

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

This paperless packet is published on the County's website for convenience purposes, and only includes information received up to the close of business on the day before a public hearing. Documents received after this, or documents submitted during the public hearing are not uploaded to the Paperless Packet. The legal record is the paper record maintained in the Offices of the Planning & Zoning Department.



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

PLANNING & ZONING COMMISSION

ROBERT C. WHEATLEY, CHAIRMAN
KIM HOEY STEVENSON, VICE-CHAIRMAN
R. KELLER HOPKINS
J. BRUCE MEARS
HOLLY J. WINGATE



Sussex County

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sussexcountyde.gov
302-855-7878 T
302-854-5079 F
JAMIE WHITEHOUSE, MRTPI, AICP
DIRECTOR OF PLANNING & ZONING

PLANNING AND ZONING AND COUNTY COUNCIL INFORMATION SHEET
Planning Commission Public Hearing Date: January 12th, 2023

Application: 2021-36 Wynford Preserve (F.K.A. Prettyman Road Development, LLC)

Applicant: Prettyman Road Development, LLC
16255 Sussex Highway
Bridgeville, DE 19933

Owner: Prettyman Road Development, LLC
16255 Sussex Highway
Bridgeville, DE 19933

Site Location: Lying on the south side of Prettyman Road (S.C.R. 254), approximately 0.87-mile northwest from Lewes-Georgetown Highway (Rt. 9)

Current Zoning: Agricultural Residential (AR-1) District

Proposed: 100 Single Family Lots as a cluster subdivision.

Comprehensive Land Use Plan Reference: Low Density

Councilmanic District: Mr. Rieley

School District: Indian River School District

Fire District: Georgetown Volunteer Fire Department

Sewer: Artesian

Water: Artesian

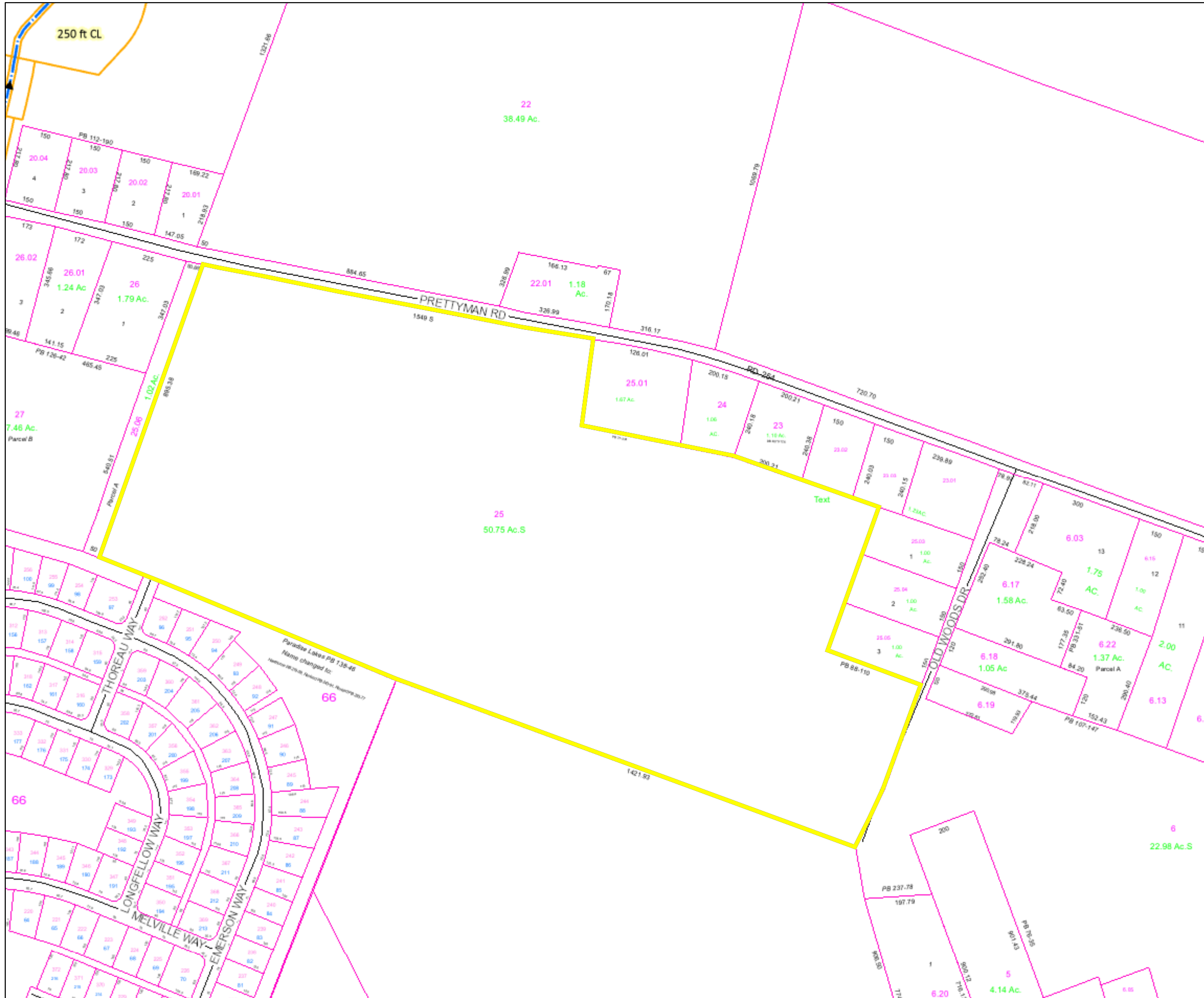
Site Area: 50.50 acres +/-

Tax Map ID.: 235-29.00-25.00





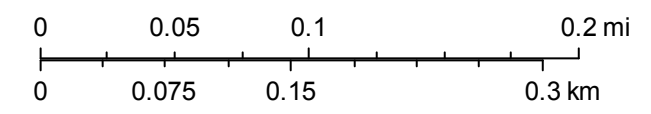
Sussex County



PIN:	235-29.00-25.00
Owner Name	PRETTYMAN ROAD DEVELOPMENT LLC
Book	5476
Mailing Address	16255 SUSSEX HWY
City	BRIDGEVILLE
State	DE
Description	SW/RD 254 PRETTYMAN R
Description 2	APPROX 2309' SE RD 255 P
Description 3	N/A
Land Code	

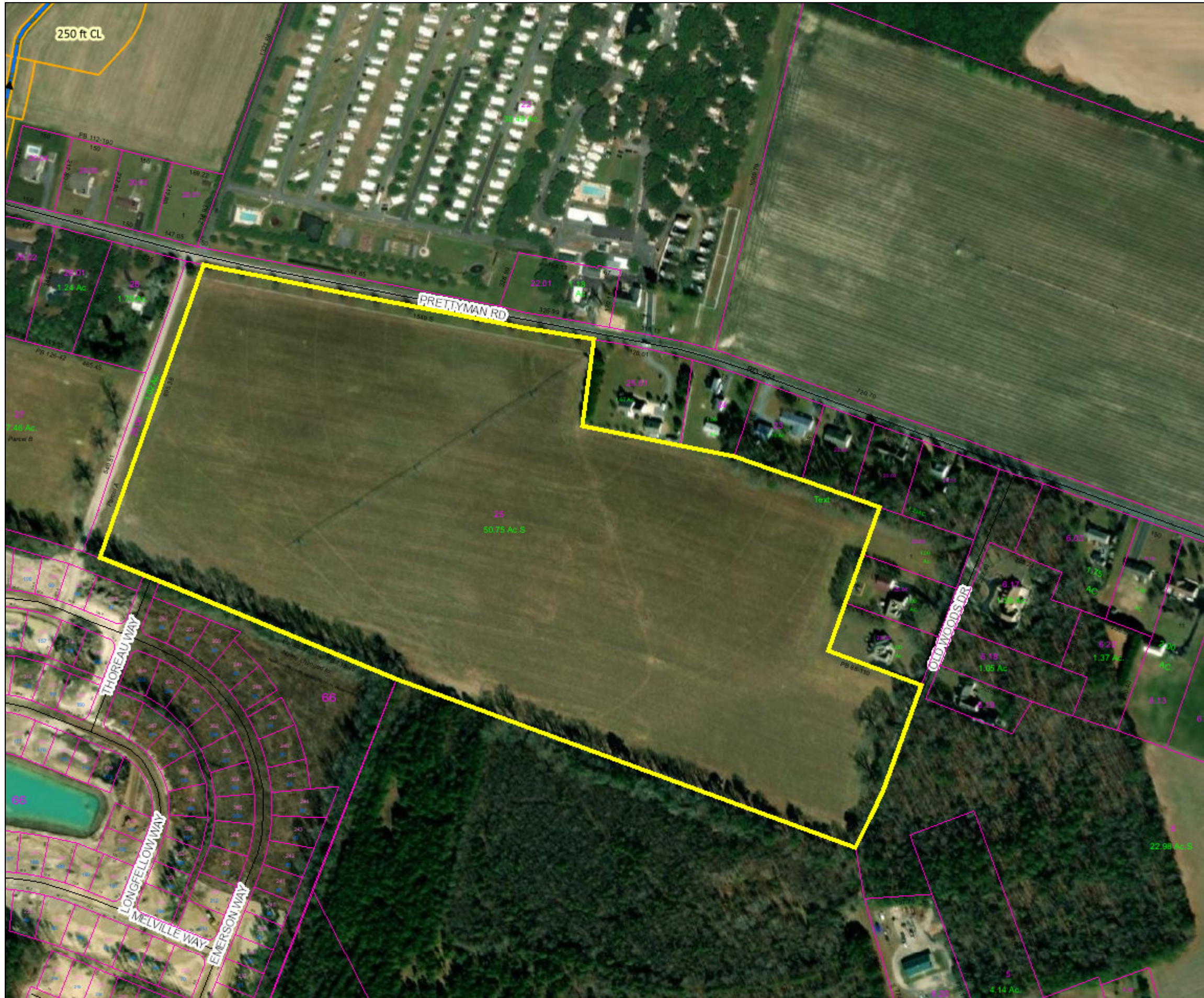
- polygonLayer**
 - Override 1
- polygonLayer**
 - Override 1
- Tax Parcels
- Streets
- County Boundaries
- Tax Ditch Segments**
 - Tax Ditch Channel
 - DeIDOT Maintained
 - HOA Maintained
 - Pipe - DeIDOT
 - Pipe - Tax Ditch
 - Pipe - Private
 - Pond Feature
 - Special Access ROW
 - Extent of Right-of-Way
 - 2007 Head of Tide Wetlands (not regulatory)
 - Municipal Boundaries
 - TID

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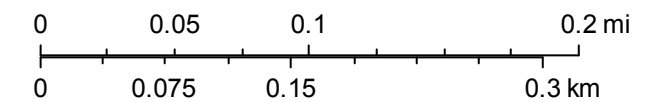
Sussex County



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- Special Access ROW
- Extent of Right-of-Way
- 2007 Head of Tide Wetlands (not regulatory)
- Municipal Boundaries
- TID

1:4,514





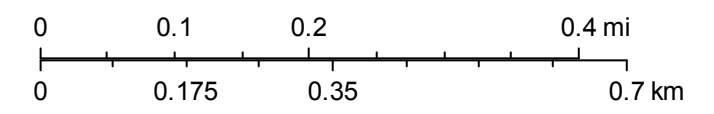
Sussex County



PIN:	235-29.00-25.00
Owner Name	PRETTYMAN ROAD DEVELOPMENT LLC
Book	5476
Mailing Address	16255 SUSSEX HWY
City	BRIDGEVILLE
State	DE
Description	SW/RD 254 PRETTYMAN R
Description 2	APPROX 2309' SE RD 255 P
Description 3	N/A
Land Code	

- polygonLayer**
- Override 1
- polygonLayer**
- Override 1
- ⋯ Tax Parcels
- Streets

1:9,028



Sussex County Major Subdivision Application

Sussex County, Delaware

Sussex County Planning & Zoning Department
2 The Circle (P.O. Box 417) Georgetown, DE 19947
302-855-7878 ph. 302-854-5079 fax

RECEIVED

DEC 20 2021

SUSSEX COUNTY
PLANNING & ZONING

Type of Application: (please check applicable)

Standard:

Cluster:

ESDDOZ:

Location of Subdivision:

South side of Prettyman Rd. across from Homestead Camp Ground

Proposed Name of Subdivision:

Prettyman Residential (Placeholder)

Tax Map #: 2-35-29.00-25.00 **Total Acreage:** 50.50

Zoning: AR-1 **Density:** 1.98 **Minimum Lot Size:** 7,500 **Number of Lots:** 100

Open Space Acres: 24.70

Water Provider: Artesian Water Company, Inc. **Sewer Provider:** Artesian Wastewater Management

Applicant Information

Applicant Name: Prettyman Road Development, LLC.

Applicant Address: 16255 Sussex Hwy.

City: Bridgeville **State:** DE **Zip Code:** 19933

Phone #: (302) 337-0400 **E-mail:** bmangum@insightlandcompany.com

Owner Information

Owner Name: Prettyman Road Development, LLC.

Owner Address: 16255 Sussex Hwy.

City: Bridgeville **State:** DE **Zip Code:** 19933

Phone #: (302) 337-0400 **E-mail:** bmangum@insightlandcompany.com

Agent/Attorney/Engineer Information

Agent/Attorney/Engineer Name: Davis, Bowen & Friedel, Inc.

Agent/Attorney/Engineer Address: 1 Park Avenue

City: Milford **State:** DE **Zip Code:** 19963

Phone #: (302) 424-1441 **E-mail:** jls@dbfinc.com



Check List for Sussex County Major Subdivision Applications

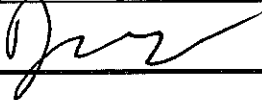
The following shall be submitted with the application

- Completed Application**
- Provide fifteen (15) copies of the Site Plan or Survey of the property and a PDF (via e-mail)**
 - Plan shall show the existing conditions, setbacks, roads, floodplain, wetlands, topography, proposed lots, landscape plan, etc. **Per Subdivision Code 99-22, 99-23 & 99-24**
 - Provide compliance with Section 99-9.
 - Deed or Legal description, copy of proposed deed restrictions, soil feasibility study
- Provide Fee \$500.00**
- Optional - Additional information for the Commission to consider** (ex. photos, exhibit books, etc.) If provided submit seven (7) copies and they shall be submitted a minimum of ten (10) days prior to the Planning Commission meeting.
- Please be aware that Public Notice will be sent to property owners within 200 feet of the subject site and County staff will come out to the subject site, take photos and place a sign on the site stating the date and time of the Public Hearings for the application.**
- PLUS Response Letter** (if required)
- 51% of property owners consent if applicable**

The undersigned hereby certifies that the forms, exhibits, and statements contained in any papers or plans submitted as a part of this application are true and correct.

I also certify that I or an agent on my behalf shall attend all public hearing before the Planning and Zoning Commission and any other hearing necessary for this application and that I will answer any questions to the best of my ability to respond to the present and future needs, the health, safety, morals, convenience, order, prosperity, and general welfare of the inhabitants of Sussex County, Delaware.

Signature of Applicant/Agent/Attorney



Date: 12-17-21

Signature of Owner

 Rob Lisle

Date: 12-8-21

For office use only:

Date Submitted: 12/28/21

Fee: \$500.00 Check #: 16885

Staff accepting application: cer

Application & Case #: 202118443

Location of property: _____

Date of PC Hearing: _____

Recommendation of PC Commission: _____

SUSSEX COUNTY ENGINEERING DEPARTMENT
UTILITY PLANNING & DESIGN REVIEW DIVISION
C/U & C/Z COMMENTS

TO: **Jamie Whitehouse**

REVIEWER: **Chris Calio**

DATE: **11/14/2022**

APPLICATION: **2021-36 Wynford Preserve**

APPLICANT: **Prettyman Road Development, LLC**

FILE NO: **NCPA-5.03**

TAX MAP &
PARCEL(S): **235-29.00-25.00**

LOCATION: **Lying on the south side of Prettyman Road (SCR 254),
approximately 0.87 mile northwest of Lewes-Georgetown
Highway (Rt. 9)**

NO. OF UNITS: **100 single family lots as cluster subdivision**

GROSS
ACREAGE: **50.50**

SYSTEM DESIGN ASSUMPTION, MAXIMUM NO. OF UNITS/ACRE: **2**

SEWER:

- (1). Is the project in a County operated and maintained sanitary sewer and/or water district?
Yes No
- a. If yes, see question (2).
b. If no, see question (7).
- (2). Which County Tier Area is project in? **Tier 3**
- (3). Is wastewater capacity available for the project? **N/A** If not, what capacity is available? **N/A**.
- (4). Is a Construction Agreement required? **No** If yes, contact Utility Engineering at (302) 855-7717.
- (5). Are there any System Connection Charge (SCC) credits for the project? **No** If yes, how many? **N/A**. Is it likely that additional SCCs will be required? **N/A** If yes, the current System Connection Charge Rate is **Unified \$6,600.00** per EDU. Please contact **N/A** at **302-855-7719** for additional information on charges.

- (6). Is the project capable of being annexed into a Sussex County sanitary sewer district? **N/A**
- Attached is a copy of the Policy for Extending District Boundaries in a Sussex County Water and/or Sanitary Sewer District.
- (7). Is project adjacent to the Unified Sewer District? **No**
- (8). Comments: **Click or tap here to enter text.**
- (9). Is a Sewer System Concept Evaluation required? **Not at this time**
- (10). Is a Use of Existing Infrastructure Agreement Required? **Not at this time**
- (11). **All residential roads must meet or exceed Sussex County minimum design standards.**

UTILITY PLANNING & DESIGN REVIEW APPROVAL:



John J. Ashman
Sr. Manager of Utility Planning & Design Review

Xc: Hans M. Medlarz, P.E.
Lisa Walls
No Permit Tech Assigned

**GEOGRAPHIC INFORMATION
OFFICE**

MEGAN NEHRBAS
SENIOR MANAGER OF GEOGRAPHIC
INFORMATION SYSTEMS (GIS)
(302) 855-1176 T
(302) 853-5889 F



Sussex County
DELAWARE
sussexcountyde.gov

February 11, 2022

Dustin J. Ressler
Davis, Bowen & Friedel, Inc.
601 E Main St #100
Salisbury, MD 21804

RE: Wynford Preserve Approved Streets

Our office has received proposed street name(s) for your future subdivision, **Wynford Preserve**, located on parcel 235-29.00-25.00 in Georgetown, DE 19947. Based on our review the following proposed street name(s) have been **approved**:

Whitman Way	Sandburg Way
-------------	--------------

Use only road names **approved** and issued by this office on letterhead or you will be required to rerecord. Each street name is to be used only once.

Upon final approval of **Wynford Preserve** please forward a digital copy of the recorded site plan to my attention for the purpose of addressing. Should you have any questions, please contact the **Geographic Information Office** at 302-855-1176.

Sincerely,

Brian L. Tolley
GIS Specialist II

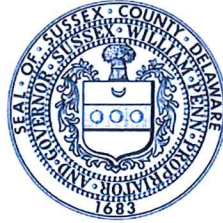
CC: Christin Scott, Office of Planning & Zoning



**GEOGRAPHIC INFORMATION
OFFICE**

MEGAN NEHRBAS
SENIOR MANAGER OF GEOGRAPHIC
INFORMATION SYSTEMS (GIS)

(302) 855-1176 T
(302) 853-5889 F



Sussex County

DELAWARE
sussexcountyde.gov

February 9, 2022

Dustin J. Ressler
Davis, Bowen & Friedel, Inc.
601 E Main St #100
Salisbury, MD 21804

RE: Proposed Subdivision Name(s)

Our department has reviewed the name(s) submitted for your proposed subdivision located in Georgetown, DE (parcel 235-29.00-25.00). In reviewing the proposed name(s) the following has been approved for this subdivision:

Wynford Preserve

Should you have any questions please contact the Sussex County Geographic Information Department at 302-855-1176.

Sincerely,

Brian L. Tolley
GIS Specialist II

CC:
Christin Scott, Planning & Zoning



Chase Phillips

From: Cullen, Kathleen M <kathleen_cullen@fws.gov>
Sent: Friday, July 22, 2022 10:16 AM
To: Planning and Zoning
Subject: FWS review of Prettyman subdivision

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.

Hello-

This email is regarding the Prettyman subdivision. There are no federally listed species at this location, so no further Section 7 consultation is needed. You can fill out the Online Certification Letter if further documentation is needed: <https://www.fws.gov/sites/default/files/documents/Online%20Certification%20Letter.pdf>

Thank you,
Kathleen

Kathleen Cullen
U.S. Fish & Wildlife Service - Chesapeake Bay Field Office
177 Admiral Cochrane Dr., Annapolis MD, 21401
410-573-4579 - kathleen_cullen@fws.gov



Natural Resources
Conservation Service

April 22, 2022

Georgetown
Service Center

Jamie Whitehouse, Director
Sussex County Planning & Zoning
Sussex County Courthouse
Georgetown, DE 19947

21315 Berlin Road
Unit 3
Georgetown, DE
19947

**RE: Prettyman Residential
Georgetown & Broadkill Hundred
100 single family lots**

Voice 302.856.3990
Fax 855.306.8272

Dear Mr. Whitehouse:

Soils within the delineated area on the enclosed map are:

- EvB Evesboro loamy sand, 0 to 5 percent slopes
- HbA Hambrook sandy loam, 0 to 2 percent slopes
- HmA Hammonton loamy sand, 0 to 2 percent slopes
- HpA Henlopen loamy sand, 0 to 2 percent slopes
- HpB Henlopen loamy sand, 2 to 5 percent slopes
- LhA Lenni silt loam, 0 to 2 percent slopes
- PpA Pepperbox loamy sand, 0 to 2 percent slopes
- PsA Pepperbox-Rosedale complex, 0 to 2 percent slopes
- RuA Runclint loamy sand, 0 to 2 percent slopes

Soil Interpretation Guide

Soil Limitation Class

Buildings

Map Symbol	Urbanizing Subclass	With Basement	Without Basement	Septic Filter Fields
EvB	G2	Not limited	Not limited	Very limited
HbA	Y2	Somewhat limited	Not limited	Very limited
HmA	Y2	Very limited	Somewhat limited	Very limited
HpA	G2	Not limited	Not limited	Not limited
HpB	G2	Not limited	Not limited	Not limited
LhA	R2	Very limited	Very limited	Very limited
PpA	Y2	Very limited	Somewhat limited	Very limited
PsA	Y2	Very limited/Somewhat limited	Somewhat limited/Not limited	Very limited

RuA	Y2	Somewhat limited	Not limited	Very limited
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Definition of soil limitation ratings classes:

Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect building site development.

"Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected.

"Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected.

"Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

G2:

The soils in this classification are nearly level or gently sloping, excessively drained or somewhat excessively drained, very sandy, rapidly permeable soils. These soils are sandy and droughty. They are well suited for large commercial and industrial developments, and somewhat less suited for residential uses because of low available moisture for grasses. Care should be taken in location of septic filter fields, wells, and the size of the building lots. Because of the excessive permeability of these particular soils, there is a probability of polluting nearby wells, springs, ponds, streams, or other sources of water.

R2:

The soils in this classification are nearly or gently sloping, very poorly, poorly, and somewhat poorly drained. Seasonal high water tables, local ponding, and high potential frost action severely limit these soils for residential developments. The principal soil limitations are: 1) soil is highly susceptible to frost action, 2) excavations are likely to fill with water in late winter or early spring, 3) wet foundations or basements probable, and 4) hazard of temporary ponding of water in areas lacking outlets. Loose running sand commonly encountered in deep excavations.

Y2:

The soils in this classification are nearly level or gently sloping, moderately well drained or well drained with ground water between four to six feet from the surface, and are subject to seasonal high water tables. Seasonal wetness and seepage around foundations moderately limits these soils for residential use. The principal soil limitations are: 1) lateral seepage in subsoil causes concentration of water around foundations, 2) soil is highly susceptible to frost action, 3) excavations are likely to fill with water in late winter or early spring, and 4) wet basements or foundations are probable.

The soil interpretations above do not eliminate the need for detailed investigations at each proposed construction site. However, the interpretations can serve as a guide to planning more detailed investigations. No consideration was given in these interpretations regarding the size and shape of the soil area; nor to the pattern they form with other soils in the landscape. Also, because of the scale of the maps used, small areas of other kinds of soils may be included within some delineations of the soil map. Thus, an individual lot or building site could occupy a small area that would not fit the interpretations given for the soils symbol representing the entire delineation of the map. Interpretations apply to the soils in their natural state and not for areas that may have been altered through grading, compacting, and the like.

Sincerely,

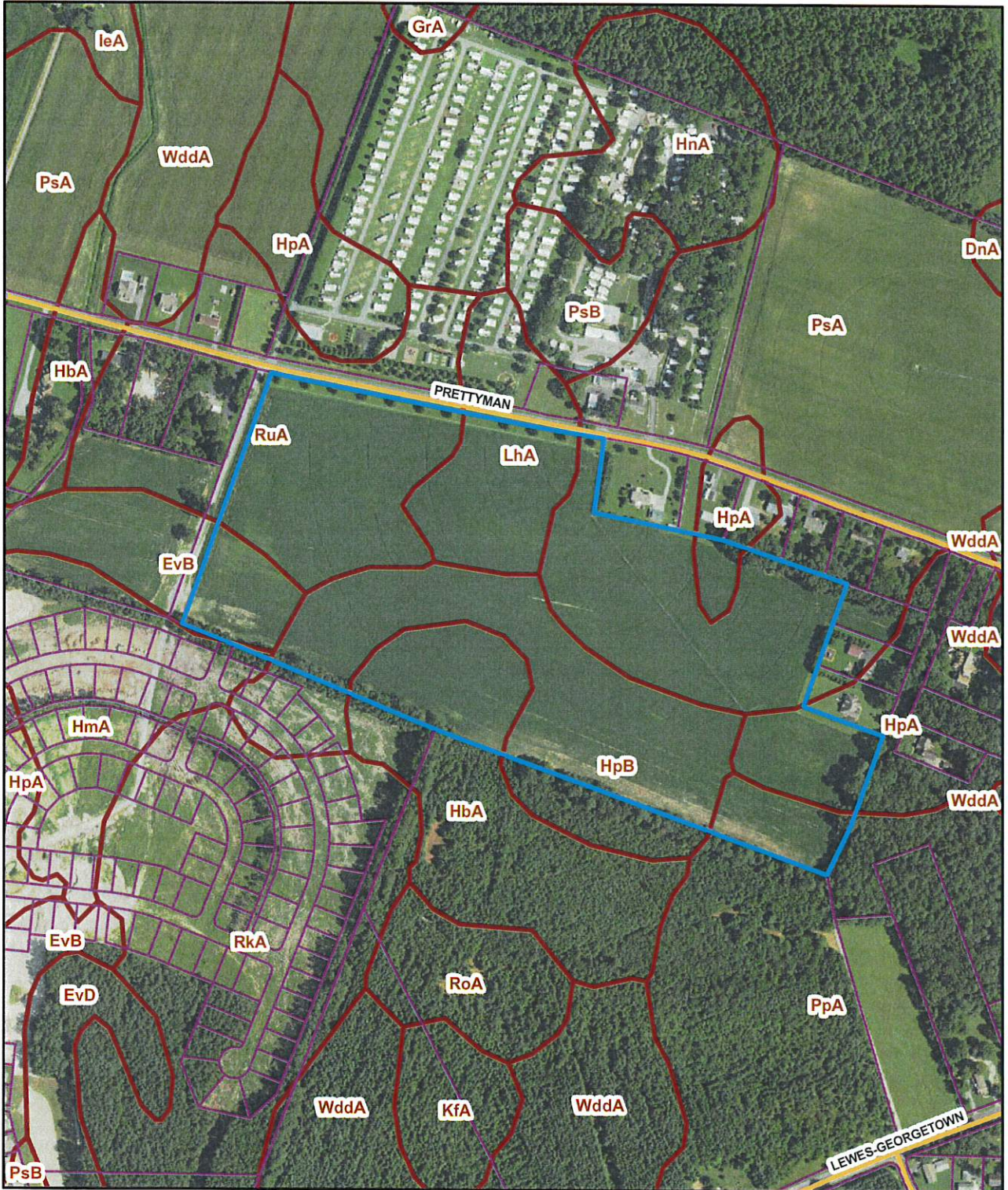
A handwritten signature in black ink, appearing to read "Thelton D. Savage". The signature is fluid and cursive, with a large initial "T" and "S".

Thelton D. Savage
District Conservationist
USDA, Natural Resources Conservation Service

TDS/bh



2021-36
TM #235-29.00-25.00
Prettyman Residential



2021-36
TM #235-29.00-25.00
Prettyman Residential

From: [Anthony, Mindy \(DNREC\)](#)
Sent: Monday, March 14, 2022 9:03 AM
To: [Planning and Zoning](#)
Subject: FW: Technical Advisory Committee Submission: February 25th, 2022
Attachments: TAC Memo Prettyman Residential Twin Masts Paradise Meadows.pdf; 2021-12-17 PRELIMINARY PLANS.pdf; 21029-prelim-plat-020422-Email.pdf; 2022-02-01 PARADISE MEADOWS PRELIMINARY.pdf

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.

Good morning,

DNREC's Division of Waste and Hazardous Substances has comments on only one of the projects:

Prettyman Residential: This project overlies an active groundwater contamination investigation being conducted by the DNREC Division of Waste and Hazardous Substances Remediation Section. Shallow groundwater is impacted and will require special handling of the dewatering wells for the installation of underground utilities (including water and sewer, as well as cable, electric, and gas if applicable). The Water Supply Section (WSS) will work with Remediation Section to review all dewatering permits submitted by the developer. Any irrigation well permit applications will not be considered for approval at the proposed site.

Requirements:

- Contact the DNREC Remediation Section to determine the current status of the site and any requirements associated with the site.
- A Contaminated Materials Management Plan (CMMP) will be required for all well applications submitted to the WSS. It must detail plans for managing the contaminated groundwater when it is pumped from the ground, how it will be sampled, monitored, and treated, and how and where it will be released back to the environment.
- Contact: Division of Waste and Hazardous Substances Remediation Section at (302) 395-2600.
Website: <https://dnrec.alpha.delaware.gov/waste-hazardous/>
- Contact: Division of Water Water Supply Section at (302) 739-9945.
Website: <https://dnrec.alpha.delaware.gov/water/supply/>

Thank you,
Mindy



Mindy Anthony
Planner IV

Phone: 302-739-9466 • Mobile: 302-242-9780
Email: mindy.anthony@delaware.gov
89 Kings Highway, Dover, DE 19901
dnrec.delaware.gov



From: Chase Phillips <chase.phillips@sussexcountyde.gov>

Sent: Friday, February 25, 2022 5:06 PM

To: Krumrine, Beth (DNREC) <Beth.Krumrine@delaware.gov>; Brad Hawkes <bhawkes@sussexcountyde.gov>; Chris Calio <ccalio@sussexcountyde.gov>; ddetrick@chpk.com; dholden@chpk.com; C. Daniel Parsons <dparsons@sussexcountyde.gov>; Fox, Duane T. (FireMarshal) <Duane.Fox@delaware.gov>; Sullivan, James C. (DNREC) <James.Sullivan@delaware.gov>; jvandervort@chpk.com; Cinelli, Jennifer (DelDOT) <jennifer.cinelli@delaware.gov>; Jessica Watson <jessica.watson@sussexconservation.org>; John J. Ashman <jashman@sussexcountyde.gov>; john.hayes@delaware.gov; john.kennel@delaware.gov; john.martin@delaware.gov; Jordan T. Dickerson <jordan.dickerson@sussexcountyde.gov>; kate.flemming@delaware.gov; kgabbard@chpk.com; McCabe, R. Stephen (DelDOT) <Richard.McCabe@delaware.gov>; megan.crystall@delaware.gov; Tholstrup, Michael S. (DNREC) <Michael.Tholstrup@delaware.gov>; Melendez, Milton (DDA) <milton.melendez@delaware.gov>; Anthony, Mindy (DNREC) <Mindy.Anthony@delaware.gov>; Subdivision (MailBox Resources) <Subdivision@delaware.gov>; Susan Isaacs <sisaacs@sussexcountyde.gov>; tdickerson@decoop.com; Terri Dukes <tdukes@sussexcountyde.gov>; tgiroux@chpk.com; Vince Robertson <vrobertson@pgslegal.com>

Cc: Jennifer Norwood <jnorwood@sussexcountyde.gov>; Jamie Whitehouse <jamie.whitehouse@sussexcountyde.gov>

Subject: Technical Advisory Committee Submission: February 25th, 2022

Good Afternoon,

The Sussex County Planning and Zoning Department has received three (3) subdivision applications that require review by the Technical Advisory Committee (TAC). Attached you will find the memorandum and electronic copies of each application.

It is kindly requested that all comments be provided no later than April 29th, 2022. Please send all comments to pandz@sussexcountyde.gov with an attention to the planner assigned. Thank you for your participation, and we are available for questions.

Chase Phillips, Planner II
Sussex County Department of Planning and Zoning
2 The Circle
Georgetown, DE 19947
302-855-7878



From: [Cullen, Kathleen M](#)
Sent: Thursday, April 21, 2022 12:14 PM
To: [Planning and Zoning](#)
Subject: FWS review of 3 subdivisions

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.

Hello-

This email is regarding the following subdivisions: Prettyman Residential, Paradise Meadows, and Twin Masts. There are no federally listed species at any of these locations, so no further Section 7 consultation is needed. You can fill out the Online Certification Letter if further documentation is needed:

<https://www.fws.gov/sites/default/files/documents/Online%20Certification%20Letter.pdf>

Please let me know if you have any questions.

Thank you,
Kathleen

Kathleen Cullen
U.S. Fish & Wildlife Service - Chesapeake Bay Field Office
177 Admiral Cochrane Dr., Annapolis MD, 21401
410-573-4579 - kathleen_cullen@fws.gov



STATE OF DELAWARE
DEPARTMENT OF NATURAL RESOURCES AND
ENVIRONMENTAL CONTROL

DIVISION OF WATERSHED STEWARDSHIP
21309 BERLIN RD
UNIT #6
GEORGETOWN, DE 19947

PHONE: (302) 855-1930
FAX: (302) 670-7059

DRAINAGE PROGRAM

March 9, 2022

Chase Phillips
Sussex County
Planning and Zoning Office
2 The Circle
Georgetown, DE 19947

RE: Parcel # 235-29.00-25.00; Prettyman Residential

The Delaware Department of Natural Resources and Environmental Control (DNREC), Drainage Program has reviewed the preliminary plans submitted by Davis, Bowen and Friedal, Inc for the above noted property.

The Drainage Program has performed a preliminary review and offers the following guidance:

- The proposed project is within the Koepfel Robinson Tax Ditch watershed. However, the parcels in this project review are currently not subject to a tax ditch channel and/or Right of Way (ROW).
- All precautions should be taken to ensure the project does not hinder any off-site drainage upstream of the project or create any off-site drainage problems downstream by the release of on-site storm water.
- The tax ditch watershed boundaries of Koepfel Robinson Tax Ditch would need to be altered to include all of Prettyman Residential Project.
- All precautions should be taken to ensure the project does not hinder any off-site drainage upstream of the project or create any off-site drainage problems downstream by the release of on-site storm water.

If you have any questions or concerns, please contact the Drainage Program at (302) 855-1930.

Sincerely,

Jordan Watson

Jordan Watson
EPS Tech

cc: Brittany L. Haywood, Tax Ditch Program Manager I

February 22, 2022

Michael R. Wigley, AIA, LEED AP
W. Zachary Crouch, P.E.
Michael E. Wheedleton, AIA, LEED GA
Jason P. Loar, P.E.
Ring W. Lardner, P.E.
Jamie L. Sechler, P.E.

Sussex County Planning & Zoning
Sussex County Administration Building
2 The Circle
Georgetown, DE 19947

Attn: Mr. Jamie Whitehouse
Director

RE: Prettyman Residential
Tax Map No.: 2-35-29.00-25.00
PLUS Review Comment Response Letter
DBF # 2269B005

Dear Mr. Whitehouse,

I appreciated the opportunity to meet with representatives of the various agencies at the PLUS meeting held on May 26, 2021. This letter is in response to comments received from State Planning Coordination dated June 25, 2021. We offer the following in response to those comments:

Strategies for State Policies and Spending

This project is located in Investment Level 4 according to the 2020 Strategies for State Policies and Spending.

This project represents a land development that will result in 100 new housing units in an Investment Level 4 area according to the 2020 Strategies for State Policies and Spending. Investment Level 4 indicates where State investments will support agricultural preservation, natural resource protection, and the continuation of the rural nature of these areas. New development activities and suburban development are not supported in Investment Level 4. These areas are comprised of prime agricultural lands and environmentally sensitive wetlands and wildlife habitats, which should be, and in many cases have been preserved.

From a fiscal responsibility perspective, development of this site is likewise inappropriate. The cost of providing services to development in rural areas is an inefficient and wasteful use of the State's fiscal resources. The project as proposed will bring a new residential development to an area where the State has no plans to invest in infrastructure upgrades or additional services. The intended development will need access to services and infrastructure such as police, and transportation. To provide some examples, the State government funds 100% of road

maintenance and drainage improvements for the transportation system, and 100% of the cost of police protection in the unincorporated portion of Sussex County where this development is proposed. Over the longer term, the unseen negative ramifications of this development will become even more evident as the cost of maintaining infrastructure and providing services increases.

In addition, this site may be environmentally inappropriate because this project overlies an active groundwater contamination investigation by the DNREC Division of Water and Hazardous Substances Remediation Section. Additional information is noted in the DNREC comments below.

In addition, Non-tidal wetlands abuts the project site in the southwest corner of the parcel.

Because the development is inconsistent with the 2020 Strategies for State Policies and Spending, the State is opposed to the development of this parcel as proposed.

Thank you for clarification on the state strategies level. The site is directly in between two larger residential projects (Hawthorne Subdivision and Homestead Campground), existing infrastructure is in place to provide services to the proposed development. Currently the site is cleared land, we do not anticipate wetlands on site. A 30' landscaped buffer will provide protection and lessen the impacts on adjacent lands.

Department of Transportation – Contact Bill Brockenbrough 760-2109

- *The site access on Prettyman Road (Sussex Road 254) must be designed in accordance with DelDOT's Development Coordination Manual, which is available at <http://www.deldot.gov/Business/subdivisions/index.shtml?dc=changes>.*

Access will be designed in accordance with DelDOT's Development Coordination Manual.

- *Pursuant to Section 1.3 of the Manual, a Pre-Submittal Meeting is required before plans are submitted for review. The form needed to request the meeting and guidance on what will be covered there and how to prepare for it is located at https://www.deldot.gov/Business/subdivisions/pdfs/Meeting_Request_Form.pdf?08022017.*

A pre-submittal meeting will be set up prior to plans being submitted for review.

- *Section 1.7 of the Manual addresses fees that are assessed for the review of development proposals. DelDOT anticipates collecting the Initial Stage Fee when the record plan is submitted for review and the Construction Stage Fee when construction plans are submitted for review.*

Developer will work with DelDot and provide the required fees when appropriate.

- *Per Section 2.2.2.1 of the Manual, 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. From the PLUS application, the total daily trips are estimated at 1,040 vehicle trip ends per day. Using the 10th edition of the Institute of*

Transportation Engineers' Trip Generation Manual, DelDOT confirms this number and estimates the weekday morning and evening peak hour trip ends at 76 and 102, respectively. Therefore, a TIS would normally be required.

Section 2.2.2.2 of the Development Coordination Manual provides that for developments generating less than 2,000 vehicle trip ends per day and less than 200 vehicle trip ends per hour in any hour of the day, DelDOT may accept an Area Wide Study (AWS) Fee in lieu of the TIS if the local government does not require a TIS. The AWS Fee is calculated as \$10 per daily trip or, in this case, \$10,400. AWS Fees are used to fund traffic studies, not to build improvements.

DelDOT anticipates requiring the developer to make improvements, yet to be determined, at the intersection of US Route 9 and Prettyman Road, including but not limited to entering a signal agreement.

DelDOT also anticipates requiring the developer to improve Prettyman Road, within the limits of their projected frontage, to meet DelDOT's Local Road standards, which include 11-foot lanes and 5-foot shoulders. Per the definition in Section 1.8 of the Manual, those limits are from a point about 65 feet west of their actual frontage to a point about 1,250 feet east of their actual frontage.

DelDOT may require a Traffic Operational Analysis, in accordance with Section 2.3.2 of the Manual if they find it necessary in determining the specific improvements needed either at the intersection or on the frontage.

Questions regarding the site's trip generation should be directed to the County Coordinator, Mr. T. William Brockenbrough. Mr. Brockenbrough may be reached at Thomas.Brockenbrough@delaware.gov or (302) 760-2109. Questions regarding the requirement to improve the site frontage should be directed to the Sussex County Review Coordinator, Mr. R. Stephen McCabe. Mr. McCabe may be reached at Richard.McCabe@delaware.gov or (302) 760-2276.

The Developer and engineer will work closely with DelDOT to determine any improvements and signaling requirements warranted along Prettyman Road and Route 9, as well as the need for a Traffic Operational Analysis.

- *As necessary, in accordance with Section 3.2.5 and Figure 3.2.5-a of the Manual, DelDOT will require the dedication of right-of-way along the site's frontage on Prettyman Road. By this regulation, this dedication is to provide a minimum of 30 feet of right-of-way from the physical centerline. The following right-of-way dedication note is required, "An X-foot wide right-of-way is hereby dedicated to the State of Delaware, as per this plat."*

Right-of-way dedication is shown and will be provided along the entire frontage of Prettyman Road to increase the width to 30'.

