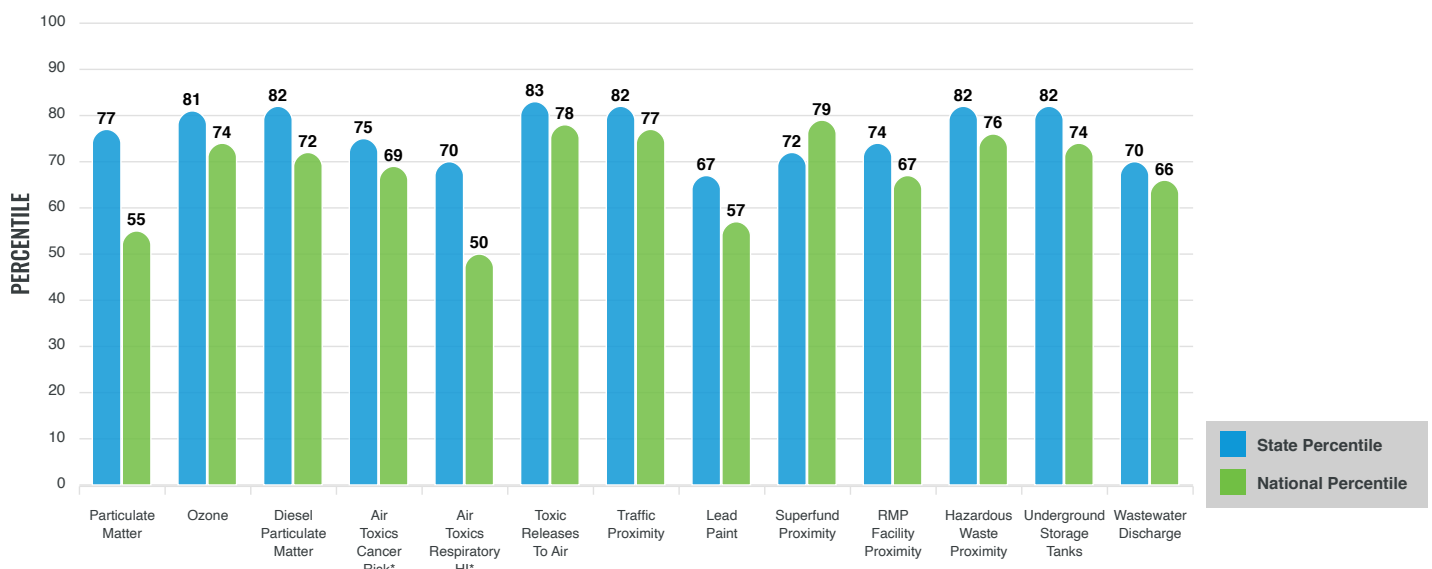
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 100030027001

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.27	7.7	77	8.08	52
Ozone (ppb)	66.1	63.7	84	61.6	81
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.357	0.224	96	0.261	78
Air Toxics Cancer Risk* (lifetime risk per million)	30	25	51	25	52
Air Toxics Respiratory HI*	0.3	0.26	37	0.31	31
Toxic Releases to Air	9,000	4,300	95	4,600	92
Traffic Proximity (daily traffic count/distance to road)	930	130	99	210	95
Lead Paint (% Pre-1960 Housing)	0.3	0.27	66	0.3	58
Superfund Proximity (site count/km distance)	0.46	0.35	78	0.13	94
RMP Facility Proximity (facility count/km distance)	0.43	0.31	80	0.43	73
Hazardous Waste Proximity (facility count/km distance)	5.3	1.4	96	1.9	90
Underground Storage Tanks (count/km ²)	11	2.3	97	3.9	90
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.012	0.1	64	22	69
SOCIOECONOMIC INDICATORS					
Demographic Index	48%	32%	79	35%	72
Supplemental Demographic Index	12%	12%	51	14%	46
People of Color	64%	38%	80	39%	74
Low Income	31%	26%	66	31%	57
Unemployment Rate	0%	6%	22	6%	22
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	5%	9%	45	12%	37
Under Age 5	2%	5%	24	6%	22
Over Age 64	10%	21%	20	17%	25
Low Life Expectancy	22%	20%	75	20%	75

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	0
Air Pollution	3
Brownfields	8
Toxic Release Inventory	3

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	0

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 100030027001

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	22%	20%	75	20%	75
Heart Disease	4.4	6.5	9	6.1	17
Asthma	11.7	10.3	88	10	88
Cancer	3.8	6.8	2	6.1	9
Persons with Disabilities	8.7%	13.5%	12	13.4%	23

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	19%	10%	89	12%	85
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	14%	11%	70	14%	58
Lack of Health Insurance	5%	6%	48	9%	33
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 100030027001



EJScreen Community Report

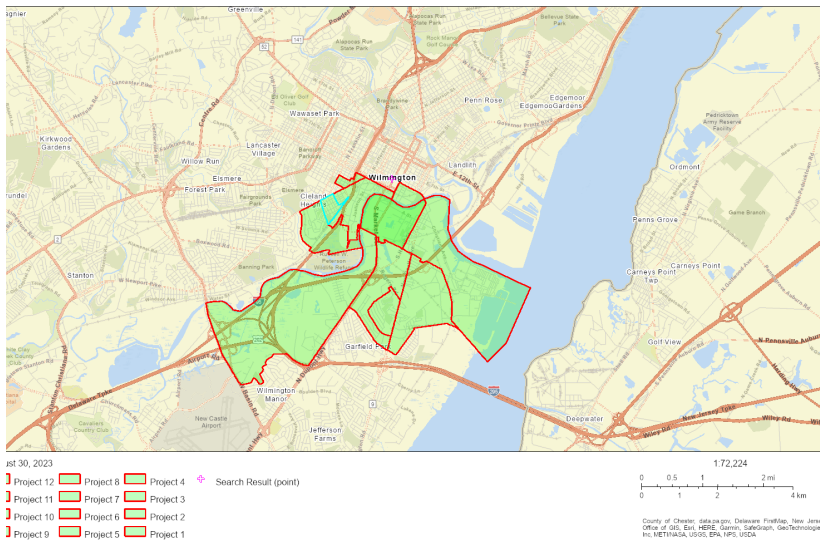
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Wilmington, DE

Blockgroup: 100030027002

Population: 1,323

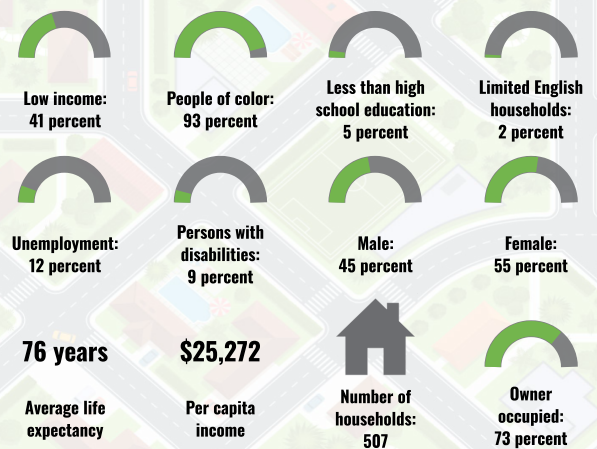
Area in square miles: 0.09



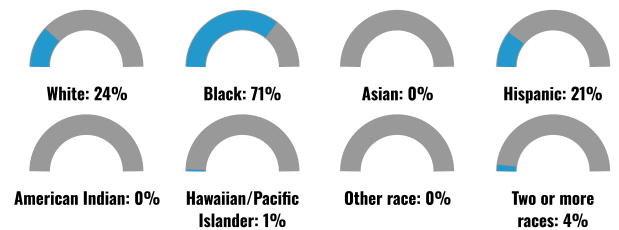
LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	81%
Spanish	12%
Other Indo-European	5%
Chinese (including Mandarin, Cantonese)	1%
Total Non-English	19%

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

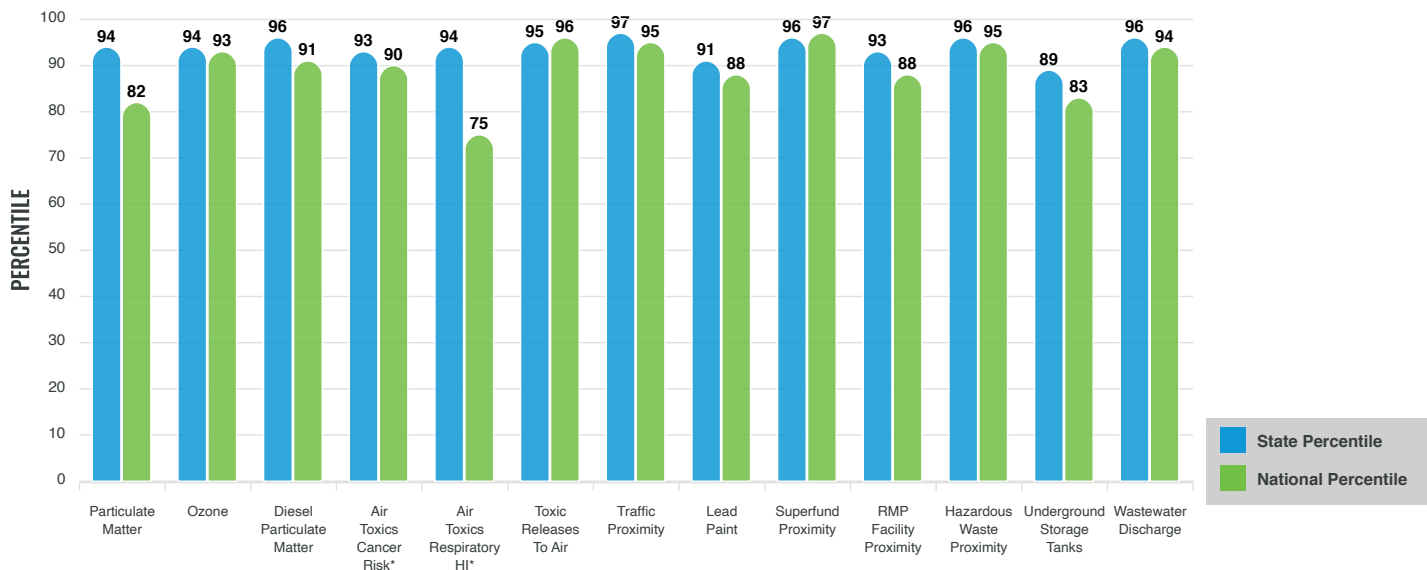
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

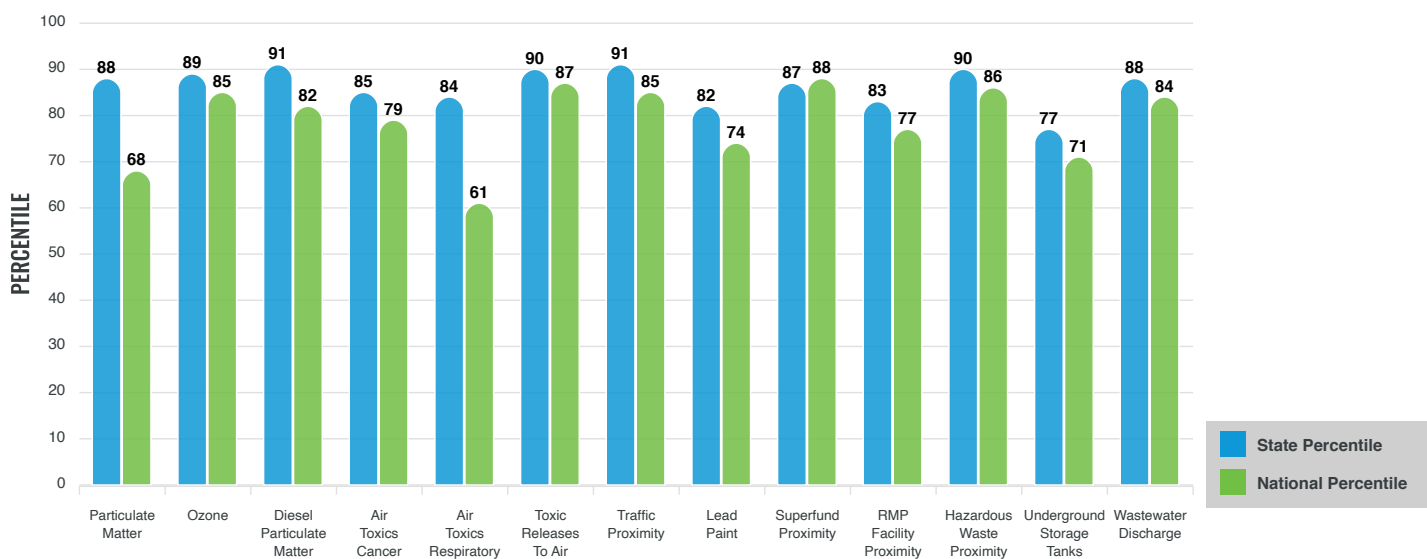
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 100030027002

