

Comments for 10/18/2022 Highline Warren Public Hearing - Docket #2022-P-A-0013

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Sun 10/2/2022 6:37 PM

To: HearingComments, DNREC (MailBox Resources) <DNRECHearingComments@delaware.gov>

I was told that the subject matter in my emails to Amy Mann and Bradley Klotz needed to be sent to this email address or would not be included, although much of this was in my official email requesting that a public hearing indeed be held. So please forgive me for any repetition.

FROM ANNE KOIV, 102 Lindbergh Ave, (302) 593-2118

To whom is in charge of comments for the 10/18/2022 Highline Warren public hearing:

Highline Warren's increase to 24/7/52 working hours was listed on their paperwork for the increased throughput and they have already started doing that to some extent. It shouldn't be allowed prior to the public meeting (and not until the alternate route is a reality) and I feel it very shady on their part to have already started. On Saturday, September 24, four 18-wheelers zoomed past my house to Highline between 6:50 and 7:11 p.m...in addition to the various truck traffic every weekend since at least the beginning of September. Doesn't that expansion to 24/7 working hours have to be approved at least along with the upcoming Public Hearing about the expanded throughput since it was requested on their application, but left off the actual public notice (convenient or an oversight)? This is very depressing.

I've no doubt DNREC will approve everything for them lock, stock, and barrel but at least make it look like it is all being done "after" and "along" with the 10/18 hearing. It's a shame that they can expand their working hours and days on their own prior to the hearing with no repercussions and it will only get worse with their expanding throughput approval from DNREC.

And since the DelDOT public workshop about the proposed Sears Blvd Extension is on 10/19, any help DNREC can provide to help this Extension become a firm reality AND to persuade DelDot to have the construction of it be moved up as being immediately urgent since \$600,000 has already been earmarked for what WILMAPCO at their meeting estimated to be a \$500,000 price tag, and it has been a decade old problem already. Please?

I sent additional reasons for this (Docket #2022-P-A-0013) to not be approved when the original notice about requesting a public hearing was published so you already additional comments from me. Unfortunately, I cannot attend the virtual meeting because I don't have a computer with a camera and I am not going to a library to do so either. I may try to attend via phone, however, I did that once before to attend a WILMAPCO meeting and it didn't work very well.

Their request for the increased throughput, as Bradley previously discussed with me, is within the limits of their original permit so the increased throughput will undoubtedly be approved. However, the part of their request that should not be approved even after the 10/18 meeting is the increase in working hours to 24/7 which will disrupt the residents' quality of life even more than currently with the increased truck traffic necessary to distribute the volume of product being produced, assuming the throughput increase is indeed approved.

And until that alternate road is built, our traffic nightmare will continue to worsen. I know that DNREC does not feel the traffic is their issue BUT the increase in trucks increases diesel fumes which further decreases our air quality (which is one of your areas) and our quality of life. And the increase in trucks increases wear and tear on our roads, underground utility infrastructure (the vibrations of the 18-wheelers also light up my touch lamps routinely and cause cracks in my neighbors' 1940's plaster walls/ceilings and also cause problems with gas, water, and sewer lines), and the destruction of overhead cable lines has been happening even now (in addition to the damage to yards when the drivers take the wrong turn...like when they turfed the corner of my garden last year). Also increased are the chances of a chemical spill with the throughput increase.

If this was a more prestigious neighborhood, this would not have been allowed to go on for almost a decade with no help. In fact, those chemical tanks would not have been allowed to be erected in the back yards in any prestigious neighborhood in the first place. Shame on us for being working middle class mostly.

10/11/22, 9:34 AM

Mail - Vest, Lisa A. (DNREC) - Outlook

Respectfully submitted,

Anne Koiv