



**STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF STATE PLANNING COORDINATION**

October 23, 2012

Mr Doug Liberman
Larson Engineering Group, Inc.
910 South Chapel Street, Suite 200
Newark, DE 19713

RE: PLUS review – 2012-09-04; Woodside Village

Dear Mr. Liberman:

Thank you for meeting with State agency planners on September 26, 2012 to discuss the proposed plans for the Woodside Village project to be located on the Northeast side of Fork Branch Road, east of the Penn Central Railroad tracks.

According to the information received, you are seeking approval though Kent County for a 204 unit apartment complex.

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 Kent County is the governing authority over this land, the developers will need to comply with any and all regulations/restrictions set forth by the County.**

Strategies for State Policies and Spending

This project is located in Investment Level 1 according to the *Strategies for State Policies and Spending*. Investment Level 1 reflects areas that are already developed in an urban or suburban fashion, where infrastructure is existing or readily available, and where future redevelopment or infill projects are expected and encouraged by State policy.

Code Requirements/Agency Permitting Requirements

State Historic Preservation Office – Contact Terrence Burns 736-7404

- There are no known historic resources, such as archeological sites or National Register listed properties on this parcel. However, if there is going to be any type of construction

or development project on this parcel, the developer should be aware of Delaware's Unmarked Human Burials and Human Skeletal Remains Law, which is outlined in Chapter 54 of Title 7 of the Delaware Code.

Abandoned or unmarked family cemeteries are very common in the State of Delaware, and often they are either on or near a historic farm site, in rural areas or open space lands. Disturbing unmarked burials triggers Delaware's Unmarked Human Burials and Human Skeletal Remains Law (Delaware Code Title 7, Chapter 54), and such remains or discoveries can result in substantial delays while the procedures required under this law are carried out. The Division of Historical & Cultural Affairs recommends that owners and/or developers have a qualified archaeological consultant investigate their project area for the presence of such a cemetery. If a cemetery is discovered, it is very costly to have it archaeologically excavated and the burials moved. In the event of such a discovery, the Division of Historical & Cultural Affairs recommends that the plans be re-drawn to leave the cemetery on its own parcel or in the open space area of the development, with the responsibility for its maintenance lying with a homeowners association or development. If you need or would like to read more information in reference to cemeteries, burial grounds or unmarked human remains, please go to the following websites for additional information: www.history.delaware.gov/preservation/umhr.shtml and www.history.delaware.gov/preservation/cemeteries.shtml .

Prior to any demolition or ground disturbing activities, the developer should consider hiring an archaeological consultant to examine the parcel for archaeological sites, such as a cemetery or unmarked human remains.

- If there is any federal involvement with the project, in the form of licenses, permits, or funds, the federal agency, often through its client, is responsible for complying with Section 106 of the National Historic Preservation Act (36 CFR 800) and must consider their project's effects on any known or potential cultural or historic resources. Owners and developers who may plan to apply for an Army Corps of Engineers permit or for federal funding, such as HUD or USDA grants, should be aware of the National Historic Preservation Act of 1966 (as amended). Regulations promulgated for Section 106 of this Act stipulate that no ground-disturbing or demolition activities should take place before the Corps or other involved federal agency determines the area of potential effect of the project undertaking. These stipulations are in place to allow for comment from the public, the Delaware State Historic Preservation Office, and the Advisory Council for Historic Preservation about the project's effects on historic properties. Any preconstruction activities without adherence to these stipulations may jeopardize the issuance of a permit or receipt of funding if it is determined that such opportunity to comment has been foreclosed. If you need further information or additional details pertaining to the Section 106 process and the Advisory Council's role, please review the Advisory Council's website at www.achp.gov.