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.27	7.7	77	8.08	52
Ozone (ppb)	66.1	63.7	84	61.6	81
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.357	0.224	96	0.261	78
Air Toxics Cancer Risk* (lifetime risk per million)	30	25	51	25	52
Air Toxics Respiratory HI*	0.3	0.26	37	0.31	31
Toxic Releases to Air	7,500	4,300	93	4,600	90
Traffic Proximity (daily traffic count/distance to road)	510	130	96	210	90
Lead Paint (% Pre-1960 Housing)	0.37	0.27	70	0.3	64
Superfund Proximity (site count/km distance)	0.53	0.35	83	0.13	95
RMP Facility Proximity (facility count/km distance)	0.33	0.31	75	0.43	69
Hazardous Waste Proximity (facility count/km distance)	5.5	1.4	97	1.9	90
Underground Storage Tanks (count/km ²)	2	2.3	62	3.9	58
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.088	0.1	80	22	81
SOCIOECONOMIC INDICATORS					
Demographic Index	67%	32%	93	35%	88
Supplemental Demographic Index	16%	12%	76	14%	67
People of Color	93%	38%	95	39%	91
Low Income	41%	26%	79	31%	70
Unemployment Rate	12%	6%	89	6%	87
Limited English Speaking Households	2%	2%	71	5%	65
Less Than High School Education	5%	9%	44	12%	36
Under Age 5	8%	5%	80	6%	76
Over Age 64	4%	21%	5	17%	8
Low Life Expectancy	22%	20%	75	20%	75

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	0
Air Pollution	0
Brownfields	1
Toxic Release Inventory	0

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	1

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	No

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 100030027002

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	22%	20%	75	20%	75
Heart Disease	4.4	6.5	9	6.1	17
Asthma	11.7	10.3	88	10	88
Cancer	3.8	6.8	2	6.1	9
Persons with Disabilities	8.7%	13.5%	12	13.4%	23

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	6%	10%	60	12%	45
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	8%	11%	52	14%	41
Lack of Health Insurance	5%	6%	47	9%	33
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 100030027002



EJScreen Community Report

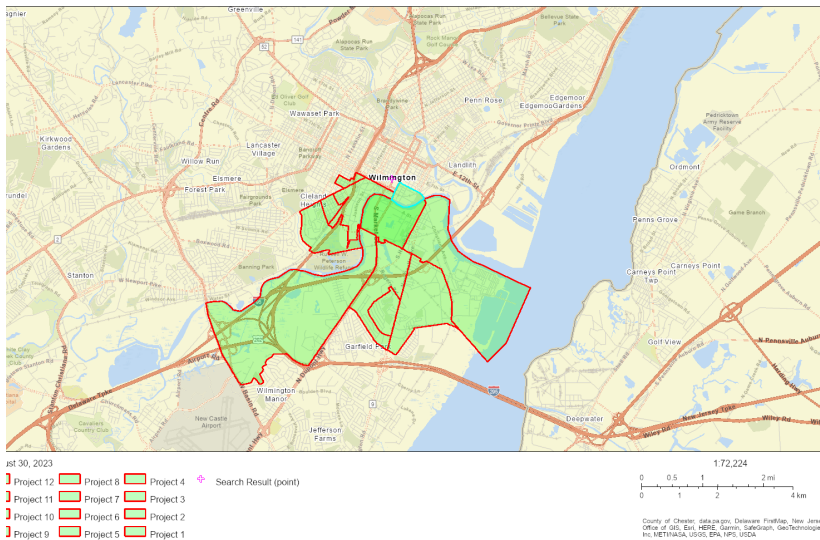
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Wilmington, DE

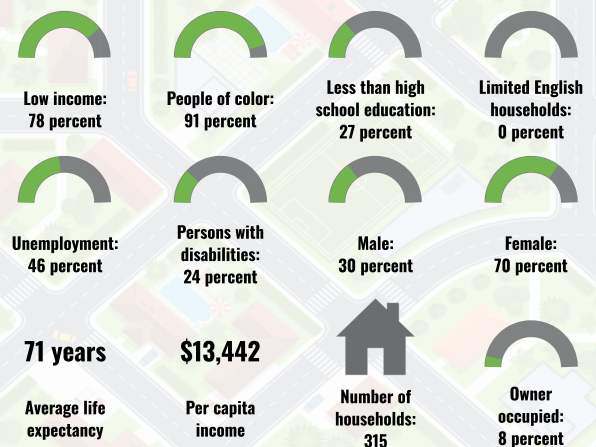
Blockgroup: 100030029002

Population: 867

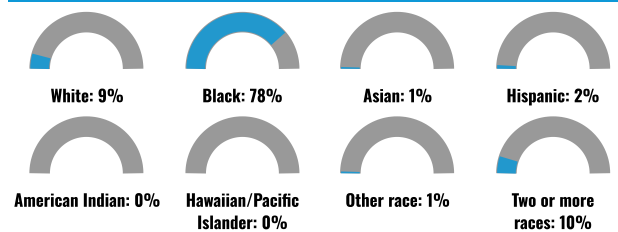
Area in square miles: 0.13



COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	94%
Spanish	2%
French, Haitian, or Cajun	1%
Arabic	1%
Other and Unspecified	3%
Total Non-English	6%

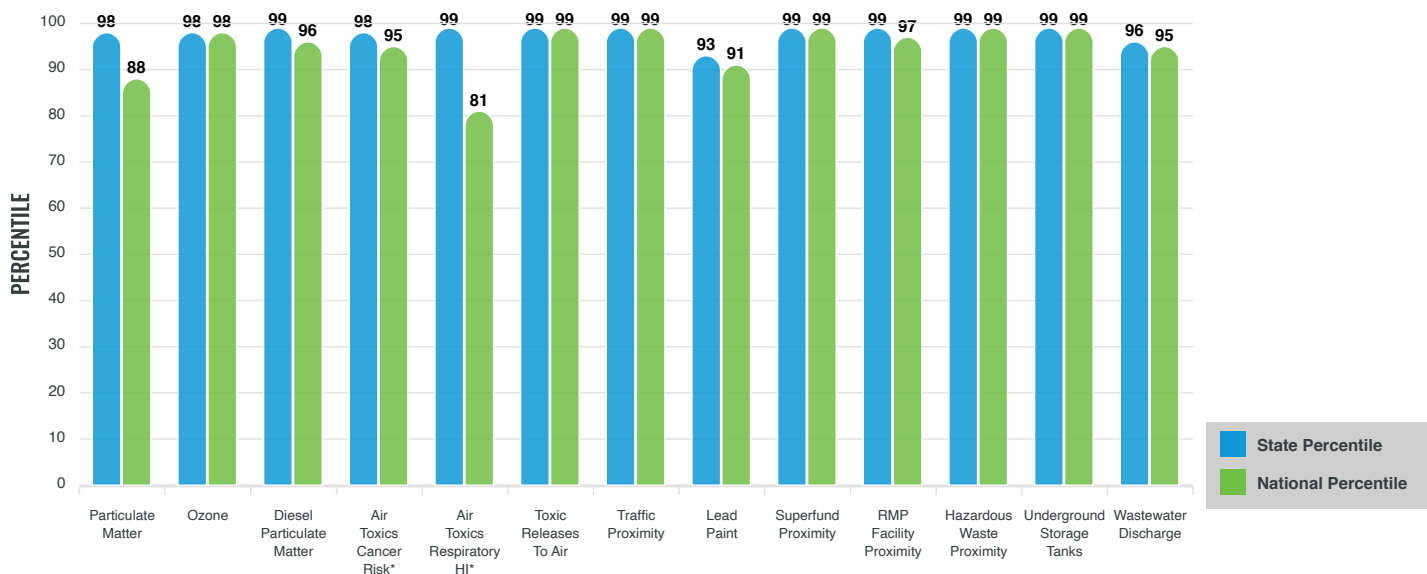
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

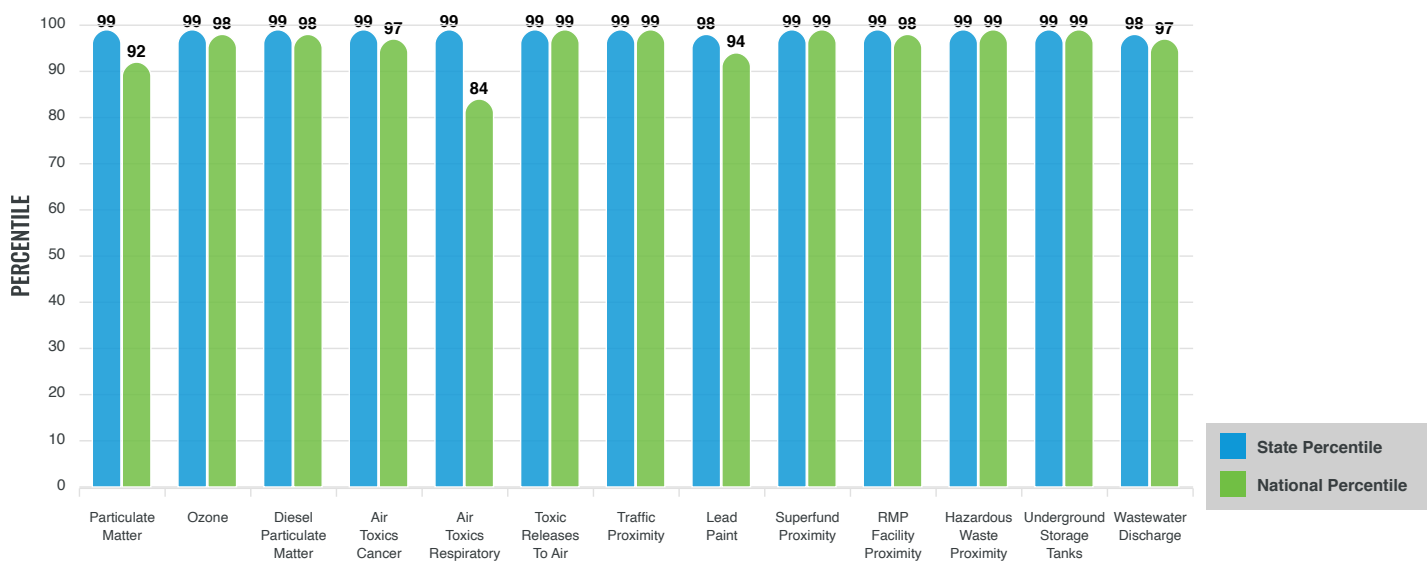
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 100030029002

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.28	7.7	79	8.08	52
Ozone (ppb)	66.1	63.7	86	61.6	81
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.354	0.224	96	0.261	77
Air Toxics Cancer Risk* (lifetime risk per million)	30	25	51	25	52
Air Toxics Respiratory HI*	0.3	0.26	37	0.31	31
Toxic Releases to Air	11,000	4,300	96	4,600	93
Traffic Proximity (daily traffic count/distance to road)	890	130	99	210	95
Lead Paint (% Pre-1960 Housing)	0.29	0.27	64	0.3	57
Superfund Proximity (site count/km distance)	0.44	0.35	77	0.13	94
RMP Facility Proximity (facility count/km distance)	0.79	0.31	91	0.43	84
Hazardous Waste Proximity (facility count/km distance)	5.6	1.4	98	1.9	90
Underground Storage Tanks (count/km ²)	17	2.3	99	3.9	94
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.012	0.1	65	22	69
SOCIOECONOMIC INDICATORS					
Demographic Index	84%	32%	99	35%	97
Supplemental Demographic Index	36%	12%	99	14%	97
People of Color	91%	38%	94	39%	89
Low Income	78%	26%	99	31%	96
Unemployment Rate	46%	6%	99	6%	99
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	27%	9%	95	12%	89
Under Age 5	5%	5%	54	6%	49
Over Age 64	16%	21%	48	17%	53
Low Life Expectancy	27%	20%	98	20%	96

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	0
Air Pollution	1
Brownfields	3
Toxic Release Inventory	1

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	1

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 100030029002

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	27%	20%	98	20%	96
Heart Disease	8.2	6.5	85	6.1	86
Asthma	14.8	10.3	99	10	99
Cancer	4.8	6.8	13	6.1	22
Persons with Disabilities	28%	13.5%	99	13.4%	97

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	39%	10%	92	12%	94
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	20%	11%	83	14%	73
Lack of Health Insurance	6%	6%	61	9%	45
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access	No	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 100030029002

