

## **Appendix A:**

### **Comparison of D1 (Spaghetti Option) and the Build Alternative from the Blue Ball Properties Transportation Project**

## **Comparison of Alternative D1 (the “Spaghetti Plan”) and the Blue Ball Properties Area Transportation Improvements Build Alternative.**

Alternative D1, referred to as the “Spaghetti Plan,” consisted of a much larger study area than the Blue Ball Area Transportation Improvement Project, a comparison of the impacts to the Blue Ball Properties area and the section of Alternative D1 (from the Childrens Drive/Rockland Road intersection east to Concord Pike, and from Delaware Route 141 north to the Augustine Cut-Off), shows that the level of impact from the previously approved Alternative D1 is greater to the project area’s natural resources.

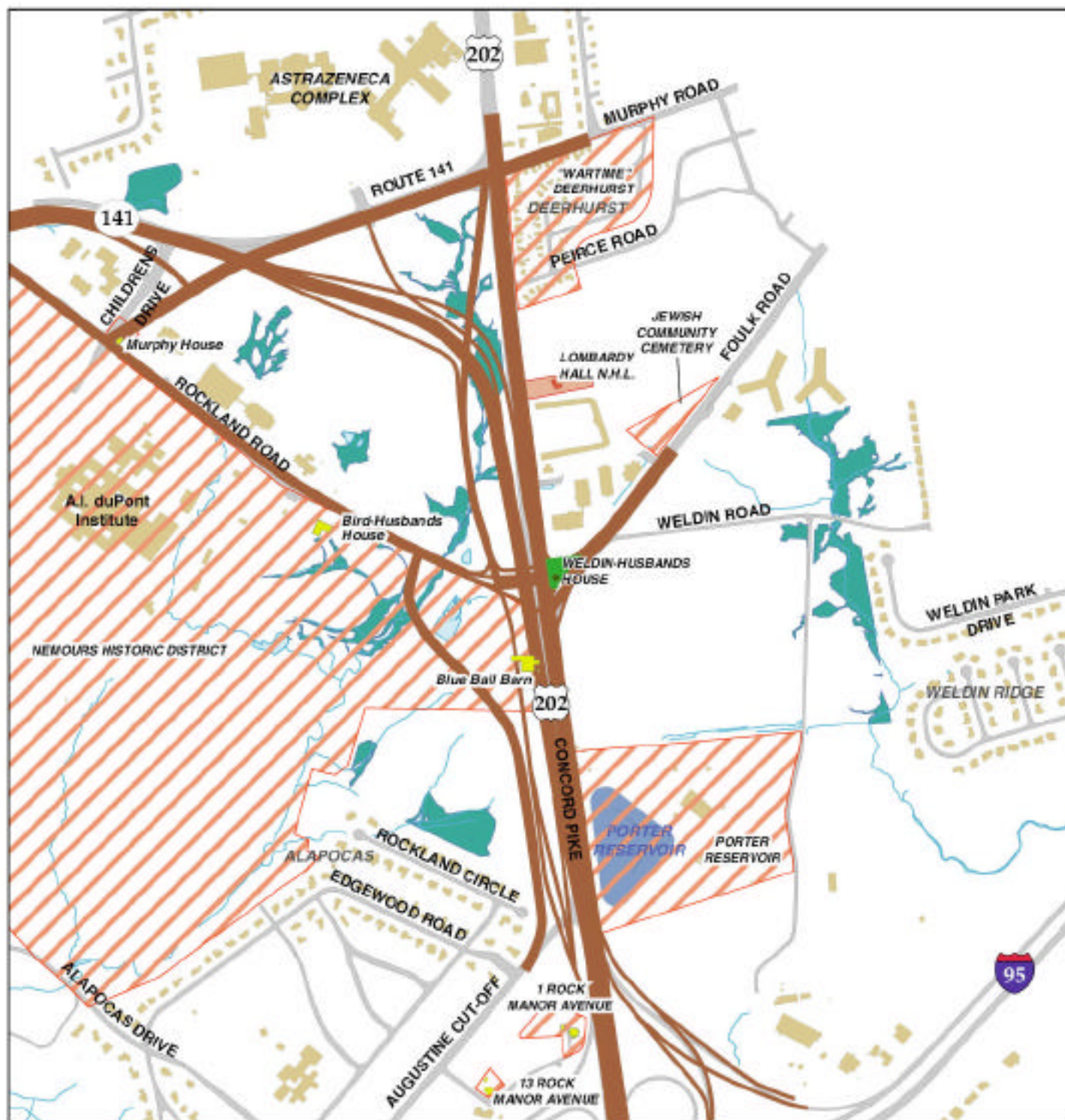
The Spaghetti Plan required one (1) residential displacement at the Woodbrook Development, and the displacement of three (3) commercial properties at the Brandywine Plaza complex. Three (3) potentially eligible or listed historic structures would be displaced by the Spaghetti plan: the William Murphy House, the Blue Ball Barn, and One Rock Manor Avenue. Five (5) potentially eligible archaeological sites would be impacted; the Blue Ball Tavern site, and the Blue Ball Dairy sites, a, b and c; as well as the Civil War Cemetery site (*Environmental Assessment, May 1992*).

Current economic development plans for the Blue Ball Properties project area includes the expansion of the AstraZeneca Pharmaceutical Company and parkland improvements. The Spaghetti Plan is inconsistent with these developments and the Blue Ball Master Plan because of the large encroachment on the AstraZeneca Triangle parcel and the Alapocas Tract.

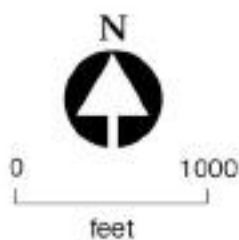
The previously approved Alternative D1, and the Blue Ball Area Transportation Improvement Project both took into account the many natural, cultural and historic resources within the project area. Specifically, expected quantitative and qualitative impacts that would occur as a result of each of these projects were assessed. The Blue Ball Area’s Build Alternative was developed through a Master Planning process including public and community involvement, as well as input from the regulatory agencies. Besides avoiding impacts to natural, cultural and historic resources in the site, this Build Alternative was developed with additional specific goals that had to be met, such as the goal of connecting the existing Greenway Trail on the west side of the Alapocas Tract through the Blue Ball Properties area to the connection on the east side, thereby connecting the Brandywine Valley to the City of Wilmington through the trail. This connection, part of the Blue Ball Area Master Plan, could not be completed as part of the Spaghetti Plan concept.

The Transportation and Recreation and Historic Preservation Committees, as part of the public process, helped the Project Team and the Master Planning team to develop goals and determine what type of improvements would be acceptable in the Blue Ball Properties area. The Spaghetti Plan was not developed as part of the Blue Ball Properties and would not be consistent with the goals established by the committees.

<b>General Impacts of the “Spaghetti Plan”</b>	
<b>Wetlands</b>	3.94 acres (1.59 hectares)
<b>Agricultural Land</b>	18.43 acres (7.45 hectares)
<b>Forestland</b>	26.92 acres (10.89 hectares)
<b>Non-residential/ Commercial Land Use</b>	21.44 acres (8.67 hectares)
<b>Commercial Displacements</b>	3
<b>Residential Displacements</b>	1
<b>Total Land Area Converted to Transportation Use:</b>	<b>73.98 acres (29.93 hectares)</b>



## APPENDIX A: "SPAGHETTI" OPTION



- Wetland
- National Historic Landmark (N.H.L.)
- National Register Eligible Property
- Locally Significant Historic House



**MTA**  
McCormick, Taylor & Associates, Inc.

