STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF MANAGEMENT AND BUDGET
STATE PLANNING COORDINATION

November 21, 2005

Mr. Ring Lardner
Davis, Bowen & Friedel
23 North Walnut Street
Milford, De 19963

RE: PLUS review – PLUS 2005-10-07; Fry Farm Subdivision

Dear Mr. Lardner:

Thank you for meeting with State agency planners on November 2, 2005 to discuss the proposed plans for the Fry Farm Subdivision project to be located at the intersection of Routes 14 and 14 near Milford.

According to the information received, you are seeking site plan approval for a Planned Unit Development consisting of 1260 residential units.

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. We also note that as the City of Milford is the governing authority over this land, the developers will need to comply with any and all regulations/restrictions set forth by the City.

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 Milford. 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.

Street Design and Transportation

- The proposed development exceeds DelDOT traffic volume warrants for a traffic impact study (TIS). Accordingly, DelDOT will require a TIS for this development.

- The developer will be required to improve Route 14 to meet DelDOT's standard typical section for minor arterial roads (two 12-foot lanes and two 10-foot shoulders) from Route 15 to Church Hill Road. The developer will also be required to improve Route 15 to meet DelDOT's standard typical section for major collector roads (two 12-foot lanes and two 8-foot shoulders) from Route 14 to Church Hill Road.

- DelDOT will also require that a paved multi-modal path, located in a 15-foot wide permanent easement, be provided across the frontage of the site on Routes 14 and 15 and Church Hill Road.

- The response to item 37 on the PLUS form indicates that there would be one connection to the public road system. The accompanying plan shows five connections, three on Route 14 and one each on Route 15 and Church Hill Road. DelDOT anticipates allowing one connection to each road.

Natural and Cultural Resources

- According to the Statewide Wetland Mapping Project (SWMP) maps a small unit of palustrine unconsolidated wetlands was mapped in the northeastern portion of subject parcel. Impacts to wetlands should be avoided and vegetated buffers of no less than 100 feet should be employed from all wetlands and water bodies. Lots should exclude all wetlands and associated buffers.

- The proposed development would change the total impervious cover from 1% to approximately 40% in proposed development area. The proposed development

area impacts the excellent recharge area. The numbers were provided by the developer on the PLUS application.

- The eastern edge of the development area is proposed to be single family home lots and some open space. If possible, the amount of open space in this area should be increased to decrease the amount of excellent recharge area that is impacted by development

- While, according to the current database in DNREC, there are no records of state-rare or federally listed plants, animals or natural communities on this project site there are rare species downstream within Tubmill Pond and adequate buffers to contain run-off generated by this development is extremely important

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 Milford. 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.

We encourage the developer to consider providing some small, community oriented commercial or service uses in this project. At over 1,200 units, this development will be larger than many small towns in Delaware. The location of the project is somewhat remote from the more developed commercial areas along Route 113 and downtown Milford, and these areas currently difficult to reach from this site, except by car. Providing retail and service uses may help reduce traffic from this develop while providing a convenience and an amenity to future residents.

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

This parcel includes the Genl. L. McM. Gregg House (K-4930; as shown on the Beers Atlas of 1868) and its associated farm buildings. Most of these appear from the aerial photo to be demolished now. The P. T. Shulters House (K-4813, shown on Beers Atlas) is just outside the parcel on the west, but the 1937 USDA aerial photograph shows a farm building associated with this house extending into the development parcel. Much of the parcel has high and medium potential for prehistoric-period archaeological sites, focused on the remnant tributary in the northeast corner. The Beers Atlas also shows two

unnamed houses in the southeast corner facing the Milford-Harrington Hwy. The 1918 USGS topographic map for Cedar Creek no longer shows these two houses. The 1937 USDA aerial also shows a new farmstead to the east of the Genl. Gregg House within the parcel. A number of 19th-c. and early- to mid-20th-c. dwellings are located on Canterbury Rd. and the Milford-Harrington Hwy. within sight of this development.

