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December 27, 2017
Via Email & US Mail

State of Delaware
122 William Penn Street, Suite 302
Haslet Building, Third Floor
Dover, DE 19901

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

RE: PLUS review 2017-11-05
Proposed Warehouse
Ferguson HVAC
Tax Map: 235-30.00-58.00
Sussex County, DE
BEVA # DE170020

Dear Ms. Holland:

In regard to the above referenced project and pursuant to your comment letter dated December 15, 2017, please find the following point by point response in blue for your review.

Comment 1: 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 Sussex County is the governing authorities over this land, the developers will need to comply with any and all regulations/restrictions set forth by the County.**

Response 1: Comment acknowledged.

Strategies for State Policies and Spending

Comment 1: This project is located in Investment Levels 1 and 2 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. Investment Level 2 reflects areas where growth is anticipated by local, county, and State plans in the near term future. State investments will support future growth in these areas. Our office has no objections to the proposed rezoning and development of this project in accordance with the County codes and ordinances.

Response 1: Comment acknowledged.

Code Requirements/Agency Permitting Requirements

Department of Transportation- Contact Bill Brockenbrough 760-2109

Comment 1: Because the site fronts on US Route 9, which is part of the Federal Aid Primary Road System, it is subject to outdoor advertising regulations found in CFR 23 §131 and 17 Del.

C. §1101-1120. Further, Route 9 is part of the Delaware Bayshore Byway. Accordingly, the applicant should expect the following requirements:

- No new billboards, variable message boards, or electronic message signs anywhere on or off Route 9 within 660 feet of any closest right-of-way edge.
- No off-premises advertising on the property for others within 660 feet of US Route 9, e.g., displaying on-site the bank/financial institution funding the project or the contractor building the project.
- Along the byway route of US Route 9, i.e. from Delaware Route 1 to Delaware Route 5, the applicant would not be permitted to advertise or direct information (including directions) about themselves on other private property – i.e. no off-site advertisement or direction, on private property within 660 feet of the right-of-way.

Response 1: Comment acknowledged.

Comment 2: The site access on US Route 9 must be designed and built in accordance with DelDOT's Development Coordination Manual (formerly the Standards and Regulations for Subdivision Streets and State Highway Access), which is available at http://www.deldot.gov/information/business/subdivisions/changes/index.shtml**.**

Response 2: Comment acknowledged. DelDOT is currently reviewing the plan.

Comment 3: Pursuant to Section P.3 of the Manual, a Pre-Submittal Meeting is required before plans are submitted for review. That meeting was held on October 23, 2017. Three key findings from that meeting were:

- Per Section 5.2.9 of the Manual, no auxiliary lanes are required for the proposed use.
- In accordance with Section 3.5.4.2.A of the Manual, sidewalk will be required across the site frontage. This sidewalk should be located in the easement that is to be dedicated to the State of Delaware, not in the right-of-way.
- The entrances shall be set back off the roadway to allow for future widening or auxiliary lanes.

Response 3: Comment acknowledged. The entrance placement is pursuant to DelDOT direction.

Comment 4: Per Section 2.2.2.1 of the Manual, DelDOT recently recommended to Sussex County that the proposed rezoning be evaluated without a Traffic Impact Study (TIS). Having said that, Section 2.2.2.1 of the Manual further provides that Traffic Impact Studies (TIS) are warranted for developments generating more than 500 vehicle trip ends per day or 50 vehicle trip ends per hour in any hour of the day and from the PLUS application, DelDOT sees that the total daily trips are estimated at 49 vehicle trip ends per day for the proposed warehouse. Therefore DelDOT does not anticipate requiring a TIS for it.

- That said, the plan presented provides a substantial rear yard with no active use presently proposed and creates a one-acre residential lot. If subsequently an active use is proposed for the rear yard or a more intense use is proposed for the residential lot, DeIDOT will evaluate the need for a TIS at that time.

Response 4: Comment acknowledged.

Comment 5: In accordance with Section 3.8 of the Manual, storm water facilities, excluding filter strips and bioswales, shall be located a minimum of 20 feet from the ultimate State right-of-way along US Route 9.

Response 5: Comment acknowledged. Stormwater BMP's are a minimum of 20' from the ultimate right-of-way.

