



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

July 23, 2015

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

RE: PLUS review 2015-06-05, Advance Auto Parts

Dear Andrew,

Thank you for meeting with State agency planners on June 24, 2015 to discuss the proposed plans for Advance Auto Parts. According to the information received, you are seeking review of a rezoning of 0.87 acres from I-Industrial to CN-Commercial Neighborhood on Pulaski Highway in New Castle County.

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 New Castle is the governing authority over this land, the developers will need to comply with any and all regulations/restrictions set forth by the City as well as New Castle 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. Thus, the Office of State Planning Coordination has no objections to this project.

Code Requirements/Agency Permitting Requirements

Department of Transportation – Contact Bill Brockenbrough 760-2109

- We estimate that the proposed development would generate 408 vehicle trip ends per typical weekday and 42 vehicle trip ends per hour in the peak hour of that day. Per Section 2.2.2 of the Development Coordination Manual, new developments generating

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more than 500 vehicle trip ends per day or 50 vehicle trip ends per hour, and existing developments increasing their traffic by one of these amounts, warrant Traffic Impact Studies (TIS). DelDOT requires TIS for developments not meeting either of those warrants only when local governments with more stringent standards require them first.

From a May 26, 2015, memorandum (copy attached) we understand that New Castle County may be requiring a TIS. If so we will support them in that requirement.

This project is located in the US Route 40 Corridor and previously the County has waived their TIS requirement for other developments in the corridor based on their location in an area that is like a Transportation Improvement District. We would recommend that the applicant ask the County whether they would be eligible to seek such a waiver for this project.

- The site entrance on Route 40 must be designed in accordance with DelDOT's Development Coordination Manual, which is available at <http://www.deldot.gov/information/business/subdivisions/changes/index.shtml>.
- Section 3.5.4.2 of the Development Coordination Manual states that a path or sidewalk shall be installed along the State-maintained road frontage of any development requiring an Entrance Permit Application in a Level 1 or 2 area. Where the construction is not physically possible, a fee in lieu of construction is charged but it appears to be possible in this case. In the Route 40 corridor, we have consistently required Shared Use Paths rather than sidewalks and we expect to require a path for this project too.

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

- Total Maximum Daily Loads (TMDLs) for nitrogen, phosphorus, and bacteria have been promulgated through regulation in most of the State of Delaware's water bodies. A TMDL is the maximum level of pollution allowed for a given pollutant below which a "water quality limited waterbody" 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. TMDLs are required by federal law (Section 303(d) of the 1972 Clean Water Act), and the states are charged with developing and implementing specific land use practices that support these goals. This project is located in the Piedmont drainage area, specifically within the greater Christina River Basin. In the Christina River Basin, post-development nitrogen and phosphorus loading must be capped at the pre-development or baseline loading rate (or a 0% post-construction increase in N & P in Delaware's portion of the Christina River Basin) to meet the required TMDL for each nutrient. Moreover, reductions in bacteria that range from 29% to 95% (High Flow) is also required (depending upon location). The specific required nutrient and bacterial requirements for the various stream segments in the Basin, and background information is outlined in the report entitled "*Christina*

River Basin High-Flow TMDL” by the EPA. This report can be retrieved from the following web link:

http://www.epa.gov/reg3wapd/tmdl/pa_tmdl/ChristinaMeetingTMDL/index.htm

Water Supply.

- The project information sheets state water will be provided to the project by Artesian Water Company via a public water system. Our records indicate that the project is located within the public water service area granted to Artesian Water Company under Certificate of Public Convenience and Necessity 85-WS-03.

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.

- **Source Water Protection Areas.**

The project does not fall within any wellhead protection or excellent groundwater recharge potential areas. However, the parcel falls entirely within the Christina River Drinking Water Watershed. This area is a Level 2 source water protection area for New Castle County (NCC).

Level 2 Source Water Protection Areas are the delineated watershed upstream from public drinking water supply intakes. Land Use or Land Activity within these areas has the potential to influence water quality or quantity to the public drinking water system.

DNREC recommends referring to NCC Unified Development Code for specific regulations regarding development in this water resource protection area.

Sediment and Stormwater Management.

- A sediment and stormwater plan will be required for the site. Contact the reviewing agency to schedule a project application meeting to discuss the sediment and erosion control and stormwater management components of the plan as soon as possible. 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 the New Castle County Department of Land Use Engineering Section. Contact the Department of Land Use at (302) 395-5470 for details regarding submittal requirements and fees.

