



November 22, 2005

Alan O. Thompson
Thompson Elliott Associates, LLC
22 Old Rudnick Lanes, Ste. 2
Dover, De 19901

RE: PLUS review – PLUS 2005-10-06; Burgess Property

Dear Mr. Thompson:

Thank you for meeting with State agency planners on November 2, 2005 to discuss the proposed plans for the Burgess property project to be located on the south side of Delaware Route 14 near Harrington.

The front portion of the parcel in question is to be annexed into the City of Harrington in accordance with the certified Harrington Comprehensive Plan. The rear of the parcel is currently within the City of Harrington. According to the information received, upon annexation you are seeking a rezoning from the County zoning of AR to R2 & C2 for 36 townhomes and a 9,480 sq. ft. office building.

Please note that changes to the plan, other than those suggested in this letter, could result in additional comments from the State. Additionally, these comments reflect only issues that are the responsibility of the agencies represented at the meeting. The developers will also need to comply with any Federal, State and local regulations regarding this property. Upon annexation the developers will need to comply with any and all regulations / restrictions set forth by the City of Harrington.

Executive Summary

The following section includes some site specific highlights from the agency comments found in this letter. This summary is provided for your convenience and reference. The

full text of this letter represents the official state response to this project. *Our office notes that the applicants are responsible for reading and responding to this letter and all comments contained within it in their entirety.*

State Strategies/Project Location

- This project is located in Investment Level 2 according to the *State Strategies for Policies and Spending*. This site is also located in the City of Harrington. Investment Level 2 reflects areas where growth is anticipated by local, county, and State plans in the near term future. State investments will support growth in these areas.
- It appears that the request for commercial zoning proposed for the front portion of the parcel is inconsistent with the City of Harrington's certified comprehensive plan. We recommend that the City consult with their solicitor before proceeding with the annexation or rezoning of this parcel. A comprehensive plan amendment may be required.

Street Design and Transportation

- The developer will be required to improve Route 14 to meet DelDOT's standard typical section for major collector roads (two 12-foot lanes and two 8-foot shoulders) for the length of the site's frontage.
- The triangular center island in the rear of the site should be removed and a T intersection created to channelize traffic movements.
- The parking spaces on the cul-de-sac are positioned such that the first few spaces would be difficult to use for head-in parking.
- The plan presented does not show right-of-way lines on the site. This fact suggests that the townhouses would be either rental units or condominiums. If that is not the case, and street rights-of-way are proposed, DelDOT recommends that the right-of-way for the cul-de-sac street parallel to Route 14 be extended to the property line if the owners of the adjoining property are agreeable.

Natural and Cultural Resources

- Although no wetlands were mapped by the Statewide Wetland Mapping Project (SWMP) maps, it is still likely that some unmapped wetlands may be present in the wooded portions of this parcel. A wetland field delineation, in accordance

with the methodology established by the Corps of Engineers Wetlands Delineation Manual, (Technical Report Y-87-1) should be conducted.

The following are a complete list of comments received by State agencies:

Office of State Planning Coordination – Contact: David Edgell 739-3090

This project is located in Investment Level 2 according to the *State Strategies for Policies and Spending*. This site is also located in the City of Harrington. Investment Level 2 reflects areas where growth is anticipated by local, county, and State plans in the near term future. State investments will support growth in these areas. Our office has no objections to the proposed development of this project in accordance with the relevant City codes and ordinances. However, there are several issues that should be resolved prior to annexation and development.

The City's certified comprehensive plan identifies the front portion of this parcel as an annexation area. Upon review of Map 9D "Annexation Area Future Land Use" it appears that the proposal for commercial zoning is inconsistent with the plan. Map 9D identifies the future land use for this parcel as "Existing." Since the parcel is currently in a residential zone in the County, we presume that the plan indicates that the City zoning would have to be for a residential land use. Title 22 of the Del. C. requires that all annexations be placed in a zoning category that is consistent with the comprehensive plan. A comprehensive plan amendment may be required. We recommend that the City consult with their solicitor before proceeding with the annexation or rezoning.

The City's certified comprehensive plan identifies rear portion of this parcel for residential use. However, the proximity of this parcel to the City's wastewater treatment plant and lagoons is a cause for concern due to the potential for odor related complaints. It is recommended that the City evaluate the potential for such conflicts between new residents and the existing wastewater treatment use through the subdivision review process, and mitigate these conflicts to the extent possible.