Department of Natural Resources and Environmental Control- Contact Michael Tholstrup 735-3352

Executive Summary

Development of this parcel will result in increased impervious surface and new sources of greenhouse gas emissions. Opportunities exist to preserve natural resources while reducing the environmental impact on-site. As discussed at the PLUS meeting, the Department recommends reducing the environmental impact on-site through appropriate consideration of Pollution Control Strategies and minimizing impervious cover, to protect natural resources and the overall health of the community. Including waste reduction and resource conservation measures will also improve long term regional sustainability.

The State of Delaware is threatened by climate change and has a goal of reducing greenhouse gas emissions by 30 percent by 2030. Appropriate development that provides access to public transportation, opportunities to walk and bike to shopping and recreation, and that employs energy efficient building standards are among key strategies to meet these goals. DNREC encourages the use of high performance building standards and consideration of alternative energy sources to promote clean sustainable energy and reduce greenhouse gas emissions. This could mean siting the buildings to take advantage of solar and geothermal systems, and/or including infrastructure for electric vehicle charging stations (funding assistance may be found at (www.de.gov/cleantransportation). DNREC further recommends an abundant use of native vegetation and shade trees throughout the landscape, as well as pervious pavement and green infrastructure, where practicable, to absorb carbon dioxide, protect water quality and provide relief to residents on hot days.

The following pages provide information about applicable regulations and detailed recommendations associated with this project, from various DNREC Divisions. DNREC would like to be a partner in creating appropriate development that protects and highlights the environment as a natural amenity of the landscape. The Department has resources and expertise that are available to help make this a reality, often at no expense to the landowner.

Water Quality: TMDLs

Comment 1: The project is located in the greater Delaware River and Bay drainage area, specifically within the Broadkill 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 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.

The TMDL for the Broadkill River watershed calls for a 40 percent reduction in nitrogen and phosphorus from baseline conditions. The TMDL also calls for a75 percent reduction in bacteria from baseline conditions.

Response 1: Comment acknowledged. The project will comply with the TMDL requirements as necessary.

Water Supply

Comment 1: The project information sheets that are individual on-site wells will be used to provide water for the proposed project. DNREC records indicate that the project is located within the public water service area granted to Tidewater Utilities under Certificate of Public Convenience and Necessity 83-W-15. DNREC recommends that the developer contact Tidewater Utilities to determine the availability of public water. Any public water utility providing water to the site must obtain a certificate of public convenience and necessity (CPCN) from the Public Service Commission. Information on CPCN's and the application process can be obtained by contacting the Public Service Commission at (302) 736-7500.

Response 1: Comment acknowledged. Per Tidewater, service is not readily available to the site.

Comment 2: Should an on-site Industrial/Public well be needed, a minimum isolation distance of 150 feet is required between the well and any potential source of contamination, such as a septic tank and sewage disposal area, storm water management ponds, and it must also be located at least 150 feet from the outermost boundaries of the project. The Division of Water Resources will consider applications for the construction of on-site wells provided the wells can be constructed and located in compliance with all requirements of the Regulations Governing the Construction and Use of Wells. A well construction permit must be obtained prior to constructing any wells.

Response 2: Comment acknowledged.

Comment 1: 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.

Response 1: Comment acknowledged.

Comment 2: 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.

Response 2: Comment acknowledged.

Sediment and Erosion Control/Stormwater Management

Comment 1: A detailed sediment and stormwater plan will be required prior to any land disturbing activity taking place on the site. Contact the reviewing agency to schedule a pre-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 the New Castle County Department of Land Use Engineering Section. Contact the Sussex Conservation District at (302) 856-7219 for details regarding submittal requirements and fees.

Response 1: Comment acknowledged. The Sussex Conservation District is currently reviewing the plan.

Air Quality

Comment 1: The applicant shall comply with all applicable Delaware air quality regulations. Please note that the following construction-phase 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	• 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 1144 – Control of Stationary Generator Emissions	• Ensure that emissions of nitrogen oxides (NO_x), non-methane hydrocarbons (NMHC), particulate matter (PM), sulfur dioxide (SO_2), carbon monoxide (CO), and carbon dioxide (CO_2) 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	• 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.

Response 1: Comment acknowledged.

Recycling

Comment 1: Delaware Law (7 Del. C. §6053) and Regulations (7 Del. *Admin.* C. §1305) specify that the 'commercial sector' shall participate in a comprehensive recycling program. As such, all those involved with the planning of the clubhouse/office complex should give consideration to space for collection of recyclables that would be typically generated. For example, space for a recycling dumpster should be provided adjacent to each trash dumpster.