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.

There is one SIRS site within a ½ miles radius of the property in question. Bayshore Ford Trucking and rental (DE-1223) is located adjacent east of the project property. The Site began being utilized as storage for a trucking business in 1970. The property was sold multiple times until 1990 when Bayshore Ford obtained the property. Bayshore used the property for car repair, vehicle washing, and truck and car rentals. Underground storage tanks were removed in 1990 and 1991. A No Further Action designation was issued by the Tanks Management Section in May 1993. In July 1999, the Site was entered into the Voluntary Clean-up Program (VCP). The Remedial Investigation was completed in December 1999. Results indicated that there was only one exceedance of the URS in soil and metals in the groundwater; however the exceedances did not pose a threat to human health or the environment. The Proposed Plan was published in July 1999 and required a deed restriction; however, the owners opted to add more of the property to the VCP in August 1999 and additional sampling was completed in December 1999. The Final Plan was published in November 2002 and still required a deed restriction. The Site was issued a Certificate of Completion of Remedy (COCR) in January 2003 and is annually inspected to ensure the remedy is still in place.

Tank Management Section:

- 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:
 - Bayshore Leasing, Facility: 3-001175, Project: N9009073 (Inactive)
 - Amtrak Bear Complex, Facility: 3-001181, Project: N8501002 (Inactive)
 - Bear Necessities BP, Facility: 3-000686, Project: N9404084 (Inactive), N0701006 (Active)
 - Former Mitchell Shop, Facility: 3-001845, Project: N9712205 (Inactive)
- 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 1135 – Conformity of General Federal Actions to the State Implementation Plan	<ul style="list-style-type: none"> • Require, for any “federal action,” a conformity determination for each pollutant where the total of direct and indirect emissions would equal or exceed any of the de minimus levels (See Section 3.2.1)
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.
Regulation 21 Section 10 – Emission Standards for Hazardous Air Pollutants, Asbestos	<ul style="list-style-type: none"> • Ensure no visible residue of asbestos materials remains in the work area after all asbestos materials are removed in accordance with NESHAP. • Display DANGER signs whenever airborne asbestos

	<p>may be present in accordance with NESHAP and OSHA</p> <ul style="list-style-type: none">• Use wet removal techniques.• Dispose of all asbestos containing waste in clearly labeled sealed containers and store in a secure location awaiting transport to an authorized disposal facility, not to exceed a period of 45 days.• See instructions at the bottom of these comments.
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For a complete listing of all Delaware applicable regulations, please look at our website:
<http://www.awm.delaware.gov/AQM/Pages/AirRegulations.aspx>.

State Historic Preservation Office – Contact Terrence Burns 736-7404

- There are no known archaeological sites, or National Register-listed property on this parcel. However, not too far away is the New Castle Historic District, which on the National Register of Historic Places and a National Historic Landmark as well.
- The developer should be aware of the Unmarked Human Burials and Human Skeletal Remains Law, which is in Chapter 54 of Title 7, of the Delaware Code (7 Del. C. Ch. 54). Abandoned or unmarked family cemeteries are very common in the State of Delaware. They are usually in rural or open space areas, and sometimes near or within the boundary of an historic farm site. Even a marked cemetery can frequently have unmarked graves or burials outside of the known boundary line or limit. Disturbing unmarked graves or burials triggers the Delaware’s Unmarked Human Burials and Human Skeletal Remains Law (7 Del. C. Ch. 54), and such remains or discoveries can result in substantial delays while the procedures required under this law are carried out. If there is a discovery of any unmarked graves, burials or a cemetery, it is very costly to have them archaeologically excavated and the burials moved. The Division of Historical & Cultural Affairs recommends that owners and/or developers have a qualified archaeological consultant investigate their project area, to the full extent, to see if there is any unmarked cemetery, graves, or burial sites. In the event of such a discovery, the Division of Historical & Cultural Affairs also recommends that the plans be re-drawn to leave the full extent of the cemeteries or any burials on its own parcel or in the open space area of the development, with the responsibility for its maintenance lying with the landowner association or development. If you would like to know more information pertaining to unmarked human remains or cemeteries, please check the following websites for additional information: www.history.delaware.gov/preservation/umhr.shtml and www.history.delaware.gov/preservation/cemeteries.shtml.

Therefore, prior to any demolition or ground-disturbing activities, the developer may want to hire an archaeological consultant to examine the parcel for any potential archaeological site or archaeological resources, such as cemetery, burial site, or unmarked human remains. Furthermore, 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. Furthermore, any preconstruction activities without adherence to these stipulations may jeopardize the issuance of any permit or funds. 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.