- *In accordance with Section 3.2.5.1.2 of the Manual, DelDOT will require the establishment of a 15-foot wide permanent easement across the property frontage. The*

location of the easement shall be outside the limits of the ultimate right-of-way. The easement area can be used as part of the open space calculation for the site. The following note is required, "A 15-foot wide permanent easement is hereby established for the State of Delaware, as per this plat."

A 15' wide permanent easement is shown and will be provide along the entire frontage of Prettyman Road.

- *Referring to Section 3.4.2.1 of the Manual, the following items, among other things, are required on the Record Plan:*
 - *A Traffic Generation Diagram. See Figure 3.4.2-a for the required format and content.*
 - *Depiction of all existing entrances within 450 feet of the entrance on Prettyman Road.*
 - *Notes identifying the type of off-site improvements, agreements (signal, letter) contributions, and when the off-site improvements are warranted.*

The final Record plan will include the required Traffic Generation Diagram, existing entrances within 450', and all notes regarding improvements/agreements.

- *Section 3.5 of the Manual provides DelDOT's requirements with regard to connectivity. The requirements in Sections 3.5.1 through 3.5.3 shall be followed for all development projects having access to state roads or proposing DelDOT maintained public streets for subdivisions. DelDOT recommends that the plan be modified to provide a stub street for a future interconnection with Tax Parcel No. 235-30.00-6.00 if that parcel is developed with a compatible use.*

A connection to the existing Hawthorne Subdivision has been provided. We anticipate keeping the easterly portion of the site as a large open space area, the closest proposed road is 800'+ away. Should a interconnection become feasible on will be provided.

- *Section 3.5.4.2 of the Manual addresses requirements for Shared Use Paths (SUP) and sidewalks. For projects in Level 3 and 4 Investment Areas, installation of paths or sidewalks along the frontage on State-maintained roads is generally required only where there is an existing path or sidewalk nearby. DelDOT does not anticipate requiring the developer to build a sidewalk or path on Prettyman Road.*

A 15' permanent easement is provide along the frontage for future use. The developer will work with DelDOT is determining any sidewalk or SUP requirements.

- *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 Prettyman Road.*

Stormwater will meet DelDOT's setback requirements.

- *In accordance with Section 5.2.9 of the Manual, the Auxiliary Lane Worksheet should be used to determine whether auxiliary lanes are warranted at the site entrances and*

how long those lanes should be. The worksheet can be found at <http://www.deldot.gov/Business/subdivisions/index.shtml>.

The auxiliary lane worksheet will be used to determine auxiliary lanes.

- *In accordance with Section 5.4 of the Manual, sight distance triangles are required and shall be established in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards. A spreadsheet has been developed to assist with this task. It can be found at <http://www.deldot.gov/Business/subdivisions/index.shtml>.*

Sight distance triangles will be provide on the plans and submitted to DelDOT for their review and approval.

- *In accordance with Section 5.14 of the Manual, all existing utilities must be shown on the plan and a utility relocation plan will be required for any utilities that need to be relocated.*

Existing and proposed utilities will be shown on the plans. Should utilities need to be relocated a utility relocation plan will be submitted to DelDOT

Department of Natural Resources and Environmental Control – Beth Krumrine 735-3480
Concerns Identified Within the Development Footprint

Groundwater Contamination

This project overlies an active groundwater contamination investigation by the DNREC Division of Waste and Hazardous Substances Remediation Section. Shallow groundwater is impacted and will require special handling for dewatering wells and for the installation of underground utilities (water, sewer, cable, electric, and gas if applicable). The DNREC Division of Water (Water Supply Section) will work with the DNREC Division of Waste and Hazardous Substances (Remediation Section) to review all dewatering well permits submitted by the developer.

Irrigation well permit applications will not be considered for approval at the proposed site.

Requirements:

- *Contact the DNREC Remediation Section to determine the current status of the site investigation.*
- *A Contaminated Materials Management Plan (CMMP) will be required for all well applications submitted to the DNREC Division of Water's Water Supply Section. The CMMP must detail plans for managing the contaminated groundwater when it is pumped from the ground, how it will be sampled, monitored, and treated, and how and where it will be released back to the environment.*
- *Contact: Division of Waste and Hazardous Substances, Remediation Section at (302) 395-2600.*

Website: <https://dnrec.alpha.delaware.gov/waste-hazardous/>

- Contact: Division of Water, Water Supply Section at (302) 739-9945 Website: <https://dnrec.alpha.delaware.gov/water/supply/>

Thank you for the information regarding potential nearby contamination. The developer will work with DNREC regarding dewatering and any permits required.

Wellhead Protection Area

A Wellhead Protection Area is located on the northern edge of the site. Wellhead Protection Areas are the surface and subsurface areas surrounding a water well or a public water supply wellfield. Contaminants leaching into the soil have the potential to reach the water supplies in these areas.

Requirements:

- *The applicant must comply with all county and municipal codes that affect public drinking water supply Wellhead Protection Areas.*

The development will comply with all county regulations for construction and uses in excellent groundwater recharge areas.

Stormwater Management

This application proposes greater than 5000 square feet of land-disturbing activities, therefore, this project will be subject to Delaware's Sediment and Stormwater Regulations.

Requirements:

- *A Sediment and Stormwater Plan must be developed, then approved by the appropriate plan review agency prior to any land-disturbing activity taking place on the site. For this project, the plan review agency is Sussex Conservation District.*
- *Additionally, to address the federal requirement, construction activities that exceed 1.0 acre of land disturbance require Construction General Permit coverage through submittal of an electronic Notice of Intent for Stormwater Discharges Associated with Construction Activity. This form must be submitted electronically (<https://apps.dnrec.delaware.gov/enoi/>, select Construction Stormwater General Permit) to the DNREC Division of Watershed Stewardship, along with the \$195 fee.*
- *Schedule a project application meeting with the appropriate plan review agency prior to moving forward with the stormwater and site design. As part of this process, you must submit a Stormwater Assessment Study.*
- *Plan review agency contact: Sussex Conservation District at (302) 856-2105 or (302) 856-7219. Website: <https://www.sussexconservation.org/>*

A detailed sediment and stormwater plan will be prepared and submitted to the Sussex Conservation District for their review and approval. A NOI permit will be obtained prior to final approvals and development of the site.

Hydrologic Soils Group

Hydrologic Soil Group D (poorly drained) soils have been identified on the northcentral portion of the site. These soil types are typically not conducive to utilizing infiltration stormwater Best Management Practices such as bioretention and infiltration basins, which must meet minimum infiltration requirements.

Requirements:

- *Any stormwater Best Management Practices that propose the use of infiltration or natural recharge shall include a soils investigation.*

Soil borings and investigation will be performed prior for final approvals. The results will be included in a detailed sediment and stormwater plan that will be prepared and submitted to the Sussex Conservation District for their review and approval.

Tax Ditches

Approximately one-quarter of the western portion of the parcel lies within the Koeppel-Robinson Tax Ditch Watershed. Tax ditches are man-made channels created to move normal water flow off agricultural lands. These channels have associated tax ditch Rights-of-Way (ROW) that are utilized for access as well as sediment and debris disposal during maintenance. The parcel in this project review possesses no Tax Ditches and is currently not subject to any Tax Ditch ROWs.

Requirements:

- *Development of the site may result in a change to the drainage pattern and associated Tax Ditch watershed boundary. To change existing Tax Ditch watershed boundaries, a Court Order Change must be submitted by the DNREC Drainage Program. The associated Land Development Project Review Request form is attached, as well as the aerial drainage map.*
- *If the site and/or stormwater management features are designed to discharge into the Main Prong of the nearby Koeppel-Robinson Tax Ditch, design must consider existing conditions versus design specifications. Please consult with the DNREC Drainage Program for As-Built design information if necessary.*
- *All precautions should be taken to ensure the project does not hinder any off-site drainage upstream or create any off-site drainage problems downstream due to increases in stormwater.*
- *Contact: DNREC Drainage Program at (302) 855-1930. Website: <https://dnrec.alpha.delaware.gov/drainage-stormwater/Tax Ditch Mapper: de.gov/taxditchmap>*

Thank you for the clarification on tax ditches and associated right-of-ways. Stormwater will be managed to treat quality and quantity of the runoff to limit downstream impacts.

Water Quality (Pollution Control Strategies)

This site lies within the Broadkill Watershed. Surface water quality in this watershed does not meet State Water Quality Standards and a Pollution Control Strategy is in place for this watershed.

Requirements:

- *Consult with the appropriate plan review agency to determine if stricter stormwater management standards may apply for development projects due to the Pollution Control Strategy.*

The developer engineer will work closely with DNREC and the Sussex Conservation district to determine all regulations and requirements regarding stormwater impacts.

Wastewater Permitting – Large Systems

Artesian holds existing permits with the DNREC Groundwater Discharges Section's Large Systems Branch.

Requirements:

- *If the capacity of the rate of wastewater disposal is to be updated, it is the responsibility of the permittee (Artesian) to notify the Large Systems Branch.*
- *Contact: DNREC Large Systems Branch at (302) 739-9948. Website: <https://dnrec.alpha.delaware.gov/water/groundwater/>*

Artesian Wastewater Management, Inc. will provide wastewater services and any permits requiring upgrading capacity.

Nutrient Management Plan

This project proposes open space of 19.1 acres.

Requirements:

- *A nutrient management plan is required for all persons or entities who apply nutrients to lands or areas of open space of 10 acres or more.*
- *Contact: Delaware Department of Agriculture's Nutrient Management Program at (302)698-4558. Website: <https://agriculture.delaware.gov/nutrient-management/>*

We do not anticipate nutrients being applied on more than 10 acres of the site.

State Historic Preservation Office – Contact Carlton Hall 736-7400

- *The Delaware SHPO does not recommend development in Level 4 areas.*
- *Prehistoric potential is low to moderate on the far western side of the parcel, and low elsewhere. The parcel is just outside of favorable distance to water, but the western side of the parcel could be within the interval area and has excessively drained soils.*
- *Historic potential is low. There could be some sites associated with the Joseph Coulter house that is across the road, but it would likely be 19th-century field scatter associated with agricultural practices.*

Thank you for your assessment of the site.

Delaware State Fire Marshall's Office – Contact Duane Fox 259-7037

At the time of formal submittal, the applicant shall provide; completed application, fee, and threesets of plans depicting the following in accordance with the Delaware State Fire Prevention Regulation (DSFPR):

Fire Protection Water Requirements:

- *Water distribution system capable of delivering at least 1000 gpm for 1-hour duration, at 20-psi residual pressure is required. Fire hydrants with 800 feet spacing on centers. (Assembly)*
- *Where a water distribution system is proposed for single-family dwellings it shall be capable of delivering at least 500 gpm for 1-hour duration, at 20-psi residual pressure. Fire hydrants with 1000 feet spacing on centers are required. (One & Two- Family Dwelling)*
- *Where a water distribution system is proposed for the site, the infrastructure for fire protection water shall be provided, including the size of water mains for fire hydrants and sprinkler systems.*

Water distribution will be provided by Artesian Water Company, Inc. using existing infrastructure that meets flow and duration requirements.

Fire Protection Features:

- *All structures over 10,000 sq. ft. aggregate will require automatic sprinkler protection installed.*
- *Buildings greater than 10,000 sq. ft, 3-stories or more, over 35 feet, or classified as HighHazard, are required to meet fire lane marking requirements*
- *Show Fire Department Connection location (Must be within 300 feet of fire hydrant), and detail as shown in the DSFPR.*
- *Show Fire Lanes and Sign Detail as shown in DSFPR*

We do not anticipate and structures over 10,000 sq.ft. Fire lanes will be marked according to requirements. Fire lanes and sign details will be provided on plans and submitted to the Fire Marshal's office for their review and approval.

Accessibility

- *All premises, which the fire department may be called upon to protect in case of fire, and which are not readily accessible from public roads, shall be provided with suitable gates and access roads, and fire lanes so that all buildings on the premises are accessible to fire apparatus. This means that the access road to the subdivision from Prettyman Road must be constructed so fire department apparatus may negotiate it.*
- *Fire department access shall be provided in such a manner so that fire apparatus will be able to locate within 100 ft. of the front door.*
- *Any dead end road more than 300 feet in length shall be provided with a turn-around or cul-de-sac arranged such that fire apparatus will be able to turn around by making not more than one backing maneuver. The minimum paved radius of the cul-de-sac shall be 38 feet. The dimensions of the cul-de-sac or turn-around shall be shown on the final plans. Also, please be advised that parking is prohibited in the cul-de-sac or turn around.*
- *The use of speed bumps or other methods of traffic speed reduction must be in accordance with Department of Transportation requirements.*
- *The local Fire Chief, prior to any submission to our Agency, shall approve in writing the use of gates that limit fire department access into and out of the development or property.*

The site plan will comply with all Fire Department access requirements.

Gas Piping and System Information:

- *Provide type of fuel proposed and show locations of bulk containers on plan.*

Proposed fuel types will be shown on the plans. Should bulk containers be used, they will also be shown on the plans.

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(s) is/are 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*

The required information and notes will be provided on the plans and submitted to the Fire Marshal for their review and approval.

If you have any questions or need additional information, please do not hesitate to contact me at (302) 424-1441 or jls@dbfinc.com.

Respectfully Submitted,
DAVIS, BOWEN & FRIEDEL, INC.

Jamie L. Sechler, P.E.
Principal



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

NICOLE MAJESKI
SECRETARY

November 4, 2022

Ms. Dawn M. Riggi, P.E.
Davis Bowen & Friedel, Inc.
1 Park Avenue
Milford, DE 19963

Dear Ms. Riggi,

The enclosed Traffic Impact Study (TIS) review letter for the **Prettyman Property – Prettyman Road** (Tax Parcel: 235-29.00-25.00) development has been completed under the responsible charge of a registered professional engineer whose firm is authorized to work in the State of Delaware. They have found the TIS to conform to DelDOT's Development Coordination Manual and other accepted practices and procedures for such studies. DelDOT accepts this letter and concurs with the recommendations. If you have any questions concerning this letter or the enclosed review letter, please contact me at (302) 760-2124.

Sincerely,

Claudy Joinville
Project Engineer

CJ:km

Enclosures

cc with enclosures: Mr. Bret Mangum, Insight Homes, Inc.
Mr. Jamie Sechler, Davis, Bowen & Friedel, Inc.
Mr. David L. Edgell, Office of State Planning Coordination
Mr. Jamie Whitehouse, Sussex County Planning & Zoning
Mr. Andrew J. Parker, McCormick Taylor, Inc.
Mr. Tucker Smith, McCormick Taylor, Inc.
DelDOT Distribution

DelDOT Distribution

Brad Eaby, Deputy Attorney General
Shanté Hastings, Deputy Secretary / Director of Transportation Solutions (DOTS)
Pamela Steinebach, Director, Planning
Mark Luszcz, Deputy Director, Traffic, DOTS
Peter Haag, Chief Traffic Engineer, Traffic, DOTS
Michael Simmons, Assistant Director, Project Development South, DOTS
Wendy Carpenter, Traffic Calming & Subdivision Relations Manager, DelDOT Traffic
Todd Sammons, Assistant Director, Development Coordination
Wendy Polasko, Subdivision Engineer, Development Coordination
Sireen Muhtaseb, TIS Section Manager, Development Coordination
Alistair Probert, South District Engineer, South District
Matthew Schlitter, South District Public Works Engineer, South District
Jared Kauffman, Service Development Planner, Delaware Transit Corporation
Tremica Cherry, Service Development Planner, Delaware Transit Corporation
Anthony Aglio, Planning Supervisor, Statewide & Regional Planning
Kevin Hickman, Acting Sussex Review Coordinator, Development Coordination
Derek Sapp, Sussex County Subdivision Manager, Development Coordination
Mark Galipo, Traffic Engineer, Traffic, DOTS
Annamaria Furmato, Project Engineer, Development Coordination



November 4, 2022

Mr. Claudy Joinville
Project Engineer
DelDOT Division of Planning
P.O. Box 778
Dover, DE 19903

RE: Agreement No. 1946F
Traffic Impact Study Services
Task No. 3A Subtask 05 – Prettyman Property

Dear Mr. Joinville:

McCormick Taylor has completed its review of the Traffic Impact Study (TIS) for the Prettyman Property development prepared by Davis, Bowen & Friedel, Inc. dated February 2022. Davis, Bowen & Friedel, Inc. prepared the report in a manner generally consistent with DelDOT's Development Coordination Manual.

The TIS evaluates the impacts of the proposed Prettyman Property development, to be located along the southwest side of Prettyman Road (Sussex Road 254) approximately $\frac{3}{4}$ mile northwest of US Route 9 in Sussex County, Delaware. The proposed development would consist of 100 single family homes. One unsignalized full-movement access is proposed along Prettyman Road. Construction is anticipated to be completed in 2025.

The subject land is located on an approximately 50.64-acre parcel. The subject land is currently zoned AR-1 (Agricultural Residential). The developer does not plan to rezone the land.

Currently there are no active DelDOT projects within the study area, although there is one study. DelDOT's Coastal Corridors Study aims to study the east-west travel patterns in Sussex County including, but not limited to, Delaware Route 404 and US Route 9 including the section nearest the proposed development. Initial efforts will identify the east-west routes/corridors in northwestern Sussex County that are currently congested or are at risk for congestion based on anticipated growth in the area. The study will focus on a number of factors including longer trips from the Chesapeake Bay Bridge to the Delaware beaches and Ocean City, Maryland, regional traffic between Maryland's Eastern Shore and Sussex County, and local east-west traffic within the northwestern part of Sussex County. The latest updates indicate that the study is in the data collection / public outreach phase.

Based on our review, we have the following comments and recommendations:



The following intersection exhibits level of service (LOS) deficiencies without the implementation of physical roadway and/or traffic control improvements:

<i>Intersection</i>	<i>Existing Traffic Control</i>	<i>Situations for which deficiencies occur</i>
US Route 9 and Prettyman Road	Unsignalized	2021 Existing PM (Case 1) 2025 without development AM/PM/Saturday (Case 2) 2025 with development AM/PM/Saturday (Case 3)

US Route 9 and Prettyman Road

This unsignalized intersection experiences LOS deficiencies in the existing weekday PM and all future peak hours, with the southbound approach of Prettyman Road operating at LOS F. DeIDOT has determined that a new traffic signal at this location on US Route 9 would not be desirable due in part to proximity to the nearby traffic signal at the intersection of US Route 9 and DE Route 5. Upon further consideration of safety elements and multiple proposed developments in the vicinity of this intersection, DeIDOT has identified the need to realign a portion of Prettyman Road north of US Route 9 to address the skewed angle of the intersection. The subject developer should make an equitable share contribution towards that improvement, as noted below in Item 3.

Should Sussex County choose to approve the proposed development, the following items should be incorporated into the site design and reflected on the record plan by note or illustration. All applicable agreements (i.e. letter agreements for off-site improvements and traffic signal agreements) should be executed prior to entrance plan approval for the proposed development.

1. The developer shall improve the State-maintained road(s) on which they front (Prettyman Road), within the limits of their frontage, to meet DeIDOT’s standards for their Functional Classification as found in Section 1.1 of the Development Coordination Manual and elsewhere therein. The improvements shall include both directions of travel, regardless of whether the developer’s lands are on one or both sides of the road. Frontage is defined in Section 1 of the Development Coordination Manual, which states “This length includes the length of roadway perpendicular to lines created by the projection of the outside parcel corners to the roadway.” Questions on or appeals of this requirement should be directed to the DeIDOT Subdivision Review Coordinator in whose area the development is located.

- The developer should construct the full-movement Site Access on Prettyman Road. The proposed configuration is shown in the table below.

Approach	Existing Configuration	Proposed Configuration
Eastbound Site Access	Approach does not exist	One shared left/right-turn lane
Northbound Prettyman Road	One through lane	One shared through/left-turn lane and one bypass lane
Southbound Prettyman Road	One through lane	One through lane and one right-turn lane

Initial recommended minimum turn-lane lengths (excluding tapers) of the separate turn lanes are listed below. The developer should coordinate with DelDOT’s Development Coordination Section to determine final turn-lane lengths and other design details during the site plan review.

Approach	Left-Turn or Bypass Lane	Right-Turn Lane
Eastbound Site Access	N/A	N/A
Northbound Prettyman Road	Bypass lane 375 feet in length * (50-foot storage, 215-foot approach taper, 110-foot departure taper)	N/A
Southbound Prettyman Road	N/A	190 feet **

* Initial bypass lane lengths based on DelDOT’s *Auxiliary Lane Worksheet*

** Initial turn-lane length based on DelDOT’s *Auxiliary Lane Worksheet*, assuming an entrance radius less than 50 feet

- The developer should enter into an agreement with DelDOT regarding an equitable share contribution towards construction of a potential project that would realign a portion of Prettyman Road north of US Route 9 to address the skewed angle of the intersection of US Route 9 and Prettyman Road. The realignment would eliminate the existing skewed angle such that Prettyman Road intersects US Route 9 at a 90-degree angle. One or more other developers may be required to contribute towards the improvements. The developer should coordinate with DelDOT’s Development Coordination Section, along with the developers of Toback Flex Park and Georgetown Business Plaza (f.k.a. Prettyman Property – Route 9) if directed to do so by DelDOT, regarding the contribution amount and other details regarding the realignment project.
- The developer should provide a roadway interconnection to the adjacent Hawthorne Subdivision located immediately to the southwest of the proposed Prettyman Property.

5. The following bicycle and pedestrian improvements should be included:
 - a. Per the DelDOT Development Coordination Manual section 5.2.9.2, bicycle lanes are required where right turn lanes are being installed.
 - b. Appropriate bicycle symbols, directional arrows, pavement markings, and signing should be included along bicycle facilities and turn lanes within the project limits.
 - c. Utility covers should be made flush with the pavement.
 - d. If clubhouses or other community facilities are constructed within the site, bicycle parking should be provided near building entrances. Where building architecture provides for an awning, other overhang, or indoor parking, the bicycle parking should be covered.
 - e. A minimum 15-foot wide permanent easement from the edge of the right-of-way should be dedicated to DelDOT within the site frontage along Prettyman Road
 - f. ADA compliant curb ramps and crosswalks should be provided at all pedestrian crossings, including all site entrances. Type 3 curb ramps are discouraged.
 - g. Internal sidewalks for pedestrian safety and to promote walking as a viable transportation alternative should be constructed within the development. These sidewalks should each be a minimum of five-feet wide (with a minimum of a five-foot buffer from the roadway) and should meet current AASHTO and ADA standards. Internal sidewalks in the development should lead out to Prettyman Road and terminate with a Type 1 curb ramp.
 - h. Where internal sidewalks are located alongside of parking spaces, a buffer should be added to prevent vehicular overhang onto the sidewalk.

Improvements in this TIS may be considered “significant” under DelDOT’s *Work Zone Safety and Mobility Procedures and Guidelines*. These guidelines are available on DelDOT’s website at http://deldot.gov/Publications/manuals/de_mutcd/index.shtml.

Please note that this review generally focuses on capacity and level of service issues; additional safety and operational issues will be further addressed through DelDOT’s site plan review process.



Additional details on our review of this TIS are attached. Please contact me at (610) 640-3500 or through e-mail at ajparker@mccormicktaylor.com if you have any questions concerning this review.

Sincerely,

McCormick Taylor, Inc.

A handwritten signature in black ink, appearing to read "Andrew J. Parker".

Andrew J. Parker, PE, PTOE
Project Manager

Enclosure

General Information

Report date: February 2022

Prepared by: Davis, Bowen & Friedel, Inc.

Prepared for: Insight Homes, Inc.

Tax parcel: 235-29.00-25.00

Generally consistent with DelDOT's Development Coordination Manual: Yes

Project Description and Background

Description: The proposed Prettyman Property development would consist of 100 single-family homes.

Location: The site is located along the southwest side of Prettyman Road (Sussex Road 254) approximately $\frac{3}{4}$ mile northwest of US Route 9 in Sussex County, Delaware. A site location map is included on page 7.

Amount of land to be developed: approximately 50.64-acre parcel

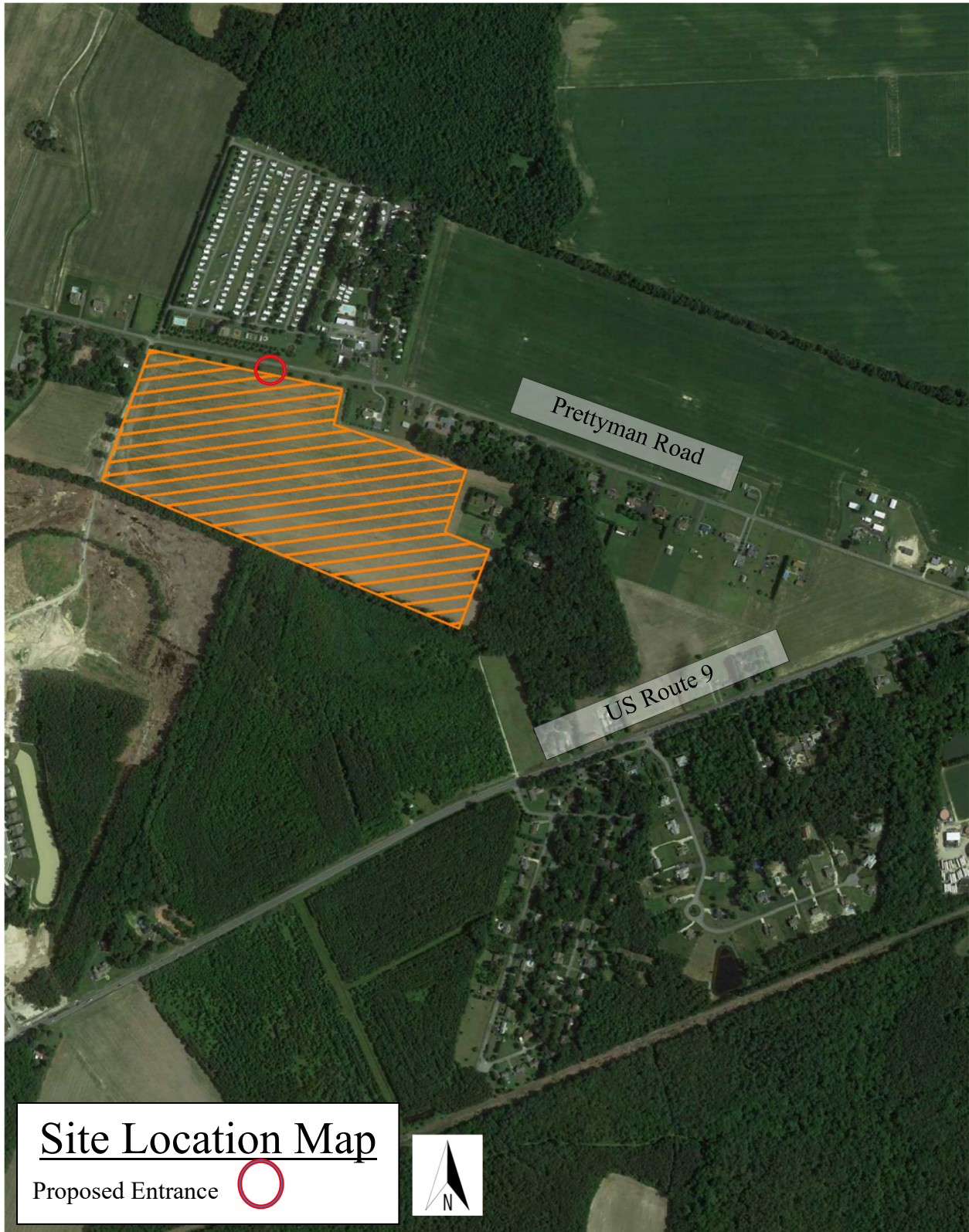
Land use approval(s) needed: Subdivision approval. The subject land is currently zoned AR-1 (Agricultural Residential), and the developer does not plan to rezone the land.

Proposed completion year: 2025

Proposed access locations: One unsignalized full-movement access is proposed along Prettyman Road.

Daily Traffic Volumes (per DelDOT Traffic Summary 2019):

- 2019 Average Annual Daily Traffic on Prettyman Road: 2,212 vehicles/day



2020 Delaware Strategies for State Policies and Spending

Location with respect to the Strategies for State Policies and Spending Map of Delaware:

The Prettyman Property development is located within Investment 4, as described below.

Investment Level 4

Delaware's Investment Level 4 Areas are rural in nature and are where the bulk of the state's open space/natural areas and agricultural industry is located. These areas contain agribusiness activities, farm complexes, and small settlements. They typically include historic crossroads or points of trade, often with rich cultural ties (for example, unincorporated areas like Clarksville in Sussex County and Port Penn in New Castle County).

Investment Level 4 Areas also boast undeveloped natural areas, such as forestlands, and large recreational uses, such as state and county parks and fish and wildlife preserves. Level 4 Areas may include natural habitats that are important for providing "ecosystem services" such as improving water quality and reducing flood risk. Sometimes, private recreational facilities, such as campgrounds or golf courses (often with associated residential developments), are also situated in Investment Level 4 Areas.

Proposed Development's Compatibility with Strategies for State Policies and Spending:

The proposed Prettyman Property project consists of 100 single family homes. Investment Level 4 should emphasize only development that is compatible with and enhances agriculture, agribusiness, appropriate visitor activities, and similar economic activities. New housing developments are generally discouraged in such areas. Based on the *2020 Delaware Strategies for State Policies and Spending* document, the proposed development does not appear to be compatible with an Investment Level 4 area and additional discussion is required.

Comprehensive Plan

Sussex County Comprehensive Plan:

(Source: Sussex County Comprehensive Plan, March 2019)

The Sussex County Comprehensive Plan 2045 Future Land Use Map indicates that the proposed Prettyman Property development parcel is within the Low Density Area (categorized as a Rural Area).

All lands designated as Low-Density Areas are currently zoned AR-1. Under that zoning designation, single family detached homes are permitted at 2 homes per acre on lots containing a minimum of ½ acre if that tract connects to central sewers. Where on-site septic systems are used, single-family detached homes are permitted on minimum ¾ acre lots. AR-1 zoning regulations also permit an average of 2 homes per acre where a cluster-style site plan is used, and a portion of the tract is preserved in permanent open space. Using these zoning regulations and additional incentives, Sussex County hopes to retain the rural environment of Low Density Areas and set aside significant open space.

In Sussex County, many farmland owners located in the Low-Density Areas have built up significant equity in their land – in numerous cases through multiple generations. This equity is a liquid asset that can serve as collateral to secure operating loans. It is also equity that can be realized through land sales if and when these landowners no longer desire to continue farming. For this reason, the Sussex County Council supports State and local land use policies that will preserve the value of farmland. The Sussex County approach emphasizes the following policies and actions to help sustain agriculture, maintain the rural landscape and sustain reasonable development rights:

- The County strongly supports voluntary farmland preservation and has worked jointly with the State to facilitate the acquisition of development rights to agricultural land.
- The County uses zoning to mandate that a certain portion of a residential subdivision must be permanently preserved in common open space.
- The County provides density bonuses, under certain conditions, to developers who agree to pay into a fund that Sussex County uses to acquire open space.
- The County requires developers to plant landscaped buffers to physically separate new development from the surrounding countryside.
- The County is also considering establishing Agribusiness Areas which will enable certain limited, yet important agriculture industries to develop in support of Sussex County's large agricultural economy without unnecessary delay.
- The County supports continued agricultural operations and affords them specific protections as are listed in Sussex County Code Section 99 -6 (G)(1) and(2) and 99 -16 (D).

The following guidelines should apply to future growth in Low Density Areas:

Permitted uses – The primary uses envisioned in Low Density Areas are agricultural activities and homes. Business development should be largely confined to businesses addressing the needs of these two uses. Industrial and agribusiness uses that support or depend on agriculture should be permitted. The focus of retail and office uses in Low Density Areas should be providing convenience goods and services to nearby residents. Commercial uses in these residential areas should be limited in their location, size and hours of operation. More intense commercial uses should be avoided in these areas. Institutional and commercial uses may be appropriate depending on surrounding uses.

Densities – Base densities in Low Density Areas should be unchanged from the current zoning provisions. The minimum lot size should be $\frac{3}{4}$ acre for lots served by on-lot septic systems and $\frac{1}{2}$ acre for lots with central sewers. The cluster option permitted in Low Density Areas should continue to permit overall site densities of up to 2 units per acre, provided significant open space is set aside and the tract connects to public sewers.

Infrastructure – Development where lots are no smaller than $\frac{3}{4}$ acre can be accommodated in this planning area without central sewers. Other development should require central sewer service.

Proposed Development’s Compatibility with Comprehensive Plan: The proposed Prettyman Property residential development is planned to be developed as 100 single-family detached homes on a 50.64-acre assemblage of parcels. The site is currently zoned AR-1 (Agricultural Residential), and the developer plans to develop under that zoning. The purpose of this zoning district is to protect agricultural lands and activities and other valuable natural resources. Low-density housing is permitted along with churches, recreational facilities, and accessory uses as may be necessary or is normally compatible with residential surroundings. The Sussex County Comprehensive Plan 2045 Future Land Use Map indicates that the proposed development parcels are within the Low Density Area (categorized as a Rural Area). The proposed development appears to comply with the characteristics and *Permitted Uses* for Low Density Areas. However, due to the possibility of some lots being smaller than $\frac{1}{2}$ acre, this development raises questions regarding consistency with Sussex County regulations; therefore additional discussion may be required.

Relevant Projects in the DelDOT Capital Transportation Program

Currently there are no active DelDOT projects within the study area, although there is one study. DelDOT’s Coastal Corridors Study aims to study the east-west travel patterns in Sussex County including, but not limited to, Delaware Route 404 and US Route 9 including the section nearest the proposed development. Initial efforts will identify the east-west routes/corridors in northwestern Sussex County that are currently congested or are at risk for congestion based on anticipated growth in the area. The study will focus on a number of factors including longer trips from the Chesapeake Bay Bridge to the Delaware beaches and Ocean City, Maryland, regional traffic between Maryland’s Eastern Shore and Sussex County, and local east-west traffic within the northwestern part of Sussex County. The latest updates indicate that the study is in the data collection / public outreach phase.

Trip Generation

Trip generation for the proposed development was computed using comparable land uses and equations contained in Trip Generation, Tenth Edition, published by the Institute of Transportation Engineers (ITE). The following land use was utilized to estimate the amount of new traffic generated for this development:

- 100 single-family detached houses (ITE Land Use Code 210)

Table 1
Prettyman Property Peak Hour Trip Generation

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Single Family Detached House (100 units)	19	57	76	64	38	102	55	47	102

Overview of TIS

Intersections examined:

- 1) Prettyman Road & Site Access
- 2) US Route 9 & Prettyman Road

Conditions examined:

- 1) 2022 Existing (Case 1)
- 2) 2025 without development (Case 2)
- 3) 2025 with development (Case 3)

Peak hours evaluated: Weekday morning and evening peak hours, Saturday peak hour

Committed developments considered:

- 1) Hawthorne (213 single-family houses; 100 unbuilt)
- 2) Azalea Woods (610 single-family houses; all unbuilt)
- 3) Vines of Sandhill (a.k.a. Sposato Property) (393 single-family houses; 333 unbuilt)
- 4) Western Willows (287 3-story apartments; all unbuilt)

Intersection Descriptions

1) Prettyman Road & Site Access

Type of Control: proposed one-way stop (T-intersection)

Eastbound Approach: (Site Access) proposed shared left-turn/right-turn lane, stop controlled

Northbound Approach: (Prettyman Road) proposed shared through/left-turn lane and a bypass lane

Southbound Approach: (Prettyman Road) proposed single through lane, bike lane, and right-turn lane

2) US Route 9 & Prettyman Road

Type of Control: one-way stop (T-intersection)

Eastbound Approach: (US Route 9) one shared left-turn/through lane

Westbound Approach: (US Route 9) one through lane and one right-turn lane

Southbound Approach: (Prettyman Road) one shared left-turn/right-turn lane, stop controlled

Safety Evaluation

Crash Data: Delaware Crash Analysis Reporting System (CARS) data was provided in the TIS for the three-year period from December 1, 2018 to December 1, 2021. A total of 22 crashes occurred within the study area during the three-year period. Of those 22 collisions, 5 resulted in personal injury. Of the 22 crashes, 20 occurred at or near the intersection of US Route 9 and Prettyman Road, however only 3 of those were angle crashes. Several of the crashes were rear-end crashes associated with queues from the nearby signalized intersection of US Route 9 & Delaware Route 5 located approximately 1,300 feet east of Prettyman Road. There were no fatalities in the three-year window.

Sight Distance: The study area generally consists of relatively flat roadways and there are few visual obstructions. Sight distance appears adequate throughout the study area. No problematic sight distance issues have been reported or indicated by crash data. As always adequacy of available sight distance should be confirmed during the site plan review process for all proposed movements at the site accesses.

Transit, Pedestrian, and Bicycle Facilities

Existing transit service: Based on the current DART Bus Stop Map, the Delaware Transit Corporation (DTC) currently operates 2 bus routes in the study area along US Route 9 (Intercounty Bus Route 303 and Bus Route 206); however, there are no bus stops in the study area and no routes run along Prettyman Road.

Planned transit service: Jared Kaufmann representing DTC was contacted regarding existing and planned transit service in the area. He stated that DTC has no transit-specific comments regarding this site. DTC does not plan to provide service on Prettyman Road.

Existing bicycle and pedestrian facilities: According to DelDOT's Sussex County Bicycle Map, Prettyman Road is classified as a Connector Bicycle Route without Bikeway and US Route 9 is classified as a Regional Bicycle Route with a bikeway. There are currently no existing bicycle

lanes along the existing site frontages. There are currently no Shared-Use Paths (SUPs) or sidewalks within the study area.

Planned bicycle and pedestrian facilities: This development is proposed within an Investment Level 4 area. Per the DelDOT SUP/Sidewalk Policy, a non-motorized facility is not required unless the total build-out site ADT is greater than 2,000 trips. Therefore, a SUP is not required along the site frontage. Internal bicycle racks have been requested. Additionally, as a right-turn lane is warranted, the developer shall incorporate a separate bike lane along the right-turn lane.

Previous Comments

In a review letter dated January 20, 2022, DelDOT indicated that the Preliminary TIS was acceptable as submitted.

It appears that all substantive comments from DelDOT's TIS Scoping Memorandum, Traffic Count Review, Preliminary TIS Review, and other correspondence were addressed in the Final TIS submission.

General HCS Analysis Comments

(see table footnotes on the following pages for specific comments)

- 1) For two-way stop control intersections, the TIS and McCormick Taylor applied heavy vehicle factors (HV) by movement using existing data. The TIS and McCormick Taylor generally assumed future HV to be the same as existing HV at all intersections, with minor exception. Both the TIS and McCormick Taylor assumed 3% HV for future movements to and from the proposed site access points (as per DelDOT's Development Coordination Manual section 2.2.8.11.6.H).
- 2) For existing conditions, the TIS and McCormick Taylor determined overall intersection peak hour factors (PHF) for each intersection based on the turning movement counts that were available. Future PHFs were determined as per the DelDOT Development Coordination Manual section 2.2.8.11.6.F where applicable.
- 3) For analyses of all intersections, McCormick Taylor and the TIS assumed 1% grade for all movements.

Table 2
Peak Hour Levels of Service (LOS)
Based on Prettyman Property Traffic Impact Study – February 2022
Prepared by Davis, Bowen & Friedel, Inc.

Unsignalized Intersection ¹ One-Way Stop (T-intersection)	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
Prettyman Road & Site Access						
2025 Build Condition (Case 3)						
Eastbound Site Access	B (10.1)	A (10.0)	B (10.3)	B (10.1)	A (10.0)	B (10.3)
Northbound Prettyman Rd – Left	A (7.6)	A (7.6)	A (7.6)	A (7.6)	A (7.6)	A (7.6)

¹ For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

Table 3
Peak Hour Levels of Service (LOS)
Based on Prettyman Property Traffic Impact Study – February 2022
Prepared by Davis, Bowen & Friedel, Inc.

Unsignalized Intersection ² One-Way Stop (T-intersection)	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
US Route 9 & Prettyman Road						
2021 Existing Condition (Case 1)						
Southbound Prettyman Road	D (26.7)	E (35.9)	D (32.1)	D (26.7)	E (35.9)	D (32.1)
Eastbound US Route 9 – Lefts	A (8.4)	A (9.4)	A (8.7)	A (8.4)	A (9.4)	A (8.7)
2025 No-Build Condition (Case 2)						
Southbound Prettyman Road	F (62.7)	F (80.9)	F (85.1)	F (62.7)	F (80.9)	F (85.0)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)
2025 No-Build Condition (Case 2) (w/ EB Improvements) ³						
Southbound Prettyman Road	F (62.7)	F (80.4)	F (81.2)	F (62.7)	F (80.4)	F (84.7)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)
2025 No-Build Condition (Case 2) (w/ SB Improvements) ⁴						
Southbound Prettyman Road	F (61.9)	F (76.8)	F (81.2)	F (61.9)	F (76.7)	F (81.2)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)
2025 No-Build Condition (Case 2) (w/ Both Improvements) ^{3, 4}						
Southbound Prettyman Road	F (61.9)	F (76.3)	F (80.9)	F (61.9)	F (76.3)	F (80.9)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)

² For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

³ Assumes addition of a separate left-turn lane on the eastbound approach of US Route 9.

⁴ Assumes separate left and right-turn lanes on the southbound approach of Prettyman Road.

