

JAMIE WHITEHOUSE, AICP  
DIRECTOR OF PLANNING & ZONING  
(302) 855-7878 T  
(302) 854-5079 F  
jamie.whitehouse@sussexcountyde.gov



**Sussex County**

DELAWARE  
sussexcountyde.gov

## PLEASE NOTE

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COUNTY ADMINISTRATIVE OFFICES  
2 THE CIRCLE | PO BOX 417  
GEORGETOWN, DELAWARE

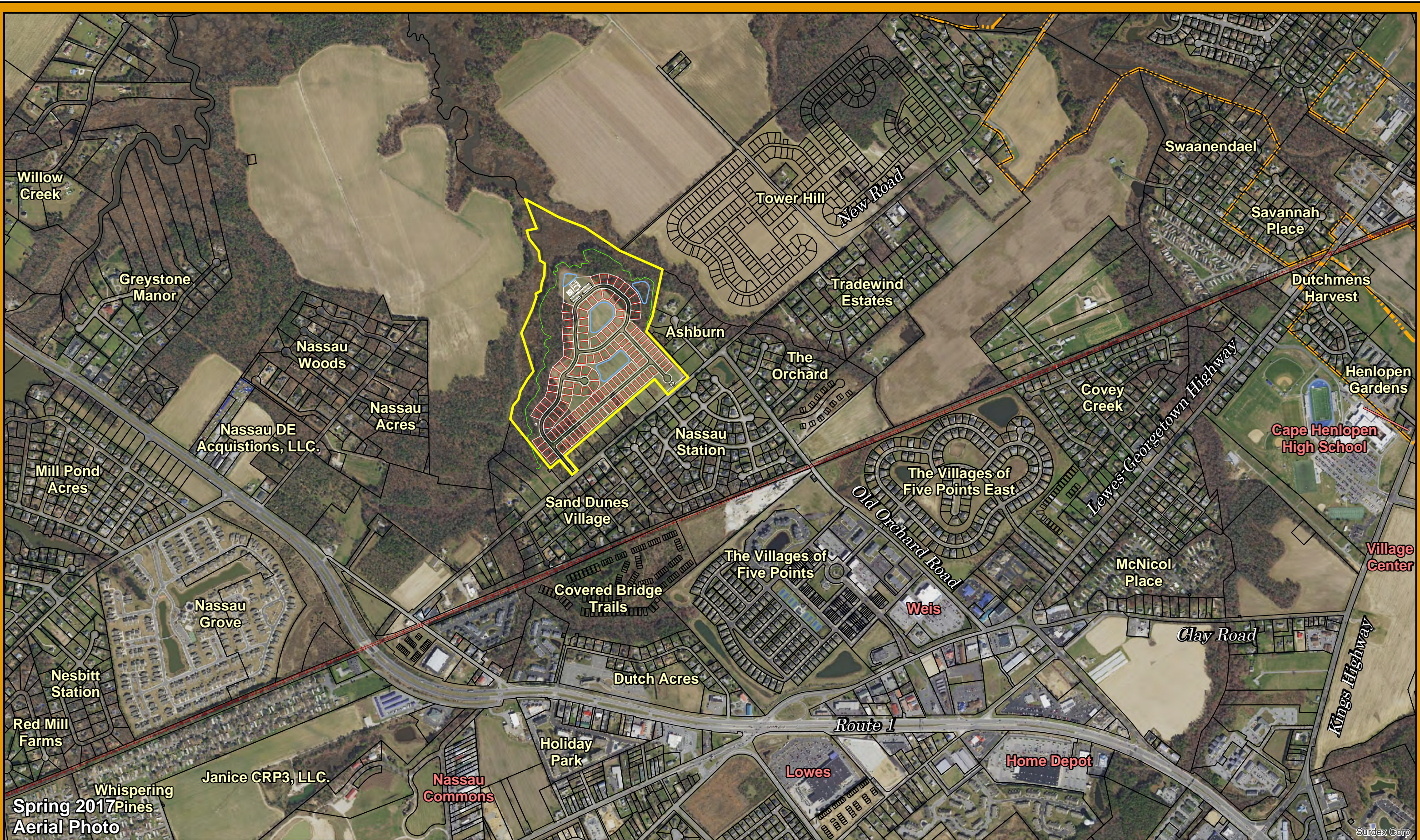
V:\Studio 3D Modeling\Black Oak\_0818C053\PRELIMINARY PLAN.dwg Jun 28, 2022 - 1:51pm mack



**BLACK OAK  
 RESIDENTIAL SUBDIVISION  
 SUSSEX COUNTY, DELAWARE**

Revisions:

Date:	SEPTEMBER 2021
Scale:	1"=150'
Dwn. By:	DJR
Proj. No.:	818C052.A01
Dwg. No.:	PLN