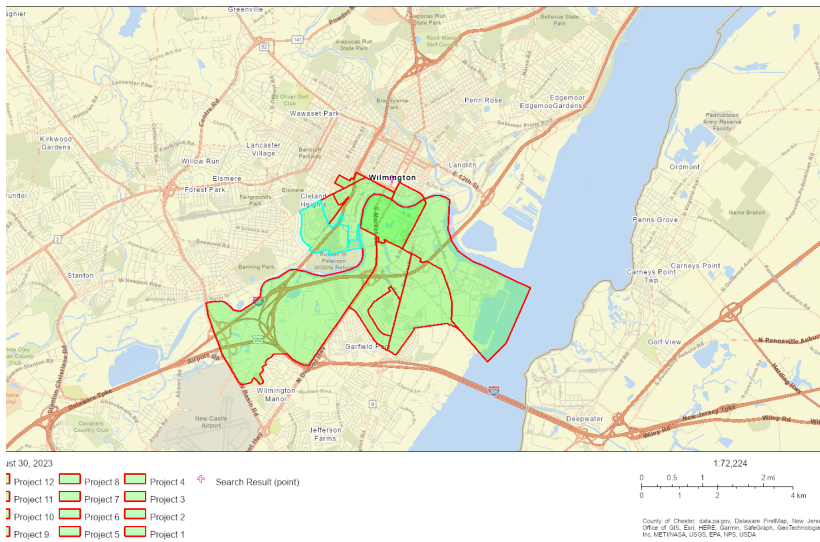


EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

New Castle County, DE

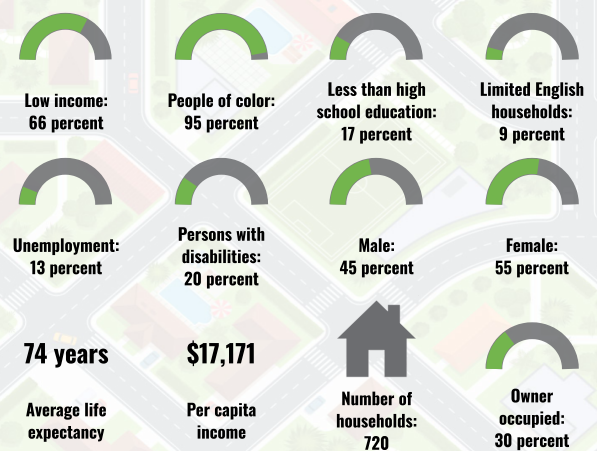
Blockgroup: 100030129001
Population: 2,083
Area in square miles: 0.49



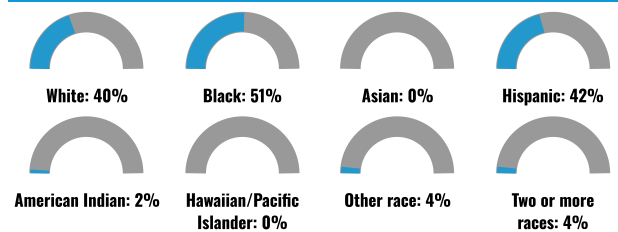
LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	80%
Spanish	19%
Tagalog (including Filipino)	1%
Total Non-English	20%

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

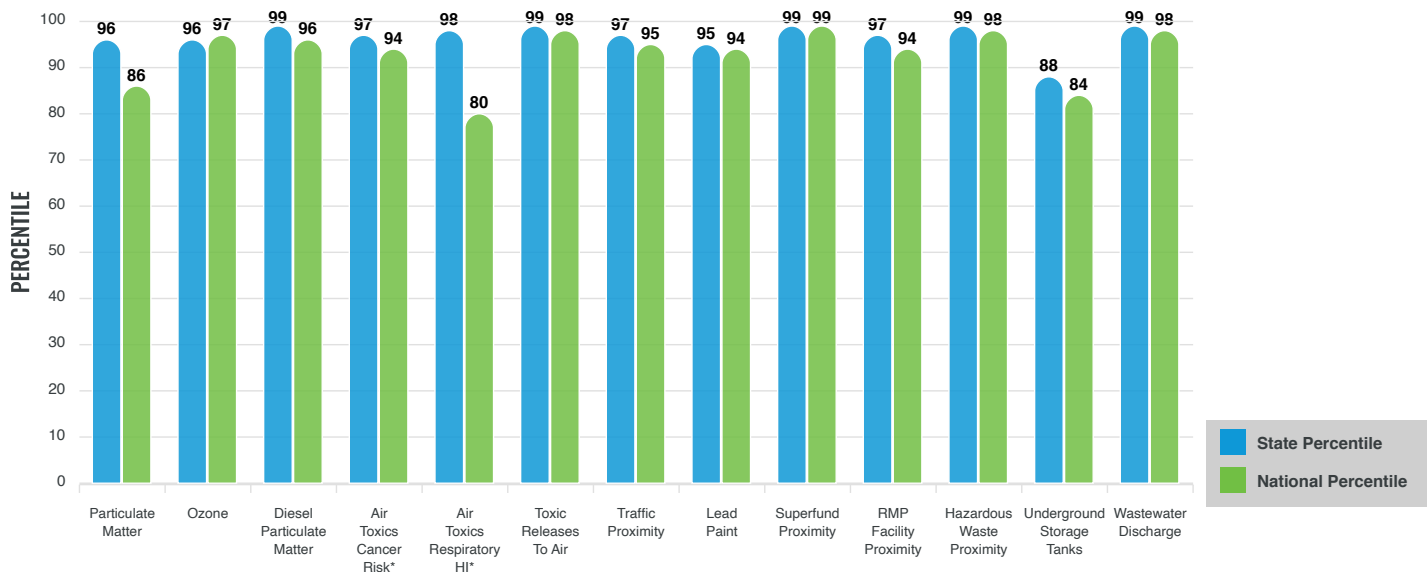
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

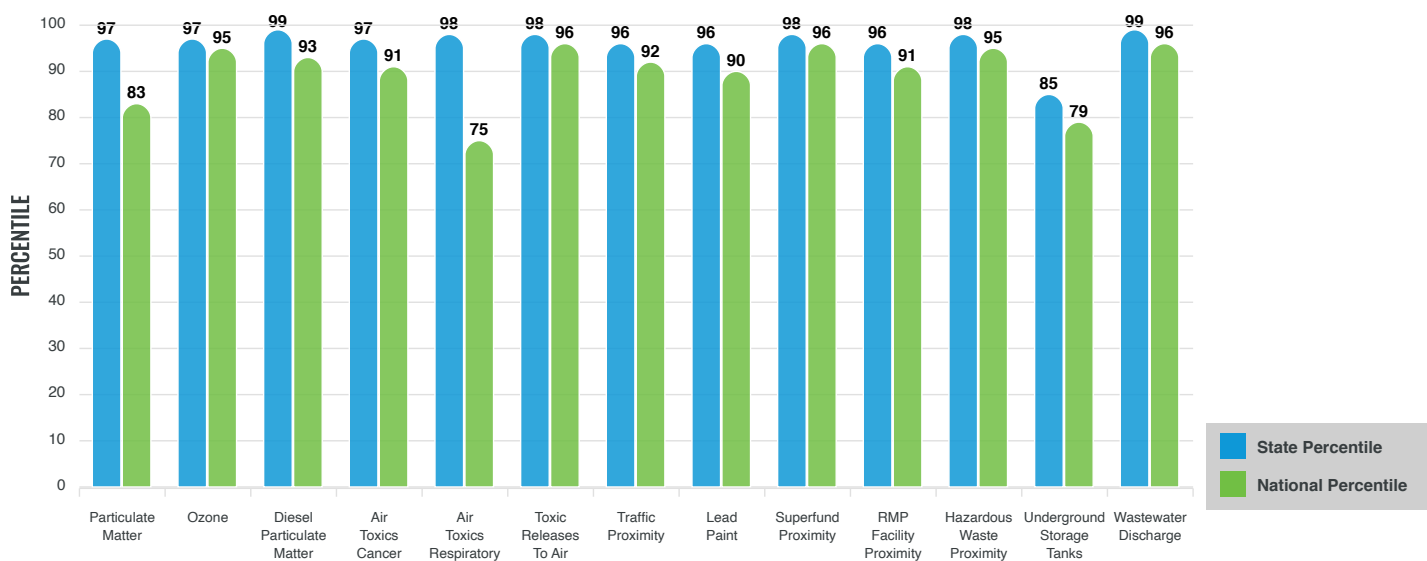
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 100030129001

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.2	7.7	74	8.08	50
Ozone (ppb)	66	63.7	79	61.6	80
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.367	0.224	98	0.261	79
Air Toxics Cancer Risk* (lifetime risk per million)	30	25	51	25	52
Air Toxics Respiratory HI*	0.3	0.26	37	0.31	31
Toxic Releases to Air	7,600	4,300	93	4,600	90
Traffic Proximity (daily traffic count/distance to road)	200	130	79	210	74
Lead Paint (% Pre-1960 Housing)	0.44	0.27	74	0.3	69
Superfund Proximity (site count/km distance)	0.59	0.35	84	0.13	95
RMP Facility Proximity (facility count/km distance)	0.42	0.31	79	0.43	73
Hazardous Waste Proximity (facility count/km distance)	5.8	1.4	98	1.9	91
Underground Storage Tanks (count/km ²)	1.1	2.3	50	3.9	49
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.89	0.1	97	22	91
SOCIOECONOMIC INDICATORS					
Demographic Index	81%	32%	98	35%	96
Supplemental Demographic Index	26%	12%	97	14%	90
People of Color	95%	38%	96	39%	92
Low Income	66%	26%	97	31%	92
Unemployment Rate	13%	6%	89	6%	88
Limited English Speaking Households	9%	2%	91	5%	83
Less Than High School Education	17%	9%	82	12%	75
Under Age 5	12%	5%	91	6%	91
Over Age 64	3%	21%	3	17%	5
Low Life Expectancy	24%	20%	88	20%	85

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	1
Water Dischargers	0
Air Pollution	1
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	1

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 100030129001

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	24%	20%	88	20%	85
Heart Disease	6.7	6.5	56	6.1	64
Asthma	11.4	10.3	84	10	85
Cancer	5.5	6.8	26	6.1	35
Persons with Disabilities	17.7%	13.5%	82	13.4%	78

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	3%	10%	45	12%	32
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	5%	11%	37	14%	29
Lack of Health Insurance	8%	6%	75	9%	57
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 100030129001



EJScreen Community Report

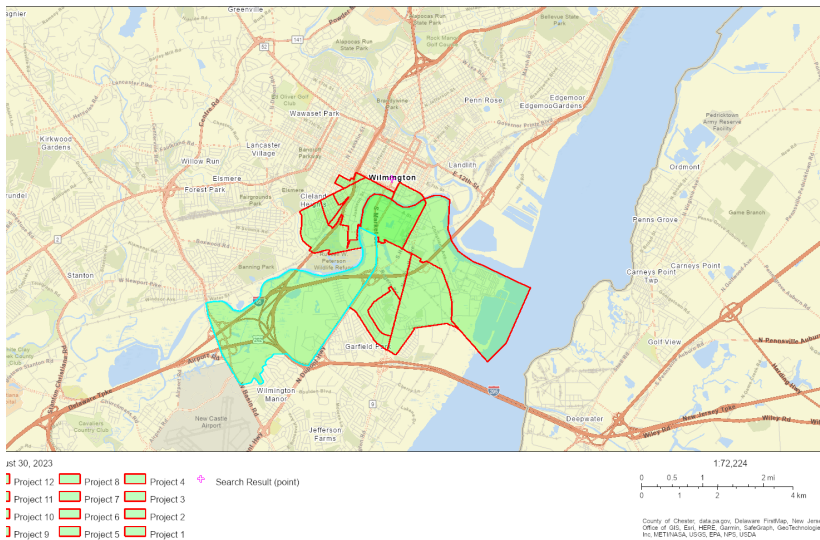
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

New Castle County, DE

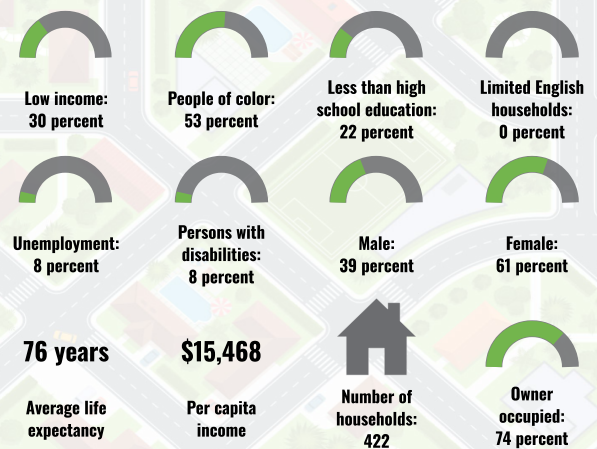
Blockgroup: 100030152005

Population: 1,854

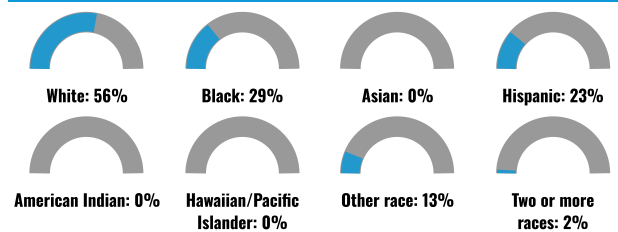
Area in square miles: 2.92



COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	71%
Spanish	26%
Vietnamese	1%
Other and Unspecified	1%
Total Non-English	29%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

