

**VIRTUAL REGULAR MEETING OF WILMINGTON CITY COUNCIL  
DECEMBER 3, 2020 @ 6:30 P.M.**

**AGENDA**

- I. Call to Order**
  - Prayer**
  - Pledge of Allegiance**
  - Roll Call**
- II. Approval of Minutes**
- III. Committee Reports**
- IV. Acceptance of Treasurer's Report**
- V. Non-Legislative Business**

|             |                             |
|-------------|-----------------------------|
| All Council | Sympathy Michael A. Johnson |
| Oliver      | Sympathy Valerie Henry      |
| Oliver      | Sympathy Kimberly Sanders   |
| Oliver      | Sympathy Grace L. Evans     |

**GRAY**

**#4890**      A Resolution Strongly Urging Governor Carney and the Delaware River Basin Commission not to Approve the Proposed Export of Liquefied Natural Gas (LNG) from Terminal "Dock 2" Facility in Gibbstown, NJ Due to the Risk of Health, Environmental and Public Safety Catastrophes that Could Occur During Land and Water Transport of LNG in Proximity to Wilmington and Other Densely Populated Areas in Delaware

**Synopsis:**      *This Resolution is being presented by City Council for Council's review and approval. The Council of the City of Wilmington strongly opposes the conversion of the former DuPont Repauno Works facility at the Delaware River in Gibbstown, New Jersey into a Liquefied Natural Gas transfer facility. LNG is a dangerous substance, which, if handled improperly or with malicious intent, has far-reaching and deadly effects. The State of Delaware, and especially the City of Wilmington, would be at a continuous and great risk should such a terminal be developed, and would receive no benefits. We therefore urge the Governor to vote against the facility proposal.*

**OLIVER**

**#4868**      Ord. 20-049      Approve the Removal of a Portion of Palmers Row, Located Between New Street and the Northern Boundary of Tax Parcel No. 26-029.10-124, from the Official City Map (**3<sup>rd</sup> & Final Reading**)

**Synopsis:** *This Ordinance is being presented by the Administration for Council's review and approval. This Ordinance authorizes the removal of a portion of Palmers Row, located between New Street and the northern boundary of Tax Parcel No. 26-029.10-124, from the Official City Map.*

**HARLEE**

#4891 A Resolution Approving the Disposition by Lease of a Portion of 615 South Church Street to Future Soccer Stars Foundation

**Synopsis:** *This Resolution is being presented by the Administration for Council's review and Approval. This Resolution approves the disposition by lease of a portion of 615 South Church Street, Wilmington, Delaware (being Tax Parcel No. 26-057.00-028) to Future Soccer Stars Foundation.*

**SHABAZZ (Johnson presenting on behalf of Shabazz)**

#4892 A Resolution Establishing the City Council Taskforce to Study and Recommend Reparation Proposals to Resolve and/or Correct Any Policies of Systemic Racial Disparities, Practices, Procedures, and/or Institutional Discrimination Against African Americans

**Synopsis:** *This Resolution is being presented by City Council for Council's review and approval. This Resolution establishes the City Council Taskforce to Study and Develop Reparation Proposals for African Americans in order to research the full range of mitigating factors which have resulted in the unjust treatment of African Americans in the City of Wilmington as it relates to the provision of City services. The Taskforce is also established to conduct research on the totality of the racial environment of the City, related but not limited to fair housing, economic and business development and education.*

**VI. Petitions and Communications****VII. Adjournment**

**Note:** In following Governor Carney's Proclamation #17-3292, due to the outbreak of the COVID-19, public meetings are currently being conducted virtually to maintain social distancing and to keep all constituents safe. Members of the public are invited to join the City Council meeting by accessing the meeting as follows:

<https://zoom.us/j/95124188783> or visit the WITN22 website at [www.witn22.org](http://www.witn22.org) or WITN YouTube channel at <https://www.youtube.com/user/WITN22Wilmington/> or listen in only by calling one of the following phone numbers (929) 205-6099 or (301) 715-8592. You will be asked for the Webinar ID. Please enter **Webinar ID: 951 2418 8783** and then #.

[www.wilmingtoncitycouncil.com](http://www.wilmingtoncitycouncil.com) or [www.WITN22.org](http://www.WITN22.org)

Wilmington, Delaware  
December 3, 2020

**#4890**

**Sponsor:**

**Council  
Member  
Gray**

**WHEREAS**, the former DuPont Repauno Works facility located on the Delaware River in Gibbstown, New Jersey has been proposed as a major fuel export terminal site for the transfer of Liquefied Natural Gas (LNG); and

**WHEREAS**, the Gibbstown LNG Export Terminal project intends to ship LNG from a proposed Dock 2 at a deep-water port in Gibbstown, Gloucester County, New Jersey, on the Delaware River for sale overseas; and

**WHEREAS**, approximately 400 trucks per day, 365 days per year, would travel to the terminal, causing LNG to be continuously transported into the Gibbstown facility by rail and trucks, and then transferred directly onto ocean-going ships; and

**WHEREAS**, New Fortress Energy, the owner of the project, are planning the overland transport of LNG by truck and rail car for about 200 miles from Wyalusing, Bradford County, Pennsylvania to the proposed terminal dock located upriver from Delaware only 6.32 miles away, that is within a possible impact zone from a LNG release at Dock 2 and other related port facilities; and

**WHEREAS**, ships loaded with LNG will navigate the Delaware Bay, the Delaware River, and pass under both the Delaware Memorial and Commodore Barry bridges; and