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

- If a TIS is required, its scope would likely include the intersections of US Route 40 with Delaware Route 72 and with Salem Church Road and Porter Road (both New Castle Road 48). From the 2013 Corridor Monitoring and Triggering Report for the Route 40 Corridor, we know that the Route 72 intersection was operating at Level of Service (LOS) E and D during the weekday morning and evening peak hours, respectively, in 2013 and is expected to operate at LOS E during both weekday peak hours by 2020 if it is not improved. DelDOT has a project under development to improve this intersection by adding through lanes on SR 72 and left turn lanes on US Route 40, with construction scheduled to begin in Fiscal Year 2017 and end in Fiscal Year 2019. Earlier this year, we estimated that an appropriate contribution from the proposed development toward that construction would be \$30,457 (see attached spreadsheet).

Again from the 2013 Corridor Monitoring and Triggering Report for the Route 40 Corridor, we know that the Salem Church Road and Porter Road intersection was operating at Level of Service (LOS) C and D during the weekday morning and evening peak hours, respectively, in 2013 and is expected to operate at LOS D and F during the weekday morning and evening peak hours, respectively, by 2020 if it is not improved. While the 20-Year Transportation Plan for the Route 40 Corridor (2000 to

2020) recognizes the eventual need to add a third through lane and a second left turn lane each way on Route 40 and a second through lane each way on Salem Church Road and Porter Road, DelDOT has no active project to do this work.

We offer this information for discussion with New Castle County. In doing so, we do not suggest that the County should require a TIS or require a contribution toward the improvement of either intersection.

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

- Based on the NRCS soil survey mapping update, Unicorn is the only soil mapping unit mapped on this parcel. (UIB; See figure 1). Unicorn is a well-drained soil that, generally, has few limitations for development.

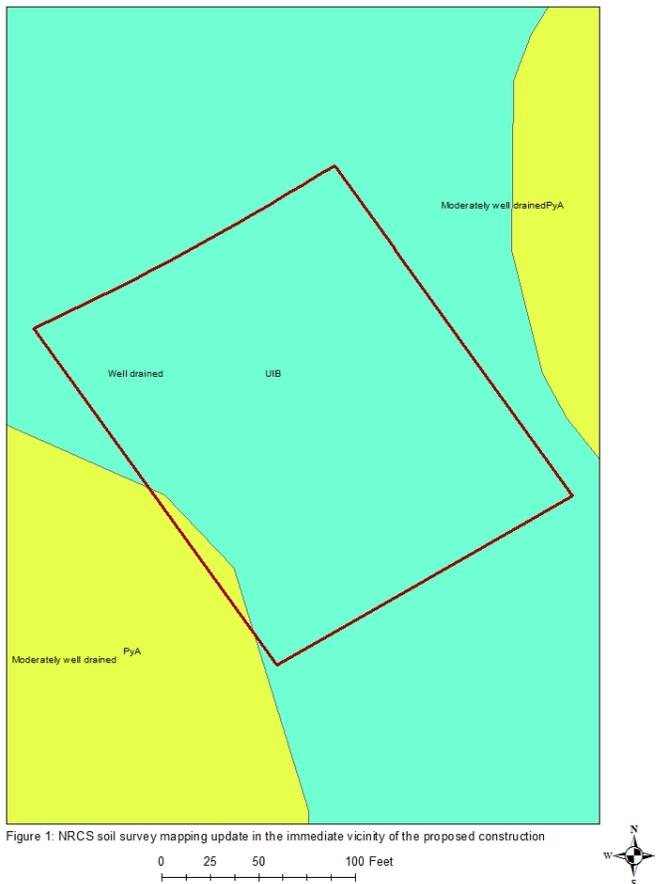


Figure 1: NRCS soil survey mapping update in the immediate vicinity of the proposed construction

Additional information on hazardous waste sites.

- DNREC 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). SIRS 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.

- The existing property lacks sidewalks, as is the case with each of the neighboring properties. The developer indicates that sidewalks will be added as part of this project, but does not address whether bike paths will be added. Currently, there are no marked bike paths in the area, and the shoulder running along Route 40 terminates into a turn lane leading up to Scotland Road. There is an opportunity to connect the property to a transit network via two existing DART bus stops located within walking distance of the property along Route 40. These stops are served by DART routes 40 and 41.