Whispering  
Spring 2017  
Pines  
Aerial Photo

Sources:  
Tax Parcels per Sussex County

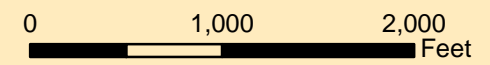


June 2022

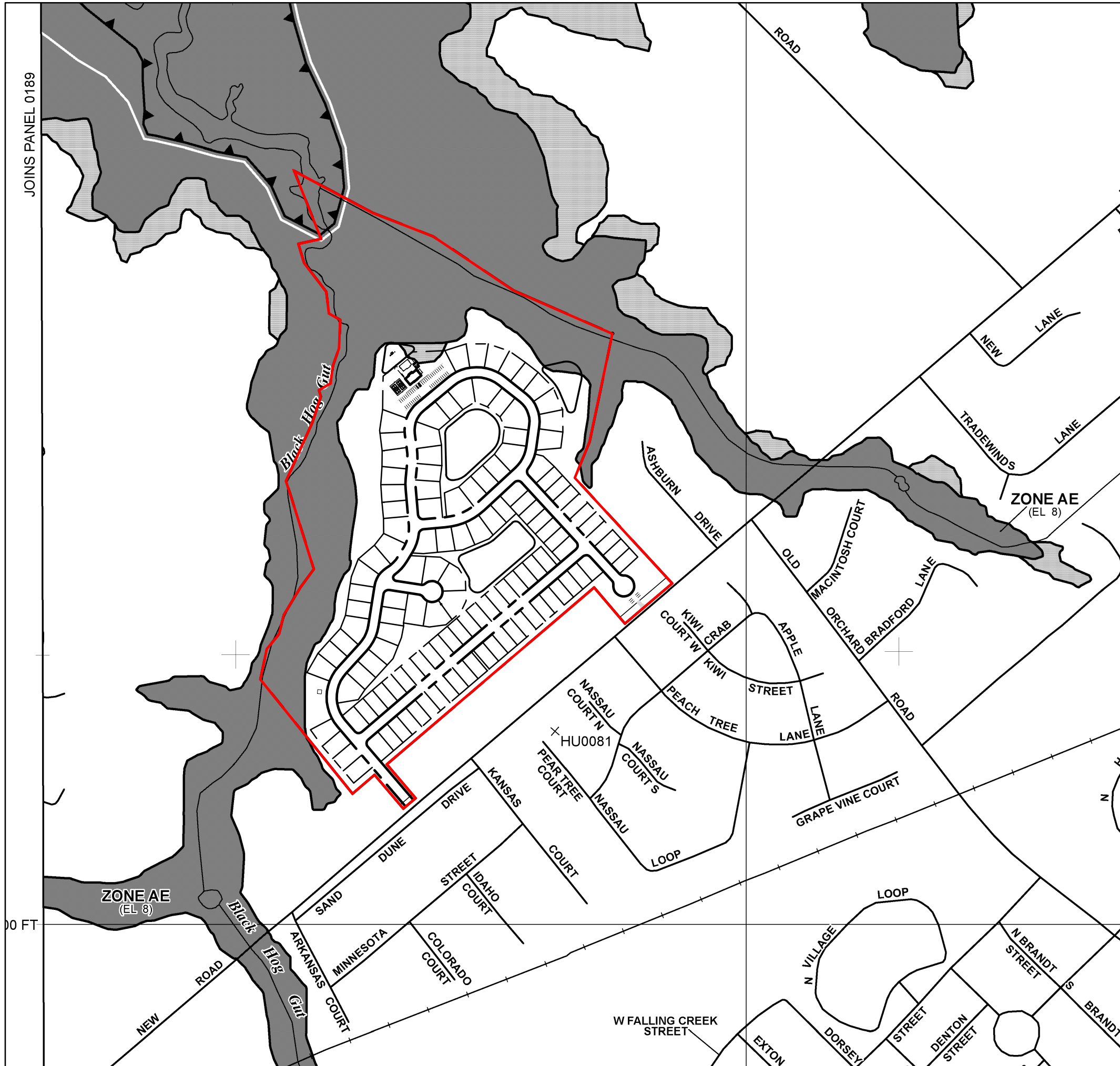
## Surrounding Communities Map

### Black Oak

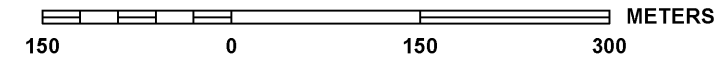
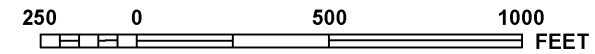
Sussex County, Delaware



JOINS PANEL 0189



MAP SCALE 1" = 500'



**FIP**

PANEL 0193K

# FIRM

FLOOD INSURANCE RATE MAP

SUSSEX COUNTY,  
DELAWARE  
AND INCORPORATED AREAS

PANEL 193 OF 660

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LEWES, CITY OF	100041	0193	K
SUSSEX COUNTY	100029	0193	K

- NOTE -

THIS MAP INCLUDES BOUNDARIES OF THE COASTAL BARRIER RESOURCES SYSTEM ESTABLISHED UNDER THE COASTAL BARRIER RESOURCES ACT OF 1982 AND/OR SUBSEQUENT ENABLING LEGISLATION.

