



Milford City Hall Council Chambers 201 South Walnut Street Milford DE 19963

## CITY COUNCIL AGENDA Monday, October 24, 2022

Per the Limited Public Health Emergency Declaration issued by Governor John Carney on March 1, 2022, and the virtual meeting provisions provided in Senate Bill 94, Milford City Council Meetings and Workshops will be held in the Council Chambers at City Hall. Attendees are welcome to participate virtually as well. Public Comments are encouraged on the agenda items designated with a ®. Virtual attendees may alert the City Clerk that they wish to speak by submitting their name, address, and agenda item via the Zoom Q&A function or by using the Raise Your Hand function during the meeting. Those attending in person may comment when the floor is opened for that purpose.  
All written public comments received prior to the meeting will be read into the record.

*This meeting is also available for viewing by the public by accessing the following link:*

<https://zoom.us/j/94877121629>

*or*

<http://www.cityofmilford.com/553/Watch-Public-Meetings>

*Members of the public may also dial in by phone using the following number:*

*Call 301 715 8592 Webinar ID: 948 7712 1629*

**6:00 PM**

**15-Minute Public Comment Period\***

*Virtual attendees must register prior to start time of meeting by calling 302-422-1111 Extension 1300 or 1303, or by sending an email to [cityclerk@milford-de.gov](mailto:cityclerk@milford-de.gov) and providing your name, address, phone number, and the specific agenda item you wish to comment on.*

### COUNCIL MEETING

Call to Order - Mayor Archie Campbell

Invocation

Pledge of Allegiance

Roll Call

Public Hearings ®

Adoption/Ordinance 2022-35/Redistricting of Wards

Provides for the Readjustment of Ward Boundaries in the City of Milford Pursuant to Article II, Section 2.07 of the City of Milford Charter

## Adoption/Ordinance 2022-36

Application of Buccaneer Carwash

Revised Conditional Use

0.989 +/- acres of land located along the east side of N. Dupont Boulevard  
and the west side of N. Walnut Street

Comprehensive Plan Designation: Commercial

Zoning District: C-3 (Highway Commercial District)

Present use: Carwash Proposed Use: Carwash

Tax Parcel: MD-16-174.14-01-16.00

## Adoption/Ordinance 2022-37

Application of Knight Crossing -- Amended Conditional Use-- Planned Unit Development

25.80 +/- acres of land located south of Cedar Beach Road,  
east of Beaver Dam Road and west of Route 1

Comprehensive Plan Designation: Moderate Density Residential

Zoning District: R-3 (Garden Apartment & Townhouse)

Present use: Vacant Proposed Use: Planned Unit Development

Tax Parcel: 3-30-7.00-035.00, 036.00 & 037.00 (portion)

## Adoption/Ordinance 2022-38

Application of Knight Crossing – Phase 2A for a Final Major Subdivision

25.80 +/- acres of land located south of Cedar Beach Road,  
east of Beaver Dam Road and west of Route 1

Comprehensive Plan Designation: Moderate Density Residential

Zoning District: R-3 (Garden Apartment & Townhouse)

Present use: Vacant Proposed Use: Planned Unit Development

Tax Parcel: 3-30-7.00-035.00, 036.00 & 037.00 (portion)

## Adoption/Ordinance 2022-39

Application of Becker Morgan Group, Inc.-- Red Cedar Farms, Inc

Preliminary Major Subdivision

101.42 +/- acres of land located along the east side of Bucks Road and north of Cedar Neck Road

Comprehensive Plan Designation: Low Density Residential

Zoning District: R-2 (low density residential)

Present Use: Vacant Proposed Use: 200-unit Single-family Detached Dwelling Subdivision

Tax Parcel: 3-30-11.00-068.00

## Adoption/Ordinance 2022-40

Amends Chapter 197 Streets, Sidewalks, Storm Sewers, and Other Public Places/Article I General  
Provisions/Section 197-5 Pedestrian Safety

## Adoption Ordinance 2022-33

Amends Chapter 204 Taxation Code/Article I/Section 204-1/Property Tax Relief-Seniors Citizens

## Recognition

New City Employee Recognition

Proclamation 2022-27/Water Operator of the Year

Proclamation 2022-20/Extra Mile Day

Proclamation 2022-22/Lung Cancer Awareness Month

Communication & Correspondence

Monthly Finance Report

Unfinished Business

New Business

Project Award/Northwest Milford Water Test Wells

Bid Award/Solid Waste Department/Waste Management Contract

Adjournment

All items on the Council Meeting Agenda are subject to a potential vote.

**SUPPORTING DOCUMENTS MUST BE SUBMITTED TO THE CITY CLERK IN ELECTRONIC FORMAT  
NO LATER THAN ONE WEEK PRIOR TO MEETING; NO PAPER DOCUMENTS WILL BE ACCEPTED OR DISTRIBUTED  
AFTER PACKET HAS BEEN POSTED ON THE CITY OF MILFORD WEBSITE.**

Ⓢ Designated Items only; Public Comment, up to three minutes per person will be accepted.

*\*Comments restricted to same date's Council agenda items.*

*The time limit is three minutes per speaker, not to exceed a total of fifteen minutes for all speakers.*

011922 062422 092822 100722 101222 101122 101322

102022 Item Removed

102422 Typos Corrected



NOTICE OF ORDINANCE REVIEW  
PUBLIC HEARING OCTOBER 24, 2022  
City of Milford Redistricting of Wards

NOTICE IS HEREBY GIVEN that on October 24, 2022, Milford City Council, in regular session, will accept public comments, in the Joseph Ronnie Rogers Council Chambers in Milford City Hall, 201 South Walnut Street, Milford, DE beginning at approximately 6:00 pm.

ORDINANCE 2022-35

PROVIDES FOR THE READJUSTMENT OF WARD BOUNDARIES IN THE CITY OF MILFORD PURSUANT TO  
ARTICLE II, SECTION 2.07 OF THE CITY OF MILFORD CHARTER

WHEREAS, the City of Milford, Delaware desires to ensure that its voting districts, to be known as Wards, are apportioned in compliance with the United States Constitution, Voting Rights Act and other applicable laws;  
WHEREAS, the adoption of this Ordinance will ensure such conformance;  
WHEREAS, the City Clerk, City Manager, and Davis, Bowen & Friedel, Inc. Professional Engineer Ring Lardner comprised the Districting Commission;  
WHEREAS, Section 2.07(c) requires the Districting Commission to file a report, containing a recommended plan for adjustment of the district boundaries, with the City Clerk no later than the first day of January of the second year following the decennial Census;  
WHEREAS, said report must comply with specifications outlined in Subsections 2.07(c)(1) and 2.07(c)(2);  
WHEREAS, Section 2.07(c)(1) requires the Census data be used to ensure that council districts are formed of compact, contiguous territory and the population does not differentiate by more than ten percent in the smallest district created;  
WHEREAS, the district boundaries have been revised on several occasions, most recently on August 22, 2011, and in accordance with applicable laws;  
WHEREAS, it was anticipated that the 2020 Decennial Census of Population would show a need to rebalance district populations;  
WHEREAS, the 2020 Federal Decennial Census has been officially published and the data for the State of Delaware, including the City of Milford, released in 2021;  
WHEREAS, based on the 2020 Census data, the population data was considered and the council districts reviewed and altered;  
WHEREAS, City Staff, City Consultants and the Districting Commission have worked diligently to study legal guidelines to ensure that all required steps will be completed before the next City election scheduled for April 23, 2023; and  
WHEREAS, the health, safety, and welfare of the citizens of Milford, Delaware will be positively impacted by the adoption of this Ordinance.

NOW, THEREFORE, the City of Milford hereby ordains:

Section 1.

The boundaries of the City Council Districts, designated as Wards 1, 2, 3 and 4, shall be described as follows:

The First Ward shall consist of all the territory within the City limits as follows: Beginning at a point in the center of the intersection of McColley Street and Southeast Fourth Street; thence along the centerline of Southeast Fourth Street in an easterly direction to the point of intersection with Bridgeham Avenue; then by the centerline of Bridgeham Avenue in a northerly direction to the point of intersection with Southeast Third Street; thence by the centerline of Southeast Third Street in an easterly direction to the point of intersection with Lovers Lane; thence by the centerline of Lovers Lane in a southerly direction to the point of intersection with Lemuel Street; thence by a straight line coincident with the centerline of Lemuel Street in an easterly direction to the point of intersection with Marshall Pond and the corporate limits of the City; thence along the corporate limits, Marshall Pond, and Deep branch in a southerly direction to a point of the lands now or formerly known as Rookery North Course; thence along the corporate limits of the City in a northeasterly direction to the point of intersection of the corporate limits of the City and U.S. Business Route 1 (Rehoboth BLVD); thence continuing with the corporate limits in a southeasterly direction to the intersection of the corporate limits and Kirby Road; thence with the corporate limits and along the Western Right-of-Way of Kirby Road in a northeasterly direction approximately 1,100 feet; thence leaving Kirby Road and continuing with the corporate limits to the intersection of Beaver Dam

Road and State Route 1 (Bay Road); then crossing State Route 1 with the corporate limits to the intersection of the corporate limits and Sharps Road; thence along the corporate limits in various directions to a point on the centerline of U.S. Route 1 being approximately 600 feet west of Johnson Road; thence along the corporate limits in a southwesterly direction to a point at the intersection of Johnson Road and Elks Lodge Road; thence along the corporate limits in various directions to a point on the southwestern most point of the lands now or formerly Rookery North Course; thence along the corporate limits in a westerly direction to the intersection of McCoy Avenue and McColley Street; thence by the centerline of McColley Street in a northerly direction to the point and place of beginning.

The Second Ward shall consist of all territory within the City limits as follows: Beginning at a point in the intersection of Causey Avenue and South Walnut Street; thence along the centerline of South Walnut Street in a southerly direction to the point of intersection with Southeast Second Street; thence along the centerline of Southeast Second Street in an easterly direction to the point of intersection with Columbia Street; thence along the centerline of Columbia Street in a southerly direction to the point of intersection with Southeast Fourth Street; thence along the centerline of Southeast Fourth Street in an easterly direction to the point of intersection with McColley Street; thence along the centerline of McColley Street in a southerly direction to the point of intersection with McCoy Avenue; thence along the centerline of McCoy Avenue in an easterly direction to the point of intersection of the corporate limits; thence along the corporate limits in a southwesterly direction to the point of intersection with Route 113; thence along the corporate limits in a generally northerly direction to the point of intersection with East Lane; thence along the centerline of East Lane in an easterly direction to the point of intersection with the western Right-of-Way of Route 113; thence along the western Right-of-Way of Route 113 in a northerly direction to the point of intersection with the centerline of the railroad tracks; thence along the centerline of the railroad tracks in an easterly direction to its intersection with Causey Avenue; thence with Causey Avenue in an easterly direction to the point and place of beginning.

The Third Ward shall consist of all territory within the City limits as follows: Beginning at a point in the center of the intersection of South Walnut Street and Southeast Second Street; thence along the centerline of South Walnut Street continuing onto North Walnut Street in a northerly direction to the point of intersection with Rehoboth Boulevard; thence along the centerline of Rehoboth Boulevard in a northerly direction to the point of intersection with Route 113; thence along the centerline of Route 113 and U.S. Route 1 in a northerly direction to the point of intersection with Millwood Drive and the corporate limits of the City; thence along the corporate limits in a northerly direction to the northern most point of the City; thence along the corporate limits in a generally southeasterly direction to a point on the corporate limits being 350' south of the intersection of State Route 36; thence along the corporate limits in a generally westerly direction to a point formed by the extension of the centerline of Lemuel Street to the corporate limits; thence leaving the corporate limits and following the centerline of Lemuel Street in a westerly direction to the point of intersection with Lovers Lane; thence along the centerline of Lovers Lane in a northerly direction to the point of intersection with Southeast Third Street; thence along the centerline of Southeast Third Street in a westerly direction to the point of intersection with Bridgeham Avenue; thence along the centerline of Bridgeham Avenue in a southerly direction to the point of intersection with Southeast Fourth Street; thence along the centerline of Southeast Fourth Street in a westerly direction to the point of intersection with Columbia Street; thence along the centerline of Columbia Street in a northerly direction to the point of intersection with Southeast Second Street; thence along the centerline of Southeast Second Street in a westerly direction to the point and place of beginning.

The Fourth Ward shall consist of all territory within the City limits as follows: Beginning at a point in the center of the intersection of South Walnut Street and Southeast Second Street; thence along the centerline of South Walnut Street continuing on to North Walnut Street in a northerly direction to the point of intersection with Rehoboth Boulevard; thence along the centerline of Rehoboth Boulevard in a northerly direction to the point of intersection with Route 113; thence along the centerline of Route 113 and U.S. Route 1 in a northerly direction to the point of intersection with Millwood Drive and the corporate limits of the City; thence along the corporate limit of the city in a generally westerly direction to the point of intersection with Church Hill Road; thence continuing along the corporate limits in a generally southerly direction to the point of intersection with Williamsville Road; thence continuing along the corporate limits in a generally easterly direction to the point of intersection with East Lane; thence along the centerline of East Lane in an easterly direction to the point of intersection with the western Right-of-Way of Route 113; thence along the western Right-of-Way of Route 113 in a northerly direction to the

point of intersection with the centerline of the railroad tracks; thence along the centerline of the railroad tracks in an easterly direction to its intersection with Causey Avenue; thence with Causey Avenue in a easterly direction to the point of intersection with South Walnut Street; thence along the centerline of South Walnut Street in a southerly direction to the point and place of beginning.

Section 2.

The boundaries of all four (4) wards shall at all times be shown on a map to be retained in the Office of the City Clerk and designated as the "Official Ward Map, Milford, Delaware" and signed by the Mayor, attested by the City Clerk and bearing the seal of the City.

Section 3.

Territory annexed into the City shall become a part of the ward it abuts as assigned in the resolution finalizing the annexation of said territory.

Section 4.

This Ordinance has been properly advertised and copies of the Ordinance and related materials will be made available to the public beginning Monday, September 26, 2022.

Section 5.

All ordinances and parts of ordinances in conflict herewith are hereby expressly repealed.

Section 6.

The new Council districts and boundaries, as of the date of enactment, shall supersede previous Council districts and boundaries for the purposes of the next regular City election, including nominations. The new districts and boundaries shall supersede previous districts and boundaries for all other purposes as of the date on which all Councilpersons elected at the regular City election take office. Legal descriptions, contained herein, and official map shall be filed in the Office of the City Clerk.

Section 7.

Official Ward Maps (attached)

#1 Previous Wards

#2 Adopted Wards

Section 8.

Ordinance & Map Publication Dates:

Delaware State News 09/23/2022, 09/25/2022, 10/16/2022

Wilmington News Journal 09/23/2022, 09/25/2022, 09/26/2022

Section 9.

Dates:

Introduction 09/26/2022

Adoption 10/24/2022

A complete copy of the City of Milford Charter is available for review at the City Clerk's Office at Milford City Hall, 201 South Walnut Street, Milford, Delaware or on the website [cityofmilford.com](http://cityofmilford.com).

By: Terri K. Hudson, MMC  
City Clerk

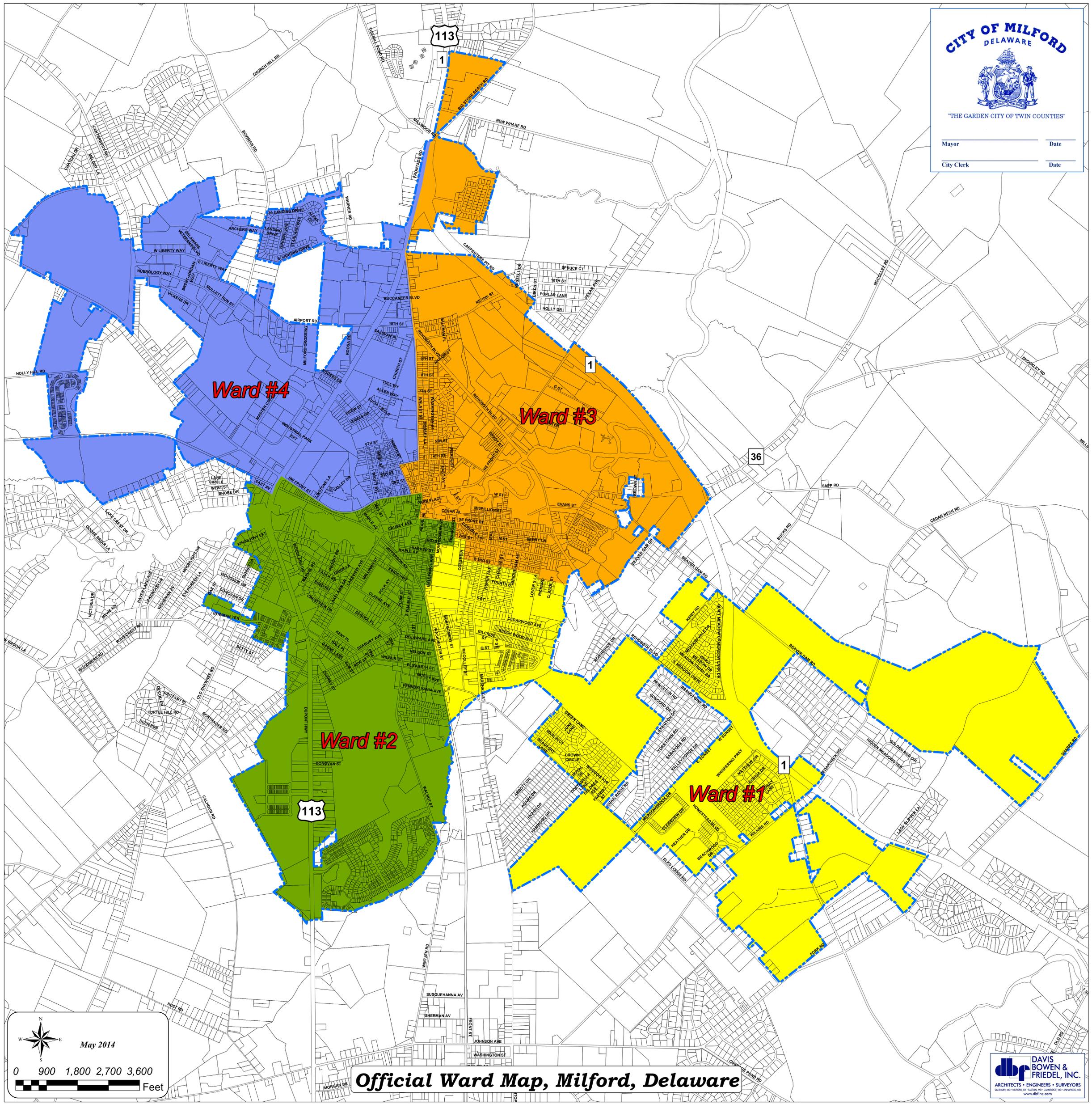
Attachment: Map Delineating the Boundaries of Four Ward

092022

092222



Mayor \_\_\_\_\_ Date \_\_\_\_\_  
City Clerk \_\_\_\_\_ Date \_\_\_\_\_



Ward #4

Ward #3

Ward #2

Ward #1

May 2014

0 900 1,800 2,700 3,600 Feet

**Official Ward Map, Milford, Delaware**

VERSION #4

CITY OF MILFORD  
DELAWARE



"THE GARDEN CITY OF TWIN COUNTIES"

Mayor \_\_\_\_\_ Date \_\_\_\_\_

City Clerk \_\_\_\_\_ Date \_\_\_\_\_

**Ward #4**  
**2,933 Persons**  
**(+211 from #2)**  
**(+88 from #3)**

**Ward #3**  
**2,725 Persons**  
**(+234 from #1)**  
**(+107 from #3)**  
**(-88 to #4)**

**Ward #2**  
**2,727 Persons**  
**(+150 from #1)**  
**(-107 to #3)**  
**(-211 to #4)**

**Ward #1**  
**2,823 Persons**  
**(-150 to #2)**  
**(-234 to #3)**

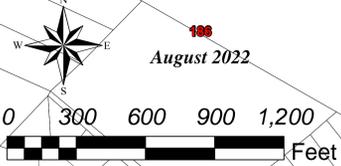
88 from 3 to 4

211 from 2 to 4

107 from 2 to 3

234 from 1 to 3

150 from 1 to 2

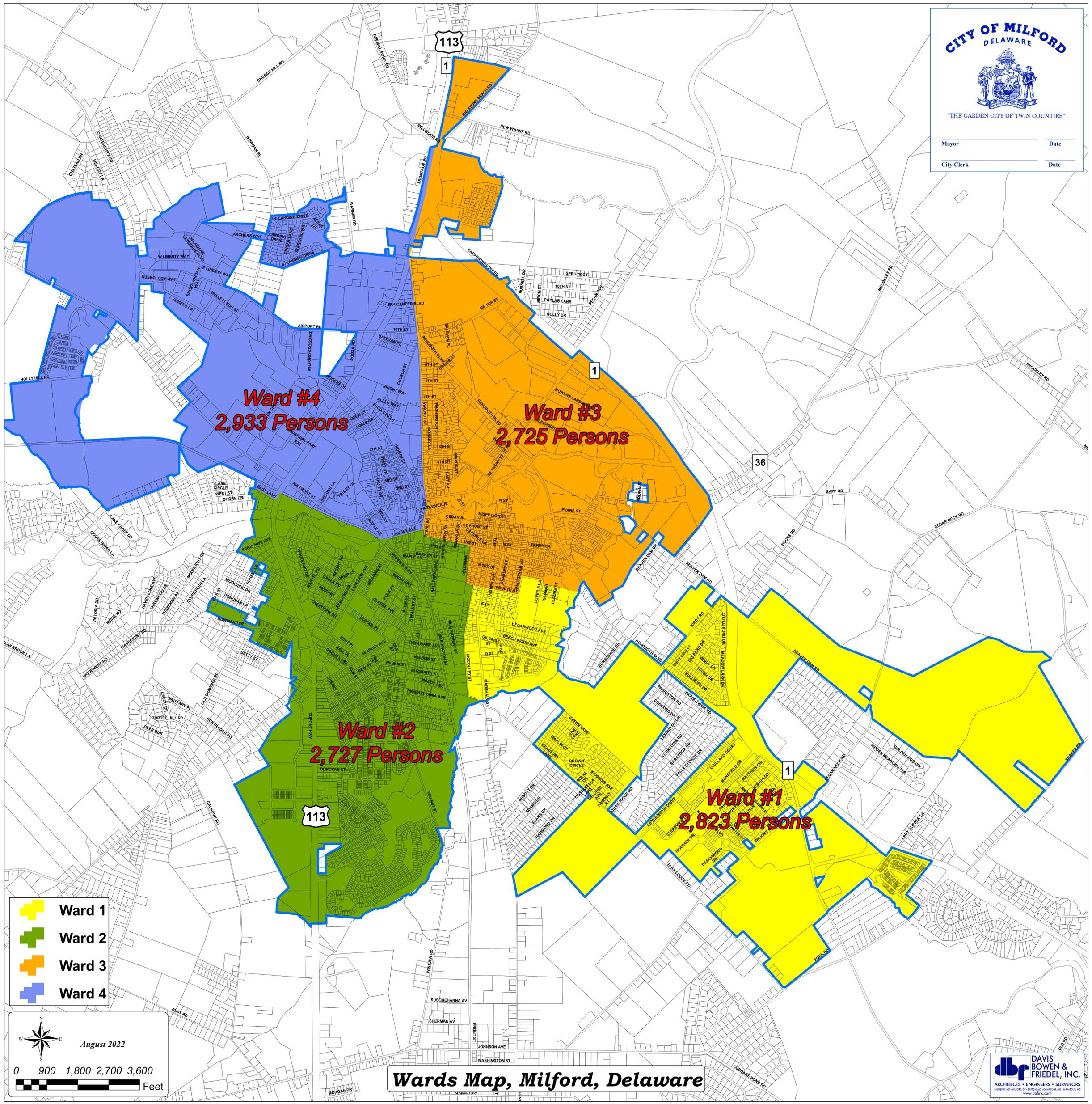


2020 Census Map, Milford, Delaware

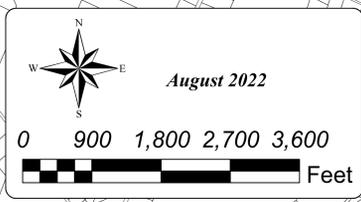




Mayor \_\_\_\_\_ Date \_\_\_\_\_  
City Clerk \_\_\_\_\_ Date \_\_\_\_\_



-  Ward 1
-  Ward 2
-  Ward 3
-  Ward 4



### Wards Map, Milford, Delaware

CITY OF MILFORD  
NOTICE OF PUBLIC HEARINGS

Planning Commission Hearing: Tuesday, October 18, 2022 @ 6:00 p.m.  
City Council Hearing: Monday, October 24, 2022 @ 6:00 p.m.

NOTICE IS HEREBY GIVEN that the proposed Ordinance is currently under review by the City of Milford Planning Commission and City Council. City Council has the option to approve or deny the application. By not adopting the ordinance, City Council will deny the application. By adopting the ordinance, City Council will approve the application and the reason for the language being written in the affirmative. This form of writing is not used to influence any decision of City Council:

**ORDINANCE 2022-36**

Application of Buccaneer Carwash  
for a Revised Conditional Use Preliminary Site Plan  
0.989 +/- acres of land located along the east  
side of N. Dupont Boulevard and the west side of N. Walnut Street  
Comprehensive Plan Designation: Commercial  
Zoning District: C-3 (Highway Commercial District)  
Present use: Carwash  
Proposed Use: Carwash  
Tax Parcel: MD-16-174.14-01-16.00

WHEREAS, the owners of the property as above described herein have petitioned the City of Milford for a Revised Conditional Use Preliminary Site Plan; and

WHEREAS, the City of Milford Planning Commission will consider the application at a Public Hearing on October 18, 2022; and

WHEREAS, Milford City Council will hold a Public Hearing on October 24, 2022 to allow for public comment and further review of the ordinance; and

WHEREAS, it is deemed in the best interest of the City of Milford to approve the Revised Conditional Use Preliminary Site Plan, as herein described.

NOW, THEREFORE, the City of Milford hereby ordains as follows:

*Section 1.* Following adoption of Ordinance 2022-36, and upon the effective date, Buccaneer Carwash is hereby granted a Revised Conditional Use Preliminary Site Plan to allow a wash tunnel 1.9 feet from the northern side property line, in accordance with the application, approved plans, and any conditions set forth at the Public Hearings.

*Section 2.* Construction or operation shall commence within one year of the date of issuance of the permit otherwise the conditional use becomes void.

*Section 3.* Dates.

Planning Commission Review & Public Hearing: October 18, 2022

City Council Introduction: October 10, 2022

City Council Public Hearing: October 24, 2022

Effective: Ten Days following Adoption

For additional information, please contact Rob Pierce in the Planning & Economic Development Department either by e-mail at [RPierce@milford-de.gov](mailto:RPierce@milford-de.gov) or by calling 302.424.8396.

*Advertised: Delaware State News 10-02-22*

*09-19-2022*

## DATA SHEET FOR BUCCANEER CARWASH

Development Advisory Committee: December 15, 2021

Planning Commission Meeting: October 18, 2022

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<b>Application Number / Name</b>	:	21-047 / Buccaneer Carwash
<b>Applicant</b>	:	Charles Holland PO Box 243 Hebron, MD 21830
<b>Owner</b>	:	Same
<b>Application Type</b>	:	Revised Conditional Use Preliminary Site Plan
<b>Present Comprehensive Plan Map Designation</b>	:	Commercial
<b>Present Zoning District</b>	:	C-3 (Highway Commercial District)
<b>Present Use</b>	:	Carwash
<b>Proposed Use</b>	:	Carwash
<b>Size and Location</b>	:	0.989 +/- acres of land located along the east side of N. Dupont Boulevard and the west side of N. Walnut Street addressed as 916 N. Dupont Boulevard.
<b>Tax Map &amp; Parcel</b>	:	MD-16-174.14-01-16.00

ENC: Staff Analysis Report  
Exhibit A – Location & Zoning Map  
Exhibit B – Preliminary Site Plan



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**STAFF REPORT**  
**September 20, 2022**

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<b>Application Number / Name</b>	:	21-047 / Buccaneer Carwash
<b>Present Comprehensive Plan Designation</b>	:	Commercial
<b>Present Zoning District</b>	:	C-3 (Highway Commercial District)
<b>Present Use</b>	:	Carwash
<b>Proposed Use</b>	:	Carwash
<b>Tax Map &amp; Parcel</b>	:	MD-16-174.14-01-16.00
<b>Size and Location</b>	:	0.989 +/- acres of land located along the east side of N. Dupont Boulevard and the west side of N. Walnut Street addressed as 916 N. Dupont Boulevard.

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**I. BACKGROUND INFORMATION:**

- The applicant proposes to redevelop the existing Buccaneer Carwash located at 916 N. Dupont Boulevard as shown on the provided Preliminary Site Plans.
- The applicant received Preliminary Site Plan approval from the Planning Commission on March 15, 2022, but withdrew the application due to right-of-way constraints. The applicant has revised the plan to accommodate sidewalks along both Route 113 and N. Walnut Street.
- Chapter 230-14(C)(13) states a “car wash, all types (staffed, automatic, self-service, etc.)” are a conditional use subject to special requirements set forth by City Council.

**II. STAFF ANALYSIS:**

Based on the information presented, the City of Milford Code, and the Comprehensive Plan, staff submits the following regarding the request for the Conditional Use Preliminary Site Plan:

- The applicant sought a variance from Chapter 230-14(D)(6) from the Board of Adjustment on March 10, 2022 which states “side yards shall be provided as follows: each lot shall have two side yards a minimum of 20 feet with a minimum aggregate of two side yards of 50 feet”

in order to construct the proposed wash tunnel 1.9 feet from the northern side property line.

- Other than the above variance request, the Preliminary Site Plan meets the minimum standards of Chapter 230 Zoning and Chapter 200 Subdivision of Land.
- The plans have been reviewed for general compliance with the City's Standard Construction Specifications. The applicant acknowledged plan review comments from the City Engineer and agrees to address these during the Final Site Plan submission process.
- Evaluation based on the criteria found under Chapter 230-48 Conditional Uses.

A. The presence of adjoining similar uses.

*The property is bound on the north by an existing motel use and is bound on the south by the site of a proposed fast-food restaurant. The site is bound on the west by Route 113/N. Dupont Boulevard and the east by N. Walnut Street.*

B. An adjoining district in which the use is permitted.

*The proposed use is only allowed by conditional use approval within the C-3 Highway Commercial zoning district.*

C. There is a need for the use in the area proposed as established by the Comprehensive Plan.

*The Comprehensive Plan designates this area as Highway Commercial. The proposed use is consistent with the land use plan for the Comprehensive Plan and the zoning code permits the use by conditional use approval from City Council.*

D. There is sufficient area to screen the conditional use from adjacent different uses.

*The site contains an existing carwash use which is being redeveloped for the use. The site is located along an established commercial corridor along N. Dupont Boulevard/Route 113 and there is no need to screen the use from adjacent different uses.*

E. The use will not detract from permitted uses in the district.

*The proposed use should not detract from other permitted uses in the district. The subject parcel is located along an established principal arterial state-maintained road which includes other highway commercial uses.*

F. Sufficient safeguards, such as traffic control, parking, screening and setbacks, can be implemented to remove potential adverse influences on adjoining uses.