Department of Transportation – Contact Bill Brockenbrough 760-2109

- The site access must be designed in accordance with DeIDOT's Standards and Regulations for Subdivision Streets and State Highway Access. This manual is available on-line at http://www.deldot.gov/information/pubs_forms/manuals/subdivisions/pdf/Subdivision_Manual_Revision_1_proposed_060110.pdf.
- DeIDOT Development Coordination Section staff met with the applicant and their engineer several weeks ago and resolved the following points:
 - In accordance with Section 2.3.2 of the Standards and Regulations, the developer may pay an Area Wide Study Fee of \$10 per daily trip, or by our calculations \$13,570, in lieu of doing a Traffic Impact Study (TIS). Payment of the fee would not exempt them from making off-site improvement or, in itself, exempt them from any County requirement for a TIS.
 - The proposed entrance on Fork Branch Road is a concern in that it would be just east of a rail crossing, creating a hazard for vehicles stopped and waiting to turn left into it or waiting behind a vehicle waiting to turn. Therefore, to address this hazard, we will require the following things:
 - A bypass lane, in accordance with Section 5.2.2.3 of the Standards and Regulations, allowing eastbound through traffic to bypass vehicles waiting to turn left.
 - Signing and pavement marking, in accordance with Section 5.10 of the Standards and Regulations. Our Traffic Section is developing a plan specific to this location.
 - A Traffic Operational Analysis, in accordance with Section 3.9 of the Standards and Regulations, to determine what other improvements may be needed.
 - Again in accordance with Section 2.3.2 of the Standards and Regulations, the developer should participate in improvements at the intersection of US Route 13 and Fork Branch Road / Dyke Branch Road, consistent with what was required of the developer of Palomar North and South based on their 2010 TIS.

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

Wetlands

- State regulated wetlands ARE NOT located on this property based on a review of the State wetland maps. State regulated wetlands are those wetlands identified on the State's official State Regulated Wetland Maps. Additional information about State regulated wetlands is available by contacting the Wetlands and Subaqueous Lands Section at (302) 739-9943 or on line at <http://www.dnrec.delaware.gov/wr/Services/Pages/WetlandsAndSubaqueousLands.aspx>.
- State regulated subaqueous lands ARE NOT likely to be located on this property based on a review of aerial photographs, SWMP maps, Soil Surveys and USGS topographic maps. State subaqueous lands include all tidal waters (up to the mean high water line), most non-tidal rivers, streams, lakes, ponds, bays and inlets (up to the ordinary high water line), most perennial streams and ditches and many intermittent streams and ditches. Additional information about State regulated subaqueous lands is available by contacting the Wetlands and Subaqueous Lands Section at (302) 739-9943 or on line at <http://www.dnrec.delaware.gov/wr/Services/Pages/WetlandsAndSubaqueousLands.aspx>.
- Waters of the U.S. regulated by the U.S. Army Corps of Engineers ARE likely to be located on this property based on a review of aerial photographs, SWMP maps, Soil Surveys and USGS topographic maps. According to our GIS SWMP maps, there are possible wetlands regulated by the U.S. Army Corps of Engineers on the lower corner of the property. We suggest contacting them for an on-site inspection. Waters of the United States include the following: navigable waters of the United States; wetlands; tributaries to navigable waters of the United States, including adjacent wetlands and lakes and ponds; interstate waters and their tributaries, including adjacent wetlands; and all other waters of the United States not identified above, such as isolated wetlands, intermittent streams, and other waters that are not part of a tributary system to interstate waters or to navigable waters of the United States, where the use, degradation or destruction of these waters could affect interstate or foreign commerce. The extent of Federal jurisdiction over Waters of the United States is determined by the U.S. Army Corps of Engineers and is based on site specific conditions. Therefore, an on-site inspection by an environmental consultant is recommended to determine if Waters of the U.S. are located on the property and the limits of Federal jurisdiction. The U.S. Army Corps of Engineers can be contacted at (215) 656-6728 or online at <http://www.nap.usace.army.mil/cenap-op/regulatory/regulatory.htm>.