**WHEREAS**, the LNG received at Gibbstown is not intended for regional consumption or benefit, but exclusively planned as a continuous site of transfer of LNG onto ships for export, and therefore the facility will not develop storage capacity for LNG delivered to the Gibbstown site; and

**WHEREAS**, the likely LNG truck transportation route across the Commodore Barry Bridge is only 2.85 miles upriver from Delaware, within the potential zone of impact should there be an LNG release incident; and

**WHEREAS**, inhalation of large quantities of LNG vapors may cause central nervous system depression, nausea, headache, dizziness, and vomiting, as LNG and associated vapor is a simple asphyxiant and may cause loss of consciousness, serious injury, or death by displacing air, thereby resulting in insufficient oxygen to support life (Council on Environmental Quality, 2020); and

**WHEREAS**, LNG is an extremely cold liquid that can cause cryogenic burns or injury, with a LNG fire or explosion affecting up to 2 miles or more from the source, with second-degree burns that can occur within 5 seconds for those exposed within .69 miles of the fire or explosion, with a fatality potentially occurring from 10 seconds of exposure to the deadly vapor cloud that moves quickly and far from its source (Council on Environmental Quality, 2020); and

**WHEREAS**, a typical LNG ship can transport at least 33 million gallons of fluid, which is equivalent to 115 million pounds of cold, explosive, hazardous liquid; and

**WHEREAS**, containers of LNG are typically under pressure and temperature-controlled conditions, and therefore these containers may explode if temperature control is not maintained, resulting in an uncontrollable LNG release as the LNG expands 600 times into a vapor with alarming energy; and

**WHEREAS**, transloading is one of the most dangerous operations in LNG handling and subject to technological failure and human error and is typically minimized at LNG facilities; and

**WHEREAS**, the absence of a LNG site storage at Gibbstown demands a high volume of truck and rail connections and disconnections to transfer LNG from land to ship transportation, and the frequency of bulk connects and disconnects will increase the risk of mishaps that could cause catastrophic hazards to surrounding communities; and

**WHEREAS**, an increased volume of LNG transport by trucks and rail cars will present a significant hazard to motorists and residents along the transit routes from Marcellus gas fields in Pennsylvania to Gibbstown, N.J.; and

**WHEREAS**, Wilmington, Delaware's downtown is approximately 26 miles from Gibbstown, NJ, but only 2 miles from the Delaware River, where the Port of Wilmington is directly situated, and

**WHEREAS**, the ships would traverse the Delaware River and Bay, passing many Delaware communities, including densely populated areas, environmental justice communities, and areas of unique and vulnerable environmental, economic, and natural value, to reach the Atlantic Ocean and foreign ports; and

**WHEREAS**, the State of Delaware Administrative Code prohibits the development of LNG terminals in the coastal zone in Delaware under current law based on safety and environmental issues which are detailed in the Final Environmental Impact Statement (FEIS) for Delaware's coastal zone management plan; and

**WHEREAS**, the Delaware Coastal Management Program FEIS concluded that "The main shipping channel up the Delaware River and Bay also passes, in places, within a mile or two, of Lewes, and not much farther from Rehoboth Beach--both densely populated in the summer. A tanker accident near either city could spell disaster"; and

**WHEREAS**, the Delaware Coastal Management Program FEIS states that "...the still undefined dangers associated with LNG facilities in areas of population density and the potential impacts of shipments on environmental resources, appear to outweigh benefits related to the potential energy supply;" and

**WHEREAS**, many residential communities and cities along the inland navigational route will be directly assuming the risks associated with this LNG transport operation, but will not directly accrue the benefits; and

**WHEREAS**, the primary benefits of the Gibbstown facility will go to investors in the Marcellus Shale Fracking operations, and to Wall St. investors who own an interest in the LNG export business; and

**WHEREAS**, Governor John Carney is a voting member of the Delaware River Basin Commission (DRBC), along with the governors of the other Delaware River Watershed states (New Jersey, Pennsylvania, and New York) and the Army Corps of Engineers; and

**WHEREAS**, the DRBC will be voting in the coming weeks on whether to allow the project to proceed; and

**WHEREAS**, Delaware refused to permit construction of a Pier and LNG Tanker-Loading facility on the Delaware River in 2008.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF WILMINGTON** that the Delaware River transport and the Gibbstown, N.J. transfer of LNG are extremely risky and hazardous to the health and safety of residents, workers, and visitors within the City of Wilmington, with the deployment of such a facility and transport operations providing no direct benefit(s) to the local or regional communities of Wilmington

and Delaware which are exposed in close proximity to the Delaware River, and thereby exposed to a clear and substantial risk of accidental or targeted catastrophe.

**BE IT FURTHER RESOLVED BY THE COUNCIL OF THE CITY OF WILMINGTON** that The Honorable John Carney, Governor of Delaware, in his role on the Delaware River Basin Commission (DRBC) is urged to vote in opposition to the proposed development of a LNG transfer facility in Gibbstown, N.J., including the associated hazards of LNG trucks transporting such dangerous gas through public routes and freeways in Delaware and through the Delaware River and Bay waterways.

Passed by City Council,

ATTEST: \_\_\_\_\_  
City Clerk

**SYNOPSIS:** The Council of the City of Wilmington strongly opposes the conversion of the former DuPont Repauno Works facility at the Delaware River in Gibbstown, New Jersey into a Liquefied Natural Gas transfer facility. LNG is a dangerous substance, which, if handled improperly or with malicious intent, has far-reaching and deadly effects. The State of Delaware, and especially the City of Wilmington, would be at a continuous and great risk should such a terminal be developed, and would receive no benefits. The Council urges the Governor to vote against the facility proposal.