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER  
10005C0193K

MAP REVISED  
MARCH 16, 2015

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

TIDAL WETLANDS

NON-TIDAL WETLANDS

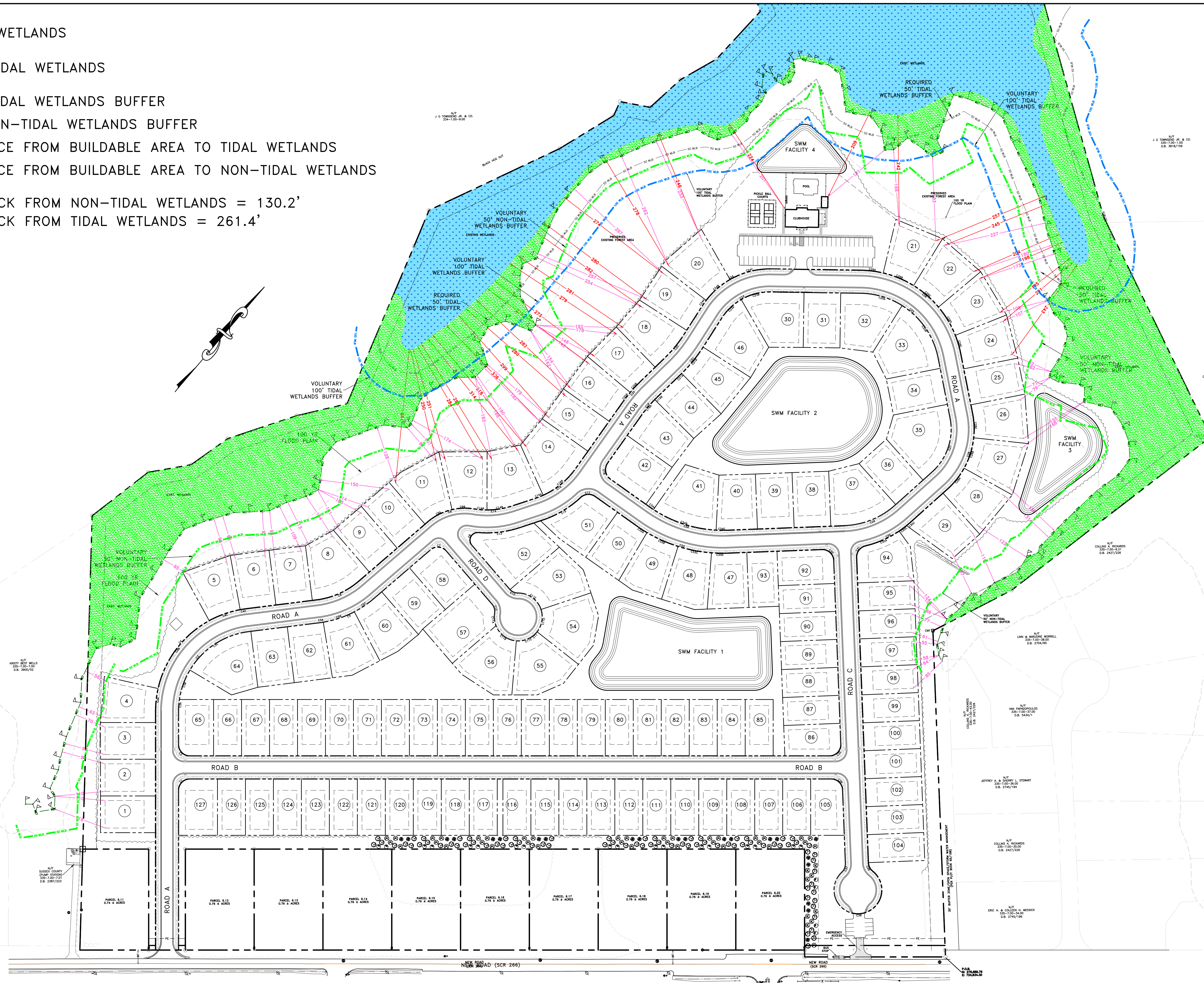
100' TIDAL WETLANDS BUFFER

50' NON-TIDAL WETLANDS BUFFER

100' DISTANCE FROM BUILDABLE AREA TO TIDAL WETLANDS

100' DISTANCE FROM BUILDABLE AREA TO NON-TIDAL WETLANDS

AVERAGE SETBACK FROM NON-TIDAL WETLANDS = 130.2'  
AVERAGE SETBACK FROM TIDAL WETLANDS = 261.4'

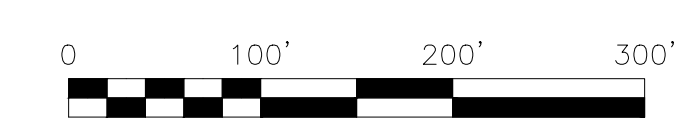


P:\Ocean Atlantic\0818C053\_Krapp\PRELIMINARY\Wetlands Distance Exhibit from Setback.dwg Jun 09, 2022 - 3:06pm (ppl)

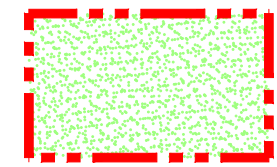
ARCHITECTS ENGINEERS SURVEYORS  
 DAVIS, BOWEN & FRIEDEL, INC.  
 1000 MARKET STREET, SUITE 200  
 WILMINGTON, DELAWARE 19801  
 (302) 424-1441  
 (410) 770-4744

**BLACK OAK**  
**RESIDENTIAL SUBDIVISION**  
**SUSSEX COUNTY, DELAWARE**

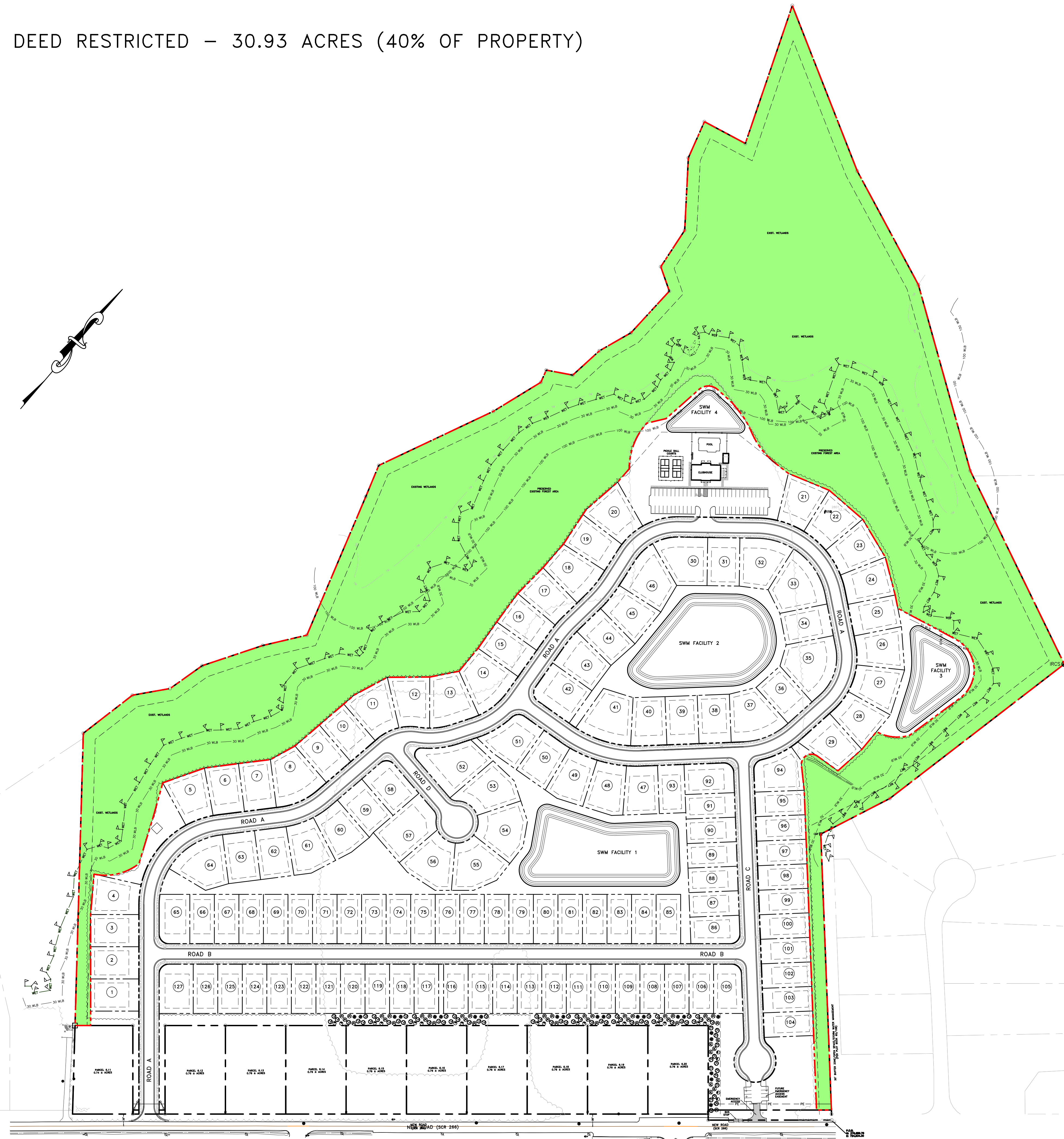
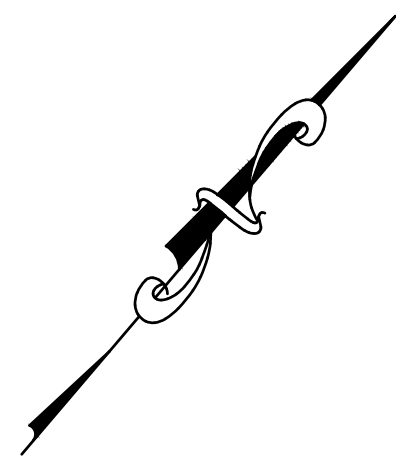
Revisions:  
 Date: JUNE 2022  
 Scale: 1"=100'  
 Dwn. By: JMJ  
 Proj. No.: 818C052.A01  
 Dwg. No.: 1