TMDLs

- The project is located in the greater Delaware River and Bay drainage, specifically within the St. Jones River watershed. In this watershed, the State of Delaware has developed specific Total Maximum Daily Load (TMDL) pollutant reduction targets for nitrogen, phosphorus, and bacteria (under the auspices of Section 303(d) of the Clean Water Act).

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 State water quality standards (e.g., dissolved oxygen, nutrients, and bacteria; State of Delaware Surface Water Quality Standards, as amended July 11, 2004) to the extent necessary to support use goals such as, swimming, fishing, drinking water and shell fish harvesting. The TMDL for the St. Jones River watershed calls for a 40 percent reduction in nitrogen and phosphorus from baseline conditions. The TMDL also calls for a 90 percent reduction in bacteria from baseline conditions.

Water Supply

- The project information sheets state water will be provided to the project by Tidewater Utilities via a public water system. Our records indicate that the project is located within the public water service area granted to Tidewater Utilities under Certificate of Public Convenience and Necessity PSC-1190.
- 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.

Sediment and Stormwater Program

- A detailed sediment and stormwater plan will be required prior to any land disturbing activity taking place on the site. It is strongly recommended that the owner and consultant contact the Kent Conservation District to schedule a project application meeting to discuss the sediment and erosion control and stormwater management components of the plan. The site topography, soils mapping, pre and post development runoff, and proposed method(s) and location(s) of stormwater management should be brought to the meeting for discussion. The plan review and approval as well as construction inspection will be coordinated through Kent Conservation District. Contact Jared Adkins, Program Manager, at the Kent Conservation District at (302) 741-2600, ext. 3 for details regarding submittal requirements and fees. (Title 7, Delaware Code, Chapter 40 and Delaware Regulations, Title 7, Administrative Code, 5101)

Hazardous Waste Sites

- If it is determined by the Department that there was a release of a hazardous substance on the property in question and the Department requires remediation pursuant to the Hazardous Substance Cleanup Act, the provisions of 7 Del.C., Chapter 91, Delaware Hazardous Substance Cleanup Act and the Delaware *Regulations Governing Hazardous Substance Cleanup* shall be followed.

Tank Management Branch. Please be aware:

- If a release of a Regulated Substance occurs at the proposed project site, compliance of 7 Del.C., Chapter 60, 7 Del.C., Chapter 74 and DE Admin. Code 1351, State of Delaware *Regulations Governing Underground Storage Tank Systems* (the UST Regulations) is required.
- The following confirmed leaking underground storage tank (LUST) projects are located within a quarter mile from the proposed project area:
 - Reichhold Chemicals Inc., Facility: 1-000041, Project: K9109194 (Inactive)
 - This facility also appears to have above-ground storage tanks (ASTs) registered under facility number: 6-000062 which have also required corrective actions. There are no open LAST projects at this facility.
- Per the **UST Regulations: Part E, § 1. Reporting Requirements:**
 - Any indication of a Release of a Regulated Substance that is discovered by any Person, including but not limited to environmental consultants, contractors, utility companies, financial institutions, real estate transfer companies, UST Owners or Operators, or Responsible Parties shall be reported within 24 hours to:
 - The Department’s 24-hour Release Hot Line by calling 800-662-8802; and
 - The DNREC, Tank Management Section by calling 302-395-2500.

Air Quality

- The applicant shall comply with all applicable Delaware air quality regulations. Please note that the following regulations in Table 1 – Potential Regulatory Requirements may apply to your project:

| Table 1: Potential Regulatory Requirements | |
|--|--------------|
| Regulation | Requirements |