The DHCA would appreciate the opportunity to record any remaining buildings on the property before they are demolished. In addition, they would appreciate the opportunity to check the parcel for any archaeological sites that may actually exist, and learn something about their location, extent, and nature before any ground-disturbing activities take place. It is recommended that sufficient landscaping be placed to block the view of this development from the neighboring historic properties.

Department of Transportation – Contact: Bill Brockenbrough 760-2109

1) The proposed development exceeds DelDOT traffic volume warrants for a traffic impact study (TIS). Accordingly, DelDOT will require a TIS for this development. These studies typically take 6 to 12 months from their initial scoping meeting to the completion of DelDOT's review. The scoping meeting for this project occurred in April of this year and, while the progress of the study will depend on many factors, we anticipate receiving the study and completing our review of it by April of 2006.

2) Church Hill Road, State Route 14 and State Route 15 are respectively classified as a local road, a minor arterial road and a major collector road. Local roads in Delaware typically have right-of-way widths ranging from 33 to 50 feet. Arterial and collector road rights-of-way also vary but are generally wider. DelDOT's policy is to require dedication of sufficient land to provide a minimum right-of-way width of 30 feet from the centerline on local roads and 40 feet from the centerline on collector roads and minor arterial roads. Therefore DelDOT will require right-of-way dedication along the frontage to provide any additional width needed from this project.

3) The developer will be required to improve Route 14 to meet DelDOT's standard typical section for minor arterial roads (two 12-foot lanes and two 10-foot shoulders) from Route 15 to Church Hill Road. The developer will also be required to improve Route 15 to meet DelDOT's standard typical section for major collector roads (two 12-foot lanes and two 8-foot shoulders) from Route 14 to Church Hill Road. The south end of Route 15 and parts of Route 14 on either side of it have already been improved as part of a recent DelDOT project to improve the intersection of Routes 14 and 15, so the developer will only need to

tie into those improvements. The developer will further be required to improve Church Hill Road to meet DelDOT's standard typical section for local roads (two 11-foot lanes and two 5-foot shoulders) from Route 14 to Route 15.

4) DelDOT will also require that a paved multi-modal path, located in a 15-foot wide permanent easement, be provided across the frontage of the site on Routes 14 and 15 and Church Hill Road.

5) The response to item 36 on the PLUS form indicates that "less than 17%" of the site traffic would be trucks. We agree but are curious as to how that particular figure was selected. It seems high.

6) The response to item 37 on the PLUS form indicates that there would be one connection to the public road system. The accompanying plan shows five connections, three on Route 14 and one each on Route 15 and Church Hill Road. DelDOT anticipates allowing one connection to each road.

DelDOT will need to review the three proposed entrances on Route 14 further to determine what they will permit there. Preliminarily, the west entrance will be allowed so that the site access can be aligned with the entrance to the parcel on the south side of Route 14 (Tax Parcel MD-00-173.00-01-68.00-000) when that parcel is developed. DelDOT does, however, recommend that a connection be provided from this entrance street to the one out-parcel on Route 14 (Tax Parcel MD-00-173.00-01-49.00-000). This connection could be achieved by shifting the street alignment, dedicating a stub street, or providing an access easement.

The entrance proposed on Route 15 across from Airport Road is positioned acceptably. However, it will require protected left turn lanes. The plan should provide sufficient right-of-way to allow for the center turn lane.

The Church Hill Road entrance may be positioned acceptably but it will need to be checked with regard to sight distance.

7) At the Church Hill Road and State Route 15 entrances, the full entrance road width including medians should be maintained out to the State-maintained road.

8) The response to item 39 on the PLUS form indicates that there are two parcels northeast of the site that are suitable for connection to the proposed development and that those connections have been provided. The plan accompanying the form does not show the connections just mentioned. DelDOT understands that they

have been eliminated because on further examination the parcels were not suitable for connection. They support the developer's decision in that regard.

