

Proposed SR1 Townsend Ramps “Paving the Way to Sprawl”

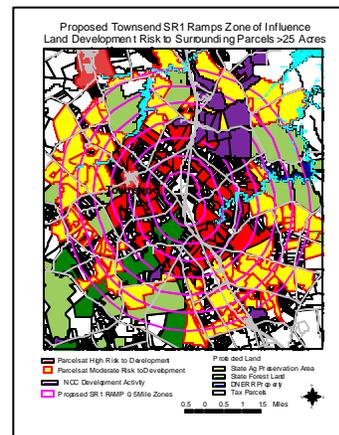


Highway access is the number one impetus behind sprawl. These ramps will open up the floodgates of development. If you want to be a part of this, then support the ramps. *If you want to help maintain the areas rural character, oppose the ramps.* Your opposition is needed to help achieve a more “Livable Delaware”.

The proposed SR1 Townsend Access Ramps, supported by area legislators, are a violation of the State Strategies for Growth, The New Castle County Comprehensive Development Plan, and the Townsend Comprehensive Development Plan. The rural location of these proposed ramps is also one of the few areas of Southern New Castle County that, until now, has not been a desired area for development by the County or a municipality.

These ramps are a wasteful spending of your tax dollars. The ramps are expected to cost about \$5 million to construct, but will have profound economic effects on open space protection estimated at over \$49 million (SNCCA, 2004). While DelDOT may provide some money for “conservation”, this amount will unlikely cover the increased land values created by the ramps, leading to a net reduction of land protection. We can also expect significantly more public investment to upgrade the rural roads, provide services, and cover the added cost of sprawl. Sprawl costs the public about \$ 1.20 for every \$1.00 in revenue (Sierra Club, 2000).

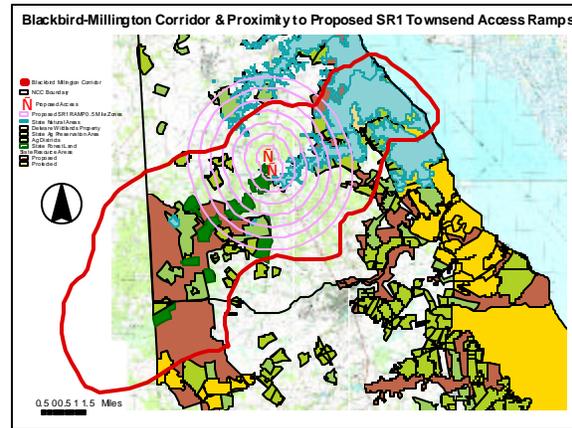
The ramps will clearly impact the region's agriculture and open space protection. A preliminary analysis of undeveloped land in the region places 4,400 acres at high risk, 10,870 acres at moderate risk, or **a total of 15,273 acres at increased risk for development if the ramps are built** (See Map, “Red” high risk land, “yellow” moderate risk land – A Larger map may be viewed at <http://hometown.aol.com/sandict/RampFactSheet.html>). With most of the new home buyers originating from the north, the Townsend Access is a shorter commute that will shift the development from southern points in Smyrna and Dover to this area.



The area likely to be impacted by increased development has been identified by numerous Federal, State, and Non-profit Conservation groups including The Nature Conservancy, Delaware Nature Society, the Sierra Club, and the Delaware Native Plant Society as a critical area in need of targeted natural resource protection.

The area is known as the Blackbird-Millington Conservation Corridor. It is one of the few remaining natural habitat corridors with high ecological value remaining along the east

cost of the United States. (See Map: Red “+” are ramps, Red Outline is Corridor – view larger map at <http://hometown.aol.com/sandict/RampFactSheet.html>).



The Ramps will have a direct impact on the regions air quality. The additional growth will worsen the region’s severe non-attainment of Clean Air Act requirements. ***This has significant public health impacts, particularly for those with asthma or other respiratory diseases.***

From an economic point of view, it is highly unlikely that this investment will produce \$54 plus million in tax revenues from local businesses. More importantly, it will take several years to build the ramps, and by then the businesses will have recovered, moved, or closed. We must ask why we are subsidizing private business with an infrastructure investment that will drastically impact the rural community character and not achieve the desired results.

A far more responsible and better option would be a "buy local" campaign funded by the State to increase patronage by local residents. The State should also help the businesses identify and attract new business opportunities, such as Willey Farms capturing a bigger part of landscaping sales from the new homes being constructed just north.

Public policies to control growth are highly susceptible to political changes in leadership. Hard infrastructure, such as the proposed SR1 Townsend Access Ramps will transcend political policy shifts once built. While growth policies may or may not remain protective for the rural area of SNCC, excessive road access will be a stable incentive for additional growth.

Please ask that the SR1 Townsend Access Ramps not be planned or built.



Southern New Castle County