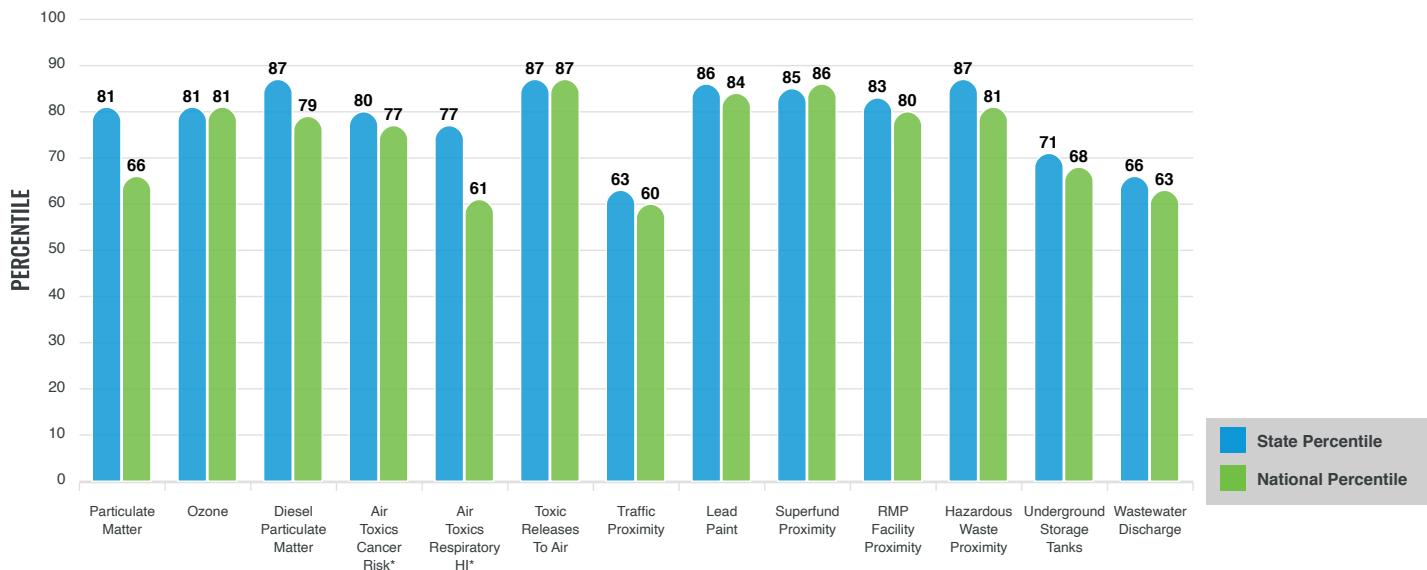
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

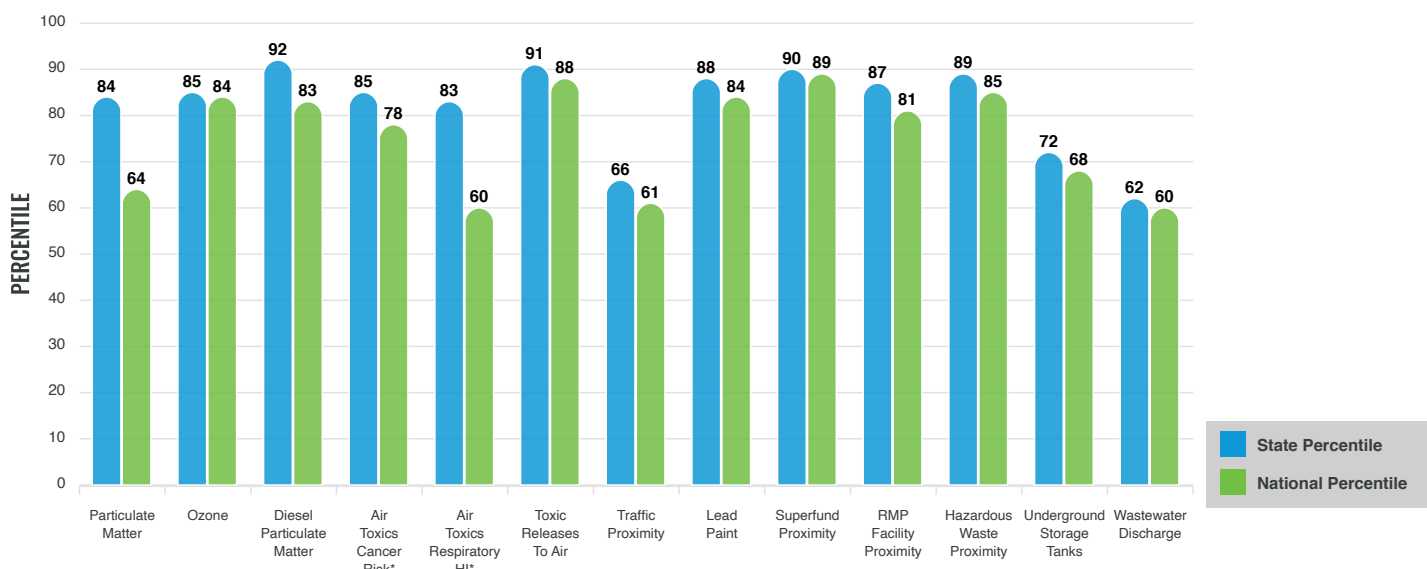
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 100030152005

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.13	7.7	70	8.08	48
Ozone (ppb)	65.9	63.7	72	61.6	80
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.378	0.224	99	0.261	80
Air Toxics Cancer Risk* (lifetime risk per million)	30	25	51	25	52
Air Toxics Respiratory HI*	0.3	0.26	37	0.31	31
Toxic Releases to Air	11,000	4,300	96	4,600	93
Traffic Proximity (daily traffic count/distance to road)	63	130	45	210	45
Lead Paint (% Pre-1960 Housing)	0.73	0.27	88	0.3	87
Superfund Proximity (site count/km distance)	1.2	0.35	93	0.13	98
RMP Facility Proximity (facility count/km distance)	0.64	0.31	88	0.43	81
Hazardous Waste Proximity (facility count/km distance)	5.1	1.4	95	1.9	89
Underground Storage Tanks (count/km ²)	1.5	2.3	56	3.9	54
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.0006	0.1	41	22	44
SOCIOECONOMIC INDICATORS					
Demographic Index	41%	32%	72	35%	66
Supplemental Demographic Index	16%	12%	75	14%	66
People of Color	53%	38%	72	39%	68
Low Income	30%	26%	63	31%	55
Unemployment Rate	8%	6%	72	6%	72
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	22%	9%	89	12%	84
Under Age 5	1%	5%	21	6%	18
Over Age 64	9%	21%	20	17%	24
Low Life Expectancy	22%	20%	70	20%	71

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	1
Water Dischargers	0
Air Pollution	7
Brownfields	0
Toxic Release Inventory	1

Other community features within defined area:

Schools	0
Hospitals	1
Places of Worship	4

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	No
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 100030152005

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	22%	20%	70	20%	71
Heart Disease	5.9	6.5	34	6.1	48
Asthma	11.3	10.3	82	10	84
Cancer	5.2	6.8	19	6.1	29
Persons with Disabilities	11.6%	13.5%	36	13.4%	44

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	7%	10%	68	12%	54
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	33%	11%	95	14%	91
Lack of Health Insurance	8%	6%	77	9%	59
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 100030152005

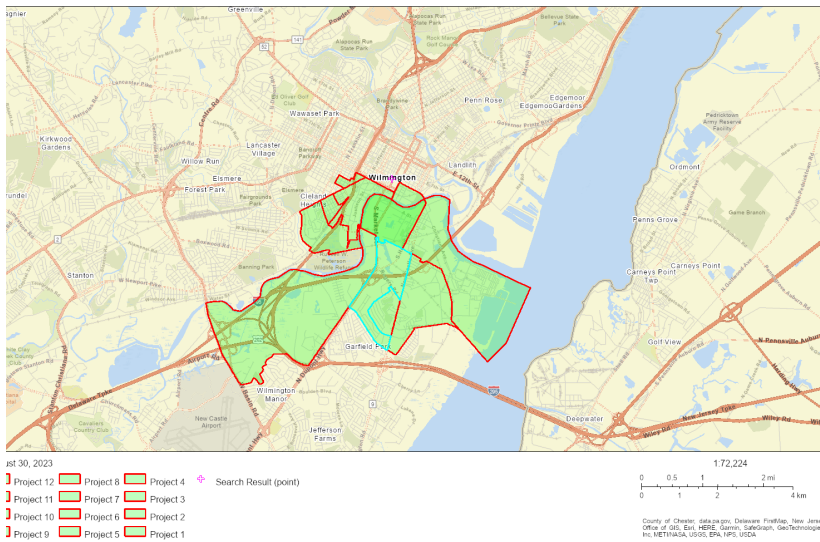


EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

New Castle County, DE

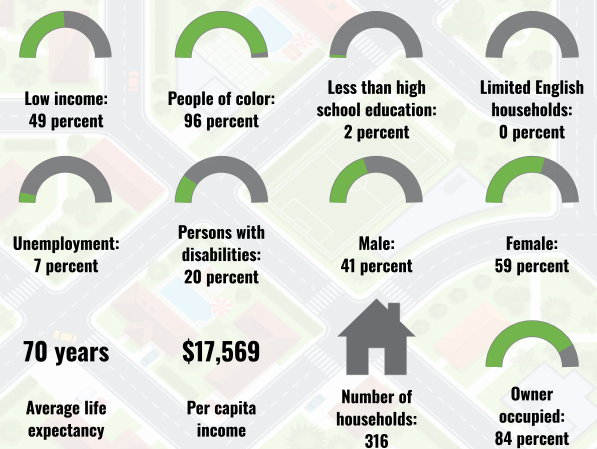
Blockgroup: 100030154001
Population: 1,150
Area in square miles: 0.70



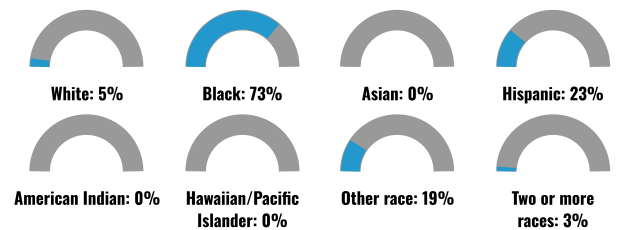
LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	81%
Spanish	18%
Other Asian and Pacific Island	1%
Total Non-English	19%

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

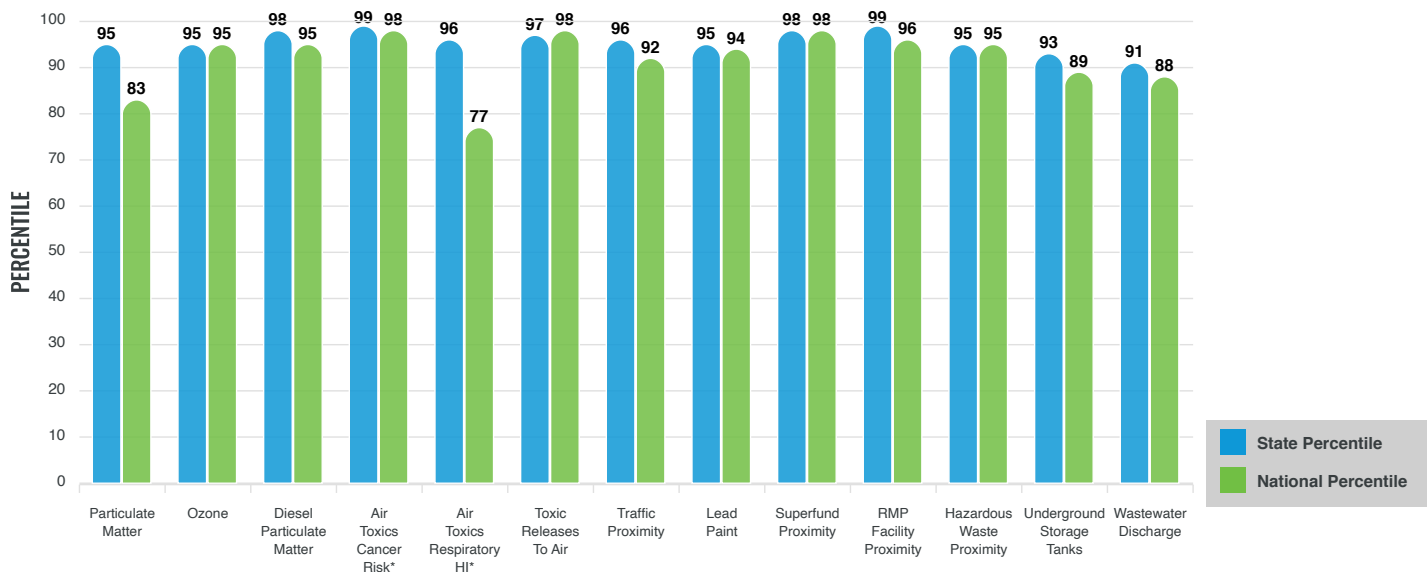
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