**AN ORDINANCE TO APPROVE THE REMOVAL OF A PORTION OF PALMERS ROW, LOCATED BETWEEN NEW STREET AND THE NORTHERN BOUNDARY OF TAX PARCEL NO. 26-029.10-124, FROM THE OFFICIAL CITY MAP**

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**#4868**

**Sponsor:**

**Council  
Member  
Oliver**

**Co-Sponsor:**

**Council  
President  
Shabazz**

**WHEREAS**, the City of Wilmington is authorized to establish and revise plans of streets and alleys by the provisions of Sections 1-101, 2-306, and 5-400 of the City Charter, such actions to be done in accordance with applicable provisions of State law and Section 42-11 of the City Code; and

**WHEREAS**, Delmarva Power & Light Co. (the "Applicant"), the owner of the Brandywine substation located at 8 Palmers Row, Wilmington, Delaware (being Tax Parcel No. 26-029.10-124) (the "Site"), would like to improve the Site and the surrounding properties that it owns (the "Other Delmarva Properties"); and

**WHEREAS**, such improvements include the construction of a new control house on the Site, the installation of a third transformer and replacement of aging switchgear on one of the Other Delmarva Properties, and the demolition of certain structures on one of the Other Delmarva Properties; and

**WHEREAS**, the Applicant has requested the removal of a portion of Palmers Row that is located between New Street and the northern boundary of the Site, as more particularly described on Exhibit "A" attached hereto and more particularly illustrated on Exhibit "B" attached hereto (the "Street Bed"); and

**WHEREAS**, the Street Bed is entirely surrounded by the Other Delmarva Properties; and

**WHEREAS**, the Applicant has requested the removal of the Street Bed in order to fence it off from the general public and to provide an internal access to the new control house; and



**WHEREAS**, the City has not been able to determine the ownership of the Street Bed;  
and

**WHEREAS**, the Department of Public Works has advised that: (1) the Street Bed does not provide any substantial benefit to the City's transportation network; (2) the Street Bed could require future maintenance and improvements, which the City would not be responsible for if the Street Bed were removed from the Official City Map; (3) the removal of the Street Bed would only affect parcels under the Applicant's control and would result in the parcels fronting it to be limited in purpose; (4) there are no water mains within the Street Bed; (5) there is a sewer line within Street Bed and therefore a sewer easement will be required so that the City may retain access to such sewer line; and (6) the Division of Transportation takes no exception and supports the request to vacate the Street Bed, subject to the retention of the aforementioned easement by the City; and

**WHEREAS**, the Department of Planning and Development has advised that: (1) it has no objection to the removal of the Street Bed from the Official City Map because (a) the Street Bed does not currently contribute to the general traffic circulation or distribution pattern in the immediate area and (b) there are no findings to suggest that the removal of the Street Bed would create a detriment to the general public or to public safety; (2) several "paper" public alleys located between Palmers Row and Mabel Street may still exist on the Official City Map, as more particularly illustrated on Exhibit "C" attached hereto; (3) the "paper" alleys fall completely within the boundaries of the Brandywine substation, are physically inaccessible, and no longer serve any purpose; and (4) it recommends that the "paper" alleys be removed from the Official City Map; and

**WHEREAS**, the Department of Licenses and Inspections has no objections to the removal of the Street Bed from the Official City Map; and

**WHEREAS**, no comments or objections were received from the Fire Marshal's Office; and

**WHEREAS**, there are no findings to suggest that the removal of the Street Bed would create a detriment to the general public or to public safety; and

**WHEREAS**, there is a lack of public interest in the Street Bed; and

**WHEREAS**, the City Planning Commission has adopted Planning Commission Resolution 13-20, which recommended approval of the Applicant's request to remove the Street Bed from the Official City Map; and

**WHEREAS**, the City Council deems it necessary and appropriate to approve the removal of the Street Bed referenced in Exhibits "A" and "B", as well as the aforementioned "paper" alleys referenced in Exhibit "C", from the Official City Map.

**NOW, THEREFORE, THE COUNCIL OF THE CITY OF WILMINGTON HEREBY ORDAINS:**

**SECTION 1.** The removal from the Official City Map of a portion of Palmers Rows located between New Street and the northern boundary of Tax Parcel No. 26-029.10-124, which is described on Exhibit "A" attached hereto and illustrated on Exhibit "B" attached hereto, is hereby approved (subject to the conditions set forth in Section 3 of this Ordinance), and the Official City Map is hereby amended to reflect such removal.

**SECTION 2.** The removal from the Official City Map of any and all "paper" public alleys located between Palmers Row and Mabel Street, which is illustrated on Exhibit "C" attached hereto, is hereby approved, and the Official City Map is hereby amended to reflect such removal.

**SECTION 3.** The City shall retain such sewer easement within the portion of Palmers Row that is being removed from the Official City Map as the Commissioner of Public Works shall determine is necessary.

**SECTION 4.** The property rights to the Street Bed shall be determined judicially in accordance with applicable state statutes.

**SECTION 5.** All City departments are hereby authorized to take any and all necessary actions required for: (i) the removal of the portion of Palmers Row from the Official City Map; (ii) the removal of the “paper” public alleys located between Palmers Row and Mabel Street; and (iii) the retention of the aforementioned easement for the City.