| | |
|---|---|
| 7 DE Admin. Code 1106 - Particulate Emissions from Construction and Materials Handling | <ul style="list-style-type: none"> • Use dust suppressants and measures to prevent transport of dust off-site from material stockpile, material movement and use of unpaved roads. • Use covers on trucks that transport material to and from site to prevent visible emissions. |
| 7 DE Admin. Code 1113 – Open Burning | <ul style="list-style-type: none"> • Prohibit open burns statewide during the Ozone Season from May 1-Sept. 30 each year. • Prohibit the burning of land clearing debris. • Prohibit the burning of trash or building materials/debris. |
| 7 DE Admin. Code 1141 – Limiting Emissions of Volatile Organic Compounds from Consumer and Commercial Products | <ul style="list-style-type: none"> • Use structural/ paint coatings that are low in Volatile Organic Compounds. • Use covers on paint containers when paint containers are not in use. |
| 7 DE Admin. Code 1144 – Control of Stationary Generator Emissions | <ul style="list-style-type: none"> • Ensure that emissions of nitrogen oxides (NO_x), non-methane hydrocarbons (NMHC), particulate matter (PM), sulfur dioxide (SO₂), carbon monoxide (CO), and carbon dioxide (CO₂) from emergency generators meet the emissions limits established. (See section 3.2). • Maintain recordkeeping and reporting requirements. |
| 7 DE Admin. Code 1145 – Excessive Idling of Heavy Duty Vehicles | <ul style="list-style-type: none"> • Restrict idling time for trucks and buses having a gross vehicle weight of over 8,500 pounds to no more than three minutes. |

For a complete listing of all Delaware applicable regulations, please look at our website:
<http://www.awm.delaware.gov/AQM/Pages/AirRegulations.aspx>.

Recommendations/Additional Information

This section includes a list of site specific suggestions that are intended to enhance the project. These suggestions have been generated by the State Agencies based on their expertise and subject area knowledge. **These suggestions do not represent State code requirements.** They are offered here in order to provide proactive ideas to help the applicant enhance the site design, and it is hoped (**but in no way required**) that the applicant will open a dialogue with the relevant agencies to discuss how these suggestions can benefit the project.

Department of Transportation – Contact Bill Brockenbrough 760-2109

- DelDOT suggests that another name for the development be considered. There is already an incorporated municipality named Woodside located about 10 miles away on the same railroad line that abuts this project, so there is some potential for confusion.
- Item 25 on the PLUS application shows an average weekday trip generation of 1,330 trips per day. From discussion at the PLUS Meeting, DelDOT understands that the site engineer now estimates the trip generation at 1,357 trips per day, a figure with which we agree.
- In previous discussions with the applicant, we mentioned that a State law might prevent the proposed connection from the apartments to the Fieldstone Village manufactured housing community because that development is age-restricted. The law to which we referred would not have that effect. Delaware Code Title 17, Section 531, prohibits us from accepting vehicular and pedestrian connections between age-restricted and non-age-restricted developments for State maintenance without a majority vote in favor thereof by the residents of the age-restricted community. As there are no State-maintained streets involved in this instance, Title 17, Section 531 is not an issue.
- DelDOT supports the comment from the Dover/Kent County Metropolitan Planning Organization in favor of a pedestrian connection through Fieldstone Village to the Shops at Fieldstone shopping center.

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

Soils Assessment

- Based on the NRCS soils survey mapping update, Fallsington (FgA) is the most environmentally-sensitive soil mapping unit mapped in the vicinity of the proposed project. Fallsington is a poorly-drained wetland associated hydric soil mapping unit; hydric soils have severe limitations and are considered unsuitable for development. Building on such soils is likely to increase the potential for on-site and off-site flooding potentials (See figure 2). We strongly recommend avoiding areas containing said soil mapping unit.