<u>Lot #</u>	<u>Distance to Non-Tidal (Back Left)</u>	<u>Distance to Non-Tidal (Back Right)</u>	<u>Distance to Tidal (Back Left)</u>	<u>Distance to Tidal (Back Right)</u>
1	118		110	
2	110		97	
3	92		70	
4	63		56	
5	65		98	
6	99		97	
7	96		109	
8	113		104	
9	101		105	
10	114		150	
11	128		97	291
12	107		174	251
13	183		186	295
14	190		182	318
15	179		162	299
16	154		143	282
17	146		178	273
18	192		254	281
19	257		267	280
20	262		233	278
21	166		183	242
22	227		180	245
23	173		108	198
24	107		92	201
25	82		71	
26	79		155	
27	168		136	
28	131		122	
29	116		97	
94			124	
95	109		86	
96	77		61	
97	55		58	
98	64		85	
Clubhouse	201		161	224
<b>TOTAL</b>	4524		4591	3958
<b>AVERAGE</b>	129.26		131.17	263.87
				3884
				258.93



CONSERVATION AREA – DEED RESTRICTED – 30.93 ACRES (40% OF PROPERTY)



P:\Ocean-Atlantic\0818C053\_Krapp\PRELIMINARY\Exhibit 1 Conservation Area.dwg Jul 21, 2022 - 11:19am poal

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(410) 770-4714

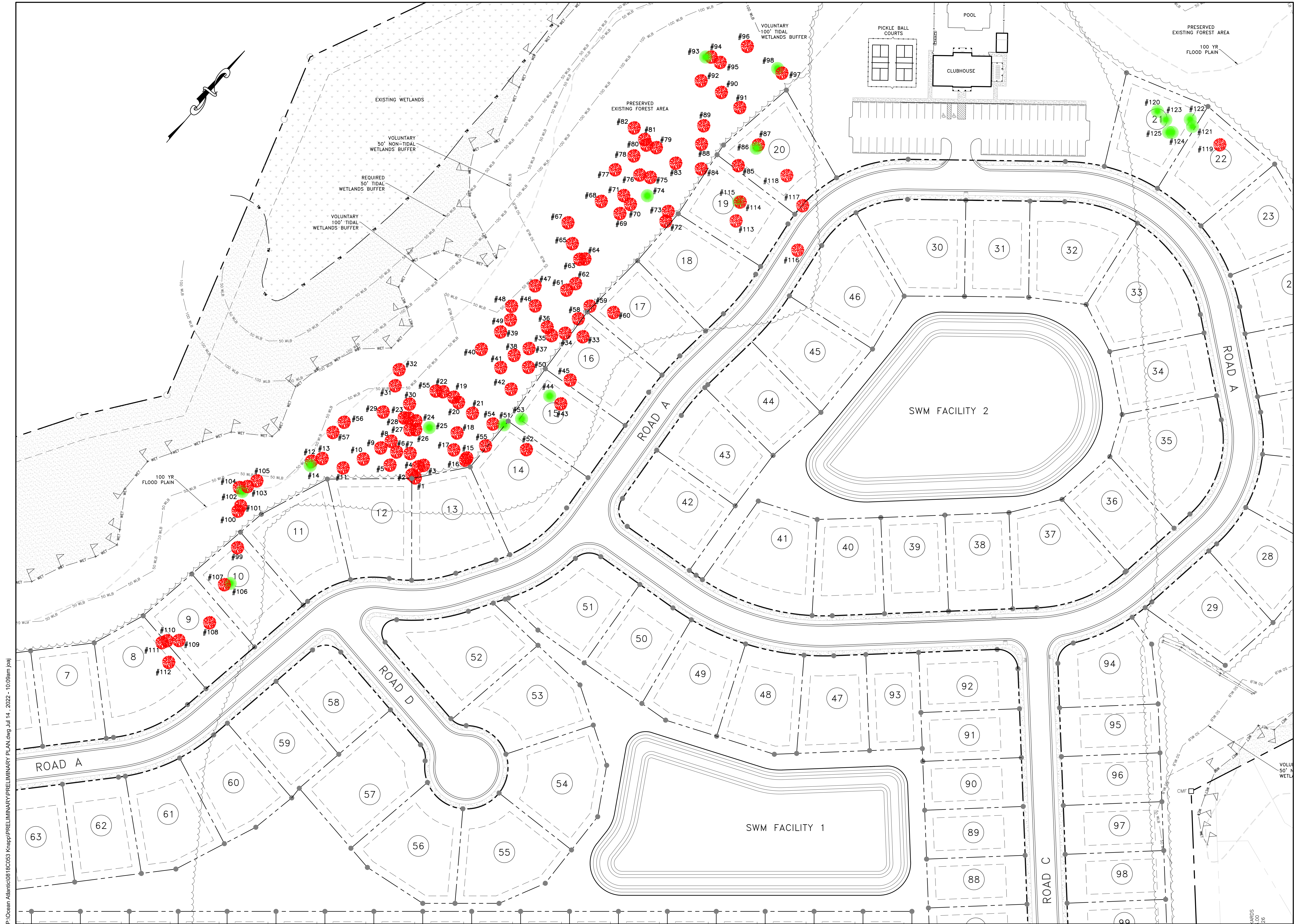
EXHIBIT 1

# BLACK OAK RESIDENTIAL SUBDIVISION SUSSEX COUNTY, DELAWARE

Revisions:

Date: JUNE 2022  
Scale: 1"=130'  
Dwn.By: JMJ  
Proj.No.: 818C052.A01  
Dwg.No.:

1



P:\Ocean Atlantic\0818C053\_Krapp\PRELIMINARY\PRELIMINARY PLAN.dwg Jul 14, 2022 - 10:09am jol

**BLACK OAK  
 RESIDENTIAL SUBDIVISION  
 SUSSEX COUNTY, DELAWARE**

Revisions:

Date: **JULY 2022**  
 Scale: **1"=50'**  
 Dwn. By: **JMJ**  
 Proj. No.: **818C052.A01**  
 Dwg. No.:



## Michael Lowrey

---

**From:** Diane Marshall <dmarsh65@gmail.com>  
**Sent:** Tuesday, August 23, 2022 10:45 AM  
**To:** Planning and Zoning  
**Subject:** GLENWOOD- Please read

CAUTION: This email originated from outside of the organization. Do not click links, open attachments, or reply unless you recognize the sender and know the content is safe. Contact the IT Helpdesk if you need assistance.