Table 3 (continued)
Peak Hour Levels of Service (LOS)
Based on Prettyman Property Traffic Impact Study – February 2022
Prepared by Davis, Bowen & Friedel, Inc.

Unsignalized Intersection ⁵ One-Way Stop (T-intersection)	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
US Route 9 & Prettyman Road						
2025 Build Condition (Case 3)						
Southbound Prettyman Road	F (85.8)	F (127.8)	F (134.4)	F (85.7)	F (127.5)	F (134.2)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)
2025 Build Condition (Case 3) (w/ EB Improvements) ⁶						
Southbound Prettyman Road	F (84.9)	F (121.5)	F (128.8)	F (84.9)	F (121.5)	F (128.8)
Eastbound US Route 9 – Lefts	A (8.7)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)
2025 Build Condition (Case 3) (w/ SB Improvements) ⁷						
Southbound Prettyman Road	F (74.8)	F (108.1)	F (114.1)	F (74.7)	F (107.9)	F (113.9)
Eastbound US Route 9 – Lefts	A (8.7)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)
2025 Build Condition (Case 3) (w/ Both Improvements) ^{6,7}						
Southbound Prettyman Road	F (74.0)	F (102.9)	F (109.4)	F (74.0)	F (102.9)	F (109.4)
Eastbound US Route 9 – Lefts	A (8.7)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)

⁵ For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

⁶ Assumes addition of a separate left-turn lane on the eastbound approach of US Route 9.

⁷ Assumes separate left and right-turn lanes on the southbound approach of Prettyman Road.

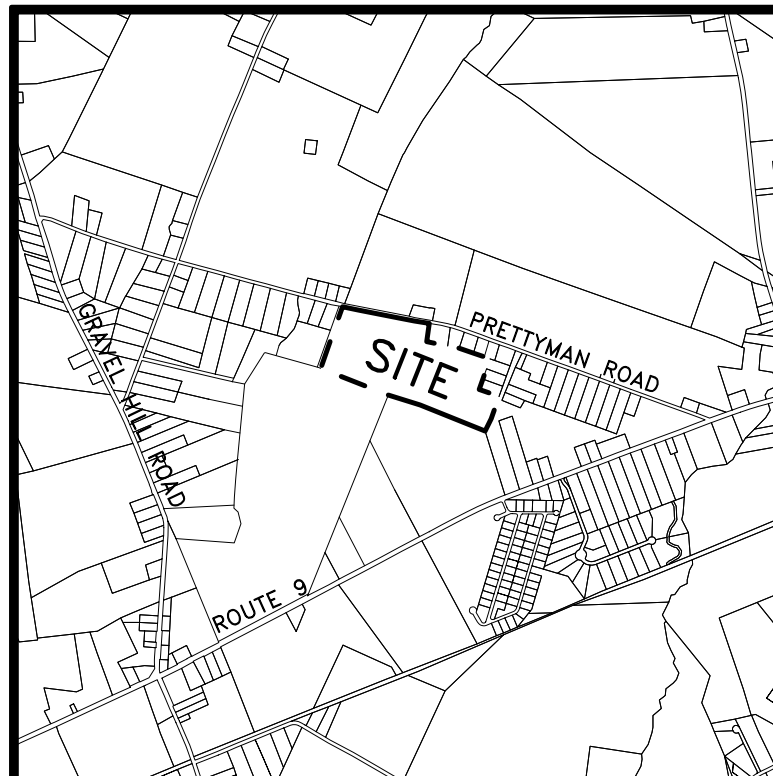
WYNFORD PRESERVE

PRELIMINARY PLANS FOR RESIDENTIAL SUBDIVISION GEORGETOWN HUNDRED & BROADKILL HUNDRED SUSSEX COUNTY, DELAWARE

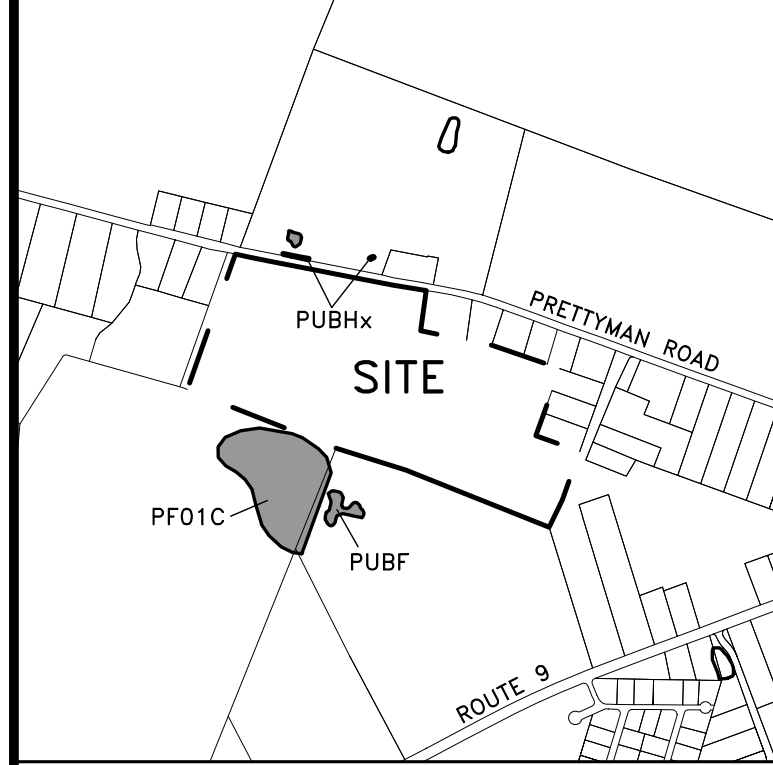
DBF PROJECT NO. 2269B005 DECEMBER, 2022

GENERAL NOTES:

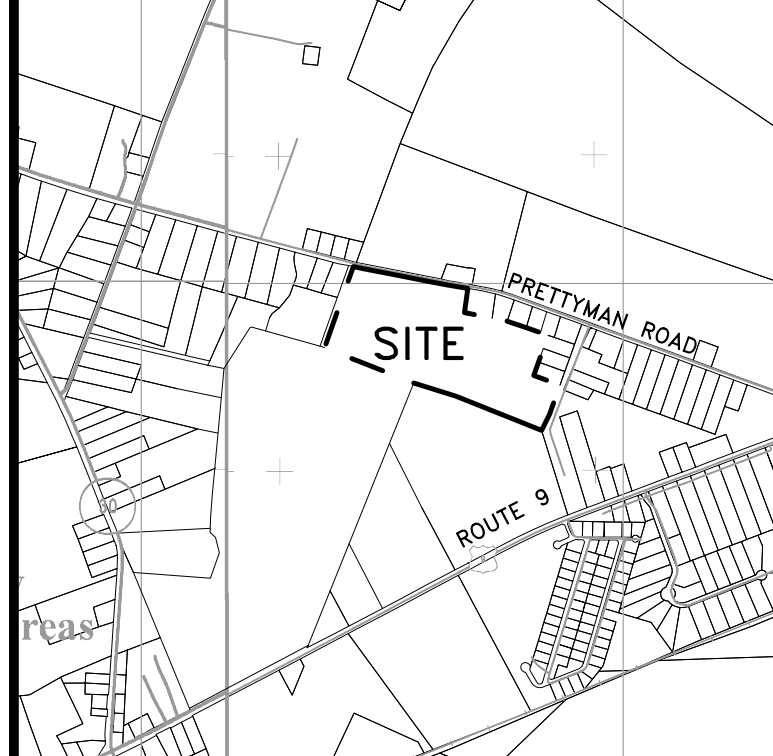
- STREETS, STORMWATER MANAGEMENT FACILITIES AND OTHER COMMON AREAS SHALL BE MAINTAINED BY THE DEVELOPER UNTIL SUCH TIME AS A HOMEOWNER'S ASSOCIATION CAN PROVIDE FOR REQUIRED MAINTENANCE. SUSSEX COUNTY AND THE STATE OF DELAWARE ASSUME NO RESPONSIBILITY FOR THE FUTURE MAINTENANCE OF THESE FACILITIES WITHIN THE SITE.
- SUBDIVISION STREETS CONSTRUCTED WITHIN THE LIMITS OF THE RIGHT-OF-WAY SHOWN ON THIS PLAN ARE PRIVATE AND ARE TO BE MAINTAINED BY THE DEVELOPER, PROPERTY OWNERS OR BOTH. THE STATE ASSUMES NO MAINTENANCE RESPONSIBILITIES FOR THE FUTURE MAINTENANCE OF THESE STREETS.
- THE SIDEWALK SHALL BE THE RESPONSIBILITY OF THE DEVELOPER, THE PROPERTY OWNERS OR BOTH WITHIN THIS SUBDIVISION. SUSSEX COUNTY AND THE STATE OF DELAWARE ASSUME NO RESPONSIBILITY FOR THE FUTURE MAINTENANCE OF THE SIDEWALK.
- ACCESS TO ALL LOTS SHALL BE PROVIDED FROM THE PRIVATE SUBDIVISION STREETS PROPOSED WITH THIS PLAN. NO DIRECT ACCESS TO PUBLIC STREETS IS PROPOSED EXCEPT THE ENTRANCES SPECIFICALLY SHOWN ON THIS PLAN.
- UPON COMPLETION OF THE CONSTRUCTION OF THE SIDEWALK OR SHARED-USE PATH ACROSS THIS PROJECT'S FRONTAGE AND PHYSICAL CONNECTION TO ADJACENT EXISTING FACILITIES, THE DEVELOPER, THE PROPERTY OWNERS OR BOTH ASSOCIATED WITH THIS PROJECT, SHALL BE RESPONSIBLE TO REMOVE ANY EXISTING ROAD TIE-IN CONNECTIONS LOCATED ALONG ADJACENT PROPERTIES, AND RESTORE THE AREA TO GRASS. SUCH ACTIONS SHALL BE COMPLETED, IN CONFORMANCE WITH DELDOT'S "SHARED-USE PATH AND/OR SIDEWALK TERMINATION POLICY".
- THE BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN IN THESE PLANS ARE BASED ON FIELD SURVEYS PERFORMED BY DAVIS, BOWEN & FRIEDEL, INC.
- UTILITY EASEMENTS DEPICTED HEREON REPRESENT, TO THE GREATEST EXTENT PERMITTED BY LAW, PRIVATE EASEMENTS FOR THE EXCLUSIVE USE AND BENEFIT OF THOSE UTILITY COMPANIES AND/OR OTHER PROVIDERS OF SERVICES TO THE DEVELOPMENT AS MAY BE DESIGNED BY OWNER, OR ITS SUCCESSORS AND ASSIGNS, FROM TIME TO TIME BY AN INSTRUMENT IN WRITING, AND IN NO WAY GRANT, CONVEY OR CREATE ANY GENERAL PUBLIC UTILITY EASEMENT OR ANY GENERAL OR PUBLIC ACCESS RIGHTS.
- UNLESS OTHERWISE DESIGNATED BY OWNER, OR ITS SUCCESSORS AND ASSIGNS, FROM TIME TO TIME BY AN INSTRUMENT IN WRITING, STORM DRAIN EASEMENTS DEPICTED HEREON REPRESENT PRIVATE EASEMENTS TO ACCESS THE STORM DRAINS FOR THE SOLE PURPOSE OF MAINTAINING AND REPAIRING SUCH STORM DRAINS, AND IN NO WAY GRANT, CONVEY OR CREATE ANY GENERAL PUBLIC UTILITY EASEMENT OR ANY GENERAL OR PUBLIC ACCESS RIGHTS.
- WETLANDS DO NOT EXIST ON THIS PARCEL.
- THE HOMEOWNERS' ASSOCIATION SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE STORMWATER DRAINAGE AND MANAGEMENT FACILITIES RELATED TO THE RESIDENTIAL PROPERTIES, HOMEOWNERS' ASSOCIATION PROPERTIES AND ROAD RIGHT-OF-WAY WITHIN THE PROJECT. ALL STORMWATER MANAGEMENT FACILITIES SHALL BE MAINTAINED IN A SATISFACTORY CONDITION AS REQUIRED BY SUSSEX COUNTY, DELAWARE. SHOULD THE OWNER OR OWNERS OF THE PROPERTY DEFAULT IN THE MAINTENANCE OF THE STORMWATER DRAINAGE AND MANAGEMENT FACILITIES, THE HOMEOWNERS' ASSOCIATION SHALL HAVE THE RIGHT TO MAINTAIN THE FACILITIES SUBJECT TO THE TERMS AND CONDITIONS OF THE COVENANTS.



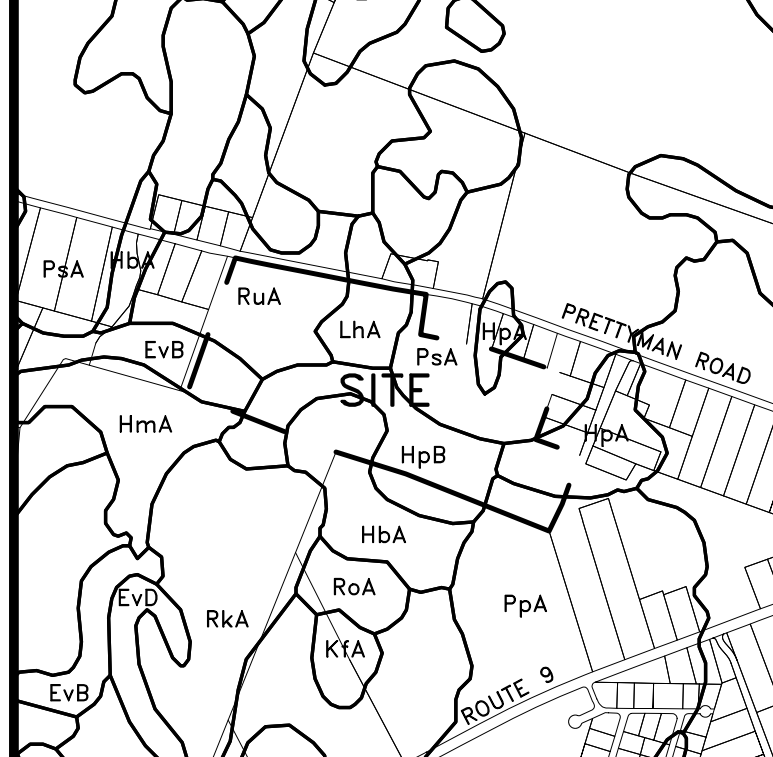
LOCATION MAP
1" = 1/2 MILE



NWI WETLANDS MAP
1" = 1200'



FEMA FLOOD MAP 1" = 2000'
FLOOD PANEL 10005C0310K & 10005C0325K, DATED MARCH 16, 2015



SOILS MAP
1" = 1200'

LABEL	SOIL NAME	TYPE
EVB	EYEBORO LOAMY SAND, 0-2 PERCENT SLOPES	A
END	EYEBORO LOAMY SAND, 5-12 PERCENT SLOPES	A
FoSA	FALLSINGTON SANDY LOAMS, 0-2 PERCENT SLOPES	D
GoB	GALESTOWN LOAMY SAND, 0-5 PERCENT SLOPES	A
HBA	HAMBROOK SANDY LOAM, 0-2 PERCENT SLOPES	B
HMA	HAMMONTON LOAMY SAND, 0-2 PERCENT SLOPES	B
HWA	HAMMONTON SANDY LOAM, 0-2 PERCENT SLOPES	B
PHB	PEPPERBOX-ROSEDALE COMPLEX, 2-5 PERCENT SLOPES	A/C
RSA	ROCKWALKIN LOAMY SAND, 0-2 PERCENT SLOPES	B
WGA	WOODSTOWN SANDY LOAM, 0-2 PERCENT SLOPES	C

DATA COLUMN

TAX MAP NUMBER: 2-35-29.00-25.00

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (DE STATE PLANE)

EXISTING ZONING: AR-1

PROPOSED ZONING: AR-1 (CLUSTER DEVELOPMENT)

EXISTING USE: AGRICULTURE

PROPOSED USE: 100 SINGLE FAMILY UNITS W/ CLUBHOUSE & POOL

FLOOD HAZARD MAP: THE SITE IS LOCATED ON THE FEMA FLOOD INSURANCE RATE MAP #10005C0310K & #10005C0325K, DATED MARCH 16, 2015.

WETLANDS: THIS SITE AS SHOWN HEREON DOES NOT CONTAIN STATE OR FEDERALLY REGULATED BASED ON NWI AND DNREC WETLAND MAPS.

SITE AREA: 50.50 AC.

PROPOSED LAND USE AREAS
SINGLE FAMILY LOTS 19,969 AC. (40%)
RIGHT-OF-WAY 5,552 AC. (11%)
OPEN SPACE 24,703 AC. (49%)
RIGHT-OF-WAY DEDICATION 0.276 AC.(0%)
TOTAL 50.50 AC.

REQUIRED OPEN SPACE 30%
PROVIDED OPEN SPACE 49%

EXISTING WOODED AREA 0.54 AC.
PROPOSED WOODED AREA 0.54 AC. (100%)

WETLANDS AREA 0.00 AC.

AVG. LOT AREA 8,698 SF. (0.20 AC.)

AR-1 CLUSTER - NUMBER OF DWELLING UNITS PERMITTED CALCULATION
TOTAL PROPOSED SITE AREA 50.50 AC.
RIGHT-OF-WAY AREA -5.55 AC.
TOTAL GROSS AREA 44.95 AC.

PERMITTED UNITS CALCULATION
TOTAL GROSS AREA x 43560 / 10000
44.95 x 43560 / 10000 = 195 UNITS

PROPOSED UNITS 100

SETBACKS
FRONT 25'
CORNER 15' (ONE SIDE)
SIDE 10'
REAR 10'
MIN. LOT AREA: 7500 S.F.
MIN. LOT WIDTH: 60'
MIN. LOT DEPTH: 100'

UTILITIES PROVIDER

SEWER: ARTESIAN WASTEWATER MANAGEMENT, INC.

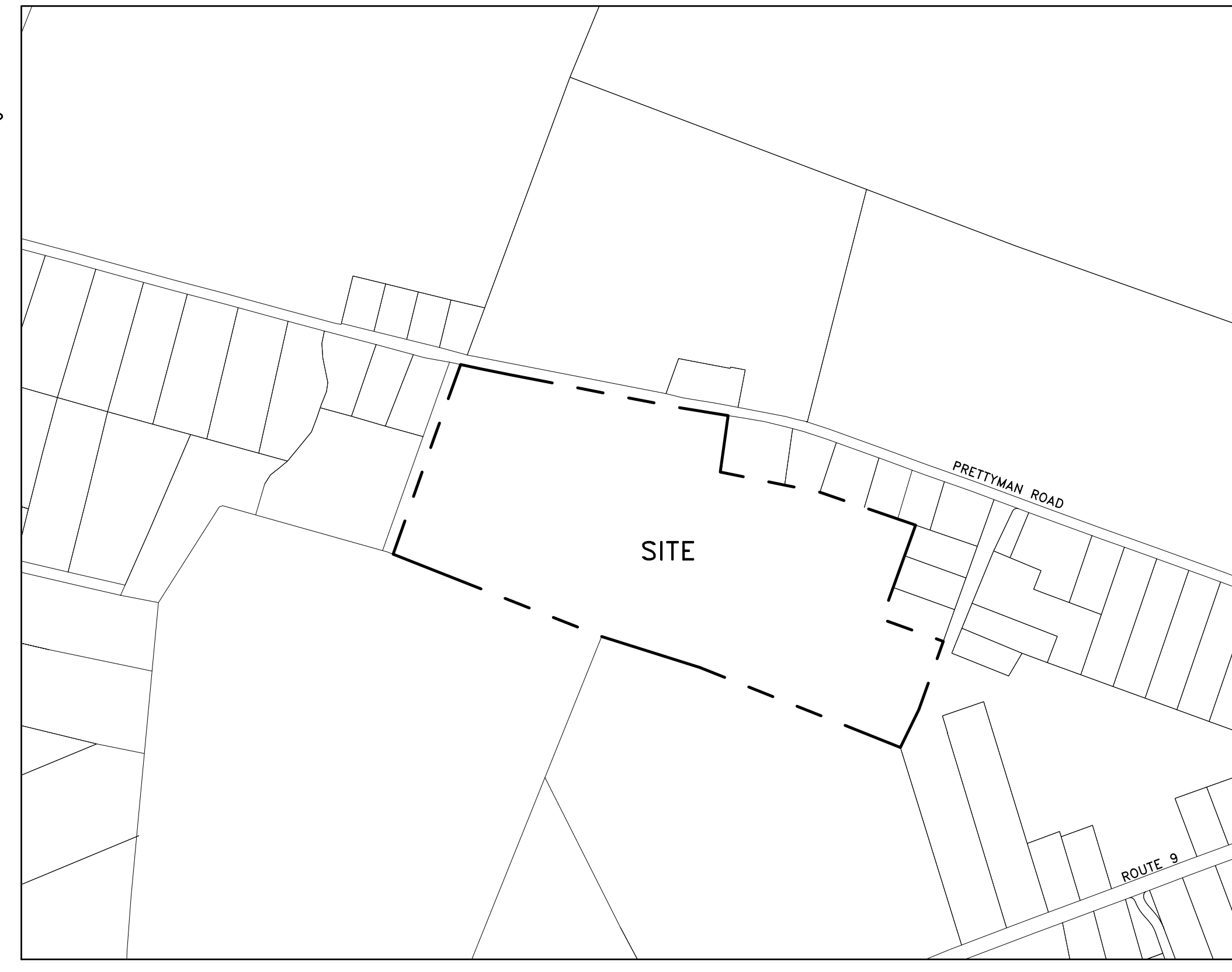
WATER: ARTESIAN WATER COMPANY, INC.

PROPOSED BUILDING HEIGHT: 42' (2-1/2 STORIES)

PROPOSED BUILDING CONSTRUCTION: WOOD CONSTRUCTION

OWNER/DEVELOPER: PRETTYMAN ROAD DEVELOPMENT, LLC
16255 SUSSEX HWY.
BRIDGEVILLE, DE 19933

PREPARED BY: DAVIS, BOWEN & FRIEDEL, INC.
1 PARK AVE.
MILFORD, DE 19963
(302) 424-1441



LOCATION MAP
SCALE: 1"=500'

INDEX OF SHEETS	
PL-1	PRELIMINARY TITLE
PL-2	EXISTING CONDITIONS PLAN
PL-3	PRELIMINARY SITE PLAN
PL-4	PRELIMINARY SITE PLAN
PL-5	PRELIMINARY LANDSCAPE PLAN

OWNER'S STATEMENT

I, THE UNDERSIGNED, HEREBY STATE THAT I AM THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN ON THIS PLAN, THE PLAN WAS MADE AT MY DIRECTION, I ACKNOWLEDGE THE SAME TO BE MY ACT AND DESIRE THE PLAN BE RECORDED ACCORDING TO LAW.

PRETTYMAN ROAD DEVELOPMENT, LLC _____ DATE
16255 SUSSEX HWY.
BRIDGEVILLE, DE 19933

ENGINEER'S STATEMENT

I, JAMIE L. SECHLER, P.E., HEREBY STATE THAT I AM A REGISTERED ENGINEER IN THE STATE OF DELAWARE, THAT THE INFORMATION SHOWN HEREON HAS BEEN PREPARED UNDER MY SUPERVISION AND TO MY BEST KNOWLEDGE AND BELIEF REPRESENTS GOOD ENGINEERING PRACTICES AS REQUIRED BY THE APPLICABLE LAWS OF THE STATE OF DELAWARE.

by JAMIE L. SECHLER, P.E. _____ DATE
DAVIS, BOWEN & FRIEDEL, INC.
1 PARK AVE.
MILFORD, DELAWARE, 19963

ARCHITECTS ENGINEERS SURVEYORS
DAVIS, BOWEN & FRIEDEL, INC.
SALESBURY, MARYLAND (410) 545-9011
MILFORD, DELAWARE (302) 776-1444
BRIDGEVILLE, DE (302) 776-1444

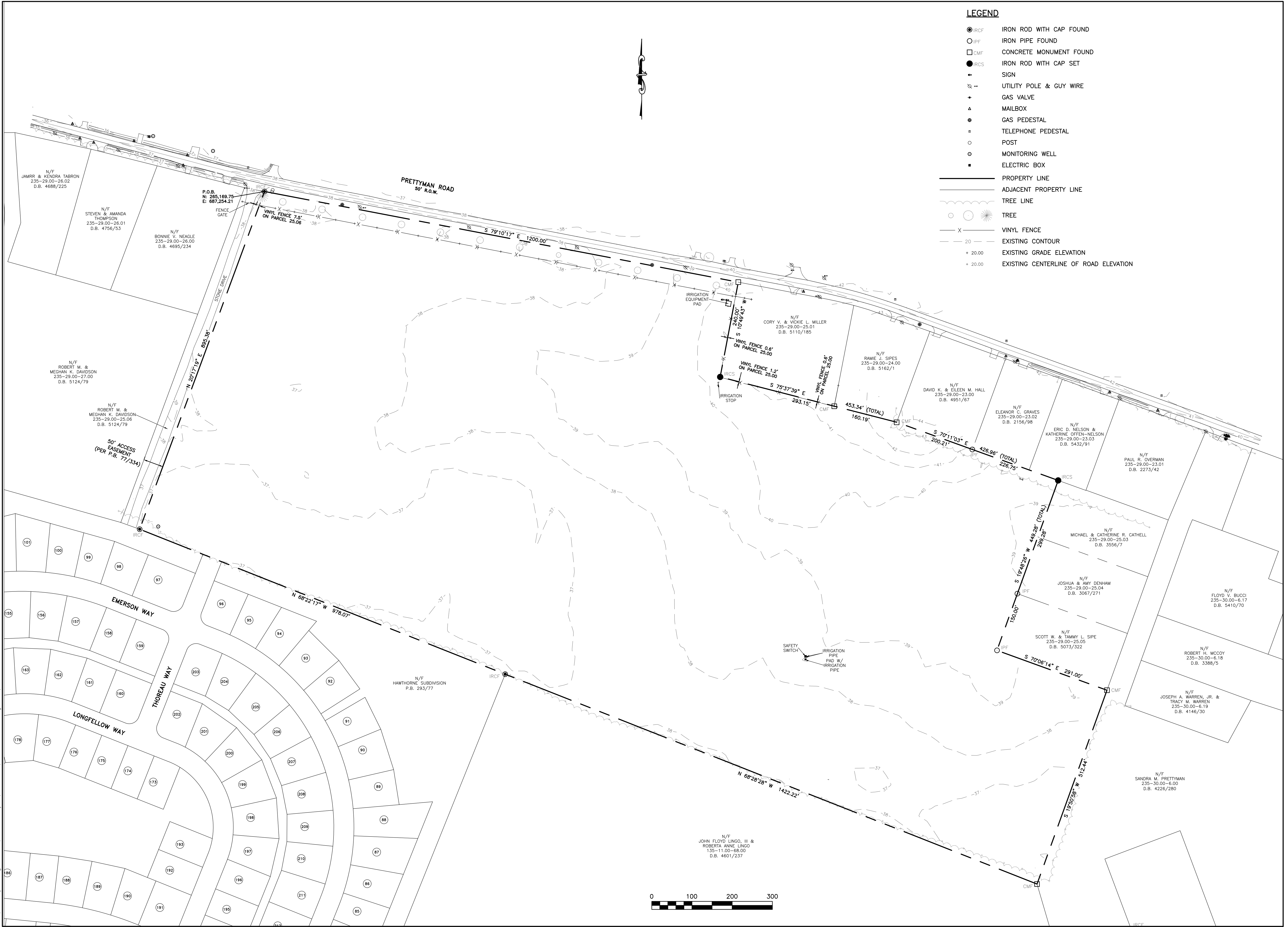
DAVIS, BOWEN & FRIEDEL, INC.

PL-1

DECEMBER 2022
2269B005

WYNFORD
PRESERVE

P:\Purdien Capital Management\22690269B005-PrePlan\PL-2 PRELIMINARY EXISTING CONDITIONS.dwg Nov 17, 2022 - 7:54am resd



- LEGEND**
- IRCF IRON ROD WITH CAP FOUND
 - IPF IRON PIPE FOUND
 - CMF CONCRETE MONUMENT FOUND
 - IRCS IRON ROD WITH CAP SET
 - SIGN
 - ⊕ UTILITY POLE & GUY WIRE
 - GAS VALVE
 - ▲ MAILBOX
 - GAS PEDESTAL
 - TELEPHONE PEDESTAL
 - POST
 - MONITORING WELL
 - ELECTRIC BOX
 - PROPERTY LINE
 - ADJACENT PROPERTY LINE
 - TREE LINE
 - TREE
 - X — VINYL FENCE
 - - - 20 - - - EXISTING CONTOUR
 - + 20.00 EXISTING GRADE ELEVATION
 - + 20.00 EXISTING CENTERLINE OF ROAD ELEVATION

DAVIS, BOWEN & FRIEDEL, INC.
 ARCHITECTS ENGINEERS SURVEYORS
 CALVERTON, MARYLAND (410) 643-8900
 MILFORD, DELAWARE (302) 442-1441
 EASTON, MARYLAND (410) 770-4744

EXISTING CONDITIONS PLAN

**WYNFORD PRESERVE
 RESIDENTIAL COMMUNITY
 SUSSEX COUNTY, DELAWARE**

Revisions:

Date: **DECEMBER 2022**
 Scale: **1"=100'**
 Dwn.By: **DJR**
 Proj.No.: **2269B005**
 Dwg.No.:

PL-2

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OPEN SPACE TABLE		
PARCEL	AREA	TYPE
A	16.608	ACTIVE/PASSIVE
B	2.123 AC.	PASSIVE
C	5.972 AC.	PASSIVE
TOTAL	24.703 AC.	

N/F
BRIAN &
KRISTINE WELLSCH
2-35-29.00-20.01
ZONED AR-1

N/F
BONNIE NEALE
2-35-29.00-26.00
DB 4685 PG 234
ZONED AR-1

N/F
ROBERT M. &
MELISSA M. WILSON
2-35-29.00-25.00
DB 5124 PG 79
ZONED AR-1

N/F
ROBERT M. &
MEGHAN K. DAVIDSON
2-35-29.00-25.00
DB 5124 PG 79
ZONED AR-1

N/F
HOMESTEAD CAMPGROUND, LLC.
2-35-29.00-22.01
ZONED AR-1

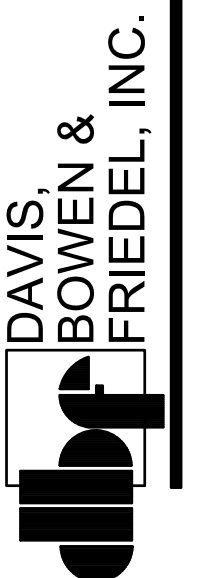
N/F
HOMESTEAD CAMPGROUND, LLC.
2-35-29.00-22.01
DB 4050 PG 115
ZONED AR-1

N/F
CORY V. & VICKIE L. MILLER
2-35-29.00-25.01
DB 5110 PG 185
ZONED AR-1

N/F
ROB THE RANGER, LLC.
1-35-11.00-66.00
DB 4308 PG 236
ZONED AR-1

N/F
JOHN F. LINGO III &
ROBERTA A. LINGO
1-35-11.00-68.00
DB 4601 PG 237
ZONED AR-1

ARCHITECTS ENGINEERS SURVEYORS
CALDWELL, WILSON AND
MILFORD, DELAWARE (302) 422-1441
EASTON, MARYLAND (410) 770-4744



DAVIS, BOWEN & FRIEDEL, INC.

PRELIMINARY SITE PLAN

MATCHLINE (SEE SHEET PL-4)

**WYNFORD PRESERVE
RESIDENTIAL COMMUNITY
SUSSEX COUNTY, DELAWARE**

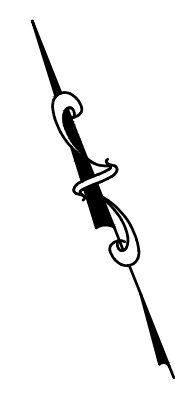
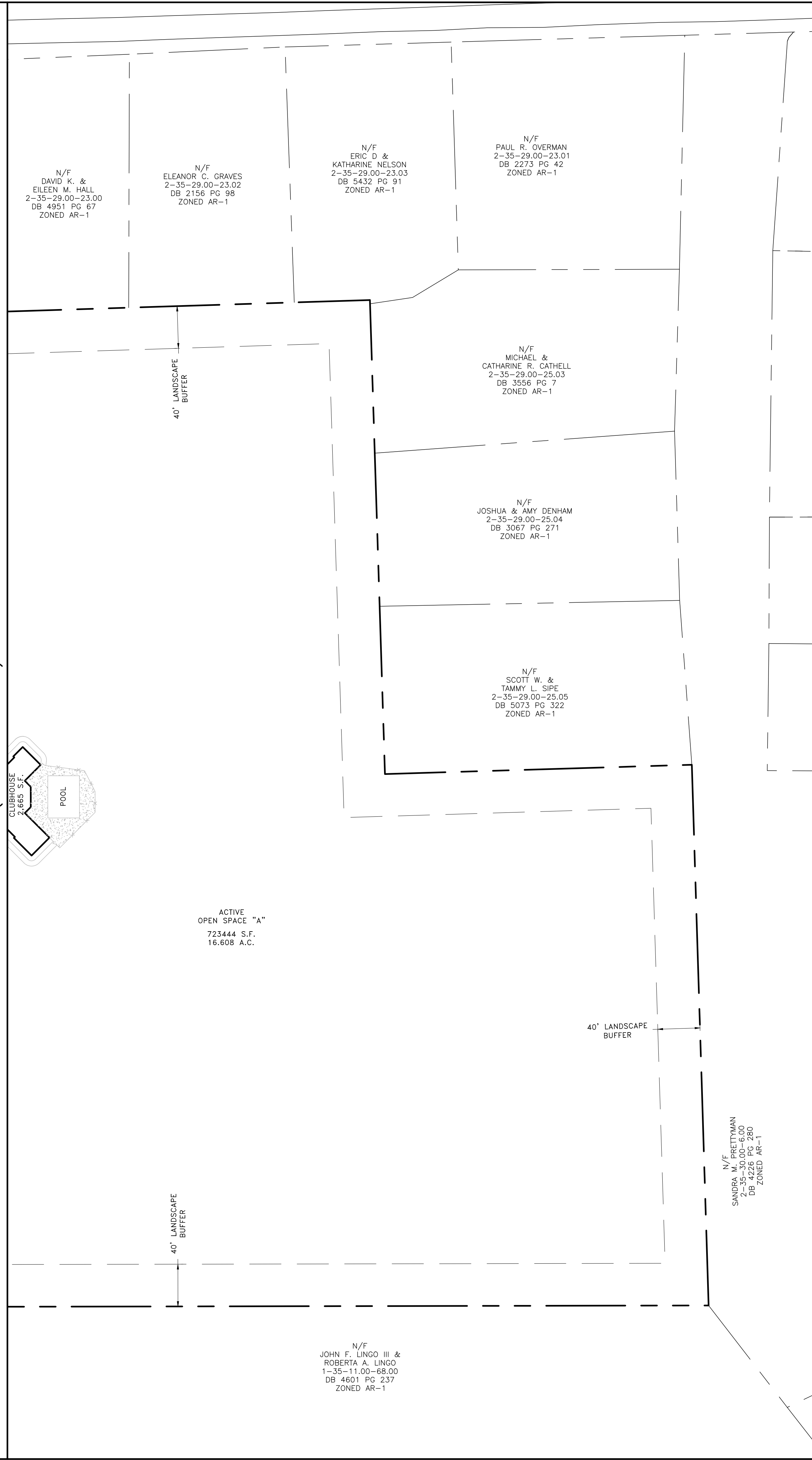
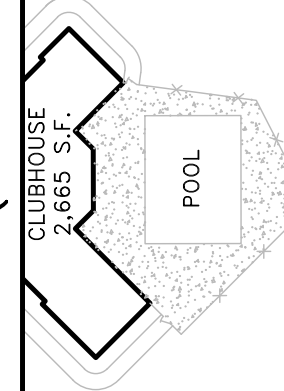
Revisions:

Date: **DECEMBER 2022**
Scale: **1"=60'**
Dwn. By: **DJR**
Proj. No.: **2269B005**
Dwg. No.: **PL-3**



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MATCHLINE (SEE SHEET PL-3)



CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	25.00'	39.27'	35.36'	N 34°10'17" W	90°00'00"
C2	25.00'	39.27'	35.36'	N 55°49'43" E	90°00'00"
C3	175.00'	242.17'	223.30'	N 61°11'07" E	79°17'12"
C3A	175.00'	54.94'	54.71'	N 89°09'54" W	17°59'14"
C3B	175.00'	65.00'	64.63'	S 72°12'03" W	21°16'53"
C3C	175.00'	65.00'	64.63'	S 50°55'10" W	21°16'53"
C3D	175.00'	20.00'	19.99'	S 37°00'18" W	6°32'53"
C3E	175.00'	37.23'	37.16'	S 27°36'11" W	12°11'20"
C4	25.00'	39.27'	35.36'	S 66°32'31" W	90°00'00"
C5	325.00'	21.29'	21.28'	N 70°20'04" W	3°45'11"
C5A	325.00'	14.93'	14.93'	S 69°46'28" E	2°37'58"
C5B	325.00'	6.35'	6.35'	S 71°39'04" E	1°07'13"
C6	275.00'	18.01'	18.01'	N 70°20'04" W	3°45'11"
C7	275.00'	18.01'	18.01'	N 66°34'54" W	3°45'11"
C8	325.00'	21.29'	21.28'	N 66°34'54" W	3°45'11"
C8A	325.00'	18.61'	18.61'	S 66°20'43" E	3°16'50"
C8B	325.00'	2.68'	2.68'	S 68°13'18" E	0°28'21"
C9	150.00'	235.62'	212.13'	S 66°32'31" W	90°00'00"
C9A	150.00'	64.29'	63.79'	S 80°44'08" E	24°33'19"
C9B	150.00'	64.29'	63.79'	N 74°42'32" E	24°33'19"
C9C	150.00'	64.29'	63.79'	N 50°09'13" E	24°33'19"
C9D	150.00'	42.76'	42.62'	N 29°42'32" E	16°20'02"
C10	150.00'	254.39'	224.98'	S 27°02'34" E	97°10'10"
C10A	150.00'	34.56'	34.48'	N 14°56'29" E	13°12'04"
C10B	150.00'	70.00'	69.37'	N 05°01'42" W	26°44'13"
C10C	150.00'	149.83'	143.68'	N 47°00'45" W	57°13'49"
C11	275.00'	87.05'	86.68'	S 66°33'34" E	18°08'10"
C12	325.00'	122.98'	122.24'	S 68°19'53" E	21°40'48"
C12A	325.00'	43.53'	43.50'	S 61°19'42" E	7°40'26"
C12B	325.03'	70.00'	69.66'	S 71°20'09" E	12°20'22"
C12C	313.71'	9.45'	9.45'	S 78°20'19" E	1°43'31"
C13	25.00'	39.27'	35.36'	S 34°10'17" E	90°00'00"
C14	25.00'	39.27'	35.36'	S 55°49'43" W	90°00'00"
C15	125.00'	172.98'	159.50'	S 61°11'07" W	79°17'12"
C16	25.00'	39.27'	35.36'	S 23°27'29" E	90°00'00"
C17	275.00'	18.01'	18.01'	S 70°20'04" E	3°45'11"
C18	325.00'	21.29'	21.28'	S 70°20'04" E	3°45'11"
C19	325.00'	21.29'	21.28'	S 66°34'54" E	3°45'11"
C20	275.00'	18.01'	18.01'	S 66°34'54" E	3°45'11"
C21	100.00'	157.08'	141.42'	N 66°32'31" E	90°00'00"
C21A	100.00'	15.36'	15.36'	S 72°51'46" E	8°48'34"
C21B	100.00'	141.70'	130.14'	N 62°08'14" E	81°11'26"
C22	25.00'	39.27'	35.36'	N 23°27'29" W	90°00'00"
C23	325.00'	21.29'	21.28'	N 66°34'54" W	3°45'11"
C24	52.00'	229.27'	85.81'	N 61°36'19" E	252°37'13"
C24A	52.00'	5.34'	5.34'	N 61°45'49" W	5°53'01"
C24B	52.00'	47.27'	45.66'	N 32°46'40" W	52°05'13"
C24C	52.00'	47.27'	45.66'	N 19°18'33" E	52°05'13"
C24D	52.00'	47.27'	45.66'	N 71°23'47" E	52°05'13"
C24E	52.00'	47.27'	45.66'	S 56°31'00" E	52°05'13"
C24F	52.00'	34.84'	34.19'	S 11°16'44" E	38°23'18"
C25	25.00'	31.69'	29.61'	S 28°23'41" E	72°37'13"
C26	275.00'	18.01'	18.01'	S 66°34'54" E	3°45'11"
C27	25.00'	39.27'	35.36'	N 66°32'31" E	90°00'00"
C28	100.00'	169.59'	149.99'	N 27°02'34" W	97°10'10"
C29	325.00'	102.87'	102.45'	N 66°33'34" W	18°08'10"
C29A	325.00'	43.44'	43.41'	N 71°47'54" W	7°39'30"
C29B	325.00'	59.43'	59.35'	N 62°43'49" W	10°28'40"
C30	275.00'	104.06'	103.44'	N 68°19'53" W	21°40'48"
C30A	275.00'	10.28'	10.28'	N 58°33'43" W	2°08'29"
C30B	275.00'	93.78'	93.33'	N 69°24'07" W	19°32'19"