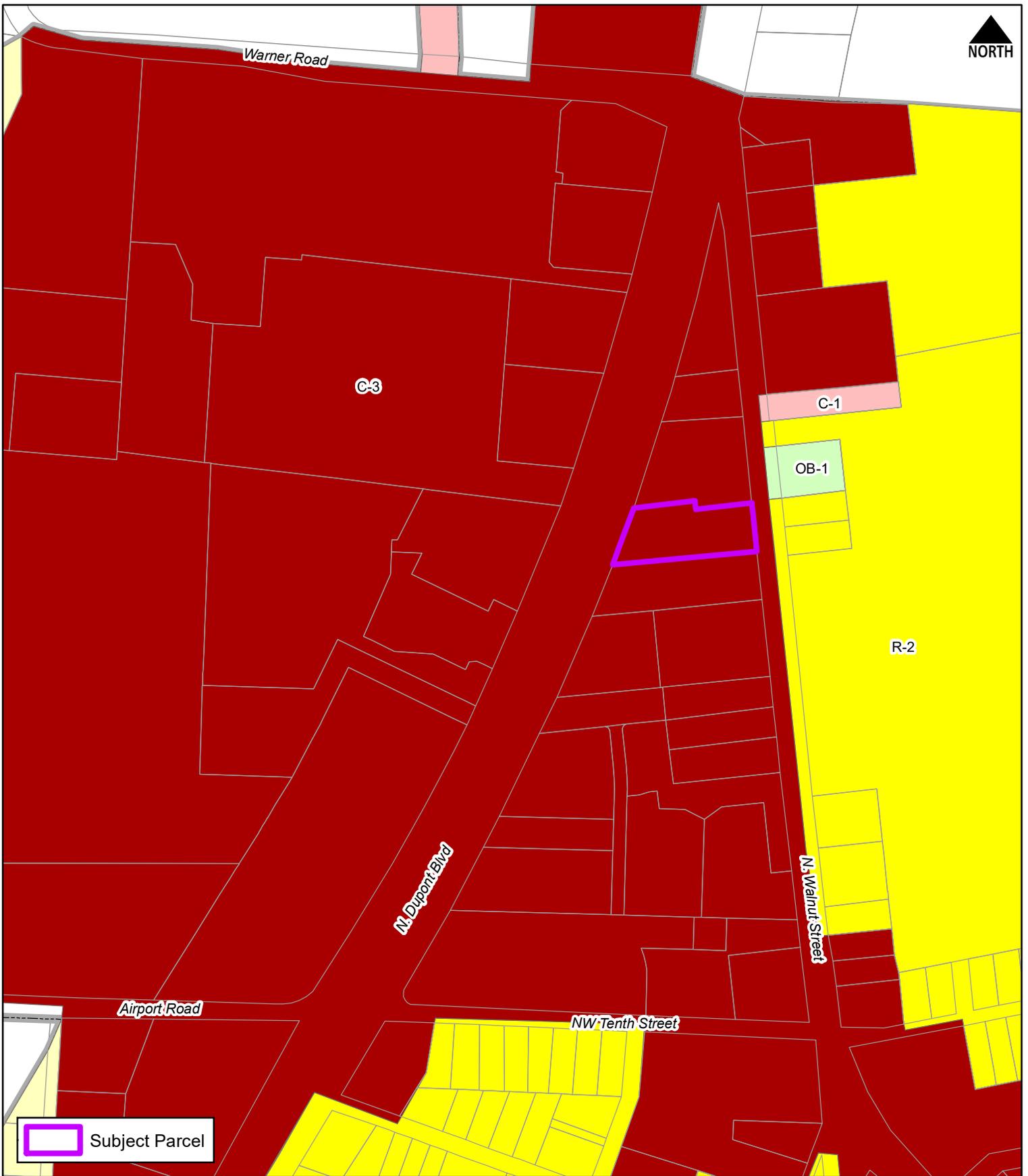
*The site is located along an established state maintained principal arterial (N. Dupont Boulevard) and the applicant will be required to obtain DelDOT approval for the redevelopment prior to final site plan approval. The proposed site plan meets the minimum parking and screening requirements. The applicant has requested a variance from the northern side setback requirement for the installation of a wash tunnel.*

- The following comments must be addressed prior to final site plan approval:
  - Final Site Plan approval will require approvals or no objection letters from DelDOT, State Fire Marshal's Office and Kent Conservation District;
  - Address Preliminary Site Plan and Conditional Use review comments (a copy of which is provided in the packet);
  - Applicant must obtain final approval of engineering plans from the City Engineer; and,
  - Additional department and agency comments outlined in Section III.

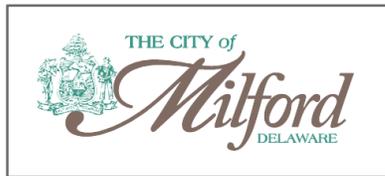
### **III. AGENCY COMMENTS:**

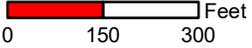
- **Office of State Planning Coordination**  
No comments provided.
- **DelDOT Planning, Development Coordination**
  - Access to this property shall be compliant with the Corridor Capacity Preservation Program (CCPP). The manager of this program is Olayiwola Okesola. The developer shall contact him to discuss further.
  - The developer shall submit for a pre-submittal meeting to begin discussing the development.
  - The developer shall be required at a minimum to submit Record and Entrance Plan for Review and approval through DelDOT Subdivisions.
- **Delaware Health and Social Services – Division of Public Health**  
No comments provided.
- **Department of Natural Resources and Environmental Control (DNREC), Division of Water, Surface Water Discharges Section (SWDS)**  
No comments provided.
- **Kent Conservation District**  
No comments provided.
- **Delaware State Fire Marshal's Office**  
See attached comments.
- **Carlisle Fire Company**  
No comments provided.
- **City Engineer**  
See attached Preliminary Site Plan review comments dated September 13, 2022 and corresponding responses from the applicant.
- **City of Milford Public Works Department**  
No comments provided.

- **City of Milford Parks and Recreation Department**  
No comments provided.
- **City of Milford Police Department**  
No comments provided.
- **Milford School District**  
The school district requests that the applicant alert the school district when construction starts so they can plan around drop off and pickup for the secondary campus.



 Subject Parcel



Scale:  
  
 0 150 300 Feet

Drawn by: WRP Date: 11/22/21

Title:

Preliminary Site Plan  
**Buccaneer Carwash**  
 Location & Zoning Map

Filepath: SitePlan\_BuccaneerCarwash.mxd



1. THE BOUNDARY INFORMATION SHOWN ON THESE DRAWINGS IS BASED ON A SURVEY PERFORMED BY ATLANTIC GROUP & ASSOCIATES, INC. STEVEN P. TURNER, RPLS ON 20 SEPTEMBER, 2021.
2. TOPOGRAPHIC SURVEY WAS PERFORMED BY STEVEN P. TURNER, RPLS OF ATLANTIC GROUP & ASSOCIATES, ON 20 SEPTEMBER 2021. ELEVATIONS ARE BASED ON CONTROL MONUMENT NORTHING: 338994.259, EASTING: 6524133.028 WITH AN ELEVATION OF 34.66' NAVD88.
3. HORIZONTAL DATUM IS BASED ON DELAWARE STATE GRID, NAD83/91, CONTROL MONUMENTS NORTHING: 338925.227, EASTING: 652374.537, WITH AN ELEVATION OF 35.22'.
4. HYDRIC SOILS ARE NOT INDICATED AS BEING PRESENT ACCORDING TO THE KENT COUNTY SOIL SURVEY. WETLANDS AND HYDRIC SOILS WERE NOT OBSERVED DURING OUR SITE INSPECTION ON OCTOBER 2021. WETLANDS ARE NOT LOCATED ON THIS SITE PER THE KENT COUNTY ONLINE MAPPING TOOL.
5. EXISTING UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION. COMPLETENESS OR CORRECTNESS THEREOF IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE UTILITY COMPANIES INVOLVED IN ORDER TO SECURE THE MOST ACCURATE INFORMATION AVAILABLE AS TO UTILITY LOCATION AND ELEVATION. NO CONSTRUCTION AROUND OR ADJACENT TO UTILITIES SHALL BEGIN WITHOUT NOTIFYING THEIR OWNERS AT LEAST 48 HOURS IN ADVANCE. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES AND MAINTAIN UNINTERRUPTED SERVICE AND ANY DAMAGE DONE TO THEM DUE TO HIS/HER NEGLIGENCE SHALL BE IMMEDIATELY AND COMPLETELY REPAIRED AT THE CONTRACTOR'S EXPENSE. TO LOCATE EXISTING UTILITIES IN THE FIELD PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT MISS UTILITY DELMARVA (800-282-8555) A MINIMUM OF THREE (3) CONSECUTIVE WORKING DAYS PRIOR TO ANY EXCAVATION.
6. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. MATERIALS AND WORKMANSHIP SHALL MEET THE REQUIREMENTS OF THE CITY OF MILFORD STANDARD SPECIFICATIONS FOR INSTALLATION OF UTILITY CONSTRUCTION AND SUBDIVISION PAVEMENT DESIGN, AND ALL APPLICABLE AGENCIES HAVING JURISDICTION OVER THE PROPOSED IMPROVEMENTS.
7. USE ONLY SUITABLE AND APPROVED GRANULAR MATERIAL FOR BACKFILLING TRENCHES.
8. THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL RIGHT-OF-WAY LINES AND PROPERTY LINES TO HIS OWN SATISFACTION. ANY DISTURBED AREAS BEYOND THE RIGHT-OF-WAY OR EASEMENT LINES SHALL BE RESTORED IMMEDIATELY TO THEIR ORIGINAL CONDITION.
9. ALL VALVE CLOSURES AND CUT-INS SHALL BE COORDINATED WITH THE CITY. CITY OFFICIALS WILL CARRY OUT ALL NECESSARY VALVE CLOSURES. CONTRACTOR SHALL COORDINATE ISOLATION OF EXISTING WATER MAINS WITH THE CITY AND NOTIFY AFFECTED RESIDENTS AT LEAST 48 HOURS PRIOR TO CUT-IN.
10. PIPELINE DETECTION TAPE SHALL BE COLOR CODED, APPROPRIATELY LABELED, AND INSTALLED 18 INCHES BELOW THE GROUND SURFACE AND DIRECTLY ABOVE ALL PROPOSED NON-METALLIC WATER MAIN, SEWER MAIN, SEWER LATERALS, AND WATER SERVICES.
11. CONDUCTIVE TRACER WIRE SHALL BE INSTALLED WITH ALL NON-METALLIC WATER PIPE AND SERVICES; AND ALONG ALL SEWER LATERALS AND FORCEMAIN. WIRE SHALL BE SECURED TO THE PIPE AND SHALL BE SECURELY BONDED TOGETHER AT ALL WIRE JOINTS WITH APPROVED WATERTIGHT CONNECTORS. TRACER WIRE SHALL BE ACCESSIBLE AT ALL VALVE BOXES, METER PITS, CLEANOUTS, AND AIR RELEASE VALVES.
12. PRIOR TO ISOLATION AND CUT-IN PROCEDURES, CONTRACTOR SHALL EXCAVATE, LOCATE, AND OBSERVE FUNCTION OF ALL EXISTING VALVES TO ASSIST IN THE SYSTEM ISOLATION.
13. SHOP DRAWINGS FOR ANY ITEM(S) WHICH WILL EVENTUALLY BE TAKEN OVER BY THE CITY SHALL BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE ORDERING OF AND/OR INSTALLATION OF THE ITEM(S).
14. ALL SANITARY SEWER MAINS AND FORCEMAINS SHALL HAVE A MINIMUM COVER OF 36 INCHES AND ALL WATER MAINS SHALL HAVE A MINIMUM COVER OF 42 INCHES AS MEASURED FROM THE TOP OF PIPE TO PROPOSED GRADE. SEWER LATERALS SHALL HAVE A MINIMUM DIAMETER OF SIX (6) INCHES AND HAVE A MINIMUM COVER OF 36 INCHES.
15. THERE SHALL BE A MINIMUM HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SANITARY SEWER MAINS AND FORCEMAINS OF 10 FEET, AS MEASURED FROM EDGE OF PIPE TO EDGE OF PIPE. THERE SHALL BE A MINIMUM VERTICAL SEPARATION OF 18 INCHES BETWEEN WATER MAINS AND SANITARY SEWER MAINS OR FORCEMAINS AT CROSSINGS. ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE AT CROSSINGS.
16. THERE SHALL BE A MINIMUM VERTICAL SEPARATION OF 12 INCHES BETWEEN ANY STORM DRAIN PIPE AND ANY WATER MAIN OR SEWER MAIN. IF 12 INCHES CANNOT BE MAINTAINED, A MINIMUM OF SIX (6) INCHES IS REQUIRED AND PROVISIONS SHALL BE MADE ACCEPTABLE TO THE CITY OF MILFORD FOR PROPERLY ENCASING THE PIPE IN CONCRETE.
17. THE PROJECT SITE IS LOCATED IN FLOOD ZONE X PER FEMA FIRM #10005C0041K DATED MARCH 16, 2015.
18. ALL ROADWAYS ARE TO BE SWEEPED FREE OF SEDIMENT ON A DAILY BASIS.
19. THE CONTRACTOR SHALL REMOVE AND IMMEDIATELY REPLACE, RELOCATE, RESET OR RECONSTRUCT ALL OBSTRUCTIONS IN THE WORK AREA, INCLUDING, BUT NOT LIMITED TO, MAILBOXES, SIGNS, LANDSCAPING, LIGHTING, PLANTERS, CULVERTS, DRIVEWAYS, PARKING AREAS, CURBS, GUTTERS, FENCES, OR OTHER NATURAL OR MAN-MADE OBSTRUCTIONS. TRAFFIC CONTROL REGULATORY, WARNING AND INFORMATIONAL SIGNS SHALL REMAIN FUNCTIONAL AND VISIBLE TO THE APPROPRIATE LANES OF TRAFFIC AT ALL

20. TIMES, WITH THEIR RELOCATION KEPT TO A MINIMUM DISTANCE.
21. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT PAVING IS INSTALLED TO THE ELEVATIONS SHOWN AND THAT NO PONDING OF WATER WILL OCCUR AFTER PAVING IS COMPLETE.
22. THE STORM DRAINAGE SYSTEM HAS BEEN DESIGNED USING THE CRITERIA OF THE STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION DEVELOPMENT COORDINATION MANUAL, LATEST EDITION.
23. ALL FIRE LANES, FIRE HYDRANTS, EXITS, AND STANDPIPES WILL BE MARKED IN ACCORDANCE WITH STATE FIRE PREVENTION REGULATIONS.
24. DELAWARE REGULATIONS PROHIBIT THE BURIAL OF CONSTRUCTION DEMOLITION DEBRIS, INCLUDING TREES AND STUMPS ON CONSTRUCTION SITES. ANY SOLID WASTE FOUND DURING THE EXCAVATION FOR STRUCTURES AND UTILITY LINES ON AND OFF SITE MUST BE REMOVED AND PROPERLY DISCARDED. ANY REMEDIAL ACTION REQUIRED IS THE RESPONSIBILITY OF THE OWNER.
25. DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AS AMENDED AND ALL RULES AND REGULATIONS THERETO APPURTENANT.
26. CONTRACTOR SHALL GRADE, TOPSOIL, SEED AND MULCH ALL DISTURBED AREAS OF CONSTRUCTION, INCLUDING PIPE INSTALLATION OR DITCH CONSTRUCTION. EROSION CONTROL MATTING SHALL BE PROVIDED ON ALL SLOPES GREATER THAN 3:1.
27. THE OWNER AND/OR THEIR CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE SERVICES OF A PROFESSIONAL SURVEYOR LICENSED IN THE STATE OF DELAWARE FOR THE PERMANENTLY RE-ESTABLISHING OF ANY PROPERTY MARKERS OR MONUMENTS DISTURBED DURING CONSTRUCTION. A SURVEY AND METES AND BOUNDS THAT INCLUDES THE RE-ESTABLISHED MARKER(S) OR MONUMENT(S) SHALL BE PRESENTED TO THE PROPERTY OWNER FOR COMPARISON WITH THE ORIGINAL PLAT, FOR VERIFICATION.
28. THE OWNER SHALL BE RESPONSIBLE FOR THE SHORT-TERM MAINTENANCE OF THE ANY AND ALL STORMWATER MANAGEMENT FACILITIES AND STORM SEWER SYSTEMS UNTIL SUCH TIME THAT THE LONG-TERM MAINTENANCE RESPONSIBILITIES CAN BE TRANSFERRED TO A LEGALLY-ESTABLISHED HOMEOWNERS ASSOCIATION OR OTHER RESPONSIBLE ENTITY.
29. THE CITY OF MILFORD WILL ASSUME OWNERSHIP AND MAINTENANCE RESPONSIBILITY OF WATER AND SEWER PIPES AND APPURTENANCES, INSTALLED WITHIN CITY RIGHT-OF-WAY AND EASEMENTS DEDICATED TO THE CITY, STORM SEWER PIPES AND CATCH BASINS, INSTALLED FULLY WITHIN CITY RIGHT-OF-WAY; ONCE THE FOLLOWING CONDITIONS HAVE BEEN MET:  
A. ALL ITEMS HAVE PASSED CITY INSPECTION;  
B. THE CITY HAS RECEIVED AND APPROVED DIGITAL AND HARD COPIES OF THE RECORD DRAWINGS; AND  
C. THE RIGHTS-OF-WAY AND/OR EASEMENTS HAVE BEEN DEEDED TO THE CITY AND RECORDED WITH THE RECORDER OF DEEDS.
30. SEWER AND WATER CAPACITY ARE NOT GUARANTEED UNTIL BUILDING PERMITS ARE ISSUED, ALL FEES ARE PAID AND SUITABLE UTILITIES ARE IN PLACE FOR PROPER CONVEYANCE, TREATMENT AND DISPOSAL.
31. PRELIMINARY APPROVAL FROM PLANNING COMMISSION SHALL BE VOID AFTER ONE (1) YEAR, UNLESS AN EXTENSION IS REQUESTED BY THE OWNER AND APPROVED, FOR GOOD CAUSE, BY THE PLANNING COMMISSION PRIOR TO THE DATE OF EXPIRATION.
32. THE APPROVAL OF A CONDITIONAL USE IS VALID FOR ONE YEAR, UNLESS PERMITS ARE OBTAINED OR CONSTRUCTION OR USE IS SUBSTANTIALLY UNDERWAY, ALL PROVISIONS OF THE CONDITIONAL USE ARE AUTOMATICALLY RESCINDED.
33. FINAL APPROVAL FROM THE CITY SHALL BECOME VOID IF THE FINAL RECORD PLAT IS NOT RECORDED WITHIN 90 DAYS OF THE DATE OF PLANNING COMMISSION'S GRANTING OF FINAL APPROVAL. IF CONSTRUCTION OF THE APPROVED IMPROVEMENTS IS NOT SUBSTANTIALLY UNDERTAKEN WITHIN ONE (1) YEAR OF FINAL SITE PLAN APPROVAL, THE SITE PLAN APPROVAL SHALL BE VOID. THE APPLICANT MAY REQUEST A ONE (1) YEAR EXTENSION FROM THE PLANNING COMMISSION FOR GOOD CAUSE.
34. THE APPLICANT IS RESPONSIBLE TO ENSURE THAT ALL CITY AND/OR AGENCY CONSTRUCTION PERMIT APPLICATIONS HAVE BEEN COMPLETED, SUBMITTED, AND ALL APPLICABLE FEES HAVE BEEN PAID PRIOR TO COMMENCING CONSTRUCTION. THE CITY SHALL NOT BE HELD RESPONSIBLE FOR AN ANTICIPATED CONSTRUCTION START DATE THAT IS NOT MET DUE TO THE APPLICANT OR HIS/HER CONTRACTOR NOT HAVING MET THE CONSTRUCTION PERMITTING REQUIREMENTS.
35. AS A CONDITION OF THE APPROVAL OF THE CONSTRUCTION DRAWINGS, AND PRIOR TO THE START OF CONSTRUCTION, THE APPLICANT MAY BE REQUIRED TO ENTER INTO A FORMAL PUBLIC WORKS AGREEMENT WITH THE CITY AND/OR TO POST A COMPLETION GUARANTY FOR ANY IMPROVEMENTS WHICH WILL EVENTUALLY BE TAKEN OVER BY THE CITY. THE GUARANTY SHALL BE IN AN AMOUNT EQUAL TO 150% OF THE COST OF THE IMPROVEMENTS AS ESTIMATED OR APPROVED BY THE CITY ENGINEER. THE GUARANTY SHALL BE IN THE FORM OF A BOND OR FUNDS DEPOSITED IN AN ESCROW ACCOUNT. THE PUBLIC WORKS AGREEMENT AND THE GUARANTY SHALL BE REVIEWED AND APPROVED BY THE CITY SOLICITOR. THE COMPLETION GUARANTEE SHALL NOT BE RELEASED UNTIL A MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE IMPROVEMENTS HAS BEEN SUBMITTED.
36. A MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE CONSTRUCTION VALUE FOR ANY CONSTRUCTED IMPROVEMENTS AND A PERFORMANCE BOND IN THE AMOUNT OF 125% OF THE CONSTRUCTION VALUE FOR ANY UNCOMPLETED WORK SHALL BE PROVIDED IN ORDER TO ACHIEVE FINAL COMPLETION OF THE IMPROVEMENTS AND RELEASE OF ANY COMPLETION GUARANTY. THE MAINTENANCE PERIOD SHALL BE A MINIMUM OF ONE YEAR AND ALL CONSTRUCTION VALUES MUST BE SUBMITTED TO,

37. REVIEWED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE ISSUANCE OF ANY BONDS.
38. UPON COMPLETION OF THE CONSTRUCTION IMPROVEMENTS AND PRIOR TO THE RELEASE OF ANY DEVELOPER'S COMPLETION GUARANTEE, THE DEVELOPER SHALL PROVIDE THE CITY ENGINEER A DRAFT PAPER SET OF DETAILED RECORD PLANS (PLAN VIEW AND PROFILE SHEETS). RECORD INFORMATION SHALL BE PLACED ON THE APPROPRIATE APPROVED DRAWINGS. ORIGINAL DESIGN ELEVATION AND/OR DISTANCE INFORMATION SHALL BE STRUCK THROUGH WITH A FINE LINE AND THE RECORD INFORMATION SHALL BE INSERTED NEXT TO IT. WHEN THE DRAFT SET OF DRAWINGS HAS BEEN APPROVED BY THE CITY, THREE (3) FINAL PAPER COPIES SHALL BE SUBMITTED, SIGNED AND SEALED BY THE OWNER'S ENGINEER OR SURVEYOR. ADDITIONALLY, A CD SHALL BE PROVIDED WITH DIGITAL RECORD INFORMATION IN AUTOCAD FORMAT (VERSION 2018 OR LATER). THE DIGITAL INFORMATION SHALL BE ON DELAWARE STATE PLANE, NAD 83 HORIZONTAL CONTROL AND NAVD88 VERTICAL CONTROL. RECORD PLAN INFORMATION SHALL INCLUDE SURVEYED AS-BUILT ELEVATIONS AND HORIZONTAL LOCATIONS OF THE FOLLOWING:  
A. ALL PROPERTY MONUMENTS/MARKERS;  
B. SEWER MANHOLE RIM & INVERT ELEVATIONS, WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED, PUMP STATION RIM, BOTTOM & INVERT ELEVATIONS WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED, FORCEMAIN INVERT ELEVATIONS EVERY 50 FEET, FORCEMAIN AIR RELEASE VALVE RIM & INVERT ELEVATIONS, SEWER CLEANOUT RIM & INVERT ELEVATIONS, AND GREASE TRAP RIM, BOTTOM & INVERT ELEVATIONS;  
C. WATER VALVES, FIRE HYDRANTS, METER VAULTS, METER PITS, AND CURB STOPS;  
D. STORM SEWER CATCH BASIN AND/OR MANHOLE GRATE, RIM & INVERT ELEVATIONS WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED; AND  
E. ANY OTHER ITEM WHICH WILL BE TAKEN OVER BY THE CITY.
39. THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS DEPARTMENT AT (302) 422-1110 A MINIMUM OF TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AND SCHEDULE A PRE-CONSTRUCTION MEETING. THE SITE CONTRACTOR AND THE OWNER, OR HIS/HER REPRESENTATIVE SHALL BE IN ATTENDANCE.
40. THE SITE IS NOT LOCATED IN A SOURCE WATER PROTECTION AREA.
41. NO STATE OF FEDERALLY REGULATED WETLANDS ARE LOCATED WITHIN THE SUBJECT PROPERTY.

PLANS ISSUED FOR:  
Review

REVISIONS:

No.	Revision/Issue:	Date
1	KCI Comments	8/30/2022

**BUCCANEER CARWASH**

MILFORD HUNDRED  
CITY OF MILFORD  
KENT COUNTY, DELAWARE

Civil Engineers  
Land Planners  
Landscape Architects  
Surveyors

**Atlantic Group  
& Associates, Inc.**

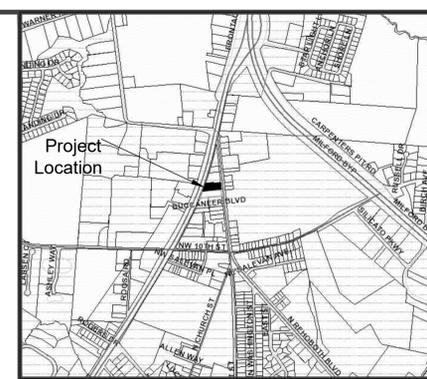
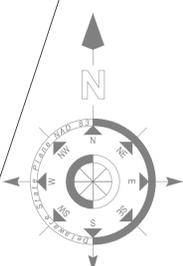


10044 Old Ocean City Boulevard  
Berlin, Maryland 21811  
Ph: (410) 629-1160  
Fax: (410) 629-1710  
www.the-atlanticgrp.com

**GENERAL  
NOTES**

PROJECT:	21-134	DATE:	10/22/2021
DRAWN BY:	EAC	SCALE:	None

SHEET:  
**C-002**



VICINITY MAP  
N.T.S.

PLANS ISSUED FOR:		
CLIENT		
REVISIONS:		
No.	Revision/Issue	Date
1	KCI Comments	8/30/2022

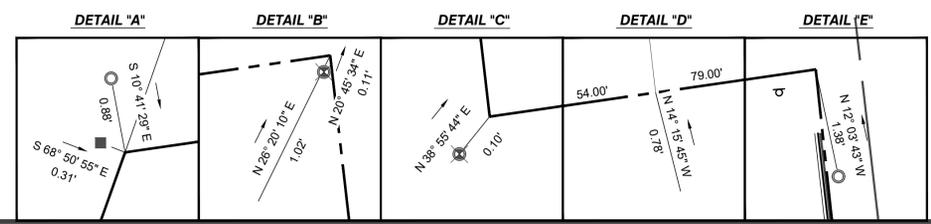
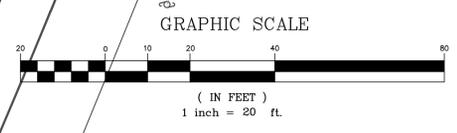
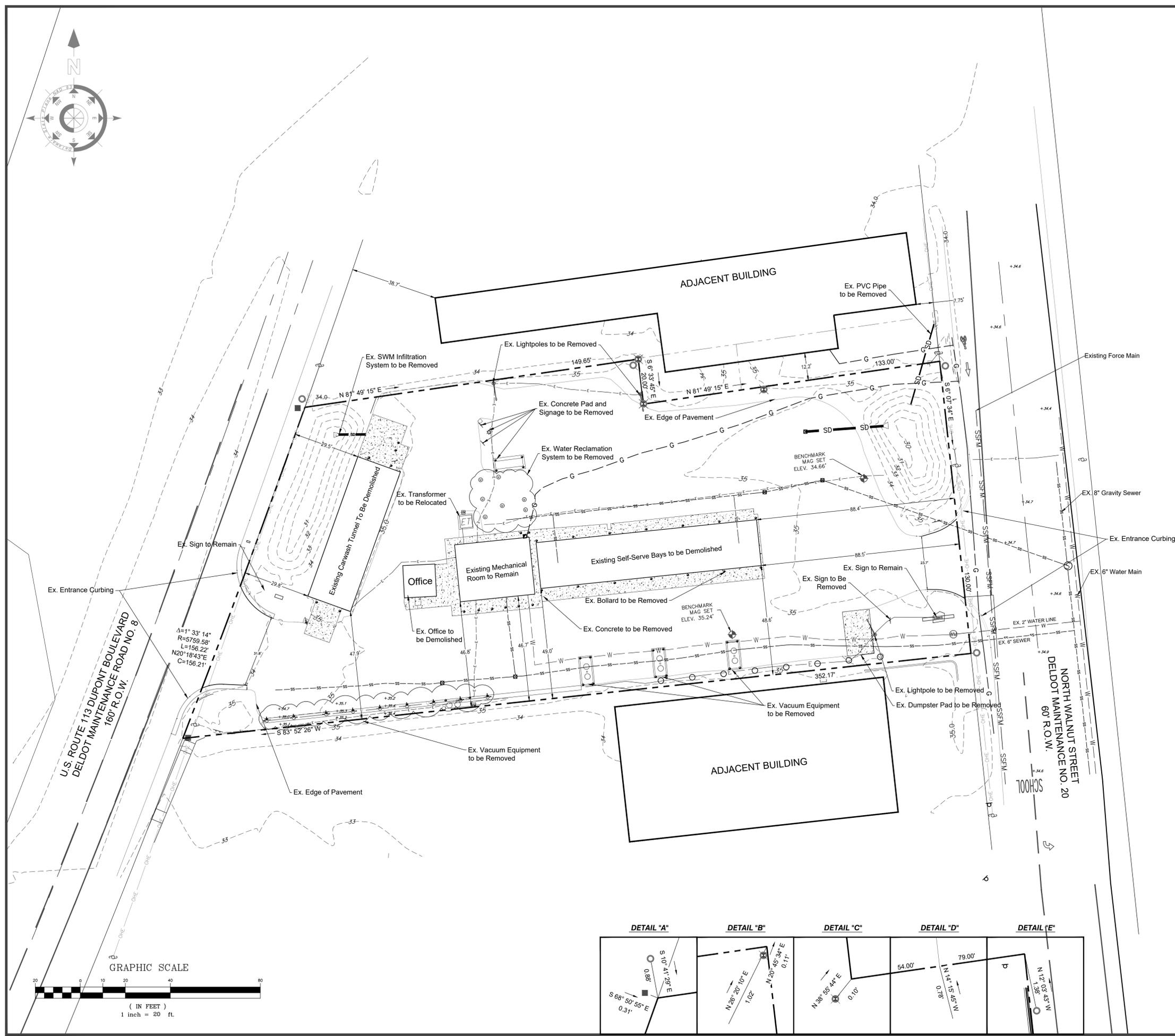
**BUCCANEER CARWASH**  
MILFORD HUNDRED  
CITY OF MILFORD  
KENT COUNTY, DELAWARE

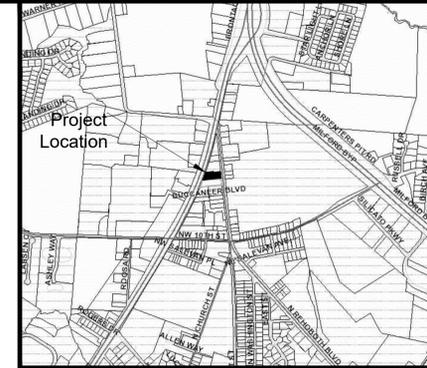
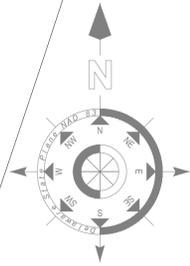
**Atlantic Group & Associates, Inc.**  
Civil Engineers  
Land Planners  
Landscape Architects  
Surveyors  
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Berlin, Maryland 21811  
Ph: (410) 629-1160  
Fax: (410) 629-1710  
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**EXISTING CONDITIONS PLAN**

PROJECT: 21-134 DATE: 10/14/2021  
DRAWN BY: EAC SCALE: 1"=20'

SHEET: **C-100**





VICINITY MAP  
N.T.S.

PLANS ISSUED FOR:  
CLIENT

REVISIONS:

No.	Revision/Issue	Date
1	KCI Comments	8/30/2022

**BUCCANEER CARWASH**  
MILFORD HUNDRED  
CITY OF MILFORD  
KENT COUNTY, DELAWARE

- SITE ADDRESS: 916 N. DUPONT BLVD  
MILFORD, DELAWARE 19963
- SITE COORDS: 38.9307, -75.4302
- SOURCE OF TITLE: DB. 5324 PG. 139  
PLOT REFERENCE: P.B. 19 PG. 97
- TAX MAP No. MD(5) 16-00-174.14-01-16.00-00001
- THIS PARCEL IS ALL OF LOT 7 AND PART OF LOT 8 OF THE GLENWORTH FARM SURVEYED BY MORGAN T. GUM, MAY 1920, SAID TO BE RECORDED IN DEED RECORD C, VOLUME 12, PAGE 400.
- EXISTING ZONING: C-3 HIGHWAY COMMERCIAL DISTRICT  
PROPOSED ZONING: C-3 HIGHWAY COMMERCIAL DISTRICT
- EXISTING USE: COMMERCIAL / CARWASH  
PROPOSED USE: COMMERCIAL / CARWASH
- EXISTING SITE AREA: 43,111 SQ.FT. (0.99 AC.)  
PROPOSED SITE AREA: 43,111 SQ.FT. (0.99 AC.)
- THERE ARE NO STATE OR FEDERAL WETLANDS PRESENT ON THE SITE
- THIS SITE IS NOT LOCATED WITHIN A SOURCE WATER PROTECTION AREA
- FLOOD ZONE PER FIRM #10005C0041K, DATED MARCH 16, 2015. ZONE "X"  
THE PROJECT LOCATION IS NOT WITHIN THE 100 YEAR FLOOD PLAIN
- DATUM: HORIZONTAL: DE STATE PLANE NAD '83  
VERTICAL: NAVD '88
- PROPOSED DISCHARGE LOCATION - U.S. ROUTE 113
- TOTAL LIMIT OF DISTURBANCE - 42,869 SQ. FT. (0.98 AC.)