9) The plan shows what appear to be storm water ponds at the intersection of Routes 14 and 15 and along Church Hill Road at the site entrance. These ponds will be acceptable if the developer provides a 20-foot minimum buffer between the ultimate right-of-way and the top of slopes of the ponds and the runoff from the site is managed such that the rate and volume of the post-development runoff would not exceed the rate and volume of the pre-development runoff. Our project manager for Kent County, Mr. Brad Herb of Johnson, Mirmiran and Thompson, will make a final determination in this matter when reviewing the detailed plans for the site. Mr. Herb may be reached at (302) 266-9600.

10) The developer's site engineer should contact Mr. Herb, regarding the specific requirements for the design of the site entrances.

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

Soils

According to the Sussex County soil survey mapping Sassafras, Woodstown, Fallsington, and Othello were mapped in the immediate vicinity of the proposed project. Sassafras is a well-drained upland soil that, generally, has few limitations for development. Woodstown is a moderately well-drained soil of low-lying uplands that has moderate limitations for development. Fallsington and Othello are poorly-drained wetland associated (hydric) soils that have severe limitations for development.

Wetlands

According to the Statewide Wetland Mapping Project (SWMP) maps a small unit of palustrine unconsolidated wetlands was mapped in the northeastern portion of subject parcel. A wetlands field delineation is highly recommended; this delineation should be verified by the U.S. Army 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.

Impacts to wetlands should be avoided and vegetated buffers of no less than 100 feet should be employed from all wetlands and water bodies. Lots should exclude all wetlands and associated buffers. The developer should note that both DNREC and Army

Corps of Engineers discourage allowing lot lines to contain wetlands to minimize potential cumulative impacts resulting from unauthorized and/or illegal activities and disturbances that can be caused by homeowners.

Impacts to Palustrine wetlands are regulated by the Army Corps of Engineers through Section 404 of the Clean Water Act. In addition, individual 404 permits and certain Nationwide Permits from the Army Corps of Engineers also require 401 Water Quality Certification from the DNREC Wetland and Subaqueous Land Section and Coastal Zone Federal Consistency Certification from the DNREC Division of Soil and Water Conservation, Delaware Coastal Programs Section. Each of these certifications represents a separate permitting process.

To find out more about permitting requirements, the applicant is encouraged to attend a Joint Permit Process Meeting. These meetings are held monthly and are attended by federal and state resource agencies responsible for wetland permitting. Contact Denise Rawding at (302) 739-4691 to schedule a meeting.

Impervious Cover

The Watershed Assessment Section feels that the amount of imperviousness generated by this project is excessive (over 40%) and should be reduced. Research has consistently shown that once a watershed exceeds a threshold of 10 percent imperviousness, water and habitat quality irreversibly decline. Based on information compiled by the University of Delaware through analysis of 2002 aerial photography, the Mispillion watershed has about 8.5 percent impervious cover. Since the amount of imperviousness generated by this project will be well over this 10 percent watershed threshold, the applicant is strongly advised to pursue best management practices (BMPs) that mitigate or reduce some of its predictable impacts. Reducing the amount of surface imperviousness through the use of pervious paving materials ("pervious pavers") in lieu of asphalt or concrete in conjunction with additional native tree and shrub plantings - are examples of practical BMPs that could easily be implemented to reduce surface imperviousness.

TMDLs

A Total Maximum Daily Load (TMDL) is the maximum level of pollution for which a water quality limited water body can assimilate without compromising use and recreational goals such as swimming, fishing, drinking water, and shell fish harvesting. Although TMDLs as a "pollution runoff mitigation strategy" to reduce nutrient loading have not yet been developed for the Mispillion River watershed to date, work is continuing on their development and they should be completed by December 2006. Therefore, until the specified TMDL reductions and pollution control strategies are

adopted, it shall be incumbent upon the developer to employ best available technologies (BATS) and/or best management practices (BMPs) as "methodological mitigative strategies" to reduce degradative impacts that might be associated with proposed project.