**SECTION 6.** This Ordinance shall become effective immediately upon its date of passage by the City Council and approval by the Mayor.

First Reading.....October 15, 2020  
Second Reading.....October 15, 2020  
Third Reading.....

Passed by City Council,

\_\_\_\_\_  
President of City Council

ATTEST: \_\_\_\_\_  
City Clerk

Approved this \_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Mayor

**SYNOPSIS:** This Ordinance authorizes the removal of a portion of Palmers Row, located between New Street and the northern boundary of Tax Parcel No. 26-029.10-124, from the Official City Map.

## **EXHIBIT A**

May 11, 2020

**PALMERS ROW RIGHT-OF-WAY – 0.0615 Acres**

Description of property situate in City of Wilmington, New Castle County, State of Delaware, being Lands designated PALMERS ROW, RIGHT-OF-WAY TO BE VACATED, as shown on the Right-of-Way Exhibit Plan for Lands Now or Formerly of City of Wilmington "Palmer's Row" Right-of-Way To Be Vacated, prepared by Karins and Associates, Professional Engineers and Land Surveyors, Drawing No. 2418-03\EXHIBITS\PALMERSROW.dwg, consisting of 1 Sheet, dated May 08, 2020. Being more particularly bounded and described as follows, to wit:

**BEGINNING** at a point on the northwesterly side of Palmer's Row (25' Wide R/W), a corner in common with lands now or formerly of Delmarva Power & Light Company (T.P.# 26-029.10-131), said point being further located from the intersection of the northwesterly side of Palmer's Row and the southwesterly side of Vandever Avenue (60' Wide R/W) by the following described course and distance along the aforesaid northwesterly side of Palmer's Row, South 29°-47'-09" West, 108.50 feet to the point and place of Beginning; thence, from said point of Beginning, leaving the aforesaid northwesterly side of Palmer's Row, crossing from the said northwesterly side of Palmer's Row to the southeasterly side of Palmer's Row, South 60°-12'-51" East, 25.00 feet to a line in common with lands now or formerly of Delmarva Power & Light Company (T.P.# 26-029.10-140); thence, thereby, in part, and on a line in common with lands now of formerly of Delmarva Power & Light Company (T.P.# 26-029.10-142), in part, South 29°-47'-09" West, 107.13 feet to a corner in common with lands now or formerly of Delmarva Power & Light Company (T.P.# 26-029.10-124); thence, on a line in common with said lands now or formerly of Delmarva Power & Light Company (T.P.# 26-029.10-124), North 60°-12'-51" West, 25.00 feet to a corner in common with lands now or formerly of Delmarva Power & Light Company (T.P.# 26-029.10-125); thence, on a line in common with said lands now or

formerly of Delmarva Power & Light Company (T.P.# 26-029.10-125), in part, lands now or formerly of

**PAGE 2**

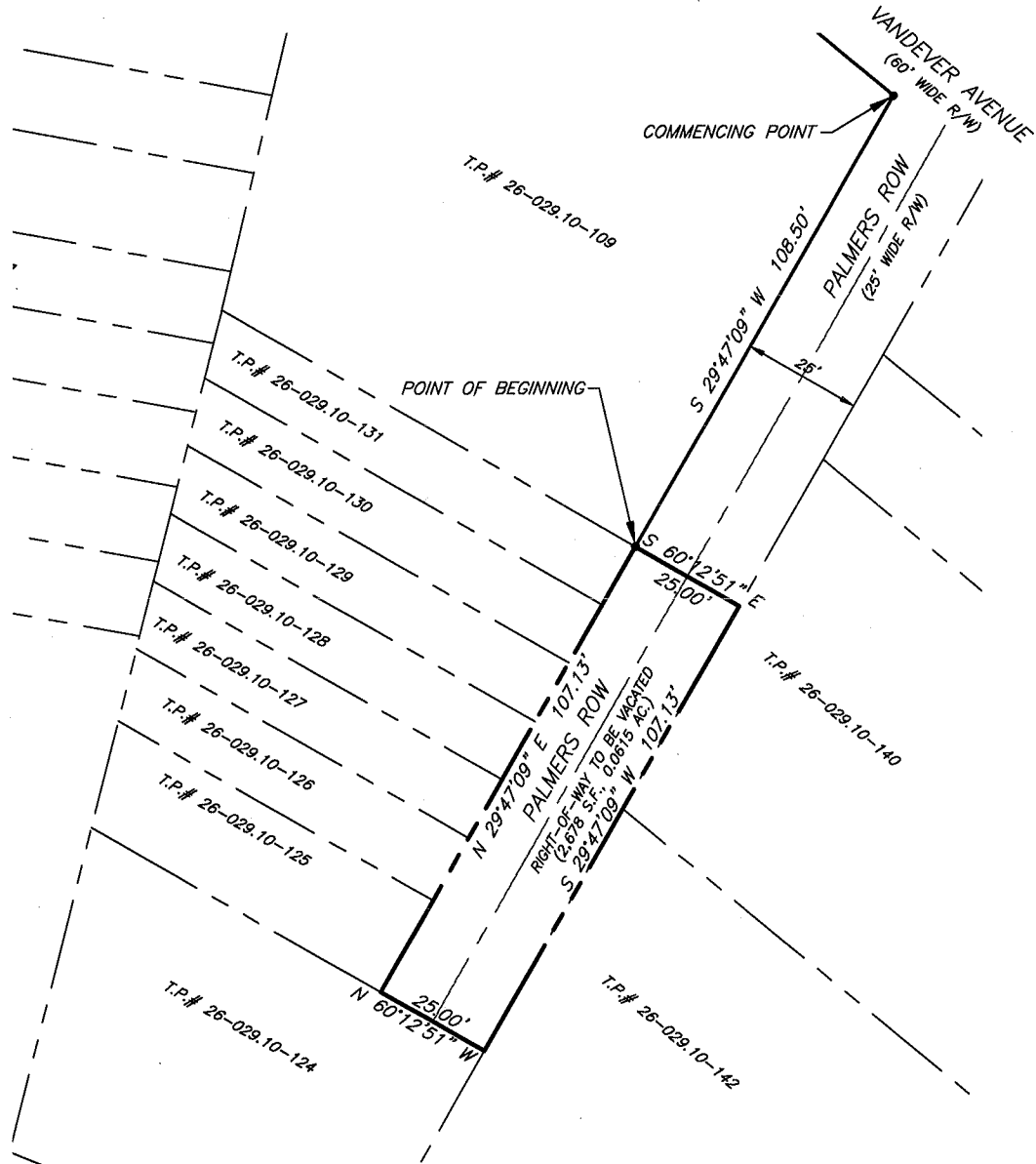
**PALMERS ROW RIGHT-OF-WAY – 0.0615 Acres**