Civil Engineers  
Land Planners  
Landscape Architects  
Surveyors

**Atlantic Group & Associates, Inc.**



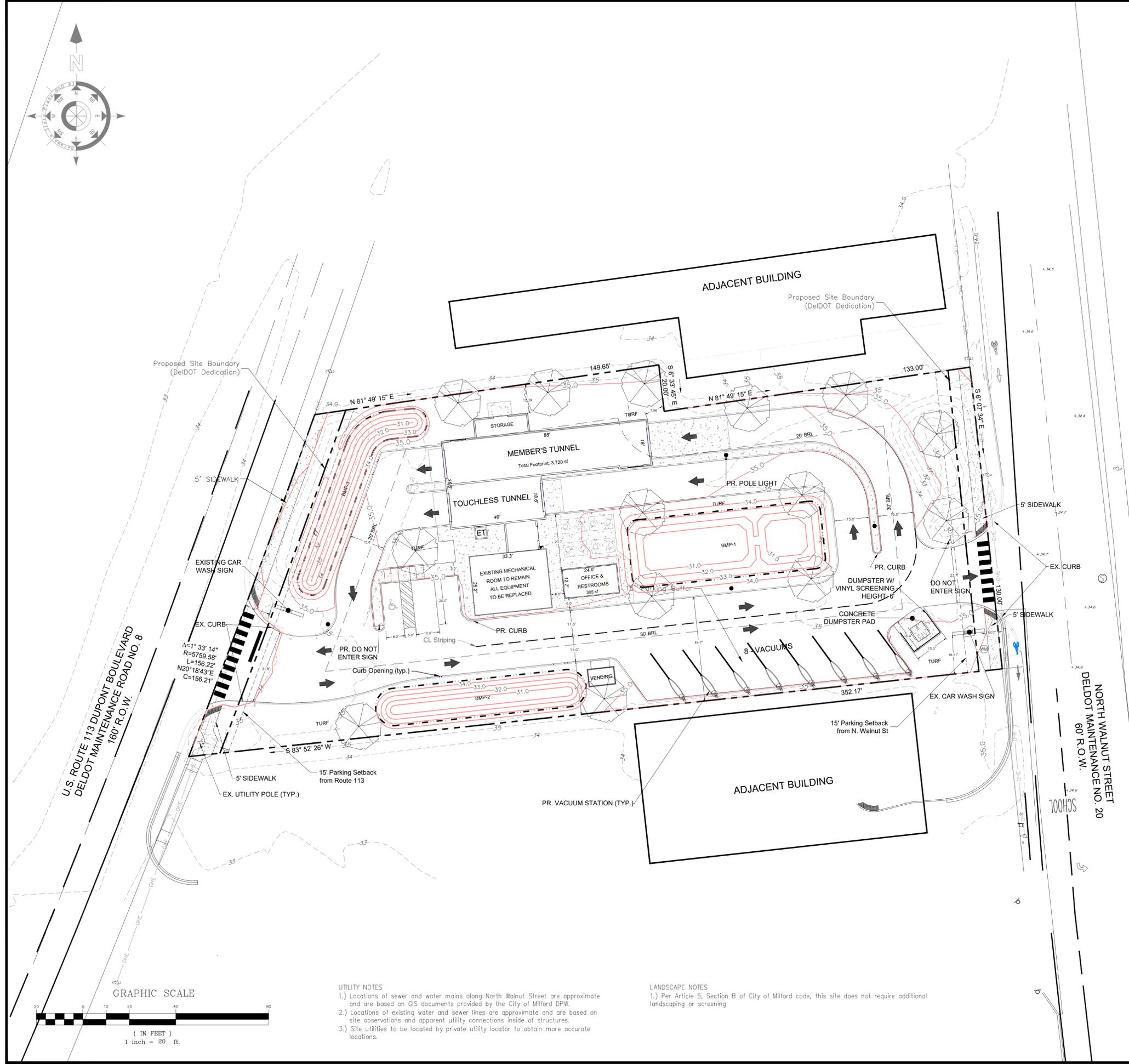
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PRELIMINARY  
SITE PLAN

PROJECT: 21-134 DATE: 07/14/2022

DRAWN BY: JAL SCALE: 1"=20'

SHEET: C-101



Proposed Site Boundary  
(DelDOT Dedication)

Proposed Site Boundary  
(DelDOT Dedication)

MEMBER'S TUNNEL  
Total Footprint: 3,720 sq ft

TOUCHLESS TUNNEL

EXISTING MECHANICAL ROOM TO REMAIN  
ALL EQUIPMENT TO BE REPLACED

OFFICE & RESTROOMS  
395 sq ft

ADJACENT BUILDING

U.S. ROUTE 113 DUPONT BOULEVARD  
DELDOT MAINTENANCE ROAD NO. 8  
160' R.O.W.

NORTH WALNUT STREET  
DELDOT MAINTENANCE NO. 20  
60' R.O.W.

GRAPHIC SCALE

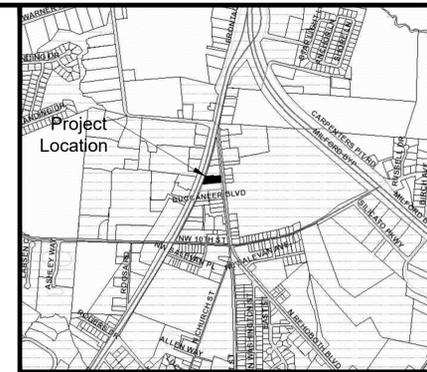
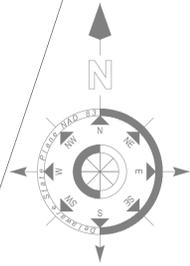


UTILITY NOTES

- Locations of sewer and water mains along North Walnut Street are approximate and are based on GIS documents provided by the City of Milford DPW.
- Locations of existing water and sewer lines are approximate and are based on site observations and apparent utility connections inside of structures.
- Site utilities to be located by private utility locator to obtain more accurate locations.

LANDSCAPE NOTES

- Per Article 5, Section B of City of Milford code, this site does not require additional landscaping or screening



VICINITY MAP  
N.T.S.

PLANS ISSUED FOR:  
CLIENT

REVISIONS:

No.	Revision/Issue:	Date
1	KCI Comments	8/30/2022

**BUCCANEER CARWASH**

MILFORD HUNDRED  
CITY OF MILFORD  
KENT COUNTY, DELAWARE

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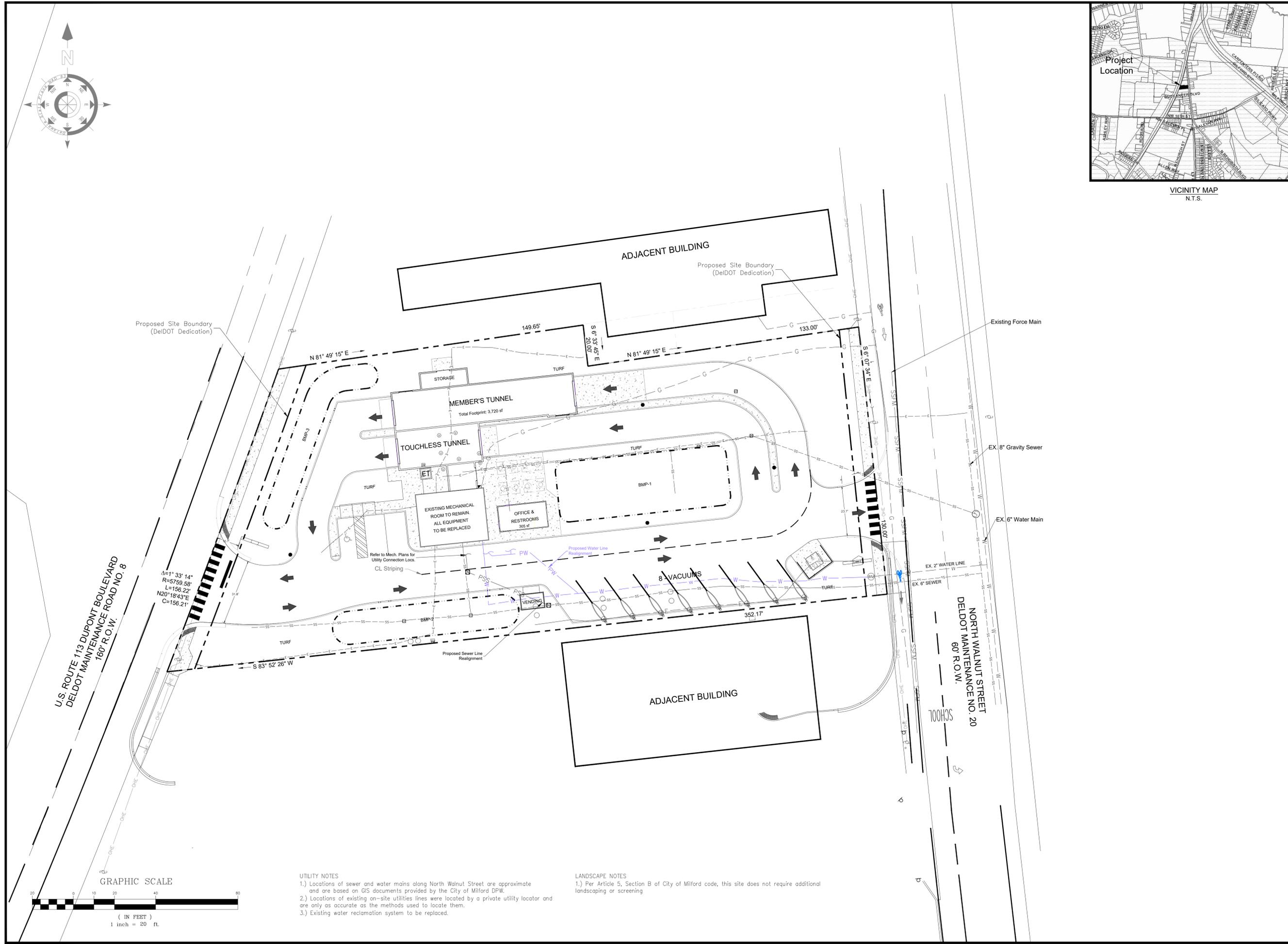
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UTILITY PLAN

PROJECT: 21-134      DATE: 08/29/2022

DRAWN BY: JAL      SCALE: 1"=20'

SHEET: **C-102**



Proposed Site Boundary  
(DelDOT Dedication)

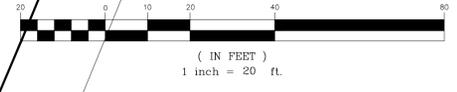
Proposed Site Boundary  
(DelDOT Dedication)

U.S. ROUTE 113 DUPONT BOULEVARD  
DELDOT MAINTENANCE ROAD NO. 8  
160' R.O.W.

$\Delta=1^{\circ}33'14''$   
 $R=5759.58'$   
 $L=156.22'$   
 $N20^{\circ}18'43''E$   
 $C=156.21'$

NORTH WALNUT STREET  
DELDOT MAINTENANCE NO. 20  
60' R.O.W.

GRAPHIC SCALE



UTILITY NOTES

- Locations of sewer and water mains along North Walnut Street are approximate and are based on GIS documents provided by the City of Milford DPW.
- Locations of existing on-site utilities lines were located by a private utility locator and are only as accurate as the methods used to locate them.
- Existing water reclamation system to be replaced.

LANDSCAPE NOTES

- Per Article 5, Section B of City of Milford code, this site does not require additional landscaping or screening



# KENT CONSERVATION DISTRICT

1679 SOUTH DUPONT HIGHWAY • DOVER, DELAWARE 19901 • (302) 608-5370 • WWW.KENTCD.ORG

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**CITY OF MILFORD  
DEVELOPMENT ADVISORY COMMITTEE  
APPLICATION REVIEW COMMENTARY  
December 2021**

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**APPLICATION:** Buccaneer Carwash at 916 N. Dupont Boulevard

**APPLICATION #:** 21-047

**REVIEWING AGENCY:** Kent Conservation District

**CONTACT PERSON:** Kate Owens

**PHONE:** (302) 608 – 5370

**EMAIL:** stormwater@kentcd.org

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THE SUBJECT PROPOSAL HAS BEEN REVIEWED FOR CODE COMPLIANCE, PLAN CONFORMITY AND COMPLETENESS IN ACCORDANCE WITH THIS AGENCY'S AUTHORITY AND AREA OF EXPERTISE. THE FOLLOWING ITEMS HAVE BEEN IDENTIFIED AS ELEMENTS WHICH NEED TO BE ADDRESSED BY THE APPLICANT:

Source: 2019 Delaware Sediment and Stormwater Regulations

REQUIREMENTS:

1. As the disturbance for this site will exceed 5,000 square feet, a detailed sediment and stormwater management plan must be reviewed and approved by Kent Conservation District prior to any land disturbance (i.e. clearing, grubbing, filling, grading, etc.). The review fee and a completed Application for a Detailed Plan are due at the time of plan submittal to the District's office.
2. A pre-application meeting must occur prior to submitting a sediment and stormwater detailed plan application.
3. The following notes must appear on the record plan:
  - The Kent Conservation District reserves the right to enter private property for purposes of periodic site inspection.
  - The Kent Conservation District reserves the right to add, modify, or delete any erosion or sediment control measure, as it deems necessary.
  - A clear statement of defined maintenance responsibility for stormwater management facilities.

ADVISORY COMMENTS TO THE APPLICANT:

1. An existing underground infiltration facility interconnects between the existing site ponds on the east and west of parcel.
2. A letter of no objection to recordation will be provided upon approval of a Sediment and Stormwater Management Plan.

City of Milford, Delaware  
Development Advisory Committee

Comment Sheet

\*\*\*\*\*



DATE OF REVIEW: December 1, 2021

REVIEWING AGENCY: **Delaware State Fire Marshal's Office, Sussex Office**

INDIVIDUAL REVIEWERS: **Duane T. Fox, CFPS, CFPE, CFI, Asst. Chief Technical Services**  
**William C. Kelly, CFI, Sr. Fire Protection Specialist**

AGENCY PHONE NUMBERS: **302-739-4394, Fax: 302-739-3696**

RE: BUCCANEER CARWASH (21-047)

*The reasons and conditions applied to this project and their sources are itemized below:*

\*\*\*\*\*

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

a. **Fire Protection Water Requirements:**

- Water distribution system capable of delivering at least 1500 gpm for 2-hour duration, at 20-psi residual pressure is required. Fire hydrants with 800 feet spacing on centers. (Industrial and Mercantile)
- 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.

b. **Fire Protection Features:**

- All structures over 10,000 sqft aggregate will require automatic sprinkler protection installed.
- Buildings greater than 10,000 sqft, 3-stories or more, over 35 feet, or classified as High Hazard, 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

c. **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 North Walnut Street 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.

d. **Gas Piping and System Information:**

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

e. **Required Notes:**

- Provide a note on the final plans submitted for review to read “All fire lanes, fire hydrants, and fire department connections shall be marked in accordance with the Delaware State Fire Prevention Regulations”
- Proposed Use
- Alpha or Numerical Labels for each building/unit for sites with multiple buildings/units
- Square footage of each structure (Total of all Floors)
- National Fire Protection Association (NFPA) Construction Type
- Maximum Height of Buildings (including number of stories)
- Note indicating if building is to be sprinklered
- Name of Water Provider
- Letter from Water Provider approving the system layout
- Provide Lock Box Note (as detailed in DSFPR) if Building is to be sprinklered
- Provide Road Names, even for County Roads

Preliminary meetings with fire protection specialists are encouraged prior to formal submittal. Please call for appointment. Applications and brochures can be downloaded from our website:

[www.statefiremarshal.delaware.gov](http://www.statefiremarshal.delaware.gov), technical services link, plan review, applications or brochures.

***THIS DOCUMENT IS INFORMATIONAL ONLY, AND DOES NOT CONSTITUTE ANY TYPE OF APPROVAL FROM THE DELAWARE STATE FIRE MARSHAL'S OFFICE***



ISO 9001:2015 CERTIFIED

ENGINEERS • PLANNERS • SCIENTISTS • CONSTRUCTION MANAGERS

1352 Marrows Road, Suite 100 • Newark, DE 19711 • Phone 302-731-9176 • Fax 302-731-7807

September 13, 2022

City of Milford  
201 South Walnut Street  
Milford, Delaware 19963

Attention: Rob Pierce

**Subject: Buccaneer Car Wash – Preliminary Plan**  
KCI Job No. 131803632 – Task 43

Dear Mr. Pierce,

As requested, KCI Technologies reviewed the Preliminary Plans for the Buccaneer Car Wash per the City of Milford's Standard Specifications, codes, and general engineering best practices. These plans were submitted by Atlantic Group & Associates and are dated July 14, 2022 with a revision date August 30, 2022.

**We offer the following comments for your consideration. Comments 3, 9, and 11 shall be addressed for preliminary plan approval.**

1. Data Column-Reference the variance approved by the Board of Adjustment for the reduction in the northern side property line under number 8 setbacks on the Site Data. **Addressed.**
2. Verify the Tax Map number on the Site Data and revise the plan accordingly. **Addressed.**
3. Provide the minimum required lot length on the Site Data and revise accordingly. **Comment Remains – Although the minimums have been listed, the provided lot area and width do not meet the minimum requirements. Revise the plans to meet these minimums outlined in the City zoning code or request a variance. If a variance is requested provide the approval once obtained.**
4. Provide the proposed building height on the Site Data. **Addressed.**
5. Add the projected flow to the plan. Per Kent County code, the total EDUs is calculated as 1 EDU + 2 EDU per wash bay if a water recycling system is used. **Addressed.**
6. Provide a FEMA Map on the cover sheet. **Addressed.**
7. Revise General Notes 38 and 39 as per this site and revise the plan accordingly. **Addressed.**

*Employee-Owned Since 1988*

8. Fix overlap on the border for sheet C-100 and revise the plan accordingly. **Addressed.**
9. Provide proposed and existing contours on sheet C-101. In addition, provide existing contours 50' outside the site so the tie-ins can be verified. **Comment Remains – The proposed grading located adjacent to the southern property line, will cause sump result in ponding conditions between the property line and the building. Grading in this area needs to be revised. Additionally, the grading that is currently shown along the perimeter of the site (specifically along the N & S property lines) will not provide adequate space for perimeter sediment controls, such as silt fence, to be installed on the property. Overall, the addition of spot grades, flow arrows with slopes on the paved areas, and top and bottom elevations along the curb need to be provided to determine the drainage across the site. We recommend changing color of the proposed contours, so the plans do not get mistaken for as-builts.**
10. Provide the footprint area on the proposed buildings and revise the plan accordingly. **Addressed.**
11. Show all existing and proposed utilities on sheet C-101. In addition, include the full extent of any required extension from existing utilities to the proposed building. **Comment Remains – Currently, it is difficult to determine what is proposed or existing and what is to be removed or to remain. Also, there are utilities that are shown located within stormwater facilities and under permanent buildings/concrete pads. This is not allowed. Revise the utility plan to label the alignment sections to remain, be removed, or be abandoned accordingly. It is important to note that with this correction additional comments could be added with the next submission. Additionally, label the size and material to be used for the water and sewer.**
12. Provide the preliminary stormwater management area with your next submission. **Comment Noted.**
13. Provide documentation from DelDOT regarding the existing signs on both Route 113 and N. Walnut Street within the proposed DelDOT dedication. **Comment Remains – Provide the documentation once obtained otherwise the signs will have to be relocated outside of the dedication.**
14. Label the features on the north side of the member's tunnel. Move the dimension for the member's tunnel distance to the property line to the closest enclosed element of the member's tunnel, which appears to be further to the east. **Addressed.**
15. Show the 15' parking lot setback to the site plan on sheet C-101. Show and label the required 15' off-street parking buffer along Route 113 (Dupont Boulevard). **Addressed.**
16. Add any proposed landscaping and lighting to the plan. **Comment Remains – A separate lighting plan with the footcandles out to the 0.0 and a separate landscaping plan that indicates the name of the plantings should be included with the next submission.**
17. Submit the following for final approval:

- a. Kent Conservation District Approval for the Stormwater and Erosion & Sediment Control Plans. **Comment Remains.**
- b. Fire Marshal Approval. **Comment Remains.**
- c. DelDOT Approval. **Comment Remains.**

If you have any questions or comments regarding this letter, please do not hesitate to contact us any time.

Sincerely,



Ardalan Faghri,  
Project Designer



Thomas Fruehstorfer  
Senior Project Manager



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ENGINEERS • PLANNERS • SCIENTISTS • CONSTRUCTION MANAGERS

1352 Marrows Road, Suite 100 • Newark, DE 19711 • Phone 302-731-9176 • Fax 302-731-7807

August 24, 2022

*August 30, 2022 – JL Responses*

City of Milford  
201 South Walnut Street  
Milford, Delaware 19963

Attention: Rob Pierce

**Subject: Buccaneer Car Wash – Preliminary Plan**  
KCI Job No. 131803632 – Task 43

Dear Mr. Pierce,

As requested, KCI Technologies reviewed the Preliminary Plans for the Buccaneer Car Wash per the City of Milford's Standard Specifications, codes, and general engineering best practices. These plans were submitted by Atlantic Group & Associates and are dated July 14, 2022.

**We offer the following comments for your consideration:**

1. Data Column-Reference the variance approved by the Board of Adjustment for the reduction in the northern side property line under number 8 setbacks on the Site Data.  
*Variance approval added as Note 10 in Site Data Column.*
2. Verify the Tax. Map number on the Site Data and revise the plan accordingly.  
*Tax map no. shown as 5-16-17414-01-1600-00001 on Kent County Property Info website.*
3. Provide the minimum required lot length on the Site Data and revise accordingly.  
*Calculated minimum lot length added to Site Data.*
4. Provide the proposed building height on the Site Data.  
*Building height added on Note 11.*
5. Add the projected flow to the plan. Per Kent County code, the total EDUs is calculated as 1 EDU + 2 EDU per wash bay if a water recycling system is used.  
*EDU quantity updated for 2 wash bays. Shown on Note 18. Water reclamation system to be used.*
6. Provide a FEMA Map on the cover sheet.  
*FEMA Map with Flood Hazard Zone shown on Title Sheet.*

Employee-Owned Since 1988

7. Revise General Notes 38 and 39 as per this site and revise the plan accordingly.  
*Notes 38 and 39 updated to match Notes 14 and 15*
8. Fix overlap on the border for sheet C-100 and revise the plan accordingly.  
*Title Block Overlap fixed.*
9. Provide proposed and existing contours on sheet C-101. In addition, provide existing contours 50' outside the site so the tie-ins can be verified.  
*Existing and proposed contours added to C-101. Existing contours 50' outside of the site are provided.*
10. Provide the footprint area on the proposed buildings and revise the plan accordingly.  
*Building footprint areas have been provided.*
11. Show all existing and proposed utilities on sheet C-101. In addition, include the full extent of any required extension from existing utilities to the proposed building.  
*Utility Plan (C-102) added to shown existing and proposed utility extensions.*
12. Provide the preliminary stormwater management area with your next submission.  
*Stormwater management plans and calculations are to be provided to Kent County SCD for review and approval.*
13. Provide documentation from DelDOT regarding the existing signs on both Route 113 and N. Walnut Street within the proposed DelDOT dedication.  
*To be provided at a later submission after DelDOT review of Entrance Plans.*
14. Label the features on the north side of the member's tunnel. Move the dimension for the member's tunnel distance to the property line to the closest enclosed element of the member's tunnel, which appears to be further to the east.  
*Dimension location adjusted to show the closest point of the proposed building to the property line. Areas on the north side of the tunnel building show a storage area and a concrete pad. These are now shown and labeled.*
15. Show the 15' parking lot setback to the site plan on sheet C-101. Show and label the required 15' off-street parking buffer along Route 113 (Dupont Boulevard).  
*15' off-street parking lot setback from US-113 and North Walnut now shown and labeled.*
16. Add any proposed landscaping and lighting to the plan.  
*Landscaping and lighting have been shown on site plan.*
17. Submit the following for final approval:
  - a. Kent Conservation District Approval for the Stormwater and Erosion & Sediment Control Plans.
  - b. Fire Marshal Approval.
  - c. DelDOT Approval.

*Understood.*

If you have any questions or comments regarding this letter, please do not hesitate to contact us any time.

Sincerely,



Ardalan Faghri,  
Project Designer



Scott Koenig, P.E. ICMA-CM  
Senior Project Manager

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## § 230-14. C-3 Highway Commercial District.

In a C-3 District no building or premises shall be used and no building shall be erected or altered which is arranged, intended or designed to be used except for one or more of the following uses and complying with the requirements so indicated.

- A. Purpose. The purpose of the C-3 District is to provide for larger-scale commercial uses that may require large amounts of parking space or have a high traffic impact. These uses generally require locations on major arterial routes and serve both local and regional customers.
- B. Permitted uses. Permitted uses for the C-3 District shall be as follows:
- (1) Those uses permitted in the C-2 District.
  - (2) Warehouses.
  - (3) Large retail outlets.
  - (4) Indoor storage accessory building.
  - (5) Fast-food restaurants and drive-in restaurants.
  - (6) Supermarkets.
  - (7) Truck and trailer rentals.
  - (8) Roadside produce market.
  - (9) Memorial stone shop.
  - (10) Outdoor commercial recreational facilities, not motorized vehicles.
  - (11) Swimming club.
  - (12) Indoor facility for amusement or assembly.
  - (13) Bus station.
- C. Conditional uses subject to special requirements. The following uses are permitted subject to receiving a conditional use permit by the City Council as provided in Article IX of this chapter:

[Amended 10-12-1998 by Ord. No. 10-1998]

- (1) Motels or hotels with a minimum lot size of three acres.
- (2) Commercial greenhouse.
- (3) Wholesale establishment.
- (4) Newspaper publishing or printing establishment.
- (5) Contractors', craftsmen's or general service shops, including welding and similar shops.
- (6) Laboratory, testing and research.
- (7) Car repair shops.
- (8) Used car lots.
- (9) Telephone central office or television cable central office.
- (10) Service station, automobile sales agency, public garage, parking garage or lot, but not including storage of wrecked cars, subject to the following special requirements:

- 
- (a) All facilities shall be located and all services shall be conducted on the lot.
  - (b) All repair work shall be conducted within an entirely enclosed building.
  - (c) No equipment for the service of gasoline or oil shall be placed closer to any street or property line than 20 feet.
  - (d) No portion of such structure or its equipment shall be located within 500 feet of the premises of any school, hospital, church or public recreation building.
  - (e) No service station shall be located within 800 feet of another service station on the same side of the street within the same block.
  - (f) Any such use shall be permitted only where it is determined that it will not materially interfere with the main pedestrian movement in conjunction with a compact retail area.
- (11) Shopping center, subject to site plan review and the following site requirements:
- (a) The total shall not be less than one acre.
  - (b) The site must be served by public water, sewer and electricity.
  - (c) Stormwater drainage. The facilities shall be provided by the developer to handle the increase in stormwater runoff, and he shall make contributions towards the cost of off-site facilities of the shopping center.
  - (d) Traffic and parking.
    - [1] The internal circulation of traffic shall be separated from the external street system, and pedestrian and vehicular traffic shall be separated through traffic control devices and appropriate site design.
    - [2] Access to state highways shall be controlled by the State Department of Transportation.
    - [3] The minimum distance between accessways and a residential district shall be 50 feet.
    - [4] Spacing of accessway.
      - [a] From adjoining property: 50 feet.
      - [b] From minor intersections: 50 feet.
      - [c] From major intersections: 100 to 150 feet.
    - [5] Five and one-half parking spaces shall be provided per 1,000 feet of leasable area.
    - [6] Parking lots shall be attractively landscaped as shown on the general site plan.
  - (e) Setback.
    - [1] From street right-of-way: 15 feet.
    - [2] From nonresidential districts: 15 feet.
    - [3] From residential districts: 100 feet.
  - (f) Buffering and landscaping.
    - [1] There shall be a minimum of a ten-foot landscaped buffer along all lot lines. The screening shall be six feet high near residential districts.
    - [2] Ten percent of the site shall be landscaped and may include features such as pedestrian walking or rest areas and courtyards.

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(12) Day-care centers, with site plan required.

[Added 10-14-1991]

(13) Car wash, all types (staffed, automatic, self-service, etc.).

[Added 6-14-1993]

(14) Convenience stores with gas pumps.

(15) Community residential treatment program.

[Added 9-13-1999 by Ord. No. 6-1999]

(16) All dwellings other than single-family with a maximum density of 12 units per acre.

(17) Business, commercial or industrial uses that do not adversely affect neighboring properties.

(18) Aquarium.

D. Area regulations.

(1) Minimum lot area shall be one acre.

(2) Maximum lot coverage shall be 80%.

(3) Minimum lot width shall be as follows: for an interior lot 150 feet and for a corner lot 170 feet.

(4) Height of buildings shall not exceed three stories or 35 feet, with the following exception: a motel, hotel, or aquarium may be erected to a height of over three stories, but not over five stories, and not exceeding 60 feet.

(5) Minimum building setback shall be 30 feet.

(6) Side yards shall be provided as follows: each lot shall have two side yards a minimum of 20 feet with a minimum aggregate width of two side yards of 50 feet.

(7) Minimum rear yard shall be 50 feet.

(8) Parking shall comply with the requirements provided in Article IV of this chapter.

(9) Landscape screening shall comply with the requirements provided in Article V of this chapter.

(10) Signs shall comply with the requirements provided in Article VI of this chapter.

[Ord. No. 2008-18, § 3, 8-24-2009; Ord. No. 2009-22, § 2, 9-27-2010; Ord. No. 2016-14, §§ 2, 3, 10-24-2016; Ord. No. 2019-38, § 7, 11-25-2019]

CITY OF MILFORD  
NOTICE OF PUBLIC HEARINGS

Planning Commission Hearing: Tuesday, October 18, 2022 @ 6:00 p.m.  
City Council Hearing: Monday, October 24, 2022 @ 6:00 p.m.

NOTICE IS HEREBY GIVEN that the proposed Ordinance is currently under review by the City of Milford Planning Commission and City Council. City Council has the option to approve or deny the application. By not adopting the ordinance, City Council will deny the application. By adopting the ordinance, City Council will approve the application and the reason for the language being written in the affirmative. This form of writing is not used to influence any decision of City Council:

**ORDINANCE 2022-37**

Application of Knight Crossing for an  
Amended Conditional Use– Planned Unit Development  
25.80 +/- acres of land located south of  
Cedar Beach Road, east of Beaver Dam Road and west of Route 1  
Comprehensive Plan Designation: Moderate Density Residential  
Zoning District: R-3 (Garden Apartment & Townhouse)  
Present use: Vacant  
Proposed Use: Planned Unit Development  
Tax Parcel: 3-30-7.00-035.00, 036.00 & 037.00 (portion)

WHEREAS, the owners of the property as above described herein have petitioned the City of Milford for an Amended conditional use; and

WHEREAS, the City of Milford Planning Commission will consider the application at a Public Hearing on October 18, 2022; and

WHEREAS, Milford City Council will hold a Public Hearing on October 24, 2022 to allow for public comment and further review of the ordinance; and

WHEREAS, it is deemed in the best interest of the City of Milford to approve the Amended conditional use, as herein described.

NOW, THEREFORE, the City of Milford hereby ordains as follows:

*Section 1.* Following adoption of Ordinance 2022-37, and upon the effective date Knight Crossing is hereby granted an Amended Conditional Use to allow construction of eighty-seven (87) single-family detached condominiums and thirty-five (35) townhouse condominiums for a total of 122 dwelling units, in accordance with the application, approved plans, and any conditions set forth at the Public Hearings.

*Section 2.* Construction or operation shall commence within one year of the date of issuance of the permit otherwise the conditional use becomes void.

*Section 3.* Dates.

Planning Commission Review & Public Hearing: October 18, 2022

City Council Introduction: October 10, 2022

City Council Public Hearing: October 24, 2022

Effective: Ten Days following Adoption

For additional information, please contact Rob Pierce in the Planning & Economic Development Department either by e-mail at [RPierce@milford-de.gov](mailto:RPierce@milford-de.gov) or by calling 302.424.8396.