To whom it may concern;

I am a resident of Nassau Station in Lewes DE and my house backs up to New Road. I am writing with profound concern about the proposed Glenwood subdivision. It's unbelievable to me that this would even be considered with all of the new development that has already decimated our increasingly fragile ecosystem and infrastructure. I have owned my home here for 18 years, and resided on Lewes Beach previously for 23 years. I have been witness to an astounding amount of growth that the land clearly cannot support. Separately, how much more do we plan to take from the Native Americans? To consider unearthing a cemetery to cram 131 homes (and thus adding 1000+ more DAILY trips) is unconscionable. It shouldn't even be a question or up for discussion that this sacred parcel should be preserved for most importantly historical purposes, but as a crucial buffer for flooding and home to our wildlife.

New Road is one of two evacuation routes for Lewes; the Canary Creek bridge has warranted a rebuild due to high water levels which is part of the same water system on this property, where is the logic here? What is the benefit? Does a couple extra million in the developers pocket make a difference at this point? Why is this community needed? At the very least replan the community so residents have a decent amount of space and privacy. Cut the number of homes in half.

I implore you to reconsider this decision and kindly ask that you not be tone-deaf, and continue to ignore people that protest these decisions and voice their very real concerns on a regular basis. Lastly, I would be most grateful if P&Z would share the benefit and reasons why this is okay.

Respectfully,

Diane Marshall

---

**From:** janet ledigabel <jreganlinton@hotmail.com>  
**Sent:** Wednesday, August 24, 2022 11:57 AM  
**To:** Planning and Zoning  
**Subject:** Letter of Opposition for Black Oak/ Glenwood on New Road

**Categories:**

**CAUTION:** This email originated from outside of the organization. Do not click links, open attachments, or reply unless you recognize the sender and know the content is safe. Contact the IT Helpdesk if you need assistance.

Dear Planning and Zoning Commission and Mr. Whitehouse-

I am in opposition to Glenwood Development on New Road in Lewes due to the fact that the Archeological study found many artifacts, this ensures that a historic site was found. This historic site should be preserved to the fullest extent and also a more extensive dig to look for human graves and bones. I spoke with planner and had not had time to review the entire report, which is very extensive. The hearing date is tomorrow at 4pm. How can the P and Z commission approve this development if the planner does not have time to review the PLUS report?

In his report, Dr. Otter gives a history lesson of civilization which is a freshman year Western Civilization college course in itself, which is very long and unnecessary, what we need is the reports of looking for human gravesites which could be under several feet of earth.

Finding this many artifacts surely shows that this was an inhabited parcel and these areas of discovery should be preserved, saving thses area from development. Let me clarify, I am only requesting that those areas of discovery be preserved, and there were many areas of discovery.

Sincerely yours,

Janet Le Digabel  
Milton, DE

## Christin Scott

---

**From:** susan petze-rosenblum <spetzerosenblum@msn.com>  
**Sent:** Wednesday, August 24, 2022 2:34 PM  
**To:** Planning and Zoning  
**Subject:** Opposition to the Glenwood Subdivision

**Categories:** Christin

CAUTION: This email originated from outside of the organization. Do not click links, open attachments, or reply unless you recognize the sender and know the content is safe. Contact the IT Helpdesk if you need assistance.

I'm writing to oppose the proposed Glenwood subdivision development on New Road in Lewes for the following reasons:

- It is adjacent to sensitive wetlands.
- There are historical artifacts throughout the property that must be preserved.
- The removal of mature trees, all of which should not be disturbed.

There are other developments that have or are being built on New Road that are already disturbing the environment, as well as destroying the entire rural character of the area. Please, this must stop.

The public outcry against these ill-conceived developments is starting to sound like a broken record. It won't stop until County officials respond to our concerns.

Thank you.

Sincerely,  
Susan Petze-Rosenblum  
29 Aintree Drive  
Lewes, DE

## Chase Phillips

---

**From:** susan petze-rosenblum <spetzerosenblum@msn.com>  
**Sent:** Wednesday, August 24, 2022 2:34 PM  
**To:** Planning and Zoning  
**Subject:** Opposition to the Glenwood Subdivision

**Categories:** Christin

CAUTION: This email originated from outside of the organization. Do not click links, open attachments, or reply unless you recognize the sender and know the content is safe. Contact the IT Helpdesk if you need assistance.

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- There are historical artifacts throughout the property that must be preserved.
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The public outcry against these ill-conceived developments is starting to sound like a broken record. It won't stop until County officials respond to our concerns.

Thank you.

Sincerely,  
Susan Petze-Rosenblum  
29 Aintree Drive  
Lewes, DE

**Ann Lepore**

---

**From:** Beth Shewell <beth42058@yahoo.com>  
**Sent:** Monday, August 22, 2022 8:23 AM  
**To:** Planning and Zoning  
**Subject:** Greenwood Development on New Road

RECEIVED

AUG 22 2022

Opposition  
Exhibit

SUSSEX COUNTY  
PLANNING & ZONING

**CAUTION:** This email originated from outside of the organization. Do not click links, open attachments, or reply unless you recognize the sender and know the content is safe. Contact the IT Helpdesk if you need assistance.

Please pass our concerns about the new proposed development off of New Road.

The amount of new developments being built on New Road is going to cause more traffic problems in an area already over crowded. Not to mention the harm to the wildlife and the environment by taking out more trees and natural wetlands. We have to close the point in Cape Henlopen to protect the threatened and endangered beachnesters and migratory shorebirds. Do you really think this one small area is enough to protect endangered species? All the new building in Sussex county is pushing wildlife out of their natural habitat and soon they will have nowhere left to go. Not to mention the impact all this deforestation is having on Climate change.

We can not sustain the massive influx of more people to this area all at one time, not only are the roads not able to handle all the new developments the need for more medical services in this area is already overwhelmed. People have to wait months for doctors appointments.

I understand that money is the reason for all these new developments, however, it needs to slow down until if and when the infrastructure can sustain more housing and people.

I know we are fighting a loosing battle here but we propose that at the very least we hold off on approving new developments until the ones that have already started building are completed and we can reassess the impact on the roads and infrastructure at that time. Too many new developments all at once will overwhelm an already stressed out area.