Delmarva Power & Light Company (T.P.# 26-029.10-126), in part, lands now or formerly of  
Delmarva Power & Light Company (T.P.# 26-029.10-127), in part, lands now or formerly of  
Delmarva Power & Light Company (T.P.# 26-029.10-128), in part, lands now or formerly of  
Delmarva Power & Light Company (T.P.# 26-029.10-129), in part, lands now or formerly of  
Delmarva Power & Light Company (T.P.# 26-029.10-130), in part, and lands now or formerly of  
Delmarva Power & Light Company (T.P.# 26-029.10-131), in part, North 29°-47'-09" East,  
107.13 feet to the point and place of Beginning.

Containing within said described metes and bounds 0.0615 acres of land, be the same more or less.

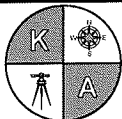
**PROPERTY INFORMATION**  
(ADJOINING PARCELS)

| T.P.#         | OWNER                           | DEED RECORD      | RECORD PLAN | ZONE |
|---------------|---------------------------------|------------------|-------------|------|
| 26-029.10-124 | DELMARVA POWER & LIGHT COMPANY  | N/A              | N/A         | M-1  |
| 26-029.10-125 | DELMARVA POWER & LIGHT COMPANY  | N/A              | N/A         | M-1  |
| 26-029.10-126 | DELMARVA POWER & LIGHT COMPANY  | N/A              | N/A         | M-1  |
| 26-029.10-127 | DELMARVA POWER & LIGHT COMPANY  | N/A              | N/A         | M-1  |
| 26-029.10-128 | DELMARVA POWER & LIGHT COMPANY  | 20111215-0075045 | N/A         | M-1  |
| 26-029.10-129 | DELMARVA POWER & LIGHT COMPANY  | 20111215-0075046 | N/A         | M-1  |
| 26-029.10-130 | DELMARVA POWER & LIGHT COMPANY  | 20111215-0075047 | N/A         | M-1  |
| 26-029.10-131 | DELMARVA POWER & LIGHT COMPANY  | 20111221-0076167 | N/A         | M-1  |
| 26-029.10-140 | DELMARVA POWER & LIGHT COMPANY  | 20110923-0058529 | N/A         | M-1  |
| 26-029.10-142 | DELMARVA POWER & LIGHT COMPANY  | N/A              | N/A         | M-1  |
| 26-029.10-109 | KAPPA MAINSTREAM LEADERSHIP INC | 2906-7           | N/A         | M-1  |



RIGHT-OF-WAY EXHIBIT PLAN  
FOR LANDS NOW OR FORMERLY OF  
**CITY OF WILMINGTON**  
**"PALMERS ROW"**  
**RIGHT-OF-WAY TO BE VACATED**  
AREA: 2,678 S.F., 0.0615 ACRES

SITUATE IN: CITY OF WILMINGTON, NEW CASTLE COUNTY, DELAWARE



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NEWARK, DELAWARE 19711  
PHONE: (302) 369-2900

128 WEST MARKET STREET  
GEORGETOWN, DELAWARE 19947  
PHONE: (302) 858-4331

DATE: 05-08-20

SCALE: 1" = 30'