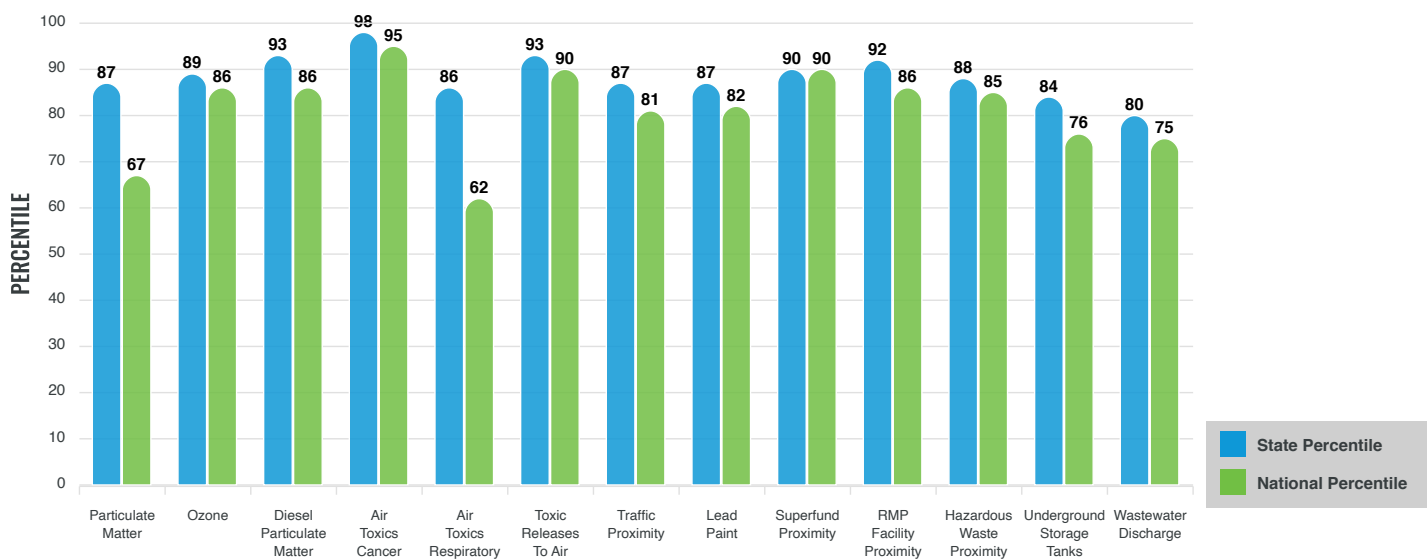
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 100030154001

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.17	7.7	72	8.08	49
Ozone (ppb)	66	63.7	79	61.6	80
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.414	0.224	99	0.261	85
Air Toxics Cancer Risk* (lifetime risk per million)	40	25	99	25	94
Air Toxics Respiratory HI*	0.3	0.26	37	0.31	31
Toxic Releases to Air	20,000	4,300	98	4,600	96
Traffic Proximity (daily traffic count/distance to road)	210	130	80	210	75
Lead Paint (% Pre-1960 Housing)	0.56	0.27	81	0.3	77
Superfund Proximity (site count/km distance)	0.79	0.35	89	0.13	97
RMP Facility Proximity (facility count/km distance)	1.2	0.31	96	0.43	90
Hazardous Waste Proximity (facility count/km distance)	4	1.4	85	1.9	85
Underground Storage Tanks (count/km ²)	2.9	2.3	71	3.9	66
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.0038	0.1	57	22	59
SOCIOECONOMIC INDICATORS					
Demographic Index	73%	32%	95	35%	91
Supplemental Demographic Index	17%	12%	78	14%	70
People of Color	96%	38%	96	39%	92
Low Income	49%	26%	88	31%	80
Unemployment Rate	7%	6%	69	6%	70
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	2%	9%	20	12%	16
Under Age 5	0%	5%	0	6%	0
Over Age 64	8%	21%	17	17%	19
Low Life Expectancy	28%	20%	99	20%	97

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	2
Air Pollution	9
Brownfields	1
Toxic Release Inventory	1

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	1

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	No

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	No
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 100030154001

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	28%	20%	99	20%	97
Heart Disease	7.5	6.5	76	6.1	77
Asthma	12.8	10.3	94	10	95
Cancer	5.8	6.8	36	6.1	41
Persons with Disabilities	18.3%	13.5%	83	13.4%	80

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	6%	10%	60	12%	45
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	17%	11%	78	14%	67
Lack of Health Insurance	6%	6%	65	9%	47
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 100030154001



EJScreen Community Report

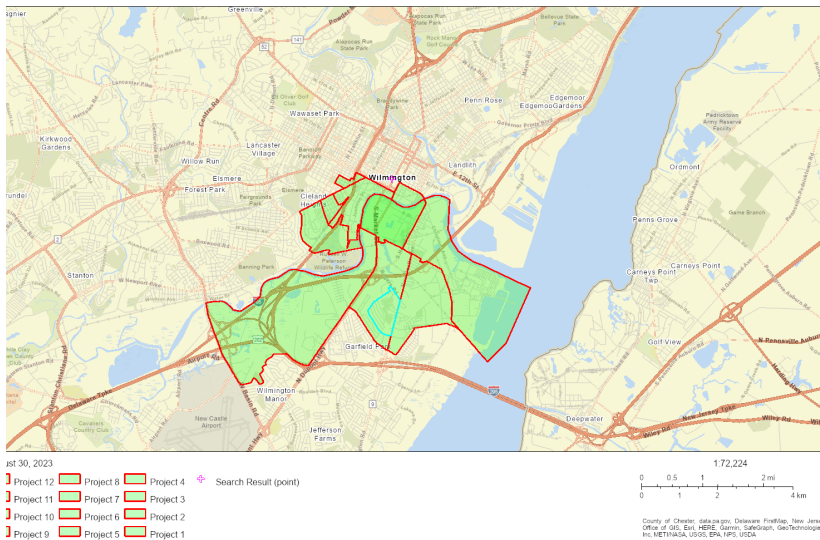
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

New Castle County, DE

Blockgroup: 100030154002

Population: 1,787

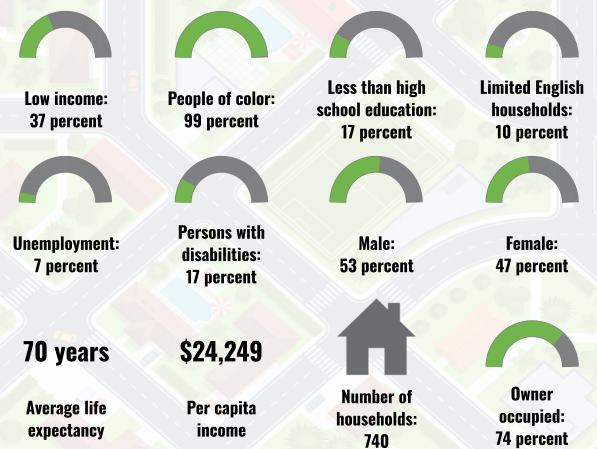
Area in square miles: 0.25



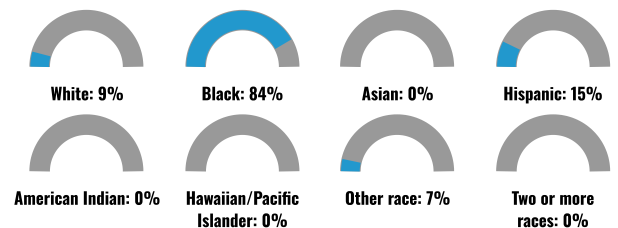
LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	81%
Spanish	18%
Other Asian and Pacific Island	1%
Total Non-English	19%

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

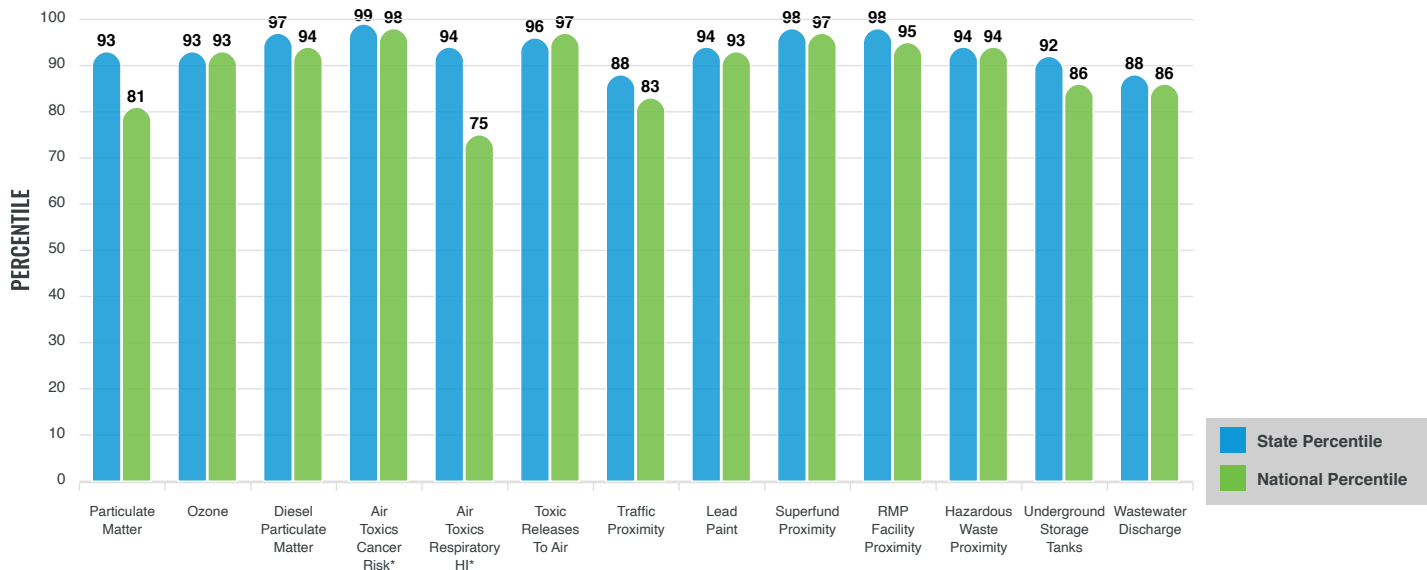
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

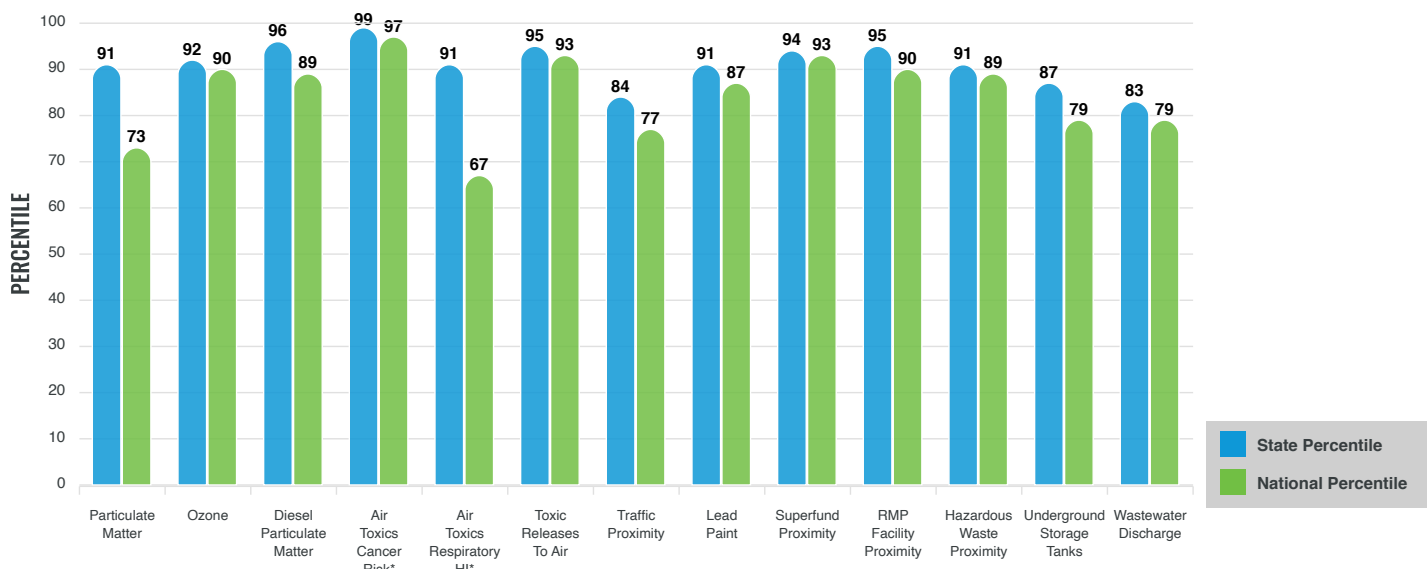
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 100030154002

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.17	7.7	72	8.08	49
Ozone (ppb)	66	63.7	79	61.6	80
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.414	0.224	99	0.261	85
Air Toxics Cancer Risk* (lifetime risk per million)	40	25	99	25	94
Air Toxics Respiratory HI*	0.3	0.26	37	0.31	31
Toxic Releases to Air	25,000	4,300	98	4,600	96
Traffic Proximity (daily traffic count/distance to road)	100	130	62	210	57
Lead Paint (% Pre-1960 Housing)	0.6	0.27	82	0.3	80
Superfund Proximity (site count/km distance)	0.79	0.35	89	0.13	97
RMP Facility Proximity (facility count/km distance)	1.5	0.31	98	0.43	93
Hazardous Waste Proximity (facility count/km distance)	3.8	1.4	83	1.9	85
Underground Storage Tanks (count/km ²)	2.5	2.3	68	3.9	63
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.0032	0.1	55	22	58
SOCIOECONOMIC INDICATORS					
Demographic Index	68%	32%	93	35%	88
Supplemental Demographic Index	20%	12%	88	14%	78
People of Color	99%	38%	99	39%	95
Low Income	37%	26%	76	31%	66
Unemployment Rate	7%	6%	67	6%	68
Limited English Speaking Households	10%	2%	92	5%	84
Less Than High School Education	17%	9%	83	12%	76
Under Age 5	1%	5%	17	6%	14
Over Age 64	10%	21%	24	17%	28
Low Life Expectancy	28%	20%	99	20%	97

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	0
Air Pollution	0
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	4

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	No

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	No
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 100030154002