- recommends that the applicant maintain/establish a minimum 100-foot upland buffer (planted in native vegetation) from all water bodies (including ditches) and wetlands.
- Maximize the amount and/or preservation of passive wooded open space. DNREC further recommends additional planting of native trees or shrubs wherever possible.
 - The applicant should calculate post-construction surface imperviousness with all forms of created (or constructed) surface imperviousness (e.g., rooftops, driveways, parking lots, sidewalks, open-water storm water management structures, and roads) included in the calculation.
 - Since this is a large project that will likely generate a great amount of impervious cover, we strongly advise the use of pervious paving materials (instead of conventional asphalt and concrete) as a BMP to reduce the impacts associated with surface imperviousness, wherever practicable.
 - DNREC recommends the use of rain gardens, and green-technology storm water management structures (in lieu of open-water management structures) as BMPs to mitigate or reduce nutrient and bacterial pollutant impacts via runoff from impervious surfaces.
 - The applicant should voluntarily assess nutrient and bacterial pollutant loading at the preliminary project design phase. To this end, the Watershed Assessment Section has developed a methodology known as the “Nutrient Load Assessment protocol.” The protocol is a tool used to assess changes in nutrient (e.g., nitrogen and phosphorus) and bacterial loading that result from the conversion of individual or combined land parcels to a different land use(s), while providing applicants with quantitative information about their project’s impact(s) on baseline water quality. They encourage the applicant/developer use this protocol to help them design and implement the most effective BMPs. Please contact Lyle Jones at 302-739-9939 for more information on the protocol.

Drainage Program

- The Drainage Program is aware of drainage concerns downstream of this area. The Drainage Program requests that the engineer take precautions 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 onsite storm water. A downstream analysis is requested to determine if there is sufficient downstream capacity to provide an adequate outfall for this project. Notify downstream landowners of the change in volume of water released on them.

Forest Preservation.

- Although leaving a forest intact is usually more beneficial to the existing wildlife and is preferential to clearing, DNREC offers the following recommendation which if implemented may reduce impacts:
 - Forest dependent birds and other wildlife will be most vulnerable to impacts during the nesting/breeding season and tree removal should be avoided during that time, April 1 to July 31. This clearing recommendation would only protect those species during one breeding season; because once trees are cleared the result is an overall loss of habitat.

Nuisance Waterfowl

- If the large ‘bioretention’ area depicted on the site plan is designed to hold water, it may attract resident Canada geese and other waterfowl that could create a nuisance for community residents. 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. 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.
 - DNREC recommends native plantings, including tall grasses, wildflowers, shrubs, and trees at the edge and within an adequate buffer (15-30 feet in width) around the pond (to be planted in accordance with the Sediment and Stormwater Plan approval agency requirements). When the view of the surrounding area from the pond is blocked, geese can’t scan for predators and are less likely to reside and nest in the area of the pond.
 - At this time, DNREC does not recommend using monofilament grids to deter waterfowl from using the pond due to the potential for birds and other wildlife to become entangled if the grids are not properly installed and maintained. In addition, the on-going maintenance (removing entangled trash, etc.) may become a burden to the homeowners association or land manager.

Additional information on hazardous waste sites

- There are four Site Investigation and Restoration Section (SIRS) sites found within a ½-mile radius of the proposed project:

- Paul's Antiques Site (DE-1095) is located 0.30 miles east of the proposed project. The Site was brought to the attention of SIRS due to a degraded sewer line that was leaking. A Feasibility Study (FS) was completed in 1997 followed by a Remedial Investigation (RI) in 1998. The Site was recommended for a No Further Action (NFA) designation and going thru the closure and delisting process.
- Rd 154 & 13 Site (DE-1393) is located 0.22 miles north-east of the proposed project. A Phase I Environmental Assessment was performed in October 2005 due to the properties history of multiple commercial businesses. A Phase II Environmental Assessment was performed in April 2006, followed by and Remedial Investigation in November 2006. The Final Plan was issued in October of 2007. The Final Plan required that an Environmental Covenant be placed on the deed, restricting future use to non-residential. To date, the Environmental Covenant has not been recorded on the Site; however, the Site continues to be inspected through an Operations and Maintenance Plan.
- Mays Body Shop Site (DE-0273) is located 0.18 miles north-east of the proposed project. The Site came in to the Superfund program in 1992 when a resident living close to the Site expressed concerns about the quality of their water. The Emergency Response Branch tested the residents' well and informed them to halt consumption of the water. The Site was considered to be a possible source of the groundwater contamination. A No Further Action designation was issued by the Environmental Protection Agency (EPA) for the Site. The Site is currently undergoing a DNREC site file review to determine if further action needs to be taken at this time.
- Reichhold Chemical Site (DE-0245) is located 0.14 miles south of the proposed project. The facility operated from 1957 until 2008. A RI and FS were completed in 1999 with a Final Plan in late 1999. The Site received a Certificate of Completion of Remedy (COCR) in 2002. The Site was revisited in 2006 for changes to the Operations and Maintenance Plan to include marsh monitoring. In 2010 and 2011 soil with PCB contamination was removed. A Groundwater Management Zone (GMZ) was placed on the property in August 2011. The GMZ prevents the installation of any new wells without a thorough review and approval from SIRS and Water Resources. Currently, the Site has annual limited groundwater monitoring.
- SIRS strongly recommends that the land owner perform environmental due diligence of the property by performing a Phase I Environmental Site Assessment (including a title search to identify environmental covenants) in accordance to Section 9105(c) (2) of the Delaware Hazardous Substance Cleanup Act (HSCA). While this is not a requirement under HSCA, it is good business practice and failure to do so will prevent a person from being able to qualify for a potential affirmative defense under Section 9105(c) (2) of HSCA.

Additional remediation may be required if the project property or site is re-zoned by the county.

- Should a release or imminent threat of a release of hazardous substances be discovered during the course of development (e.g., contaminated water or soil), construction activities should be discontinued immediately and DNREC should be notified at the 24-hour emergency number (800-662-8802). SIRB should also be contacted as soon as possible at 302-395-2600 for further instructions.

Additional information on tank management.

- When contamination is encountered, PVC pipe materials should be replaced with ductile steel and nitrile rubber gaskets in the contaminated areas.
- If any aboveground storage tanks (ASTs) less than 12,500 gallons are installed, they must be registered with the TMS. If any ASTs greater than 12,500 gallons are installed, they are also subject to installation approval by the TMS.

Additional information on air quality

- DNREC encourages developers and builders to consider all sustainable growth practices in their design, but we believe, however, that the air quality impacts associated with the project should be completely considered. New homes may emit, or cause to be emitted, air contaminants into Delaware's air, which will negatively impact public health, safety and welfare. These negative impacts are attributable to:
 - Emissions that form ozone and fine particulate matter; two pollutants relative to which Delaware currently violates federal health-based air quality standards,
 - The emission of greenhouse gases which are associated with climate change, and
 - The emission of air toxics.
- Air emissions generated from new homes include emissions from the following activities:
 - Area sources such as painting, maintenance equipment and the use of consumer products like roof coatings and roof primers.
 - The generation of electricity needed to support the new homes, and
 - All transportation activity.
- Based on the information provided, the three air emissions components (i.e., area, electric power generation, and mobile sources) for this project were quantified. Table 2 – Projected Air Quality Emissions represents the actual impact the Woodside Village project may have on air quality.

| Emissions Attributable to Woodside Village (Tons per Year) | Volatile Organic Compounds (VOC) | Nitrogen Oxides (NOx) | Sulfur Dioxide (SO ₂) | Fine Particulate Matter (PM _{2.5}) | Carbon Dioxide (CO ₂) |
|--|----------------------------------|-----------------------|-----------------------------------|--|-----------------------------------|
| Area Source | 6.3 | 0.7 | 0.6 | 0.7 | 25.6 |
| Electric Power Generation | * | 2.5 | 8.7 | * | 1,284.0 |
| Mobile Source | 9.3 | 9.8 | 0.3 | 0.1 | 6,029.2 |
| Total Emissions | 15.6 | 13.0 | 9.6 | 0.8 | 7,338.8 |

(*) Indicates data is not available.