*Advertised: Delaware State News 10-02-22*



## DATA SHEET FOR KNIGHT CROSSING

Planning Commission Meeting: October 18, 2022

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<b>Application Number / Name</b>	:	19-021 / Knight Crossing
<b>Applicant</b>	:	Limitless Development Company, LLC 26412 Broadkill Road Milton, DE 19968
<b>Owner</b>	:	Milford Marina Enterprise, LLC 2120 Love Point Stevensville, MD 21666
<b>Application Type</b>	:	<b>Amended</b> Conditional Use – Planned Unit Development
<b>Present Comprehensive Plan Map Designation</b>	:	Moderate Density Residential
<b>Present Zoning District(s)</b>	:	R-3 (Garden Apartment & Townhouse)
<b>Present Use</b>	:	Vacant
<b>Proposed Use</b>	:	Planned Unit Development
<b>Size and Location</b>	:	25.80 +/- acres of land located south of Cedar Beach Road, east of Beaver Dam Road and west of Route 1.
<b>Tax Map &amp; Parcel(s)</b>	:	3-30-7.00-035.00, 036.00 & 037.00 (portion)

ENC: Staff Analysis Report  
Exhibit A – Location & Zoning Map  
Exhibit B – PUD Master Plan



**STAFF ANALYSIS REPORT**  
**August 26, 2022**

<b>Application Number / Name</b>	:	19-021 / Knight Crossing
<b>Application Type</b>	:	<b>Amended</b> Conditional Use – Planned Unit Development
<b>Comprehensive Plan Designation</b>	:	Moderate Density Residential
<b>Zoning District</b>	:	R-3 (Garden Apartment & Townhouse District)
<b>Present Use</b>	:	Vacant
<b>Proposed Use</b>	:	Planned Unit Development
<b>Property Identification Numbers</b>	:	3-30-7.00-035.00, 036.00 & 037.00 (portions)
<b>Area and Location</b>	:	25.80 +/- acres of land located south of Cedar Beach Road, east of Beaver Dam Road and west of Route 1.

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**I. BACKGROUND INFORMATION:**

- The applicant received Preliminary Major Subdivision and Conditional Use approval from City Council on February 24, 2020. See attached for a copy of the approval letter outlining approved Planned Unit Development (PUD) conditions.
- The applicant received Final Major Subdivision approval for Phase I from City Council on June 28, 2021.
- City Council granted a one-year extension of the Preliminary approvals for Phase 2A and 2B on March 28, 2022.
- The applicant is seeking approval to amend the previously approved Planned Unit Development to permit the construction of eighty-seven (87) single-family detached condominiums and thirty-five (35) townhouse condominiums for a total of 122 dwelling units as shown on the provided PUD master plan. All other previous conditions would apply, including the construction of the clubhouse and pool area. The original request was for 101 single-family detached dwellings and 30 townhouses. The unit layout was adjusted to accommodate 16 feet between the units, which caused

a reduction in the number of single-family detached dwellings. The applicant is looking to increase the number of townhouses to 35.

## II. STAFF ANALYSIS:

Based on the information presented, the City of Milford Code and the Comprehensive Plan, staff submits the following regarding the request for an Amended Conditional Use/Planned Unit Development:

- Evaluation based on “Criteria for Planned Unit Residential Development” as provided in Chapter 230-48.1

*Permitted Uses. Uses, accessory uses and signs permitted in any residential district shall be permitted in accordance with the additional requirement and provisions of the article.*

The proposed single-family detached and townhouse uses are permitted within the City’s residential districts and meet this requirement.

*Minimum requirements, area and width. In a planned unit residential development, minimum lot area and width may be less than that required by the district regulations, except that no single-family lot shall be less than 4,000 square feet in area nor less than 40 feet in width. The width of the lot shall be between lot lines at the front building setback line as determined by the Planning Commission.*

The proposed subdivision is a planned condominium arrangement where the dwelling units are constructed on common grounds owned by the condominium association. There are no proposed changes to the minimum requirements that were approved under the original PUD application.

Lot requirements are listed in the data column on the title sheet for each unit type.

*Density. A planned unit residential development is not intended to increase density, but to allow flexibility in the design of the number of dwelling units permitted. If a parcel or parcels have more than one zoning classification, the total permitted density may be located throughout the parcel or parcels. The total permitted density shall be determined by dividing the net development area by the minimum lot area per dwelling unit required by the zoning district in which the land is located. Net development area shall be determined by subtracting 25% of the gross area. Gross area shall not include any wetlands, floodway or similar area not suitable for building as determined by the Planning Commission.*

The data column on the PUD sheet shows the density calculation. The total site contains 25.80 +/- acres, which has a net developable area of 19.31 +/- acres. 122 dwelling units divided by 19.31 acres equals a project density of 6.32 dwelling units per acre.

*Other requirements. Off-street parking, parking beneath buildings, front, side and rear setbacks, landscaping and buffering, lot coverage, number of units per building and building separation shall be as determined by the Planning Commission. Maximum height shall not exceed 48 feet and four stories maximum.*

See attached for a copy of the original deviations and conditions approved by City Council. The applicant is seeking no changes other than increasing the number of townhouse units from 30 to 35.

*Neighborhood Commercial.*

No neighborhood commercial is proposed for this project. The site is adjacent to 14.84 +/- acres of C-3 Highway Commercial land.

*A minimum of 400 square feet per unit shall be designated as open space subject to the recreational use. Recreational use requirement – 50% of the required open space shall be set aside for recreation use.*

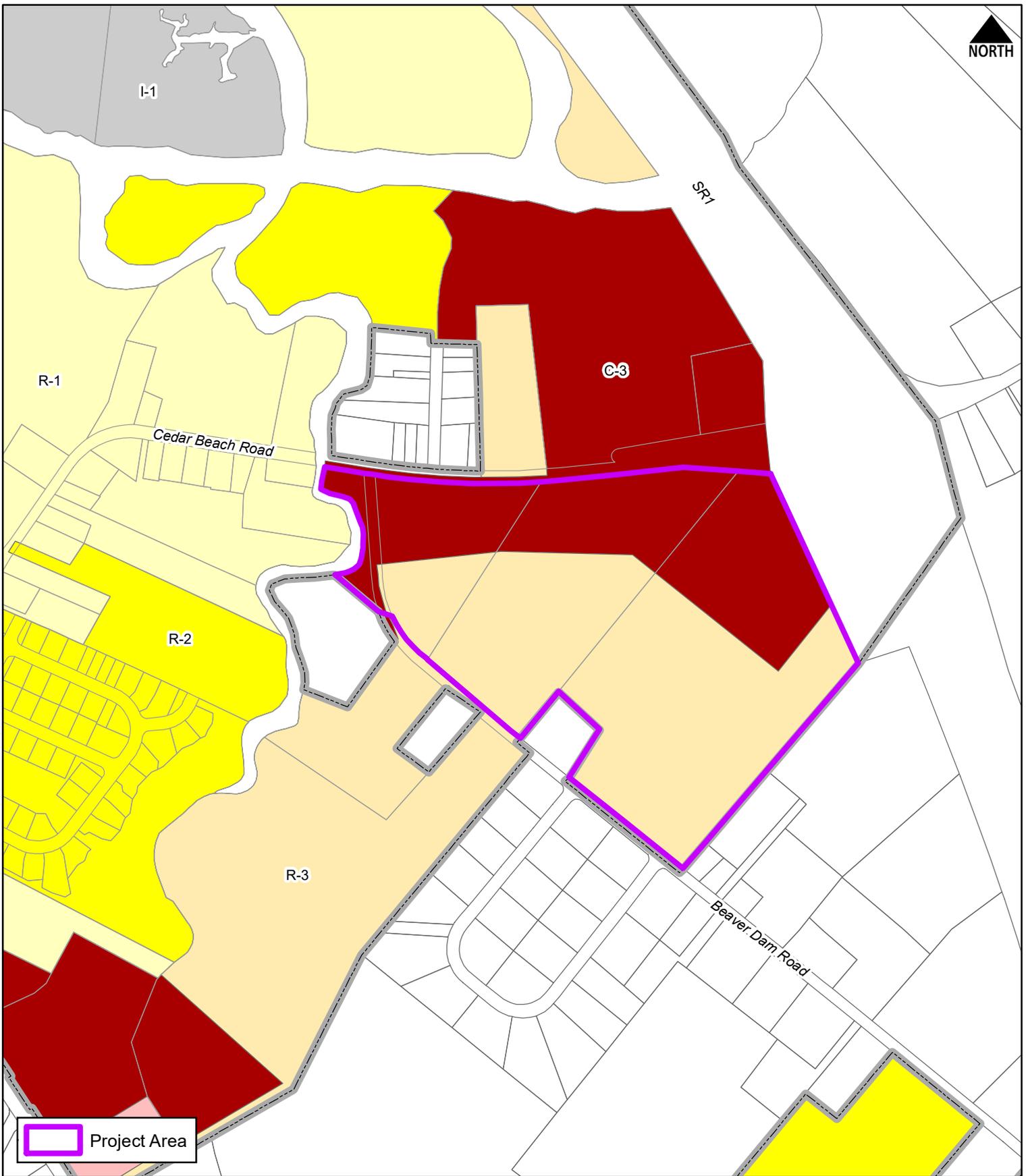
With a total of 122 dwelling units, the project requires 1.12 acres of open space of which 0.56 acres must be designated recreational open space. The development provides 4.74 acres of open space of which 1.42 acres are designated as recreational open space. The proposed recreational open space includes a community clubhouse and swimming pool which remains unchanged from the original PUD approval.

- The applicant is required to execute the subdivision agreement prior to final signatures for the record plans.
- The applicant is required to enter into a cost-sharing agreement with the Windward on the River developer for the construction of the sewage pumping station.

**III. AGENCY & DEPARTMENT COMMENTS:**

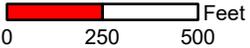
- **Office of State Planning Coordination**  
See attached PLUS review letter and applicant response letter.
- **DelDOT**  
See comments provided for the April 25, 2019 PLUS review and the attached PLUS response letter from Duffield Associates.
- **Delaware Health and Social Services – Division of Public Health**  
No comments provided.
- **Department of Natural Resources and Environmental Control (DNREC), Division of Water, Surface Water Discharges Section (SWDS)**  
No comments provided.
- **Sussex Conservation District**  
No comments provided.
- **Delaware State Fire Marshal's Office**  
See attached comments.
- **Carlisle Fire Company**  
No comments provided.
- **City of Milford Public Works Department, City Engineer**  
No comments provided.

- **City of Milford Parks and Recreation Department**  
No comments provided.
- **City of Milford Police Department**  
No comments provided.
- **Milford School District**  
No comments provided.



 Project Area



Scale:  Feet  
0 250 500

Drawn by: WRP Date: 05/10/21

Title:

Final Major Subdivision  
**Knight Crossing**  
Location & Zoning Map

Filepath: FinalMajorSubdivision\_KnightCrossing.mxd



March 5, 2020

Don Lockwood  
Limitless Development Company, LLC  
26412 Broadkill Road  
Milton, DE 19968

RE: Application Number: 19-021  
Application Name: Knight Crossing  
Application Type: Planned Unit Development & Preliminary Major Subdivision  
Tax Parcel Number(s): 3-30-7.00-035.00, 036.00 & 037.00 (portions)

Mr. Lockwood,

According to our records, the City Council granted approval of the Planned Unit Development and Preliminary Major Subdivision known as Knight Crossing on February 24, 2020. City Council approved the following deviations and waivers from Chapter 200 Subdivision of Land and Chapter 230 Zoning associated with the application;

- Chapter 200-8(A)(14) – Reduction in the right of way requirement for the townhouse area from 60' to 50'.
- Chapter 200-8(A)(16) – Allow the construction of a “T” turnaround at the end of Knight Court instead of the required cul-de-sac.
- Chapter 200-8(A)(16) – Allow the construction of Knight Court as a dead-end street that is longer than the maximum length allowed of 400 feet as shown on the preliminary subdivision plans.
- Chapter 200-8(D)(3) – Allow a reduction in the block width from 275 feet to 250 feet.
- Chapter 200-8(E)(4) – Allow the use of one front yard setback for a corner lot and half setback for the other front yard area.
- Chapter 230-11(B)(1)(a)(2) – Allow an increase in the maximum lot coverage from 45% to 52%.
- Chapter 230-11(B)(1)(a)(5) - Allow a reduction in the front yard setback from 30 feet to 20 feet.
- Chapter 200-8(e)(6) – Allow a 25 foot setback for Lots 1-6 between the building envelope and the proposed planted buffer along Beaver Dam Road.

The City Council did not approve a waiver from Chapter 230-11(B)(1)(a)(6) and will require the developer provide the minimum side yard setback of 8 feet (or a side building separation of 16 feet) for the single-family detached dwellings.

In addition, the developer will be required to enter into a cost sharing agreement with the Windward on the River developer for the construction of the regional sanitary sewer pumping station and associated force main.

Per the Code of the City of Milford, Chapter 200-4, Subdivision of Land, A (5), “*Preliminary approval from City Council shall be void after one year, unless an extension is requested by the owner and approved by City Council prior to the expiration.*” Final Major Subdivision Approval or an extension must be obtained prior to February 24, 2021 in order to avoid expiration of the preliminary approval.

Please contact me at 302-424-8396 or via email at [rpierce@milford-de.gov](mailto:rpierce@milford-de.gov) should you have any questions and to coordinate final construction plan and final major subdivision review for the development.

Sincerely,

*William R. Pierce II*

Rob Pierce, AICP  
Planning & Economic Development Director

cc: *James Puddicombe, P.E. – City Engineer*  
*Steve Gorski, P.E. - Duffield Associates*  
*Milford Marina Enterprise, LLC - Owner*

June 6, 2019

State of Delaware  
Executive Department  
Office of State Planning Coordination  
122 Martin Luther King Jr. Blvd. South  
Haslet Armory – 3<sup>rd</sup> Floor  
Dover, DE 19901

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

Re: Marina Del Phase 1  
PLUS review 2019-03-10  
Duffield Project No. 11686.CC

Dear Ms. Holland:

Duffield Associates, Inc. (Duffield) is in receipt of the State of Delaware's review letter dated April 25, 2019 for the referenced project and offer our responses. For ease of review, we have repeated your comments followed by our responses in bold *italic* type.

### **Strategies for State Policies and Spending**

- This project is located in Investment Levels 1 and 2 according to the *Strategies for State Policies and Spending*. Investment Level 1 reflects areas that are already developed in an urban or suburban fashion, where infrastructure is existing or readily available, and where future redevelopment or infill projects are expected and encouraged by State policy. Investment Level 2 reflects areas where growth is anticipated by local, County, and State plans in the near term future.

***Response:***     ***Noted.***

## **Code Requirements/Agency Permitting Requirements**

### **Department of Transportation - Contact Bill Brockenbrough 760-2109**

- Because the site fronts on roads that are part of the Federal-aid primary road system, that is Coastal Highway (Delaware Route 1) and Cedar Beach Road (Delaware Route 36), and for Cedar Beach Road, part of Delaware's Bayshore Byway, it is subject to outdoor advertising regulations found in CFR 23 §131 and 17 Del. C. §1101-1120. Accordingly, the applicant should expect the following requirements:
  - No new billboards, variable message boards, or electronic changing message sign(s) anywhere on or off Coastal Highway or Cedar Beach Road. Any such structure or fixture shall be 660 feet away, i.e., any closest right-of-way edge.
  - No off-premises advertising on the property for others within 660 feet of Coastal Highway or Cedar Beach Road, e.g., displaying on-site the bank/financial institution funding the project or the contractor building the project.
  - Along Coastal Highway and Cedar Beach Road, the applicant would not be permitted to advertise or direct information about themselves on other private property.

***Response: The residential project will have no proposed billboards or message boards as described.***

- The site access on Beaver Dam Road (Sussex Road 209) must be designed in accordance with DelDOT's Development Coordination Manual,

***Response: The access will conform with the Development Coordination Manual. Internal subdivision streets will be maintained by the City of Milford.***

- Pursuant to Section P.3 of the Manual, a Pre-Submittal Meeting is required before plans are submitted for review.

***Response: A Pre-submittal meeting will be requested after the TOA Counts submittal and approved.***

- Section P.5 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.

**Response:** *Noted.*

- Section 1.2.1 of the Manual addresses the principles to be considered in locating site entrances. The east entrance to the site is, appropriately, proposed to be opposite Beaver Dam Drive. The west entrance should be located opposite the entrance to Windward on the River, a development presently proposed on the south side of Beaver Dam Road immediately west of Beaver Dam Manor.

**Response:** *The west entrance has been shifted to a location immediately across from the Windward development entrance.*

- 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. The PLUS application states that the proposed development would generate 1,170 vehicle trip ends per day. As shown in the table below, DelDOT calculates a slightly higher trip generation. With either total, however, the warrant for a TIS is met.

ITE Code	Size	Weekday ADT	Weekday AM Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
210	101 dwellings	1,049	77	103	103
220	30 dwellings	186	15	20	21
	Total	1,235	92	123	124

- Per Section 2.2.2.2 of the Manual, developments generating fewer than 2,000 vehicle trip ends per day and fewer than 200 vehicle trip ends per hour in any hour of the day may be eligible to pay a fee, the Area Wide Study Fee, in lieu of doing a TIS. The fee is calculated as \$10 times the Average Daily Traffic volume shown on the site plan and is payable with the Initial Stage submission. Payment of the fee does not exempt the developer from responsibility to make off-site improvements or from preparing a Traffic Operational Analysis (TOA) if DelDOT identifies a need for a TOA in the plan review process.
- DelDOT can readily identify two off-site improvements as being necessary to support the subject development:
- Improvement of Beaver Dam Road to meet DelDOT standards for local roads, which

- include 11-foot lanes and 5-foot shoulders, within the limits of the property frontage; and
- Realignment of Beaver Dam Road opposite Brown Street and construction of turning lanes as needed at the intersection of Beaver Dam Road, Brown Street and Cedar Beach Road. The present alignment of Beaver Dam Road places left turns into Beaver Dam Road and Brown Street in conflict with each other and is such that a right turn lane onto Beaver Dam Road would require extending the culvert that carries Herring Branch under Cedar Beach Road.
  - If the applicant chooses to pay the Area Wide Study Fee, DelDOT presently anticipates requiring a TOA to determine the need for and size of turning lanes at the intersection of Beaver Dam Road and Cedar Beach Road. It is likely that the commercial development of the remaining lands of the applicant would create a need for greater improvements there and possibly improvements where Cedar Beach Road intersects with Delaware Route 1 and with Rehoboth Boulevard.

***Response: The shoulder will be added to the frontage. The 11' wide travel lanes currently exist. A warrant for realignment of Beaver Dam Road with the residential development will be studied further during the TOA process. We anticipate that no conflict will arise with the left turn movements due to very limited trips into Brown Road. An Area Wide Study Fee will be paid. The initial TOA will be submitted to DelDOT later this month.***

- Section 3.2.4.2 of the Manual addresses the placement of right-of-way monuments (markers) along the roads on which a property fronts, in this case Beaver Dam Road. Monuments sufficient to re-establish the permanent rights-of-way after the realignment discussed above and the dedication discussed below should be shown on the plan and provided in the field in accordance with this section.

***Response: Noted.***

- As necessary, in accordance with Section 3.2.5 and Figure 3.2.5-a of the Manual, DelDOT will require dedication of right-of-way along the site's frontage on Coastal Highway and Beaver Dam Road to meet DelDOT's standards for arterial highways and local roads, respectively. By this regulation, this dedication is to provide a minimum of 30 feet from the outside edge of the travel way on Coastal Highway and 30 feet of right-of-way from the physical centerline along Beaver Dam Road. 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.**"

***Response: Right of way dedication will be provided as required.***

- In accordance with Section 3.2.5.1.1 of the Manual, if this development is proposing a neighborhood sign/structure, then a permanent easement shall be established at the site entrance. The easement shall be located outside of any existing and/or proposed right-of-way. It will also need to be verified that the sign/structure does not pose a sight distance and/or safety hazard.

***Response:*** *A single sign is anticipated at this time. An easement will be provided outside the right of way and sight triangles.*

- In accordance with Section 3.2.5.1.2 of the Manual, DeIDOT will require the establishment of 15-foot wide permanent easements across the property frontage on Beaver Dam Road. The location of the easements 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.**"

***Response:*** *A 15' Permanent Easement is proposed.*

- In accordance with Section 3.4 of the Manual, a Record Plan shall be prepared prior to issuing "Letter of No Objection". The record plan submittal shall include the items listed on the Critical Items for Acceptance: Record Plan document available on the DeIDOT website.

***Response:*** *This is standard practice and is noted.*

- 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 3.4.2a for the required format and content.
  - Depiction of all existing entrances within 450 feet of the proposed entrance on Beaver Dam Road.
  - Notes identifying the type of any off-site improvements, agreements (signal, letter) contributions and when the off-site improvements are warranted.

***Response:*** *A Trip Generation Diagram has been prepared previously and will be updated with the Entrance and Record Plan submittals. Entrance locations and notes as*

***listed will be shown on the Record Plan.***

- 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. Private or municipal streets should follow the City's requirements for connectivity. In that regard, DelDOT recommends that City of Milford require stub streets for interconnection to adjoining properties in the following three locations:
  - To Tax Parcel 330-7.00-37.00, remaining lands of the applicant by noting on the plan that an access easement to the remaining lands is established opposite Lots 127 through 131;
  - To Tax Parcel 330-7.00-37.01, Richard L. Burgess and Gail M. Burgess, by extending the right-of-way at the end of the proposed cul-de-sac to the parcel line; and
  - To Tax Parcel 330-7.00-40.00, LSF9 Master Participation Trust by creating a stub street approximately where Lots 109 and 110 are proposed.

***Response: An interconnection to the commercial property is not preferred to limit the use of a residential road as an access road opposite Lots 127-131. The right of way to the Burgess property will be provided, with the cul de sac removed and tee turnaround installed in its place. Due to the lack of viable development, no access to the Master Participation Trust land is proposed. This property is encumbered by a large pond which is identified as Waters of the US. .***

- Section 3.5.4.2 of the Manual addresses requirements for shared-use paths and sidewalks. Referring to Section 3.5.4.2.A of the Manual, in Level 1 and 2 Investment Areas, installation of a sidewalk or Shared Use Path along the development's road frontage is mandatory. While DelDOT will consider any applicable City regulations in this regard the type of facility, initially DelDOT will require a Shared Use Path along the development frontage.

***Response: A Shared use path will be designed.***

- Referring to Section 3.5.5 of the Manual, existing and proposed transit stops and associated facilities as required by the Delaware Transit Corporation (DTC) or DelDOT shall be shown on the Record Plan.

***Response: We will coordinate this requirement with DTC.***

- Referring to Section 4.3 of the Manual, an entrance plan shall be prepared prior to issuing entrance approval. The entrance plan submittal shall include the items listed on the Critical Items for Acceptance: Entrance/Construction/Subdivision Set Plan document available on the DelDOT website.

**Response:**     *This is standard and will be provided.*

- In accordance with Section 5.2.5.6 of the Manual, a separate turning template plan shall be provided to verify vehicles can safely enter and exit the site entrances. As per Section 5.2.3 of the Manual, entrances shall be designed for the largest vehicle using the entrance.

**Response:**     *Noted.*

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.

**Response:**     *Noted.*

- 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.

**Response:**     *Noted.*

- 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.

**Response:**     *Noted.*

- Because the proposed development would not have State-maintained streets, Section 6.4.3 of the Manual, which pertains to the inspection and acceptance of commercial entrances, applies. Construction inspection responsibilities shall be in accordance with Figure 6.4.3-a. DelDOT's preliminary reading of this figure is that the entrance construction requires Level I inspection and that a construction inspection agreement will not be needed. For the realignment discussed above, Level II inspection may be

required.

***Response:***     *Noted.*

- Section 7.7.2 of the Manual addresses the need to provide 20-foot wide drainage easements for all storm drainage systems, open or closed, that fall outside the existing right-of-way or the drainage/utility easement. In accordance with this section, metes and bounds and total areas need to be shown for any drainage easements. The easements should be shown and noted on the record plan.

***Response:***     *Easements will be provide as necessary.*

#### **State Historic Preservation Office - Contact Carlton Hall 736-7404**

- There is a known dwelling (**810406**) and outbuilding on the parcel that may be eligible for NR listing. Our office is currently in the process of locating Cultural Resource forms in our files. The Delaware SHPO recommends that the owner consider retaining the dwelling or incorporating it with the planned development. There is also a dwelling known as the Old Powder Mill Place (**803728**) on the western neighboring parcel. The area along the river has potential for prehistoric archaeological resources and there's potential for 19th century archaeological resources. Therefore, the Delaware SHPO recommends an archaeological survey of the project area.

***Response:***     *Noted, however these structures are not located within the proposed 130 unit residential property and therefore should not be affected by this proposed development.*

- If any project or development proceeds, the developer should be aware of the Unmarked Human Burials and Human Skeletal Remains Law (Del. C. Title 7, Ch. 54). Prior to any demolition or ground-disturbing activities, the developer should hire an archaeological consultant to examine the parcel for archaeological resources, including unmarked human burials or human skeletal remains, to avoid those sites or areas.

***Response:***     *Noted.*

- If there is federal involvement, in the form of licenses, permits, or funds, the federal agency, often through its client, is responsible for complying with Section 106 of the National Historic Preservation Act (36 CFR 800) and must consider their project's effects on any known or potential cultural or historic resources. For further information on the Section 106 process please review the Advisory Council on Historic Preservation's website at: [www.achp.gov](http://www.achp.gov)

***Response:***     *No Federal Funding is anticipated.*

### **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 three sets of plans depicting the following in accordance with the Delaware State Fire Prevention Regulation:

#### **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.

***Response:***     *Noted.*

- 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.

***Response:***     *This requirement will be met. Fire flow test data is pending from the City of Milford as of this writing.*

- Where a water distribution system is proposed for townhouse type dwelling sites, the infrastructure for fire protection water shall be provided, including the size of water

mains.

***Response: This information will be provided.***

Fire Protection Features:

- For townhouse buildings, provide a section *I* detail and the UL design number of the 2-hour fire rated separation wall on the Site plan

***Response: This note will be included with the Fire Marshal Site Plan.***

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.

***Response: Access will be provided per Fire Code requirements.***

- Fire department access shall be provided in such a manner so that fire apparatus will be able to locate within 100 ft. of the front door.

***Response: Noted.***

- Any dead end road more than 300 feet in length shall be provided with a tum-around or cul-de-sac arranged such that fire apparatus will be able to tum 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 tum-around shall be shown on the final plans. Also, please be advised that parking is prohibited in the cul-de-sac or tum around.

***Response: Adequate turnarounds will be provided.***

- The use of speed bumps or other methods of traffic speed reduction must be in accordance with Department of Transportation requirements.

***Response: No speed bumps will be designed with this project.***

- The local Fire Chief, prior to any submission to our Agency, shall approve in writing the use of gates that limit fire department access into and out of the development or property.

***Response:***     *No gates are proposed with the residential project.*

Gas Piping and System Information:

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

***Response:***     *No bulk containers will be designed.*

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
- Square footage of each structure (Total of all Floors)
- National Fire Protection Association (NFPA) Construction Type
- Maximum Height of Buildings (including number of stories)
- Name of Water Provider
- Letter from Water Provider approving the system layout
- Townhouse 2-hr separation wall details shall be shown on site plans
- Provide Road Names, even for County Roads.

***Response:***     *All standard notes will be provided on the Final Fire Marshal Site Plans as listed.*

**Recommendations/Additional Information**

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

**Department of Transportation - Contact Bill Brockenbrough 760-2109**

- Cedar Beach Road is part of the Delaware's Bayshore Byway. Because of the subject lands' location relative to the Byway, the applicant should expect the following requirements:
  - Byways signs may be required along Cedar Beach Road as part of the plan review process.
  - Landscaping or landscaping buffers and/or vegetation screening is strongly encouraged. DelDOT has suggested list of native and low maintenance vegetation plantings. If efforts are undertaken or partially undertaken in State right of way, maintenance responsibility will need to be formalized in written agreements with DelDOT.
- Section 3.2.4.1 of the Manual addresses the placement of right-of-way monuments (markers) along subdivision streets. DelDOT recommends that monuments be furnished and placed along the proposed streets in accordance with this section.
- The applicant should expect a requirement that any substation and/or wastewater facilities will be required to have access from an internal street or driveway with no direct access to Coastal Highway, Cedar Beach Road or Beaver Dam Road.
- The applicant should expect a requirement that all PLUS and Technical Advisory Committee (TAC) comments be addressed prior to submitting plans for review.
- Please be advised that the Standard General Notes have been updated and posted to the DelDOT website. Please begin using the new versions and look for the revision dates of March 21, 2019 and March 25, 2019.

***Response: All notes and recommendations will be taken into consideration with the Final Design Drawings.***

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

**Waste & Hazardous Substances**

- The northwest portion of parcel #330-7.00-13.00 is a Formerly Used Defense Site known as the Milford Ordinance Plant and intersects the Northwest section of the subject parcel. There is potential for contamination and ordinance on site. A site investigation has been conducted to date.
- Parcel #330-7.00.13.00 is also identified by the DNREC Tank Management Section as

the Mispillion Marina site (5-000379), and No Further Action letters was issued in May 1999.

- An investigation report was submitted and reviewed by DNREC. Analytical results indicate non-detectable concentrations of petroleum hydrocarbons in soil samples obtained from borings installed outside the former tank field, which pose no threat to human health or the environment and no further action is required at the present time. However, this letter does not absolve the responsible party from responsibility for any future problems related to the storage tank formerly at this location.

***Response:*** *A Phase I Environmental Site Assessment is being performed. We anticipate very limited impact to the residential portion of the site.*

**Delaware State Fire Marshall's Office - Contact John Rudd 323-5365**

- Although not a requirement of the State Fire Prevention Regulations, the Office of the State Fire Marshal encourages home builders to consider the benefits of home sprinkler protection in dwellings. The Office of the State Fire Marshal also reminds home builders that they are obligated to comply with requirements of Subchapter III of Chapter 36 of Title 6 of the Delaware Code which can be found at the following website: <http://delcode.delaware.gov/title6/c036/sc03/index.shtml>
- Preliminary meetings with fire protection specialists are encouraged prior to formal submittal. Please call for appointment. Applications and brochures can be downloaded from our website: [www.statefiremarshal.delaware.gov](http://www.statefiremarshal.delaware.gov), technical services link, plan review, applications or brochures.

***Response:*** *We will arrange a pre-submittal meeting with the Sussex County Fire Marshal prior to submittal. Sprinkler systems will be taken into consideration.*

**Delaware Area Rapid Transit (DART) – Contact: Jared Kauffman 576-6062**

- DTC agrees with DelDOT's comments on including additional pedestrian pathways to help increase pedestrian connectivity both within the development, and to future development.

***Response:*** *Connectivity will be provided to future commercial development areas, along the internal road network and along the road frontages.*

Constance C. Holland, AICP  
Marina Del Phase 1 Residential  
Duffield Project No.1 11686.CC  
June 6, 2019  
Page 14



Thank you for your assistance in this matter. Please feel free to call me with any questions.

Very truly yours,

DUFFIELD ASSOCIATES, INC.

Stephen J. Gorski, P.E.

cc: Sussex County  
Milford

SJG:acj  
11686CC.0619-StateOfDelawareResponseLtr.COR

City of Milford, Delaware  
Development Advisory Committee

Comment Sheet

\*\*\*\*\*



DATE OF REVIEW: July 30, 2019

REVIEWING AGENCY: Delaware State Fire Marshal's Office, Sussex Office

INDIVIDUAL REVIEWERS: Duane T. Fox, CFPS, CFPE, CFI, Asst. Chief Technical Services  
Dennett E. Pridgeon, CFPS, CFPE, CFI, Sr. Fire Protection Specialist  
Jefferson L. Cerri, CFI, Sr. Fire Protection Specialist  
Joseph Moran, CFI, Sr. Fire Protection Specialist  
Desiree B. McCall, CFI, Sr. Fire Protection Specialist

AGENCY PHONE NUMBERS: 302-856-5298, Fax: 302-856-5800

RE: KNIGHT CROSSING (19-021)

*The reasons and conditions applied to this project and their sources are itemized below:*

\*\*\*\*\*

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

a. **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 and Townhouses)
- 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.

b. **Fire Protection Features:**

- All structures over 10,000 sqft aggregate will require automatic sprinkler protection installed.
- Buildings greater than 10,000 sqft, 3-stories or more, over 35 feet, or classified as High Hazard, 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
  - For townhouse buildings, provide a section / detail and the UL design number of the 2-hour fire rated separation wall on the Site plan.
- c. **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 Beaver Dam Rd 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.
- d. **Gas Piping and System Information:**
- Provide type of fuel proposed, and show locations of bulk containers on plan.
- e. **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)
  - Townhouse 2-hr separation wall details shall be shown on site plans
  - Note indicating if building is to be sprinklered
  - Name of Water Provider
  - Letter from Water Provider approving the system layout
  - Provide Lock Box Note (as detailed in DSFPR) if Building is to be sprinklered
  - Provide Road Names, even for County Roads

Preliminary meetings with fire protection specialists are encouraged prior to formal submittal. Please call for appointment. Applications and brochures can be downloaded from our website:

[www.statefiremarshal.delaware.gov](http://www.statefiremarshal.delaware.gov), technical services link, plan review, applications or brochures.