DNREC encourages developers and builders to consider all sustainable growth practices in their design, and we believe that the air quality impacts associated with the project should be completely considered. New businesses may emit, or cause to be emitted, additional 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; Delaware currently violates federal health-based air quality standards for ozone. New Castle County, Delaware is classified as non-attainment for not meeting federal and state 8-hour ozone standards. Compared to Kent and Sussex Counties, short term 1-hour average peak ozone levels are usually highest in New Castle County, as well,
- The emission of greenhouse gases which are associated with climate change, and
- The emission of air toxics.

Air emissions generated from new businesses 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, and
- All transportation activity.

Based on the information provided, the three air emissions components (i.e., area, electric power generation, and mobile sources) for the project could not be quantified. DNREC was able, however, to quantify the mobile emissions based on the proposed daily trip data presented in the application and data taken from the ITE Trip Generation Manual, 8th Edition. Table 2 represents the actual impact the Advance Auto Parts project may have on air quality.

Emissions Attributable to Advance Auto Parts (Tons per Year)	Volatile Organic Compounds (VOC)	Nitrogen Oxides (NO _x)	Sulfur Dioxide (SO ₂)	Fine Particulate Matter (PM _{2.5})	Carbon Dioxide (CO ₂)
Mobile	1.36	1.79	*	*	*

(*) Indicates data is not available.

Note that emissions associated with the actual construction of the commercial facility, 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.
- **Constructing with high albedo, high solar reflectance materials.** This includes roofing and hardscape. These materials help to reduce heat island impacts and, by extension, help to minimize the potential for localized ground-level ozone formation. These materials also help reduce demands on air conditioning systems and save on energy costs.
- **Providing shade for parking areas.** Approaches may include architectural devices, vegetation, or solar panels. Providing shade for parking areas helps to reduce heat island impacts, and, by extension, helps to minimize the potential for localized ground-level ozone formation. Such measures can also have the additional benefit of channeling or infiltrating stormwater.
- **Encouraging the use of safe multimodal transportation.** This measure can significantly reduce mobile source emissions. For every vehicle trip that is replaced by the use of a sidewalk, bike path, or mass transit, 7 pounds of VOC and 11.5 pounds of NO_x are reduced each year. There is an opportunity to connect the property to a transit network via two existing DART bus stops located within walking distance of the property along Route 40.
- **Using retrofitted diesel engines during construction.** This includes equipment that is 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, particularly those between the site and nearby residential areas.** Native 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 (DAQ) which address the above listed measures, and that details all of the specific emission mitigation measures that will be incorporated into the Advance Auto Parts project. The DAQ point of contact is Rachel Yocum, and she may be reached at (302) 739-9402 or Rachel.yocum@state.de.us.

Instructions for Handling Asbestos.

- Please select a Certified Professional Service Firm (CPSF) from the attached list to inspect the facility and sample for Asbestos-Containing Materials (ACM). Once you receive the CPSF report detailing their findings as to how much, what type(s), and the location(s) of the ACM present, you can use that info to fill out the “Notification of Demolition or Renovation” form. If necessary, please select an asbestos abatement contractor from the list, and call to schedule the work to begin three weeks (or more) from the date you mail the form to EPA. When you choose an abatement contractor, please enter the remainder of the required info on the form, to include the name of the Abatement Contractor, name of the Hazmat Hauler who will haul the ACM, and the Hazmat landfill where the ACM will be taken. Once you have completed the form, please make four (4) copies of it, and then send the ORIGINAL to USEPA at the following address:

USEPA Region III
Attn: Asbestos Coordinator
1650 Arch Street
Philadelphia, PA 19103

Send one copy to the DAQ:

DNREC/DAQ
c/o Mr. Thomas Postell
655 S. Bay Rd., Suite 5N
Dover, DE 19901

You must wait a minimum of ten business days after EPA receives your notification, prior to any activity which may disturb asbestos-containing materials (reasoning behind waiting three weeks to begin abatement work). This allows the EPA asbestos inspectors time to coordinate and schedule a site visit if they so desire.

Once the ACM has been abated, a post-abatement inspection by a CPSF asbestos inspector shall be performed to verify that all ACM has been removed.

Following asbestos removal and re-inspection, normal demolition procedures may be employed to complete the demolition process.

Delaware State Fire Marshall's Office – Contact John Rudd 739-4394

- 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.statefiremarshal.delaware.gov, technical services link, plan review, applications or brochures.

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: New Castle County