LINE	BEARING	DISTANCE
L1	S 10°49'43" W	10.00'
L2	N 10°49'43" E	10.00'
L3	N 79°10'17" W	3.88'
L4	S 72°12'40" E	4.13'



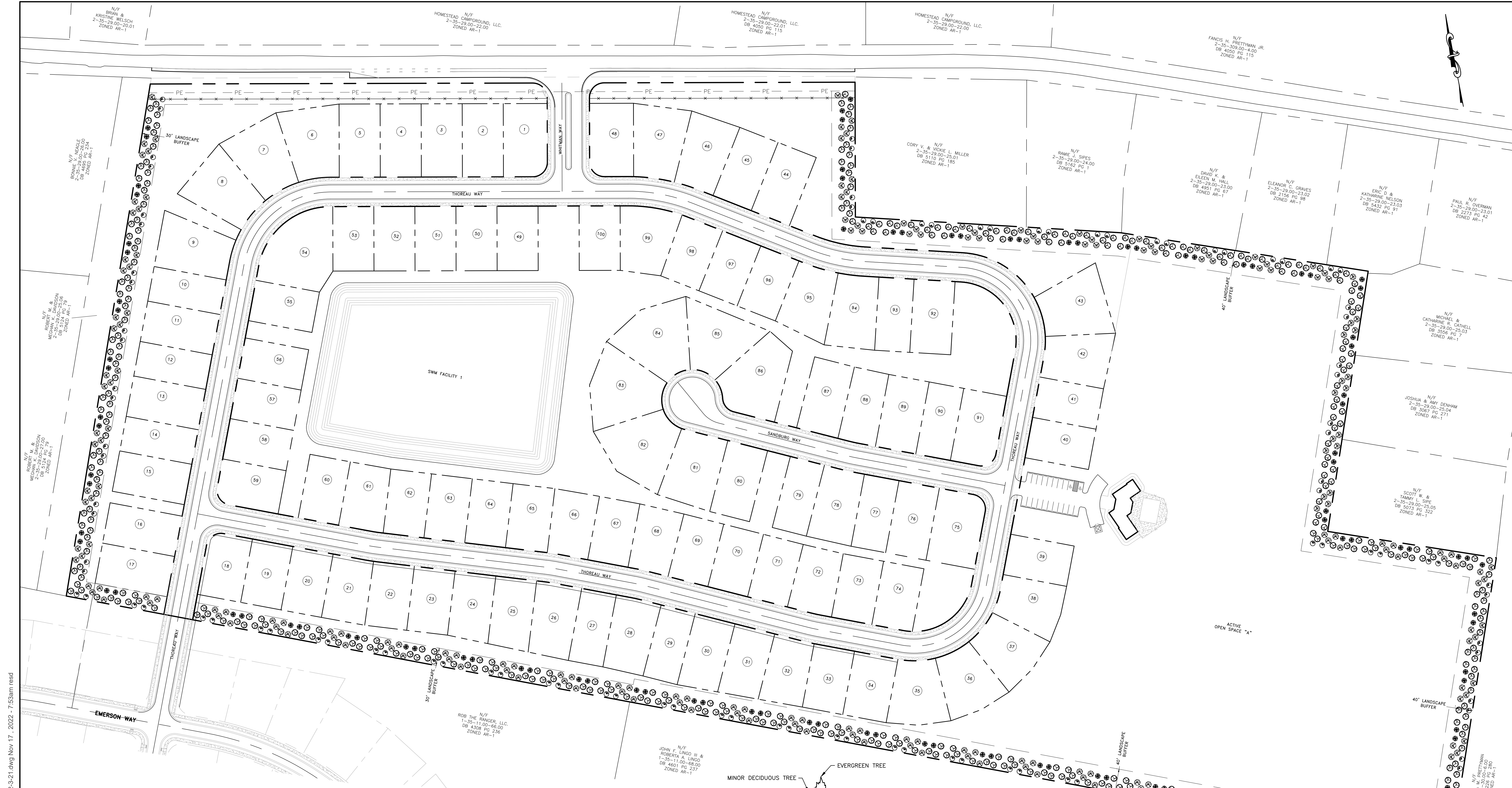
**WYNFORD PRESERVE
RESIDENTIAL COMMUNITY
SUSSEX COUNTY, DELAWARE**

DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS ENGINEERS SURVEYORS
SUSSEX COUNTY, DELAWARE
1000 MARKET STREET, SUITE 200
DOWNTOWN, DELAWARE
(302) 422-1441
(410) 770-4774

PRELIMINARY SITE PLAN

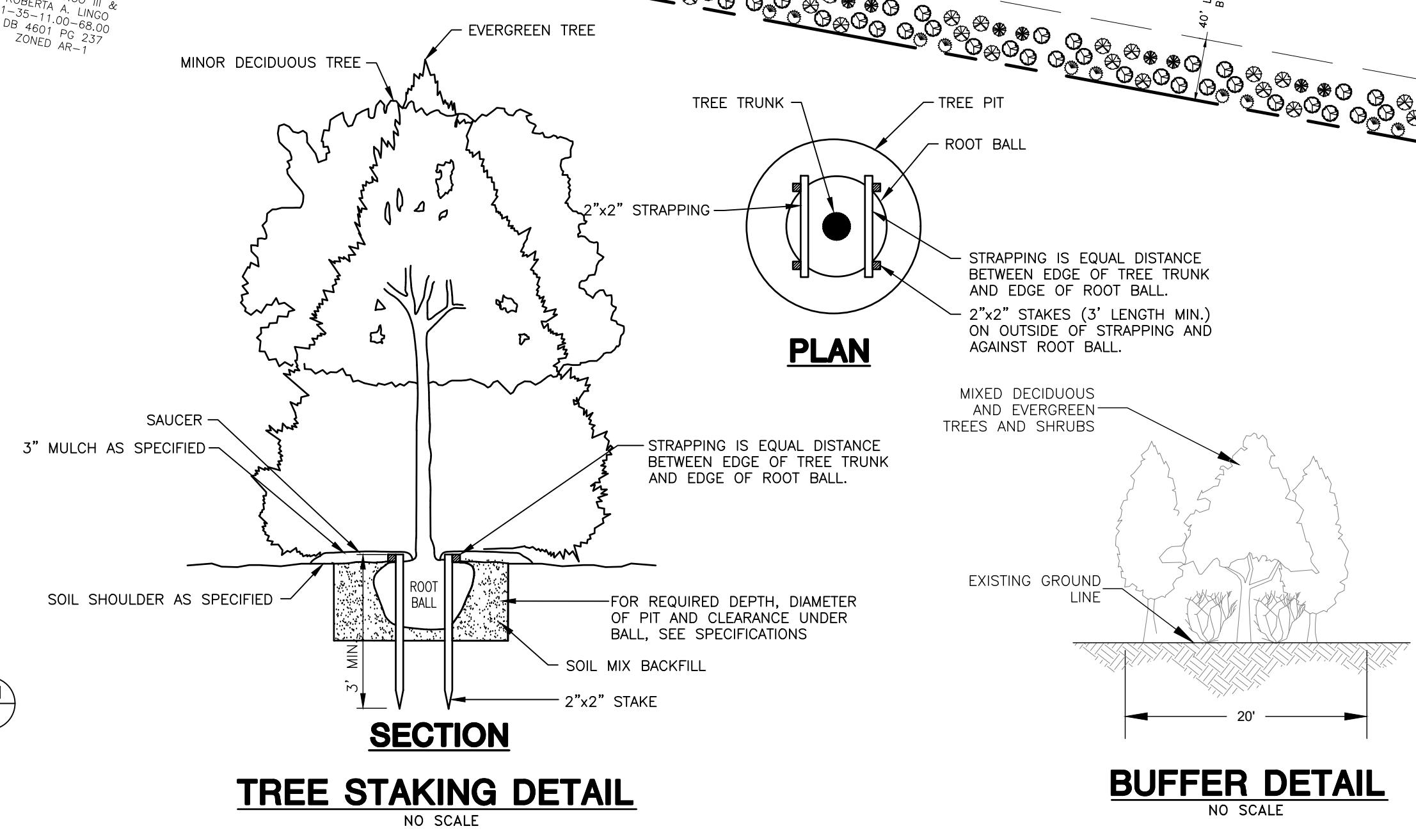
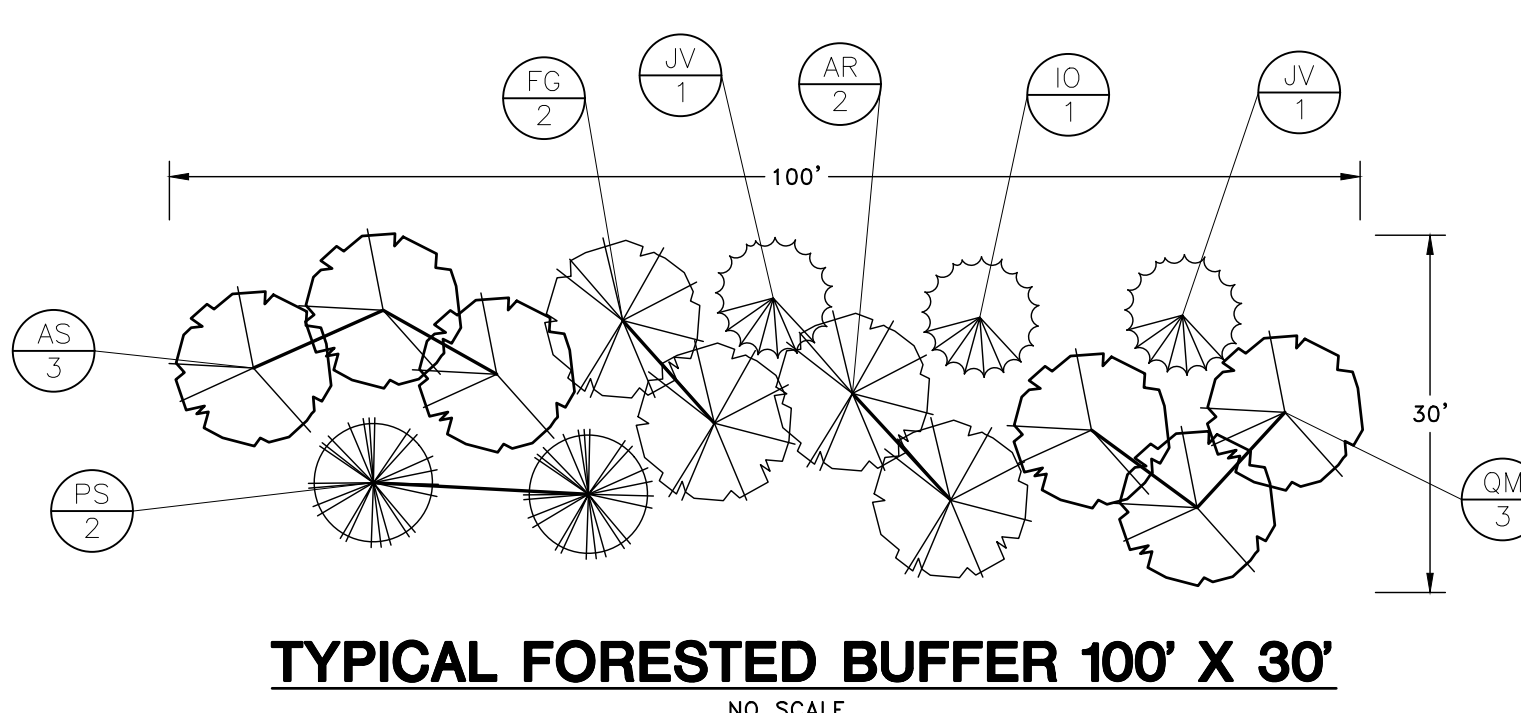
Revisions:

Date:	DECEMBER 2022
Scale:	1"=60'
Dwn.By:	DJR
Proj.No.:	2269B005
Dwg.No.:	PL-4



GENERAL LANDSCAPE NOTES

1. QUALITY AND SIZE OF PLANTS, SPREAD OF ROOTS, AND SIZE OF ROOT BALLS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN "AMERICAN STANDARDS FOR NURSERY STOCK".
2. CONTRACTOR SHALL BE REQUIRED TO GUARANTEE ALL PLANT MATERIALS FOR A PERIOD OF ONE YEAR AFTER INSTALLATION IS COMPLETE AND FINAL ACCEPTANCE OF PHASE 1 SITE WORK HAS BEEN GIVEN. AT THE END OF ONE YEAR ALL PLANT MATERIAL WHICH IS DEAD OR DYING SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE AS ORIGINALLY SPECIFIED.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES AND MAY MAKE MINOR ADJUSTMENTS IN SPACING AND/OR LOCATION OF PLANT MATERIALS. CONTRACTOR TO VERIFY "AS BUILT" LOCATION OF ALL UTILITIES.
4. NO SUBSTITUTIONS SHALL BE MADE WITHOUT APPROVAL OF THE OWNER.
5. ALL AREAS NOT STABILIZED IN PAVING OR PLANT MATERIALS SHOULD BE SEEDED AND MULCHED. (SEE EROSION & SEDIMENT CONTROL PLAN.)
6. EVERGREEN TREES SHALL HAVE A FULL, WELL-BRANCHED, CONICAL FORM TYPICAL OF THE SPECIES.
7. ALL DECIDUOUS SHADE TREES SHALL BRANCH A MINIMUM OF 7'-0" ABOVE GROUND LEVEL. TREES SHALL BE PLANTED AND STAKED IN ACCORDANCE WITH THE STAKING DETAIL SHOWN.
8. THE FULL EXTENT OF ALL PLANTING BEDS SHALL RECEIVE 4" OF TOPSOIL AND 3" OF SHREDDED HARDWOOD MULCH PER SPECIFICATIONS.
9. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTINGS SHOWN ON THIS DRAWING AND AS SPECIFIED.
10. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS THE PLANT'S ORIGINAL GRADE BEFORE DIGGING.
11. THE CONTRACTOR SHALL WATER ALL PLANTS THOROUGHLY TWICE DURING THE FIRST 24-HOUR PERIOD AFTER PLANTING, AND THEN WEEKLY OR MORE OFTEN, IF NECESSARY, DURING THE FIRST GROWING SEASON.



LANDSCAPE ARCHITECT'S STATEMENT

I, TIMOTHY M. METZNER, HEREBY STATE THAT I AM A REGISTERED LANDSCAPE ARCHITECT IN THE STATE OF DELAWARE, THAT THE INFORMATION SHOWN HEREON HAS BEEN PREPARED UNDER MY SUPERVISION AND TO MY BEST KNOWLEDGE AND BELIEF REPRESENTS GOOD ENGINEERING PRACTICES AS REQUIRED BY THE APPLICABLE LAWS OF THE STATE OF DELAWARE.

by TIMOTHY M. METZNER, DATE
 DAVIS, BOWEN & FRIEDEL, INC.
 1 PARK AVENUE
 MILFORD, DELAWARE, 19963



P:\Darden Capital Management\22690269B005-Prelymain\PRELIMINARY PLAN 12-3-21.dwg Nov 17, 2022 - 7:53am read

**WYNFORD PRESERVE
 RESIDENTIAL COMMUNITY
 SUSSEX COUNTY, DELAWARE**

Revisions:
 Date: **DECEMBER 2022**
 Scale: **1"=80'**
 Dwn.By: **DJR**
 Proj.No.: **2269B005**
 Dwg.No.: **PL-5**

dbf **DAVIS, BOWEN & FRIEDEL, INC.** ARCHITECTS ENGINEERS SURVEYORS
 CALVERTON, MARYLAND (410) 643-8900
 MILFORD, DELAWARE (302) 421-1441
 EASTON, MARYLAND (410) 770-4744

PRELIMINARY LANDSCAPE PLAN

WYNFORD PRESERVE CLUSTER SUBDIVISION

SUSSEX COUNTY, DELAWARE

2269B005.J01

DECEMBER 2022



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- B. Data Column
- C. Sussex County Cluster Subdivision Application
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 - b. FEMA Firmette
 - c. 2020 State Strategies
 - d. Sussex County 2045 Future Land Use Map
 - e. Sussex County Zoning Map
 - f. 1992 Aerial Photo
 - g. 2021 Aerial Photo
 - h. Environmental Map
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 - j. NRCS Soil Survey
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- 3. Sussex County Approved Subdivision Name/Street Names
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- 7. PLUS Comment Response

A

Presentation Outline

A. Land Use & Zoning

1. The project is a proposed cluster subdivision consisting of 100 single family lots.
2. The property is located on the south side of Prettyman Road, within the Broadkill Hundred.
3. The Owner of the parcel is Prettyman Road Development LLC.
4. The property is currently zoned AR-1 (Agricultural Residential) in Sussex County.
5. The property is in Investment Level Area 4 on the 2020 State Strategies Map.
6. The property is designated as Low Density on Sussex County 2045 future land use map in the latest comprehensive plan.
7. The property is not located within Sussex County Coastal Area.

B. Land Utilization

1. The total acreage of the site is 50.50 acres of land.
2. The project proposed will consist of 100 single family lots.
3. 24.703 acres (49%) of open space is proposed subject to final site engineering.

C. Environmental

1. Wetlands do not exist on site.
2. There are no known archaeological sites within the project boundaries. There are no national historic listed properties within the project boundaries.
3. The proposed project is not located within an Excellent Groundwater Recharge Area.

4. A small portion of the property is within a Wellhead Protection Area.
5. The property is not impacted by the 100 year floodplain as determined by FEMA Map 10005C0310L (Dated June 20, 2018).

D. Traffic

1. Access for the property will be along Prettyman Road.
2. The developer will continue to work with DelDOT on offsite improvements, sidewalks, and shared use path installation to compliment the work being performed by DelDOT in the area.

E. Civil Engineering

1. The internal street will be privately maintained and will meet or exceed the requirements of the Code of Sussex County.
2. The grading of the site will meet or exceed the requirements of the Code of Sussex County.
3. Drinking and fire protection water will be provided by Artesian Water Company, Inc.
4. Wastewater will be provided by Artesian Wastewater Management.
5. The stormwater management system will meet all State, County, and Conservation District requirements through a combination of Best Management Practices (BMP) and Best Available Technologies (BAT).
6. Fire protection will be provided by the Georgetown Fire Company.
7. Electricity will be provided by Delaware Electric Cooperative.
8. The parcels are located in the Indian River School District.

B

Wynford Preserve
Data Sheet

Owner/Developer: Prettyman Road Development, LLC.
Engineer: Davis, Bowen & Friedel, Inc.
Legal Services: Baird, Mandalas, Brockstedt, Federico & Cardea, LLC.

Project Description

Physical Location: Property is located on the south side of Prettyman Road, approximately 4,000 feet northwest of Route 9.
Tax Parcel #: 235-29.00-25.00
Acreage: 50.500 +/- Acres
Proposed Units: 100 Single Family Dwellings
Proposed Density: 1.98 Units/Acre
Current Zoning: AR-1 (Agricultural Residential)
Proposed Zoning: AR-1(Agricultural Residential) – Cluster Development
Existing Land Use: Vacant
Proposed Land Use: Residential
County Future Land: Low Density
Existing Woodlands: 0.54 Acres
Woodlands to Remain: 0.54 Acres (100%)
Wetlands: Do not exist on site.
Flood Plain: Not within the 100-yr Flood Plain (Map #10005C0310L)
Coastal Area: Project is not with the Coastal Area
Source Water Protection: A small portion of the project is in a Well Protection Area
Project is within “Fair” & “Good” Groundwater Recharge Area.
Water Provider: Artesian Water Company, Inc.
Wastewater Provider: Artesian Wastewater Management

Land Use:

Right of Ways: 5.552 Acres (11%)
Lot Area: 19.969 Acres (40%)
DelDOT Dedication: 0.276 Acres (0%)
Open Space: 24.703 Acres (49%)
Total 50.500 Acres

Bulk and Area Regulations:

Minimum Lot Area: 7,500 SQFT.
Minimum Lot Width: 60 FT
Minimum Lot Depth: 100 FT
Front Yard Setback: 25 FT
Corner Yard Setback: 15’(One Side)L
Side Yard Setback: 10 FT
Rear Yard Setback: 10 FT
Maximum Building Height: 42 FT

C

Check List for Sussex County Major Subdivision Applications

The following shall be submitted with the application

Completed Application

Provide fifteen (15) copies of the Site Plan or Survey of the property and a PDF (via e-mail)

- Plan shall show the existing conditions, setbacks, roads, floodplain, wetlands, topography, proposed lots, landscape plan, etc. **Per Subdivision Code 99-22, 99-23 & 99-24**
- Provide compliance with Section 99-9.
- Deed or Legal description, copy of proposed deed restrictions, soil feasibility study

Provide Fee \$500.00

Optional - Additional information for the Commission to consider (ex. photos, exhibit books, etc.) If provided submit seven (7) copies and they shall be submitted a minimum of ten (10) days prior to the Planning Commission meeting.

Please be aware that Public Notice will be sent to property owners within 200 feet of the subject site and County staff will come out to the subject site, take photos and place a sign on the site stating the date and time of the Public Hearings for the application.

PLUS Response Letter (if required)

51% of property owners consent if applicable

The undersigned hereby certifies that the forms, exhibits, and statements contained in any papers or plans submitted as a part of this application are true and correct.

I also certify that I or an agent on my behalf shall attend all public hearing before the Planning and Zoning Commission and any other hearing necessary for this application and that I will answer any questions to the best of my ability to respond to the present and future needs, the health, safety, morals, convenience, order, prosperity, and general welfare of the inhabitants of Sussex County, Delaware.

Signature of Applicant/Agent/Attorney

Date:

Signature of Owner

Date:

For office use only:

Date Submitted: _____

Fee: \$500.00 Check #: _____

Staff accepting application: _____

Application & Case #: _____

Location of property: _____

Date of PC Hearing: _____

Recommendation of PC Commission: _____

COMMUNITY DEVELOPMENT & HOUSING

BRAD D. WHALEY
DIRECTOR

(302) 855-7777 T
(302) 854-5397 F



Sussex County

DELAWARE
sussexcountyde.gov

Affordable Housing Support Policy

I. Mission Statement

It is Sussex County's mission to promote non-discrimination and affirmatively further fair and equal housing opportunities for all, and further, to inform housing developers and the general public that the County supports the development of affordable housing opportunities in Sussex County.

II. Affordable Housing Subdivisions

Sussex County promotes racially/ethnically diverse, mixed income, affordable housing in all areas under its jurisdiction. Accordingly, Developers are encouraged to provide affordable housing opportunities to Sussex County residents in all new developments, affirmatively market those affordable housing units to diverse populations, and meet with the surrounding residents early in the development approval process.

III. Affordable Housing Defined

- a. **Homeownership:** Sussex County considers an affordable housing project to be a housing project in which any portion thereof is designed or intended to serve households earning less than 125 percent of the Area Median Income for Sussex County as calculated by the U.S. Department of Housing and Urban Development annually, and which is comprised of at least one of the following elements:
 - i. Seeking participation in Sussex County's Moderately Priced Housing Unit (MPHU) Program
 - ii. Applying for funding by the Delaware State Housing Authority's (DSHA) Housing Development Fund (HDF)
 - iii. Applying for HOME Investment Partnerships (HOME) funding through DSHA
 - iv. Applying for a Section 523 or 524 Rural Housing Site Loan through the U.S. Department of Agriculture (USDA) Rural Development
 - v. Sussex County Habitat for Humanity
 - vi. Milford Housing Development Corporation
 - vii. Community Land Trust
 - viii. Other elements which, in the County's discretion, meet the goals and objectives set forth in the Affordable Housing Support Policy Mission Statement.



- b. **Rental:** Sussex County considers an affordable rental housing project to be a rental housing project in which any portion thereof is designed or intended to serve households earning less than 80 percent of the Area Median Income for Sussex County as calculated by the U.S. Department of Housing and Urban Development annually, and which is comprised of at least one of the following elements:
 - i. Seeking participation in the Sussex County Rental Program (SCRCP)
 - ii. Applying for funding by the Delaware State Housing Authority's (DSHA) Housing Development Fund (HDF)
 - iii. Applying for HOME Investment Partnerships (HOME) funding through DSHA
 - iv. Applying for funding by DSHA's Low Income Housing Tax Credits (LIHTC) program
 - v. Applying for Multi-Family Mortgage Revenue Bond Program (MFMRB) financing through DSHA
 - vi. Applying for a Rural Rental Housing Loan through USDA Rural Development
 - vii. Applying for a Guaranteed Rental Housing Loan through USDA Rural Development
 - viii. Community Land Trust
 - ix. Other elements which, in the County's discretion, meet the goals and objectives set forth in the Affordable Housing Support Policy Mission Statement.

IV. Affordable Housing Project Support

a. Letter of Support

Sussex County will provide conditional letters of support to developers of affordable housing projects seeking financing opportunities, provided that the project qualifies under the definitions above. Further, support letters for affordable rental housing projects will only be authorized if the project is proposed in an Area of Opportunity, as defined by DSHA in Exhibit A. For further information regarding impacted areas versus areas of opportunity, please contact Karen Horton with DSHA at (302) 739-4263. **Note:** Letters of support do not exempt the developer from the County's planning and zoning process, nor guarantee approval through that process.

b. Deferral of Fees

Sussex County desires to encourage the construction of affordable housing for low- and moderate-income households. The County finds that the up-front payment of sewer impact fees for affordable residential housing development creates a barrier to such development and desires to ease the barrier by deferring the time for payment of the fees.

Projects must qualify under Sussex County Code (§110-94) and Delaware State Code (Title 9, Chapter 81, Sections 8105, 8106, and 8110). Qualifying projects will not be assessed connection charges for County sewer. However, once the property is

transferred or sold to a non-qualifying buyer, those deferred charges will be immediately due and payable within 30 days.

It is incumbent upon the affordable housing developer to submit evidence of their qualifying status to the County's Assessment Department to ensure that they benefit from this affordable housing incentive.

Sussex



County

FAIR HOUSING POLICY

It is the policy of Sussex County to comply with the Fair Housing Act, as amended, (42 U.S.C. §§ 3601-3619) and the Delaware Fair Housing Act (6 Del. C. Ch. 46), by ensuring that its zoning and land use decisions do not discriminate against persons based on race, color, religion, national origin, handicap/disability, familial status, sex, creed, marital status, age, sexual orientation, or gender identity. This policy means that, among other things, the County and all its officials, agents and employees will not discriminate in any aspect of housing based on these protected characteristics, including by:

- (a) making unavailable or denying a dwelling to any person based on a protected characteristic;
- (b) discriminating against any person in the terms, conditions or privileges of a dwelling, or in the provision of services or facilities in connection therewith based on a protected characteristic;
- (c) Making, printing, or publishing, or causing to be made, printed, or published any notice, statement, or advertisement, with respect to a dwelling that indicates any preference, limitation, or discrimination based on a protected characteristic;
- (d) Representing to persons because of a protected characteristic that any dwelling is not available when such dwelling is in fact so available;
- (e) interfering with any person in the exercise or enjoyment of, or on account of his having exercised or enjoyed, or on account of his having aided or encouraged any other person in the exercise or enjoyment of, any right protected by the Fair Housing Act;
- (f) interfering with the funding, development, or construction of any affordable housing units because of a protected characteristic; and
- (g) discriminating on the basis of race or color in any aspect of the administration of its zoning, land use, or building ordinances, policies, practices, requirements, or processes relating to the use, construction, or occupancy of dwellings.

Any person who believes that any of the above policies have been violated by the County may contact:



COUNTY ADMINISTRATIVE OFFICES
2 THE CIRCLE | PO BOX 589
GEORGETOWN, DELAWARE 19947

- Sussex County's Fair Housing Compliance Officer, Brandy Nauman, at bnauman@sussexcountyde.gov or (302) 855-7777.
- the U.S. Department of Housing and Urban Development at 1-888-799-2085, or
- the U.S. Department of Justice at 1-800-896-7743 or (202) 514-4713.

It is also the policy of Sussex County to ensure that conduct at public hearings regarding land use and zoning adhere to the intentions of the Fair Housing Policy as outlined above. Legal counsel representing County Council, the Board of Adjustment, and the Planning & Zoning Commission will read the following statement prior to the start of all public hearings:

- "Sussex County, in its zoning and land use decisions, does not discriminate against persons based on race, color, religion, national origin, handicap/disability, familial status, sex, creed, marital status, age, sexual orientation, or gender identity. Public comments made on the basis of bias and stereotype concerning people within these protected classes will not be taken into consideration by the County in its deliberations."

D

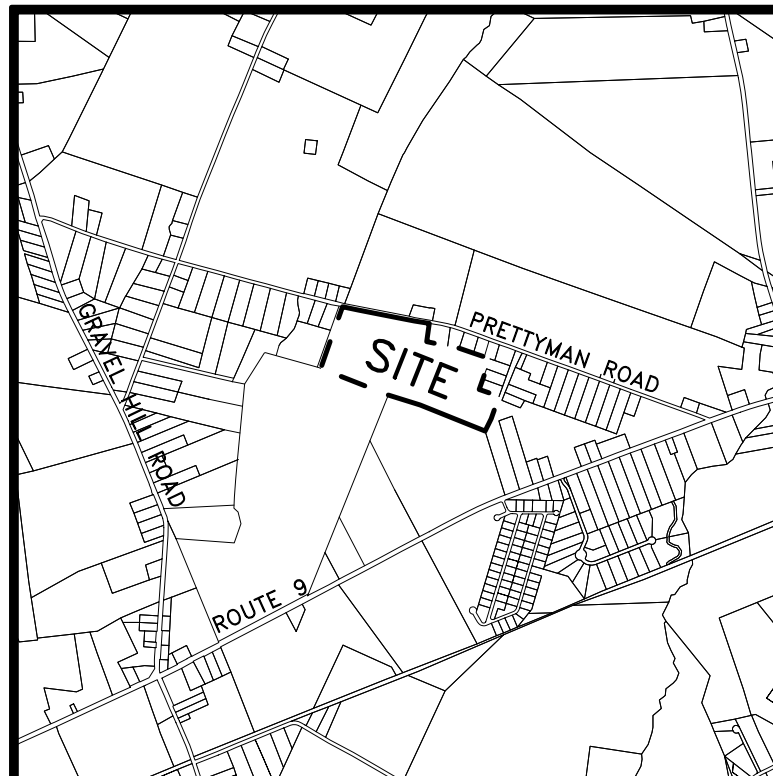
WYNFORD PRESERVE

PRELIMINARY PLANS FOR RESIDENTIAL SUBDIVISION GEORGETOWN HUNDRED & BROADKILL HUNDRED SUSSEX COUNTY, DELAWARE

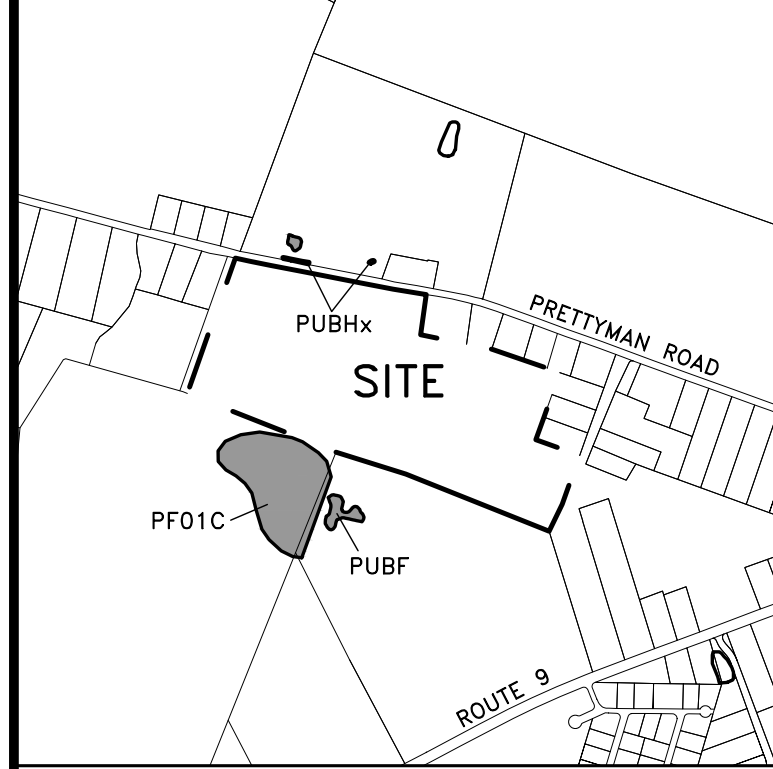
DBF PROJECT NO. 2269B005 DECEMBER, 2022

GENERAL NOTES:

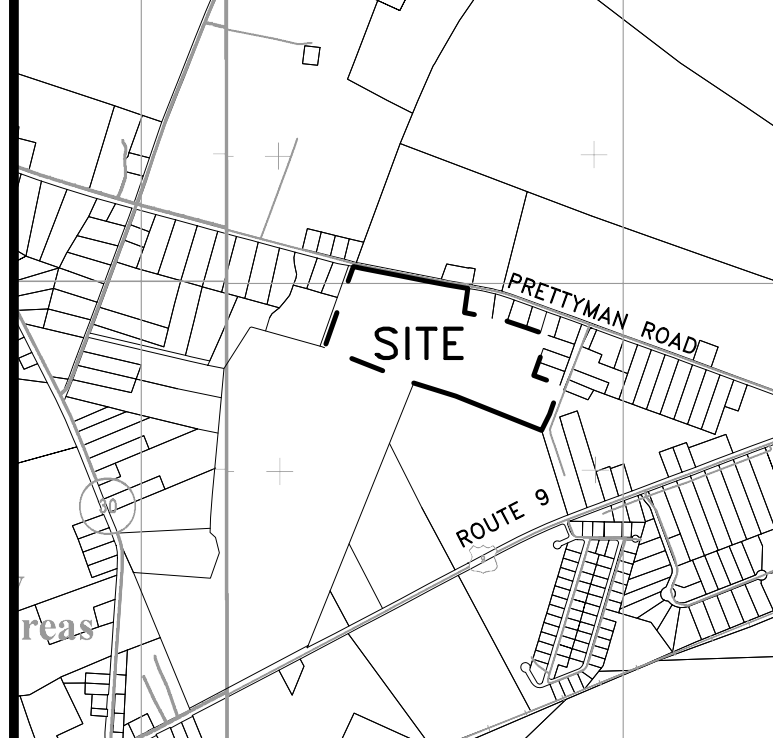
- STREETS, STORMWATER MANAGEMENT FACILITIES AND OTHER COMMON AREAS SHALL BE MAINTAINED BY THE DEVELOPER UNTIL SUCH TIME AS A HOMEOWNER'S ASSOCIATION CAN PROVIDE FOR REQUIRED MAINTENANCE. SUSSEX COUNTY AND THE STATE OF DELAWARE ASSUME NO RESPONSIBILITY FOR THE FUTURE MAINTENANCE OF THESE FACILITIES WITHIN THE SITE.
- SUBDIVISION STREETS CONSTRUCTED WITHIN THE LIMITS OF THE RIGHT-OF-WAY SHOWN ON THIS PLAN ARE PRIVATE AND ARE TO BE MAINTAINED BY THE DEVELOPER, PROPERTY OWNERS OR BOTH. THE STATE ASSUMES NO MAINTENANCE RESPONSIBILITIES FOR THE FUTURE MAINTENANCE OF THESE STREETS.
- THE SIDEWALK SHALL BE THE RESPONSIBILITY OF THE DEVELOPER, THE PROPERTY OWNERS OR BOTH WITHIN THIS SUBDIVISION. SUSSEX COUNTY AND THE STATE OF DELAWARE ASSUME NO RESPONSIBILITY FOR THE FUTURE MAINTENANCE OF THE SIDEWALK.
- ACCESS TO ALL LOTS SHALL BE PROVIDED FROM THE PRIVATE SUBDIVISION STREETS PROPOSED WITH THIS PLAN. NO DIRECT ACCESS TO PUBLIC STREETS IS PROPOSED EXCEPT THE ENTRANCES SPECIFICALLY SHOWN ON THIS PLAN.
- UPON COMPLETION OF THE CONSTRUCTION OF THE SIDEWALK OR SHARED-USE PATH ACROSS THIS PROJECT'S FRONTAGE AND PHYSICAL CONNECTION TO ADJACENT EXISTING FACILITIES, THE DEVELOPER, THE PROPERTY OWNERS OR BOTH ASSOCIATED WITH THIS PROJECT, SHALL BE RESPONSIBLE TO REMOVE ANY EXISTING ROAD TIE-IN CONNECTIONS LOCATED ALONG ADJACENT PROPERTIES, AND RESTORE THE AREA TO GRASS. SUCH ACTIONS SHALL BE COMPLETED, IN CONFORMANCE WITH DELDOT'S "SHARED-USE PATH AND/OR SIDEWALK TERMINATION POLICY".
- THE BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN IN THESE PLANS ARE BASED ON FIELD SURVEYS PERFORMED BY DAVIS, BOWEN & FRIEDEL, INC.
- UTILITY EASEMENTS DEPICTED HEREON REPRESENT, TO THE GREATEST EXTENT PERMITTED BY LAW, PRIVATE EASEMENTS FOR THE EXCLUSIVE USE AND BENEFIT OF THOSE UTILITY COMPANIES AND/OR OTHER PROVIDERS OF SERVICES TO THE DEVELOPMENT AS MAY BE DESIGNED BY OWNER, OR ITS SUCCESSORS AND ASSIGNS, FROM TIME TO TIME BY AN INSTRUMENT IN WRITING, AND IN NO WAY GRANT, CONVEY OR CREATE ANY GENERAL PUBLIC UTILITY EASEMENT OR ANY GENERAL OR PUBLIC ACCESS RIGHTS.
- UNLESS OTHERWISE DESIGNATED BY OWNER, OR ITS SUCCESSORS AND ASSIGNS, FROM TIME TO TIME BY AN INSTRUMENT IN WRITING, STORM DRAIN EASEMENTS DEPICTED HEREON REPRESENT PRIVATE EASEMENTS TO ACCESS THE STORM DRAINS FOR THE SOLE PURPOSE OF MAINTAINING AND REPAIRING SUCH STORM DRAINS, AND IN NO WAY GRANT, CONVEY OR CREATE ANY GENERAL PUBLIC UTILITY EASEMENT OR ANY GENERAL OR PUBLIC ACCESS RIGHTS.
- WETLANDS DO NOT EXIST ON THIS PARCEL.
- THE HOMEOWNERS' ASSOCIATION SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE STORMWATER DRAINAGE AND MANAGEMENT FACILITIES RELATED TO THE RESIDENTIAL PROPERTIES, HOMEOWNERS' ASSOCIATION PROPERTIES AND ROAD RIGHT-OF-WAY WITHIN THE PROJECT. ALL STORMWATER MANAGEMENT FACILITIES SHALL BE MAINTAINED IN A SATISFACTORY CONDITION AS REQUIRED BY SUSSEX COUNTY, DELAWARE. SHOULD THE OWNER OR OWNERS OF THE PROPERTY DEFAULT IN THE MAINTENANCE OF THE STORMWATER DRAINAGE AND MANAGEMENT FACILITIES, THE HOMEOWNERS' ASSOCIATION SHALL HAVE THE RIGHT TO MAINTAIN THE FACILITIES SUBJECT TO THE TERMS AND CONDITIONS OF THE COVENANTS.



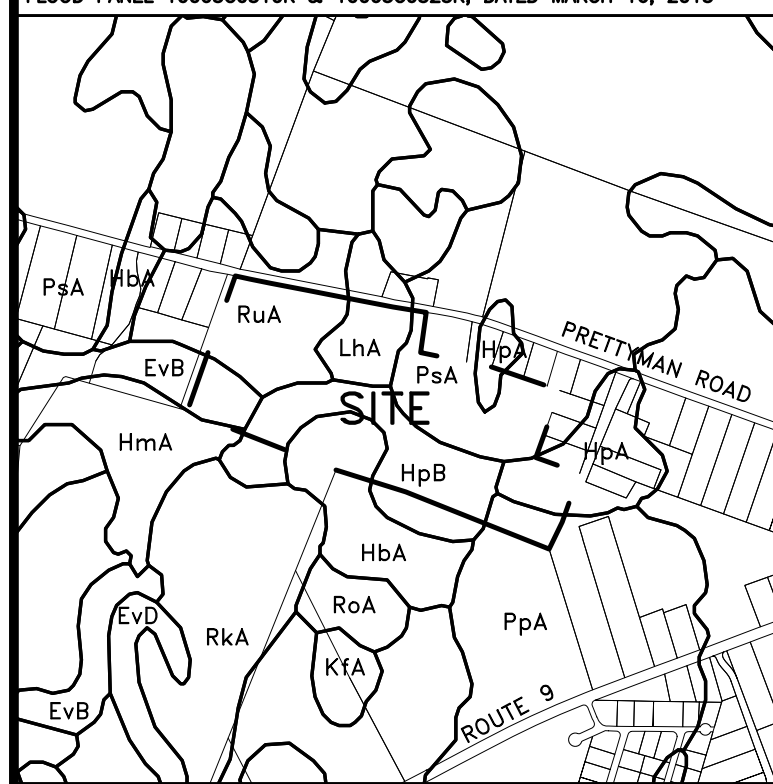
LOCATION MAP
1" = 1/2 MILE



NWI WETLANDS MAP
1" = 1200'



FEMA FLOOD MAP 1" = 2000'
FLOOD PANEL 10005C0310K & 10005C0325K, DATED MARCH 16, 2015



SOILS MAP
1" = 1200'

LABEL	SOIL NAME	TYPE
EVB	EYEBORO LOAMY SAND, 0-2 PERCENT SLOPES	A
END	EYEBORO LOAMY SAND, 5-12 PERCENT SLOPES	A
FoSA	FALLSINGTON SANDY LOAMS, 0-2 PERCENT SLOPES	D
GoB	GALESTOWN LOAMY SAND, 0-5 PERCENT SLOPES	A
HBA	HAMBROOK SANDY LOAM, 0-2 PERCENT SLOPES	B
HMA	HAMMONTON LOAMY SAND, 0-2 PERCENT SLOPES	B
HWA	HAMMONTON SANDY LOAM, 0-2 PERCENT SLOPES	B
PHB	PEPPERBOX-ROSEDALE COMPLEX, 2-5 PERCENT SLOPES	A/C
RSA	ROCKWALKIN LOAMY SAND, 0-2 PERCENT SLOPES	B
WGA	WOODSTOWN SANDY LOAM, 0-2 PERCENT SLOPES	C

DATA COLUMN

TAX MAP NUMBER: 2-35-29.00-25.00

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (DE STATE PLANE)

EXISTING ZONING: AR-1

PROPOSED ZONING: AR-1 (CLUSTER DEVELOPMENT)

EXISTING USE: AGRICULTURE

PROPOSED USE: 100 SINGLE FAMILY UNITS W/ CLUBHOUSE & POOL

FLOOD HAZARD MAP: THE SITE IS LOCATED ON THE FEMA FLOOD INSURANCE RATE MAP #10005C0310K & #10005C0325K, DATED MARCH 16, 2015.