Response 1: Comment acknowledged.

Comment 2: The Universal Recycling Law (7 Del.C.. $6053) requires all waste service providers to provide recycling collection to their residential customers including providing a recycling cart. Some higher density communities have expressed concerns about storage of trash and recycling containers. Those involved with the planning of new development should give consideration to space for collection of recyclables at each household.

Response 2: Comment acknowledged.

Comment 3: For more information or assistance related to recycling requirements, benefits, tools, and assistance, please call Don Long (302) 739-9403.

Response 3: Comment acknowledged.

Ground Water Discharges

Comment 1: No site evaluation has been performed yet to determine suitability of on-site wastewater treatment and disposal

Response 1: Comment acknowledged. Public sewer will be utilized.

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

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):

Fire Protection Water Requirements

Comment 1: Water distribution system capable of delivering at least 1500 gpm for 2-hour duration, at 20-psi residual pressure is required. Fire hydrants with 800 feet spacing on centers.

Response 1: Comment acknowledged. A private well will be utilized.

Comment 2: Where a water distribution system is proposed for Storage/Industrial sites, the infrastructure for fire protection water shall be provided, including the size of water mains for fire hydrants and sprinkler systems.

Response 2: Comment acknowledged.

Fire Protection Features

Comment 1: All structures over 10,000 Sq. Ft. aggregate will require automatic sprinkler protection installed.

Response 1: Comment acknowledged. A sprinkler system is proposed

Comment 2: Buildings greater than 10,000 sq. ft., 3-stories or more, over 35 feet, or classified as High Hazard, are required to meet fire lane marking requirements.

Response 2: Comment acknowledged. The Fire Department Connection is shown.

Comment 3: Show Fire Department Connection location (Must be within 300 feet of fire hydrant), and detail as shown in the DSFPR.

Response 3: Comment acknowledged.

Comment 4: Show Fire Lanes and Sign Detail as shown in DSFPR.
Response 4: Comment acknowledged.

Accessibility

Comment 1: 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.
Response 1: Comment acknowledged. Permittable gate access has been proposed.

Comment 2: 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.
Response 2: Comment acknowledged.

Comment 3: The use of speed bumps or other methods of traffic speed reduction must be in accordance with Department of Transportation requirements.
Response 3: Comment acknowledged. No speed reduction methods are proposed.

Comment 4: 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.
Response 4: Comment acknowledged.

Gas Piping and System Information

Comment 1: Provide type of fuel proposed, and show locations of bulk containers on the plan.
Response 1: Comment acknowledged. Additional information will be depicted once available.

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)
- 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

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

Comment 1: DelDOT Environmental Studies staff undertook a cultural resources update evaluation of Belltown Historic District as part of the planning for the Western Parkway, a project on which DeIDOT subsequently stopped work. Maps from that evaluation are attached. This evaluation was beyond the Skelly and Loy Architectural Report as determined and provided by Hahn and Delesline to the State Historic Preservation Office (SHPO) in 2009. The information in the evaluation might be used to determine if the proposed development is within the historic district. Based on what was provided to the SHPO in 2009, this project would still be in the Belltown Historic District with contributing and non-contributing elements within the project limits. The applicant should follow SHPO comments, but this evaluation is what DeIDOT's NEPA & Section 106 consultation review concluded under that DeIDOT then-proposed federal undertaking. More information on the evaluation may be available from Mr. Michael Hahn in DelDOT's Local Systems Improvement Section. Mr. Hahn can be reached at MichaelC.Hahn@state.de.us or at (302) 760-2131.

Response 1: Comment acknowledged.

Department of Natural Resources and Environmental Control- Contact Michael Tholstrup 735-3352

Additional information on TMDLs and water quality.

Comment 1: In response to concerns about the need for reducing nonpoint source nutrient (nitrogen and phosphorus) and bacterial pollutants to levels sufficient to meet the TMDL reduction requirements prescribed for waters of the greater Broadkill River watershed, a multifaceted and comprehensive process known as a pollution control strategy (PCS) was developed. Specifically, a PCS is a combination of best management practices and control technologies that reduce nutrient and bacterial pollutant runoff loading in waters of a given watershed to levels consistent with the TMDLs reduction levels specified for that watershed. The PCS for the Broadkill River watershed consists of recommendations from the following three areas: agriculture, stormwater, and wastewater. Additional information about Broadkill River PCS can be reviewed here: http://www.dnrec.delaware.gov/swc/wa/Pages/WatershedManagementPlans.aspx

Response 1: Comment acknowledged. TMDL requirements will be met as needed.