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	28%	20%	99	20%	97
Heart Disease	7.5	6.5	76	6.1	77
Asthma	12.8	10.3	94	10	95
Cancer	5.8	6.8	36	6.1	41
Persons with Disabilities	18.3%	13.5%	83	13.4%	80

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	0%	10%	0	12%	0
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	9%	11%	55	14%	44
Lack of Health Insurance	6%	6%	65	9%	47
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	No	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 100030154002



EJScreen Community Report

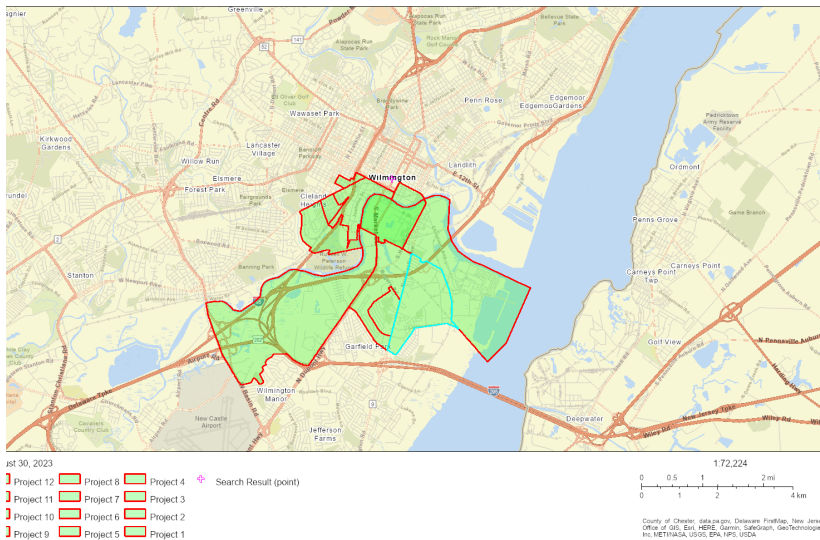
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

New Castle County, DE

Blockgroup: 100030155021

Population: 1,914

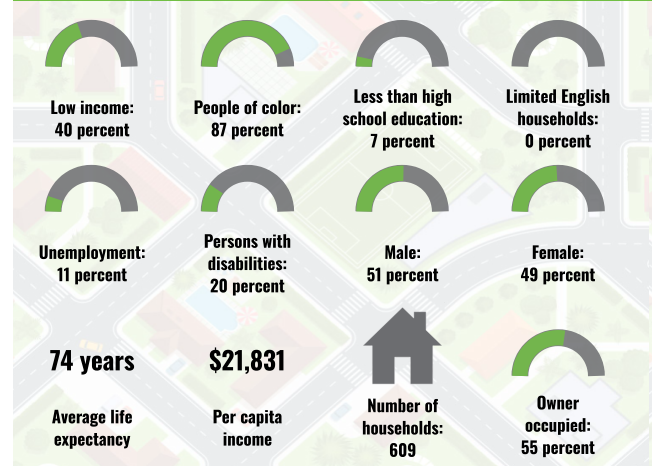
Area in square miles: 0.93



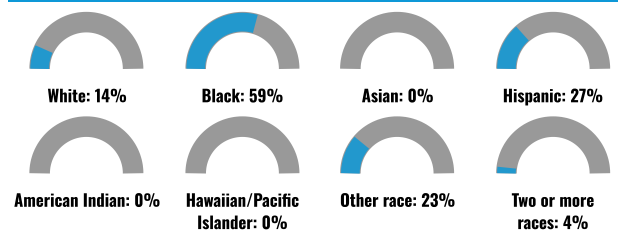
LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	74%
Spanish	26%
Total Non-English	26%

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

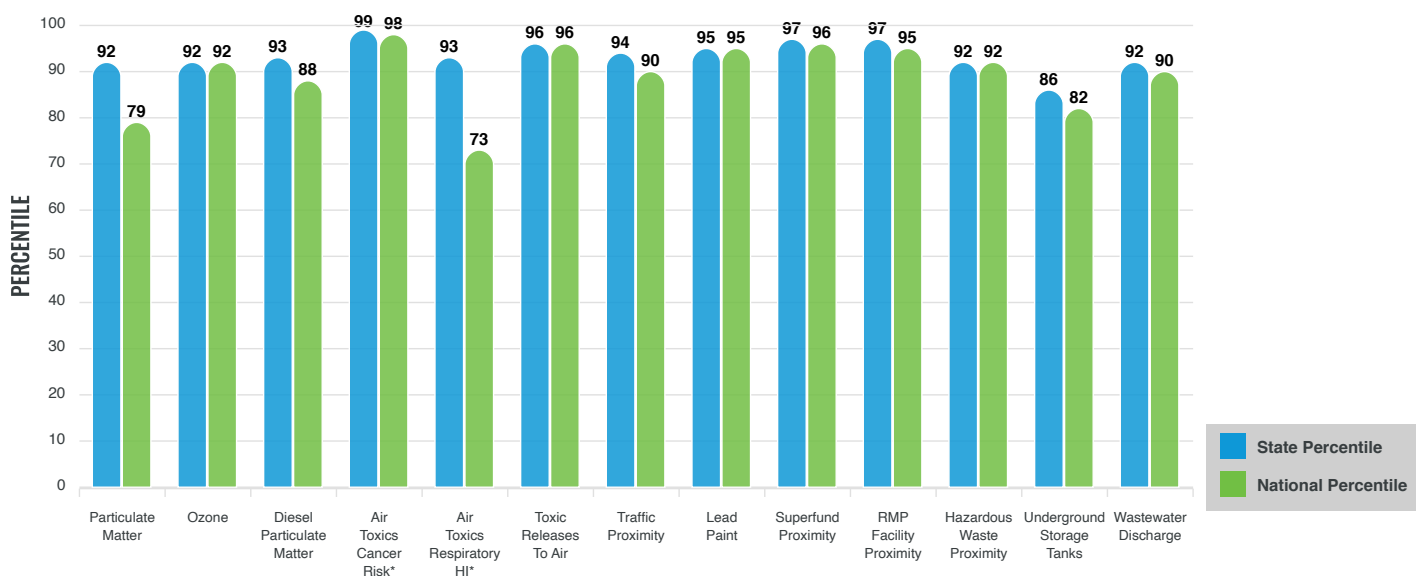
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

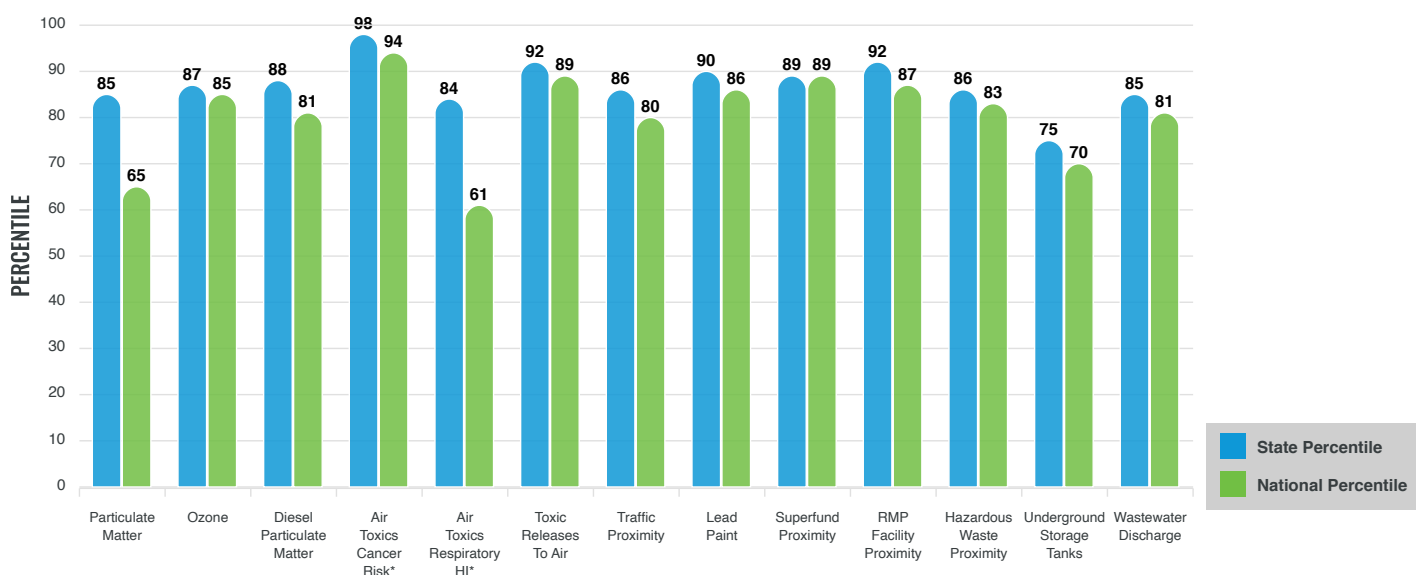
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 100030155021

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.15	7.7	72	8.08	48
Ozone (ppb)	65.9	63.7	78	61.6	80
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.335	0.224	86	0.261	74
Air Toxics Cancer Risk* (lifetime risk per million)	70	25	99	25	94
Air Toxics Respiratory HI*	0.3	0.26	37	0.31	31
Toxic Releases to Air	43,000	4,300	99	4,600	98
Traffic Proximity (daily traffic count/distance to road)	230	130	83	210	77
Lead Paint (% Pre-1960 Housing)	0.84	0.27	94	0.3	93
Superfund Proximity (site count/km distance)	0.93	0.35	91	0.13	97
RMP Facility Proximity (facility count/km distance)	2.4	0.31	99	0.43	97
Hazardous Waste Proximity (facility count/km distance)	3.3	1.4	81	1.9	83
Underground Storage Tanks (count/km ²)	1.8	2.3	60	3.9	57
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.026	0.1	69	22	74
SOCIOECONOMIC INDICATORS					
Demographic Index	64%	32%	92	35%	85
Supplemental Demographic Index	16%	12%	75	14%	67
People of Color	87%	38%	93	39%	87
Low Income	40%	26%	78	31%	69
Unemployment Rate	11%	6%	86	6%	85
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	7%	9%	55	12%	46
Under Age 5	7%	5%	70	6%	66
Over Age 64	14%	21%	35	17%	41
Low Life Expectancy	24%	20%	89	20%	85

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	1
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	0
Air Pollution	13
Brownfields	2
Toxic Release Inventory	3

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	4

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	No

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 100030155021

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	24%	20%	89	20%	85
Heart Disease	7.7	6.5	78	6.1	80
Asthma	12.7	10.3	94	10	95
Cancer	5.5	6.8	26	6.1	35
Persons with Disabilities	18.8%	13.5%	85	13.4%	82

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	5%	10%	55	12%	42
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	25%	11%	89	14%	83
Lack of Health Insurance	15%	6%	96	9%	84
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	No	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 100030155021

Appendix D: Open House Meeting Summary

South Market Street Redevelopment Project

December 14, 2022 Open House Summary

May 2023



1. Introduction

The City of Wilmington in partnership with the Riverfront Development Corporation of Delaware (RDC), is preparing an Environmental Assessment (EA) for the Federal Highway Administration (FHWA) for the South Market Street Redevelopment Project. The City is a recipient of federal funds through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant and is therefore an undertaking under the National Environmental Policy Act (NEPA) process.

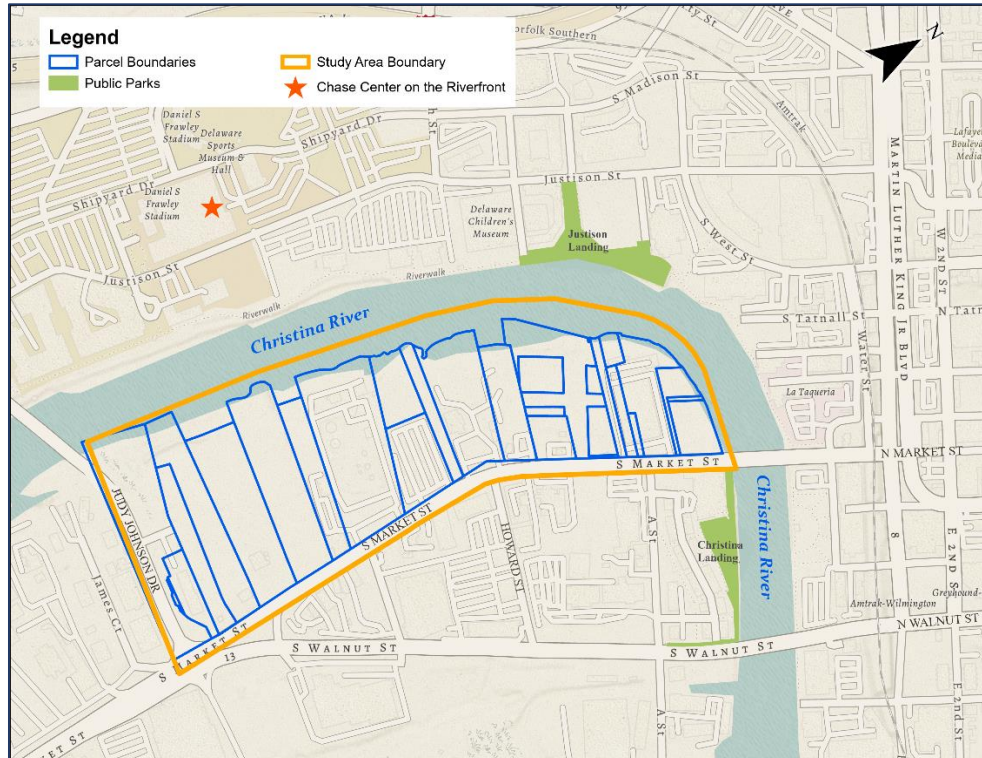
The Project is located along the east Christina riverbank in Wilmington, New Castle County, Delaware. The Project's study area extends east from the Christina River to South Market Street and is bound in the south by Judy Johnson Drive, formerly known as New Sweden Street.