We would like to inform the City and the applicant that a Plan of Services is required prior to annexation. It is the responsibility of the City to submit the Plan of Services to our office at least 20 working days prior to the Council's final discretionary action on the annexation. Please contact Laura Simmons of our office at (302) 739-3090 for more information.

Division of Historic and Cultural Affairs – Contact: Alice Guerrant 739-5685

This parcel includes or is very close to a frame dwelling (K-4700), which may be the C. Morris House as shown on Beers Atlas of 1868. It is across the road from another frame dwelling (K-4729; possibly the H. C. Wolcott House shown on Beers Atlas). There are areas of medium potential for prehistoric-period archaeological sites.

The DHCA would appreciate the opportunity to look at the house and any outbuildings on the property and, if it is a historic property, document them before they are demolished. They would also appreciate the opportunity to check the parcel for any archaeological sites, to learn something about their location, extent, and nature prior to any ground-disturbing activities. It is recommended that you landscape along the Milford-Harrington Hwy. to block the view as much as possible from the historic property across the road.

Department of Transportation – Contact: Bill Brockenbrough 760-2109

- 1) State Route 14 is classified as a major collector road. Collector road rights-of-way vary but are generally wider than those of local roads. DelDOT's policy is to require dedication of sufficient land to provide a minimum right-of-way width of 40 feet from the centerline on collector roads. Therefore DelDOT will require right-of-way dedication along the frontage to provide any additional width needed from this project. The plan presented shows that dedication.
- 2) The developer will be required to improve Route 14 to meet DelDOT's standard typical section for major collector roads (two 12-foot lanes and two 8-foot shoulders) for the length of the site's frontage.
- 3) DelDOT will also require that a paved multi-modal path, located in a 15-foot wide permanent easement, be provided across the site's frontage. The plan presented shows that easement.
- 4) The response to Item 30 on the PLUS application states that the existing roadside ditch would be the outfall for the site's storm water. That may be acceptable but DelDOT will require calculations showing that the rate and volume of post-development runoff will not exceed those of the pre-development runoff. The storm water will need to be managed on the site to meet this requirement.
- 5) Because they are so close to Route 14, the parking associated with the closest block of townhouses could conflict with traffic entering and exiting the site.

Similarly, the first access to the office parking lot is undesirably close to Route 14. Both the parking and the access may need to be moved further into the site.

- 6) The triangular center island in the rear of the site should be removed and a T intersection created to channelize traffic movements.
- 7) The parking spaces on the cul-de-sac are positioned such that the first few spaces would be difficult to use for head-in parking.
- 8) The plan presented does not show right-of-way lines on the site. This fact suggests that the townhouses would be either rental units or condominiums. If that is not the case, and street rights-of-way are proposed, DeIDOT recommends that the right-of-way for the cul-de-sac street parallel to Route 14 be extended to the property line if the owners of the adjoining property are agreeable. Alternatively, an access easement should be granted to those property owners so that they can use that right-of-way. DeIDOT makes this request so that if those properties along Route 14 are ever redeveloped they can shift their access to the cul-de-sac street.
- 9) The developer's site engineer should contact the project manager for Kent County, Mr. Brad Herb, regarding the specific requirements for the design of the site entrances. Mr. Herb may be reached at (302) 266-9600.

**The Department of Natural Resources and Environmental Control – Contact:
Kevin Coyle 739-9071**

Soils

Based on the Kent County soil survey Evesboro, Rumford, Klej, and Pocomoke were mapped on subject parcel. Evesboro is an excessively well-drained upland soil that has limitations associated with rapid permeability. Rumford is a well-drained upland soil that, generally, has few limitations for development. Klej is a moderately well-drained soil of low-lying uplands that has moderate limitations for development. Pocomoke is a very poorly-drained wetland associated (hydric) soil that has the highest level of severity level for development.

Wetlands

Although no wetlands were mapped by the Statewide Wetland Mapping Project (SWMP) maps, it is still likely that some unmapped wetlands may be present in the wooded portions of this parcel.

A wetland field delineation, in accordance with the methodology established by the Corps of Engineers Wetlands Delineation Manual, (Technical Report Y-87-1) should be conducted. Once complete, this delineation should be verified by the Corps of Engineers through the Jurisdictional Determination process. In situations where the applicant believes that the delineated wetlands on their parcel are nonjurisdictional isolated wetlands, the Corps must be contacted to make the final jurisdictional assessment. They can be reached by phone at 736-9763.