Comment 2: In further support of the PCS, the applicant is also strongly urged to reduce nutrient and bacterial pollutants through voluntary commitment to the implementation of the following recommended BMPs, which would:

- Maintain as much of the existing open space as possible in this parcel. DNREC further suggest additional native tree, shrub and/or native herbaceous vegetation plantings in available open space, wherever possible.

- Employ green-technology storm water management and a rain garden(s) - in lieu of open-water management structures - as best management practices to mitigate or reduce nutrient and bacterial pollutant runoff. If open-water stormwater management is selected (and approved) for use, it should be minimized for its intended function – that is, the management of stormwater. Open-water stormwater ponds are problematic because they attract nuisance geese and create conditions conducive for growth of nuisance algae (via nutrients from goose waste and nutrient runoff from residential development), while further contributing to the degradation of overall water quality in the Broadkill watershed.
- Use pervious paving materials (when compatible or consistent with water quality concerns in areas designated as locations of excellent recharge (e.g., well head protection areas), as determined/assessed by a DNREC hydrogeologist) instead of conventional paving materials to help reduce the amount of water and pollutant runoff draining to adjoining streams and wetlands.
- Assess nutrient and bacterial pollutant 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 loading resulting from the conversion of individual or combined land parcels to a changed land use; thus providing applicants and governmental entities with quantitative information about the project's impact(s) on baseline water quality. DNREC strongly encourages the applicant/developer use this protocol to design and implement the most effective best management practices. Please contact John Martin of the Division of Watershed Stewardship for more information on the protocol, at (302) 739-9939.

Response 2: Comment acknowledged.

Additional information on air quality.

Comment 1: New developments 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:

- 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.

Response 1: Comment acknowledged.

Comment 2: Based on the information provided, vehicle emissions were quantified. Table 2 - Projected Air Quality Emissions represents the potential impact the Ferguson HVAC Route 9 Warehouse project may have on air quality.

Response 2: Comment acknowledged.

Table 2: Projected Air Quality Emissions for the Ferguson HVAC Warehouse					
Emissions Attributable to Ferguson HVAC Warehouse (Based on Average Annual Daily Traffic (AADT) of 49 vehicle trips per day)	Volatile Organic Compounds (VOC)	Nitrogen Oxides (NOx)	Sulfur Dioxide (SO_2)	Fine Particulate Matter ($PM_{2.5}$)	Carbon Dioxide (CO_2)
Mobile Emissions	0.16	0.21	*	*	*

(*) *Indicates data is not available.*

Note that emissions associated with the actual construction of the Ferguson HVAC Warehouse, 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.

Comment 3: Site/Project-Specific Recommendations:

- Planting of native shade trees in parking areas to clean the air of localized pollutants and cut down on energy/cooling costs.
- The use of reclaimed asphalt pavement (RAP), which reduces heat island effects on paved surfaces, reduces landfill waste, is a sustainable pavement and more economically feasible than other pavement types.
- Use only the recommended amount of parking spaces to help facilitate the shift from vehicle-centric travel to other modes.
- Use of energy efficient products in construction to lessen the power source emissions of the project and its costs.
- Beautification and landscaping to generate a context-sensitive design that would blend in well with surrounding land uses while also helping to mitigate the pollution potential of the project.

Response 3: Comment acknowledged.

Comment 4: Tree Buffer or Canopy: Some green streetscape elements that the Ferguson HVAC Warehouse Facility could incorporate area tree buffer or expansion of the Town of Georgetown's tree canopy. According to the Delaware Forest Service, in2014, Georgetown's Urban Tree Canopy was 31.1 percent. Native, low VOC emitting trees reduce emissions by trapping dust particles and replenishing oxygen.

Every effort should be made to ensure as many existing trees are preserved as possible. 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.

All urban trees that are selected should be native to Delaware and preferably low VOC emitting trees. Every tree has a different biogenic emissions rate by which they release VOC's into our atmosphere. As a general rule, the best trees to plant are those that have a large leaf surface area at maturity, contain leaf characteristics that are amenable to particle collection from particulate matter (PM) such as those that have hairy or sticky leaves and have high transpiration rates which result in relatively high temperature

reduction. White pines, Heritage River Birch, and American Beech fall within these categories and contain these characteristics and are mentioned in the landscaping plan.