***THIS DOCUMENT IS INFORMATIONAL ONLY, AND DOES NOT CONSTITUTE ANY TYPE OF APPROVAL FROM THE DELAWARE STATE FIRE MARSHAL'S OFFICE***

CITY OF MILFORD  
NOTICE OF PUBLIC HEARINGS

Planning Commission Hearing: Tuesday, October 18, 2022 @ 6:00 p.m.  
City Council Hearing: Monday, October 24, 2022 @ 6:00 p.m.

NOTICE IS HEREBY GIVEN that the proposed Ordinance is currently under review by the City of Milford Planning Commission and City Council. City Council has the option to approve or deny the application. By not adopting the ordinance, City Council will deny the application. By adopting the ordinance, City Council will approve the application and the reason for the language being written in the affirmative. This form of writing is not used to influence any decision of City Council:

**ORDINANCE 2022-37**

Application of Knight Crossing for an  
Amended Conditional Use– Planned Unit Development  
25.80 +/- acres of land located south of  
Cedar Beach Road, east of Beaver Dam Road and west of Route 1  
Comprehensive Plan Designation: Moderate Density Residential  
Zoning District: R-3 (Garden Apartment & Townhouse)  
Present use: Vacant  
Proposed Use: Planned Unit Development  
Tax Parcel: 3-30-7.00-035.00, 036.00 & 037.00 (portion)

WHEREAS, the owners of the property as above described herein have petitioned the City of Milford for an Amended conditional use; and

WHEREAS, the City of Milford Planning Commission will consider the application at a Public Hearing on October 18, 2022; and

WHEREAS, Milford City Council will hold a Public Hearing on October 24, 2022 to allow for public comment and further review of the ordinance; and

WHEREAS, it is deemed in the best interest of the City of Milford to approve the Amended conditional use, as herein described.

NOW, THEREFORE, the City of Milford hereby ordains as follows:

*Section 1.* Following adoption of Ordinance 2022-37, and upon the effective date Knight Crossing is hereby granted an Amended Conditional Use to allow construction of eighty-seven (87) single-family detached condominiums and thirty-five (35) townhouse condominiums for a total of 122 dwelling units, in accordance with the application, approved plans, and any conditions set forth at the Public Hearings.

*Section 2.* Construction or operation shall commence within one year of the date of issuance of the permit otherwise the conditional use becomes void.

*Section 3.* Dates.

Planning Commission Review & Public Hearing: October 18, 2022

City Council Introduction: October 10, 2022

City Council Public Hearing: October 24, 2022

Effective: Ten Days following Adoption

For additional information, please contact Rob Pierce in the Planning & Economic Development Department either by e-mail at [RPierce@milford-de.gov](mailto:RPierce@milford-de.gov) or by calling 302.424.8396.

*Advertised: Delaware State News 10-02-22*

**CITY OF MILFORD**  
**NOTICE OF PUBLIC HEARINGS**

Planning Commission Hearing: Tuesday, October 18, 2022 @ 6:00 p.m.  
City Council Hearing: Monday, October 24, 2022 @ 6:00 p.m.

NOTICE IS HEREBY GIVEN that the proposed Ordinance is currently under review by the City of Milford Planning Commission and City Council. City Council has the option to approve or deny the application. By not adopting the ordinance, City Council will deny the application. By adopting the ordinance, City Council will approve the application and the reason for the language being written in the affirmative. This form of writing is not used to influence any decision of City Council:

**ORDINANCE 2022-38**

Application of Knight Crossing – Phase 2A for a  
Final Major Subdivision  
25.80 +/- acres of land located south of Cedar Beach Road,  
east of Beaver Dam Road and west of Route 1  
Comprehensive Plan Designation: Moderate Density Residential  
Zoning District: R-3 (Garden Apartment & Townhouse)  
Present use: Vacant Proposed Use: Planned Unit Development  
Tax Parcel: 3-30-7.00-035.00, 036.00 & 037.00 (portion)

WHEREAS, the owners of the property as above described herein have petitioned the City of Milford for the Final Major Subdivision of Phase 2A; and

WHEREAS, the City of Milford Planning Commission will consider the application at a Public Hearing on October 18, 2022, whereby public comment will be taken and a recommendation will be made; and

WHEREAS, Milford City Council will hold a Public Hearing on October 24, 2022 to make a final determination following further review and additional public comment of the ordinance.

NOW THEREFORE BE IT RESOLVED, by the City of Milford:

In accordance with Chapter 200 of the City of Milford Code, the City Council hereby finds and determines, as follows:

- Section 1. The Final Major Subdivision Plan of Phase 2A is consistent with the objectives, policies, general land uses and programs in the City of Milford Comprehensive Plan, Subdivision and Zoning Codes, in that it establishes obligations and conditions for the implementation of the Knight Crossing Project.
- Section 2. The Final Major Subdivision Plan is in conformity with public convenience, general welfare and good land use practice.
- Section 3. The Final Major Subdivision Plan will not be detrimental to the public health, safety and general welfare of this community.
- Section 4. The Final Major Subdivision Plan will not adversely affect the orderly development of adjacent properties and will maintain the preservation of property values.
- Section 5. Dates.  
City Council Introduction: October 10, 2022  
Planning Commission Review & Public Hearing: October 18, 2022  
City Council Public Hearing: October 24, 2022  
Effective: Ten Days following Adoption

For additional information, please contact Rob Pierce in the Planning & Economic Development Department either by e-mail at [RPierce@milford-de.gov](mailto:RPierce@milford-de.gov) or by calling 302.424.8396.

Published: *Delaware State News 10-02-22*



**DATA SHEET FOR KNIGHT CROSSING – PHASE 2A**

Planning Commission Meeting: October 18, 2022

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<b>Application Number / Name</b>	:	19-021 / Knight Crossing – Phase 2A
<b>Applicant</b>	:	Limitless Development Company, LLC 26412 Broadkill Road Milton, DE 19968
<b>Owner</b>	:	Milford Marina Enterprise, LLC 2120 Love Point Stevensville, MD 21666
<b>Application Type</b>	:	Final Major Subdivision
<b>Present Comprehensive Plan Map Designation</b>	:	Moderate Density Residential
<b>Present Zoning District(s)</b>	:	R-3 (Garden Apartment & Townhouse)
<b>Present Use</b>	:	Vacant
<b>Proposed Use</b>	:	Planned Unit Development
<b>Size and Location</b>	:	25.80 +/- acres of land located south of Cedar Beach Road, east of Beaver Dam Road and west of Route 1.
<b>Tax Map &amp; Parcel(s)</b>	:	3-30-7.00-035.00, 036.00 & 037.00 (portion)

ENC: Staff Analysis Report  
Exhibit A – Location & Zoning Map  
Exhibit B – Final Major Subdivision



**STAFF ANALYSIS REPORT**  
**August 22, 2022**

<b>Application Number / Name</b>	:	19-021 / Knight Crossing – Phase 2A
<b>Application Type</b>	:	Final Major Subdivision
<b>Comprehensive Plan Designation</b>	:	Moderate Density Residential
<b>Zoning District</b>	:	R-3 (Garden Apartment & Townhouse District)
<b>Present Use</b>	:	Vacant
<b>Proposed Use</b>	:	Planned Unit Development
<b>Property Identification Numbers</b>	:	3-30-7.00-035.00, 036.00 & 037.00 (portions)
<b>Area and Location</b>	:	40.64 +/- acres of land located south of Cedar Beach Road, east of Beaver Dam Road and west of Route 1.

**I. BACKGROUND INFORMATION:**

- The applicant received Preliminary Major Subdivision and Conditional Use approval from City Council on February 24, 2020. See attached for a copy of the approval letter outlining approved Planned Unit Development (PUD) conditions.
- The applicant received Final Major Subdivision approval for Phase I from City Council on June 28, 2021.
- City Council granted a one-year extension of the Preliminary approvals for Phase 2A and 2B on March 28, 2022.
- The applicant is seeking Final Major Subdivision approval for Phase 2A only, which includes 51 single family detached dwellings and 20 townhouses arranged in a condominium format.

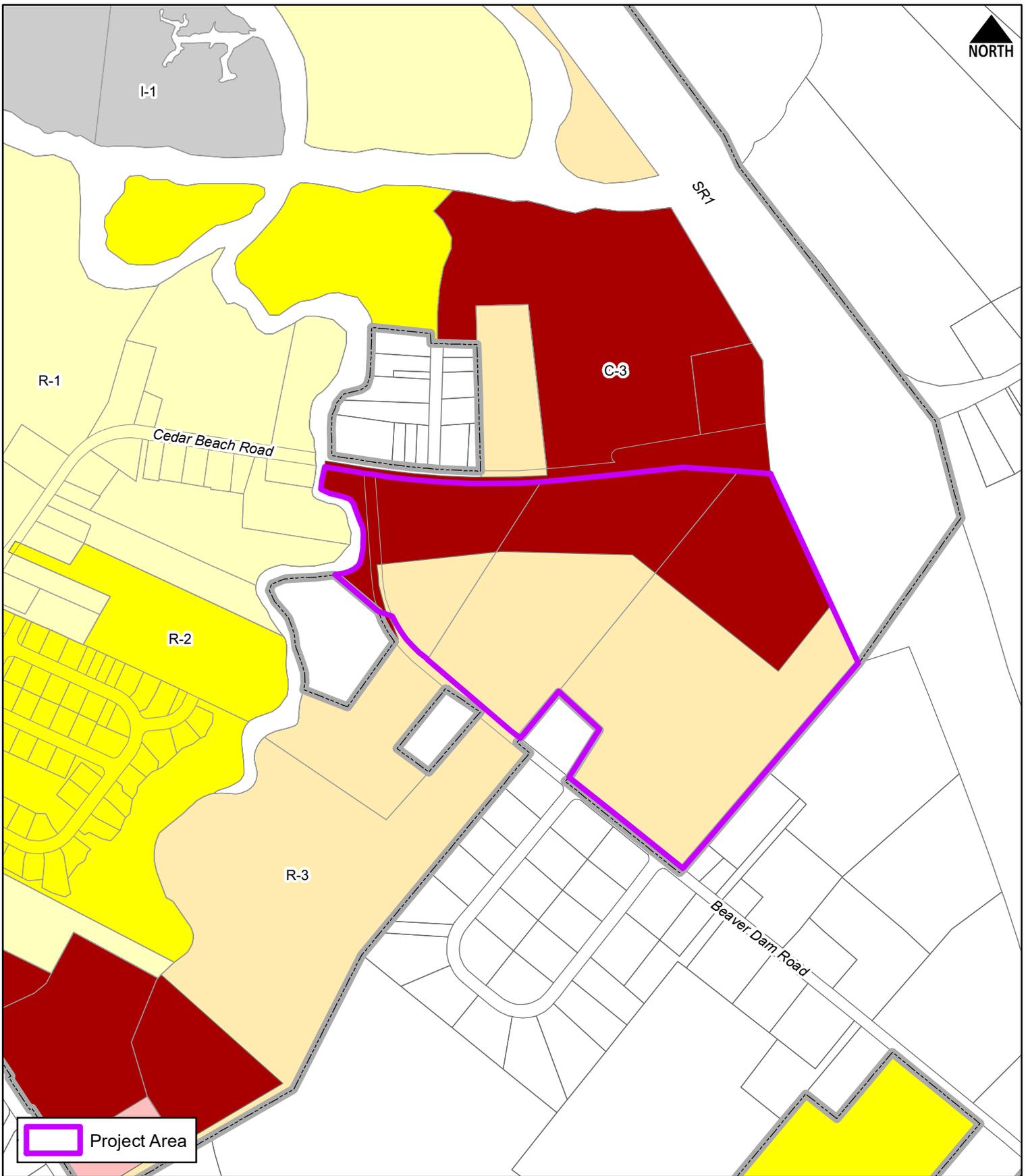
**II. STAFF ANALYSIS:**

Based on the information presented, the City of Milford Code and the Comprehensive Plan, staff submits the following regarding the request for a Final Major Subdivision approval:

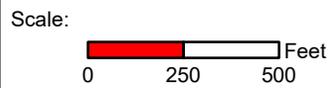
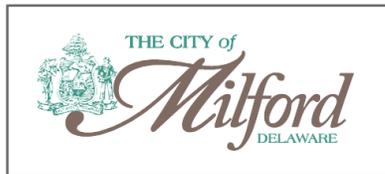
- The final major subdivision plans are consistent with Chapter 230 Zoning, Chapter 200 Subdivision of Land and the conditions approved by City Council as part of the Planned Unit Development approval.
- The construction plans have been reviewed and approved by the City Engineer for compliance with the City’s Construction Standards and Specifications.
- The applicant is required to execute the subdivision agreement prior to final signatures for the record plans.
- The applicant is required to enter into a cost-sharing agreement with the Windward on the River developer for the construction of the sewage pumping station.

**III. AGENCY & DEPARTMENT COMMENTS:**

- **DelDOT Planning, Development Coordination**  
See attached “Letter of No Objection to Recordation” dated March 18, 2022.
- **Delaware Health and Social Services – Division of Public Health**  
See attached approval to construct dated July 26, 2022
- **Sussex Conservation District**  
See attached approval letter dated April 16, 2021.
- **Delaware State Fire Marshal’s Office**  
See attached approval letter dated February 11, 2020.
- **City Engineer – Construction Plan Review**  
See attached construction plan contingent approval letter dated August 17, 2022.



 Project Area



Drawn by: WRP Date: 05/10/21

Title:

Final Major Subdivision  
**Knight Crossing**  
Location & Zoning Map

Filepath: FinalMajorSubdivision\_KnightCrossing.mxd

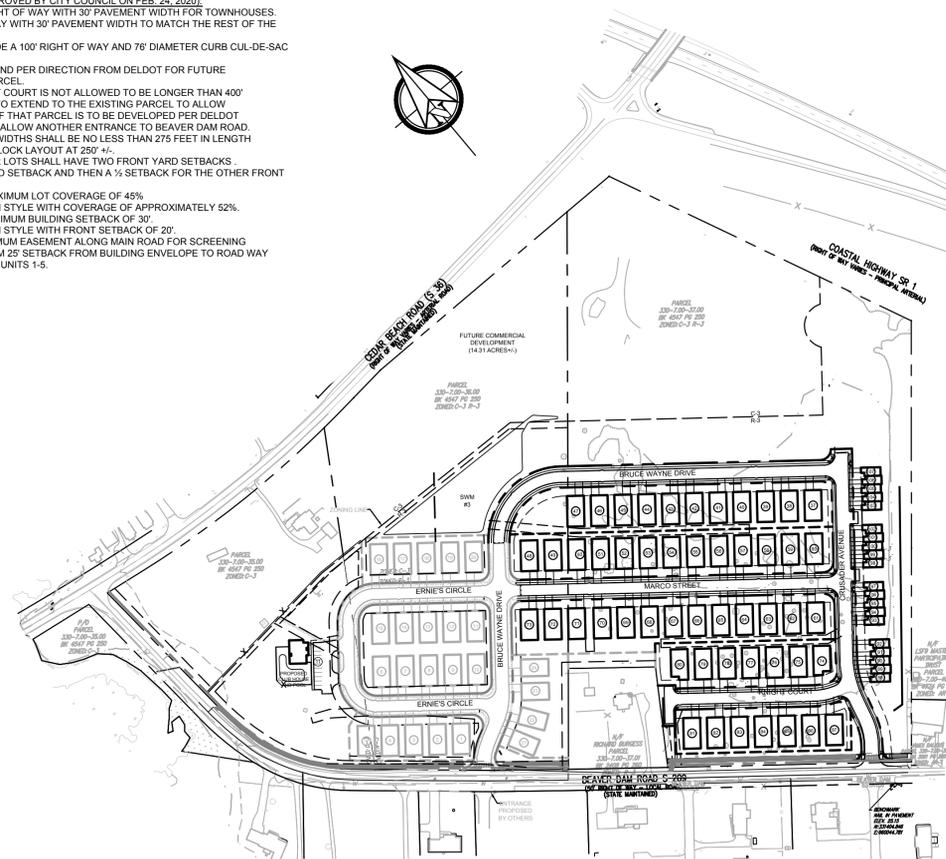
# KNIGHT CROSSING FINAL RECORD MAJOR SUBDIVISION (FORMERLY MARINA DEL) PHASE 2A CITY OF MILFORD, SUSSEX COUNTY, DELAWARE

## GENERAL NOTES

- THE PURPOSE OF THIS PLAN IS TO CONSTRUCT PHASE 2A, A 62 UNIT RESIDENTIAL CONDO SUBDIVISION WITH STORMWATER MANAGEMENT FACILITIES AND ASSOCIATED PUBLIC ROADS, DRAINAGE, WATER AND SANITARY SEWER.
- THE BOUNDARY INFORMATION SHOWN ON THESE DRAWINGS IS BASED ON A SURVEY PERFORMED BY DAVIS, BOWEN, & FRIEDEL, INC., IN MARCH 2010.
- A TOPOGRAPHIC SURVEY WAS PERFORMED BY DAVIS, BOWEN, & FRIEDEL, INC. OF MILFORD, DELAWARE IN MARCH 2010. HORIZONTAL DATUM IS BASED ON DELAWARE STATE GRID, NAD83 CONTROL MONUMENTS.
- HYDRIC SOILS ARE NOT INDICATED BEING PRESERVED ACCORDING TO THE SUSSEX COUNTY SOIL SURVEY. SOILS HAVE BEEN INSPECTED BY DUFFIELD ASSOCIATES, A LICENSED WETLANDS SCIENTIST.
- EXISTING UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION. COMPLETENESS OR CORRECTNESS THEREOF IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE UTILITY COMPANIES INVOLVED IN ORDER TO SECURE THE MOST ACCURATE INFORMATION AND TO LOCATE UTILITIES AT LOCATION AND ELEVATION. NO CONSTRUCTION AROUND OR ADJACENT TO UTILITIES SHALL BEGAIN WITHOUT NOTIFYING THEIR OWNERS AT LEAST 48 HOURS IN ADVANCE. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES AND MAINTAIN UNINTERRUPTED SERVICE AND ANY DAMAGE DONE TO THEM DUE TO HISHER NEGLIGENCE SHALL BE IMMEDIATELY AND COMPLETELY REPAIRED AT THE CONTRACTOR'S EXPENSE. TO LOCATE EXISTING UTILITIES IN THE FIELD PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT MISS UTILITY DELMARVA (800-282-8555) A MINIMUM OF THREE (3) CONSECUTIVE WORKING DAYS PRIOR TO ANY EXCAVATION.
- ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. MATERIALS AND WORKMANSHIP SHALL MEET THE REQUIREMENTS OF THE CITY OF MILFORD STANDARD SPECIFICATIONS FOR INSTALLATION OF UTILITY CONSTRUCTION AND SUBDIVISION PAVEMENT DESIGN, AND ALL APPLICABLE AGENCIES HAVING JURISDICTION OVER THE PROPOSED IMPROVEMENTS.
- USE ONLY SUITABLE AND APPROVED GRANULAR MATERIAL FOR BACKFILLING TRENCHES.
- THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL RIGHT-OF-WAY LINES AND PROPERTY LINES TO HIS OWN SATISFACTION. ANY DISTURBED AREAS BEYOND THE RIGHT-OF-WAY OR EASEMENT LINES SHALL BE RESTORED IMMEDIATELY TO THEIR ORIGINAL CONDITION.
- ALL VALVE CLOSURES AND CUT-IN'S SHALL BE COORDINATED WITH THE CITY. CITY OFFICIALS WILL CARRY OUT ALL NECESSARY VALVE CLOSURES. CONTRACTOR SHALL COORDINATE ISOLATION OF EXISTING WATER MAINS WITH THE CITY AND NOTIFY AFFECTED RESIDENTS AT LEAST 48 HOURS PRIOR TO CUT-IN.
- PIPELINE DETECTION TAPE SHALL BE COLORED APPROPRIATELY LABELED, AND INSTALLED 18 INCHES BELOW THE GROUND SURFACE AND DIRECTLY ABOVE ALL PROPOSED NON-METALLIC WATER MAIN, SEWER MAIN, SEWER LATERALS, AND WATER SERVICES.
- CONDUCTIVE TRACER WIRE SHALL BE INSTALLED WITH ALL NON-METALLIC WATER PIPE AND SERVICES, AND ALONG ALL SEWER LATERALS AND FORCE MAIN. WIRE SHALL BE SECURED TO THE PIPE AND SHALL BE SECURELY BONDED TOGETHER AT ALL WIRE JOINTS WITH APPROVED WATERTIGHT CONNECTORS. TRACER WIRE SHALL BE ACCESSIBLE AT ALL VALVE BOXES, METER PITS, CLEANOUTS, AND AIR RELEASE VALVES.
- PRIOR TO ISOLATION AND CUT-IN PROCEDURES, CONTRACTOR SHALL EXCAVATE, LOCATE, AND OBSERVE FUNCTION OF ALL EXISTING VALVES TO ASSIST IN THE SYSTEM ISOLATION.
- SHOP DRAWINGS FOR ANY ITEMS WHICH WILL EVENTUALLY BE TAKEN OVER BY THE CITY SHALL BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE ORDERING OF AND/OR INSTALLATION OF THE ITEMS).
- ALL SANITARY SEWER MAINS AND FORCE MAINS SHALL HAVE A MINIMUM COVER OF 36 INCHES AND ALL WATER MAINS SHALL HAVE A MINIMUM COVER OF 42 INCHES AS MEASURED FROM THE TOP OF PIPE TO PROPOSED GRADE. SEWER LATERALS SHALL HAVE A MINIMUM DIAMETER OF SIX (6) INCHES AND HAVE A MINIMUM COVER OF 36 INCHES.
- THERE SHALL BE A MINIMUM HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SANITARY SEWER MAINS AND FORCE MAINS OF 10 FEET, AS MEASURED FROM EDGE OF PIPE TO EDGE OF PIPE. THERE SHALL BE A MINIMUM VERTICAL SEPARATION OF 18 INCHES BETWEEN WATER MAINS AND SANITARY SEWER MAINS OR FORCE MAINS AT CROSSINGS. ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE AT CROSSINGS.
- THERE SHALL BE A MINIMUM VERTICAL SEPARATION OF 12 INCHES BETWEEN ANY STORM DRAIN PIPE AND ANY WATER MAIN OR SEWER MAIN. IF 12 INCHES CANNOT BE MAINTAINED, A MINIMUM OF SIX (6) INCHES IS REQUIRED AND PROVISIONS SHALL BE MADE ACCEPTABLE TO THE CITY OF MILFORD FOR PROPERLY ENCASED PIPE IN CONCRETE.
- THIS SITE SITS PARTIALLY WITHIN FLOOD ZONE AE (ELEVATION 5) PER FEMA FLOOD MAP PANEL 1005C0041K AND 1005C0042K LAST REVISED 03/16/2015.
- ALL ROADWAYS ARE TO BE SWEEP FREE OF SEDIMENT ON A DAILY BASIS.
- THE CONTRACTOR SHALL REMOVE AND IMMEDIATELY REPAIR, RELOCATE, RESET OR RECONSTRUCT ALL OBSTRUCTIONS IN THE WORK AREA, INCLUDING, BUT NOT LIMITED TO, MAILBOXES, SIGNS, LANDSCAPING, LIGHTING, PLANTERS, CURBVERTS, DRIVEWAYS, PARKING AREAS, CURBS, GUTTERS, FENCES, OR OTHER NATURAL OR MAN-MADE OBSTRUCTIONS, TRAFFIC CONTROL, REGULATORY, WARNING INFORMATION, SIGNS SHALL REMAIN FUNCTIONAL AND VISIBLE TO THE APPROPRIATE LANES OF TRAFFIC AT ALL TIMES, WITH THEIR RELOCATION KEPT TO A MINIMUM DISTANCE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT PAVING IS INSTALLED TO THE ELEVATIONS SHOWN AND THAT NO PONDING OF WATER WILL OCCUR AFTER PAVING IS COMPLETE.
- THE STORM DRAINAGE SYSTEM HAS BEEN DESIGNED USING THE CRITERIA OF THE STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION DEVELOPMENT CORPORATION MANUAL, LATEST EDITION.
- ALL FIRE LANES, FIRE HYDRANTS, EXITS, AND STANDPIPES WILL BE MARKED IN ACCORDANCE WITH STATE FIRE PREVENTION REGULATIONS.
- DELAWARE REGULATIONS PROHIBIT THE BURIAL OF CONSTRUCTION DEMOLITION DEBRIS, INCLUDING TREES AND STUMPS OR CONSTRUCTION SITES. ANY SOLID WASTE FOUND DURING THE EXCAVATION FOR STRUCTURES AND UTILITY LINES ON AND OFF SITE MUST BE REMOVED AND PROPERLY DISCARDED. ANY REMEDIAL ACTION REQUIRED IS THE RESPONSIBILITY OF THE OWNER.
- DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AS AMENDED AND ALL RULES AND REGULATIONS THERETO APPURTENANT.
- CONTRACTOR SHALL GRADE, TOPSOIL, SEED AND MULCH ALL DISTURBED AREAS OF CONSTRUCTION, INCLUDING PIPE INSTALLATION OR DITCH CONSTRUCTION. EROSION CONTROL MATTING SHALL BE PROVIDED ON ALL SLOPES GREATER THAN 3:1.
- THE OWNER AND/OR THEIR CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE SERVICES OF A PROFESSIONAL SURVEYOR LICENSED IN THE STATE OF DELAWARE FOR THE PERMANENTLY RE-ESTABLISHING OF ANY PROPERTY MARKERS OR MONUMENTS DISTURBED BY THIS PROJECT. A SURVEY AND METES AND BOUNDS THAT INCLUDES THE RE-ESTABLISHED MARKER(S) OR MONUMENT(S) SHALL BE PRESENTED TO THE PROPERTY OWNER FOR COMPARISON WITH THE ORIGINAL PLAT, FOR VERIFICATION.
- THE OWNER SHALL BE RESPONSIBLE FOR THE SHORT-TERM MAINTENANCE OF THE ANY AND ALL STORMWATER MANAGEMENT FACILITIES, STORM SEWER SYSTEMS UNTIL SUCH TIME THAT THE LONG-TERM MAINTENANCE RESPONSIBILITIES CAN BE TRANSFERRED TO A LEGALLY ESTABLISHED HOMEOWNERS ASSOCIATION OR OTHER RESPONSIBLE ENTITY.
- THE CITY OF MILFORD WILL ASSUME OWNERSHIP AND MAINTENANCE RESPONSIBILITY OF WATER AND SEWER PIPES AND APPURTENANCES, INSTALLED WITHIN CITY RIGHT-OF-WAY AND EASEMENTS DEDICATED TO THE CITY, STORM SEWER PIPES AND CATCH BASINS, INSTALLED FULLY WITHIN CITY RIGHT-OF-WAY; ONCE THE FOLLOWING CONDITIONS HAVE BEEN MET:
  - ALL ITEMS HAVE PASSED CITY INSPECTION.
  - THE CITY HAS RECEIVED AND APPROVED DIGITAL AND HARD COPIES OF THE RECORD DRAWINGS; AND
  - THE RIGHTS-OF-WAY AND EASEMENTS HAVE BEEN DEEDED TO THE CITY AND RECORDED WITH THE RECORDER OF DEEDS.
- SEWER AND WATER CAPACITY ARE NOT GUARANTEED UNTIL BUILDING PERMITS ARE ISSUED. ALL FEES ARE PAID AND SUITABLE UTILITIES ARE IN PLACE FOR PROPER CONVEYANCE, TREATMENT AND DISPOSAL.
- PRELIMINARY APPROVAL FROM CITY COUNCIL SHALL BE VOID AFTER ONE (1) YEAR, UNLESS AN EXTENSION IS REQUESTED BY THE OWNER AND APPROVED BY CITY COUNCIL PRIOR TO THE DATE OF EXPIRATION.
- THE APPROVAL OF A CONDITIONAL USE IS VALID FOR ONE YEAR. UNLESS PERMITS ARE OBTAINED OR CONSTRUCTION OR USE IS SUBSTANTIALLY UNDERWAY, ALL PROVISIONS OF THE CONDITIONAL USE ARE AUTOMATICALLY RESINDED.
- WITHIN 90 DAYS OF FINAL APPROVAL FROM CITY COUNCIL, THE SUBDIVIDER SHALL RECORD THE PLAT AT THE COUNTY RECORDER OF DEEDS OFFICE. FAILURE TO RECORD THE APPROVED PLAT WITHIN ONE YEAR FROM THE DATE OF CITY COUNCIL APPROVAL SHALL VOID THE FINAL APPROVAL AND THE SUBDIVIDER SHALL OBTAIN FINAL APPROVAL AFTER IT HAS BEEN VOIDED. THE SUBDIVIDER MUST MAKE APPLICATION FOR FINAL APPROVAL AGAIN. FAILURE TO RECORD THE APPROVED PLAT IN MORE THAN ONE YEAR FROM THE DATE OF CITY COUNCIL APPROVAL SHALL VOID THE PRELIMINARY APPROVAL AND FINAL APPROVAL. IN ORDER TO OBTAIN PRELIMINARY AND FINAL APPROVAL AFTER THEY HAVE BEEN VOIDED, THE SUBDIVIDER MUST MAKE APPLICATION FOR AND RECEIVE PRELIMINARY APPROVAL, THEN MAKE APPLICATION FOR AND RECEIVE FINAL APPROVAL.
- IF CONSTRUCTION OF IMPROVEMENTS SHOWN ON THE RECORDED SUBDIVISION PLANS DO NOT COMMENCE WITHIN FIVE YEARS OF THE ORIGINAL RECORDATION DATE, AND CONTINUE PROGRESSING TOWARDS COMPLETION, THE SUBDIVISION IS SUBJECT TO EXPIRATION PER CHAPTER 209 OF THE CITY CODE.
- THE APPLICANT IS RESPONSIBLE TO ENSURE THAT ALL CITY AND/OR AGENCY CONSTRUCTION PERMIT APPLICATIONS HAVE BEEN COMPLETED, SUBMITTED, AND ALL APPLICABLE FEES HAVE BEEN PAID PRIOR TO COMMENCING CONSTRUCTION. THE CITY SHALL NOT BE HELD RESPONSIBLE FOR AN ANTICIPATED CONSTRUCTION START DATE THAT IS NOT MET DUE TO THE APPLICANT OR HISHER CONTRACTOR NOT HAVING MET THE CONSTRUCTION PERMITTING REQUIREMENTS.
- AS A CONDITION OF THE APPROVAL OF THE CONSTRUCTION DRAWINGS, AND PRIOR TO THE START OF CONSTRUCTION, THE APPLICANT MAY BE REQUIRED TO ENTER INTO A FORMAL PUBLIC WORKS AGREEMENT WITH THE CITY AND/OR TO POST A COMPLETION GUARANTY FOR ANY IMPROVEMENTS WHICH WILL EVENTUALLY BE TAKEN OVER BY THE CITY. THE GUARANTY SHALL BE IN AN AMOUNT EQUAL TO 150% OF THE COST OF THE IMPROVEMENTS AS ESTIMATED OR APPROVED BY THE CITY ENGINEER. THE GUARANTY SHALL BE IN THE FORM OF A BOND OR FUNDS DEPOSITED IN AN ESCROW ACCOUNT. THE PUBLIC WORKS AGREEMENT AND THE GUARANTY SHALL BE REVIEWED AND APPROVED BY THE CITY ENGINEER. THE CONTRACTOR'S GUARANTEE SHALL NOT BE RELEASED UNTIL A MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE IMPROVEMENTS HAS BEEN SUBMITTED.
- A MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE CONSTRUCTION VALUE FOR ANY CONSTRUCTED IMPROVEMENTS AND A PERFORMANCE BOND IN THE AMOUNT OF 100% OF THE CONSTRUCTION VALUE FOR ANY UNCOMPLETED WORK SHALL BE PROVIDED IN ORDER TO ACHIEVE FINAL COMPLETION OF THE IMPROVEMENTS AND RELEASE OF ANY COMPLETION GUARANTY. THE MAINTENANCE PERIOD SHALL BE A MINIMUM OF ONE YEAR AND ALL CONSTRUCTION VALUES MUST BE SUBMITTED TO, REVIEWED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE ISSUANCE OF ANY BONDS.
- UPON COMPLETION OF THE CONSTRUCTION IMPROVEMENTS AND PRIOR TO THE RELEASE OF ANY DEVELOPER'S COMPLETION GUARANTEE, THE DEVELOPER SHALL PROVIDE THE CITY ENGINEER A DRAFT PAPER SET OF DETAILED RECORD PLANS (PLAN VIEW AND PROFILE SHEETS). RECORD INFORMATION SHALL BE PLACED ON THE APPROPRIATE APPROVED DRAWINGS. ORIGINAL DESIGN ELEVATION AND/OR DISTANCE INFORMATION SHALL BE THROUGH WITH A FINE LINE AND THE RECORD INFORMATION SHALL BE INSERTED NEXT TO IT. WHEN THE DRAFT SET OF DRAWINGS HAS BEEN APPROVED BY THE CITY, THREE (3) FINAL PAPER COPIES SHALL BE SUBMITTED, SIGNED AND SEALED BY THE OWNER'S ENGINEER OR SURVEYOR. ADDITIONALLY, A CD SHALL BE PROVIDED WITH DIGITAL RECORD INFORMATION IN AUTOCAD FORMAT (VERSION 2018 OR LATER). THE DIGITAL INFORMATION SHALL BE ON DELAWARE STATE PLANE, NAD 83 HORIZONTAL CONTROL AND NAVD83 VERTICAL CONTROL. RECORD PLAN INFORMATION SHALL INCLUDE SURVEYED AS-BUILT ELEVATIONS AND HORIZONTAL LOCATIONS OF THE FOLLOWING:
  - ALL PROPERTY MONUMENTS/MARKERS;
  - SEWER MANHOLE RIM & INVERT ELEVATIONS, WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED, PUMP STATION RIM, BOTTOM & INVERT ELEVATIONS WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED, FORCEMAIN INVERT ELEVATIONS EVERY 50 FEET, FORCEMAIN AIR RELEASE VALVE RIM & INVERT ELEVATIONS, SEWER CLEANOUT RIM & INVERT ELEVATIONS, AND GREASE TRAP RIM, BOTTOM & INVERT ELEVATIONS;
  - WATER VALVES, FIRE HYDRANTS, METER VAULTS, METER PITS, AND CURB STOPS;
  - STORM SEWER CATCH BASIN AND/OR MANHOLE GRATE, RIM & INVERT ELEVATIONS WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED; AND
  - ANY OTHER ITEM WHICH WILL BE TAKEN OVER BY THE CITY.
- THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS DEPARTMENT AT (302) 422-1110 A MINIMUM OF TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AND SCHEDULE A PRE-CONSTRUCTION MEETING. THE SITE CONTRACTOR AND THE OWNER, OR HISHER REPRESENTATIVE, SHALL BE IN ATTENDANCE.
- THERE ARE NO WATER RESOURCES OR PROTECTION AREAS ON THE SITE.
- THIS SITE WAS EVALUATED IN ACCORDANCE WITH THE 1987 CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL TO IDENTIFY THE PRESENCE OF WETLANDS, AND WETLANDS WERE FOUND TO EXIST ON THE SITE. A LETTER OF FINDINGS HAS BEEN PREPARED BY DUFFIELD ASSOCIATES, DATED APRIL 30, 2019. ALL WETLANDS ARE MAN-MADE RESULTING FROM A PREVIOUS QUARRY OPERATION, ISOLATED AND CONSIDERED TO BE NON-JURISDICTIONAL. A JURISDICTIONAL DETERMINATION WAS APPROVED ON DECEMBER 3, 2020 AND CONFIRMED THAT THE 5.9 ACRES OF DEPRESSION ARE NON-REGULATED.
- ALL RIGHT OF WAYS SHOWN ON THIS PLAN SHALL BE DEDICATED TO THE PUBLIC USE UPON RECORDATION OF THESE PLANS.
- ALL SUBDIVISION LOTS SHALL HAVE A 5 FOOT PUBLIC EASEMENT ALONG LOT LINES FOR A TOTAL EASEMENT WIDTH OF AT LEAST TEN FEET ALONG A LOT LINE AND A TEN FOOT WIDE EASEMENT ALONG FRONT PROPERTY LINES. EASEMENTS WITHIN THE SUBDIVISION, EASEMENTS ALONG PERIMETER BOUNDARIES OF THE SUBDIVISION SHALL BE TEN FEET IN WIDTH ON THE INTERIOR SIDE OF THE BOUNDARY.
- NO PLANTINGS OR IMPROVEMENTS MAY BE PLACED IN THE DEDICATED EASEMENT AREAS, EXCEPT FOR FENCES.
- THE COMMUNITY BUILDING SHALL BE CONSTRUCTED WITH PHASE 2A.
- A NOISE STUDY WAS PERFORMED BY COMPLIANCE ENVIRONMENTAL, INC. ON MARCH 15, 2021. THE FINDINGS IN THIS REPORT STATE THAT THE NOISE IMPACT GENERATED FROM SR-1 DOES NOT EXCEED THE NOISE ABATEMENT CRITERIA.