Impervious Cover

The Watershed Assessment Section feels that the applicant should reduce imperviousness to the greatest degree practicable. Use of pervious paving materials in lieu of asphalt or concrete and significant efforts to increase forest cover via tree preservation/plantings - are examples of practical BMPs that could easily be implemented to reduce surface imperviousness. Research has consistently shown that once a watershed exceeds a threshold of 10 percent imperviousness, water and habitat quality irreversibly decline.

TMDLs

With the adoption of Total Maximum Daily Loads (TMDLs) as a “nutrient-runoff-mitigation strategy” for reducing nutrients in the Murderkill River watershed, reduction of nitrogen and phosphorus loading will be mandatory. A TMDL is the maximum level of pollution allowed for a given pollutant below which a “water quality limited water body” can assimilate and still meet water quality standards to the extent necessary to support use goals such as, swimming, fishing, drinking water and shell fish harvesting. Nutrient reductions prescribed under TMDLs are assigned to those watersheds or basins on the basis of recognized water quality impairments. In the Murderkill watershed, the primary source of water quality impairment is associated with nutrient runoff from agricultural and/or residential development. In order to mitigate the aforementioned impairments, a TMDL reduction level of 50 and 30 percent will be required for nitrogen and phosphorus, respectively. Documentation of the compliance with post-development TMDL nutrient load reductions will be assessed via nutrient budget protocol. The nutrient budget protocol utilizes a computer-based model to quantify post-development nutrient loading under a variety of land use scenarios in combination with a variety (or absence) of BMP types and intensities. This post-development loading rate is then compared with the pre-development loading rate as a means to assess whether the project meets the acceptable TMDL reduction levels. We request that the applicant obtain this nutrient budget protocol to calculate whether their development meets the TMDL nutrient reductions. Please contact Lyle Jones at 739-9939 for further information about obtaining this protocol.

Water Supply

Should dewatering points be needed during any phase of construction, a dewatering well construction permit must be obtained from the Water Supply Section prior to construction of the well points. In addition, a water allocation permit will be needed if the pumping rate will exceed 50,000 gallons per day at any time during operation.

All well permit applications must be prepared and signed by licensed water well contractors, and only licensed well drillers may construct the wells. Please factor in the necessary time for processing the well permit applications into the construction schedule. Dewatering well permit applications typically take approximately four weeks to process, which allows the necessary time for technical review and advertising.

Should you have any questions concerning these comments, please contact Rick Rios at 302-739-9944.

Sediment and Erosion Control/Stormwater Management

A detailed sediment and stormwater plan will be required prior to any land disturbing activity taking place on the site. The plan review and approval as well as construction inspection will be coordinated through **Kent Conservation District**. Contact Jared Adkins at (302) 741-2600, ext. 3, for details regarding submittal requirements and fees.

As of April 2005, stormwater best management practices must first consider green technology (for example bioretention, biofiltration, filter strips and infiltration) for use.

Drainage

This property is located within Jacksons Tax Ditch. P4S1 and P4S1S1 of Jacksons Tax Ditch are located on the property. The Drainage Program requests the applicant/developer contact Jacksons Tax Ditch as well as the Kent Conservation District pertaining to established tax ditch right-of-ways.

The Drainage Program is aware of drainage problems near the proposed town homes 1-5. This portion of the proposed development receives water from surrounding properties and the Drainage Program recommends further investigation for a suitable outlet.

The Drainage Program does not have a clear understanding how stormwater is to be conveyed to the stormwater management area.

The Drainage Program does not support the clearing of trees for the creation of stormwater facilities.

This project is within the Murderkill River Watershed, a designated critical area, with a promulgated Total Maximum Daily Load (TMDL). Existing riparian buffers should be preserved to aid in the reduction of nutrients, sediment, and other pollutants. For the further enhancement of water quality, the Drainage Program encourages additional water quality best management practices on this project.

The Drainage Program requests that all precautions be taken to ensure the project does not hinder any off site drainage upstream of the project or create any off site drainage problems downstream by the release of on site storm water.