Reducing imperviousness, planting/preservation of trees, and maintaining 100-foot minimum upland buffers from wetlands/streams - are some examples of proactive mitigative strategies that will help reduce excessive nutrient runoff and it impacts on water quality, while ensuring State compliance with imminent Federal TMDL regulatory requirements.

Water Resource Protection Areas

The DNREC Water Supply Section has determined that the eastern edge of the proposed development falls within an area of excellent groundwater recharge. See map on next page.

The proposed development would change the total impervious cover from 1% to approximately 40% in proposed development area. The proposed development area impacts the excellent recharge area. The numbers were provided by the developer on the PLUS application.

The eastern edge of the development area is proposed to be single family home lots and some open space. If possible, the amount of open space in this area should be increased to decrease the amount of excellent recharge area that is impacted by development.

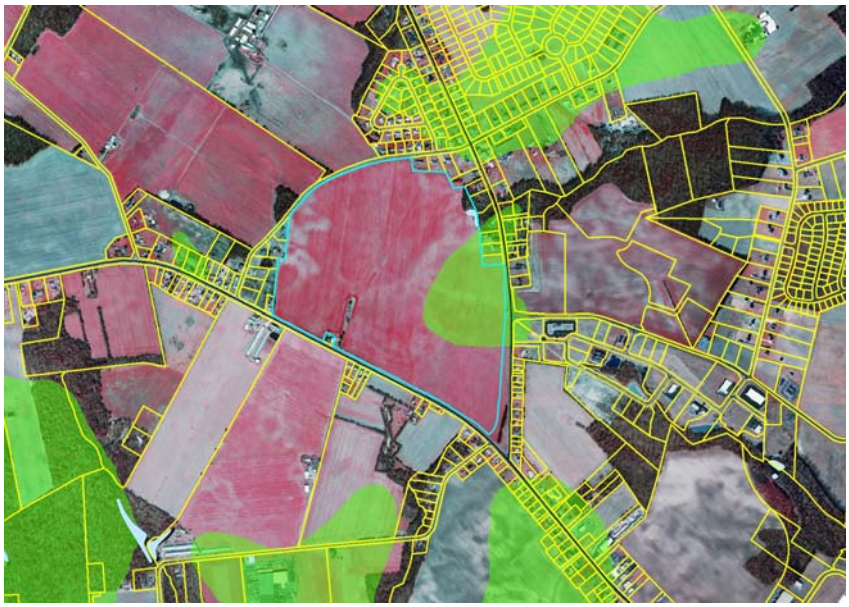
DNREC Water Supply Section recommends that that portion of the new development within the excellent recharge area not exceed 20% impervious cover. Further, some allowance for augmenting ground-water recharge should be considered if the impervious cover exceeds 20% but is less than 50% of that portion of the parcel within this area.

For more information refer to the Final Source Water Protection Guidance Manual for the Local Governments of Delaware
http://www.wr.udel.edu/swaphome/phase2/SWPguidancemanual.html

and

Ground-Water Recharge Design Methodology
http://www.wr.udel.edu/swaphome/phase2/Publications/swapp_manual_final/swapp_guidance_manual_supp_1_2005_05_02.pdf .

Fry Farm (PLUS 2005-10-07) with excellent recharge in green and affected parcels outlined in light blue.



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.

According to the site plan, a proposed stormwater management pond is going to be located adjacent to existing wetlands. There should be at least a 100-foot buffer between the pond and the wetlands in order to protect the function and integrity of the wetlands.

Drainage

The Drainage Program does not have a clear understanding how stormwater will be conveyed to the stormwater management areas. The Drainage Program does not have a clear understanding where the proposed stormwater management areas will outlet.

The Drainage Program requests the majority of the stormwater pipes on this project be located on drainage and utility easements along the streets.

The Drainage Program recommends the routing of major stormwater pipes through yards be prohibited. The Drainage Program discourages the placement of catch basins in the rear and side yards. The Drainage Program promotes the elevation of rear yards to direct stormwater towards the street for accessible maintenance of stormwater pipes.