Throughout the NEPA process there will be opportunities for engagement with the local communities and citizen comment and participation, including a minimum of two public meetings. The following document describes the first public meeting in an Open House format held as part of this effort on December 14, 2022.

2. Open House #1

The City of Wilmington held the first public meeting as an Open House for the South Market Street Redevelopment Project on Wednesday, December 14, 2022, from 4:30 – 6:30 p.m. at the Chase Center on the Riverfront, Pusey & Jones Room at 815 Justison St, Wilmington, DE 19801. The location of the Open House is shown below in **Figure 1**.

Figure 1: December 2022 Open House Location

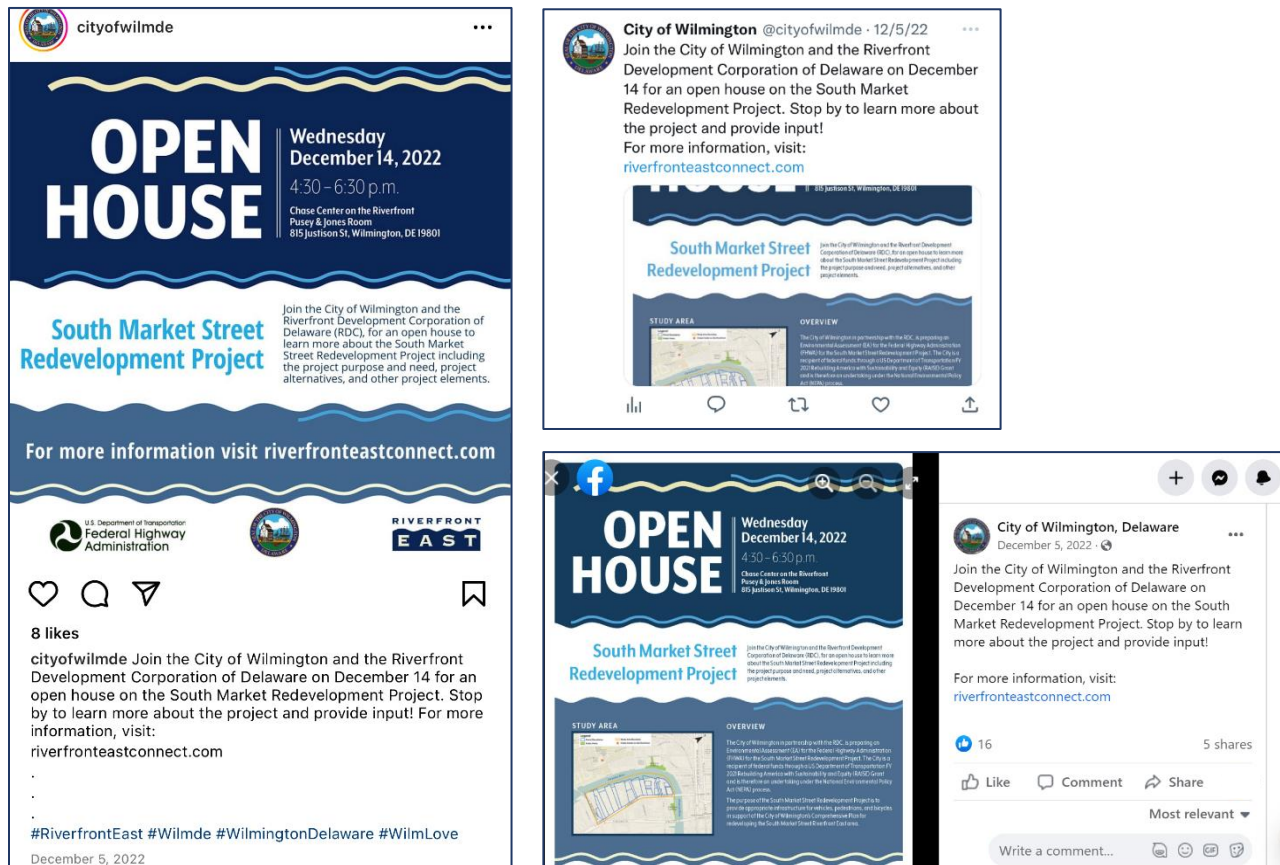


The purpose of this meeting was to introduce the South Market Redevelopment Project and inform the public on the Project Purpose and Need, Concept Plans, and project elements.

2.1 Notification and Outreach

Various advertising and outreach methods were used to notify the public and stakeholders about the South Market Street Redevelopment Project Open House. These efforts include a press release sent to local media, post to the City of Wilmington's City News website, legal advertisement in The News Journal, and social media posts on Instagram, Twitter, and Facebook. **Figure 2** below show posts made to the City of Wilmington's social media platforms to advertise the Open House on December 5, 2022. Similar social media posts were made again on December 12, 2022, closer to the meeting date. In addition, Open House advertisements were posted to the Riverfront East's social media platforms.

Figures 2: City of Wilmington Social Media Posts



An Open House flyer was sent in both English and Spanish to identified Environmental Justice (EJ) organizations in the area that have available emails, which included places of worship, civic leagues and neighborhood associations, food banks and pantries, and service/justice organizations (see **Appendix B**). Printed copies of the English and Spanish flyer were dropped off at community centers in the area, including the Rose Hill Community Center, Neighborhood House, and Latin American Community Center.

Table 1 below summarizes the outreach methods used to notify area residents and stakeholders about the meeting. Refer to **Appendix B** for more information on these efforts.

Table 1: Open House Attendance

Outreach Method	Date
EJ Organization Outreach: Email and Flyer Drop-Off	December 8, 2022
Social Media Posts (Instagram, Twitter, Facebook)	December 5, 6, and 12, 2022
Newspaper Legal Ad	December 11, 2022
Press Release	December 12, 2022
City of Wilmington City News Webpage Post	December 12, 2022

2.2 Attendance

The December 2022 Open House was attended by 75 members of the public, elected officials, city staff, and media representatives. A summary of attendance at the Open House is presented in **Table 2**.

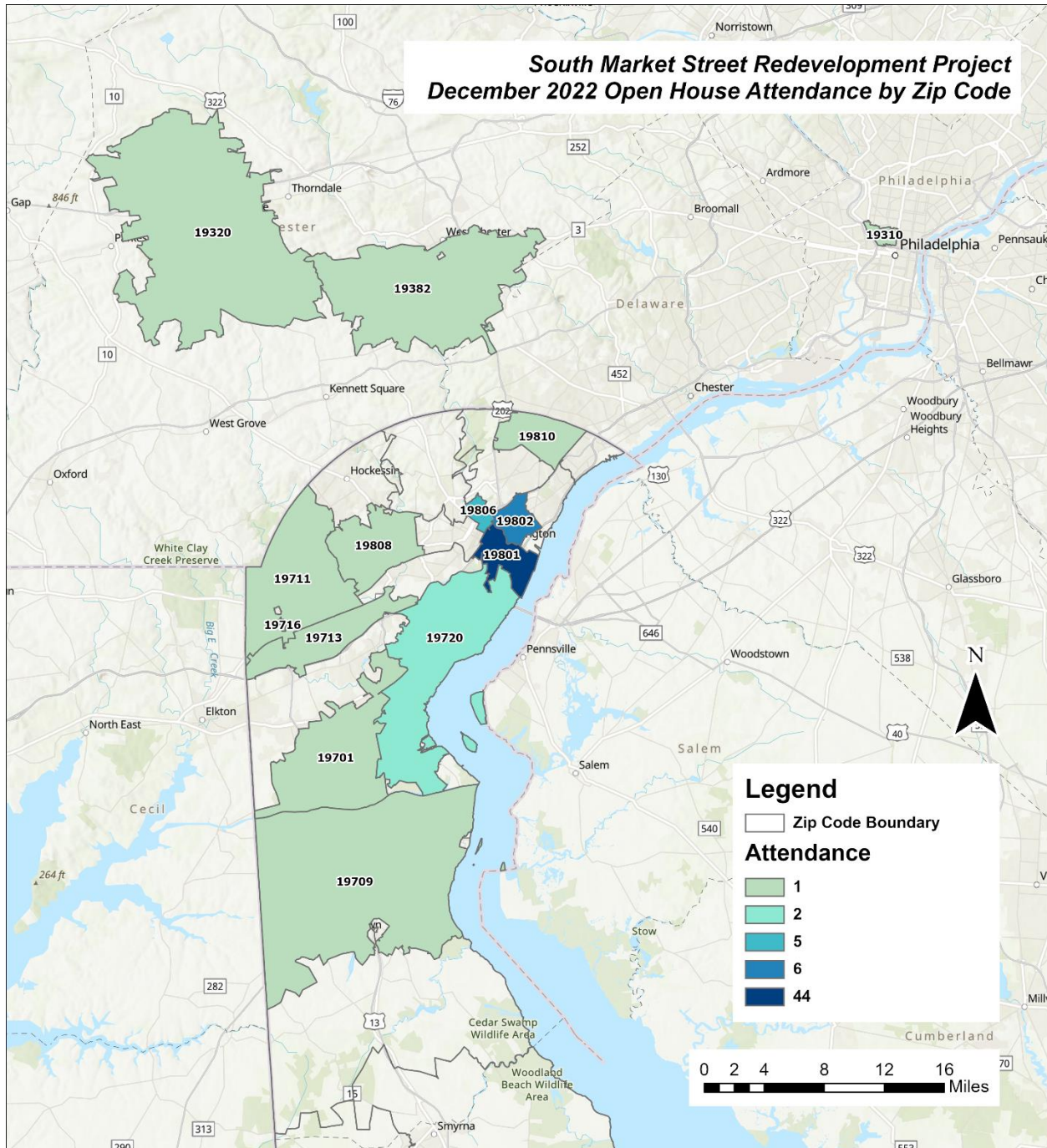
Table 2: Open House Attendance

Affiliation	Attendees
General Public	70
Elected Officials	2
Media	3
Total Attendance	75

Elected officials present at the meeting include State Representative Frank Cooke, District 16, and Wilmington City Councilwoman Michelle Harlee, 4th District. Additionally, members of the Harlan Park Civic Association, Trolley Square Civic Association, and the Southbridge Community Development Corporation attended, as well as representatives from the City of Wilmington, Delaware Transit Corporation, and Wilmington Area Planning Council. Media personnel from Delaware Live News, Out and About, and Delaware Public Media were present.

Of the 75 Open House attendees, 67 provided their zip code when signing in. The majority of attendees (44) reside in the 19801 zip code, where the South Market Street Redevelopment Project Study Area is located. Adjacent to the 19801 zip code area, six attendees noted they reside in the 19802 zip code, and five in 19806. The remaining 12 attendees noted zip codes across Delaware, including Wilmington, New Castle, Newark, Bear, and Middletown, as well as southeastern Pennsylvania. See **Figure 3** to view a map of the meeting attendees by zip code.

Figure 3: Open House Attendance by Zip Code



2.3 Format and Materials

The Open House began at 4:30 p.m. and featured a casual meeting format where attendees could arrive at any time to view the informational display boards, provide public comment, and ask questions directly to the project staff, one on one, to allow for attendees to feel more comfortable offering their input on the project.

The in-person Open House featured a welcome/sign-in table, informational boards with project staff, and comment tables. Attendees arrived at the Chase Center on the Riverfront and signed in at the welcome table. From there, they were directed to the Pusey & Jones Room to view the eight informational boards on display. Project staff were present at the boards to answer questions from the public. The information presented on the display boards included an overview of the study area, project Purpose and Need, NEPA process, alternatives considered, elements of the Build Alternative, schedule and next steps, and ways to comment and stay connected throughout the study. See **Appendix C** to view the informational display boards. After making their way through the informational boards, attendees were encouraged to fill out and hand in a public comment form at the comment tables. The Open House concluded at 6:30 p.m.

In addition to the in-person Open House, a narration of the display boards was made available on the project website, **riverfronteastconnect.com**, as well as a place for the public to submit comments and questions online. This allows for members of the public that could not attend the meeting in-person to receive the same information as those that attended.

2.4 Public Comments

The public comment period began on the date of the Open House, Wednesday, December 14, 2022, and closed on Monday, January 16, 2023, allowing for at least 30 days for the public comment. Comments were accepted through the written comment form at the Open House, online at **riverfronteastconnect.com**, or through email to **contact@riverfronteastconnect.com**.

Eight comments were received via the written comment form at the Open House. Comments inquired about the project's impacts to downtown businesses, the current ShopRite location, and the environment, including impacts to wildlife and flooding conditions in the area. Other comments noted the need for bicycle and pedestrian improvements in the area, specifically a safe connection along A Street between bus stations, and an interest in a boater friendly riverfront with dock access. In general, comments received offered support for the project, however one comment noted concern over the length of the NEPA process.