- Note that emissions associated with the actual construction of the road, including automobile and truck traffic from working in, or delivering products to the site, as well as site preparation, earth moving activities, road paving and other miscellaneous air emissions, are not reflected in the table above.
- DNREC encourages sustainable growth practices that:
 - Control sprawl;
 - Preserve rural and forested areas;
 - Identify conflicting land use priorities;
 - Encourage growth on previously developed sites and denser communities while at the same time protect our diminishing land base;
 - Coordinate transportation, housing, environment, and climate protection plans with land use plans; and
 - Demonstrate that communities can achieve the qualities of privacy, community, and contact with nature without degrading the natural environment or generating unacceptable environmental costs in terms of congestion, use of natural resources, or pollution.
- Additional measures may be taken to substantially reduce the air emissions identified above. These measures include:

Constructing with only energy efficient products

- Energy Star qualified products are up to 30% more energy efficient. Savings come from building envelope upgrades, high performance windows, controlled air infiltration, upgraded heating and air conditioning systems, tight duct systems and upgraded water-heating equipment. Every percentage of energy efficiency translates into a percent

reduction in pollution. The Energy Star Program is excellent way to save on energy costs and reduce air pollution.

- **Offering geothermal and/or photo voltaic energy options.** These systems can significantly reduce emissions from electrical generation, and from the use of oil or gas heating equipment.
- **Providing tie-ins to the nearest bike paths and links to any nearby mass transport system.** These measures can significantly reduce mobile source emissions. For every vehicle trip that is replaced by the use of a sidewalk, a bike path or mass transit, 7 pounds of VOC and 11.5 pounds of NOx are reduced each year.
- **Using retrofitted diesel engines during construction.** This includes equipment that are on-site as well as equipment used to transport materials to and from site.
- **Using pre-painted/pre-coated flooring, cabinets, fencing, etc.** These measures can significantly reduce the emission of VOCs from typical architectural coating operations.
- **Planting trees in vegetative buffer areas.** Trees reduce emissions by trapping dust particles and replenishing oxygen. Trees also reduce energy emissions by cooling during the summer and by providing wind breaks in the winter, whereby reducing air conditioning needs by up to 30 percent and saving 20 to 50 percent on fuel costs.

This is a partial list, and there are additional things that can be done to reduce the impact of the development. The applicant should submit a plan to the DNREC Division of Air Quality which address the above listed measures, and that details all of the specific emission mitigation measures that will be incorporated into the Woodside Village project.

Delaware State Housing Authority – Contact Karen Horton 739-4263

DSHA supports the Woodside Village proposal for 204 apartment complex on 20.7 acres, located at northeast side of Fork Branch Road, east of Penn Central Railroad tracks, for the following reasons:

- A rental community at this location will provide households with a fuller range of incomes close proximity to transit, educational opportunities, jobs, services and markets. In turn, these densities will facilitate ridership of transit, as well as support the local markets that are within walking distance.
- While large suburban homes have dominated development in Delaware for several decades, a growing body of research indicates that we are in the midst of a significant market shift. The baby boomers that once drove suburban development are now aging and are looking to downsize into something more manageable. The Delaware Population

Consortium (DPC) projections for the next ten years indicate that not only will there be a large amount of suburban homes placed on the market by baby boomers, but that there will be a *decline* in households in age ranges that typically seek large homes. These same DPC projections show growth in the younger age ranges most likely at stages in their life and income to support apartments, condominiums and entry level homes.

- The combination of excess suburban housing supply currently on the market, additional supply being added by aging baby boomers, along with a changing market indicate that it is *critical* that communities *proactively* provide a variety of housing options to meet the needs of their residents.

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,

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

Constance C. Holland, AICP
Director, Office of State Planning Coordination

CC: Kent County