WETLANDS: THIS SITE AS SHOWN HEREON DOES NOT CONTAIN STATE OR FEDERALLY REGULATED BASED ON NWI AND DNREC WETLAND MAPS.

SITE AREA: 50.50 AC.

PROPOSED LAND USE AREAS
SINGLE FAMILY LOTS 19,969 AC. (40%)
RIGHT-OF-WAY 5,552 AC. (11%)
OPEN SPACE 24,703 AC. (49%)
RIGHT-OF-WAY DEDICATION 0.276 AC.(0%)
TOTAL 50.50 AC.

REQUIRED OPEN SPACE 30%
PROVIDED OPEN SPACE 49%

EXISTING WOODED AREA 0.54 AC.
PROPOSED WOODED AREA 0.54 AC. (100%)

WETLANDS AREA 0.00 AC.

AVG. LOT AREA 8,698 SF. (0.20 AC.)

AR-1 CLUSTER - NUMBER OF DWELLING UNITS PERMITTED CALCULATION
TOTAL PROPOSED SITE AREA 50.50 AC.
RIGHT-OF-WAY AREA -5.55 AC.
TOTAL GROSS AREA 44.95 AC.

PERMITTED UNITS CALCULATION
TOTAL GROSS AREA x 43560 / 10000
44.95 x 43560 / 10000 = 195 UNITS

PROPOSED UNITS 100

SETBACKS
FRONT 25'
CORNER 15' (ONE SIDE)
SIDE 10'
REAR 10'
MIN. LOT AREA: 7500 S.F.
MIN. LOT WIDTH: 60'
MIN. LOT DEPTH: 100'

UTILITIES PROVIDER

SEWER: ARTESIAN WASTEWATER MANAGEMENT, INC.

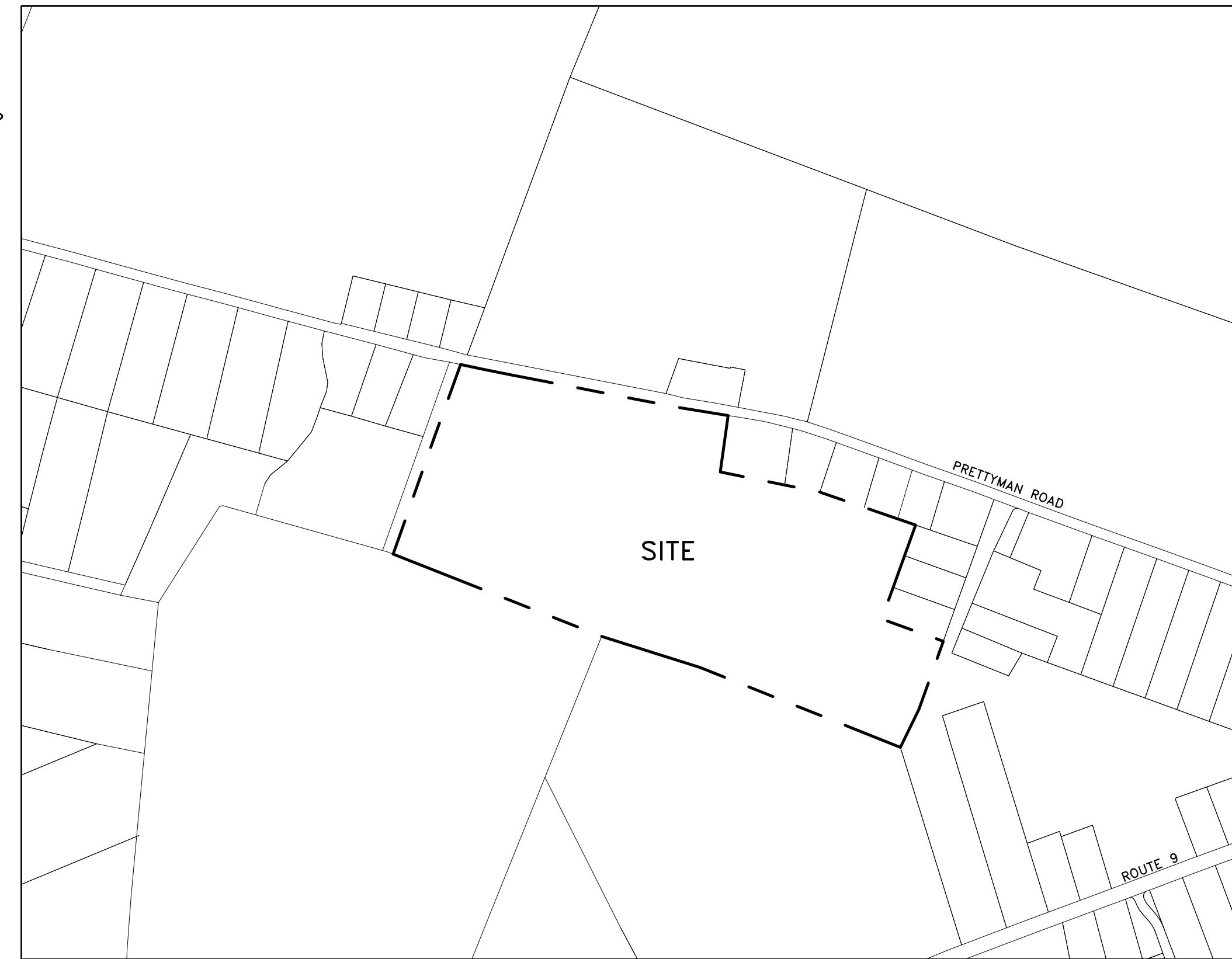
WATER: ARTESIAN WATER COMPANY, INC.

PROPOSED BUILDING HEIGHT: 42' (2-1/2 STORIES)

PROPOSED BUILDING CONSTRUCTION: WOOD CONSTRUCTION

OWNER/DEVELOPER: PRETTYMAN ROAD DEVELOPMENT, LLC
16255 SUSSEX HWY.
BRIDGEVILLE, DE 19933

PREPARED BY: DAVIS, BOWEN & FRIEDEL, INC.
1 PARK AVE.
MILFORD, DE 19963
(302) 424-1441



LOCATION MAP
SCALE: 1"=500'

INDEX OF SHEETS	
PL-1	PRELIMINARY TITLE
PL-2	EXISTING CONDITIONS PLAN
PL-3	PRELIMINARY SITE PLAN
PL-4	PRELIMINARY SITE PLAN
PL-5	PRELIMINARY LANDSCAPE PLAN

OWNER'S STATEMENT

I, THE UNDERSIGNED, HEREBY STATE THAT I AM THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN ON THIS PLAN, THE PLAN WAS MADE AT MY DIRECTION, I ACKNOWLEDGE THE SAME TO BE MY ACT AND DESIRE THE PLAN BE RECORDED ACCORDING TO LAW.

PRETTYMAN ROAD DEVELOPMENT, LLC DATE
16255 SUSSEX HWY.
BRIDGEVILLE, DE 19933

ENGINEER'S STATEMENT

I, JAMIE L. SECHLER, P.E., HEREBY STATE THAT I AM A REGISTERED ENGINEER IN THE STATE OF DELAWARE, THAT THE INFORMATION SHOWN HEREON HAS BEEN PREPARED UNDER MY SUPERVISION AND TO MY BEST KNOWLEDGE AND BELIEF REPRESENTS GOOD ENGINEERING PRACTICES AS REQUIRED BY THE APPLICABLE LAWS OF THE STATE OF DELAWARE.

by JAMIE L. SECHLER, P.E. DATE
DAVIS, BOWEN & FRIEDEL, INC.
1 PARK AVE.
MILFORD, DELAWARE, 19963

ARCHITECTS ENGINEERS SURVEYORS
DAVIS, BOWEN & FRIEDEL, INC.
SALISBURY, MARYLAND (410) 544-9081
MILFORD, DELAWARE (302) 776-1444
BRIDGEVILLE, DE (302) 776-1444

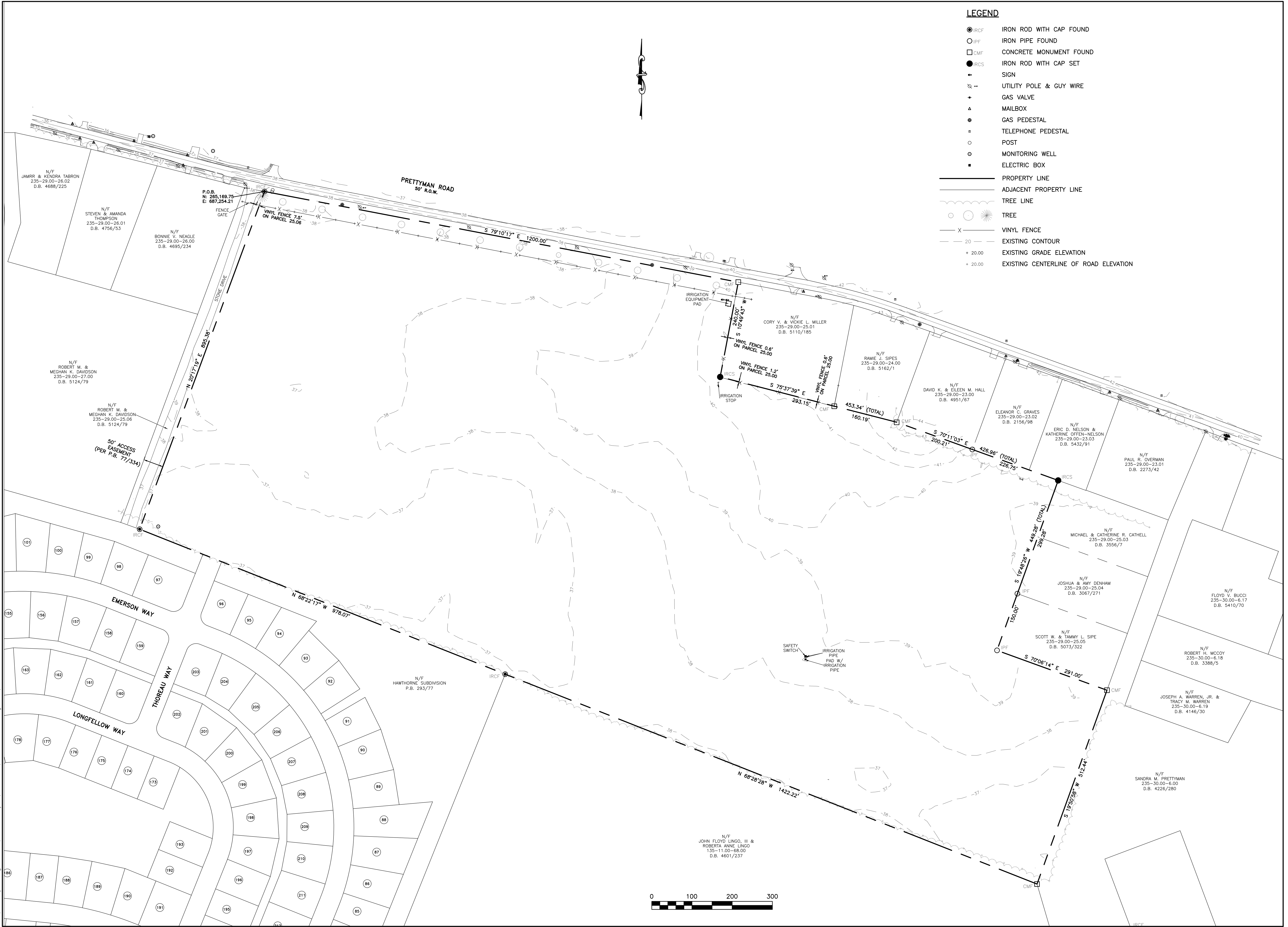
DAVIS, BOWEN & FRIEDEL, INC.

PL-1

DECEMBER 2022
2269B005

WYNFORD
PRESERVE

P:\Jurden Capital Management\22690269B005-PrePlan\PL-2 PRELIMINARY EXISTING CONDITIONS.dwg Nov 17, 2022 - 7:54am resd



- LEGEND**
- IRCF IRON ROD WITH CAP FOUND
 - IPF IRON PIPE FOUND
 - CMF CONCRETE MONUMENT FOUND
 - IRCS IRON ROD WITH CAP SET
 - SIGN
 - ⊕ UTILITY POLE & GUY WIRE
 - GAS VALVE
 - ▲ MAILBOX
 - GAS PEDESTAL
 - TELEPHONE PEDESTAL
 - POST
 - MONITORING WELL
 - ELECTRIC BOX
 - PROPERTY LINE
 - ADJACENT PROPERTY LINE
 - TREE LINE
 - TREE
 - X VINYL FENCE
 - - - 20 EXISTING CONTOUR
 - + 20.00 EXISTING GRADE ELEVATION
 - + 20.00 EXISTING CENTERLINE OF ROAD ELEVATION

DAVIS, BOWEN & FRIEDEL, INC.
 ARCHITECTS ENGINEERS SURVEYORS
 CALVERTON, MARYLAND (410) 643-8900
 MILFORD, DELAWARE (302) 442-1441
 EASTON, MARYLAND (410) 770-4744

EXISTING CONDITIONS PLAN

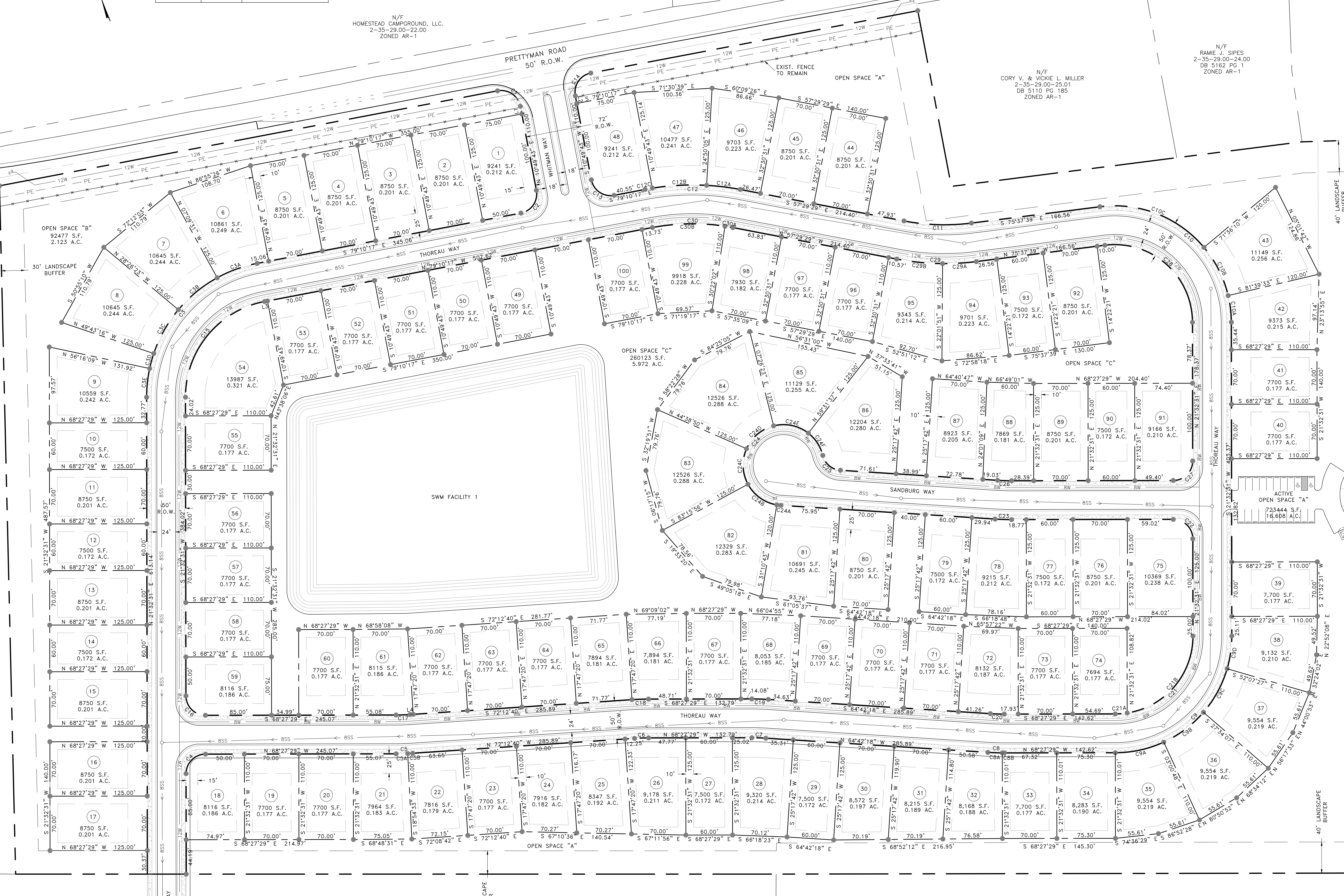
**WYNFORD PRESERVE
 RESIDENTIAL COMMUNITY
 SUSSEX COUNTY, DELAWARE**

Revisions:

Date:	DECEMBER 2022
Scale:	1"=100'
Dwn.By:	DJR
Proj.No.:	2269B005
Dwg.No.:	PL-2

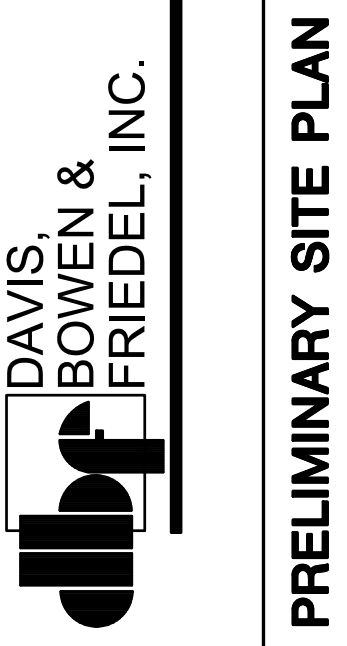
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OPEN SPACE TABLE		
PARCEL	AREA	TYPE
A	16.608	ACTIVE/PASSIVE
B	2.123 AC.	PASSIVE
C	5.972 AC.	PASSIVE
TOTAL	24.703 AC.	



MATCHLINE (SEE SHEET PL-4)

**WYNFORD PRESERVE
RESIDENTIAL COMMUNITY
SUSSEX COUNTY, DELAWARE**



DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS ENGINEERS SURVEYORS
CALVERTON, MARYLAND (410) 643-8800
MILFORD, DELAWARE (302) 442-1441
EASTON, MARYLAND (410) 770-4744

PRELIMINARY SITE PLAN

Revisions:

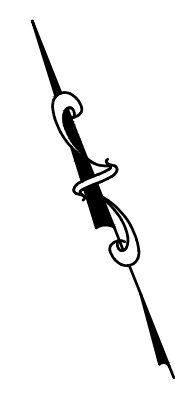
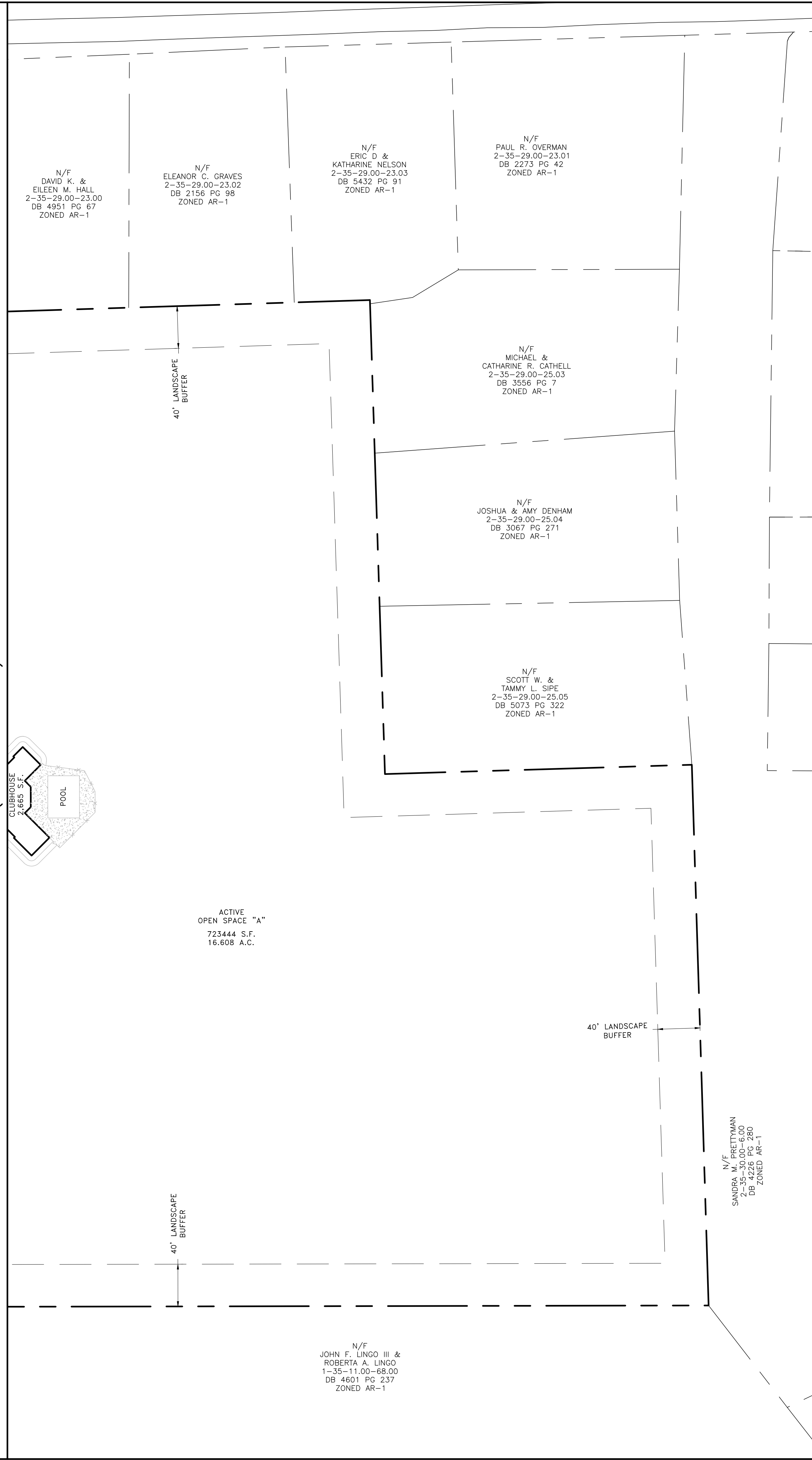
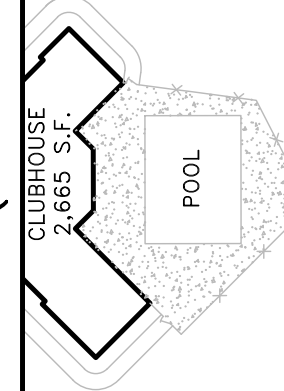
Date: **DECEMBER 2022**
Scale: **1"=60'**
Dwn. By: **DJR**
Proj. No.: **2269B005**
Dwg. No.:

PL-3



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MATCHLINE (SEE SHEET PL-3)



CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	25.00'	39.27'	35.36'	N 34°10'17" W	90°00'00"
C2	25.00'	39.27'	35.36'	N 55°49'43" E	90°00'00"
C3	175.00'	242.17'	223.30'	N 61°11'07" E	79°17'12"
C3A	175.00'	54.94'	54.71'	N 89°09'54" W	17°59'14"
C3B	175.00'	65.00'	64.63'	S 72°12'03" W	21°16'53"
C3C	175.00'	65.00'	64.63'	S 50°55'10" W	21°16'53"
C3D	175.00'	20.00'	19.99'	S 37°00'18" W	6°32'53"
C3E	175.00'	37.23'	37.16'	S 27°36'11" W	12°11'20"
C4	25.00'	39.27'	35.36'	S 66°32'31" W	90°00'00"
C5	325.00'	21.29'	21.28'	N 70°20'04" W	3°45'11"
C5A	325.00'	14.93'	14.93'	S 69°46'28" E	2°37'58"
C5B	325.00'	6.35'	6.35'	S 71°39'04" E	1°07'13"
C6	275.00'	18.01'	18.01'	N 70°20'04" W	3°45'11"
C7	275.00'	18.01'	18.01'	N 66°34'54" W	3°45'11"
C8	325.00'	21.29'	21.28'	N 66°34'54" W	3°45'11"
C8A	325.00'	18.61'	18.61'	S 66°20'43" E	3°16'50"
C8B	325.00'	2.68'	2.68'	S 68°13'18" E	0°28'21"
C9	150.00'	235.62'	212.13'	S 66°32'31" W	90°00'00"
C9A	150.00'	64.29'	63.79'	S 80°44'08" E	24°33'19"
C9B	150.00'	64.29'	63.79'	N 74°42'32" E	24°33'19"
C9C	150.00'	64.29'	63.79'	N 50°09'13" E	24°33'19"
C9D	150.00'	42.76'	42.62'	N 29°42'32" E	16°20'02"
C10	150.00'	254.39'	224.98'	S 27°02'34" E	97°10'10"
C10A	150.00'	34.56'	34.48'	N 14°56'29" E	13°12'04"
C10B	150.00'	70.00'	69.37'	N 05°01'42" W	26°44'13"
C10C	150.00'	149.83'	143.68'	N 47°00'45" W	57°13'49"
C11	275.00'	87.05'	86.68'	S 66°33'34" E	18°08'10"
C12	325.00'	122.98'	122.24'	S 68°19'53" E	21°40'48"
C12A	325.00'	43.53'	43.50'	S 61°19'42" E	7°40'26"
C12B	325.03'	70.00'	69.66'	S 71°20'09" E	12°20'22"
C12C	313.71'	9.45'	9.45'	S 78°20'19" E	1°43'31"
C13	25.00'	39.27'	35.36'	S 34°10'17" E	90°00'00"
C14	25.00'	39.27'	35.36'	S 55°49'43" W	90°00'00"
C15	125.00'	172.98'	159.50'	S 61°11'07" W	79°17'12"
C16	25.00'	39.27'	35.36'	S 23°27'29" E	90°00'00"
C17	275.00'	18.01'	18.01'	S 70°20'04" E	3°45'11"
C18	325.00'	21.29'	21.28'	S 70°20'04" E	3°45'11"
C19	325.00'	21.29'	21.28'	S 66°34'54" E	3°45'11"
C20	275.00'	18.01'	18.01'	S 66°34'54" E	3°45'11"
C21	100.00'	157.08'	141.42'	N 66°32'31" E	90°00'00"
C21A	100.00'	15.36'	15.36'	S 72°51'46" E	8°48'34"
C21B	100.00'	141.70'	130.14'	N 62°08'14" E	81°11'26"
C22	25.00'	39.27'	35.36'	N 23°27'29" W	90°00'00"
C23	325.00'	21.29'	21.28'	N 66°34'54" W	3°45'11"
C24	52.00'	229.27'	85.81'	N 61°36'19" E	252°37'13"
C24A	52.00'	5.34'	5.34'	N 61°45'49" W	5°53'01"
C24B	52.00'	47.27'	45.66'	N 32°46'40" W	52°05'13"
C24C	52.00'	47.27'	45.66'	N 19°18'33" E	52°05'13"
C24D	52.00'	47.27'	45.66'	N 71°23'47" E	52°05'13"
C24E	52.00'	47.27'	45.66'	S 56°31'00" E	52°05'13"
C24F	52.00'	34.84'	34.19'	S 11°16'44" E	38°23'18"
C25	25.00'	31.69'	29.61'	S 28°23'41" E	72°37'13"
C26	275.00'	18.01'	18.01'	S 66°34'54" E	3°45'11"
C27	25.00'	39.27'	35.36'	N 66°32'31" E	90°00'00"
C28	100.00'	169.59'	149.99'	N 27°02'34" W	97°10'10"
C29	325.00'	102.87'	102.45'	N 66°33'34" W	18°08'10"
C29A	325.00'	43.44'	43.41'	N 71°47'54" W	7°39'30"
C29B	325.00'	59.43'	59.35'	N 62°43'49" W	10°28'40"
C30	275.00'	104.06'	103.44'	N 68°19'53" W	21°40'48"
C30A	275.00'	10.28'	10.28'	N 58°33'43" W	2°08'29"
C30B	275.00'	93.78'	93.33'	N 69°24'07" W	19°32'19"

LINE	BEARING	DISTANCE
L1	S 10°49'43" W	10.00'
L2	N 10°49'43" E	10.00'
L3	N 79°10'17" W	3.88'
L4	S 72°12'40" E	4.13'



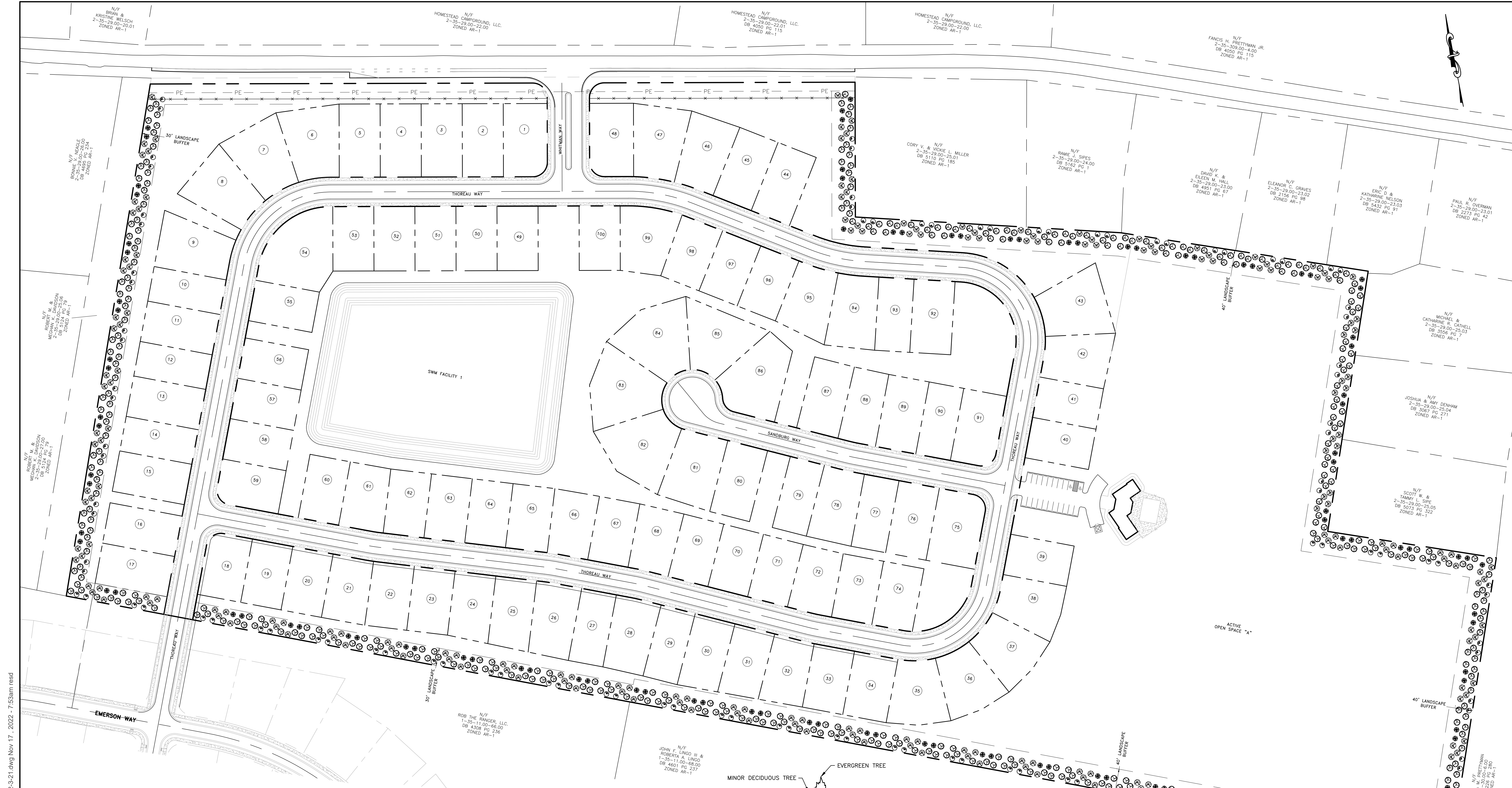
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SUSSEX COUNTY, DELAWARE**

DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS ENGINEERS SURVEYORS
SUSSEX COUNTY, DELAWARE
CALDWELL, MARYLAND
EASTON, MARYLAND
(410) 653-8900
(302) 422-1441
(410) 770-4774

PRELIMINARY SITE PLAN

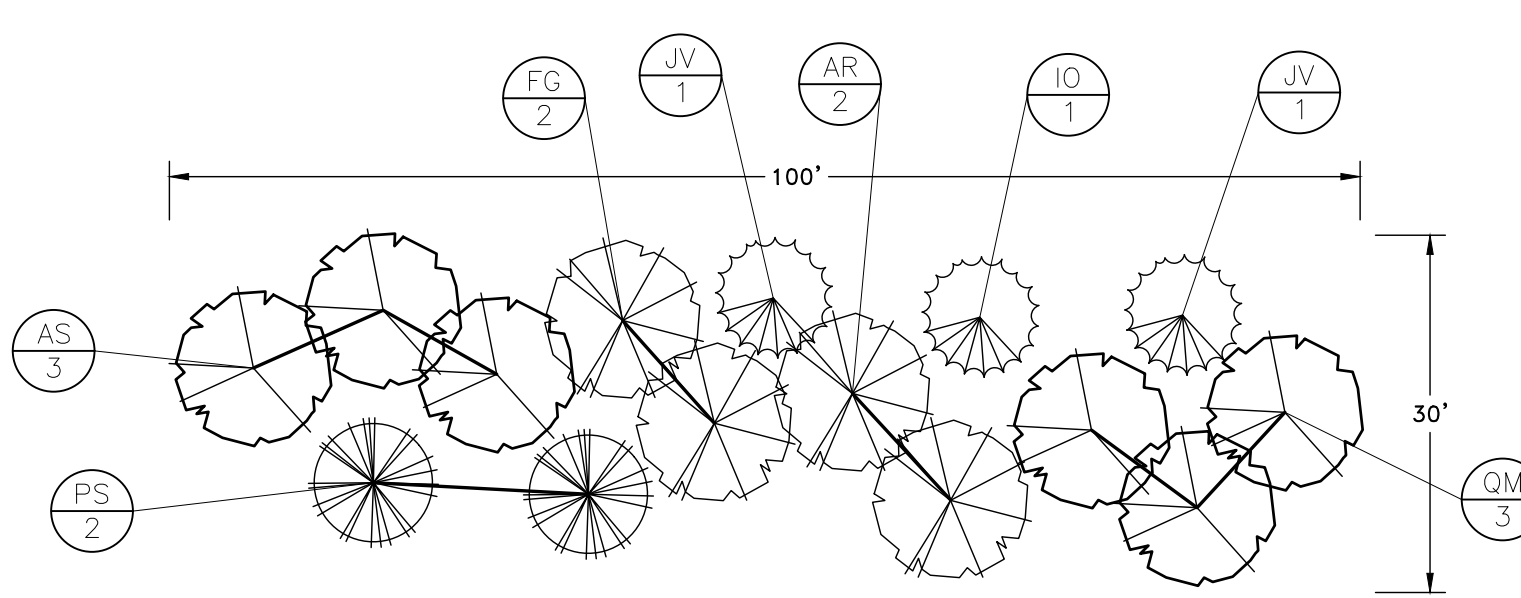
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Scale: **1"=60'**
Dwn.By: **DJR**
Proj.No.: **2269B005**
Dwg.No.:

PL-4

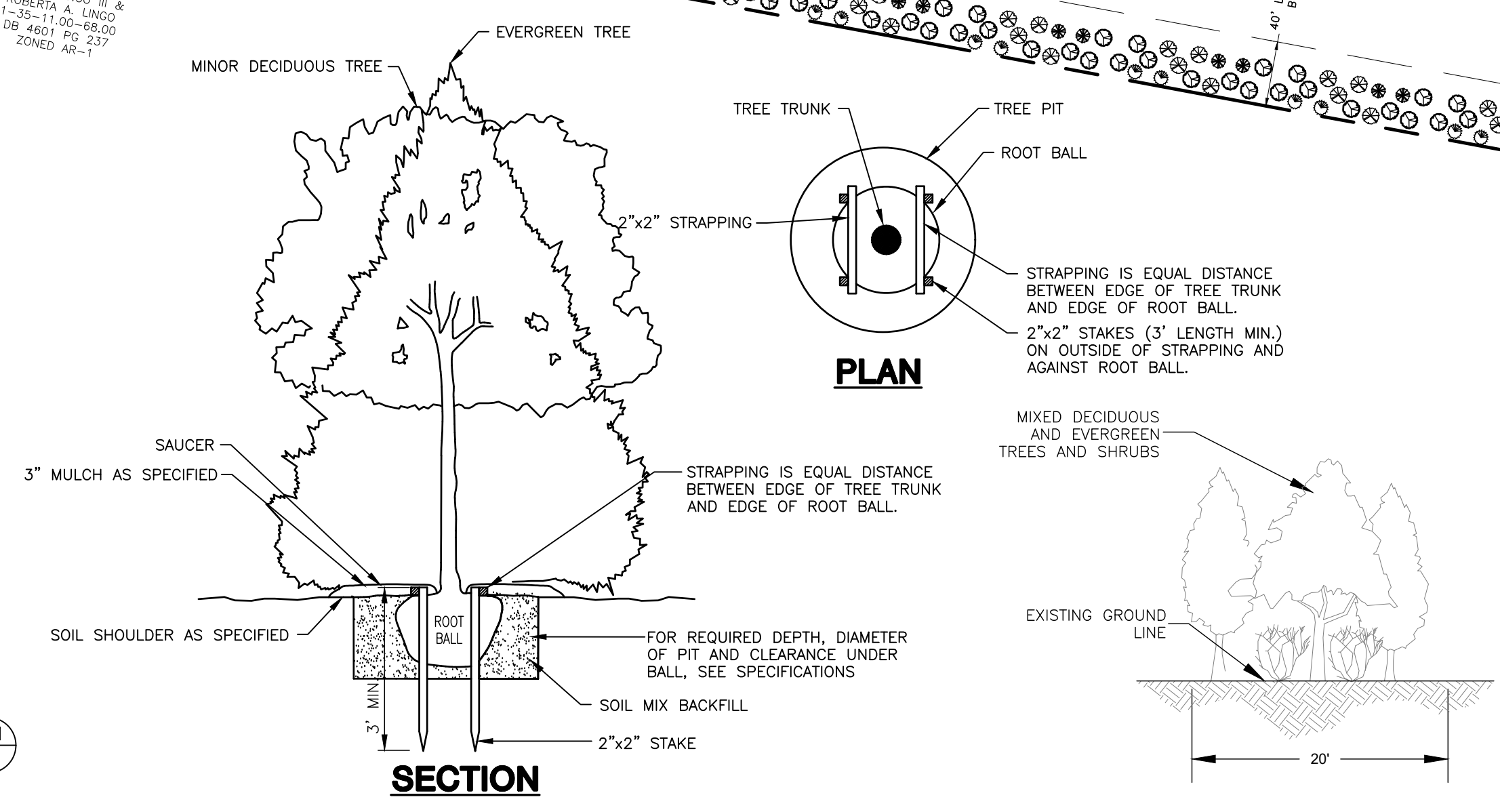


GENERAL LANDSCAPE NOTES

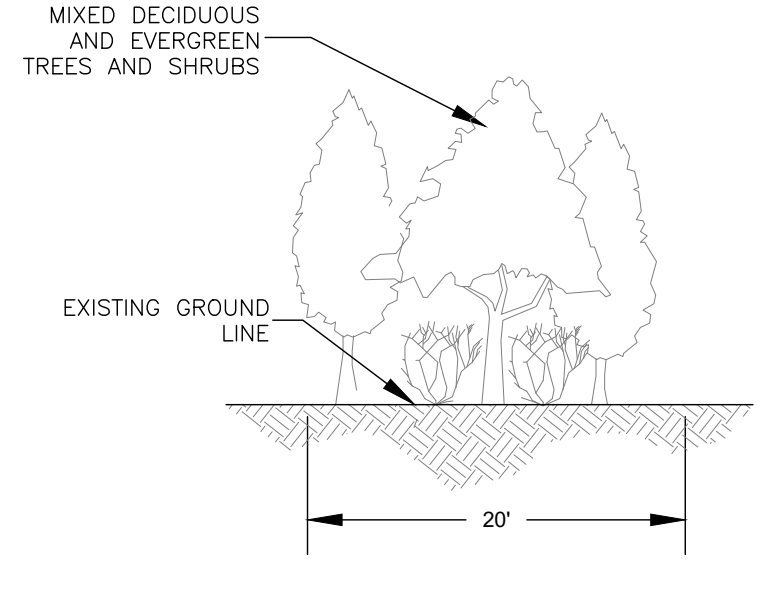
1. QUALITY AND SIZE OF PLANTS, SPREAD OF ROOTS, AND SIZE OF ROOT BALLS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN "AMERICAN STANDARDS FOR NURSERY STOCK".
2. CONTRACTOR SHALL BE REQUIRED TO GUARANTEE ALL PLANT MATERIALS FOR A PERIOD OF ONE YEAR AFTER INSTALLATION IS COMPLETE AND FINAL ACCEPTANCE OF PHASE 1 SITE WORK HAS BEEN GIVEN. AT THE END OF ONE YEAR ALL PLANT MATERIAL WHICH IS DEAD OR DYING SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE AS ORIGINALLY SPECIFIED.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES AND MAY MAKE MINOR ADJUSTMENTS IN SPACING AND/OR LOCATION OF PLANT MATERIALS. CONTRACTOR TO VERIFY "AS BUILT" LOCATION OF ALL UTILITIES.
4. NO SUBSTITUTIONS SHALL BE MADE WITHOUT APPROVAL OF THE OWNER.
5. ALL AREAS NOT STABILIZED IN PAVING OR PLANT MATERIALS SHOULD BE SEEDED AND MULCHED. (SEE EROSION & SEDIMENT CONTROL PLAN.)
6. EVERGREEN TREES SHALL HAVE A FULL, WELL-BRANCHED, CONICAL FORM TYPICAL OF THE SPECIES.
7. ALL DECIDUOUS SHADE TREES SHALL BRANCH A MINIMUM OF 7'-0" ABOVE GROUND LEVEL. TREES SHALL BE PLANTED AND STAKED IN ACCORDANCE WITH THE STAKING DETAIL SHOWN.
8. THE FULL EXTENT OF ALL PLANTING BEDS SHALL RECEIVE 4" OF TOPSOIL AND 3" OF SHREDDED HARDWOOD MULCH PER SPECIFICATIONS.
9. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTINGS SHOWN ON THIS DRAWING AND AS SPECIFIED.
10. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS THE PLANT'S ORIGINAL GRADE BEFORE DIGGING.
11. THE CONTRACTOR SHALL WATER ALL PLANTS THOROUGHLY TWICE DURING THE FIRST 24-HOUR PERIOD AFTER PLANTING, AND THEN WEEKLY OR MORE OFTEN, IF NECESSARY, DURING THE FIRST GROWING SEASON.