Forest Preservation

According to the application, there are two acres of woods within the project area and clearing is going to be minimized. The site plan should be changed to reflect this statement, as the current site plan will require trees to be removed for a stormwater management pond. Considering the benefit of trees in flood abatement and erosion control, it doesn't make sense to clear trees for a stormwater management pond. The pond should be moved to an area that is already cleared, such as the area that has a large 'cul-de-sac' on the western area of the project. It is doubtful that this feature is necessary for the flow of the development and parking spaces lost could be located in other areas. According to the site plan, only 48 parking spaces are required for the commercial section of the project, but the current plan has 52.

If trees are removed, we recommend that clearing not occur April 1st to July 31st to reduce impacts to nesting birds and other wildlife species that utilize forests for breeding.

Nuisance Waterfowl

Stormwater management ponds included in the site plan may attract waterfowl like resident Canada geese and mute swans. High concentrations of waterfowl in ponds create water-quality problems, leave droppings on lawn and paved areas and can become aggressive during the nesting season. Short manicured lawns around ponds provide an attractive habitat for these species. DNREC recommends native plantings of tall grasses, wildflowers, shrubs, and trees at the edge and within a buffer area (50 feet) around the perimeter. Waterfowl do not feel safe when they can not see the surrounding area for possible predators. These plantings should be completed as soon as possible as it is easier to deter geese when there are only a few than it is to remove them once they become

plentiful. The Division of Fish and Wildlife does not provide goose control services, and if problems arise, residents or the home-owners association will have to accept the burden of dealing with these species (e.g., permit applications, costs, securing services of certified wildlife professionals). Solutions can be costly and labor intensive; however, with proper landscaping, monitoring, and other techniques, geese problems can be minimized.

Underground Storage Tanks

There is one inactive and one active LUST site(s) located near the proposed project:

DOT-Harrington, Facility # 1-000585, Project # K991246

Harrington Super Soda Center, Facility # 1-000106, Project # K0009122

No environmental impact is expected from the above inactive/active LUST site(s). However, should any underground storage tank or petroleum contaminated soil be discovered during construction, the Tank Management Branch must be notified as soon as possible. It is not anticipated that any construction specifications would be need to be changed due to petroleum contamination. However, should any unanticipated contamination be encountered and PVC pipe is being utilized, it will need to be changed to ductile steel with nitrile rubber gaskets in the contaminated areas.

Solid Waste

Each Delaware household generates approximately 3,600 pounds of solid waste per year. On average, each new house constructed generates an additional 10,000 pounds of construction waste. Due to Delaware's present rate of growth and the impact that growth will have on the state's existing landfill capacity, the applicant is requested to be aware of the impact this project will have on the State's limited landfill resources and, to the extent possible, take steps to minimize the amount of construction waste associated with this development.

Air Quality

Once complete, vehicle emissions associated with this project are estimated to be 2.8 tons (5,525.6 pounds) per year of VOC (volatile organic compounds), 2.3 tons (4,574.8 pounds) per year of NOx (nitrogen oxides), 1.7 tons (3,375.4 pounds) per year of SO₂ (sulfur dioxide), 0.2 ton (300.5 pounds) per year of fine particulates and 231.1 tons (462,211.4 pounds) per year of CO₂ (carbon dioxide).

Emissions from area sources associated with this project are estimated to be 1.1 tons

(2,228.7 pounds) per year of VOC (volatile organic compounds), 0.1 ton (245.2 pounds) per year of NOx (nitrogen oxides), 0.1 ton (203.5 pounds) per year of SO2 (sulfur dioxide), 0.1 ton (262.6 pounds) per year of fine particulates and 4.5 tons (9,034.8 pounds) per year of CO2 (carbon dioxide).

Emissions from electrical power generation associated with this project are estimated to be 0.4 tons (883.3 pounds) per year of NOx (nitrogen oxides), 1.5 tons (3,072.4 pounds) per year of SO2 (sulfur dioxide) and 226.6 tons (453,176.6 pounds) per year of CO2 (carbon dioxide).

	VOC	NOx	SO ₂	PM _{2.5}	CO ₂
Mobile	2.8	2.3	1.7	0.2	231.1
Residential	1.1	0.1	0.1	0.1	4.5
Electrical Power		0.4	1.5		226.6
TOTAL	3.9	2.8	3.3	0.3	462.2

For this project the electrical usage via electric power plant generation alone totaled to produce an additional 0.4 tons of nitrogen oxides per year and 1.5 tons of sulfur dioxide per year.