Other frequently heard comments that were communicated verbally to the project staff at the Open House included questions about what will be built in the study area, such as offices, apartments, or restaurants, and what is being done with the previous Salvation Army property and when. In addition, attendees asked about the timeframe of the NEPA process and subsequent timing of construction. Overall, the public expressed support and excitement for the project and the redevelopment of the South Market Street area.

3. Next Steps

The input received at the December 2022 Open House will be considered in the development of the EA for the South Market Street Redevelopment Project. The next public meeting for the project will be held in July 2023, concurrent with the notice of availability for the EA. This meeting will focus on the results of the analysis and impacts in the EA. In order to keep the public informed on the project between public meetings, e-newsletters with project updates will be sent to members of the public that have opted to receive communications.

Appendix A: EJ Organization Contact List and Email

Organization Type	Name
Place of Worship	Church of God of Prophecy
	Greater Deliverance Temple
	River of Life Church
	Harrison Memorial Baptist Church
	PDH Ministries
	Iglesia de Dios Linaje Escogido
	Mt Joy United Methodist Church
	Ezion Fair Church
	New Calvary Baptist Church
	New Covenant Haitian Church
	House of God Church
	Church of the Living Word
	Boulden Uame Church
	Union AME Zion Church
	Peoples Baptist Church, Full Gospel Ministries
	Solid Rock-Baptist Church
	Emmanuel Church of Jesus Christ Apostolic, Inc.
	Sycamore Hill Church
	St. Hedwig Roman Catholic Church
	My Brethren Ministries Headquarters
Food Bank/Pantry	People's Baptist Church Food Ministry
	Rose Hill Community Center
	DeLaWarr State Service Center Food Closet
	Canby Park Civic Association
Civic Associations	Browntown Community Association
	Hedgeville Civic Association
	Christina Landing Service Corporation
	Southbridge Civic Association
Service/Justice Organizations	Neighborhood House Community Center
	Southbridge Community Development Corporation
	DeLaWarr State Service Center
	Rose Hill Community Center
	Metropolitan Wilmington Urban League
	Latin American Community Center
	United Way of Delaware
	The Salvation Army
	Healthy Communities Delaware
	Environmental Justice Ministry at Episcopal Church of Saints Andrew & Matthew (SsAM)
	Delaware Concerned Residents for Environmental Justice



<contact@riverfronteastconnect.com>

South Street Market Development Project Open House 12/14/2022

<contact@riverfronteastconnect.com>

Thu, Dec 8, 2022 at 4:30 PM

Join us for our open house!

The City of Wilmington in partnership with the Riverfront Development Corporation of Delaware (RDC), is preparing an Environmental Assessment (EA) for the Federal Highway Administration (FHWA) for the South Market Street Redevelopment Project. Join the City of Wilmington and the RDC, for an open house to learn more about the South Market Street Redevelopment Project including the project purpose and need, project alternatives, and other project elements.

Wednesday December 14, 2022

4:30 – 6:30 p.m.

Chase Center on the Riverfront

Pusey & Jones Room

815 Justison St, Wilmington, DE 19801

The South Market Street Redevelopment Project Team

contact@riverfronteastconnect.com

2 attachments

South Market Open House Flyer.pdf
758K

South Market Open House Flyer_Spanish.pdf
233K



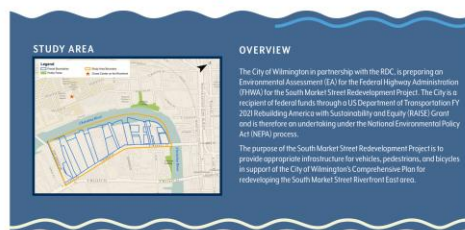
South Market Street Redevelopment Project

Join the City of Wilmington and the Riverfront Development Corporation of Delaware (RDC), for an open house to learn more about the South Market Street Redevelopment Project including the project purpose and need, project alternatives, and other project elements.



Proyecto de Reurbanización de South Market Street

Participe en la jornada de puertas abiertas de la ciudad de Wilmington y la Corporación para el Desarrollo de la Ribera (RDC, Riverfront Development Corporation) de Delaware para conocer más sobre el Proyecto de Reurbanización de South Market Street, como el objetivo y la necesidad del proyecto, los alternativas y otros elementos del proyecto.



For more information visit
riverfronteastconnect.com



Para obtener más información
visite riverfronteastconnect.com



Appendix B: Open House Outreach Summary

Outreach Method	Item	Description	Date
EJ Organization Outreach: Email and Flyer Drop-Off	Open House Flyer	<p>The South Market Street Redevelopment Project Open House flyer was emailed to 39 EJ organizations in the area, both in English and Spanish.</p> <p>Printed English and Spanish versions of the flyer were dropped off at community centers in the area, including the Neighborhood House, Rose Hill Community Center, and the Latin American Community Center.</p>	December 8, 2022
Social Media	City of Wilmington: Instagram Facebook Twitter	Social Media Posts regarding the South Market Street Redevelopment Project Listed Below Join the City of Wilmington and the Riverfront Development Corporation of Delaware on December 14 for an open house on the South Market Redevelopment Project. Stop by to learn more about the project and provide input! For more information, visit: riverfronteastconnect.com	December 5, 2022
	Riverfront Wilmington: Instagram Facebook Twitter	Join the City of Wilmington and the Riverfront Development Corporation of Delaware on December 14 for an open house on the South Market Redevelopment Project. Stop by to learn more about the project and provide input! For more information, visit: riverfronteastconnect.com	December 6, 2022
	City of Wilmington: Instagram Facebook Twitter	Attend the open house this Wednesday, December 14, to learn more about the South Market Street Redevelopment Project including the project purpose and need, project alternatives and other project elements, as well as provide public comment. For more information visit: Riverfronteastconnect.com	December 12, 2022
Newspaper Legal Ad	Legal advertisement in the News Journal Link to Ad	The City of Wilmington in partnership with the Riverfront Development Corporation are hosting an open house on December 14 for the South Market Redevelopment Project. For more information, visit riverfronteastconnect.com	December 11, 2022
Press Release	Link	South Market Street Redevelopment Project Open House Press Release.	December 12, 2022
City of Wilmington City News Webpage Post	Link to Post	Open House advertisement posted to the City of Wilmington's City News webpage at https://www.wilmingtonde.gov/about-us/city-news	December 12, 2022

Appendix C: December 2022 Open House Informational Display Boards

SOUTH MARKET STREET REDEVELOPMENT PROJECT

Welcome
to the December 2022 Open House



Overview of Study Area



Purpose and Need

Purpose

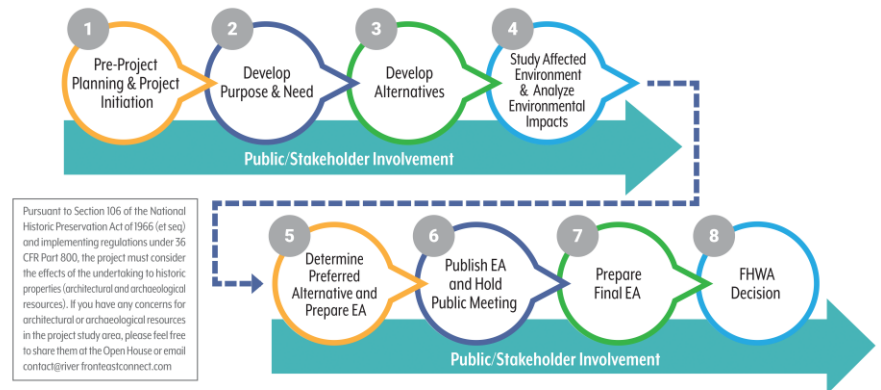
The purpose of the South Market Street Redevelopment Project is to provide appropriate infrastructure for vehicles (including public transportation), pedestrians, and bicycles in support of the *City of Wilmington Comprehensive Plan* for redeveloping the South Market Street Riverfront East area.

Need

To improve infrastructure and access to underutilized properties east of the Christina River, as outlined in the *City of Wilmington Comprehensive Plan* and *South Market Street Master Plan*.

- Support for Planned Future Land Uses
- Multimodal Connectivity and Mobility

NEPA Process



Alternatives Considered

EA requires an assessment of alternatives:
No Build and Build Alternative



Elements of Build Alternative



- Riverwalk with dedicated bicycle lanes
- On-street bicycle lanes
- Innovative protected bicycle intersections
- Widened sidewalks
- Drainage improvements in the floodplain
- Open space (parks)
- Additional traffic signals along South Market Street
- Bus bump-outs along South Market Street

Schedule & Next Steps



Ways to Comment & Stay Connected

How to Comment

Please submit your comments by
Monday, January 16, 2023 via

- Comment form at this Open House
- Email to contact@riverfronteastconnect.com
- On the project website at riverfronteastconnect.com

Visit the study website to:

- Sign up for the project newsletter
- Participate in future public involvement opportunities
- Receive project updates
- Review the Open House materials



www.riverfronteastconnect.com

Appendix E: Pop-Up Event Outreach Materials

Pop-Up Event Outreach Materials: Bi-Lingual Cards

South Market Street Redevelopment Project

STUDY AREA

OVERVIEW

The City of Wilmington in partnership with the Riverfront Development Corporation of Delaware, is preparing an Environmental Assessment (EA) for the Federal Highway Administration (FHWA) for the South Market Street Redevelopment Project. The City is a recipient of federal funds through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant and is therefore an undertaking under the National Environmental Policy Act (NEPA) process.

The purpose of the South Market Street Redevelopment Project is to provide appropriate infrastructure for vehicles, pedestrians, and bicycles in support of the City of Wilmington's Comprehensive Plan for redeveloping the South Market Street Riverfront East area.

Visit riverfronteastconnect.com

Learn more about the South Market Street Redevelopment Project including the project purpose and need, project alternatives, and other project elements.

► Contact the project team at contact@riverfronteastconnect.com

Proyecto de Reurbanización de South Market Street

ÁREA DE ESTUDIO

RESUMEN

La ciudad de Wilmington, junto a la Corporación para el Desarrollo de la Ribera (Riverfront Development Corporation) de Delaware está desarrollando una Evaluación Ambiental (EA) para la Administración Federal de Autopistas (FHWA, Federal Highway Administration) para el Proyecto de Reurbanización de South Market Street. La ciudad recibe fondos federales a través de una subvención del Departamento de Transporte de EE. UU. para el año fiscal 2021 de Reconstrucción de Norteamérica con Sustentabilidad y Equidad (RAISE, Rebuilding America with Sustainability and Equity) y, por lo tanto, es un proyecto sujeto al proceso de la Ley Nacional de Política Ambiental (NEPA, National Environmental Policy Act).

El objetivo del Proyecto de Reurbanización de South Market Street es ofrecer una infraestructura adecuada para los vehículos, los peatones y las bicicletas con el fin de apoyar el Plan Integral de la ciudad de Wilmington para la reurbanización del área este de la ribera de South Market Street.

Visite riverfronteastconnect.com

Conocer más sobre el Proyecto de Reurbanización de South Market Street, como el objetivo y la necesidad del proyecto, las alternativas y otros elementos del proyecto.

► Póngase en contacto con el equipo del proyecto en contact@riverfronteastconnect.com

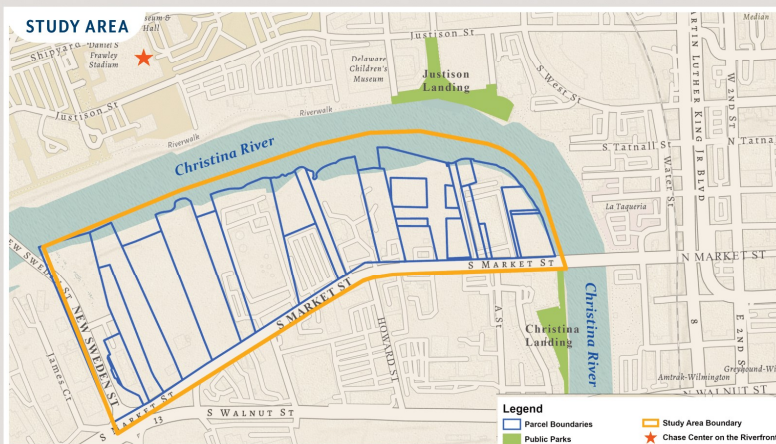
Pop-Up Event Outreach Materials: Poster

South Market Street Redevelopment Project

OVERVIEW

The City of Wilmington in partnership with the Riverfront Development Corporation of Delaware, is preparing an Environmental Assessment (EA) for the Federal Highway Administration (FHWA) for the South Market Street Redevelopment Project. The City is a recipient of federal funds through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant and is therefore an undertaking under the National Environmental Policy Act (NEPA) process.

The purpose of the South Market Street Redevelopment Project is to provide appropriate infrastructure for vehicles, pedestrians, and bicycles in support of the City of Wilmington's Comprehensive Plan for redeveloping the South Market Street Riverfront East area.



Visit riverfronteastconnect.com



Learn more about the South Market Street Redevelopment Project including the project purpose and need, project alternatives, and other project elements.



Contact the project team at
contact@riverfronteastconnect.com



U.S. Department of Transportation
Federal Highway
Administration



RIVERFRONT
EAST