Beth And Dave Brodie  
31691 Alsace Court  
Lewes, DE 19958  
302-521-8171  
Beth42058@yahoo.com

Sent from my iPad

## Jamie Whitehouse

---

**From:** Jeannine C White <noreply@forms.email>  
**Sent:** Monday, August 22, 2022 1:54 PM  
**To:** Jamie Whitehouse  
**Subject:** Contact Form: 2021-31 Glenwood cluster subdivision

Opposition  
Exhibit

**CAUTION:** This email originated from outside of the organization. Do not click links, open attachments, or reply unless you recognize the sender and know the content is safe. Contact the IT Helpdesk if you need assistance.

Name: Jeannine C White  
Email: jean9white@gmail.com  
Phone: 3024238629  
Subject: 2021-31 Glenwood cluster subdivision

RECEIVED

AUG 22 2022

SUSSEX COUNTY  
PLANNING & ZONING

Message:

This letter is in response to a notice received regarding the public hearing about the proposed 2021-31 Glenwood cluster subdivision. I do not support the proposal as it is currently written for the following reasons:

- The project to widen New Road and add bicycle paths between Nassau Road and Old Orchard Road has not been completed. The increase in traffic associated with 131 additional homes will increase the danger to cyclists on New Road and will make the widening of New Road that much more difficult to complete.
- The project does not align with the County Council's 2018 Comprehensive Plan update that was adopted on Dec 4, 2018. According to the Council's website the 280-page plan includes several land use code initiatives that would "focus on wetland protection, forestry preservation, and water quality." The Glenwood plan as proposed would remove more than 4 acres of old growth forest. More than 50% of the perimeter of the proposed development is surrounded by wetlands. With all the development being added along New Road, where is the water supposed to go during the next Nor'easter? The lining inside our crawlspace (at 32942 Kiwi Court West) already floats when we get more than a couple of inches of rain. What will happen once the cornfield behind us is filled with homes and roads? (This circles back to the fact that New Road is one of 2 major evacuation routes out of Lewes. New Road needs to be widened before any additional homes are added.)
- Another priority the 2018 comprehensive plan addressed is "stimulating the construction of workforce/affordable housing through a review of existing impediments to such housing." The proposed development contains no provision for workforce/affordable housing. Almost every business in Lewes is currently trying to hire. Most people don't want, or cannot afford, a long commute to work. (According to their website, as of 8/19/22 Beebe Healthcare has over 200 non-physician positions open at their Lewes locations alone). The Lewes area does not need another high-income neighborhood of people using/requiring services in Lewes. It is essential that housing for people who provide those services be prioritized.

I believe the best outcome for Lewes would be obtained by reworking the Glenwood project to 1. include only workforce housing and 2. without the removal of any of the old growth forest. I would wholeheartedly support such a project,

Thank you for this opportunity to express my opinion,  
Jeannine White  
322942 Kiwi Court West, Lewes  
302-423-8629

2021-31

**Ann Lepore**

**From:** webmaster@sussexcountyde.gov on behalf of Sussex County DE  
<webmaster@sussexcountyde.gov>  
**Sent:** Monday, August 22, 2022 3:29 PM  
**To:** Planning and Zoning  
**Subject:** Submission from: Planning & Zoning Commission contact form

RECIPIENTS: Jamie Whitehouse

Submitted on Monday, August 22, 2022 - 3:29pm

Opposition  
Exhibit

Name: Grier H White  
Email address: gbwfunster@gmail.com  
Phone number: 3024238630  
Subject: Proposed Glenwood development project on New Road in Lewes

Message:  
8/21/2022

To all it may concern within the Sussex County Planning and Zoning Commission:

I wish to take this opportunity to respond to the notice regarding the public hearing about the proposed subdivision known as Glenwood to be established on New Road outside of Lewes, DE. I strongly object to this proposed development.

- For starters, underneath the title of an article about the proposed development in the August 9 issue of the Cape Gazette were these words: "If approved, subdivision would join two other housing projects under construction." (In other words, two other projects have already been approved to which I would have objected given the chance.)
- As a homeowner in Nassau Station, in a home that backs up to New Road, I know that I will be personally and greatly affected by such a project receiving approval by the commission. In a September 2021 review of the Glenwood Lewes LLC project, officials estimated at build out that the new subdivision would generate 1,300 vehicle trips per day. The growth in traffic congestion will be exacerbated further by any more development on New Road.
- State agencies involved in the in the aforementioned Preliminary Land Use Service process noted that improvements in addition to those already made would be required, including 11-foot travel lanes and shoulders.
- New Road is supposed to be identified as an evacuation route. Approval of the Glenwood project threatens the timeliness of a future necessary evacuation.

I would like to remind the commission of its two years of work done in conjunction with the Sussex County Council in developing its 2018 Comprehensive Plan for the future of Sussex County that would include ... "forming a county-level transportation committee, which would work with state officials to better monitor, coordinate and prioritize road projects."

Honestly, as I look back over the five bulleted items that were featured as highlights in the report from the December 4, 2018 County Council meeting, it seems to me that you are abandoning that plan that contained some rather positive goals for the future.

Please consider the following:

- 1) I am going to ask you individually and collectively to revisit that 2018 Comprehensive Plan and ask yourselves how a decision to approve "lines up" with those goals that were expressed back then for the future.
- 2) If the Glenwood project is approved, I would certainly hope that the road improvements would take place as soon as possible.

For the reasons I have presented, I urge you to turn down the proposed building request by Glenwood on New Road in Lewes.

Respectfully,  
Grier White

32942 Kiwi Court West  
(302) 423-8630

Number 11  
13.11.1





STATE OF DELAWARE  
**DEPARTMENT OF TRANSPORTATION**  
800 BAY ROAD  
P.O. Box 778  
DOVER, DELAWARE 19903

RECEIVED

AUG 22 2022

SUSSEX COUNTY  
PLANNING & ZONING

NICOLE MAJESKI  
SECRETARY

August 19, 2022

Mr. Jamie Whitehouse, Director  
Sussex County Planning & Zoning  
P.O. Box 417  
Georgetown, DE 19947

Dear Mr. Whitehouse:

**Note Concerning Revision:**

Below is an updated review letter requested by the County to revise and replace our letter dated March 8, 2022, which is enclosed with this letter. The land use application has been revised to include an additional 7.33-acre parcel (Tax Parcel 234-25.00-31.05), located on the south side of Long Neck Road. In addition, the applicant's name has been updated to **Sun Massey's, LLC** from **Bluewater Hospitality**. To reflect the latest update to the Delaware Vehicle Volume Summary, the third paragraph has been updated. Finally, the fourth paragraph regarding the impact of the proposed land use has been revised to reflect our current language.