DRAWN: ELG / IKY

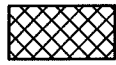
CHECKED: JJJ

DRAWING: 2418-03\EXHIBITS\PALMERSROW.dwg

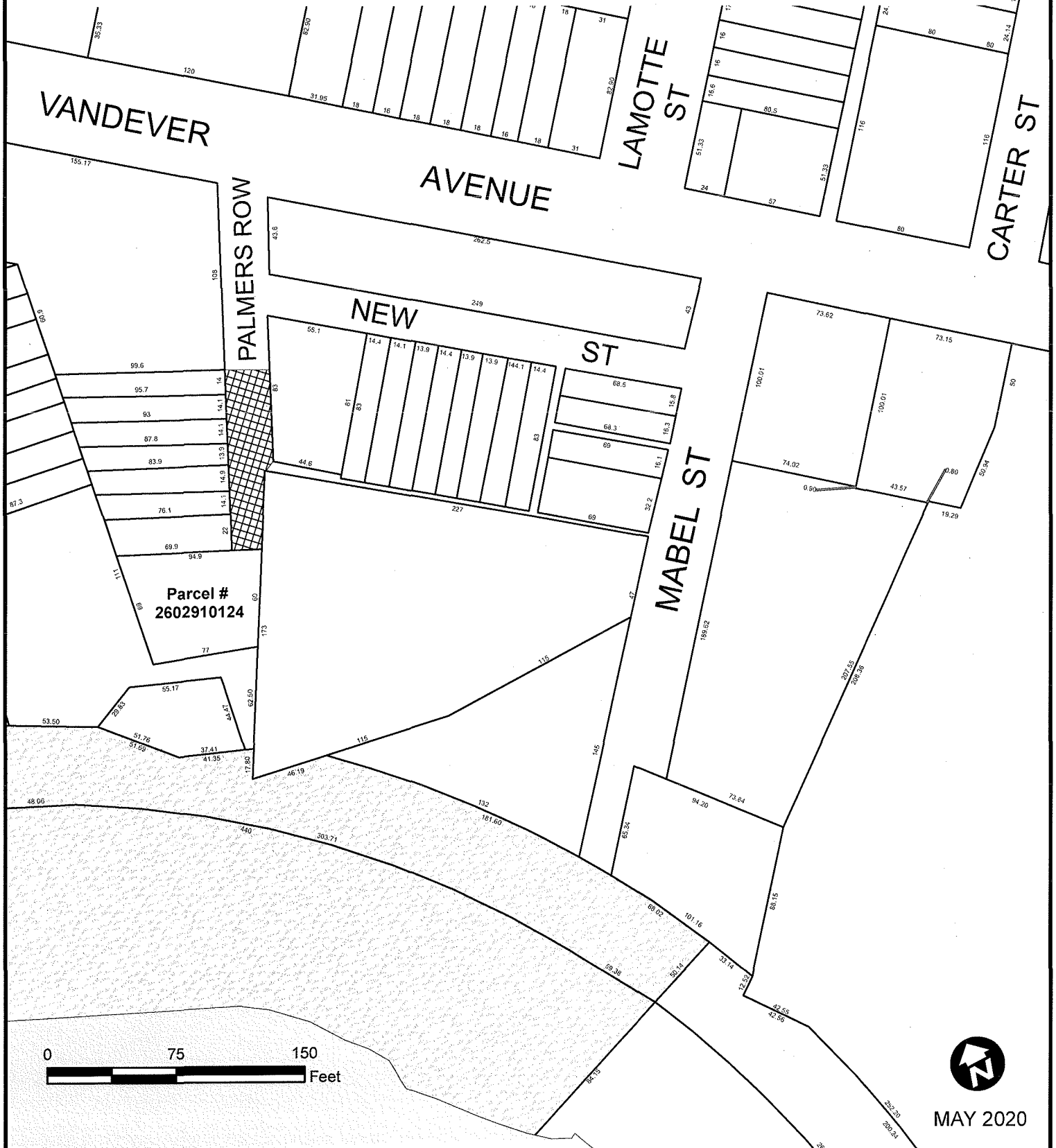
## **EXHIBIT B**



**Resolution 13-20:**  
**A proposal to remove a portion of Palmers Row,**  
**between New Street and the north boundary of**  
**Parcel # 2602910124 (Delmarva), from the Official City Map.**