TYPICAL FORESTED BUFFER 100' X 30'
NO SCALE



TREE STAKING DETAIL
NO SCALE



BUFFER DETAIL
NO SCALE

LANDSCAPE ARCHITECT'S STATEMENT

I, TIMOTHY M. METZNER, HEREBY STATE THAT I AM A REGISTERED LANDSCAPE ARCHITECT IN THE STATE OF DELAWARE, THAT THE INFORMATION SHOWN HEREON HAS BEEN PREPARED UNDER MY SUPERVISION AND TO MY BEST KNOWLEDGE AND BELIEF REPRESENTS GOOD ENGINEERING PRACTICES AS REQUIRED BY THE APPLICABLE LAWS OF THE STATE OF DELAWARE.

by TIMOTHY M. METZNER, DATE
DAVIS, BOWEN & FRIEDEL, INC.
1 PARK AVENUE
MILFORD, DELAWARE, 19963



**WYNFORD PRESERVE
RESIDENTIAL COMMUNITY
SUSSEX COUNTY, DELAWARE**

DAVIS, BOWEN & FRIEDEL, INC.
ARCHITECTS ENGINEERS SURVEYORS
CALDWELL, MARYLAND
MILFORD, DELAWARE
EASTON, MARYLAND
(410) 443-0000
(302) 421-1441
(410) 770-4744

PRELIMINARY LANDSCAPE PLAN

Revisions:

Date: **DECEMBER 2022**

Scale: **1"=80'**

Dwn.By: **DJR**

Proj.No.: **2269B005**

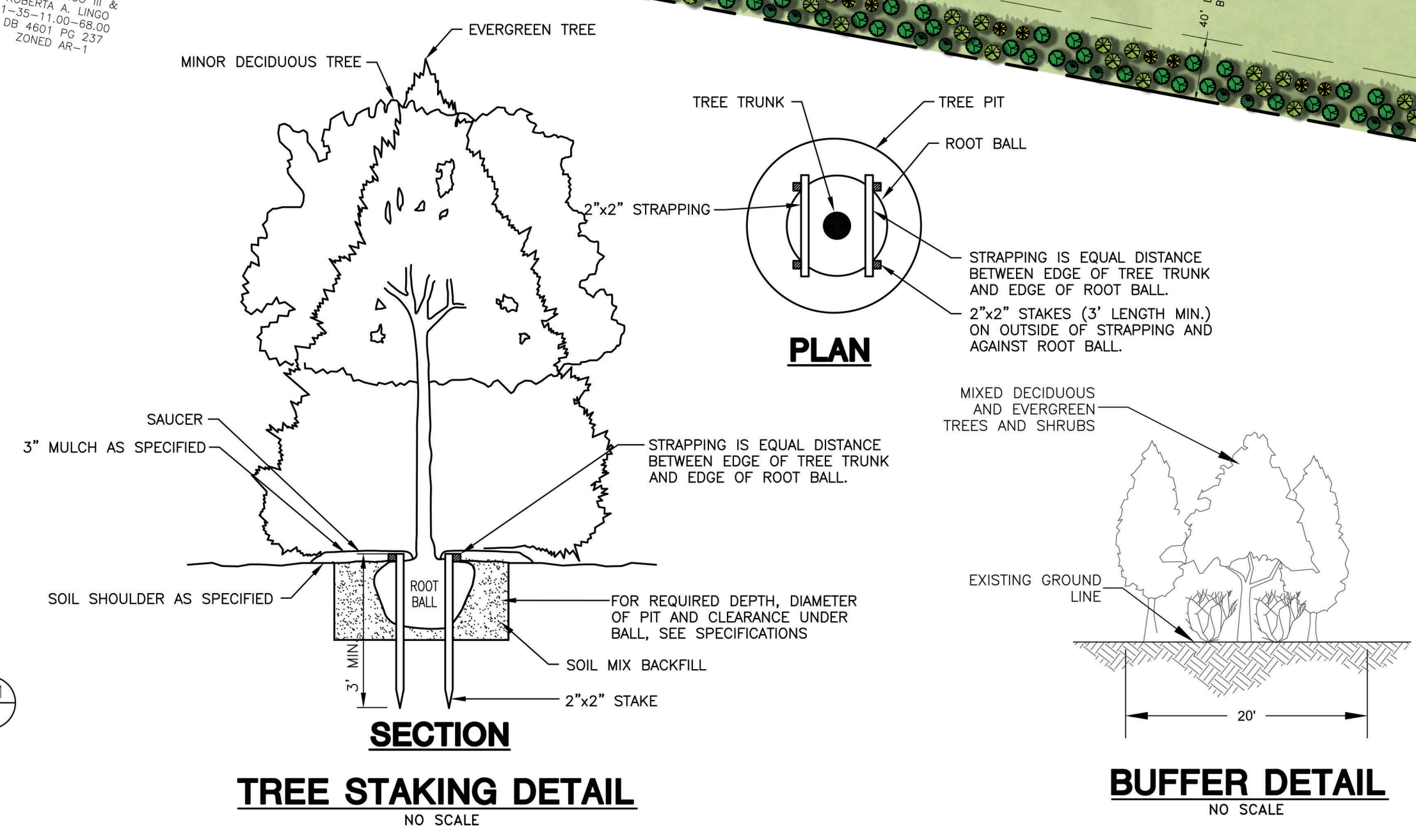
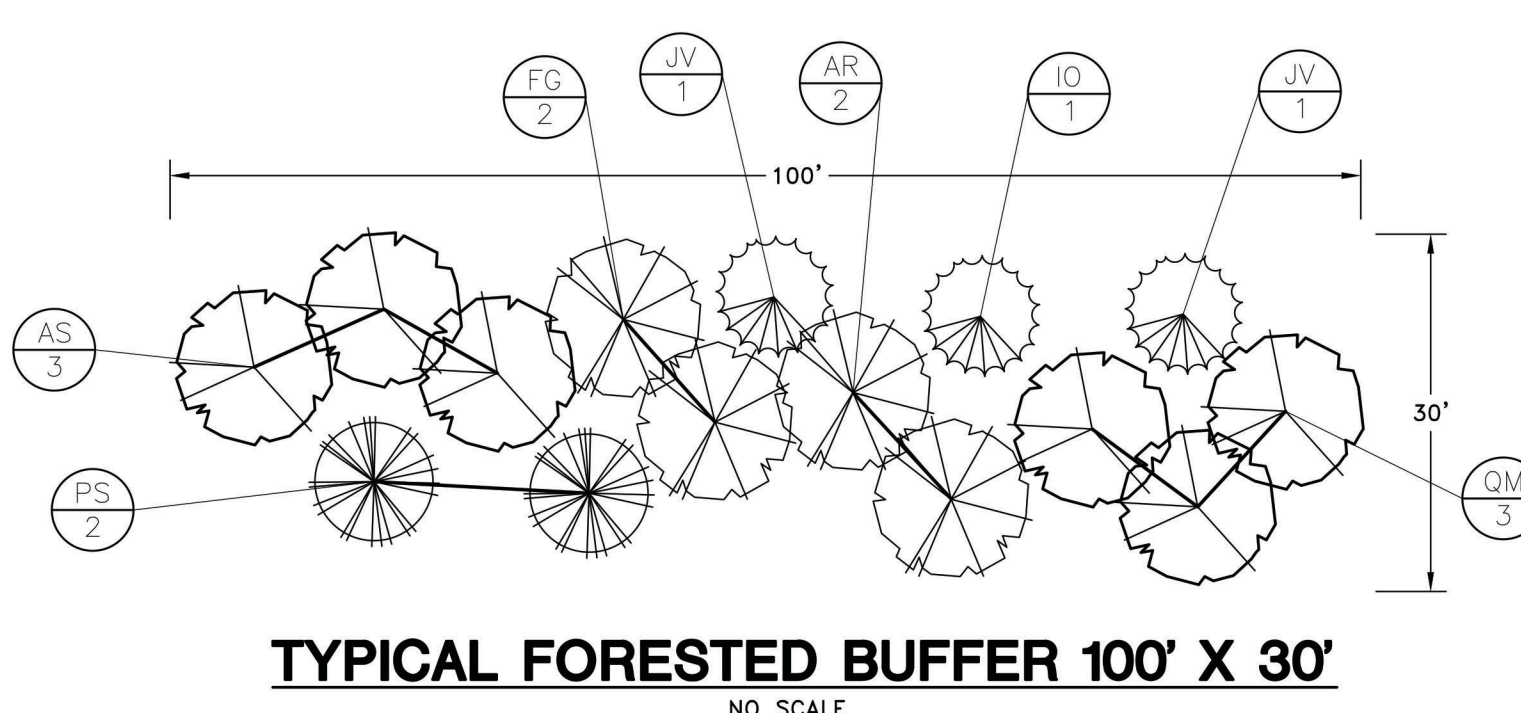
Dwg.No.: **PL-5**

E



GENERAL LANDSCAPE NOTES

1. QUALITY AND SIZE OF PLANTS, SPREAD OF ROOTS, AND SIZE OF ROOT BALLS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN "AMERICAN STANDARDS FOR NURSERY STOCK".
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by TIMOTHY M. METZNER, DATE _____
 DAVIS, BOWEN & FRIEDEL, INC.
 1 PARK AVENUE
 MILFORD, DELAWARE, 19963



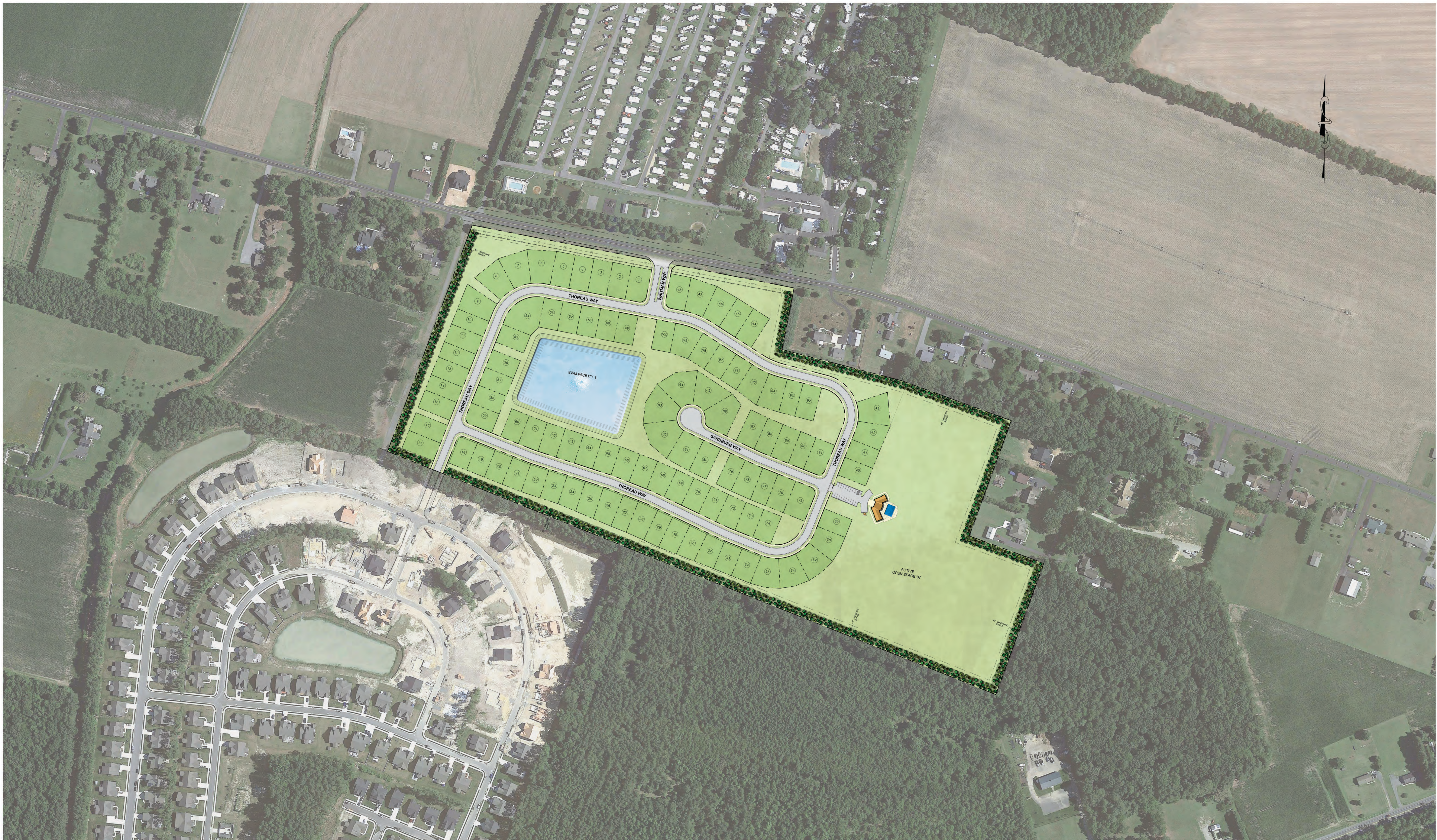
dbf DAVIS, BOWEN & FRIEDEL, INC.
 ARCHITECTS ENGINEERS SURVEYORS
 1000 MARKET STREET
 MILFORD, DELAWARE 19963
 (302) 424-1441
 EASTON, MARYLAND (410) 770-4744

**WYNFORD PRESERVE
 RESIDENTIAL COMMUNITY
 SUSSEX COUNTY, DELAWARE**

Revisions:
 Date: DECEMBER 2022
 Scale: 1"=80'
 Dwn.By: DJR
 Proj.No.: 2269B005
 Dwg.No.: PL-5

C:\Users\WCC\OneDrive\Local\Microsoft\Windows\NCache\Content\Outlook\FG70B\5\PRELIMINARY PLAN 12-3-21.dwg Nov 17, 2022 - 10:54am mck

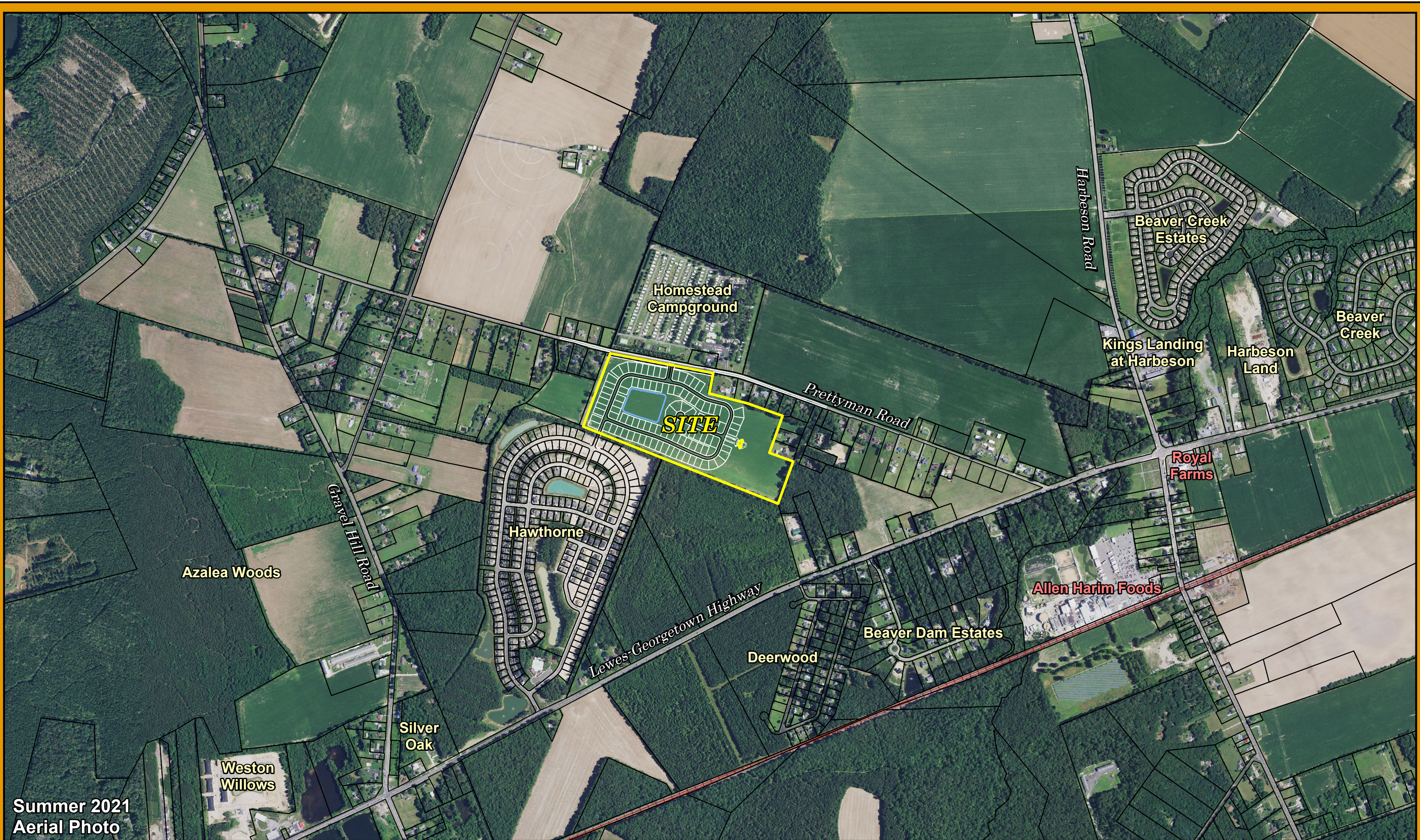
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WYNFORD PRESERVE

Sussex County, Delaware

Exhibit 1



Summer 2021
Aerial Photo

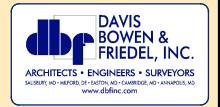
Sources:
Tax Parcels per Sussex County

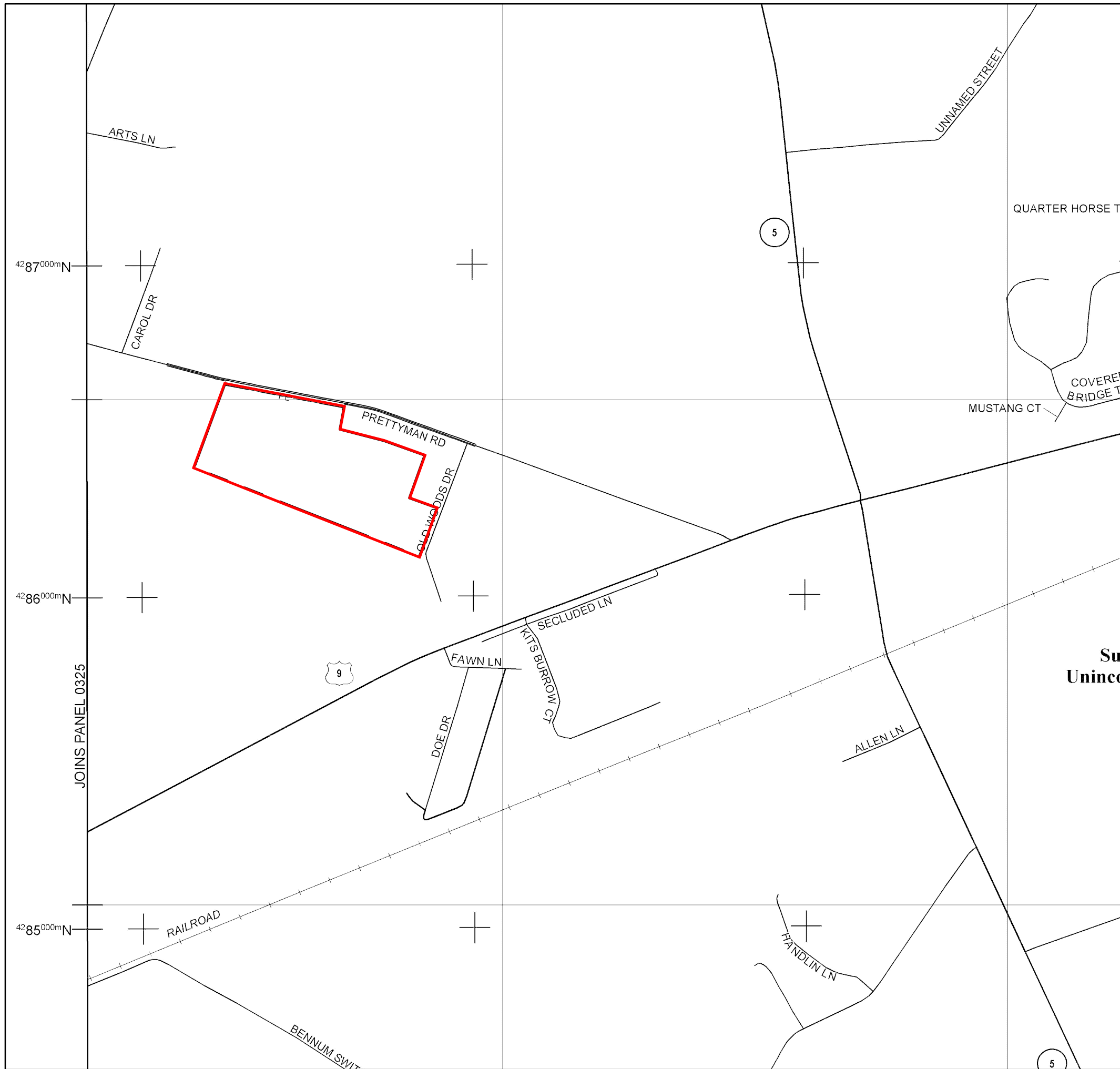


Surrounding Communities Map

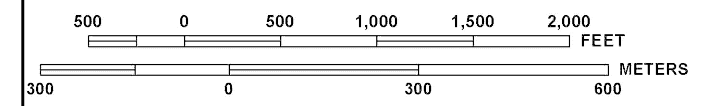
Wynford Preserve

Sussex County, Delaware





MAP SCALE 1" = 1000'



NFIP

PANEL 0310L

FIRM
FLOOD INSURANCE RATE MAP
SUSSEX COUNTY,
DELAWARE
AND INCORPORATED AREAS

PANEL 310 OF 660
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SUSSEX COUNTY	100029	0310	L

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
10005C0310L
MAP REVISED
JUNE 20, 2018

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

JOINS PANEL 0325

5

5

9

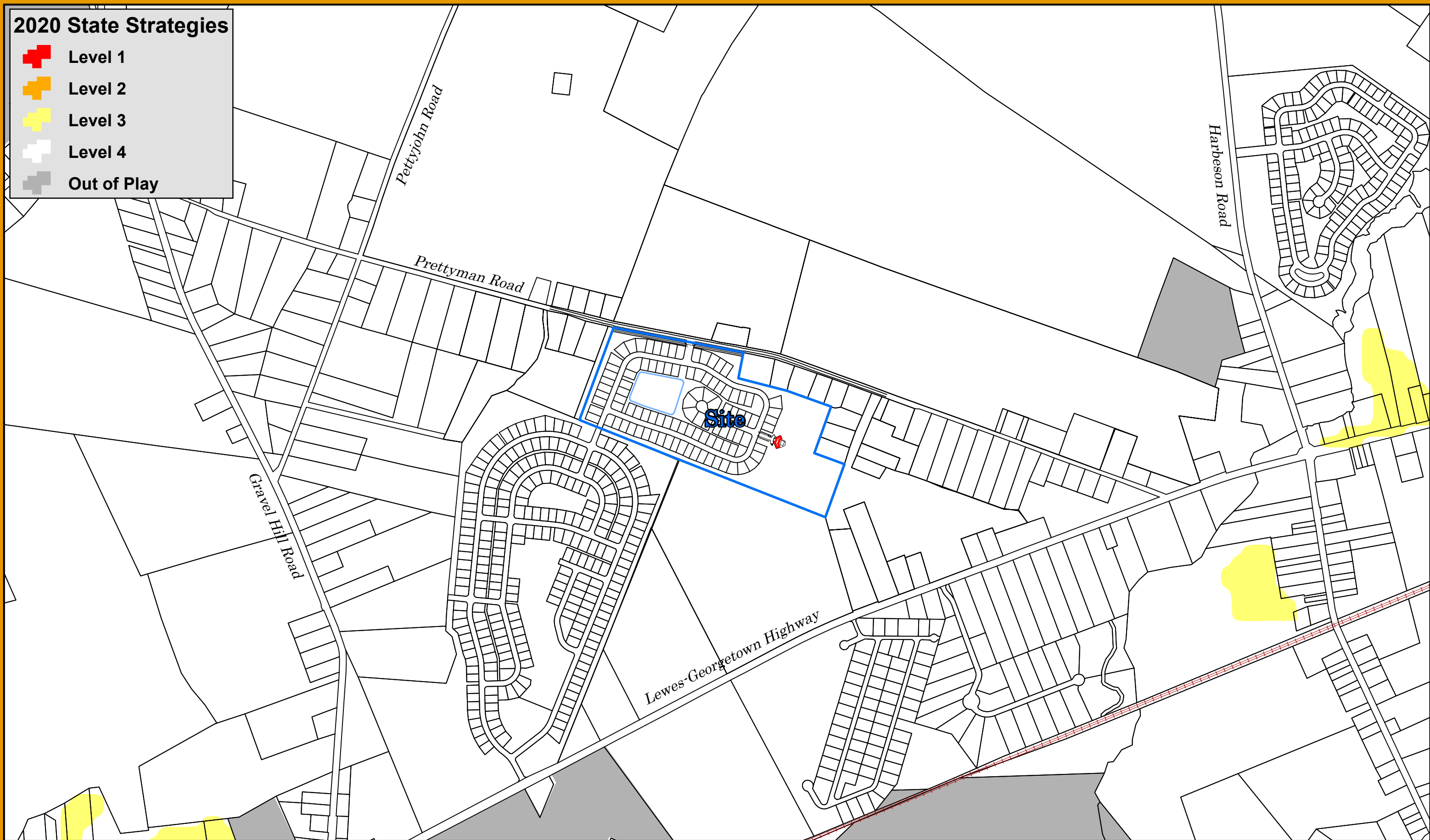
4287000mN

4286000mN

4285000mN

2020 State Strategies

-  Level 1
-  Level 2
-  Level 3
-  Level 4
-  Out of Play












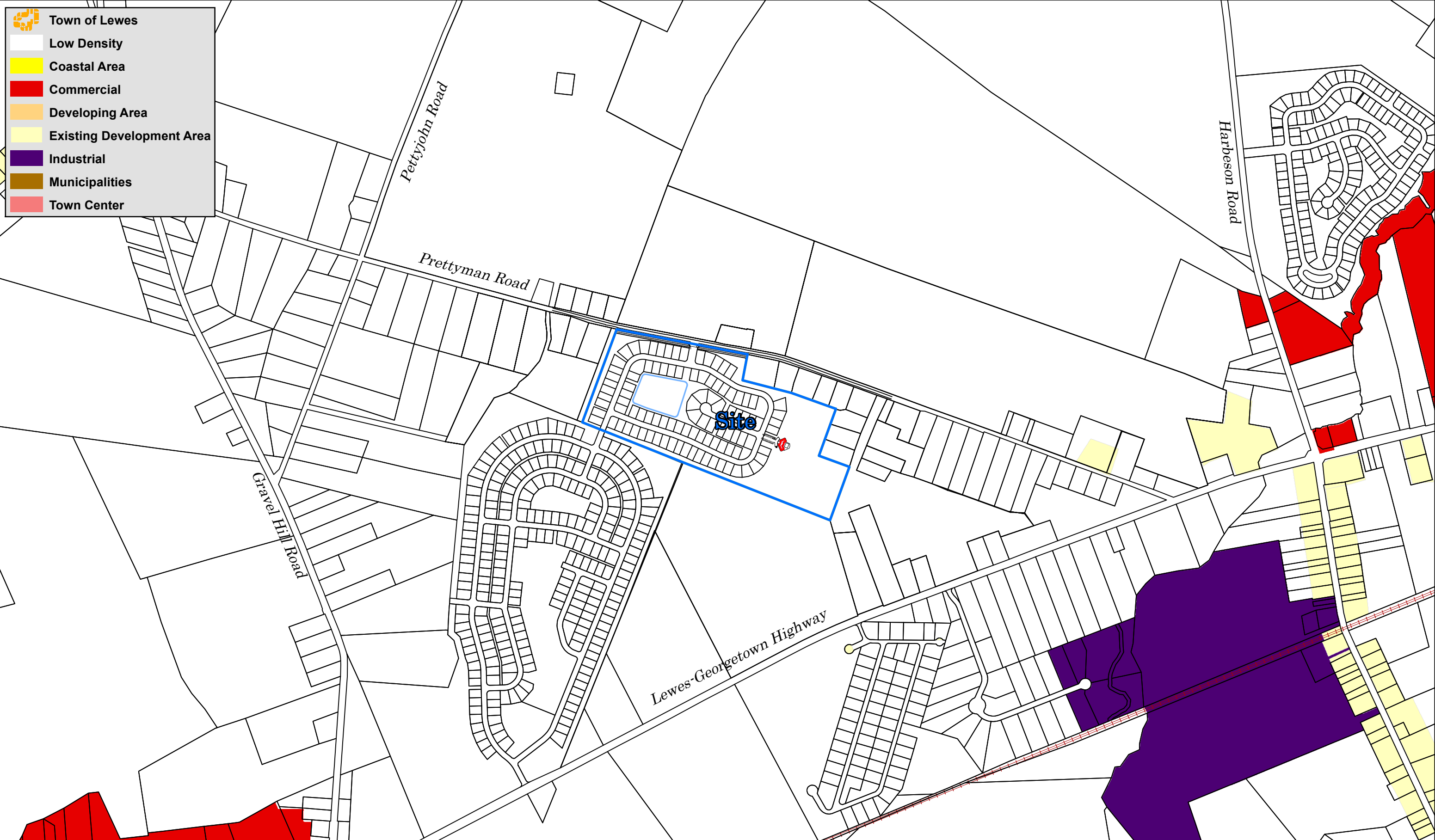
Sources:
Tax Parcels per Sussex County



2020 State Strategies Wynford Preserve Sussex County, Delaware

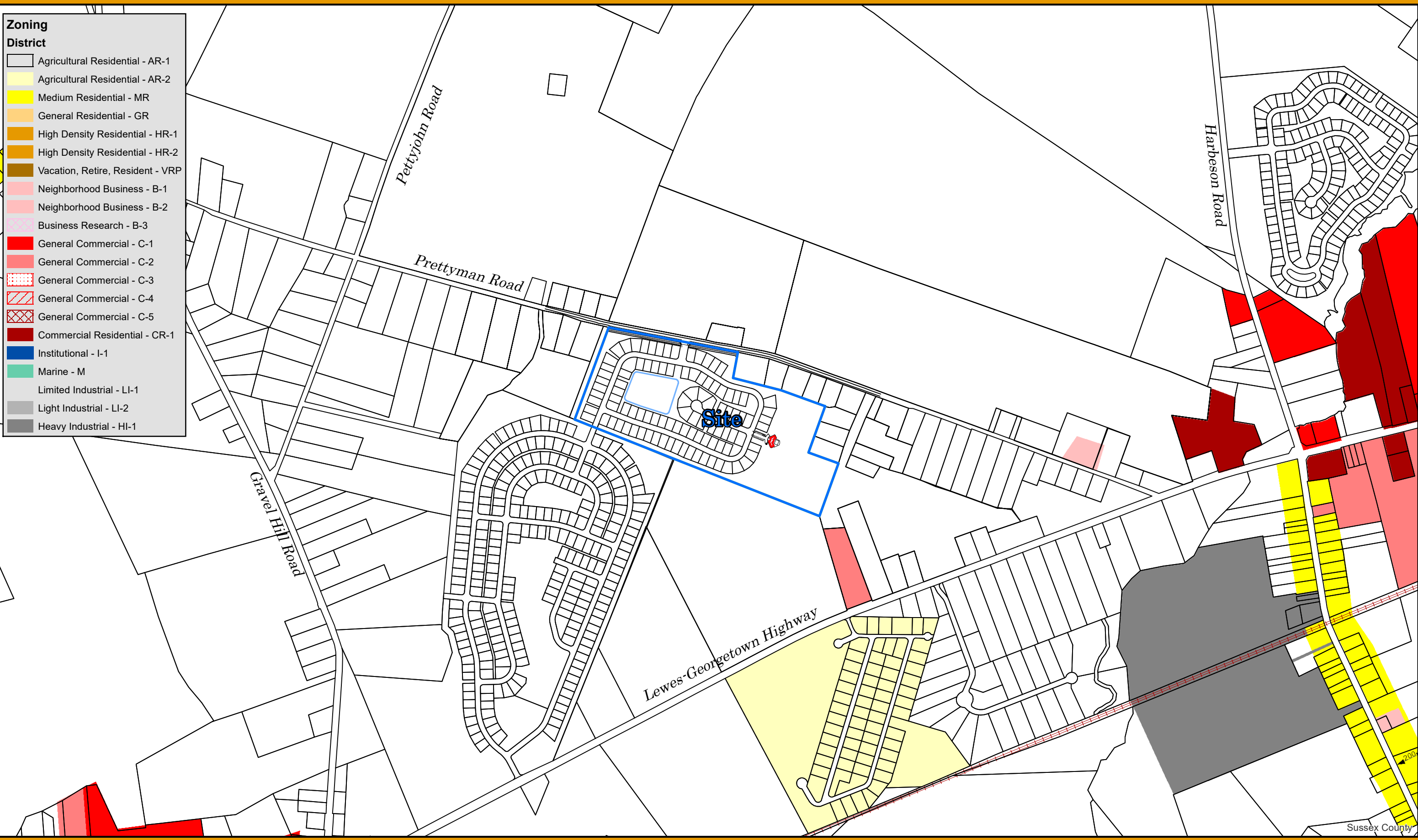


-  Town of Lewes
-  Low Density
-  Coastal Area
-  Commercial
-  Developing Area
-  Existing Development Area
-  Industrial
-  Municipalities
-  Town Center



Zoning District

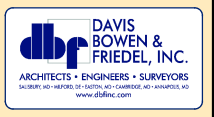
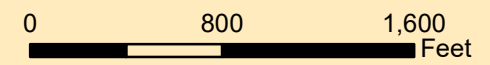
	Agricultural Residential - AR-1
	Agricultural Residential - AR-2
	Medium Residential - MR
	General Residential - GR
	High Density Residential - HR-1
	High Density Residential - HR-2
	Vacation, Retire, Resident - VRP
	Neighborhood Business - B-1
	Neighborhood Business - B-2
	Business Research - B-3
	General Commercial - C-1
	General Commercial - C-2
	General Commercial - C-3
	General Commercial - C-4
	General Commercial - C-5
	Commercial Residential - CR-1
	Institutional - I-1
	Marine - M
	Limited Industrial - LI-1
	Light Industrial - LI-2
	Heavy Industrial - HI-1



Sussex County Zoning Map

Wynford Preserve

Sussex County, Delaware





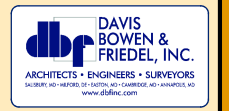
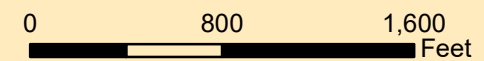
Spring 1992
Aerial Photo