The Department has completed its review of a Service Level Evaluation Request for the **Sun Massey's, LLC** proposed land use application, which we received on February 14, 2022. This application is for an approximately 54.27- acre assemblage parcels (Tax Parcels: 234-25.00-31.02 and 31.05). The subject land is located on both sides of Long Neck Road (Delaware Route 23) about 400 feet from the end of the road. The subject land is currently zoned AR-1 (Agriculture Residential), and the applicant seeks a conditional use approval for an amendment of the site plan to permit year-round installation of rental cottages.

Per the 2021 Delaware Vehicle Volume Summary, the annual average and summer average daily traffic volumes along the section of Long Neck Road from John J Williams Highway (State Route 24) to the end of the road is 11,402 and 14,674 vehicles per day, respectively.

Based on our review, we estimate that the proposed land use will generate more than 50 vehicle trips per peak hour or 500 vehicle trips per day, and would be considered to have a **Minor** impact to the local area roadways. As agreed in the Memorandum of Understanding (MOU) between DelDOT and the County, an impact is Minor when a proposed land use would generate more than either 50 vehicle trips per peak hour and / or 500 vehicle trips per day but fewer than 200 vehicle trips in the weekly peak hour and fewer than 2,000 vehicle trips per day. As provided



Mr. Jamie Whitehouse  
Page 2 of 2  
August 19, 2022

in the MOU for developments with Minor impact, DeIDOT may require the developer to perform a Traffic Impact Study (TIS) for the subject application. If DeIDOT does not require a TIS, the developer has the option to perform a TIS or to pay an Area-Wide Study Fee of \$10 per daily trip in lieu of doing a TIS. For this application, if the County were agreeable, we would permit the developer to pay an Area-Wide Study Fee.

If the County approves this application, the applicant should be reminded that DeIDOT requires compliance with State regulations regarding plan approvals and entrance permits, whether or not a TIS is required.

Please contact Ms. Annamaria Furmato, at [Annamaria.Furmato@delaware.gov](mailto:Annamaria.Furmato@delaware.gov), if you have questions concerning this correspondence.

Sincerely,

Handwritten signature of Claudy Joinville in cursive, followed by the word "for".

Sireen Muhtaseb  
TIS Group Manager  
Development Coordination

SM:afm  
Enclosure

cc: Sun Massey's, LLC, Applicant  
Jesse Lindenberg, Sussex County Planning & Zoning  
Sussex County Reviewer, Sussex County Planning & Zoning  
David Edgell, State Planning Coordinator, Cabinet Committee on State Planning Issues  
Todd Sammons, Assistant Director, Development Coordination  
Matt Schlitter, South District Public Works Engineer, Maintenance & Operations  
Wendy Polasko, Acting Sussex County Review Coordinator, Development Coordination  
Derek Sapp, Subdivision Manager, Development Coordination  
Kevin Hickman, Subdivision Manager, Development Coordination  
Brian Yates, Subdivision Manager, Development Coordination  
John Andrescavage, Subdivision Manager, Development Coordination  
James Argo, South District Project Reviewer, Maintenance & Operations  
Annamaria Furmato, Project Engineer, Development Coordination  
Claudy Joinville, Project Engineer, Development Coordination

215064.01  
August 23, 2022

Mr. Jamie Whitehouse  
Director, Department of Planning & Zoning  
Sussex County Administrative Office Building  
2 The Circle  
P.O. Box 589  
Georgetown, DE 19947

**RE: Task 1 - Technical Assessment of Airport Designation  
Response to Public Comment**

Dear Mr. Whitehouse:

In response to public comment, I thought it may be beneficial to the County if additional clarifications to the *Technical Assessment of Airport Designation* were made. The following information provides additional context for the Technical Assessment.

The *Technical Assessment of Airport Designation* document was intended to provide Planning and Zoning and County Council with the technical distinction between a public use airport and a private airport. This was the basis of DeIDOT's comments because historically only public use airports have been designated in the Comprehensive Plan.

The document was not intended to make any assessment on the private use of the airport, intensity of that use, existing easements, or any future use of the property. It was intended to provided the factual distinctions between public use and private use airports as contemplated by the proposed amendment to the Comprehensive Plan.

The document focused it's discussion on the technical aspects of the public use vs. private use designation of which DeIDOT, through the Delaware Code, has been given authority. It was not intended to discount the FAA authority and role in aviation. Although not a block grant state, Delaware does receive FAA grant funding and works through the FAA regional office for approval of the Airport Improvement Program (AIP) which supports public use airports.

DeIDOT's comments to the proposed Comprehensive Plan amendment cited the distinction between public use and private airports. This distinction was the bases of their comment "DeIDOT does not see a need for this airport to be recognized in the Plan". Our technical paper provided a background on the distinction and provided a series of options for the County.

The Civil Air Terminal at the Dover Air Force Base operates as a public use airport. Prior permissions are needed in accordance with the Joint Use Agreement between DeIDOT and

the Department of Defense, however, if the request meets the terms of the JUA it cannot be denied.

The information contained in the comparative analysis was derived from Airnav.com and Airport-data.com. These websites provide pilots with the technical aspects for each airport in the county. Based on the public comments these websites may need to be updated to reflect the runway lighting and landing fee structure at Eagle Crest - Hudson Airport. These errors in the comparative analysis do not impact the conclusions or recommendations in the Technical Assessment.

The conclusions presented to Sussex County are only relative the technical distinction between public use and private airports. The fact remains that Hudson Airport is not a public use airport per Delaware Code.

The recommendations provided to the County include several options moving forward. The following information expands on those recommendations.

Option 1: If the County chooses to identify only public use airports in the Comprehensive Plan and Hudson Airport maintains their private status then Hudson Airport should not be included in the Comprehensive Plan map and narrative.

Option 2: If the County chooses to identify only public use airports in the Comprehensive Plan and Hudson Airport would like to change their status, as prescribed in Delaware Code, then Hudson Airport should be included in the Comprehensive Plan map and narrative.

Option 3: If the County chooses to identify airports other than public use airports in the Comprehensive Plan then the language in the mobility chapter should be amended per the recommendations of the Technical Assessment. Also, as identified through public comment, the County may choose to set a threshold of airport significance that could be used to identify airports, regardless of status, that could be included in the Comprehensive Plan.

Please feel free to call me at (302)670-2191 if you have any questions or need further support on this task.

Sincerely,  
CENTURY ENGINEERING, INC.