## PUD ALTERNATIVE DESIGN LIST (APPROVED BY CITY COUNCIL ON FEB. 24, 2020)

- CHAPTER 200-5(A)(14) - 60' RIGHT OF WAY WITH 30' PAVEMENT WIDTH FOR TOWNHOUSES. REQUESTING 50' RIGHT OF WAY WITH 30' PAVEMENT WIDTH TO MATCH THE REST OF THE DEVELOPMENT.
- CHAPTER 200-5(A)(16) - PROVIDE A 100' RIGHT OF WAY AND 76" DIAMETER CURB CUL-DE-SAC AT KNIGHT COURT.
- REQUESTING A 11' TURNAROUND PER DIRECTION FROM DELDOT FOR FUTURE CONNECTION TO EXISTING PARCEL.
- CHAPTER 200-5(A)(16) - KNIGHT COURT IS NOT ALLOWED TO BE LONGER THAN 400' REQUESTING KNIGHT COURT TO EXTEND TO THE EXISTING PARCEL TO ALLOW CONNECTION IN THE FUTURE IF THAT PARCEL IS TO BE DEVELOPED PER DELDOT DIRECTION AS THEY WILL NOT ALLOW ANOTHER ENTRANCE TO BEAVER DAM ROAD.
- CHAPTER 200-5(D)(3) - BLOCK WIDTHS SHALL BE NO LESS THAN 275 FEET IN LENGTH REQUESTING THE CURRENT BLOCK LAYOUT AT 250'.
- CHAPTER 200-5(E)(4) - CORNER LOTS SHALL HAVE TWO FRONT YARD SETBACKS. REQUESTING ONE FRONT YARD SETBACK AND THEN A 1/2 SETBACK FOR THE OTHER FRONT YARD.
- CHAPTER 230-11(B)(1)(A)2 - MAXIMUM LOT COVERAGE OF 45%. REQUEST PUD / CONDOMINIUM STYLE WITH COVERAGE OF APPROXIMATELY 52%.
- CHAPTER 230-11(B)(1)(A)5 - MINIMUM BUILDING SETBACK OF 30'.
- REQUEST PUD / CONDOMINIUM STYLE WITH FRONT SETBACK OF 20'.
- CHAPTER 200-5(E)(6) - 10' MINIMUM EASEMENT ALONG MAIN ROAD FOR SCREENING REQUEST TO ALLOW A MINIMUM 25' SETBACK FROM BUILDING ENVELOPE TO ROAD WAY WITH A PLANTED BUFFER FOR UNITS 1-5.



## SITE LOCATION MAP

SCALE: 1" = 200'  
DRAWING SCALE 1" = 200'

**BENCHMARK**  
HORIZONTAL DATUM: NAD83  
VERTICAL DATUM: NAVD88  
SITE BENCHMARK:  
N: 331404.846  
E: 660044.781  
ELEV.: 25.15  
NAIL IN PAVEMENT

## OWNER'S CERTIFICATION

I, DON LOCKWOOD, HEREBY CERTIFY THAT I AM A REPRESENTATIVE FOR MILFORD MARINA, LLC IN REGARDS TO THE PROJECT SHOWN IN THESE PLANS AND THAT THE PLAN WAS MADE AT MY DIRECTION. I ACKNOWLEDGE THE SAME TO BE MY ACT, AND DESIRE THE PLAN TO BE DEVELOPED AS SHOWN IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

SIGNED: *[Signature]* DATE: 03/10/2022

## WETLANDS CERTIFICATION

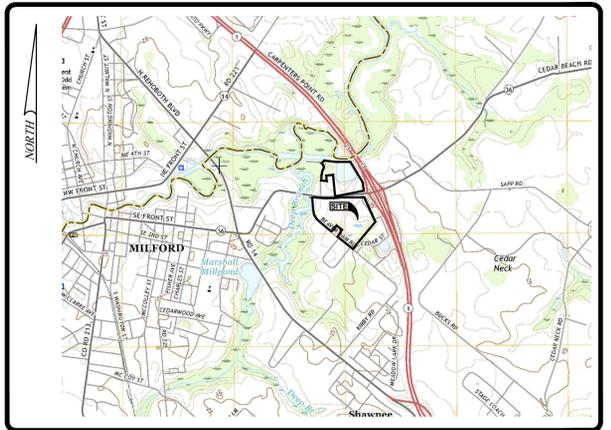
THIS SITE WAS EVALUATED IN ACCORDANCE WITH THE 1987 CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL TO IDENTIFY THE PRESENCE OF WETLANDS, AND WETLANDS WERE FOUND TO EXIST ON THE SITE. A LETTER OF FINDINGS HAS BEEN PREPARED BY DUFFIELD ASSOCIATES, DATED APRIL 30, 2019. ALL WETLANDS ARE MAN-MADE RESULTING FROM A PREVIOUS QUARRY OPERATION, ISOLATED AND CONSIDERED TO BE NON-JURISDICTIONAL. A JURISDICTIONAL DETERMINATION WAS APPROVED ON DECEMBER 3, 2020 AND CONFIRMED THAT THE 5.9 ACRES OF DEPRESSION ARE NON-REGULATED.

SIGNED: *[Signature]* DATE: 03/10/2022  
RALPH DOWNARD, CPSS

## ENGINEER'S CERTIFICATION

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

SIGNED: *[Signature]* DATE: 03/10/2022  
STEPHEN J. GORSKI, P.E.



MAP: USGS QUAD, MILFORD, DE 1984  
GENERAL LOCATION OF SUBDIVISION  
SCALE: 1" = 2500'

## SITE DATA:

- APPLICATION NO.: 19-021
- TAX PARCEL NUMBER: 3-30-7.00-035.00; & 036.00; & 037.00
- OWNER: MILFORD MARINA, LLC  
2120 LOVE POINT ROAD  
STEVENSVILLE, MD 21666  
PH: 302-684-4844
- DEVELOPER: MILFORD MARINA, LLC  
2120 LOVE POINT ROAD  
STEVENSVILLE, MD 21666  
PH: 302-684-4844
- SOURCE OF TITLE: DEED BOOK : PAGE
- ZONING: R-3 - 25.84 ACRES  
C-3 - 14. 80 ACRES

## R-3 GARDEN APARTMENT AND TOWNHOUSE DISTRICT

	REQUIRED	PUD PROPOSED
SINGLE FAMILY DWELLING	4,000 SQ.FT.	4,000 SQ.FT. (CONDOMINIUM)
MINIMUM LOT AREA	45%	52% +/- (BUILDING ENVELOPE)
MAXIMUM BUILDING COVERAGE	60 FEET	50 FEET
MINIMUM LOT WIDTH	10 FEET	5 FEET - 10 AGG.
MINIMUM SIDE YARD	30 FEET	20 FEET (10' COR. FRONT YARD)
MINIMUM REAR YARD	15 FEET	15 FEET
MAXIMUM BUILDING HEIGHT	35 FEET (3 STORIES)	35 FEET
TOWNHOUSE OR ROW DWELLING	REQUIRED	PUD PROPOSED
NUMBER OF DWELLING PER GROUP	MINIMUM OF 3 - MAXIMUM OF 8	5 UNITS
DWELLING UNITS PER ACRE	MAXIMUM 12 DU	SEE PUD CALC.
BUILDING COVERAGE	60%	47% +/- (BUILDING ENVELOPE)
MINIMUM LOT SIZE PER DU	2,000 SF PER DU	2,000 SQ.FT. (CONDOMINIUM)
BUILDING HEIGHT	35 FEET	35 FEET
PUD COMPUTATIONS	REQUIRED / ALLOWABLE	PUD PROPOSED
MINIMUM LOT AREA	4,000 SQ.FT.	5,000 SQ.FT.
MINIMUM LOT WIDTH	40 FEET	50 FEET
MAXIMUM DENSITY	25% OF GROSS DEV. AREA	25.75 AC - 6.44 AC = 19.31AC
	841,143 / 4,000 = 210 D.U.	400 SQ.FT. PER DU
REQUIRED OPEN SPACE	117 D.U. * 400 SQ.FT. (TOTAL OF THREE PHASES)	47,376 SQ.FT. (TOTAL OF THREE PHASES)
	= 46,800 SQ.FT. 1.07 ACRES	4,736 ACRES
	46,800 * 5 = 23,400 SQ.FT 0.54 ACRE	1,420 ACRES
REQUIRED RECREATIONAL		
PARKING REQUIREMENTS	2 PER UNIT 62 UNITS * 2 = 124	180 SPACES PROVIDED (1 GARAGE PER UNIT)

- BENCHMARK: NAIL IN PAVEMENT EDGE  
ELEV = 25.15  
N: 331404.846  
E: 660044.781
- DATUM: HORIZONTAL: DE STATE PLAN NAD 83  
VERTICAL: NAVD 88
- SITE ACREAGE: TOTAL = 40.64 ± ACRES  
PARCEL 3-30-7.00-035.00 = 6.083 ACRES  
PARCEL 3-30-7.00-036.00 = 12.873 ACRES  
PARCEL 3-30-7.00-037.00 = 21.684 ACRES

PHASE 1 AREA	= 7.816 ACRES
PHASE 2A AREA	= 14.586 ACRES
AREA OF CITY RIGHT OF WAY (PHASE 1)	= 2.321 ACRES
AREA OF CITY RIGHT OF WAY (PHASE 2A)	= 3.219 ACRES
LOT A	= 12.445 ACRES
AREA OF REMAINING LAND	
PARCEL 3-30-7.00-035.00	= 3.531 ACRES
PARCEL 3-30-7.00-036.00	= 4.836 ACRES
PARCEL 3-30-7.00-037.00	= 9.159 ACRES

- WATER SUPPLY: CITY OF MILFORD
- SANITARY SEWER: CITY OF MILFORD
- ANTICIPATED SEWAGE: EXISTING: NONE  
PROPOSED SINGLE FAMILY RESIDENCE (117 EDU (TOTAL OF PH. 1-2A) @250 GPD PER LOT) 0 29,250 GPD  
NET INCREASE 29,250 GPD
- ELECTRIC SUPPLY: CITY OF MILFORD
- LAND USE: EXISTING USE OF THE PROPERTY IS UNDEVELOPED LAND AND ONE SINGLE FAMILY UNIT.

- PROPOSED USE OF THE PROPERTY IS DEVELOPMENT OF RESIDENTIAL PUD.

**DUFFIELD ASSOCIATES**  
Soil, Water & the Environment

5400 LIMESTONE ROAD  
WILMINGTON, DE 19808-1232  
TEL: 302.239.6634  
FAX: 302.239.8485

OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
WEB: HTTP://DUFFIELD.COM  
E-MAIL: DUFFIELD@DUFFIELD.COM

CHECKED BY: \_\_\_\_\_  
DESIGNED BY: \_\_\_\_\_  
DATE: \_\_\_\_\_

SIG: \_\_\_\_\_  
FILE NAME: \_\_\_\_\_  
REV: \_\_\_\_\_  
BRK: \_\_\_\_\_

REVISION

No.	REVISION	DATE
1	PER DEL DOT COMMENT	
2	PER DEL DOT COMMENT	
3	PER CITY ENGINEER COMMENT	
4	PER DELDOT COMMENT	
5	PER DELDOT COMMENT	

OWNER: MILFORD MARINA, ENTERPRISE, LLC  
2120 LOVE POINT ROAD  
STEVENSVILLE, MD 21666

DEVELOPER: MILFORD MARINA, ENTERPRISE, LLC  
2120 LOVE POINT ROAD  
STEVENSVILLE, MD 21666

STATE OF DELAWARE  
PH: #12605

RECORD PLAT  
COVER SHEET

KNIGHT CROSSING  
PHASE 2A  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE: 25 MARCH 2021

SCALE: AS NOTED

PROJECT NO. 11686.CC

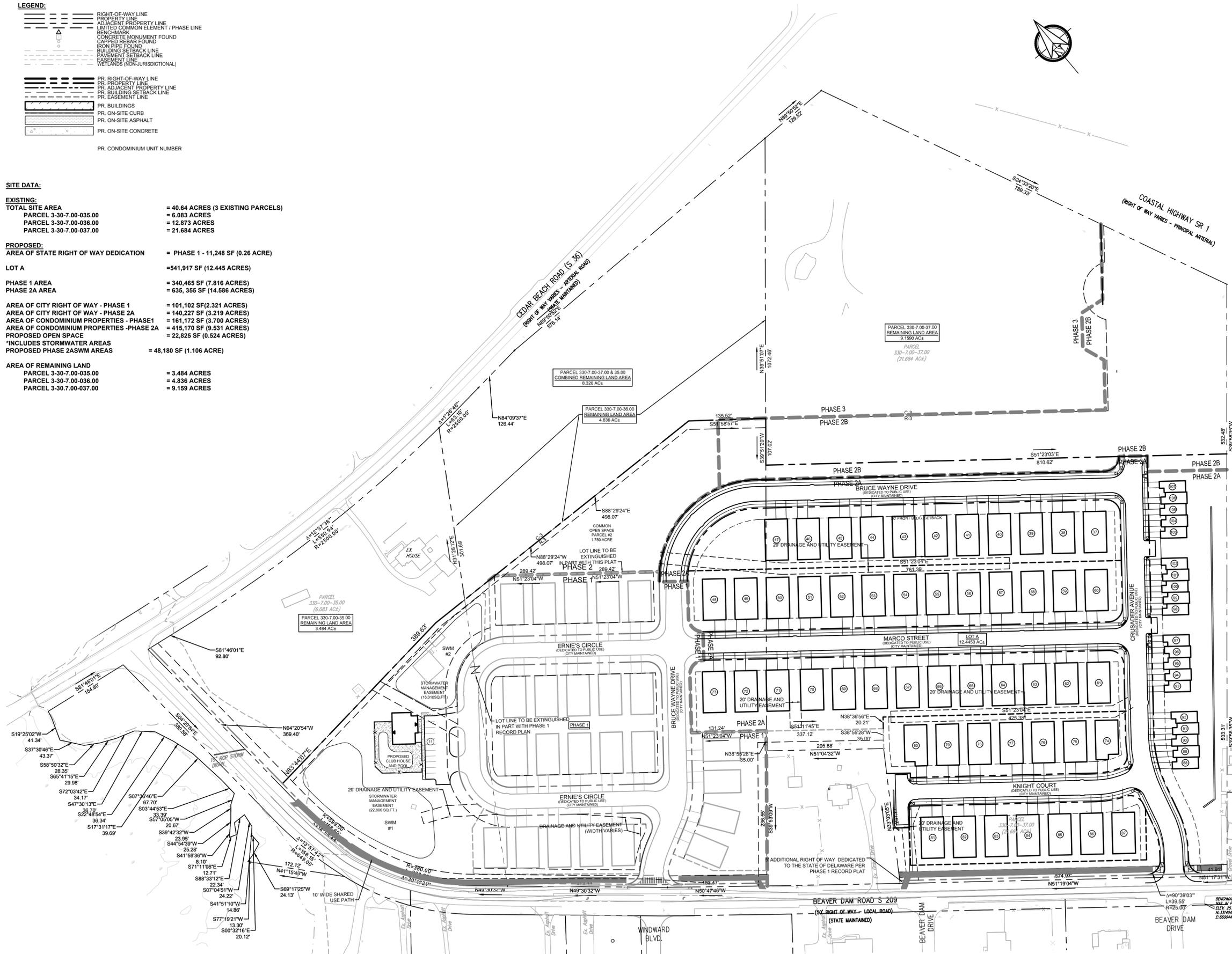
SHEET: 1 OF 5

**LEGEND:**

	RIGHT-OF-WAY LINE
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	LIMITED COMMON ELEMENT / PHASE LINE
	BENCHMARK
	CONCRETE MONUMENT FOUND
	CAPPED REBAR FOUND
	IRON PIPE FOUND
	BUILDING SETBACK LINE
	PAVEMENT SETBACK LINE
	EASEMENT LINE
	WETLANDS (NON-JURISDICTIONAL)
	PR RIGHT-OF-WAY LINE
	PR PROPERTY LINE
	PR ADJACENT PROPERTY LINE
	PR BUILDING SETBACK LINE
	PR EASEMENT LINE
	PR BUILDINGS
	PR ON-SITE CURB
	PR ON-SITE ASPHALT
	PR ON-SITE CONCRETE
	PR CONDOMINIUM UNIT NUMBER

**SITE DATA:**

<b>EXISTING:</b>	
TOTAL SITE AREA	= 40.64 ACRES (3 EXISTING PARCELS)
PARCEL 3-30-7.00-035.00	= 6.083 ACRES
PARCEL 3-30-7.00-036.00	= 12.873 ACRES
PARCEL 3-30-7.00-037.00	= 21.684 ACRES
<b>PROPOSED:</b>	
AREA OF STATE RIGHT OF WAY DEDICATION	= PHASE 1 - 11,248 SF (0.26 ACRE)
<b>LOT A</b>	= 541,917 SF (12.445 ACRES)
<b>PHASE 1 AREA</b>	= 340,465 SF (7.816 ACRES)
<b>PHASE 2A AREA</b>	= 635,355 SF (14.586 ACRES)
<b>AREA OF CITY RIGHT OF WAY - PHASE 1</b>	= 101,102 SF (2.321 ACRES)
<b>AREA OF CITY RIGHT OF WAY - PHASE 2A</b>	= 140,227 SF (3.219 ACRES)
<b>AREA OF CONDOMINIUM PROPERTIES - PHASE 1</b>	= 161,172 SF (3.700 ACRES)
<b>AREA OF CONDOMINIUM PROPERTIES - PHASE 2A</b>	= 415,170 SF (9.531 ACRES)
<b>PROPOSED OPEN SPACE</b>	= 22,825 SF (0.524 ACRES)
<b>*INCLUDES STORMWATER AREAS</b>	
<b>PROPOSED PHASE 2ASWM AREAS</b>	= 48,180 SF (1.106 ACRE)
<b>AREA OF REMAINING LAND</b>	
PARCEL 3-30-7.00-035.00	= 3.484 ACRES
PARCEL 3-30-7.00-036.00	= 4.836 ACRES
PARCEL 3-30-7.00-037.00	= 9.159 ACRES



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WEB: HTTP://DUFFIELD.COM  
E-MAIL: DUFFIELD@DUFFIELD.COM

CHECKED BY: SSG  
DESIGNED BY: BRK  
DRAWN BY: BRK  
FILE NAME: REC188(C)P  
STATION # / PROJECT #

STATE OF DELAWARE  
PL # 2625

NO.	REVISION
1	PER DELDOT COMMENT
2	PER DELDOT COMMENT
3	PER CITY ENGINEER COMMENT
4	PER DELDOT COMMENT
5	PER DELDOT COMMENT

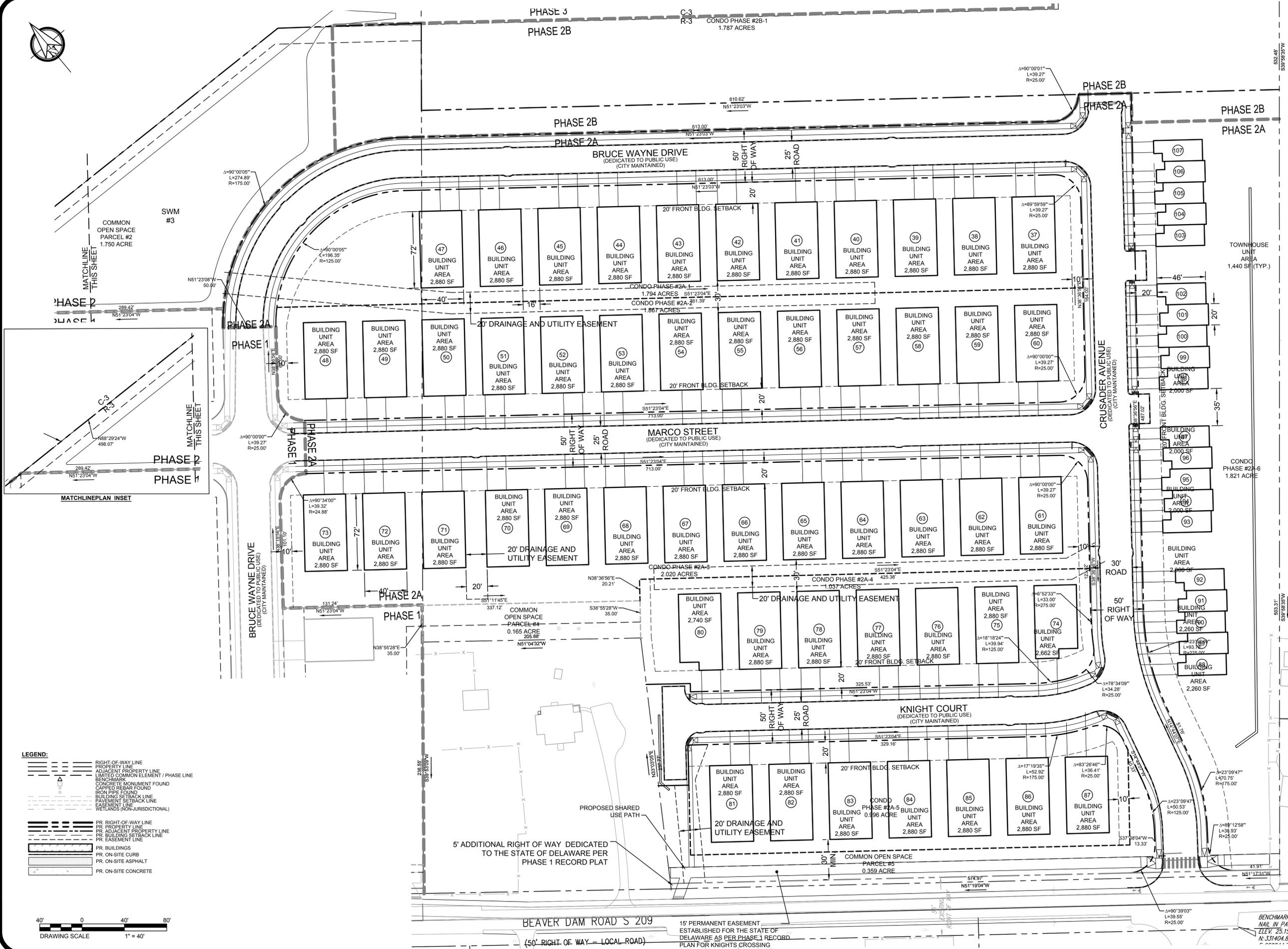
OWNER: MILDORA MARINA ENTERPRISE, LLC  
2100 LOVING POINT ROAD  
STEVENSVILLE, MD 21166

DEVELOPER: MILDORA MARINA ENTERPRISE, LLC  
2100 LOVING POINT ROAD  
STEVENSVILLE, MD 21166

**RECORD PLAT**  
**OVERALL RECORD PLAN**  
**KNIGHT CROSSING**  
**PHASE 2A**

CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE: 25 MARCH 2021  
SCALE: 1" = 80'  
PROJECT NO. 11686.CC  
SHEET: 2 OF 5



**LEGEND:**

	RIGHT-OF-WAY LINE
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	LIMITED COMMON ELEMENT / PHASE LINE
	BENCHMARK
	CONCRETE MONUMENT FOUND
	CAPPED REBAR FOUND
	IRON PIPE FOUND
	BUILDING SETBACK LINE
	PAVEMENT SETBACK LINE
	EASEMENT LINE
	WETLANDS (NON-JURISDICTIONAL)
	PR BUILDINGS
	PR ON-SITE CURB
	PR ON-SITE ASPHALT
	PR ON-SITE CONCRETE



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WEB: HTTP://DUFFIELDNET.COM  
E-MAIL: DUFFIELD@DUFFIELDNET.COM

DESIGNED BY:	BRK
CHECKED BY:	SG
FILE NAME:	REC188(CC)E
DRAWN BY:	BRK

NO.	REVISION
1	PER DELDOT COMMENT
2	PER DELDOT COMMENT
3	PER CITY ENGINEER COMMENT
4	PER DELDOT COMMENT
5	PER DELDOT COMMENT

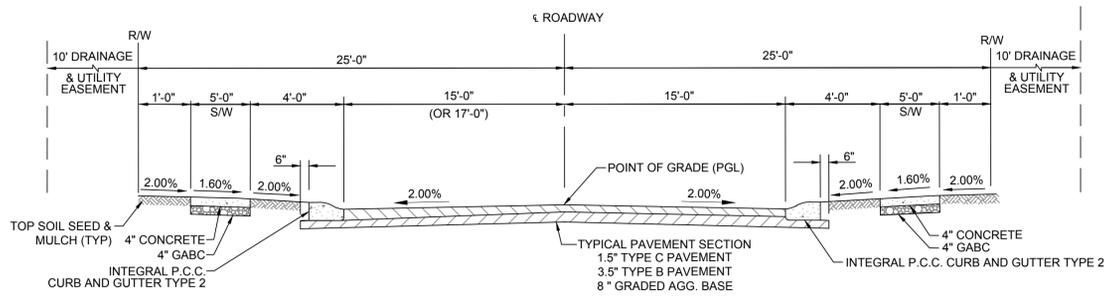
OWNER: MILDORA MARINA ENTERPRISE, LLC  
2120 LOVELY POINT ROAD  
STEVENSVILLE, MD 21666

DEVELOPER: MILDORA MARINA ENTERPRISE, LLC  
2120 LOVELY POINT ROAD  
STEVENSVILLE, MD 21666

**RECORD PLAT**  
**PHASE 2A MAJOR RECORD PLAN**  
**KNIGHT CROSSING**  
**PHASE 2A**

CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

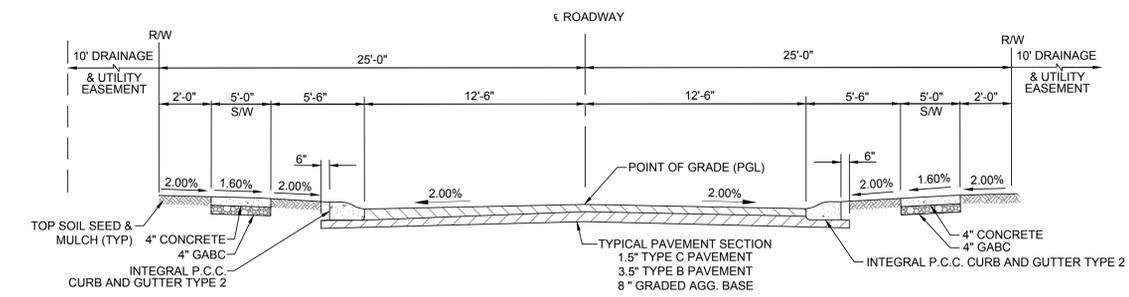
DATE: 25 MARCH 2021  
SCALE: 1" = 40'  
PROJECT NO. 11686.CC  
SHEET: 3 OF 5



**SECTION: TYPICAL 30' AND 32' WIDE CITY OF MILFORD STREETS**

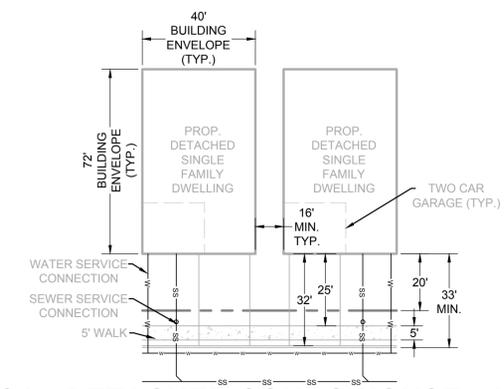
SCALE: N.T.S

1. 6" TOP SOIL SEED AND MULCH
2. SUBGRADE TO BE PREPARED IN ACCORDANCE WITH DIVISION OF HIGHWAYS STANDARD SPECIFICATIONS



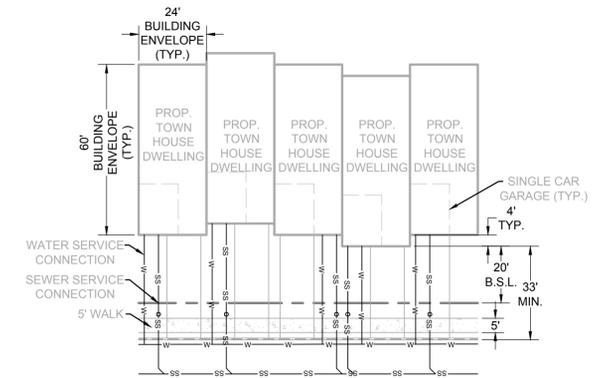
**SECTION: TYPICAL 25' WIDE CITY OF MILFORD STREETS**