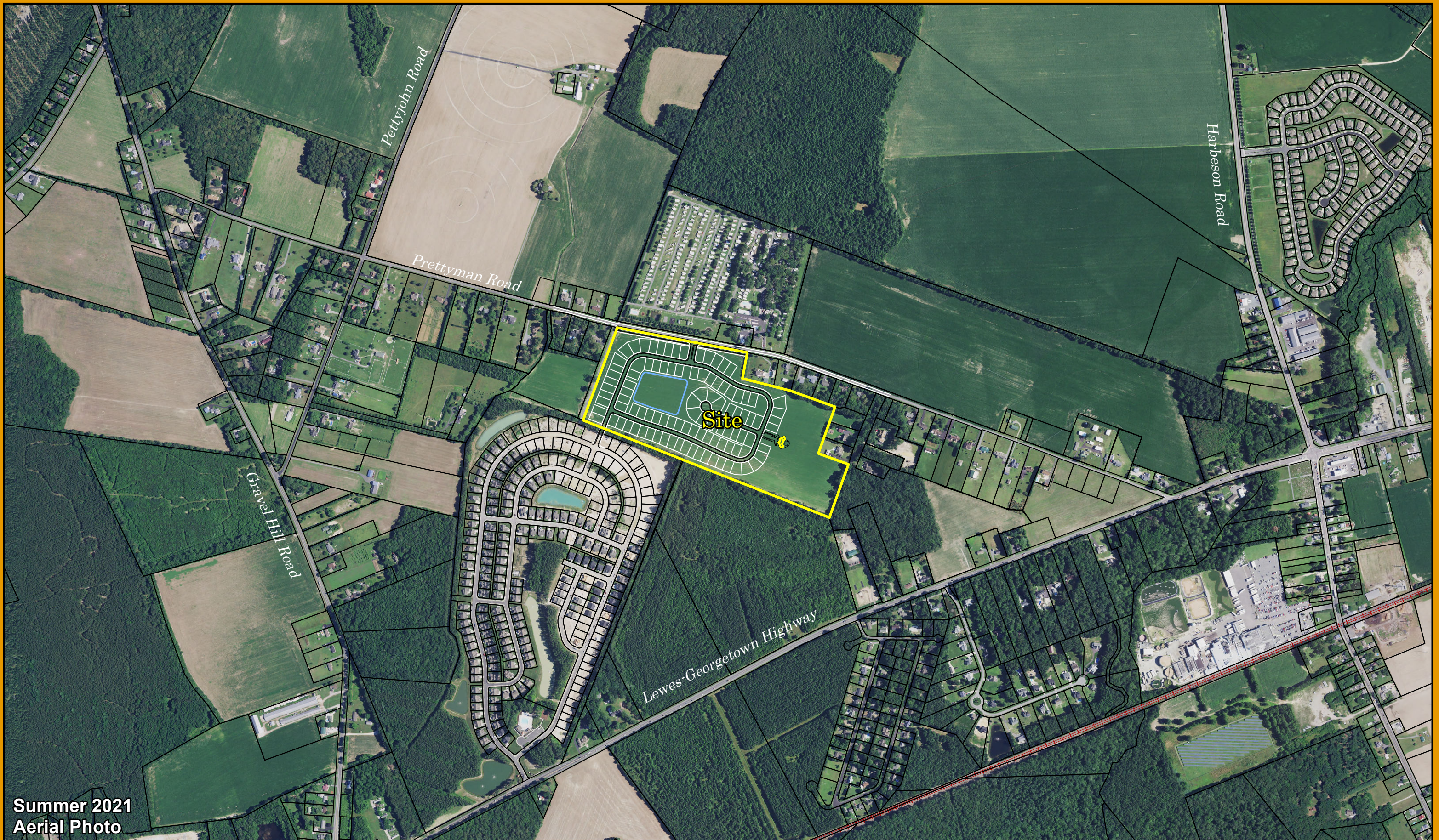


November 2022

1992 Aerial Photo
Wynford Preserve
Sussex County, Delaware

Sources:
Tax Parcels per Sussex County





Summer 2021
Aerial Photo

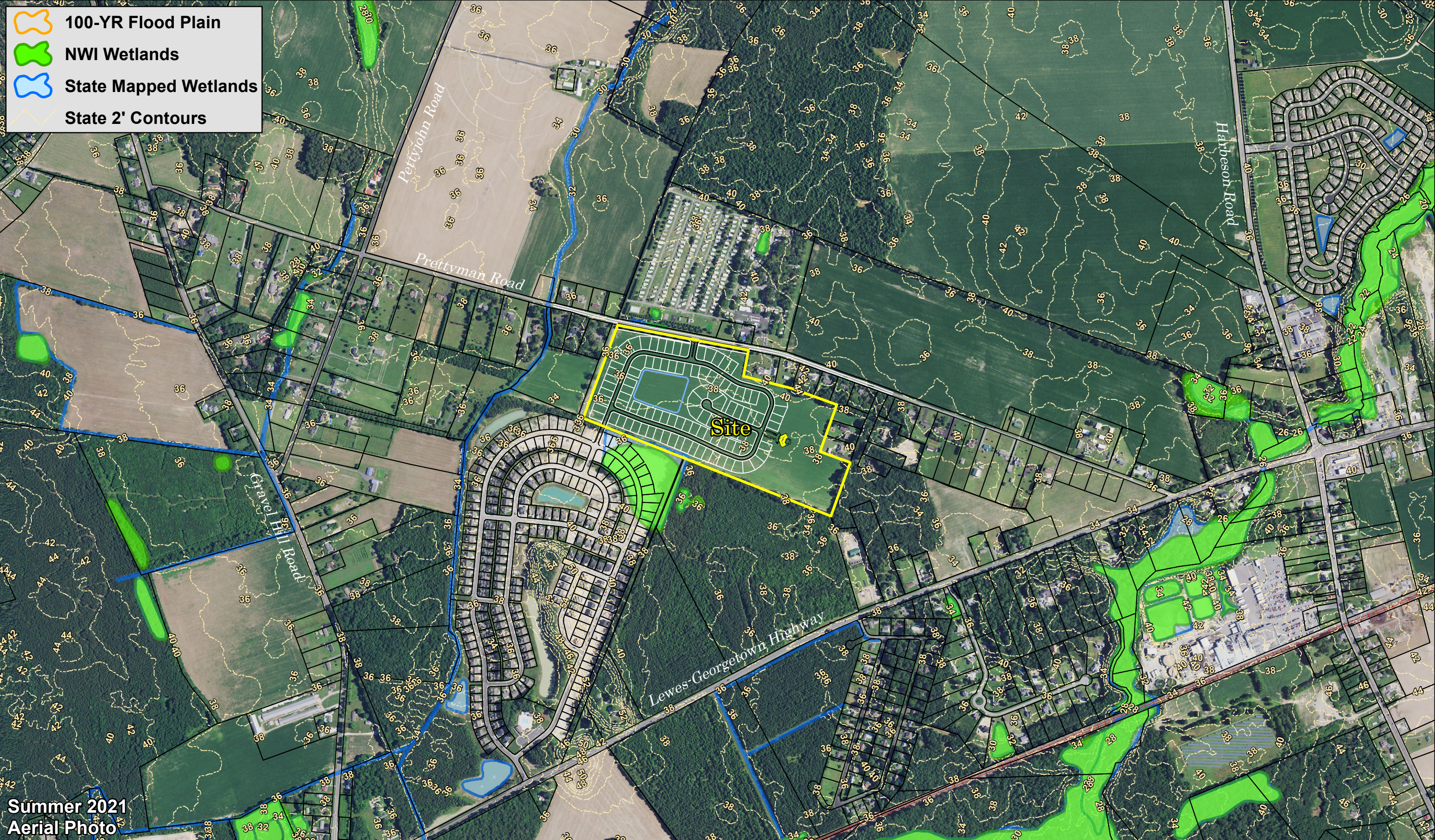
Sources:
Tax Parcels per Sussex County



2021 Aerial Photo
Wynford Preserve
Sussex County, Delaware

0 800 1,600
Feet





Summer 2021
Aerial Photo

Sources:
Tax Parcels per Sussex County





November 2022

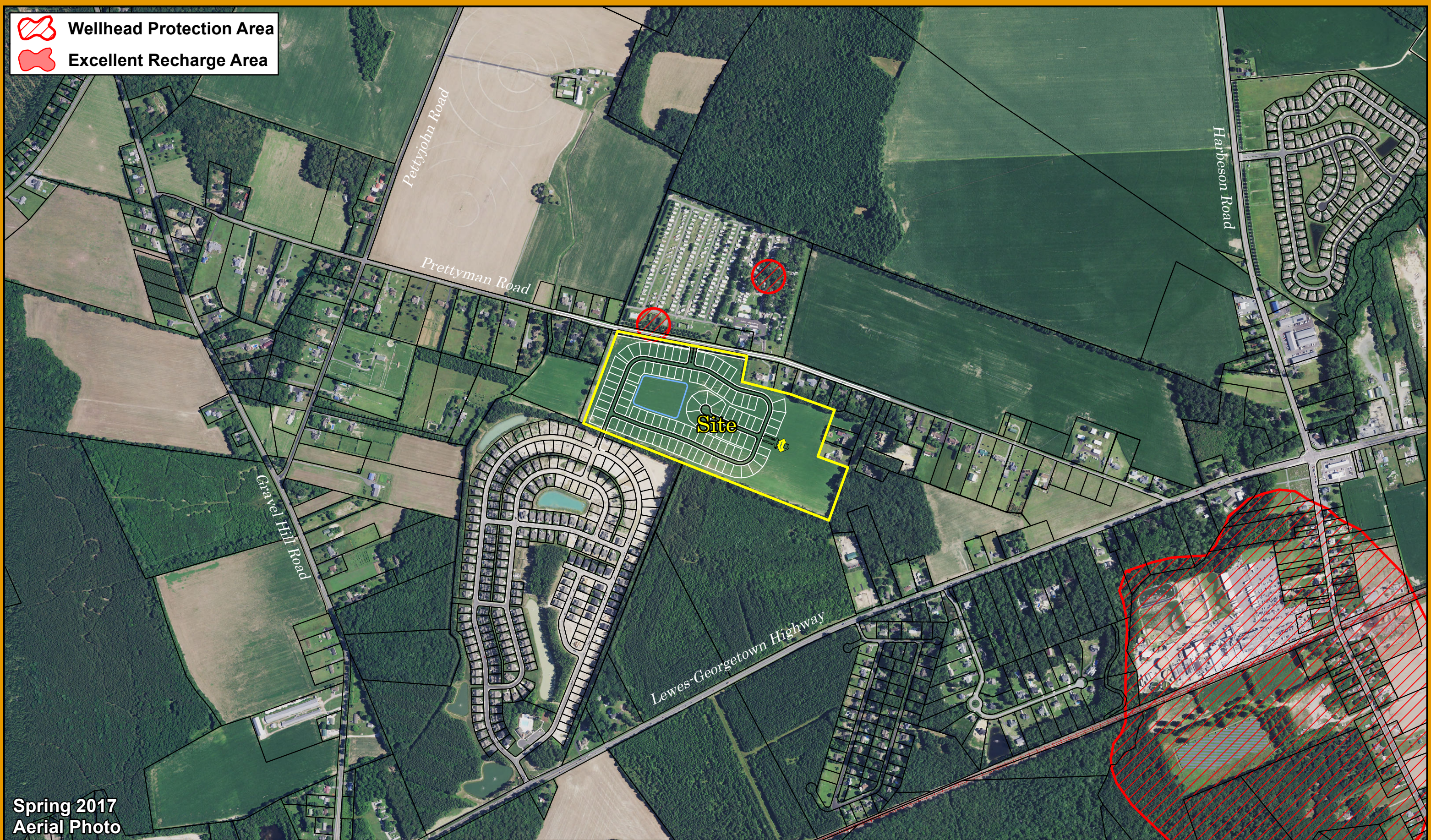
Environmental Map

Wynford Preserve

Sussex County, Delaware




-  Wellhead Protection Area
-  Excellent Recharge Area



Spring 2017
Aerial Photo

Sources:
Tax Parcels per Sussex County

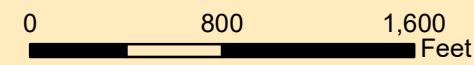
November 2022



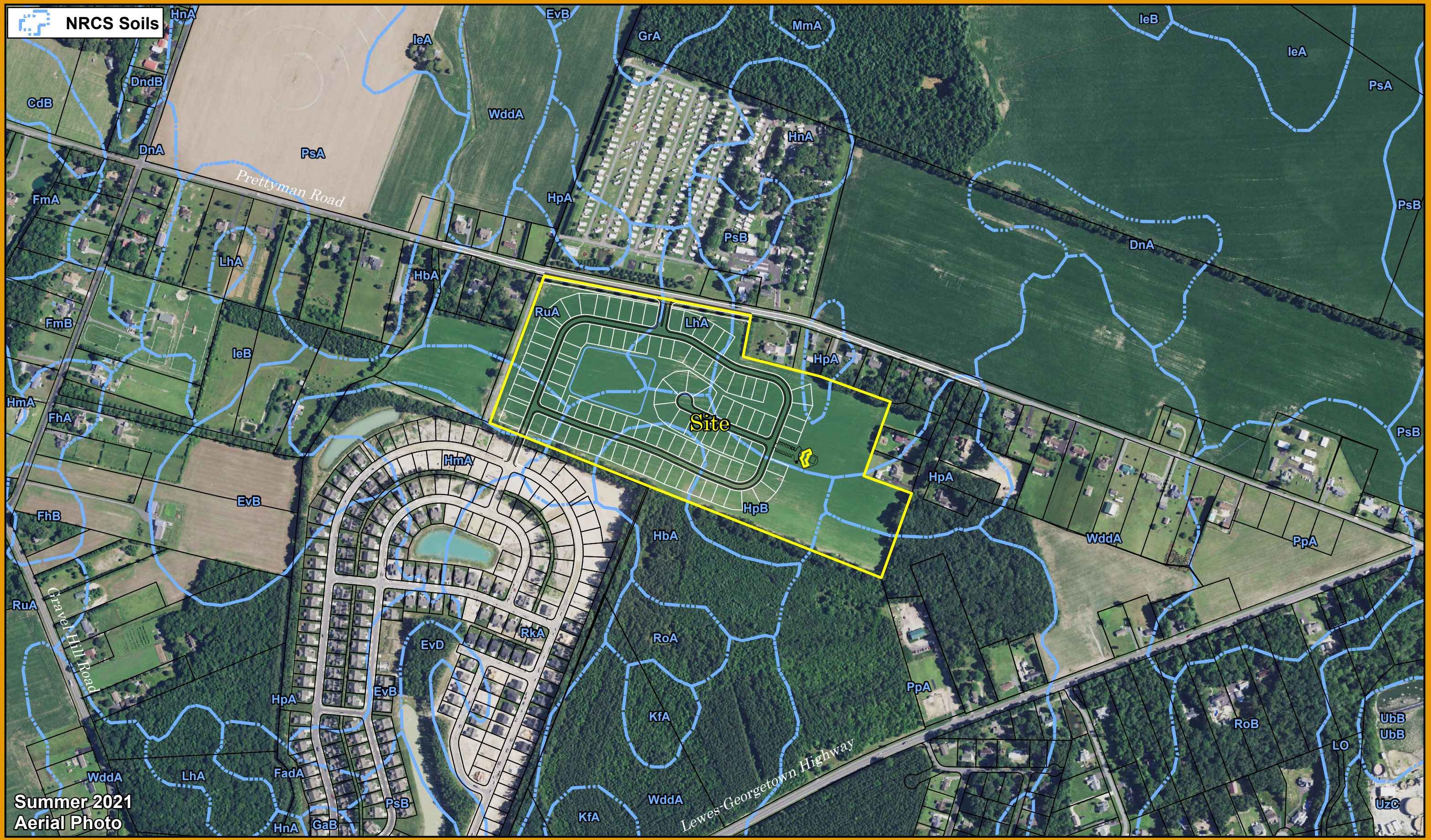
Source Water Protection Areas

Wynford Preserve

Sussex County, Delaware




 **NRCS Soils**



Summer 2021
Aerial Photo

Sources:
Tax Parcels per Sussex County

N November 2022



NCRS Soil Survey
Wynford Preserve
Sussex County, Delaware

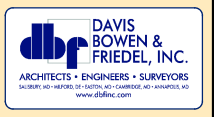


Exhibit 2

TAX MAP AND PARCEL #: 235-29.00-25.00
PREPARED BY & RETURN TO:
Steen, Waehler & Schrider-Fox, LLC
92 Atlantic Avenue, Unit B
Ocean View, DE 19970
File No. 21-2313/JRP

THIS DEED, made this 20th day of May, 2021,

- BETWEEN -

JAMES WEST PRETTYMAN, SUCCESSOR TRUSTEE OF THE IRMA M. PRETTYMAN REVOCABLE TRUST DATED NOV. 19, 2004, of 2100 Ocean Drive, Apartment 8K, Fort Lauderdale, FL 33316, party of the first part,

- AND -

PRETTYMAN ROAD DEVELOPMENT, LLC, a limited liability company of the State of Delaware, of 16255 Sussex Highway, Bridgeville, DE 19933, party of the second part.

WITNESSETH: That the said party of the first part, for and in consideration of the sum of **One Million Two Hundred Thousand and 00/100 Dollars (\$1,200,000.00)**, lawful money of the United States of America, the receipt whereof is hereby acknowledged, hereby grants and conveys unto the party of the second part, and its successors and assigns, in fee simple, the following described lands, situate, lying and being in Sussex County, State of Delaware:

ALL THAT CERTAIN lot, piece or parcel of land and woodland located on both sides of the road leading from Sand Hills to Beaver Dam in Broadkill Hundred in Sussex County and the State of Delaware, bounded and described as follows, to wit:

BEGINNING on the West side of the aforesaid road, where the lands now or formerly of Alton Rogers adjoining Robert B. Horsey etux at the old wood road; thence North 63.25 degrees West to a stone along the road among lands now or formerly of William H. Prettyman, Sr.; thence North 13.5 degrees East 68 perches to a pile of brickbats and post adjoining lands now or formerly of George A. Rust; thence North 62.25 degrees West 62.25 perches to the land formerly of Lodawick W. Atkins, marked by a stone along George A. Rust land; thence along land formerly of Lodawick W. Atkins, South 28 degrees West 81.5 perches to the aforesaid road; thence North 72.5 degrees West 2.6 perches to a post along the road; thence South 28 degrees West 53.5 perches to a post along lands now or formerly of James T. Carey to lands now or formerly of Absolum Rust; thence South 61 degrees 62 perches along Rust land to a post; thence

South 26 degrees 6 perches to a post along lands now or formerly of David R. Ennis; thence 61.5 degrees East 85.9 perches to a cedar post adjoining lands now or formerly of Charles R. Davidson; thence North 26 degrees 24 feet to lands owned by Robert B. Veasey etux (purchased of Alton Rogers); thence Northward along the Veasey land to the old road, known as Woods Road, thence meandering with the Woods Road Easterly 250 feet to the aforesaid Sand Hill Road or place of beginning, containing 88 acres of land, more or less.

EXCEPTING from the described lands, all those certain lots, pieces and parcels of land being designated as Lots Nos. One (1) and Two (2), as shown on a plot prepared by Walter R. Todd, said plot dated August 4, 2004, and filed for record in the Office of the Recorder of Deeds in and for Sussex County at Georgetown, Delaware in Plot Book 88, Page 110.

ALSO EXCEPTING from the above described lands any conveyances by these grantors prior to the execution and recording of this deed.

BEING SUBJECT, however, to the reservations, restrictions, conditions and covenants of record and subject to such state of facts as an accurate survey and/or inspection of the lands and premises will disclose, the operation and effect of any zoning laws, and building restrictions imposed by public authority; and easements and public utility grants of record.

THIS PROPERTY is located in the vicinity of land used primarily for agricultural purposes on which normal agricultural uses and activities have been afforded the highest priority status. It can be anticipated that such agricultural uses and activities may now or in the future involve noise, dust, manure and other odors, the use of agricultural chemicals and nighttime farm operations. The use and enjoyment of this property is expressly conditioned on acceptance of any annoyance or inconvenience which may result from such normal agricultural uses and activities.

THIS PARCEL of land is subject to Koeppel-Robinson Tax Ditch right of way and/or assessment pursuant to Superior Court Order C.A. No. 06M-11-112 dated the 4th day of January, 2007 and filed for record January 20, 2007 in the Office of the Recorder of Deeds in and for Sussex County, Delaware in Tax Ditch Book 3, Page 186.

BEING the same undivided fifty percent (50%) interest in lands conveyed to James West Prettyman, Successor Trustee of the Irma M. Prettyman Revocable Trust dated Nov. 19, 2004 from James West Prettyman, Successor Trustee of the William H. Prettyman Revocable Trust dated November 19, 2004, by Corrective and Confirmatory Deed dated March 16, 2021 and recorded May 6, 2021 in the Office of the Recorder of Deeds in and for Sussex County, Delaware in Deed Book 5461, page 113.

ALSO BEING the same lands conveyed to William H. Prettyman, Trustee of the William H. Prettyman Revocable Trust dated November 19, 2004, as to an undivided fifty percent (50%) interest, said interest conveyed in the deed referenced above, and to Irma M. Prettyman, Trustee of the Irma M. Prettyman Revocable Trust dated November 19, 2004, as to an undivided fifty percent (50%) interest, from William H. Prettyman, Jr. and Irma M. Prettyman a/k/a Blanche I. Prettyman, recorded in the Office of the Recorder of Deeds, aforesaid, on the 7th day of September, 2005 in Deed Book 3198, page 140.

SUBJECT to any and all restrictions, reservations, conditions, easements and agreements of record in the Office of the Recorder of Deeds in and for Sussex County, Delaware.

IN WITNESS WHEREOF, the party of the first part has hereunto set his Hand and Seal the day and year first above written.

**IRMA M. PRETTYMAN REVOCABLE
TRUST DATED NOV. 19, 2004**



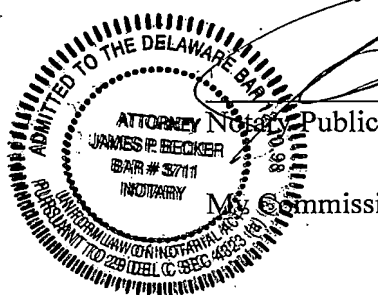
Witness

By:  (SEAL)
James West Prettyman, Successor Trustee

STATE OF DELAWARE :
: SS
COUNTY OF SUSSEX :

BE IT REMEMBERED, that on May 20, 2021, personally came before me, the subscriber, James West Prettyman, Successor Trustee of the Irma M. Prettyman Revocable Trust dated Nov. 19, 2004, party of the first part to this Indenture, known to me personally to be such, and acknowledged this Indenture to be his act and deed as Trustee and the act of deed of said Trust; that the signature of the Trustee is in his own proper handwriting and by his authority to act; and that the act of signing, sealing, acknowledging and delivering the said Indenture is within his power as Trustee.

GIVEN under my Hand and Seal of Office the day and year aforesaid.



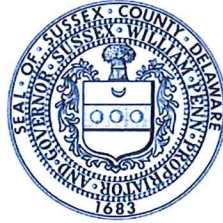
Notary Public
Commission Expires: N/A

Exhibit 3

**GEOGRAPHIC INFORMATION
OFFICE**

MEGAN NEHRBAS
SENIOR MANAGER OF GEOGRAPHIC
INFORMATION SYSTEMS (GIS)

(302) 855-1176 T
(302) 853-5889 F



Sussex County

DELAWARE
sussexcountyde.gov

February 9, 2022

Dustin J. Ressler
Davis, Bowen & Friedel, Inc.
601 E Main St #100
Salisbury, MD 21804

RE: Proposed Subdivision Name(s)

Our department has reviewed the name(s) submitted for your proposed subdivision located in Georgetown, DE (parcel 235-29.00-25.00). In reviewing the proposed name(s) the following has been approved for this subdivision:

Wynford Preserve

Should you have any questions please contact the Sussex County Geographic Information Department at 302-855-1176.

Sincerely,

Brian L. Tolley
GIS Specialist II

CC:
Christin Scott, Planning & Zoning



**GEOGRAPHIC INFORMATION
OFFICE**

MEGAN NEHRBAS
SENIOR MANAGER OF GEOGRAPHIC
INFORMATION SYSTEMS (GIS)
(302) 855-1176 T
(302) 853-5889 F



Sussex County
DELAWARE
sussexcountyde.gov

February 11, 2022

Dustin J. Ressler
Davis, Bowen & Friedel, Inc.
601 E Main St #100
Salisbury, MD 21804

RE: Wynford Preserve Approved Streets

Our office has received proposed street name(s) for your future subdivision, **Wynford Preserve**, located on parcel 235-29.00-25.00 in Georgetown, DE 19947. Based on our review the following proposed street name(s) have been **approved**:

Whitman Way	Sandburg Way
-------------	--------------

Use only road names **approved** and issued by this office on letterhead or you will be required to rerecord. Each street name is to be used only once.

Upon final approval of **Wynford Preserve** please forward a digital copy of the recorded site plan to my attention for the purpose of addressing. Should you have any questions, please contact the **Geographic Information Office** at 302-855-1176.

Sincerely,

Brian L. Tolley
GIS Specialist II

CC: Christin Scott, Office of Planning & Zoning



Exhibit 4



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

NICOLE MAJESKI
SECRETARY

November 4, 2022

Ms. Dawn M. Riggi, P.E.
Davis Bowen & Friedel, Inc.
1 Park Avenue
Milford, DE 19963

Dear Ms. Riggi,

The enclosed Traffic Impact Study (TIS) review letter for the **Prettyman Property – Prettyman Road** (Tax Parcel: 235-29.00-25.00) development has been completed under the responsible charge of a registered professional engineer whose firm is authorized to work in the State of Delaware. They have found the TIS to conform to DelDOT's Development Coordination Manual and other accepted practices and procedures for such studies. DelDOT accepts this letter and concurs with the recommendations. If you have any questions concerning this letter or the enclosed review letter, please contact me at (302) 760-2124.

Sincerely,

Claudy Joinville
Project Engineer

CJ:km

Enclosures

cc with enclosures: Mr. Bret Mangum, Insight Homes, Inc.
Mr. Jamie Sechler, Davis, Bowen & Friedel, Inc.
Mr. David L. Edgell, Office of State Planning Coordination
Mr. Jamie Whitehouse, Sussex County Planning & Zoning
Mr. Andrew J. Parker, McCormick Taylor, Inc.
Mr. Tucker Smith, McCormick Taylor, Inc.
DelDOT Distribution

DelDOT Distribution

Brad Eaby, Deputy Attorney General
Shanté Hastings, Deputy Secretary / Director of Transportation Solutions (DOTS)
Pamela Steinebach, Director, Planning
Mark Luszcz, Deputy Director, Traffic, DOTS
Peter Haag, Chief Traffic Engineer, Traffic, DOTS
Michael Simmons, Assistant Director, Project Development South, DOTS
Wendy Carpenter, Traffic Calming & Subdivision Relations Manager, DelDOT Traffic
Todd Sammons, Assistant Director, Development Coordination
Wendy Polasko, Subdivision Engineer, Development Coordination
Sireen Muhtaseb, TIS Section Manager, Development Coordination
Alistair Probert, South District Engineer, South District
Matthew Schlitter, South District Public Works Engineer, South District
Jared Kauffman, Service Development Planner, Delaware Transit Corporation
Tremica Cherry, Service Development Planner, Delaware Transit Corporation
Anthony Aglio, Planning Supervisor, Statewide & Regional Planning
Kevin Hickman, Acting Sussex Review Coordinator, Development Coordination
Derek Sapp, Sussex County Subdivision Manager, Development Coordination
Mark Galipo, Traffic Engineer, Traffic, DOTS
Annamaria Furmato, Project Engineer, Development Coordination



November 4, 2022

Mr. Claudy Joinville
Project Engineer
DelDOT Division of Planning
P.O. Box 778
Dover, DE 19903

RE: Agreement No. 1946F
Traffic Impact Study Services
Task No. 3A Subtask 05 – Prettyman Property

Dear Mr. Joinville:

McCormick Taylor has completed its review of the Traffic Impact Study (TIS) for the Prettyman Property development prepared by Davis, Bowen & Friedel, Inc. dated February 2022. Davis, Bowen & Friedel, Inc. prepared the report in a manner generally consistent with DelDOT's Development Coordination Manual.

The TIS evaluates the impacts of the proposed Prettyman Property development, to be located along the southwest side of Prettyman Road (Sussex Road 254) approximately $\frac{3}{4}$ mile northwest of US Route 9 in Sussex County, Delaware. The proposed development would consist of 100 single family homes. One unsignalized full-movement access is proposed along Prettyman Road. Construction is anticipated to be completed in 2025.

The subject land is located on an approximately 50.64-acre parcel. The subject land is currently zoned AR-1 (Agricultural Residential). The developer does not plan to rezone the land.

Currently there are no active DelDOT projects within the study area, although there is one study. DelDOT's Coastal Corridors Study aims to study the east-west travel patterns in Sussex County including, but not limited to, Delaware Route 404 and US Route 9 including the section nearest the proposed development. Initial efforts will identify the east-west routes/corridors in northwestern Sussex County that are currently congested or are at risk for congestion based on anticipated growth in the area. The study will focus on a number of factors including longer trips from the Chesapeake Bay Bridge to the Delaware beaches and Ocean City, Maryland, regional traffic between Maryland's Eastern Shore and Sussex County, and local east-west traffic within the northwestern part of Sussex County. The latest updates indicate that the study is in the data collection / public outreach phase.

Based on our review, we have the following comments and recommendations:



The following intersection exhibits level of service (LOS) deficiencies without the implementation of physical roadway and/or traffic control improvements:

<i>Intersection</i>	<i>Existing Traffic Control</i>	<i>Situations for which deficiencies occur</i>
US Route 9 and Prettyman Road	Unsignalized	2021 Existing PM (Case 1) 2025 without development AM/PM/Saturday (Case 2) 2025 with development AM/PM/Saturday (Case 3)

US Route 9 and Prettyman Road

This unsignalized intersection experiences LOS deficiencies in the existing weekday PM and all future peak hours, with the southbound approach of Prettyman Road operating at LOS F. DeIDOT has determined that a new traffic signal at this location on US Route 9 would not be desirable due in part to proximity to the nearby traffic signal at the intersection of US Route 9 and DE Route 5. Upon further consideration of safety elements and multiple proposed developments in the vicinity of this intersection, DeIDOT has identified the need to realign a portion of Prettyman Road north of US Route 9 to address the skewed angle of the intersection. The subject developer should make an equitable share contribution towards that improvement, as noted below in Item 3.

Should Sussex County choose to approve the proposed development, the following items should be incorporated into the site design and reflected on the record plan by note or illustration. All applicable agreements (i.e. letter agreements for off-site improvements and traffic signal agreements) should be executed prior to entrance plan approval for the proposed development.

1. The developer shall improve the State-maintained road(s) on which they front (Prettyman Road), within the limits of their frontage, to meet DeIDOT’s standards for their Functional Classification as found in Section 1.1 of the Development Coordination Manual and elsewhere therein. The improvements shall include both directions of travel, regardless of whether the developer’s lands are on one or both sides of the road. Frontage is defined in Section 1 of the Development Coordination Manual, which states “This length includes the length of roadway perpendicular to lines created by the projection of the outside parcel corners to the roadway.” Questions on or appeals of this requirement should be directed to the DeIDOT Subdivision Review Coordinator in whose area the development is located.

- The developer should construct the full-movement Site Access on Prettyman Road. The proposed configuration is shown in the table below.

Approach	Existing Configuration	Proposed Configuration
Eastbound Site Access	Approach does not exist	One shared left/right-turn lane
Northbound Prettyman Road	One through lane	One shared through/left-turn lane and one bypass lane
Southbound Prettyman Road	One through lane	One through lane and one right-turn lane

Initial recommended minimum turn-lane lengths (excluding tapers) of the separate turn lanes are listed below. The developer should coordinate with DelDOT’s Development Coordination Section to determine final turn-lane lengths and other design details during the site plan review.

Approach	Left-Turn or Bypass Lane	Right-Turn Lane
Eastbound Site Access	N/A	N/A
Northbound Prettyman Road	Bypass lane 375 feet in length * (50-foot storage, 215-foot approach taper, 110-foot departure taper)	N/A
Southbound Prettyman Road	N/A	190 feet **

* Initial bypass lane lengths based on DelDOT’s *Auxiliary Lane Worksheet*

** Initial turn-lane length based on DelDOT’s *Auxiliary Lane Worksheet*, assuming an entrance radius less than 50 feet

- The developer should enter into an agreement with DelDOT regarding an equitable share contribution towards construction of a potential project that would realign a portion of Prettyman Road north of US Route 9 to address the skewed angle of the intersection of US Route 9 and Prettyman Road. The realignment would eliminate the existing skewed angle such that Prettyman Road intersects US Route 9 at a 90-degree angle. One or more other developers may be required to contribute towards the improvements. The developer should coordinate with DelDOT’s Development Coordination Section, along with the developers of Toback Flex Park and Georgetown Business Plaza (f.k.a. Prettyman Property – Route 9) if directed to do so by DelDOT, regarding the contribution amount and other details regarding the realignment project.
- The developer should provide a roadway interconnection to the adjacent Hawthorne Subdivision located immediately to the southwest of the proposed Prettyman Property.

5. The following bicycle and pedestrian improvements should be included:
 - a. Per the DelDOT Development Coordination Manual section 5.2.9.2, bicycle lanes are required where right turn lanes are being installed.
 - b. Appropriate bicycle symbols, directional arrows, pavement markings, and signing should be included along bicycle facilities and turn lanes within the project limits.
 - c. Utility covers should be made flush with the pavement.
 - d. If clubhouses or other community facilities are constructed within the site, bicycle parking should be provided near building entrances. Where building architecture provides for an awning, other overhang, or indoor parking, the bicycle parking should be covered.
 - e. A minimum 15-foot wide permanent easement from the edge of the right-of-way should be dedicated to DelDOT within the site frontage along Prettyman Road
 - f. ADA compliant curb ramps and crosswalks should be provided at all pedestrian crossings, including all site entrances. Type 3 curb ramps are discouraged.
 - g. Internal sidewalks for pedestrian safety and to promote walking as a viable transportation alternative should be constructed within the development. These sidewalks should each be a minimum of five-feet wide (with a minimum of a five-foot buffer from the roadway) and should meet current AASHTO and ADA standards. Internal sidewalks in the development should lead out to Prettyman Road and terminate with a Type 1 curb ramp.
 - h. Where internal sidewalks are located alongside of parking spaces, a buffer should be added to prevent vehicular overhang onto the sidewalk.

Improvements in this TIS may be considered “significant” under DelDOT’s *Work Zone Safety and Mobility Procedures and Guidelines*. These guidelines are available on DelDOT’s website at http://deldot.gov/Publications/manuals/de_mutcd/index.shtml.

Please note that this review generally focuses on capacity and level of service issues; additional safety and operational issues will be further addressed through DelDOT’s site plan review process.



Additional details on our review of this TIS are attached. Please contact me at (610) 640-3500 or through e-mail at ajparker@mccormicktaylor.com if you have any questions concerning this review.

Sincerely,

McCormick Taylor, Inc.

A handwritten signature in black ink, appearing to read "Andrew J. Parker".

Andrew J. Parker, PE, PTOE
Project Manager

Enclosure

General Information

Report date: February 2022

Prepared by: Davis, Bowen & Friedel, Inc.

Prepared for: Insight Homes, Inc.

Tax parcel: 235-29.00-25.00

Generally consistent with DelDOT's Development Coordination Manual: Yes

Project Description and Background

Description: The proposed Prettyman Property development would consist of 100 single-family homes.

Location: The site is located along the southwest side of Prettyman Road (Sussex Road 254) approximately $\frac{3}{4}$ mile northwest of US Route 9 in Sussex County, Delaware. A site location map is included on page 7.

Amount of land to be developed: approximately 50.64-acre parcel

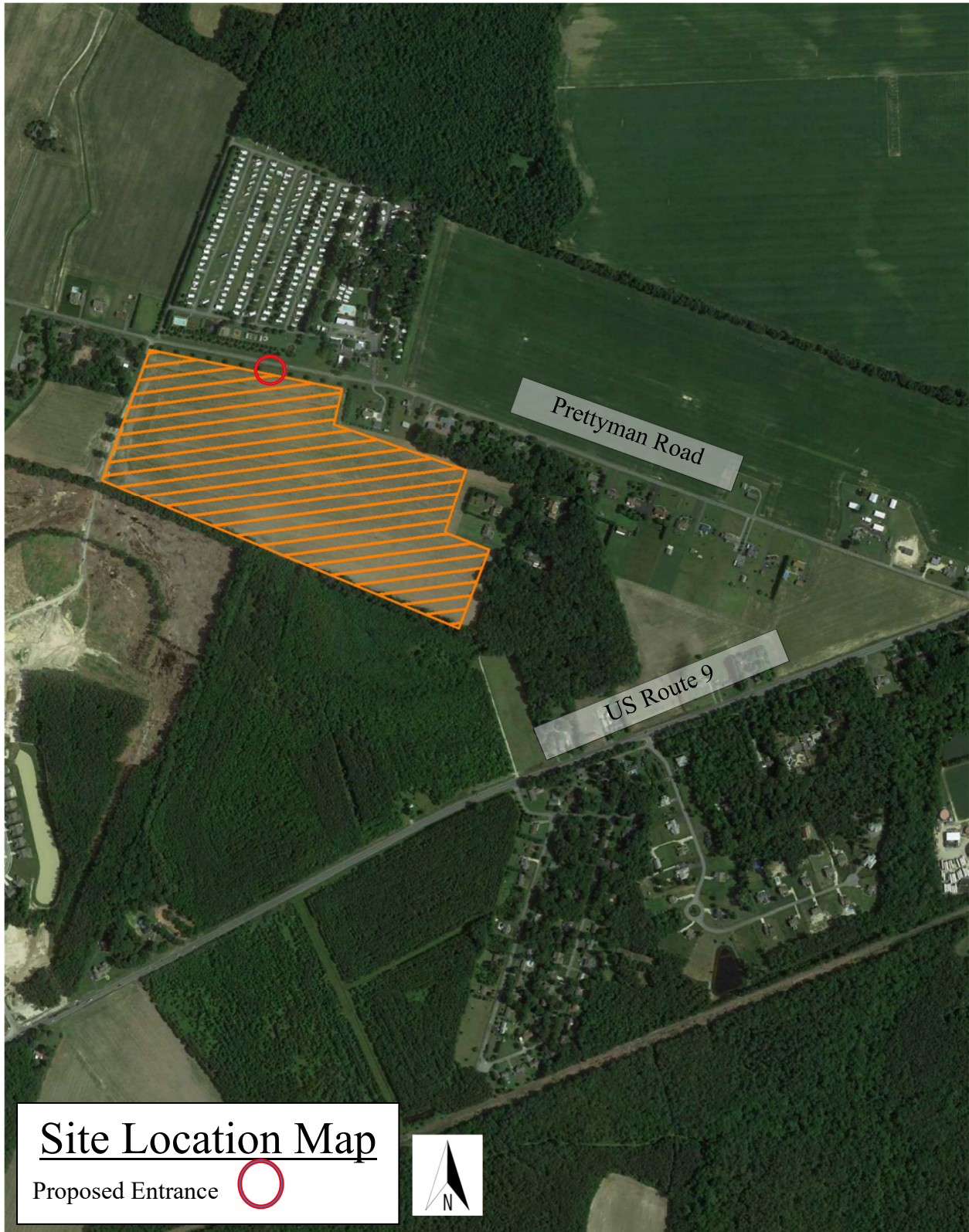
Land use approval(s) needed: Subdivision approval. The subject land is currently zoned AR-1 (Agricultural Residential), and the developer does not plan to rezone the land.

Proposed completion year: 2025

Proposed access locations: One unsignalized full-movement access is proposed along Prettyman Road.

Daily Traffic Volumes (per DelDOT Traffic Summary 2019):

- 2019 Average Annual Daily Traffic on Prettyman Road: 2,212 vehicles/day



2020 Delaware Strategies for State Policies and Spending

Location with respect to the Strategies for State Policies and Spending Map of Delaware:

The Prettyman Property development is located within Investment 4, as described below.

Investment Level 4

Delaware's Investment Level 4 Areas are rural in nature and are where the bulk of the state's open space/natural areas and agricultural industry is located. These areas contain agribusiness activities, farm complexes, and small settlements. They typically include historic crossroads or points of trade, often with rich cultural ties (for example, unincorporated areas like Clarksville in Sussex County and Port Penn in New Castle County).

Investment Level 4 Areas also boast undeveloped natural areas, such as forestlands, and large recreational uses, such as state and county parks and fish and wildlife preserves. Level 4 Areas may include natural habitats that are important for providing "ecosystem services" such as improving water quality and reducing flood risk. Sometimes, private recreational facilities, such as campgrounds or golf courses (often with associated residential developments), are also situated in Investment Level 4 Areas.

Proposed Development's Compatibility with Strategies for State Policies and Spending:

The proposed Prettyman Property project consists of 100 single family homes. Investment Level 4 should emphasize only development that is compatible with and enhances agriculture, agribusiness, appropriate visitor activities, and similar economic activities. New housing developments are generally discouraged in such areas. Based on the *2020 Delaware Strategies for State Policies and Spending* document, the proposed development does not appear to be compatible with an Investment Level 4 area and additional discussion is required.

Comprehensive Plan

Sussex County Comprehensive Plan:

(Source: Sussex County Comprehensive Plan, March 2019)

The Sussex County Comprehensive Plan 2045 Future Land Use Map indicates that the proposed Prettyman Property development parcel is within the Low Density Area (categorized as a Rural Area).

All lands designated as Low-Density Areas are currently zoned AR-1. Under that zoning designation, single family detached homes are permitted at 2 homes per acre on lots containing a minimum of ½ acre if that tract connects to central sewers. Where on-site septic systems are used, single-family detached homes are permitted on minimum ¾ acre lots. AR-1 zoning regulations also permit an average of 2 homes per acre where a cluster-style site plan is used, and a portion of the tract is preserved in permanent open space. Using these zoning regulations and additional incentives, Sussex County hopes to retain the rural environment of Low Density Areas and set aside significant open space.

In Sussex County, many farmland owners located in the Low-Density Areas have built up significant equity in their land – in numerous cases through multiple generations. This equity is a liquid asset that can serve as collateral to secure operating loans. It is also equity that can be realized through land sales if and when these landowners no longer desire to continue farming. For this reason, the Sussex County Council supports State and local land use policies that will preserve the value of farmland. The Sussex County approach emphasizes the following policies and actions to help sustain agriculture, maintain the rural landscape and sustain reasonable development rights:

- The County strongly supports voluntary farmland preservation and has worked jointly with the State to facilitate the acquisition of development rights to agricultural land.
- The County uses zoning to mandate that a certain portion of a residential subdivision must be permanently preserved in common open space.
- The County provides density bonuses, under certain conditions, to developers who agree to pay into a fund that Sussex County uses to acquire open space.
- The County requires developers to plant landscaped buffers to physically separate new development from the surrounding countryside.
- The County is also considering establishing Agribusiness Areas which will enable certain limited, yet important agriculture industries to develop in support of Sussex County's large agricultural economy without unnecessary delay.
- The County supports continued agricultural operations and affords them specific protections as are listed in Sussex County Code Section 99 -6 (G)(1) and(2) and 99 -16 (D).

The following guidelines should apply to future growth in Low Density Areas:

Permitted uses – The primary uses envisioned in Low Density Areas are agricultural activities and homes. Business development should be largely confined to businesses addressing the needs of these two uses. Industrial and agribusiness uses that support or depend on agriculture should be permitted. The focus of retail and office uses in Low Density Areas should be providing convenience goods and services to nearby residents. Commercial uses in these residential areas should be limited in their location, size and hours of operation. More intense commercial uses should be avoided in these areas. Institutional and commercial uses may be appropriate depending on surrounding uses.

Densities – Base densities in Low Density Areas should be unchanged from the current zoning provisions. The minimum lot size should be $\frac{3}{4}$ acre for lots served by on-lot septic systems and $\frac{1}{2}$ acre for lots with central sewers. The cluster option permitted in Low Density Areas should continue to permit overall site densities of up to 2 units per acre, provided significant open space is set aside and the tract connects to public sewers.

Infrastructure – Development where lots are no smaller than $\frac{3}{4}$ acre can be accommodated in this planning area without central sewers. Other development should require central sewer service.