A significant method to mitigate this impact would be to require the builder to construct Energy Star qualified homes. Every percentage of increased energy efficiency translates into a percent reduction in pollution. Quoting from their webpage, <http://www.energystar.gov/>:

“ENERGY STAR qualified homes are independently verified to be at least 30% more energy efficient than homes built to the 1993 national Model Energy Code or 15% more efficient than state energy code, whichever is more rigorous. These savings are based on heating, cooling, and hot water energy use and are typically achieved through a combination of:

- building envelope upgrades,
- high performance windows,
- controlled air infiltration,
- upgraded heating and air conditioning systems,
- tight duct systems and
- upgraded water-heating equipment.”

The DNREC Energy Office is in the process of training builders in making their structures more energy efficient. The Energy Star Program is excellent way to save on energy costs and reduce air pollution. We highly recommend this project development and other residential proposals increase the energy efficiency of their homes.

They also recommend that the home builders offer geothermal and photo voltaic energy options. Applicable vehicles should use retrofitted diesel engines during construction. The development should provide tie-ins to the nearest bike paths, links to mass transit, and fund a lawnmower exchange program for their new occupants.

State Fire Marshal's Office – Contact: John Rossiter 739-4394

These comments are intended for informational use only and do not constitute any type of approval from the Delaware State Fire Marshal's Office. At the time of formal submittal, the applicant shall provide; completed application, fee, and three sets of plans depicting the following in accordance with the Delaware State Fire Prevention Regulation (DSFPR):

- a. **Fire Protection Water Requirements:**
 - Water distribution system capable of delivering at least 1000 gpm for 1-hour duration, at 20-psi residual pressure is required. Fire hydrants with 800 feet spacing on centers. (Business and Townhouses)
 - Where a water distribution system is proposed for the site, the infrastructure for fire protection water shall be provided, including the size of water mains for fire hydrants and sprinkler systems.

- b. **Fire Protection Features:**
 - All structures over 10,000 Sq. Ft. aggregate will require automatic sprinkler protection installed.
 - Buildings greater than 10,000 sq.ft., 3-stories or more or over 35 feet, or classified as High Hazard, are required to meet fire lane marking requirements.
 - Show Fire Department Connection location (Must be within 300 feet of fire hydrant), and detail as shown in the DSFPR.
 - Show Fire Lanes and Sign Detail as shown in DSFPR
 - For townhouse buildings, provide a section / detail and the UL design number of the 2-hour fire rated separation wall on the Site plan.

- c. **Accessibility**
 - All premises which the fire department may be called upon to protect in case of fire, and which are not readily accessible from public roads, shall

be provided with suitable gates and access roads, and fire lanes so that all buildings on the premises are accessible to fire apparatus. This means that the access road to the subdivision from Milford-Harrington Hwy must be constructed so fire department apparatus may negotiate it.

- Fire department access shall be provided in such a manner so that fire apparatus will be able to locate within 100 ft. of the front door.
- Any dead end road more than 300 feet in length shall be provided with a turn-around or cul-de-sac arranged such that fire apparatus will be able to turn around by making not more than one backing maneuver. The minimum paved radius of the cul-de-sac shall be 38 feet. The dimensions of the cul-de-sac or turn-around shall be shown on the final plans. Also, please be advised that parking is prohibited in the cul-de-sac or turn around.
- The use of speed bumps or other methods of traffic speed reduction must be in accordance with Department of Transportation requirements.
- The local Fire Chief, prior to any submission to our Agency, shall approve in writing the use of gates that limit fire department access into and out of the development or property.

d. **Gas Piping and System Information:**

- Provide type of fuel proposed, and show locations of bulk containers on plan.

e. **Required Notes:**

- Provide a note on the final plans submitted for review to read “ All fire lanes, fire hydrants, and fire department connections shall be marked in accordance with the Delaware State Fire Prevention Regulations”
- Proposed Use
- Alpha or Numerical Labels for each building/unit for sites with multiple buildings/units
- Square footage of each structure (Total of all Floors)
- National Fire Protection Association (NFPA) Construction Type
- Maximum Height of Buildings (including number of stories)
- Townhouse 2-hr separation wall details shall be shown on site plans
- Note indicating if building is to be sprinklered
- Name of Water Provider
- Letter from Water Provider approving the system layout
- Provide Lock Box Note (as detailed in DSFPR) if Building is to be sprinklered
- Provide Road Names, even for County Roads

Preliminary meetings with fire protection specialists are encouraged prior to formal submittal. Please call for appointment. Applications and brochures can be downloaded from our website: www.delawarestatefiremarshal.com, technical services link, plan review, applications or brochures.