SCALE: N.T.S



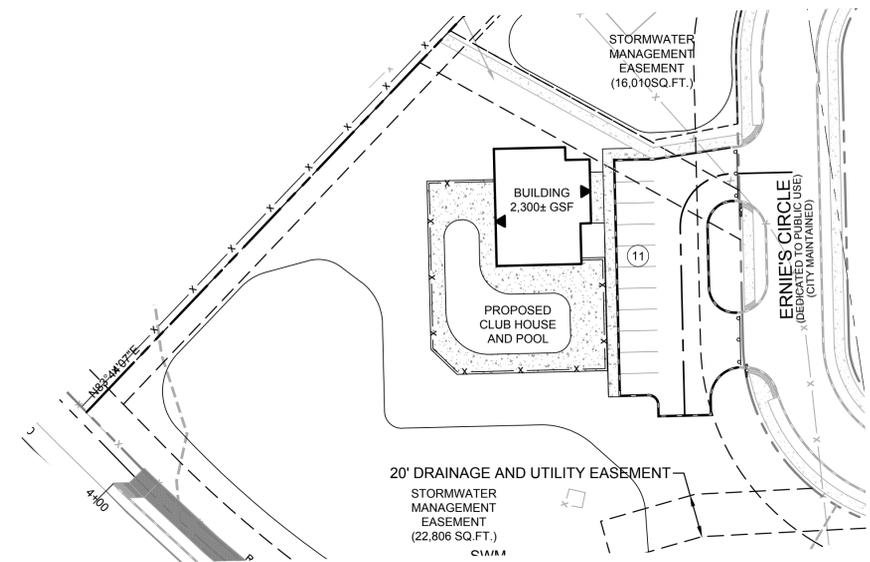
**TYPICAL DETACHED CONDO HOUSE LAYOUT**

SCALE: N.T.S



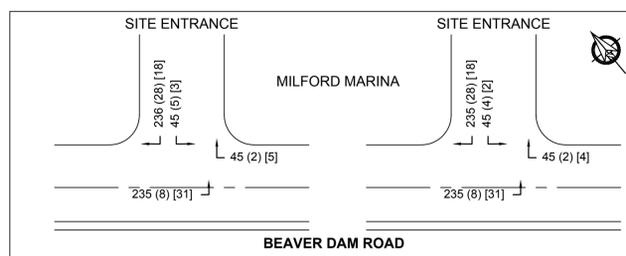
**TYPICAL TOWNHOUSE LAYOUT**

SCALE: N.T.S



**PROPOSED CLUBHOUSE**

SCALE: 1"=40'



**TRAFFIC GENERATION DIAGRAM**

TRIPS PER DAY (AM PEAK HOUR) [PM PEAK HOUR]

DEL DOT RECORD NOTES: (REV. 3/21/2019)

1. ALL ENTRANCES SHALL CONFORM TO THE DELAWARE DEPARTMENT OF TRANSPORTATION'S (DELDOT'S) CURRENT DEVELOPMENT COORDINATION MANUAL AND SHALL BE SUBJECT TO ITS APPROVAL.
2. NO LANDSCAPING SHALL BE ALLOWED WITHIN THE RIGHT-OF-WAY UNLESS THE PLANS ARE COMPLIANT WITH SECTION 3.7 OF THE DEVELOPMENT COORDINATION MANUAL.
3. SHRUBBERY, PLANTINGS, SIGNS AND/OR OTHER VISUAL BARRIERS THAT COULD OBSTRUCT THE SIGHT DISTANCE OF A DRIVER PREPARING TO ENTER THE ROADWAY ARE PROHIBITED WITHIN THE DEFINED DEPARTURE SIGHT TRIANGLE AREA ESTABLISHED ON THIS PLAN. IF THE ESTABLISHED DEPARTURE SIGHT TRIANGLE AREA IS OUTSIDE THE RIGHT-OF-WAY OR PROJECTS ONTO AN ADJACENT PROPERTY OWNERS LAND, A SIGHT EASEMENT SHOULD BE ESTABLISHED AND RECORDED WITH ALL AFFECTED PROPERTY OWNERS TO MAINTAIN THE REQUIRED SIGHT DISTANCE.
4. UPON COMPLETION OF THE CONSTRUCTION OF THE SIDEWALK OR SHARED-USE PATH ACROSS THIS PROJECTS 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 AT DELDOT'S DISCRETION, AND IN CONFORMANCE WITH DELDOT'S DEVELOPMENT COORDINATION MANUAL.
5. SUBDIVISION STREETS CONSTRUCTED WITHIN THE LIMITS OF THE RIGHT-OF-WAY DEDICATED TO THE PUBLIC USE SHOWN ON THIS PLAN ARE TO BE MAINTAINED BY THE CITY OF MILFORD FOLLOWING THE ACCEPTANCE OF THE STREETS. DELDOT ASSUMES NO MAINTENANCE RESPONSIBILITIES WITHIN THE DEDICATED STREET RIGHT-OF-WAY.
6. THE SIDEWALK SHALL BE THE RESPONSIBILITY OF THE DEVELOPER, THE PROPERTY OWNERS OR BOTH WITHIN THIS SUBDIVISION. THE STATE OF DELAWARE ASSUMES NO RESPONSIBILITY FOR THE FUTURE MAINTENANCE FOR THE SIDEWALK.
7. A. ALL LOTS SHALL HAVE ACCESS FROM THE INTERNAL SUBDIVISION STREET.  
B. DRIVEWAYS WILL NOT BE PERMITTED TO BE PLACED AT CATCH BASIN LOCATIONS.  
C. LOTS WILL BE PERMITTED TO HAVE ACCESS POINTS THAT COMPLY WITH THE DEVELOPMENT COORDINATION MANUAL (DCM) SPACING REQUIREMENTS OF CHAPTER 1 AND LIMITATIONS ON NUMBER OF ACCESS POINTS ESTABLISHED IN DCM CHAPTER 7, HORSESHOE DRIVEWAYS AND SECONDARY ENTRANCES REQUIRE ADDITIONAL DELDOT REVIEW AND SEPARATE PERMITTING, RESTRICTIONS AS DESCRIBED IN THE DCM CHAPTER 7 MAY PROHIBIT SOME SECONDARY ENTRANCE REQUESTS FROM BEING GRANTED.
8. TO MINIMIZE RUTTING AND EROSION OF THE ROADSIDE DUE TO ON-STREET PARKING, DRIVEWAY AND BUILDING LAYOUTS MUST BE CONFIGURED TO ALLOW FOR VEHICLES TO BE STORED IN THE DRIVEWAY BEYOND THE RIGHT-OF-WAY, WITHOUT INTERFERING WITH SIDEWALK ACCESS AND CLEARANCE.
9. THE DEVELOPER SHALL BE REQUIRED TO FURNISH AND PLACE RIGHT-OF-WAY MONUMENTS IN ACCORDANCE WITH DELDOT'S DEVELOPMENT COORDINATION MANUAL.
10. THE DEVELOPER SHALL BE REQUIRED TO FURNISH AND PLACE RIGHT-OF-WAY MARKERS TO PROVIDE A PERMANENT REFERENCE FOR RE-ESTABLISHING THE RIGHT-OF-WAY AND PROPERTY CORNERS ON LOCAL AND HIGHER ORDER FRONTAGE ROADS. RIGHT-OF-WAY MARKERS SHALL BE SET AND/OR PLACED ALONG THE FRONTAGE ROAD RIGHT-OF-WAY AT PROPERTY CORNERS AND AT EACH CHANGE IN RIGHT-OF-WAY ALIGNMENT IN ACCORDANCE WITH SECTION 3.2.4.2 OF THE DEVELOPMENT COORDINATION MANUAL.

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WEB: HTTP://DUFFIELD.COM  
E-MAIL: DUFFIELD@DUFFIELD.COM

CHECKED BY: S/G  
DESIGNED BY: BRK  
DRAWN BY: BRK  
FILE NAME: REC\_188102P  
STEPHEN J. GORSKI, P.E.  
Professional Engineer Seal  
STATE OF DELAWARE P.E. # 12625

NO.	REVISION	DATE	BY	REASON
1	PER DELDOT COMMENT	02/20/2021	BRK	
2	PER DELDOT COMMENT	05/20/2021	BRK	
3	PER CITY ENGINEER COMMENT	06/25/2021	BRK	
4	PER DELDOT COMMENT	08/11/2021	BRK	
5	PER DELDOT COMMENT	02/22/2022	BRK	

OWNER: MILFORD MARINA ENTERPRISE, LLC  
2120 LOVEMOUNT ROAD  
STEVENSVILLE, MD 21666  
DEVELOPER: MILFORD MARINA ENTERPRISE, LLC  
2120 LOVEMOUNT ROAD  
STEVENSVILLE, MD 21666

**RECORD PLAT  
NOTES AND DETAILS  
KNIGHT CROSSING  
PHASE 2A**

CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

**ROAD TRAFFIC DATA**

S209 - BEAVER DAM ROAD  
FUNCTIONAL CLASSIFICATION: LOCAL  
POSTED SPEED LIMIT: 40 MPH  
AADT = 658 TRIPS (FROM 2019 DELDOT TRAFFIC SUMMARY)  
10 YEAR PROJECTED AADT = 658 X 1.16 = 763 TRIPS  
10 YEAR PROJECTED AADT + SITE ADT (1,235) = 1,998 TRIPS  
DIRECTIONAL SPLIT = 62.32% X 37.68%  
PEAK HOUR = 17.82% X 763 = 136 TRIPS  
9.55% TRUCKS & BUSES X 763 = 73

**SITE TRIPS GENERATED**  
SOURCES: ITE TRIP GENERATION MANUAL 10th EDITION

ENTRANCES: BEAVER DAM ROAD: FULL ACCESS - 50% TRAFFIC PER ENTRANCE

**PROPOSED**

LUC 210 SINGLE FAMILY DETACHED  
87 DWELLINGS = 904 TRIPS (452 IN/452 OUT)  
AM: 67 TRIPS (16 IN/51 OUT)  
PM: 89 TRIPS (56 IN/33 OUT)

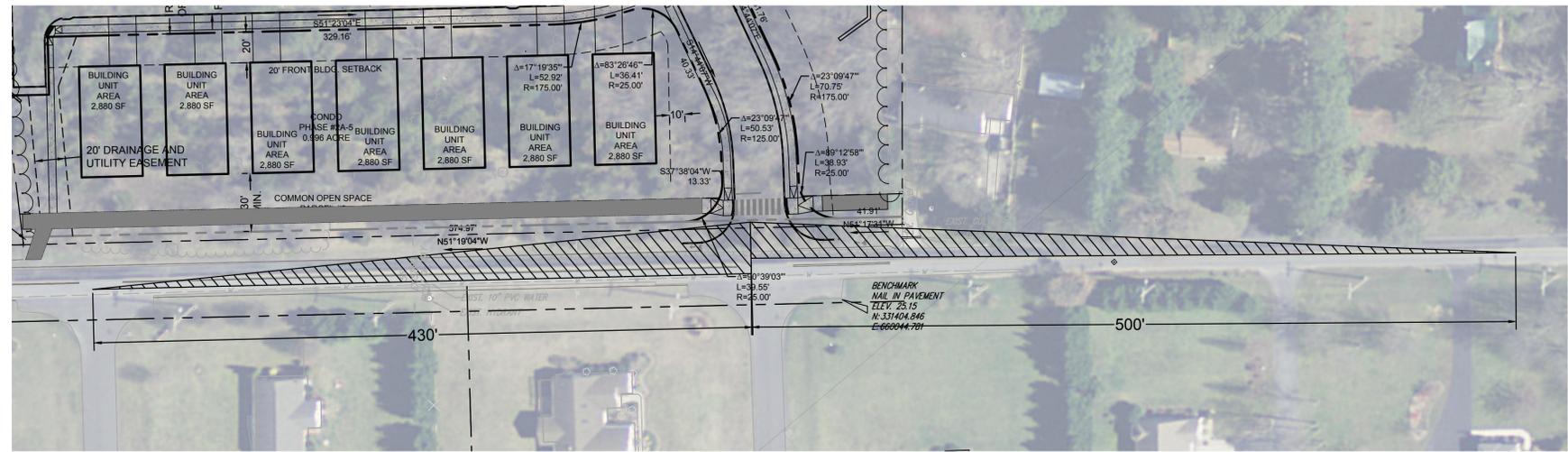
LUC 220 MULTIFAMILY HOUSING (LOW-RISE) (TOWNHOMES)  
35 DWELLINGS = 217 TRIPS (109 IN/108 OUT)  
AM: 18 TRIPS (4 IN/14 OUT)  
PM: 24 TRIPS (15 IN/8 OUT)

TOTAL ADT: PROPOSED: 1121 TRIPS (561 IN/560 OUT)  
AM: 85 TRIPS (20 IN/65 OUT)  
PM: 113 TRIPS (71 IN/41 OUT)

DIRECTIONAL DISTRIBUTION: 84% FROM NORTH  
16% FROM SOUTH

DATE: 26 MARCH 2021  
SCALE: AS NOTED  
PROJECT NO. 11686.CC  
SHEET: 4 OF 5

- LEGEND:**
- RIGHT-OF-WAY LINE
  - PROPERTY LINE
  - ADJACENT PROPERTY LINE
  - LIMITED COMMON ELEMENT / PHASE LINE
  - △ BENCHMARK
  - CONCRETE MONUMENT FOUND
  - CAPPED REBAR FOUND
  - IRON PIPE FOUND
  - BUILDING SETBACK LINE
  - PAVEMENT SETBACK LINE
  - EASEMENT LINE
  - WETLANDS (NON-JURISDICTIONAL)
  - PR RIGHT-OF-WAY LINE
  - PR PROPERTY LINE
  - PR ADJACENT PROPERTY LINE
  - PR BUILDING SETBACK LINE
  - PR EASEMENT LINE
  - PR BUILDINGS
  - PR ON-SITE CURB
  - PR ON-SITE ASPHALT
  - PR ON-SITE CONCRETE
  - PR CONDOMINIUM UNIT NUMBER



**SIGHT DISTANCE EXHIBIT - CRUSADER DRIVE**

1"=50'



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WEB: HTTP://DUFFIELDNET.COM  
E-MAIL: DUFFIELD@DUFFIELDNET.COM

CHECKED BY: SIG  
DESIGNED BY: BRK  
DRAWN BY: BRK  
FILE NAME: REC\_188(CPR)  
STEPHEN J. GORSKI, P.E.  
No. 12805  
STATE OF DELAWARE P.E. # 12625

CHK BY	DATE	REVISION
BRK	02/22/2021	1 PER DELDOT COMMENT
BRK	05/20/2021	2 PER DELDOT COMMENT
BRK	06/24/2021	3 PER CITY ENGINEER COMMENT
BRK	08/11/2021	4 PER DELDOT COMMENT
BRK	02/22/2022	5 PER DELDOT COMMENT

OWNER: MILDORA MARINA ENTERPRISE, LLC  
2120 LOVE POINT ROAD  
STEVENSVILLE, MD 21166  
DEVELOPER: MILDORA MARINA ENTERPRISE, LLC  
2120 LOVE POINT ROAD  
STEVENSVILLE, MD 21166

**RECORD PLAT**  
**SIGHT LINE EXHIBIT**  
**KNIGHT CROSSING**  
**PHASE 2A**  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE: 26 MARCH 2021  
SCALE: 1" = 50'  
PROJECT NO. 11686.CC  
SHEET: 5 OF 5



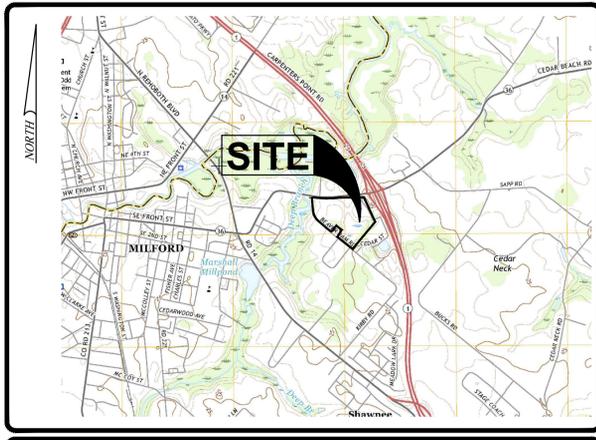


**GENERAL NOTES:**

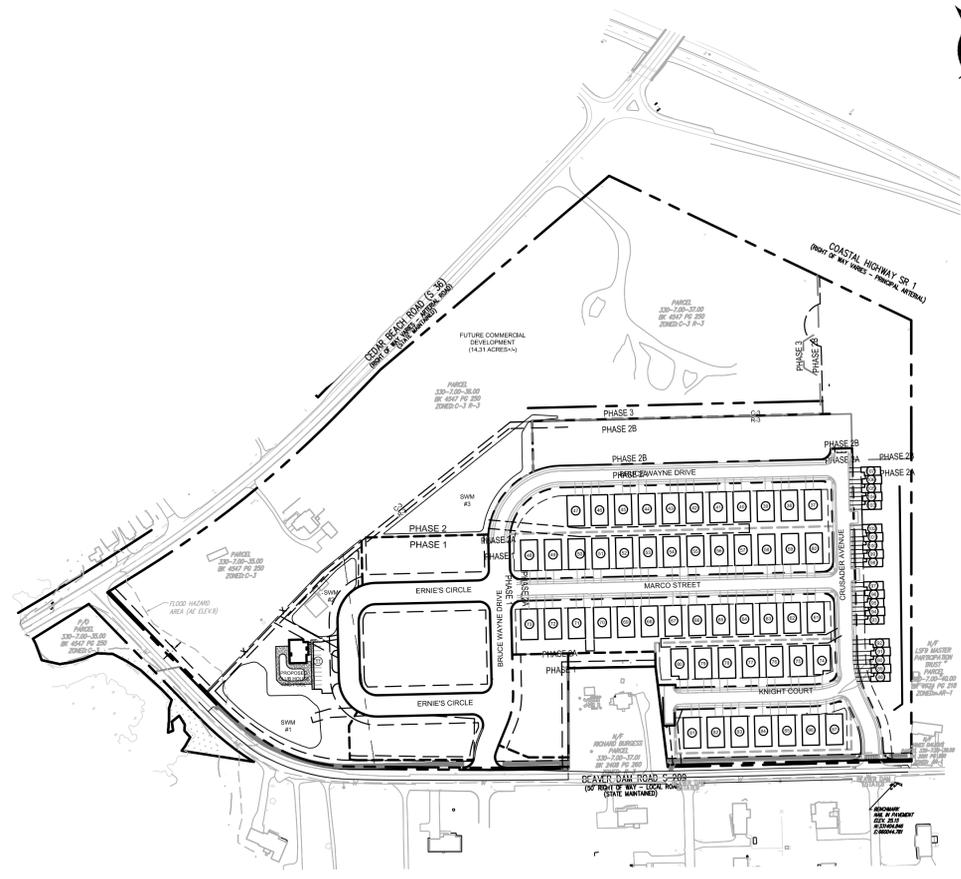
- THE PURPOSE OF THIS PLAN IS TO CONSTRUCT A 62 UNIT RESIDENTIAL CONDO SUBDIVISION WITH STORMWATER MANAGEMENT FACILITIES AND ASSOCIATED PUBLIC ROADS, DRAINAGE, WATER AND SANITARY SEWER.
- THE BOUNDARY INFORMATION SHOWN ON THESE DRAWINGS IS BASED ON A SURVEY PERFORMED BY DAVIS, BOWEN, & FRIEDEL, INC. IN JUNE OF 2018.
- A TOPOGRAPHIC SURVEY WAS PERFORMED BY DAVIS, BOWEN, & FRIEDEL, INC. OF MILFORD, DELAWARE IN MARCH OF 2010. HORIZONTAL DATUM IS BASED ON DELAWARE STATE GRID, NAD83 CONTROL MONUMENTS.
- HYDRIC SOILS ARE NOT INDICATED AS BEING PRESENT ACCORDING TO THE SUSSEX COUNTY SOIL SURVEY. SOILS HAVE BEEN INSPECTED BY DUFFIELD ASSOCIATES, A LICENSED WETLANDS SCIENTIST.
- THERE IS NO IMPACT TO SOURCE WATERS PROTECTION AREAS WITH THE DEVELOPMENT OF THIS PARCEL.
- EXISTING UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION. COMPLETENESS OR CORRECTNESS THEREOF IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE UTILITY COMPANIES INVOLVED IN ORDER TO SECURE THE MOST ACCURATE INFORMATION AVAILABLE AS TO UTILITY LOCATION AND ELEVATION. NO CONSTRUCTION AROUND OR ADJACENT TO UTILITIES SHALL BEGIN WITHOUT NOTIFYING THEIR OWNERS AT LEAST 48 HOURS IN ADVANCE. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES AND MAINTAIN UNINTERRUPTED SERVICE AND ANY DAMAGE DONE TO THEM DUE TO HIS/HER NEGLIGENCE SHALL BE IMMEDIATELY AND COMPLETELY REPAIRED AT THE CONTRACTOR'S EXPENSE. TO LOCATE EXISTING UTILITIES IN THE FIELD PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT MISS UTILITY DELMARVA (800-282-8555) A MINIMUM OF THREE (3) CONSECUTIVE WORKING DAYS PRIOR TO ANY EXCAVATION.
- ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. MATERIALS AND WORKMANSHIP SHALL MEET THE REQUIREMENTS OF THE CITY OF MILFORD STANDARD SPECIFICATIONS FOR INSTALLATION OF UTILITY CONSTRUCTION AND SUBDIVISION PAVEMENT DESIGN, AND ALL APPLICABLE AGENCIES HAVING JURISDICTION OVER THE PROPOSED IMPROVEMENTS.
- USE ONLY SUITABLE AND APPROVED GRANULAR MATERIAL FOR BACKFILLING TRENCHES.
- THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL RIGHT-OF-WAY LINES AND PROPERTY LINES TO HIS OWN SATISFACTION. ANY DISTURBED AREAS BEYOND THE RIGHT-OF-WAY OR EASEMENT LINES SHALL BE RESTORED IMMEDIATELY TO THEIR ORIGINAL CONDITION.
- ALL VALVE CLOSURES AND CUT-IN'S SHALL BE COORDINATED WITH THE CITY. CITY OFFICIALS WILL CARRY OUT ALL NECESSARY VALVE CLOSURES. CONTRACTOR SHALL COORDINATE ISOLATION OF EXISTING WATER MAINS WITH THE CITY AND NOTIFY AFFECTED RESIDENTS AT LEAST 48 HOURS PRIOR TO CUT-IN.
- PIPELINE DETECTION TAPE SHALL BE COLOR CODED, APPROPRIATELY LABELED, AND INSTALLED 18 INCHES BELOW THE GROUND SURFACE AND DIRECTLY ABOVE ALL PROPOSED NON-METALLIC WATER MAIN, SEWER MAIN, SEWER LATERALS, AND WATER SERVICES.
- CONDUCTIVE TRACER WIRE SHALL BE INSTALLED WITH ALL NON-METALLIC WATER PIPE AND SERVICES; AND ALONG ALL SEWER LATERALS AND FORCE MAIN. WIRE SHALL BE SECURED TO THE PIPE AND SHALL BE SECURELY BONDED TOGETHER AT ALL JUNCTIONS WITH APPROVED WATERTIGHT CONNECTORS. TRACER WIRE SHALL BE ACCESSIBLE AT ALL VALVE BOXES, METER PITS, CLEANOUTS, AND AIR RELEASE VALVES.
- PRIOR TO ISOLATION AND CUT-IN PROCEDURES, CONTRACTOR SHALL EXCAVATE, LOCATE, AND OBSERVE FUNCTION OF ALL EXISTING VALVES TO ASSIST IN THE SYSTEM ISOLATION.
- SHOW DRAWINGS FOR ANY ITEMS WHICH WILL EVENTUALLY BE TAKEN OVER BY THE CITY SHALL BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE ORDERING OF AND/OR INSTALLATION OF THE ITEMS.
- ALL SANITARY SEWER MAINS AND FORCE MAINS SHALL HAVE A MINIMUM COVER OF 36 INCHES AND ALL WATER MAINS SHALL HAVE A MINIMUM COVER OF 42 INCHES AS MEASURED FROM THE TOP OF PIPE TO PROPOSED GRADE. SEWER LATERALS SHALL HAVE A MINIMUM DIAMETER OF SIX (6) INCHES AND HAVE A MINIMUM COVER OF 36 INCHES.
- THERE SHALL BE A MINIMUM HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SANITARY SEWER MAINS AND FORCE MAINS OF 10 FEET, AS MEASURED FROM EDGE OF PIPE TO EDGE OF PIPE. THERE SHALL BE A MINIMUM VERTICAL SEPARATION OF 18 INCHES BETWEEN WATER MAINS AND SANITARY SEWER MAINS OR FORCE MAINS AT CROSSINGS. ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO THAT THE SEWER MAINS WILL BE AS FAR FROM THE SEWER AS POSSIBLE AT CROSSINGS.
- THERE SHALL BE A MINIMUM VERTICAL SEPARATION OF 12 INCHES BETWEEN ANY STORM DRAIN PIPE AND ANY WATER MAIN OR SEWER MAIN. IF 12 INCHES CANNOT BE MAINTAINED, A MINIMUM OF SIX (6) INCHES IS REQUIRED AND PROVISIONS SHALL BE MADE ACCEPTABLE TO THE CITY OF MILFORD.
- THIS SITE SITS PARTIALLY WITHIN ZONE FLOOD ZONE AE (ELEVATION 9) PER FEMA FLOOD MAP PANEL 10005C0041K AND 10005C0042K LAST REVISED 03/16/2015.
- ALL ROADWAYS ARE TO BE SWEEPED FREE OF SEDIMENT ON A DAILY BASIS.
- THE CONTRACTOR SHALL REMOVE AND IMMEDIATELY REPLACE, RELOCATE, RESET OR RECONSTRUCT ALL OBSTRUCTIONS IN THE WORK AREA, INCLUDING, BUT NOT LIMITED TO, MAILBOXES, SIGNS, LANDSCAPING LIGHTING, PLANTERS, CURBS, TRUNKS, TRUNKS, PARKING AREAS, CURBS, GUTTERS, FENCES, OR OTHER NATURAL OR MAN-MADE OBSTRUCTIONS. TRAFFIC CONTROL REGULATORY, WARNING AND INFORMATIONAL SIGNS SHALL REMAIN FUNCTIONAL AND VISIBLE TO THE APPROPRIATE LANES OF TRAFFIC AT ALL TIMES, WITH THEIR RELOCATION TO BE KEPT TO A MINIMAL DISTANCE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT PAVING IS INSTALLED TO THE ELEVATIONS SHOWN AND THAT NO PONDING OF WATER WILL OCCUR AFTER PAVING IS COMPLETE.
- THE STORM DRAINAGE SYSTEM HAS BEEN DESIGNED USING THE CRITERIA OF THE STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION DEVELOPMENT COORDINATION MANUAL, LATEST EDITION.
- ALL FIRE LANES, FIRE HYDRANTS, EXITS, AND STANDPIPES WILL BE MARKED IN ACCORDANCE WITH STATE FIRE PREVENTION REGULATIONS.
- DELAWARE REGULATIONS PROHIBIT THE BURIAL OF CONSTRUCTION DEMOLITION DEBRIS, INCLUDING TREES AND STUMPS ON CONSTRUCTION SITES. ANY SOLID WASTE FOUND DURING THE EXCAVATION FOR STRUCTURES AND UTILITY LINES ON AND OFF SITE MUST BE REMOVED AND PROPERLY DISPOSED. ANY REMEDIAL ACTION REQUIRED IS THE RESPONSIBILITY OF THE OWNER.
- DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AS AMENDED AND ALL RULES AND REGULATIONS THEREIN APPLICABLE.
- CONTRACTOR SHALL GRADE, TOPSOIL, SEED AND MULCH ALL DISTURBED AREAS OF CONSTRUCTION, INCLUDING PIPE INSTALLATION OR DITCH CONSTRUCTION. EROSION CONTROL MATTING SHALL BE PROVIDED ON ALL SLOPES GREATER THAN 3:1.
- THE OWNER AND/OR THEIR CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE SERVICES OF A PROFESSIONAL SURVEYOR LICENSED IN THE STATE OF DELAWARE FOR THE PERMANENTLY RE-ESTABLISHING OF ANY PROPERTY MARKERS OR MONUMENTS DISTURBED DURING CONSTRUCTION. A SURVEY AND METES AND BOUNDS THAT INCLUDES THE RE-ESTABLISHED MARKERS OR MONUMENT(S) SHALL BE PRESENTED TO THE PROPERTY OWNER FOR COMPARISON WITH THE ORIGINAL PLAT, FOR VERIFICATION.
- THE OWNER SHALL BE RESPONSIBLE FOR THE SHORT TERM MAINTENANCE OF THE ANY AND ALL STORMWATER MANAGEMENT FACILITIES AND STORM SEWER SYSTEMS UNTIL SUCH TIME THAT THE LONG TERM MAINTENANCE RESPONSIBILITIES CAN BE TRANSFERRED TO A LEGALLY ESTABLISHED HOMEOWNERS ASSOCIATION OR OTHER RESPONSIBLE ENTITY.
- THE CITY OF MILFORD WILL ASSUME OWNERSHIP AND MAINTENANCE RESPONSIBILITY OF WATER AND SEWER PIPES AND APPURTENANCES, INSTALLED WITHIN CITY RIGHT-OF-WAY AND EASEMENTS DEDICATED TO THE CITY, STORM SEWER PIPES AND CATCH BASINS, INSTALLED FULLY WITHIN CITY RIGHT-OF-WAY, ONCE THE FOLLOWING CONDITIONS HAVE BEEN MET:
  - ALL ITEMS HAVE PASSED CITY INSPECTION.
  - THE CITY HAS RECEIVED AND APPROVED DIGITAL AND HARD COPIES OF THE RECORD DRAWINGS; AND
  - THE RIGHTS-OF-WAY AND/OR EASEMENTS HAVE BEEN DEEDED TO THE CITY AND RECORDED WITH THE RECORDER OF DEEDS.
- SEWER AND WATER CAPACITY ARE NOT GUARANTEED UNTIL BUILDING PERMITS ARE ISSUED, ALL FEES ARE PAID AND SUITABLE UTILITIES ARE IN PLACE FOR PROPER CONVEYANCE, TREATMENT AND DISPOSAL.
- PRELIMINARY APPROVAL FROM CITY COUNCIL SHALL BE VOID AFTER ONE (1) YEAR, UNLESS AN EXTENSION IS REQUESTED BY THE OWNER AND APPROVED BY CITY COUNCIL PRIOR TO THE DATE OF EXPIRATION.
- THE APPROVAL OF A CONDITIONAL USE IS VALID FOR ONE YEAR. UNLESS PERMITS ARE OBTAINED OR CONSTRUCTION OR USE IS SUBSTANTIALLY UNDERWAY, ALL PROVISIONS OF THE CONDITIONAL USE ARE AUTOMATICALLY RESCINDED.
- WITHIN 90 DAYS OF FINAL APPROVAL FROM CITY COUNCIL, THE SUBDIVIDER SHALL RECORD THE PLAT AT THE COUNTY RECORDER OF DEEDS OFFICE. FAILURE TO RECORD THE APPROVED PLAT WITHIN ONE YEAR FROM THE DATE OF CITY COUNCIL APPROVAL SHALL VOID THE FINAL APPROVAL. IN ORDER TO OBTAIN FINAL APPROVAL AFTER IT HAS BEEN VOIDED, THE SUBDIVIDER MUST MAKE APPLICATION FOR FINAL APPROVAL AGAIN. FAILURE TO RECORD THE APPROVED PLAT IN MORE THAN ONE YEAR FROM THE DATE OF CITY COUNCIL APPROVAL SHALL VOID THE PRELIMINARY APPROVAL AND FINAL APPROVAL. IN ORDER TO OBTAIN PRELIMINARY AND FINAL APPROVAL AFTER THEY HAVE BEEN VOIDED, THE SUBDIVIDER MUST MAKE APPLICATION FOR AND RECEIVE PRELIMINARY APPROVAL, THEN MAKE APPLICATION FOR AND RECEIVE FINAL APPROVAL.
- IF CONSTRUCTION OF IMPROVEMENTS SHOWN ON THE RECORDED SUBDIVISION PLANS DO NOT COMMENCE WITHIN FIVE YEARS OF THE ORIGINAL RECORDATION DATE, AND CONTINUE PROGRESSING TOWARDS COMPLETION, THE SUBDIVISION IS SUBJECT TO EXPIRATION PER CHAPTER 200-9 OF THE CITY CODE.
- THE APPLICANT IS RESPONSIBLE TO ENSURE THAT ALL CITY AND/OR AGENCY CONSTRUCTION PERMIT APPLICATIONS HAVE BEEN COMPLETED, SUBMITTED, AND ALL APPLICABLE FEES HAVE BEEN PAID PRIOR TO COMMENCING CONSTRUCTION. THE CITY SHALL NOT BE HELD RESPONSIBLE FOR AN ANTICIPATED CONSTRUCTION START DATE THAT IS NOT MET DUE TO THE APPLICANT OR HIS/HER CONTRACTOR NOT HAVING MET THE CONSTRUCTION PERMITTING REQUIREMENTS.
- AS A CONDITION OF THE APPROVAL OF THE CONSTRUCTION DRAWINGS, AND PRIOR TO THE START OF CONSTRUCTION, THE APPLICANT MAY BE REQUIRED TO ENTER INTO A FORMAL PUBLIC WORKS AGREEMENT WITH THE CITY AND/OR POST COMPLETION GUARANTY FOR ANY IMPROVEMENTS WHICH WILL EVENTUALLY BE TAKEN OVER BY THE CITY. THE GUARANTY SHALL BE IN AN AMOUNT EQUAL TO 100% OF THE COST OF THE IMPROVEMENTS AS ESTIMATED OR APPROVED BY THE CITY ENGINEER. THE GUARANTY SHALL BE IN THE FORM OF A BOND OR FUNDS DEPOSITED IN AN ESCROW ACCOUNT. THE PUBLIC WORKS AGREEMENT AND THE GUARANTY SHALL BE REVIEWED AND APPROVED BY THE CITY SOLICITOR. THE COMPLETION GUARANTEE SHALL NOT BE RELEASED UNTIL A MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE IMPROVEMENTS HAS BEEN SUBMITTED.
- A MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE CONSTRUCTION VALUE FOR ANY CONSTRUCTED IMPROVEMENTS AND A PERFORMANCE BOND IN THE AMOUNT OF 125% OF THE CONSTRUCTION VALUE FOR ANY UNCOMPLETED WORK SHALL BE PROVIDED IN ORDER TO ACHIEVE FINAL COMPLETION OF THE IMPROVEMENTS AND RELEASE OF ANY COMPLETION GUARANTY. THE MAINTENANCE PERIOD SHALL BE A MINIMUM OF ONE YEAR AND ALL CONSTRUCTION VALUES MUST BE SUBMITTED TO, REVIEWED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE ISSUANCE OF ANY BONDS.
- UPON COMPLETION OF THE CONSTRUCTION IMPROVEMENTS AND PRIOR TO THE RELEASE OF ANY DEVELOPER'S COMPLETION GUARANTEE, THE DEVELOPER SHALL PROVIDE THE CITY ENGINEER A DRAFT PAPER SET OF DETAILED RECORD PLANS (PLAN VIEW AND PROFILE SHEETS). RECORD INFORMATION SHALL BE PLACED ON THE APPROPRIATE APPROVED DRAWINGS. ORIGINAL DESIGN ELEVATION AND/OR DISTANCE INFORMATION SHALL BE STRUCK THROUGH WITH A FINE LINE AND THE RECORD INFORMATION SHALL BE INSERTED NEXT TO IT. WHEN THE DRAFT SET OF DRAWINGS HAS BEEN APPROVED BY THE CITY, THREE (3) FINAL PAPER COPIES SHALL BE SUBMITTED, SIGNED AND SEALED BY THE OWNER'S ENGINEER OR ARCHITECT. ADDITIONALLY, A CD SHALL BE PROVIDED WITH DIGITAL RECORD INFORMATION IN AUTOCAD FORMAT (VERSION 2018 OR LATER). THE DIGITAL INFORMATION SHALL BE ON DELAWARE STATE PLANE, NAD 83 HORIZONTAL CONTROL, AND NAVD83 VERTICAL CONTROL. RECORD PLAN INFORMATION SHALL INCLUDE SURVEYED AS-BUILT ELEVATIONS AND HORIZONTAL LOCATIONS OF THE FOLLOWING:
  - ALL PROPERTY MONUMENTS/MARKERS.
  - SEWER MANHOLE RIM & INVERT ELEVATIONS, WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED, PUMP STATION RIM, BOTTOM & INVERT ELEVATIONS WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED, FORCEMAIN INVERT ELEVATIONS EVERY 50 FEET, FORCEMAIN AIR RELEASE VALVE RIM & INVERT ELEVATIONS, SEWER CLEANOUT RIM & INVERT ELEVATIONS, AND GREASE TRAP RIM, BOTTOM & INVERT ELEVATIONS.
  - WATER VALVES, FIRE HYDRANTS, METER VAULTS, METER PITS, AND CURB STOPS.
  - STORM SEWER CATCH BASIN AND/OR MANHOLE GRATE, RIM & INVERT ELEVATIONS WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED, AND
  - ANY OTHER ITEM WHICH WILL BE TAKEN OVER BY THE CITY.
- THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS DEPARTMENT AT (302) 422-1110 A MINIMUM OF TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AND SCHEDULE A PRE-CONSTRUCTION MEETING. THE SITE CONTRACTOR AND THE OWNER, OR HIS/HER REPRESENTATIVE SHALL BE IN ATTENDANCE.
- THERE ARE NO WATER RESOURCE PROTECTION AREA ON THE SITE.
- THIS SITE WAS EVALUATED IN ACCORDANCE WITH THE 1987 CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL TO IDENTIFY THE PRESENCE OF WETLANDS, AND WETLANDS WERE FOUND TO EXIST ON THE SITE. A LETTER OF FINDINGS HAS BEEN PREPARED BY DUFFIELD ASSOCIATES, DATED APRIL 30, 2019. ALL WETLANDS ARE MAN-MADE RESULTING FROM A PREVIOUS QUARRY OPERATION, ISOLATED AND CONSIDERED TO BE A JURISDICTIONAL. A JURISDICTIONAL DETERMINATION WAS APPROVED ON DECEMBER 3, 2020 AND CONFIRMED THAT THE 5.9 ACRES OF DEPRESSION ARE NON-REGULATED.
- ALL RIGHT OF WAYS SHOWN ON THIS PLAT SHALL BE DEDICATED TO THE PUBLIC USE UPON RECORDATION OF THESE PLATS.
- ALL SUBDIVISION LOTS SHALL HAVE A 5 FOOT PUBLIC EASEMENT ALONG LOT LINES FOR A TOTAL EASEMENT WIDTH OF AT LEAST TEN FEET ALONG A LOT LINE COMMON TO TWO LOTS AND A TEN FOOT WIDE EASEMENT ALONG FRONT PROPERTY LINES WITHIN THE SUBDIVISION. EASEMENTS ALONG PERIMETER BOUNDARIES OF THE SUBDIVISION SHALL BE TEN FEET IN WIDTH ON THE INTERIOR SIDE OF THE BOUNDARY.
- NO PLANTINGS OR IMPROVEMENTS MAY BE PLACED IN THE DEDICATED EASEMENT AREAS, EXCEPT FOR FENCES.
- WATER METER PITS SHALL BE PROVIDED FOR EACH UNIT AFTER THE CURB STOP.