Response 4: A code compliant Landscape Plan will be completed and submitted for review and approval.

Comment 5: Energy Efficient Options: Constructing with only energy efficient products can help your facility immensely, not only in terms of environmental sustainability but financially. Energy Star qualified products are up to 30 percent 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 as well as third-party certifications and building materials (i.e. LEED, Greenseal, EcoLogo). Every percentage of energy efficiency translates into a percent reduction in pollution.

Economic benefits include:

- Reduced operating costs
- Enhanced asset value and profits
- Enhances occupant comfort and health
- Improved air, thermal, and acoustic environments

The Energy Star Program is an excellent way to save on energy costs and reduce air pollution. Providing shade for parking areas can also be of added benefit to this facility. Some 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 storm water. For more about energy efficient options, please see: https://www.energystar.gov/ or https://www.epa.gov/greeningepa/energy-efficiency-epa.

Response 5: Comment acknowledged.

Comment 6: Multi-modal travel: A component of improving existing air quality levels is to maximize multi-modal travel through bike lanes, sidewalks and convenient access to transit opportunities. DNREC was pleased to see that sidewalks were included in the development plan. DNREC encourages the developer to include crosswalks and to add sharrows or bike lanes where feasible to encourage multi-modal travel opportunities. Sharrows and striping are the easiest and most cost effective option. Multi-modal travel can significantly reduce mobile source emissions. For every vehicle trip that is replaced by the use of a sidewalk or bike path, 7 pounds of VOC and 11.5 pounds of NOx are reduced each year.

Also, for more information on the impacts of multimodal access on air quality, please see the EPA's website at: https://www3.epa.gov/otaq.

Response 6: Comment acknowledged.

Comment 7: Facility Beautification: The developer is encouraged to beautify the development site with landscaping that would not only make the subdivision more attractive but also help to clean the air of any pollutants that could be emitted or transported by sources around the development area such as pollutants from mobile sources, construction, or

neighboring activities. This would reduce the air quality impacts on residents while also incorporating a context-sensitive design that blends well with the surrounding development and existing land uses.

Response 7: Comment acknowledged.

Comment 8: The overall project enhancements will create valued upgrades to the existing community and add air quality benefits. Should the developer have any more questions or concerns, the DNREC Division of Air Quality (DAQ) point of contact is Lauren DeVore, and she may be reached at (302) 739-9437 or lauren.devore@state.de.us. The applicant is encouraged to contact DAQ to discuss any emission mitigation measures that will be incorporated into the Peach Tree Acres Assisted Living Facility project. DNREC looks forward to working together with you on this project to achieve our shared air quality goals.

Response 8: Comment acknowledged.

Additional information on recycling and reducing water use.

Comment 1: Materials and resources utilized for new development should be considered, including regionally available recycled content (i.e. carpet, concrete, countertops, furniture, siding, etc.), rapidly renewable material and certified woods.

Response 1: Comment acknowledged.

Comment 2: Construction Waste Management should include policies which promote efficient material use and recycling of project debris).

Response 2: Comment acknowledged.

Comment 3: Employ systems and appliances that increase water efficiency and reduce water use.

- Low-flow and high-efficiency items
- Waterless urinals
- Graywater recycling systems
- Rainwater catchment

Response 3: Comment acknowledged.

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

Comment 1: Preliminary meetings with fire protection specialists are encouraged prior to formal submittal. Please call for appointment. Applications and brochures can be downloaded from our web site: www.statefiremarshal.delaware.gov technical services link, plan review, applications or brochures.

Response 1: Comment acknowledged. Our office has been in touch with the Office of State Fire Marshal.

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.
Comment acknowledged.

Upon your review of the above, should you have any questions or require additional information, please do not hesitate to contact this office at (302) 644-1155. Thank you.

Sincerely,
Bohler Engineering VA, LLC

David M. Kuklish, P.E.

cc: George Schraudt, Ferguson Enterprises, Inc.
J. Kevin Humphrey, The Patina Group
Jim Fuqua, Fuqua Yori & Willard, P.A.
Cheri Hochstedler, Bohler Engineering VA, LLC
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