The area west of the proposed project has an agricultural drainage outlet that may not be suitable as a residential development outlet. The Drainage Program requests that all precautions are to ensure the project does not create any off site drainage problems downstream of this project by the release of on site storm water. The Drainage Program requests the existing outlets be for function and blockages prior to the construction of homes.

Rare Species/Buffers

DNREC has not surveyed this parcel, therefore, according to their current database there are no records of state-rare or federally listed plants, animals or natural communities on this project site. However, there are rare species downstream within Tubmill Pond and adequate buffers to contain run-off generated by this development is extremely important.

Cumulative impacts from the number of proposed developments in the vicinity are a real concern. There should be at least a 100-foot buffer along the perimeter of this

development, especially in the northeast corner. If a 100-foot buffer does not exist, one should be planted with native trees, shrubs, grasses or wildflowers.

Nuisance Waterfowl

Stormwater management ponds that remain 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. We recommend 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 are no LUST site(s) located near the proposed project. 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 96.7 tons (193,396.8 pounds) per year of VOC (volatile organic compounds), 80.1 tons (160,119.5 pounds) per year of NOx (nitrogen oxides), 59.1 tons (118,139.1 pounds) per year of SO2 (sulfur dioxide), 5.3 ton (10,516.4 pounds) per year of fine particulates and 8,088.7 tons (16,177,400.2 pounds) per year of CO2 (carbon dioxide).

Emissions from area sources associated with this project are estimated to be 39.0 tons (78,005.7 pounds) per year of VOC (volatile organic compounds), 4.3 ton (8,583.0 pounds) per year of NOx (nitrogen oxides), 3.6 ton (7,122.7 pounds) per year of SO2 (sulfur dioxide), 4.6 ton (9,191.5 pounds) per year of fine particulates and 158.1 tons (316,217.8 pounds) per year of CO2 (carbon dioxide).

Emissions from electrical power generation associated with this project are estimated to be 15.5 tons (30,915.9 pounds) per year of NOx (nitrogen oxides), 53.8 tons (107,533.4 pounds) per year of SO2 (sulfur dioxide) and 7,930.6 tons (15,861,182.4 pounds) per year of CO2 (carbon dioxide).

	VOC	NOx	SO_2	$PM_{2.5}$	CO_2
Mobile	96.7	80.1	59.1	5.3	8088.7
Residential	39.0	4.3	3.6	4.6	158.1
Electrical Power		15.5	53.8		7930.6
TOTAL	135.7	99.9	116.5	9.9	16177.4

For this project the electrical usage via electric power plant generation alone totaled to produce an additional 15.5 tons of nitrogen oxides per year and 53.8 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. (Assembly, Apartments, and Townhouses)
   - Where a water distribution system is proposed for single family dwellings it shall be capable of delivering at least 500 gpm for 1-hour duration, at 20-psi residual pressure. Fire hydrants with 1000 feet spacing on centers are required. (One & Two- Family Dwelling)
   - 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 of 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, Church Hill Rd, and Canterbury Rd 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 Fry Farm Subdivision application. The *Strategies for State Policies and Spending* encourages responsible development in areas within a Growth Level 2 Zone. 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 subdivision. In addition, the Delaware Forest Service would ask the Developer to place a 30' forest/agricultural buffer along the sides and rear of the property to lessen impact to the water resources and other properties adjacent to this site. 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.

Delaware State Housing Authority – Contact Jimmy Atkins 739-4263

The proposal is to develop 1,260 units on 182 acres located on Milford-Harrington Highway, Route 14, in the City of Milford. 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 Milford area is $236,000. However, families earning 80% of Sussex County's median income only qualify for mortgages of $142,040. The provision of units within reach of families earning at least 80% of Sussex 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.

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

Sincerely,

Constance C. Holland, AICP
Director

CC: City of Milford