Portion of Palmers Row to be Removed from City Map



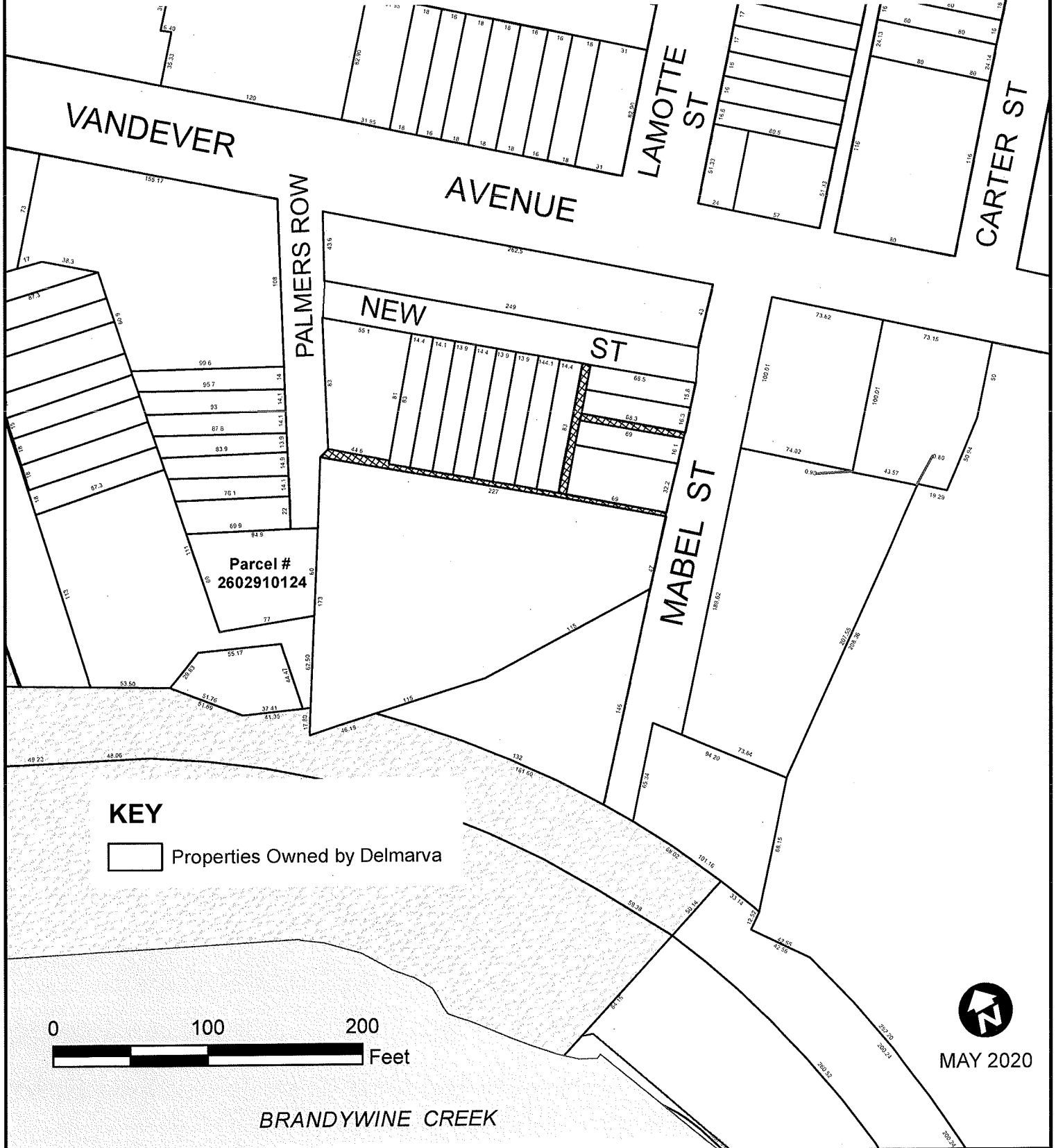
## **EXHIBIT C**

## MAP 2: Resolution 13-20

A proposal to remove a portion of Palmers Row,  
between New Street and the north boundary of  
Parcel # 2602910124 (Delmarva), from the Official City Map.



"Paper" Alleys to be Removed from City Map



MAY 2020

Wilmington, Delaware  
December 3, 2020

**#4891**

**Sponsor:**

**Council  
Member  
Harlee**

**Co-Sponsors:**

**Council  
President  
Shabazz**

**Council  
Member  
Oliver**

**WHEREAS**, pursuant to Wilmington Charter Section 8-205, the City may sell or exchange any real estate belonging to the City or grant any license, easement, right-of-way, or other interest over or in such real estate with authority by general ordinance and later resolution from Council to do so; and

**WHEREAS**, City Code Section 2-621(c) provides that nonprofit organizations are exempt from the City's bid procedures and that, upon the declaration of a property as approved for disposition by resolution of City Council, the Department of Real Estate and Housing may negotiate a lease agreement with a nonprofit organization for property owned by the City; and

**WHEREAS**, the City is the owner of 615 South Church Street, Wilmington, Delaware, being Tax Parcel No. 26-057.00-028 (the "Property"); and

**WHEREAS**, Future Soccer Stars Foundation (the "Foundation") is a nonprofit corporation that focuses on providing opportunities to underprivileged children to learn the game of soccer; and

**WHEREAS**, the City desires to lease a portion of the Property to the Foundation for the Foundation to construct and operate new multi-sports playing fields; and

**WHEREAS**, the playing fields will be used for sports programs, camps, games, and tournaments; and

**WHEREAS**, the playing fields will benefit City residents through tuition-free programs, community access, and the economic activity resulting from sports tourism; and

**WHEREAS**, the Council deems it necessary and appropriate to approve the disposition by lease of a portion of the Property to the Foundation.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF WILMINGTON** that the Council hereby approves the disposition by lease of a portion of the Property to the Foundation.

**BE IT FURTHER RESOLVED** that the Mayor, or his designee, is hereby authorized to execute any and all documents necessary to effectuate disposition proceedings for the Property, including any and all further undertakings and assurances as may be appropriate.

Passed by City Council,

ATTEST: \_\_\_\_\_  
City Clerk

**SYNOPSIS:** This Resolution approves the disposition by lease of a portion of 615 South Church Street, Wilmington, Delaware (being Tax Parcel No. 26-057.00-028) to Future Soccer Stars Foundation.

W0112655

Wilmington, Delaware  
December 3, 2020

**#4892**                      **WHEREAS**, City Council recognizes the fundamental and critical role of promoting

**Sponsors:**            human rights and addressing discrimination at the local level; and

**Council President Shabazz**                      **WHEREAS**, City Council recognizes the valiant efforts by congressional Representative Sheila Jackson Lee and Senator Cory Booker in the introduction of H.R. 40

**Council Member Johnson**                      and S. 1083, respectively, to establish a “Commission to Study and Develop Reparation Proposals for African Americans” in the United States in order to address the injustice, brutality, and inhumanity of slavery in the United States by studying the discriminating effects of slavery and recommending appropriate remedies to Congress; and

**WHEREAS**, the institution of slavery was constitutionally and statutorily sanctioned by the government of the United States and adaptively adopted among colonies and states from 1789 through 1865; and

**WHEREAS**, slavery was facilitated as the result of approximately 4,000,000 Africans and their descendants who were kidnapped from their own lands and enslaved in the United States and colonies that became the United States from 1619 to 1865; and