Drew A. Boyce, PE  
Senior Vice President

Enclosures

cc. File

RE: Comprehensive Plan Amendment Request to amend the Existing and Future Land Use Map elements of the Comprehensive Plan to change the Area designations of Sussex County Parcel No. 235-16.00-50.02, 235-22.00-441.00 (2.79 Ac. part thereof), and 235-22.00-442.00)

Dear Mr. Whitehouse and Councilmember Schafer:

I wanted to thank both of you for helping me get some level of clarity on this land use map proposal before the planning commission and potential council hearing. As you are aware, the Hudson's attorney John Pardee wrote me a letter outlining the Hudson's intention and had a verbal conversation with me indicating nothing they are proposing should impact the pre-existing runway easement the members of EagleCrest HomeOwners Association (ECHOA) currently hold or the non-conforming use certificate granted on the runway in 2018.

Further, he and Mr Hudson explained some of the history leading up to this proposal and why it is being done. Consequently, I'd like to support it. I reviewed the "Technical Assessment of Airport Designation" and recommendations dated 12/15/2021 from Century Engineer. I found some significant errors/omissions and shaky if not poorly thought out recommendations. I'm attaching some notes on what I found but in summary:

- ECHOA easement on property (runway) missing
- Numerous errors in report
- Century takes an opinion from DDOT and presents it unfairly as a recommendation
- Presents a decision metric recommendation to the PC based on something totally unrelated to land use (licensing)

It would seem to me land use planning depends on land use impact. A map should reflect that so both planners and future residents have an idea what is around them. Using airport licensing (public vs private) as the decision metric means very little. You could have a private airport with 23 airplanes near housing vs a publicly licensed airport in rural farmland with only 7 airplanes on it. In fact, this is exactly the case with Eaglecrest vs. Laurel airport. Indeed, ***Eaglecrest has as many or more airplanes based on it then 5 of the 9 public airports in Delaware.***

*A better metric, in my opinion, to judge whether to put a private airport on the map would be the number of airplanes based there as well as the runway length.* In the case of Sussex county, I'd suggest 7 aircraft and a runway greater than 3175 feet be used as the cutoff, which matches

Laurel airport, the smallest public airport in the state, which is on the map. I've attached a spreadsheet breaking everything down.

Of course I can't make that recommendation to the PC but I can request as a member of the public they are given an accurate picture in their packet or at the very least the inaccurate comments and recommendations clarified. They also should be informed that EagleCrest HomeOwners Association has an easement on the property and should have some input here.

I'd like to request to make in person public comment as well as request the president of our HOA, John Chirtea also be allowed to make in-person public comment. Let me know how that can happen as well as getting accurate information to the PC before the meeting.

Thank you

Jeff King

CC: John Chirtea, ECHOA President

## Public airports in Delaware

Airport	Desg	County	Runway	Condition	Inst app?	Aircraft #	Ownership	Notes
New Castle	KILG	New Castle	7275	Asphalt - Good	Yes	219	Public	Publicly owned
Summit	KEVY	New Castle	4488	Asphalt - fair	Yes	21	Private	Privately owned
Chandelle	ON4	Kent	2533	Asphalt -poor	None	23	Private	Privately owned, Homes on airport
Chorman	D74	Kent	3588	Asphalt - excellent	None	44	Private	Privately owned
Dover Civil terminal	KDOV	Kent	12903	Concrete - exceller	Yes	-	<b>Military</b>	<b>PRIVATE military airport, permission needed</b>
DeIDOT Helistop	0N5	Kent	60	Concrete - exceller	None	0	Public	<b>No Fixed wing aircraft- ONLY 20 operations A YEAR!</b>
Delaware airpark	33N	Kent	4201	Asphalt - excellent	Yes	45	Public	State of Delaware owned
Jenkins	15N	Kent	2035	Turf - good	None	20	Private	Privately owned
Smyrna	38N	Kent	2600	Turf - good	None	10	Private	Privately owned
Delaware Coastal	KGED	Sussex	5500	Asphalt - good	Yes	69	Public	Sussex County Council
Laurel	N06	Sussex	3175	Turf - good	None	7	Private	Privately owned

## Private airports in Sussex county

EagleCrest	DE25	Sussex	<b>3500</b>	Turf - good	None	<b>23</b>		Airpark with 20+ homes on it
Pevey	DE15	Sussex	2600	Turf - good	None	2		Single home next to it
Huey	DE14	Sussex	2600	Turf - unknown	None	-		Single home next to it
Sugar hill	DE17	Sussex	2300	Turf - unknown	None	4		also has 10 ultralights
Ockel farms	DE23	Sussex	2500	Turf - good	None	7		Crop dusting field
West airport	DE21	Sussex	3000	Turf - unknown	None	1		Single user
Murphy's landing	2DE8	Sussex	2350	Turf - unknown	None	4		Single home, one hangar

Source: <https://www.airnav.com/airports/>

### Fast Facts:

Eagle Crest airport has the most aircraft based and longest runway of any TURF airport, public or private in the state

Eagle Crest airport has more or the same # aircraft based at it then 5 of the 9 PUBLIC airports in the states

Eagle Crest airport is the 2nd largest airport in Sussex county, by both based aircraft as well as runway length

### Conclusion:

PC should base decision not on public/private but on real measurable metrics that impact both land use and adjoining properties.

The best measure of that is the number of planes based OR number of operations and runway length.

For now set minimum at Laurel airport figures, min runway length of 3175' AND 7 or more aircraft based at field.

**Eaglecrest should be added to the comprehensive land use plan.**

Notes on omissions and conclusions: Century engineering report

**Century did NOT include information on runway easements to Eagle Crest homeowners association!!**

Page by page

Summary

PG 2 of 5

Too much credence is given to DDOT, DE not a FAA block grant state, FAA determines airports

PG 3 of 5

False assumption by Century engineer, DDOT DID NOT recommend to not change the comprehensive plan, they simply didn't see a need for the inclusion.

DDOT only differentiates between a private and public airport, and then only in licensing and access, **NOT land use or impact**

PG 4 of 5

Century engineering "review of the Delaware Aviation system"

**The Civil Air terminal at Dover AFB is NOT public.** Prior permission must be obtained to use it.

Comparative Analysis

False statements

*Eaglecrest does not have landing fees*

*Eaglecrest has runway lighting*

PG 5 of 5

Conclusions

Seems to solely based on licensing, not land use impact or usage



## Recommendations

### Option 1

What is the justification for this claim? DDOT licensing is not relevant to land use impact and this seems arbitrary

### Option 2

Would Century engineering suggest to Dover Airforce base, if they were in Sussex County, that they be publically licensed to appear on the land use map? (Dover is a private military airport)

### Option 3

Again, trying to use licensing, and not land use impact as a filter. False equivalency