Department of Agriculture - Contact: Milton Melendez 698-4500

The Delaware Department of Agriculture has no objections to the Burgess Property application. The site is located on a long-range designated controlled development area. The *Strategies for State Policies and Spending* encourages responsible development in areas within Investment Level 2. This site is a part of a “good recharge” area. Department of Natural Resources and Environmental Control (DNREC) have mapped all ground water potential recharge areas. A “good” rating is the second highest rating and designates an area as having important groundwater recharge qualities. Maintaining pervious cover in “Excellent” and “Good” recharge areas is crucial for the overall environmental health of our state and extremely important to efforts which ensure a safe drinking water supply for future generations. Retention of pervious cover to ensure an adequate future water supply is also important for the future viability of agriculture in the First State. The loss of every acre of land designated as “excellent” and “good” recharge areas adversely impacts the future prospects for agriculture in Delaware.

Neither the Delaware Department of Agriculture nor the Delaware Forest Service opposes the proposed plans. In addition, the Delaware Forest Service would ask the Developer to us a design that will be sensitive to the areas resources. The Delaware Forest Service encourages the developer to contact our office for any information on landscape design, tree planting, tree care, and/or any other questions related to the development of this property.

Right Tree for the Right Place

The Delaware Department of Agriculture Forest Service encourages the developer to use the “Right Tree for the Right Place” for any design considerations. This concept allows for the proper placement of trees to increase property values in upwards of 25% of appraised value and will reduce heating and cooling costs on average by 20 to 35 dollars per month. In addition, a landscape design that encompasses this approach will avoid future maintenance cost to the property owner and ensure a lasting forest resource.

Native Landscapes

The Delaware Department of Agriculture and the Delaware Forest Service encourages the developer to use native trees and shrubs to buffer the property from the adjacent land-

use activities near this site. A properly designed forested buffer can create wildlife habitat corridors and improve air quality to the area by removing six to eight tons of carbon dioxide annually and will clean our rivers and creeks of storm-water run-off pollutants. To learn more about acceptable native trees and how to avoid plants considered invasive to our local landscapes, please contact the Delaware Department of Agriculture Plant Industry Section at (302) 698-4500.

Public Service Commission - Contact: Andrea Maucher 739-4247

Any expansion of natural gas or installation of a closed propane system must fall within Pipeline Safety guidelines. Contact: Malak Michael at (302) 739-4247.

The information provided indicates that the City of Harrington will provide water to the proposed annexation project(s) through a central public water system. Our records indicate that the back parcel is located within the public water service area granted to the City of Harrington under Certificate of Public Convenience and Necessity number 92-CPCN-07. However, the front parcel is not, but according to Senate Bill 135 that was signed on June 30, 2003 by Governor Minner, the municipality is required to give notice to the Public Service Commission when the annexation is complete. Information on CPCN requirements and applications can be obtained by contacting the Public Service Commission at (302) 739-4247.

Delaware State Housing Authority – Contact Jimmy Atkins 739-4263

The proposal is to develop 36 townhouses and 9,480 square feet of office space on 7.4 acres located on Milford Harrington Highway near Harrington. According to the *State Strategies Map*, the proposal is located in an Investment Level 2 area. DSHA supports this proposal because residents will have greater proximity to services, markets, and employment opportunities. Furthermore, the proposal targets units for first time homebuyers. For informational purposes, the most recent real estate data collected by DSHA, the median home price in the Harrington area is \$153,000. However, families earning 80% of Kent County's median income only qualify for mortgages of \$147,099. The provision of units within reach of families earning at least 80% of Kent County's median income would help increase housing opportunities for first time homebuyers.

Following receipt of this letter and upon filing of an application with the local jurisdiction, the applicant shall provide to the local jurisdiction and the Office of State Planning Coordination a written response to comments received as a result of the pre-application process, noting whether comments were incorporated into the project design or not and the reason therefore.

PLUS 2005-10-06

Page 15 of 15

Thank you for the opportunity to review this project. If you have any questions, please contact me at 302-739-3090.

Sincerely,

A handwritten signature in cursive script that reads "Constance C. Holland".

Constance C. Holland, AICP
Director

CC: City of Harrington