**WHEREAS**, even at the founding of Wilmington, Delaware, and by no accident, many Africans were brought to the Swedish colony as enslaved skilled workers, because very few artisans were willing to make the trip from Sweden. Still, no records show that Africans had social status in the Swedish colony, because none were included by name in any documents, except for one, “Black Anthony”; and

**WHEREAS**, the slavery that flourished in the United States constituted an immoral and inhumane deprivation of life, liberty, citizenship rights, and cultural heritage, and denied enslaved persons the fruits of their own labor; and

**WHEREAS**, the Thirteenth, Fourteenth, and Fifteenth Amendments to the Constitution were enacted following the end of this country's Civil War, which resulted in the abolishment of the practice of slavery and the extension of civil and legal protections to Black people who were formerly enslaved; however, this country's ugly history of state-sanctioned violence against Black people persists despite the Thirteenth, Fourteenth, and Fifteenth Amendments and the adoption of the Civil Rights Acts of 1964 and 1968; and

**WHEREAS**, Jim Crow laws perpetuated the racist legal and social systems, which existed prior to the Civil War and resulted in Black people being treated as second-class citizens; and

**WHEREAS**, following the abolition of slavery, the United States government, at the federal, state, and local levels, continued to perpetuate, condone, and often profit from practices that brutalized and disadvantaged African Americans, including sharecropping, convict leasing, Jim Crow laws, redlining, unequal education, and disproportionate treatment at the hands of the criminal justice system; and

**WHEREAS**, as a result of the historical and continued discrimination, African Americans still to this day suffer debilitating economic, educational, and health hardships, including, but not limited to, an unemployment rate more than twice the current White unemployment rate and an average of less than one-sixteenth of the wealth of White families, a disparity which has worsened, not improved, over time; and

**WHEREAS**, a preponderance of scholarly and legal evidentiary documentation constitutes the basis for inquiry into the ongoing effects of the institution of slavery and its legacy of persistent systemic structures of discrimination on living African Americans and society in the United States; and

**WHEREAS**, in 1980, precedent for this legislation exists in the establishment by Congress of a Commission to investigate the legacy of the internment of Japanese Americans during World War II and to recommend appropriate redress; and

**WHEREAS**, on August 10, 1988, President Ronald Reagan signed the Civil Liberties Act to provide reparations to the more than 120,000 Japanese Americans who were incarcerated in America's internment camps during World War II; and

**WHEREAS**, in January of 1989, former Representative John J. Conyers Jr. of Michigan introduced the "Commission to Study Reparation Proposals for African Americans Act," and reintroduced this measure each subsequent congressional term, which is currently sponsored by Representative Sheila Jackson Lee of Texas; and

**WHEREAS**, modern conceptualizations of reparations for descendants of African slaves have resulted in research without implementation of proposed recommendations.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF WILMINGTON**, that a *City Council Taskforce to Study and Develop Reparation Proposals for African Americans, with a Special Consideration for African Americans Who are Descendants of Persons Enslaved in the United States* (hereinafter the "Taskforce"), consisting of nine (9) members, shall be established. The City Council President of the 108<sup>th</sup> Session of City Council (hereinafter "President") shall appoint the nine (9) members, and the



appointments shall be approved by a majority of all members of City Council, by City Council's second meeting in February 2021.

**BE IT FURTHER RESOLVED**, the Taskforce shall be composed of nine (9) issue area experts in fields closely related to African American history, economic development, finance and other related fields who have actively demonstrated an interest and expertise in efforts to promote diversity, equality, equity and understanding of civil and human rights, and to dismantle injustice, discrimination, bigotry, hatred and harassment within the city, as evidenced through the production of a resume, recommendation letter(s) and any other relevant documentation. The proposed members shall hold no other public office or paid public employment. The President shall designate one member as the chairperson and one as the vice chairperson.

**BE IT FURTHER RESOLVED**, the Taskforce shall meet, at a minimum, on a quarterly basis with such additional meetings as it deems necessary to properly perform its duties.

**BE IT FURTHER RESOLVED**, the Taskforce shall make findings and recommendations to City Council regarding issues of systemic racial disparity, racist practices and procedures and/or institutional discrimination against African Americans, resulting from the delivery or provision of City government services or the implementation or effect of City policies, and resulting from the delivery or provision of other government-provided services or widely implemented business practices or the implementation or effect of government policies or business practices. Specifically, the Taskforce shall recommend, among other things, the form of compensation that should be awarded, the instrumentalities through which it should be awarded, and who should be eligible for this compensation.

**BE IT FURTHER RESOLVED**, in the performance of its duties, the Taskforce may coordinate with community organizations such as the National Conference for Community and Justice, the American Civil Liberties Union, The Urban League, and the National Association for the Advancement of Colored People, as well as educational institutions of its choosing.

**BE IT FURTHER RESOLVED**, the Taskforce shall make findings and recommendations to the City Council within 180 days of its appointment.

Passed by City Council,

ATTEST: \_\_\_\_\_  
City Clerk

**SYNOPSIS:** This Resolution establishes the *City Council Taskforce to Study and Develop Reparation Proposals for African Americans* in order to research the full range of mitigating factors which have resulted in the unjust treatment of African Americans in the City of Wilmington as it relates to the provision of City services. The Taskforce is also established to conduct research on the totality of the racial environment of the City, related but not limited to fair housing, economic and business development and education.