Proposed Development’s Compatibility with Comprehensive Plan: The proposed Prettyman Property residential development is planned to be developed as 100 single-family detached homes on a 50.64-acre assemblage of parcels. The site is currently zoned AR-1 (Agricultural Residential), and the developer plans to develop under that zoning. The purpose of this zoning district is to protect agricultural lands and activities and other valuable natural resources. Low-density housing is permitted along with churches, recreational facilities, and accessory uses as may be necessary or is normally compatible with residential surroundings. The Sussex County Comprehensive Plan 2045 Future Land Use Map indicates that the proposed development parcels are within the Low Density Area (categorized as a Rural Area). The proposed development appears to comply with the characteristics and *Permitted Uses* for Low Density Areas. However, due to the possibility of some lots being smaller than $\frac{1}{2}$ acre, this development raises questions regarding consistency with Sussex County regulations; therefore additional discussion may be required.

Relevant Projects in the DelDOT Capital Transportation Program

Currently there are no active DelDOT projects within the study area, although there is one study. DelDOT’s Coastal Corridors Study aims to study the east-west travel patterns in Sussex County including, but not limited to, Delaware Route 404 and US Route 9 including the section nearest the proposed development. Initial efforts will identify the east-west routes/corridors in northwestern Sussex County that are currently congested or are at risk for congestion based on anticipated growth in the area. The study will focus on a number of factors including longer trips from the Chesapeake Bay Bridge to the Delaware beaches and Ocean City, Maryland, regional traffic between Maryland’s Eastern Shore and Sussex County, and local east-west traffic within the northwestern part of Sussex County. The latest updates indicate that the study is in the data collection / public outreach phase.

Trip Generation

Trip generation for the proposed development was computed using comparable land uses and equations contained in Trip Generation, Tenth Edition, published by the Institute of Transportation Engineers (ITE). The following land use was utilized to estimate the amount of new traffic generated for this development:

- 100 single-family detached houses (ITE Land Use Code 210)

Table 1
Prettyman Property Peak Hour Trip Generation

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Single Family Detached House (100 units)	19	57	76	64	38	102	55	47	102

Overview of TIS

Intersections examined:

- 1) Prettyman Road & Site Access
- 2) US Route 9 & Prettyman Road

Conditions examined:

- 1) 2022 Existing (Case 1)
- 2) 2025 without development (Case 2)
- 3) 2025 with development (Case 3)

Peak hours evaluated: Weekday morning and evening peak hours, Saturday peak hour

Committed developments considered:

- 1) Hawthorne (213 single-family houses; 100 unbuilt)
- 2) Azalea Woods (610 single-family houses; all unbuilt)
- 3) Vines of Sandhill (a.k.a. Sposato Property) (393 single-family houses; 333 unbuilt)
- 4) Western Willows (287 3-story apartments; all unbuilt)

Intersection Descriptions

1) Prettyman Road & Site Access

Type of Control: proposed one-way stop (T-intersection)

Eastbound Approach: (Site Access) proposed shared left-turn/right-turn lane, stop controlled

Northbound Approach: (Prettyman Road) proposed shared through/left-turn lane and a bypass lane

Southbound Approach: (Prettyman Road) proposed single through lane, bike lane, and right-turn lane

2) US Route 9 & Prettyman Road

Type of Control: one-way stop (T-intersection)

Eastbound Approach: (US Route 9) one shared left-turn/through lane

Westbound Approach: (US Route 9) one through lane and one right-turn lane

Southbound Approach: (Prettyman Road) one shared left-turn/right-turn lane, stop controlled

Safety Evaluation

Crash Data: Delaware Crash Analysis Reporting System (CARS) data was provided in the TIS for the three-year period from December 1, 2018 to December 1, 2021. A total of 22 crashes occurred within the study area during the three-year period. Of those 22 collisions, 5 resulted in personal injury. Of the 22 crashes, 20 occurred at or near the intersection of US Route 9 and Prettyman Road, however only 3 of those were angle crashes. Several of the crashes were rear-end crashes associated with queues from the nearby signalized intersection of US Route 9 & Delaware Route 5 located approximately 1,300 feet east of Prettyman Road. There were no fatalities in the three-year window.

Sight Distance: The study area generally consists of relatively flat roadways and there are few visual obstructions. Sight distance appears adequate throughout the study area. No problematic sight distance issues have been reported or indicated by crash data. As always adequacy of available sight distance should be confirmed during the site plan review process for all proposed movements at the site accesses.

Transit, Pedestrian, and Bicycle Facilities

Existing transit service: Based on the current DART Bus Stop Map, the Delaware Transit Corporation (DTC) currently operates 2 bus routes in the study area along US Route 9 (Intercounty Bus Route 303 and Bus Route 206); however, there are no bus stops in the study area and no routes run along Prettyman Road.

Planned transit service: Jared Kaufmann representing DTC was contacted regarding existing and planned transit service in the area. He stated that DTC has no transit-specific comments regarding this site. DTC does not plan to provide service on Prettyman Road.

Existing bicycle and pedestrian facilities: According to DelDOT's Sussex County Bicycle Map, Prettyman Road is classified as a Connector Bicycle Route without Bikeway and US Route 9 is classified as a Regional Bicycle Route with a bikeway. There are currently no existing bicycle

lanes along the existing site frontages. There are currently no Shared-Use Paths (SUPs) or sidewalks within the study area.

Planned bicycle and pedestrian facilities: This development is proposed within an Investment Level 4 area. Per the DelDOT SUP/Sidewalk Policy, a non-motorized facility is not required unless the total build-out site ADT is greater than 2,000 trips. Therefore, a SUP is not required along the site frontage. Internal bicycle racks have been requested. Additionally, as a right-turn lane is warranted, the developer shall incorporate a separate bike lane along the right-turn lane.

Previous Comments

In a review letter dated January 20, 2022, DelDOT indicated that the Preliminary TIS was acceptable as submitted.

It appears that all substantive comments from DelDOT's TIS Scoping Memorandum, Traffic Count Review, Preliminary TIS Review, and other correspondence were addressed in the Final TIS submission.

General HCS Analysis Comments

(see table footnotes on the following pages for specific comments)

- 1) For two-way stop control intersections, the TIS and McCormick Taylor applied heavy vehicle factors (HV) by movement using existing data. The TIS and McCormick Taylor generally assumed future HV to be the same as existing HV at all intersections, with minor exception. Both the TIS and McCormick Taylor assumed 3% HV for future movements to and from the proposed site access points (as per DelDOT's Development Coordination Manual section 2.2.8.11.6.H).
- 2) For existing conditions, the TIS and McCormick Taylor determined overall intersection peak hour factors (PHF) for each intersection based on the turning movement counts that were available. Future PHFs were determined as per the DelDOT Development Coordination Manual section 2.2.8.11.6.F where applicable.
- 3) For analyses of all intersections, McCormick Taylor and the TIS assumed 1% grade for all movements.

Table 2
Peak Hour Levels of Service (LOS)
Based on Prettyman Property Traffic Impact Study – February 2022
Prepared by Davis, Bowen & Friedel, Inc.

Unsignalized Intersection ¹ One-Way Stop (T-intersection)	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
Prettyman Road & Site Access						
2025 Build Condition (Case 3)						
Eastbound Site Access	B (10.1)	A (10.0)	B (10.3)	B (10.1)	A (10.0)	B (10.3)
Northbound Prettyman Rd – Left	A (7.6)	A (7.6)	A (7.6)	A (7.6)	A (7.6)	A (7.6)

¹ For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

Table 3
Peak Hour Levels of Service (LOS)
Based on Prettyman Property Traffic Impact Study – February 2022
Prepared by Davis, Bowen & Friedel, Inc.

Unsignalized Intersection ² One-Way Stop (T-intersection)	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
US Route 9 & Prettyman Road						
2021 Existing Condition (Case 1)						
Southbound Prettyman Road	D (26.7)	E (35.9)	D (32.1)	D (26.7)	E (35.9)	D (32.1)
Eastbound US Route 9 – Lefts	A (8.4)	A (9.4)	A (8.7)	A (8.4)	A (9.4)	A (8.7)
2025 No-Build Condition (Case 2)						
Southbound Prettyman Road	F (62.7)	F (80.9)	F (85.1)	F (62.7)	F (80.9)	F (85.0)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)
2025 No-Build Condition (Case 2) (w/ EB Improvements) ³						
Southbound Prettyman Road	F (62.7)	F (80.4)	F (81.2)	F (62.7)	F (80.4)	F (84.7)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)
2025 No-Build Condition (Case 2) (w/ SB Improvements) ⁴						
Southbound Prettyman Road	F (61.9)	F (76.8)	F (81.2)	F (61.9)	F (76.7)	F (81.2)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)
2025 No-Build Condition (Case 2) (w/ Both Improvements) ^{3, 4}						
Southbound Prettyman Road	F (61.9)	F (76.3)	F (80.9)	F (61.9)	F (76.3)	F (80.9)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.2)	A (9.2)	A (8.6)	B (10.2)	A (9.2)

² For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

³ Assumes addition of a separate left-turn lane on the eastbound approach of US Route 9.

⁴ Assumes separate left and right-turn lanes on the southbound approach of Prettyman Road.

Table 3 (continued)
Peak Hour Levels of Service (LOS)
Based on Prettyman Property Traffic Impact Study – February 2022
Prepared by Davis, Bowen & Friedel, Inc.

Unsignalized Intersection ⁵ One-Way Stop (T-intersection)	LOS per TIS			LOS per McCormick Taylor		
	Weekday AM	Weekday PM	Summer Saturday	Weekday AM	Weekday PM	Summer Saturday
US Route 9 & Prettyman Road						
2025 Build Condition (Case 3)						
Southbound Prettyman Road	F (85.8)	F (127.8)	F (134.4)	F (85.7)	F (127.5)	F (134.2)
Eastbound US Route 9 – Lefts	A (8.6)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)
2025 Build Condition (Case 3) (w/ EB Improvements) ⁶						
Southbound Prettyman Road	F (84.9)	F (121.5)	F (128.8)	F (84.9)	F (121.5)	F (128.8)
Eastbound US Route 9 – Lefts	A (8.7)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)
2025 Build Condition (Case 3) (w/ SB Improvements) ⁷						
Southbound Prettyman Road	F (74.8)	F (108.1)	F (114.1)	F (74.7)	F (107.9)	F (113.9)
Eastbound US Route 9 – Lefts	A (8.7)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)
2025 Build Condition (Case 3) (w/ Both Improvements) ^{6,7}						
Southbound Prettyman Road	F (74.0)	F (102.9)	F (109.4)	F (74.0)	F (102.9)	F (109.4)
Eastbound US Route 9 – Lefts	A (8.7)	B (10.4)	A (9.4)	A (8.7)	B (10.4)	A (9.4)

⁵ For both unsignalized and signalized analyses, the numbers in parentheses following levels of service are average delay per vehicle, measured in seconds. For signalized analyses, LOS analysis results are given for only the overall intersection delay.

⁶ Assumes addition of a separate left-turn lane on the eastbound approach of US Route 9.

⁷ Assumes separate left and right-turn lanes on the southbound approach of Prettyman Road.

Exhibit 5

*Michael R. Wigley, AIA, LEED AP
W. Zachary Crouch, P.E.
Michael E. Wheedleton, AIA, LEED GA
Jason P. Loar, P.E.
Ring W. Lardner, P.E.
Jamie L. Sechler, P.E.*

November 1, 2022

Sussex County Planning and Zoning Commission
County Administration Building
2 The Circle
Georgetown, DE 19947

Attn: Mr. Jamie Whitehouse
Director of Planning

RE: Wynford Preserve
Chapter 99-9 C Response
Tax Parcel No.: 235-29.00-25.00
DBF #2269B005

Dear Mr. Whitehouse:

On behalf of our client, Prettyman Road Development, LLC., we are pleased to provide you with our written response to the items listed in Chapter 99-9C.

1. Integration of the proposed subdivision into the existing terrain and surrounding landscape.

- a. The property is located between the existing Hawthorne Subdivision and Homestead campground. A road interconnection is proposed to provide connection to the Hawthorne community.
- b. There will be a 40' landscape buffer between the site & lots along Prettyman Road.
- c. All landscaping will use native species to aid in the proposed subdivisions fitting in and enhancing surrounding scenery. Existing vegetation will be incorporated into the back of lots and buffer areas.

2. Minimal use of wetlands and floodplains.

- a. A wetlands walk through was performed by ERI Consulting. There are no wetlands on site so no permits will be required.
- b. The site is not within a floodplain area according to Fema Flood Insurance Map #10005C0310K & 325K, dated March 16, 2015.

3. Preservation of natural and historical features.

- a. According to SHPO, there are no known archaeological sites or National Register-listed property on this parcel.

4. Preservation of open space and scenic views.

- a. The proposed open space will be 24.703 acres which is 49% of the property.
- b. A large open space area is provided on the eastern portion of the site containing 16.6 acres. This area will contain the community clubhouse and provide ample active recreational opportunities.
- c. There will be a 40' landscape buffer between the developed area and all adjoining properties.
- d. All landscaping will use native species to aid in the proposed subdivisions fitting in and enhancing surrounding scenery. Existing vegetation will be incorporated into the back of lots and buffer areas

5. Minimization of tree, vegetation and soil removal and grade changes.

- a. Grade changes will be minimized to the extent necessary to provide road construction to meet design requirements, flood protection and to ensure proper lot drainage.
- b. The existing site does not contain any woodlands. Landscaped buffer and planted open areas will add vegetation to the site.

6. Screening of objectionable features from neighboring properties and roadways.

- a. There will be a minimum 40' landscape buffer between the developed area and all adjoining properties.

7. Provision for water supply.

- a. Artesian Water Company, Inc. will supply all homes with central water.
- b. The developer will construct internal water mains within the project that will receive approval from, be owned by, and maintained by Artesian Water Company, Inc.

8. Provision for sewage disposal.

- a. Artesian Wastewater Management will provide sanitary sewer conveyance and treatment for the proposed subdivision. The development will be served by gravity sewer to an existing regional pump station located adjacent to the site.

9. Prevention of pollution of surface and groundwater.

- a. The storm drainage system will capture drainage from the site.
- b. Best Available Technologies (BATs) will be used during the design and construction of the property.
- c. Best Management Practices (BMPs) will be used during the design and construction of the property.
- d. The site will utilize Green Technologies such as bio-retention areas, bio-swales or submerged gravel wetlands where feasible for the project.

10. Minimization of erosion and sedimentation, minimization of changes in groundwater levels, minimization of increased rates of runoff, minimization of potential for flooding and design of drainage so that groundwater is maximized.

- a. The stormwater management areas will be designed to meet all local, state and federal guidelines for sediment and nutrient removal.
- b. An Erosion and Sediment Control Plan will be developed and implemented as required by the Sussex Conservation District and DNREC. The plan will specify in detail how the project is to be constructed to limit the amount of sediment and other pollutants from leaving the site during construction.
- c. All storms will be controlled and discharged at the pre-development rate. The 100-year storm will be safely routed through this site.

11. Provision for safe vehicular and pedestrian movement within the site and to adjacent roadways.

- a. The interior of the subdivision proposes sidewalks on both sides of the roadways throughout the subdivision to allow pedestrian connection throughout the site.
- b. The road design will conform to Sussex County standards and specifications and will be turned over to the homeowner's association for maintenance upon acceptance by the County.
- c. Street lighting will be provided for this project.
- d. The Developer will provide multi-modal path for bike and pedestrian use as required by DelDOT.

12. Effect on area property values.

- a. The project's development should have no adverse effect on property values in the area.

13. Preservation and conservation of farmland.

- a. With developments already surrounding the parcel of land, large cropland acreage no longer exists. Development of the land will increase the quality of runoff and aid in nutrient laden waters from entering adjacent waterways.

14. Effect on schools, public buildings and community facilities.

- a. The increase in tax revenue to the school district will assist in the maintenance and operations of schools within the Indian River School District.

15. Effect on area roadways and public transportation.

- a. The entrance will be designed to DelDOT standards and the streets will be designed to Sussex County standards and specifications.
- b. The developer will be required to provide a future multi-modal path for bike and pedestrian use.

16. Compatibility with other area land uses.

- a. The proposed community is compatible with its existing zoning. It is located in an area of the county where growth is encouraged and in close proximity to existing water and sewer infrastructure.
- b. The property is located between the existing Hawthorne Subdivision and the Homestead Campground. The majority of the adjacent properties are residential homes. The proposed land use is consistent with the surrounding area.

17. Effect on area waterways.

- a. The proposed community will be designed to improve the quality of runoff from the site.
- b. The site will comply with all TMDLs and PCS's as adopted by the State.

On behalf of our client, we thank you for your review and consideration of this response. If you should have any questions or concerns, please contact me at (302) 424-1441

Sincerely,
DAVIS, BOWEN & FRIEDEL, INC.



Jamie L. Sechler, P.E.
Principal

Exhibit 6

Michael R. Wigley, AIA, LEED AP
W. Zachary Crouch, P.E.
Michael E. Wheedleton, AIA, LEED
GA
Jason P. Loar, P.E.
Ring W. Lardner, P.E.
Jamie L. Sechler, P.E.

November 15, 2022

Sussex County Administrative Building
Planning and Zoning Department
2 The Circle
P.O. Box 589
Georgetown, Delaware 19947

Attn: Mr. Jamie Whitehouse
Director of Planning

RE: Wynford Preserve
Environmental Assessment and Public Facility Evaluation Report
Tax Parcel No.: 235-29.00-25.00
DBF #2269B005.J01

Dear Mr. Whitehouse:

On behalf of our client, Prettyman Road Development, LLC., we are submitting an Environmental Assessment and Public Facility Evaluation Report in accordance with §115-194.3. ES-1 Environmentally Sensitive Development District Overlay Zone (ESDDOZ), Subparagraph B (2). We offer the following information that comprises our report:

- (a) *Proposed drainage design and the effect on stormwater quality and quantity leaving the site, including methods for reducing the amount of phosphorous and nitrogen in the stormwater runoff and the control of any other pollutants such as petroleum hydrocarbons or metals.*

The proposed improvements will meet or exceed the state regulations for stormwater management. We intend to use wet pond basin as well as other Best Management Practices to meet these requirements.

- (b) *Proposed method of providing potable and, where appropriate, irrigation water and the effect on public or private water systems and groundwater, including an estimate of average and peak demands.*

The proposed project is located within the Artesian Water Company, Inc. franchise area and they hold the Certificate of Public Necessity (CPCN). Artesian Water Company currently provides water service to the properties in the immediate area. Infrastructure is in place to serve the proposed development. Impacts to the groundwater and other systems have been evaluated as part of Artesian's CPCN.

- (c) *Proposed means of wastewater treatment and disposal with an analysis of the effect on the quality of groundwater and surface waters, including alternative locations for on-site septic systems.*

The proposed project is located within Artesian Wastewater Management's wastewater CPCN Area. Artesian currently provides wastewater treatment for the surrounding area. Wastewater will be collected via gravity sewer mains to an existing manhole within the adjacent Hawthorne Community.

- (d) *Analysis of the increase in traffic and the effect on the surrounding roadway system.*

A Traffic Impact Study has been submitted to DelDOT in February 2022. DelDOT's review letter is included in this booklet submission. The developers engineer will continue to work with DelDOT regarding potential offsite improvements and entrance design.

- (e) *The presence of any endangered or threatened species listed on federal or state registers and proposed habitat protection areas.*

There are no known state or federally listed endangered or threatened species on this site.

- (f) *The preservation and protection from loss of any tidal or non-tidal wetlands on the site.*

Wetlands do not exist on site.

- (g) *Provisions for open space as defined in §115-4.*

Wynford subdivision proposes 24.7 acres(49%) of open space. A large open space area is provided on the eastern portion of the site consisting of 16.6 acres. This area will contain the community clubhouse and provide ample active recreational opportunities. There will be a 40' landscape buffer between the developed area and adjoining properties.

- (h) *A description of provisions for public and private infrastructure.*

The Developer will construct gravity sewer lines to serve this parcel and will be maintained by Artesian Wastewater Management. The Developer will also construct the internal water mains in the project that will be owned and maintained by Artesian Water Company, Inc. The internal roadways will be constructed by the

Mr. Jamie Whitehouse
Sussex County Planning and Zoning Commission
June 6, 2022
Page 3 of 3

Developer and privately maintained. Electric will be provided by Delaware Electric Cooperative.

- (i) *Economic, recreational or other benefits.*

The proposed project will create a considerable number of jobs during construction. Future residents of Sussex County will pay county taxes.

- (j) *The presence of any historic or cultural resources that are listed on the National Register of Historic Places.*

This site does not contain any known historical archaeological sites or National Register listed properties.

- (k) *An affirmation that the proposed application and proposed mitigation measures are in conformance with the current Sussex County Comprehensive Plan.*

The proposed application and mitigation measures comply with the current Sussex County Comprehensive Plan.

- (l) *Actions to be taken by the applicant to mitigate the detrimental impacts identified relevant to Subsection B(2)(a) through (k) above and the manner by which they are consistent with the Comprehensive Plan.*

All mitigation measures, where required, have been discussed in their respective section. All mitigation measures as well as the application are consistent with the Comprehensive Plan.

On behalf of our client, we thank you for your review and consideration of this response. If you should have any questions or concerns, please contact me at (302) 424-1441

Sincerely,
DAVIS, BOWEN & FRIEDEL, INC.



Jamie L. Sechler
Principal

Exhibit 7

February 22, 2022

Michael R. Wigley, AIA, LEED AP
W. Zachary Crouch, P.E.
Michael E. Wheedleton, AIA, LEED GA
Jason P. Loar, P.E.
Ring W. Lardner, P.E.
Jamie L. Sechler, P.E.

Sussex County Planning & Zoning
Sussex County Administration Building
2 The Circle
Georgetown, DE 19947

Attn: Mr. Jamie Whitehouse
Director

RE: Prettyman Residential
Tax Map No.: 2-35-29.00-25.00
PLUS Review Comment Response Letter
DBF # 2269B005

Dear Mr. Whitehouse,

I appreciated the opportunity to meet with representatives of the various agencies at the PLUS meeting held on May 26, 2021. This letter is in response to comments received from State Planning Coordination dated June 25, 2021. We offer the following in response to those comments:

Strategies for State Policies and Spending

This project is located in Investment Level 4 according to the 2020 Strategies for State Policies and Spending.

This project represents a land development that will result in 100 new housing units in an Investment Level 4 area according to the 2020 Strategies for State Policies and Spending. Investment Level 4 indicates where State investments will support agricultural preservation, natural resource protection, and the continuation of the rural nature of these areas. New development activities and suburban development are not supported in Investment Level 4. These areas are comprised of prime agricultural lands and environmentally sensitive wetlands and wildlife habitats, which should be, and in many cases have been preserved.

From a fiscal responsibility perspective, development of this site is likewise inappropriate. The cost of providing services to development in rural areas is an inefficient and wasteful use of the State's fiscal resources. The project as proposed will bring a new residential development to an area where the State has no plans to invest in infrastructure upgrades or additional services. The intended development will need access to services and infrastructure such as police, and transportation. To provide some examples, the State government funds 100% of road

maintenance and drainage improvements for the transportation system, and 100% of the cost of police protection in the unincorporated portion of Sussex County where this development is proposed. Over the longer term, the unseen negative ramifications of this development will become even more evident as the cost of maintaining infrastructure and providing services increases.

In addition, this site may be environmentally inappropriate because this project overlies an active groundwater contamination investigation by the DNREC Division of Water and Hazardous Substances Remediation Section. Additional information is noted in the DNREC comments below.

In addition, Non-tidal wetlands abuts the project site in the southwest corner of the parcel.

Because the development is inconsistent with the 2020 Strategies for State Policies and Spending, the State is opposed to the development of this parcel as proposed.

Thank you for clarification on the state strategies level. The site is directly in between two larger residential projects (Hawthorne Subdivision and Homestead Campground), existing infrastructure is in place to provide services to the proposed development. Currently the site is cleared land, we do not anticipate wetlands on site. A 30' landscaped buffer will provide protection and lessen the impacts on adjacent lands.

Department of Transportation – Contact Bill Brockenbrough 760-2109

- *The site access on Prettyman Road (Sussex Road 254) must be designed in accordance with DelDOT's Development Coordination Manual, which is available at <http://www.deldot.gov/Business/subdivisions/index.shtml?dc=changes>.*

Access will be designed in accordance with DelDOT's Development Coordination Manual.

- *Pursuant to Section 1.3 of the Manual, a Pre-Submittal Meeting is required before plans are submitted for review. The form needed to request the meeting and guidance on what will be covered there and how to prepare for it is located at https://www.deldot.gov/Business/subdivisions/pdfs/Meeting_Request_Form.pdf?08022017.*

A pre-submittal meeting will be set up prior to plans being submitted for review.

- *Section 1.7 of the Manual addresses fees that are assessed for the review of development proposals. DelDOT anticipates collecting the Initial Stage Fee when the record plan is submitted for review and the Construction Stage Fee when construction plans are submitted for review.*

Developer will work with DelDot and provide the required fees when appropriate.

- *Per Section 2.2.2.1 of the Manual, 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. From the PLUS application, the total daily trips are estimated at 1,040 vehicle trip ends per day. Using the 10th edition of the Institute of*

Transportation Engineers' Trip Generation Manual, DelDOT confirms this number and estimates the weekday morning and evening peak hour trip ends at 76 and 102, respectively. Therefore, a TIS would normally be required.

Section 2.2.2.2 of the Development Coordination Manual provides that for developments generating less than 2,000 vehicle trip ends per day and less than 200 vehicle trip ends per hour in any hour of the day, DelDOT may accept an Area Wide Study (AWS) Fee in lieu of the TIS if the local government does not require a TIS. The AWS Fee is calculated as \$10 per daily trip or, in this case, \$10,400. AWS Fees are used to fund traffic studies, not to build improvements.

DelDOT anticipates requiring the developer to make improvements, yet to be determined, at the intersection of US Route 9 and Prettyman Road, including but not limited to entering a signal agreement.

DelDOT also anticipates requiring the developer to improve Prettyman Road, within the limits of their projected frontage, to meet DelDOT's Local Road standards, which include 11-foot lanes and 5-foot shoulders. Per the definition in Section 1.8 of the Manual, those limits are from a point about 65 feet west of their actual frontage to a point about 1,250 feet east of their actual frontage.

DelDOT may require a Traffic Operational Analysis, in accordance with Section 2.3.2 of the Manual if they find it necessary in determining the specific improvements needed either at the intersection or on the frontage.

Questions regarding the site's trip generation should be directed to the County Coordinator, Mr. T. William Brockenbrough. Mr. Brockenbrough may be reached at Thomas.Brockenbrough@delaware.gov or (302) 760-2109. Questions regarding the requirement to improve the site frontage should be directed to the Sussex County Review Coordinator, Mr. R. Stephen McCabe. Mr. McCabe may be reached at Richard.McCabe@delaware.gov or (302) 760-2276.

The Developer and engineer will work closely with DelDOT to determine any improvements and signaling requirements warranted along Prettyman Road and Route 9, as well as the need for a Traffic Operational Analysis.

- *As necessary, in accordance with Section 3.2.5 and Figure 3.2.5-a of the Manual, DelDOT will require the dedication of right-of-way along the site's frontage on Prettyman Road. By this regulation, this dedication is to provide a minimum of 30 feet of right-of-way from the physical centerline. The following right-of-way dedication note is required, "An X-foot wide right-of-way is hereby dedicated to the State of Delaware, as per this plat."*

Right-of-way dedication is shown and will be provided along the entire frontage of Prettyman Road to increase the width to 30'.

- *In accordance with Section 3.2.5.1.2 of the Manual, DelDOT will require the establishment of a 15-foot wide permanent easement across the property frontage. The*

location of the easement shall be outside the limits of the ultimate right-of-way. The easement area can be used as part of the open space calculation for the site. The following note is required, "A 15-foot wide permanent easement is hereby established for the State of Delaware, as per this plat."

A 15' wide permanent easement is shown and will be provide along the entire frontage of Prettyman Road.

- *Referring to Section 3.4.2.1 of the Manual, the following items, among other things, are required on the Record Plan:*
 - *A Traffic Generation Diagram. See Figure 3.4.2-a for the required format and content.*
 - *Depiction of all existing entrances within 450 feet of the entrance on Prettyman Road.*
 - *Notes identifying the type of off-site improvements, agreements (signal, letter) contributions, and when the off-site improvements are warranted.*

The final Record plan will include the required Traffic Generation Diagram, existing entrances within 450', and all notes regarding improvements/agreements.

- *Section 3.5 of the Manual provides DelDOT's requirements with regard to connectivity. The requirements in Sections 3.5.1 through 3.5.3 shall be followed for all development projects having access to state roads or proposing DelDOT maintained public streets for subdivisions. DelDOT recommends that the plan be modified to provide a stub street for a future interconnection with Tax Parcel No. 235-30.00-6.00 if that parcel is developed with a compatible use.*

A connection to the existing Hawthorne Subdivision has been provided. We anticipate keeping the easterly portion of the site as a large open space area, the closest proposed road is 800'+ away. Should a interconnection become feasible on will be provided.

- *Section 3.5.4.2 of the Manual addresses requirements for Shared Use Paths (SUP) and sidewalks. For projects in Level 3 and 4 Investment Areas, installation of paths or sidewalks along the frontage on State-maintained roads is generally required only where there is an existing path or sidewalk nearby. DelDOT does not anticipate requiring the developer to build a sidewalk or path on Prettyman Road.*

A 15' permanent easement is provide along the frontage for future use. The developer will work with DelDOT is determining any sidewalk or SUP requirements.

- *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 Prettyman Road.*

Stormwater will meet DelDOT's setback requirements.

- *In accordance with Section 5.2.9 of the Manual, the Auxiliary Lane Worksheet should be used to determine whether auxiliary lanes are warranted at the site entrances and*

how long those lanes should be. The worksheet can be found at <http://www.deldot.gov/Business/subdivisions/index.shtml>.

The auxiliary lane worksheet will be used to determine auxiliary lanes.

- *In accordance with Section 5.4 of the Manual, sight distance triangles are required and shall be established in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards. A spreadsheet has been developed to assist with this task. It can be found at <http://www.deldot.gov/Business/subdivisions/index.shtml>.*

Sight distance triangles will be provide on the plans and submitted to DelDOT for their review and approval.

- *In accordance with Section 5.14 of the Manual, all existing utilities must be shown on the plan and a utility relocation plan will be required for any utilities that need to be relocated.*

Existing and proposed utilities will be shown on the plans. Should utilities need to be relocated a utility relocation plan will be submitted to DelDOT

Department of Natural Resources and Environmental Control – Beth Krumrine 735-3480
Concerns Identified Within the Development Footprint

Groundwater Contamination

This project overlies an active groundwater contamination investigation by the DNREC Division of Waste and Hazardous Substances Remediation Section. Shallow groundwater is impacted and will require special handling for dewatering wells and for the installation of underground utilities (water, sewer, cable, electric, and gas if applicable). The DNREC Division of Water (Water Supply Section) will work with the DNREC Division of Waste and Hazardous Substances (Remediation Section) to review all dewatering well permits submitted by the developer.

Irrigation well permit applications will not be considered for approval at the proposed site.

Requirements:

- *Contact the DNREC Remediation Section to determine the current status of the site investigation.*
- *A Contaminated Materials Management Plan (CMMP) will be required for all well applications submitted to the DNREC Division of Water's Water Supply Section. The CMMP must detail plans for managing the contaminated groundwater when it is pumped from the ground, how it will be sampled, monitored, and treated, and how and where it will be released back to the environment.*
- *Contact: Division of Waste and Hazardous Substances, Remediation Section at (302) 395-2600.*

Website: <https://dnrec.alpha.delaware.gov/waste-hazardous/>

- Contact: Division of Water, Water Supply Section at (302) 739-9945 Website: <https://dnrec.alpha.delaware.gov/water/supply/>

Thank you for the information regarding potential nearby contamination. The developer will work with DNREC regarding dewatering and any permits required.

Wellhead Protection Area

A Wellhead Protection Area is located on the northern edge of the site. Wellhead Protection Areas are the surface and subsurface areas surrounding a water well or a public water supply wellfield. Contaminants leaching into the soil have the potential to reach the water supplies in these areas.

Requirements:

- *The applicant must comply with all county and municipal codes that affect public drinking water supply Wellhead Protection Areas.*

The development will comply with all county regulations for construction and uses in excellent groundwater recharge areas.

Stormwater Management

This application proposes greater than 5000 square feet of land-disturbing activities, therefore, this project will be subject to Delaware's Sediment and Stormwater Regulations.

Requirements:

- *A Sediment and Stormwater Plan must be developed, then approved by the appropriate plan review agency prior to any land-disturbing activity taking place on the site. For this project, the plan review agency is Sussex Conservation District.*
- *Additionally, to address the federal requirement, construction activities that exceed 1.0 acre of land disturbance require Construction General Permit coverage through submittal of an electronic Notice of Intent for Stormwater Discharges Associated with Construction Activity. This form must be submitted electronically (<https://apps.dnrec.delaware.gov/enoi/>, select Construction Stormwater General Permit) to the DNREC Division of Watershed Stewardship, along with the \$195 fee.*
- *Schedule a project application meeting with the appropriate plan review agency prior to moving forward with the stormwater and site design. As part of this process, you must submit a Stormwater Assessment Study.*
- *Plan review agency contact: Sussex Conservation District at (302) 856-2105 or (302) 856-7219. Website: <https://www.sussexconservation.org/>*

A detailed sediment and stormwater plan will be prepared and submitted to the Sussex Conservation District for their review and approval. A NOI permit will be obtained prior to final approvals and development of the site.

Hydrologic Soils Group

Hydrologic Soil Group D (poorly drained) soils have been identified on the northcentral portion of the site. These soil types are typically not conducive to utilizing infiltration stormwater Best Management Practices such as bioretention and infiltration basins, which must meet minimum infiltration requirements.

Requirements:

- *Any stormwater Best Management Practices that propose the use of infiltration or natural recharge shall include a soils investigation.*

Soil borings and investigation will be performed prior for final approvals. The results will be included in a detailed sediment and stormwater plan that will be prepared and submitted to the Sussex Conservation District for their review and approval.

Tax Ditches

Approximately one-quarter of the western portion of the parcel lies within the Koepfel-Robinson Tax Ditch Watershed. Tax ditches are man-made channels created to move normal water flow off agricultural lands. These channels have associated tax ditch Rights-of-Way (ROW) that are utilized for access as well as sediment and debris disposal during maintenance. The parcel in this project review possesses no Tax Ditches and is currently not subject to any Tax Ditch ROWs.

Requirements:

- *Development of the site may result in a change to the drainage pattern and associated Tax Ditch watershed boundary. To change existing Tax Ditch watershed boundaries, a Court Order Change must be submitted by the DNREC Drainage Program. The associated Land Development Project Review Request form is attached, as well as the aerial drainage map.*
- *If the site and/or stormwater management features are designed to discharge into the Main Prong of the nearby Koepfel-Robinson Tax Ditch, design must consider existing conditions versus design specifications. Please consult with the DNREC Drainage Program for As-Built design information if necessary.*
- *All precautions should be taken to ensure the project does not hinder any off-site drainage upstream or create any off-site drainage problems downstream due to increases in stormwater.*
- *Contact: DNREC Drainage Program at (302) 855-1930. Website: <https://dnrec.alpha.delaware.gov/drainage-stormwater/Tax Ditch Mapper: de.gov/taxditchmap>*

Thank you for the clarification on tax ditches and associated right-of-ways. Stormwater will be managed to treat quality and quantity of the runoff to limit downstream impacts.

Water Quality (Pollution Control Strategies)

This site lies within the Broadkill Watershed. Surface water quality in this watershed does not meet State Water Quality Standards and a Pollution Control Strategy is in place for this watershed.

Requirements:

- *Consult with the appropriate plan review agency to determine if stricter stormwater management standards may apply for development projects due to the Pollution Control Strategy.*

The developer engineer will work closely with DNREC and the Sussex Conservation district to determine all regulations and requirements regarding stormwater impacts.

Wastewater Permitting – Large Systems

Artesian holds existing permits with the DNREC Groundwater Discharges Section's Large Systems Branch.

Requirements:

- *If the capacity of the rate of wastewater disposal is to be updated, it is the responsibility of the permittee (Artesian) to notify the Large Systems Branch.*
- *Contact: DNREC Large Systems Branch at (302) 739-9948. Website: <https://dnrec.alpha.delaware.gov/water/groundwater/>*

Artesian Wastewater Management, Inc. will provide wastewater services and any permits requiring upgrading capacity.

Nutrient Management Plan

This project proposes open space of 19.1 acres.

Requirements:

- *A nutrient management plan is required for all persons or entities who apply nutrients to lands or areas of open space of 10 acres or more.*
- *Contact: Delaware Department of Agriculture's Nutrient Management Program at (302)698-4558. Website: <https://agriculture.delaware.gov/nutrient-management/>*

We do not anticipate nutrients being applied on more than 10 acres of the site.

State Historic Preservation Office – Contact Carlton Hall 736-7400

- *The Delaware SHPO does not recommend development in Level 4 areas.*
- *Prehistoric potential is low to moderate on the far western side of the parcel, and low elsewhere. The parcel is just outside of favorable distance to water, but the western side of the parcel could be within the interval area and has excessively drained soils.*
- *Historic potential is low. There could be some sites associated with the Joseph Coulter house that is across the road, but it would likely be 19th-century field scatter associated with agricultural practices.*

Thank you for your assessment of the site.

Delaware State Fire Marshall's Office – Contact Duane Fox 259-7037

At the time of formal submittal, the applicant shall provide; completed application, fee, and threesets of plans depicting the following in accordance with the Delaware State Fire Prevention Regulation (DSFPR):

Fire Protection Water Requirements:

- *Water distribution system capable of delivering at least 1000 gpm for 1-hour duration, at 20-psi residual pressure is required. Fire hydrants with 800 feet spacing on centers. (Assembly)*
- *Where a water distribution system is proposed for single-family dwellings it shall be capable of delivering at least 500 gpm for 1-hour duration, at 20-psi residual pressure. Fire hydrants with 1000 feet spacing on centers are required. (One & Two- Family Dwelling)*
- *Where a water distribution system is proposed for the site, the infrastructure for fire protection water shall be provided, including the size of water mains for fire hydrants and sprinkler systems.*

Water distribution will be provided by Artesian Water Company, Inc. using existing infrastructure that meets flow and duration requirements.

Fire Protection Features:

- *All structures over 10,000 sq. ft. aggregate will require automatic sprinkler protection installed.*
- *Buildings greater than 10,000 sq. ft, 3-stories or more, over 35 feet, or classified as HighHazard, are required to meet fire lane marking requirements*
- *Show Fire Department Connection location (Must be within 300 feet of fire hydrant), and detail as shown in the DSFPR.*
- *Show Fire Lanes and Sign Detail as shown in DSFPR*

We do not anticipate and structures over 10,000 sq.ft. Fire lanes will be marked according to requirements. Fire lanes and sign details will be provided on plans and submitted to the Fire Marshal's office for their review and approval.

Accessibility

- *All premises, which the fire department may be called upon to protect in case of fire, and which are not readily accessible from public roads, shall be provided with suitable gates and access roads, and fire lanes so that all buildings on the premises are accessible to fire apparatus. This means that the access road to the subdivision from Prettyman Road must be constructed so fire department apparatus may negotiate it.*
- *Fire department access shall be provided in such a manner so that fire apparatus will be able to locate within 100 ft. of the front door.*
- *Any dead end road more than 300 feet in length shall be provided with a turn-around or cul-de-sac arranged such that fire apparatus will be able to turn around by making not more than one backing maneuver. The minimum paved radius of the cul-de-sac shall be 38 feet. The dimensions of the cul-de-sac or turn-around shall be shown on the final plans. Also, please be advised that parking is prohibited in the cul-de-sac or turn around.*
- *The use of speed bumps or other methods of traffic speed reduction must be in accordance with Department of Transportation requirements.*
- *The local Fire Chief, prior to any submission to our Agency, shall approve in writing the use of gates that limit fire department access into and out of the development or property.*

The site plan will comply with all Fire Department access requirements.

Gas Piping and System Information:

- *Provide type of fuel proposed and show locations of bulk containers on plan.*

Proposed fuel types will be shown on the plans. Should bulk containers be used, they will also be shown on the plans.

Required Notes:

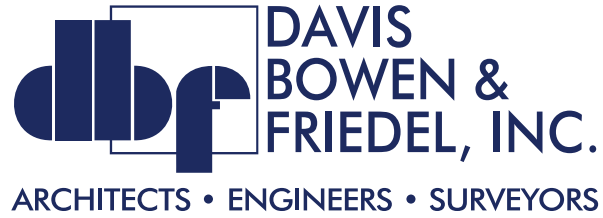
- *Provide a note on the final plans submitted for review to read “All fire lanes, fire hydrants, and fire department connections shall be marked in accordance with the Delaware State Fire Prevention Regulations”*
- *Proposed Use*
- *Alpha or Numerical Labels for each building/unit for sites with multiple 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(s) is/are 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*

The required information and notes will be provided on the plans and submitted to the Fire Marshal for their review and approval.

If you have any questions or need additional information, please do not hesitate to contact me at (302) 424-1441 or jls@dbfinc.com.

Respectfully Submitted,
DAVIS, BOWEN & FRIEDEL, INC.

Jamie L. Sechler, P.E.
Principal



*IMPROVING OUR COMMUNITIES.
SHAPING THE WORLD AROUND US.
CREATING VALUE BY DESIGN.*

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