# KNIGHT CROSSING CONSTRUCTION PLANS PHASE 2A

## SUSSEX COUNTY, DELAWARE



SCALE: 1" = 2000'



**SITE LOCATION MAP**  
SCALE: 1" = 200'

**BENCHMARK**  
HORIZONTAL DATUM: NAD83  
VERTICAL DATUM: NAVD88  
SITE BENCHMARK:  
N: 331404.846  
E: 660044.781  
ELEV.: 25.15  
NAIL IN PAVEMENT

CITY ENGINEER APPROVAL		
CONSTRUCTION IMPROVEMENTS PLANS HAVE BEEN REVIEWED AND ARE FOUND TO BE IN GENERAL CONFORMANCE WITH THE CITY OF MILFORD'S STANDARD SPECIFICATIONS FOR INSTALLATION OF UTILITY CONSTRUCTION PROJECTS AND SUBDIVISION PAVEMENT DESIGN. THE ENGINEER AND HIS/HER FIRM ASSUME ALL RESPONSIBILITY FOR THE DESIGN AS CONTEMPLATED HEREIN AND ACCURACY OF ALL INFORMATION SHOWN HEREON.		
SCOTT KOENIG, P.E.	CITY ENGINEER	DATE

CITY PLANNING DEPARTMENT APPROVAL	
PLANS HAVE BEEN REVIEWED AND ARE FOUND TO BE IN GENERAL CONFORMANCE WITH THE MOST RECENTLY ADOPTED AND/OR CERTIFIED VERSIONS OF THE CITY OF MILFORD'S CODE OF ORDINANCES AND COMPREHENSIVE LAND USE PLAN. THE OWNER AND THEIR ENGINEER AND/OR SURVEYOR ASSUME ALL RESPONSIBILITY FOR THE DESIGN AS CONTEMPLATED HEREIN AND ACCURACY OF ALL INFORMATION SHOWN HEREON.	
MARK WHITFIELD	CITY MANAGER

CITY OF MILFORD APPROVAL	
DATE	DATE

**OWNER'S CERTIFICATION**

I, \_\_\_\_\_ HEREBY CERTIFY THAT I AM A REPRESENTATIVE FOR MILFORD MARINA ENTERPRISE, LLC IN REGARDS TO THE PROJECT SHOWN IN THESE PLANS AND THAT THE PLAN WAS MADE AT MY DIRECTION. I ACKNOWLEDGE THE SAME TO BE MY ACT, AND DESIRE THE PLAN TO BE DEVELOPED AS SHOWN IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

**ENGINEER'S CERTIFICATION**

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

STEPHEN J. GORSKI, P.E. \_\_\_\_\_ DATE \_\_\_\_\_



**SHEET INDEX:**

NO.	REVISION	DESCRIPTION
1	PER CITY ENGINEER COMMENT	COVER SHEET
2	PER CITY ENGINEER COMMENT	ROAD PLAN AND PROFILE - BRUCE WAYNE DRIVE STA: 5+67 - 8+00
3	PER CITY ENGINEER COMMENT	ROAD PLAN AND PROFILE - BRUCE WAYNE DRIVE STA: 8+00 - 14+38.49
		ROAD PLAN AND PROFILE - MARCO STREET STA: 0+00 - 8+10
		ROAD PLAN AND PROFILE - KNIGHT COURT STA: 0+00 - 4+43
		ROAD PLAN AND PROFILE - CRUSADER DRIVE STA: 0+00 - 8+00
		STORM DRAIN PROFILES
		ROAD AND STORM DRAIN DETAILS
		SITE PLAN SHEET
		SITE PLAN SHEET
		SANITARY SEWER PROFILE SHEET
		SANITARY SEWER PROFILE SHEET
		SANITARY SEWER PROFILE/TABLES AND WATER CROSSING PLAN
		WATER CROSSINGS PLAN
		WATER LINE PROFILE
		WATER LINE PROFILE
		WATER LINE PROFILE
		SANITARY SEWER DETAIL SHEET
		WATER DETAIL SHEET
		WATER DETAIL SHEET
		OVERALL GRADING PLAN - PHASE 2A
		DETAIL SHEET MODULAR BLOCK RETAINING WALL

**SANITARY SEWER DESIGN CALCULATIONS**

AVERAGE DESIGN FLOW:  
KNIGHT CROSSING (PHASE 2A) (62 LOTS x 250 GPD/LOT = 15,500 GPD)

PEAK DESIGN FLOW CALCULATION:

# UNITS = 62 UNITS  
# OF PERSONS = 62 x 4 PEOPLE/UNIT = 248 PEOPLE  
PER CAPITA FLOW:  
248 x 75 gpd = 18,600 GALLONS PER DAY

$$Q_{max} / Q_{ave} = \frac{4 + \sqrt{P}}{4 + \sqrt{0.248}}$$

Qmax / Qave = 76,492 GPD

Qmax = \_\_\_\_\_

TOTAL LATERALS = 62

**DUFFIELD ASSOCIATES**  
Soil, Water & the Environment

5400 LIMESTONE ROAD  
WILMINGTON, DE 19808-1232  
TEL: 302.239.6634  
FAX: 302.239.8485

OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
WEB: HTTP://DUFFIELDNET.COM  
E-MAIL: DUFFIELD@DUFFIELDNET.COM

CHECKED BY: \_\_\_\_\_  
DESIGNED BY: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
FILE NAME: \_\_\_\_\_  
DATE: \_\_\_\_\_

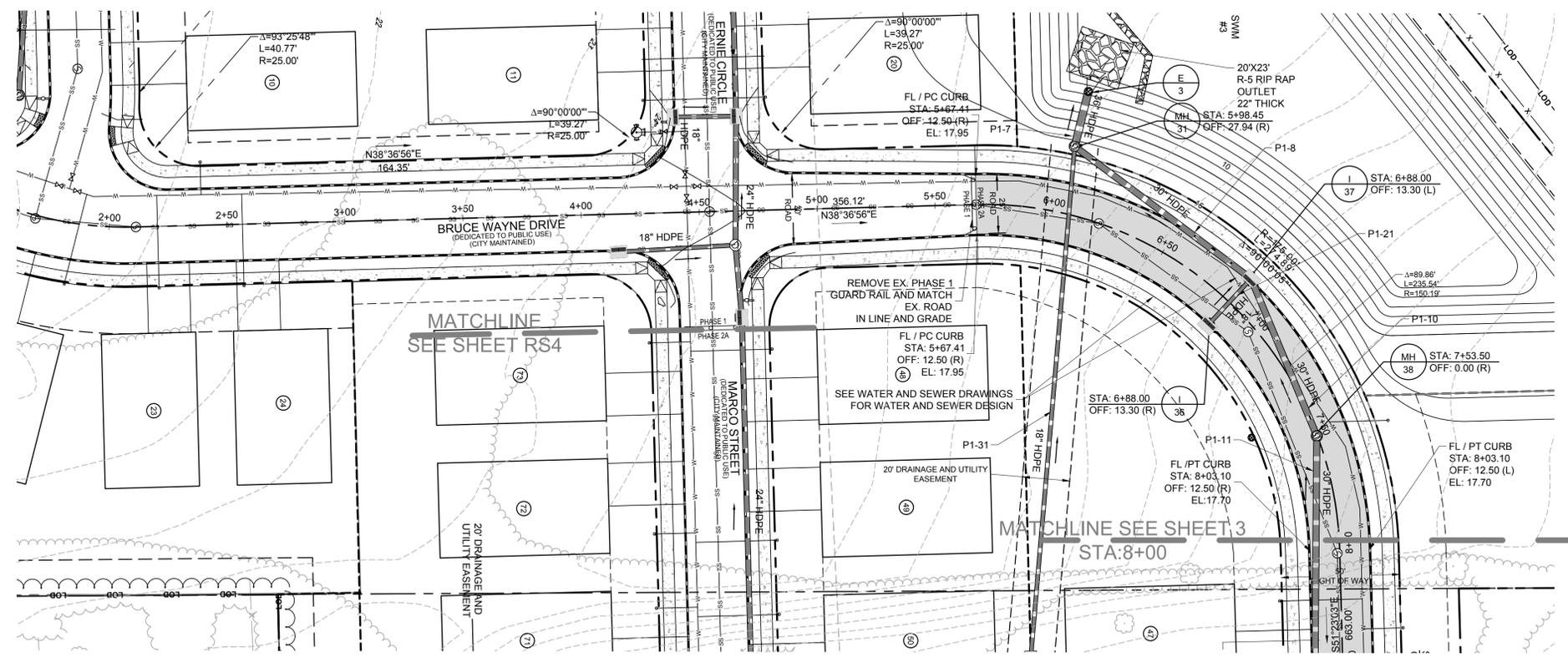
STEPHEN J. GORSKI, P.E.  
REGISTERED PROFESSIONAL ENGINEER  
STATE OF DELAWARE  
P.E. # 26265

NO.	REVISION	DESCRIPTION
1	PER CITY ENGINEER COMMENT	COVER SHEET
2	PER CITY ENGINEER COMMENT	ROAD PLAN AND PROFILE - BRUCE WAYNE DRIVE STA: 5+67 - 8+00
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		OVERALL GRADING PLAN - PHASE 2A
		DETAIL SHEET MODULAR BLOCK RETAINING WALL

OWNER: DEVELOPER:  
MILFORD MARINA ENTERPRISE, LLC  
2612 BROOKDALE ROAD  
MILFORD, DE 19068  
(302) 684-4844

**COVER SHEET**  
**ROAD AND STORM DRAIN, WATER, AND SEWER PLANS**  
**KNIGHT CROSSING**  
**PHASE 2A**  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE: 25 MARCH 2021  
SCALE: 1" = 200'  
PROJECT NO. 11686.CC  
SHEET: RS01 OF 25

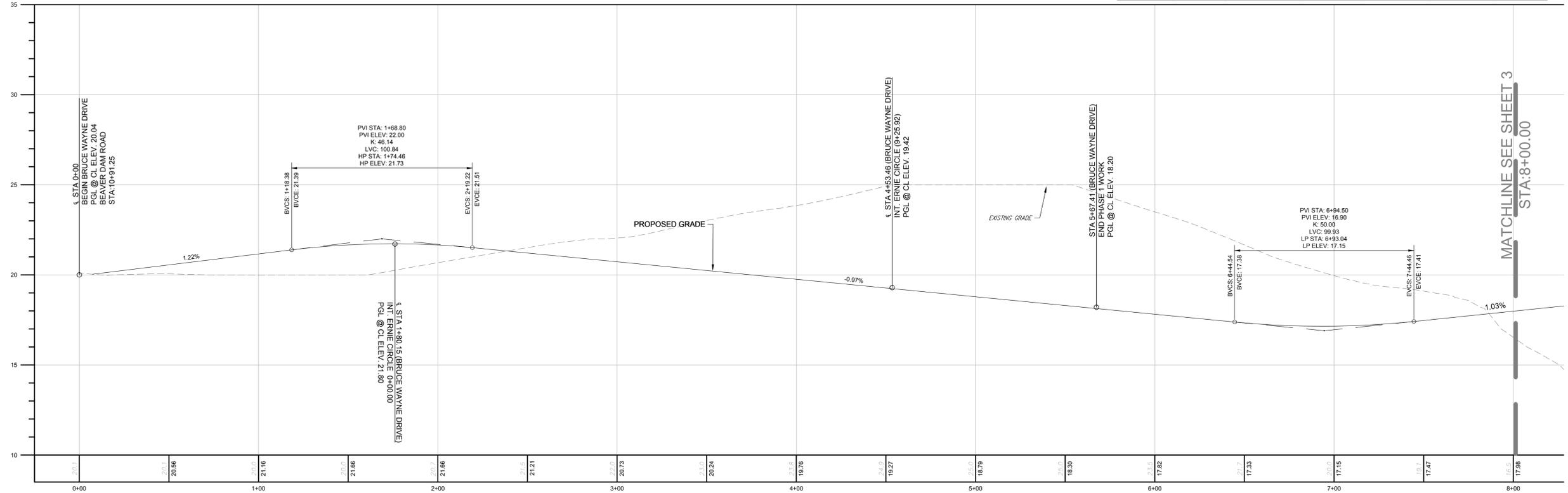


PLAN VIEW - BRUCE WAYNE DRIVE 5+67.41 - 8+00

SCALE: 1" = 30'

STORM DRAIN STRUCTURE SCHEDULE						
NAME	BOX	TOP UNIT	GRATE	TG ELEV.	INV. IN	INV. OUT
I-36	72"X24"	84X36	TYPE 1 DOUBLE	16.91	-	10.90
I-37	72"X24"	84X36	TYPE 1 DOUBLE	16.95	10.63	10.53
MH-31			72" DIA MANHOLE	18.13	10.22	10.12
MH-38			72" DIA MANHOLE	17.42	10.89	10.79
E-3			36" FLARED END SECTION	-	-	10.00

M				
LINE #	SIZE	LENGTH (LF)	TYPE	SLOPE
P1-7	36"	24	HDPE	0.50%
P1-8	30"	94	HDPE	0.33%
P1-10	30"	72	HDPE	0.22%
P1-11	30"	147	HDPE	0.30%
P1-21	18"	28	HDPE	1.00%
P1-31	18"	217	HDPE	0.49%



ROAD PROFILE - BRUCE WAYNE DRIVE

SCALE: HORIZ: 1" = 30'  
VERT: 1" = 3'

NOTES:  
1. DESIGN SPEED = 30 MPH/ POSTED SPEED 25 MPH  
2. SURVEY DATE - MARCH 2010



**DUFFIELD ASSOCIATES**  
Soil, Water & the Environment

5400 LIMESTONE ROAD  
WILMINGTON, DE 19808-1232  
TEL: 302.239.6634  
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OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
WEB: HTTP://DUFFIELD.COM  
E-MAIL: DUFFIELD@DUFFIELD.COM

CHECKED BY: [Signature]  
DESIGNED BY: [Signature]  
DRAWN BY: [Signature]

FILE NAME: [Signature]  
DATE: 03/27/2021

STEPHEN J. GORSKI, P.E.  
Professional Engineer Seal

STATE OF DELAWARE P.E. #12625

NO.	REVISION	DATE	BY	REASON
1	PER CITY ENGINEER COMMENT			
2	PER CITY ENGINEER COMMENT			
3	PER CITY ENGINEER COMMENT			

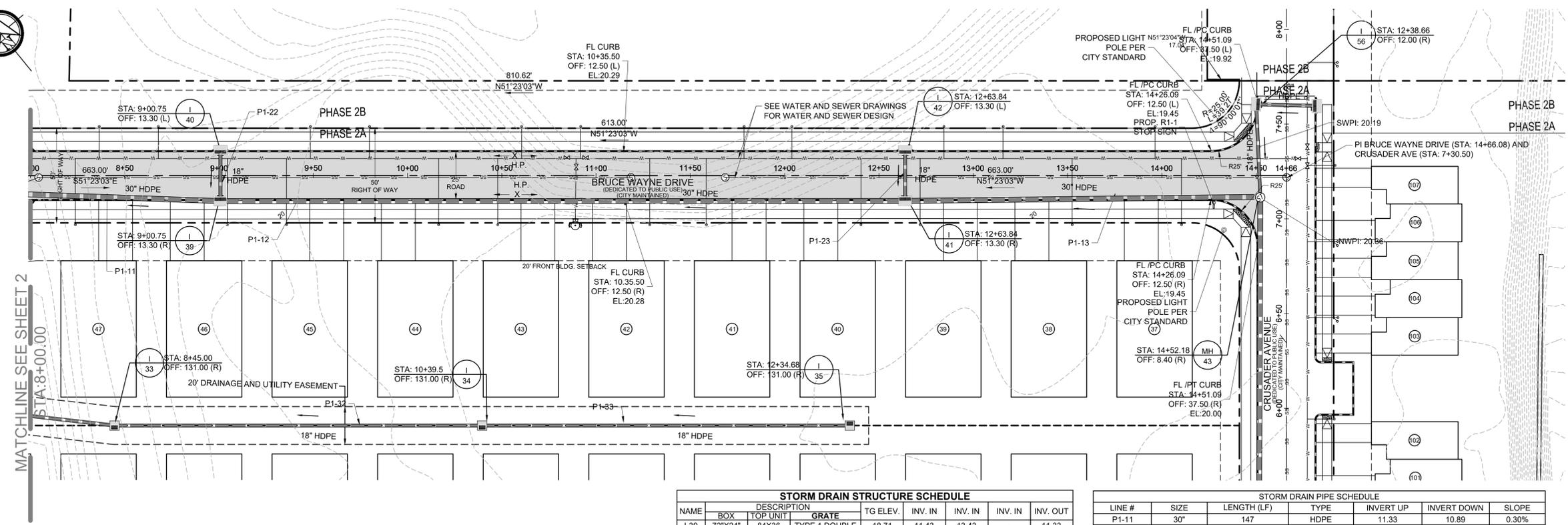
OWNER: DEVELOPER:  
MILFORD MARINA ENTERPRISE, LLC  
2612 BROADKILL ROAD  
MILFORD, DE 19968  
(302) 684-4844

**ROAD PLAN AND PROFILE BRUCE WAYNE DRIVE 5+67-8+00  
ROAD AND STORM DRAIN, WATER, AND SEWER PLANS**

**KNIGHT CROSSING  
PHASE 2A**

CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

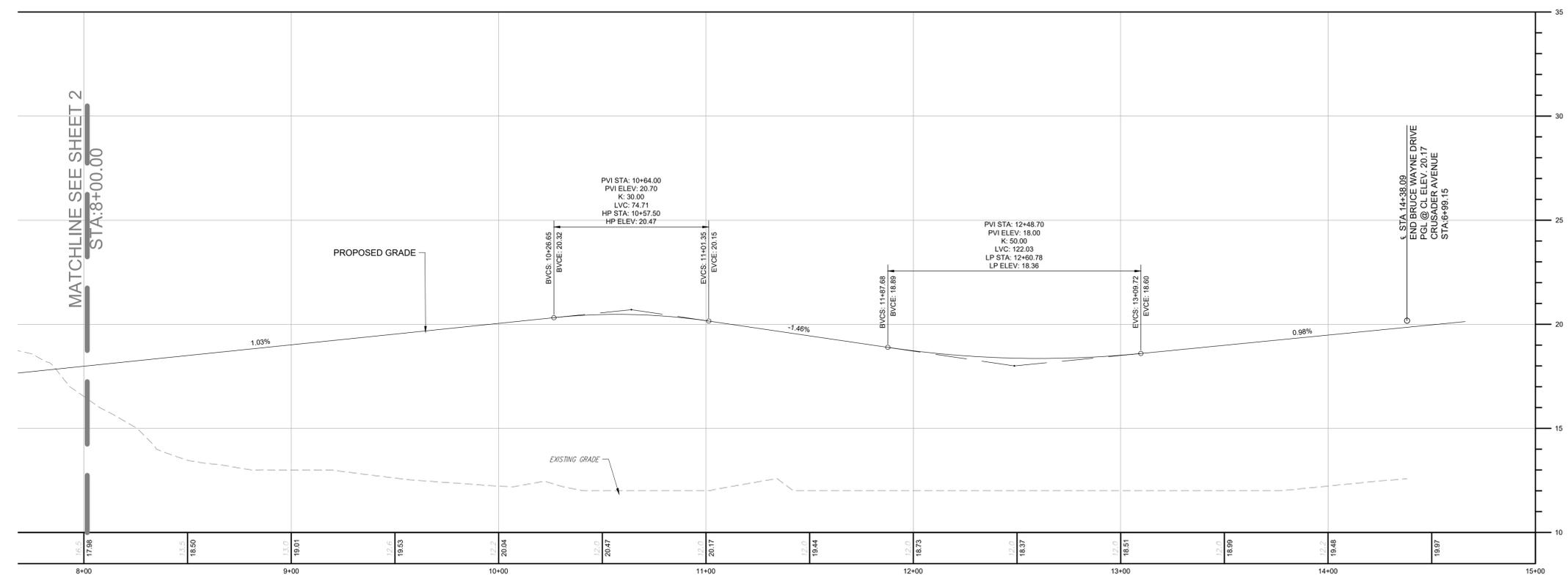
DATE: 25 MARCH 2021  
SCALE: 1" = 30'  
PROJECT NO. 11686.CC  
SHEET: RS02 OF 25



**PLAN VIEW - BRUCE WAYNE DRIVE 8+00 - 14+66**  
SCALE: 1" = 30'

STORM DRAIN STRUCTURE SCHEDULE							
NAME	DESCRIPTION		TG ELEV.	INV. IN	INV. IN	INV. IN	INV. OUT
	BOX	TOP UNIT					
I-39	72"X24"	84X36	18.71	11.43	13.43	-	11.33
I-40	72"X24"	84X36	18.72	-	-	-	13.70
I-41	72"X24"	84X36	18.04	12.62	12.62	-	12.52
I-42	72"X24"	84X36	18.11	-	-	-	12.89
I-33	24"X24"	TYPE A	18.75	11.38	-	-	11.28
I-34	24"X24"	TYPE A	19.75	12.46	-	-	12.36
I-35	24"X24"	TYPE A	19.75	-	-	-	13.43
MH-43	72" DIA	MANHOLE	20.36	13.29	13.29	-	13.19

STORM DRAIN PIPE SCHEDULE						
LINE #	SIZE	LENGTH (LF)	TYPE	INVERT UP	INVERT DOWN	SLOPE
P1-11	30"	147	HDPE	11.33	10.89	0.30%
P1-12	30"	364	HDPE	12.52	11.43	0.30%
P1-13	30"	189	HDPE	13.19	12.62	0.30%
P1-22	18"	27	HDPE	13.70	13.43	1.00%
P1-23	18"	27	HDPE	12.89	12.62	1.00%
P1-32	18"	196	HDPE	12.36	11.38	0.50%
P1-33	18"	196	HDPE	13.43	12.46	0.50%



**ROAD PROFILE - BRUCE WAYNE DRIVE**  
SCALE: HORIZ: 1" = 30'  
VERT: 1" = 3'

NOTES:  
1. DESIGN SPEED = 30 MPH/ POSTED SPEED 25 MPH  
2. SURVEY DATE - MARCH 2010



**DUFFIELD ASSOCIATES**  
Soil, Water & the Environment  
5400 LIMESTONE ROAD  
WILMINGTON, DE 19808-1232  
TEL: 302.239.6634  
FAX: 302.239.8485  
OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
WEB: HTTP://DUFFIELD.COM  
E-MAIL: DUFFIELD@DUFFIELD.COM

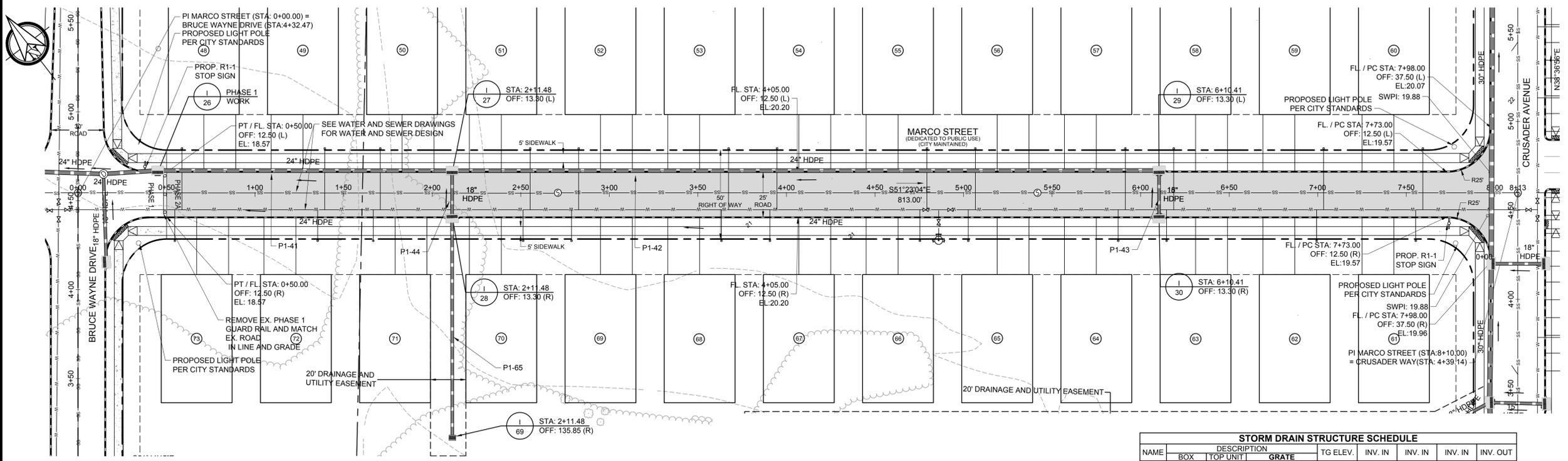
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DATE: 03/27/2021  
DATE: 03/25/2021  
FILE NAME: 1802-0001-001-001  
STEPHEN J. DORSKI, P.E.  
Professional Engineer Seal  
STATE OF DELAWARE P.E. #12625

NO.	REVISION
1	PER CITY ENGINEER COMMENT
2	PER CITY ENGINEER COMMENT
3	PER CITY ENGINEER COMMENT

OWNER: DEVELOPER: MILFORD MARINA ENTERPRISE, LLC  
2642 BROADKILL ROAD  
MILFORD, DE 19968  
(302) 884-4844

**ROAD PLAN AND PROFILE BRUCE WAYNE DRIVE 8+00 - 14+38.09**  
**ROAD AND STORM DRAIN, WATER, AND SEWER PLANS**  
**KNIGHT CROSSING**  
**PHASE 2A**  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE: 25 MARCH 2021  
SCALE: 1" = 30'  
PROJECT NO. 11686.CC  
SHEET: RS03 OF 25

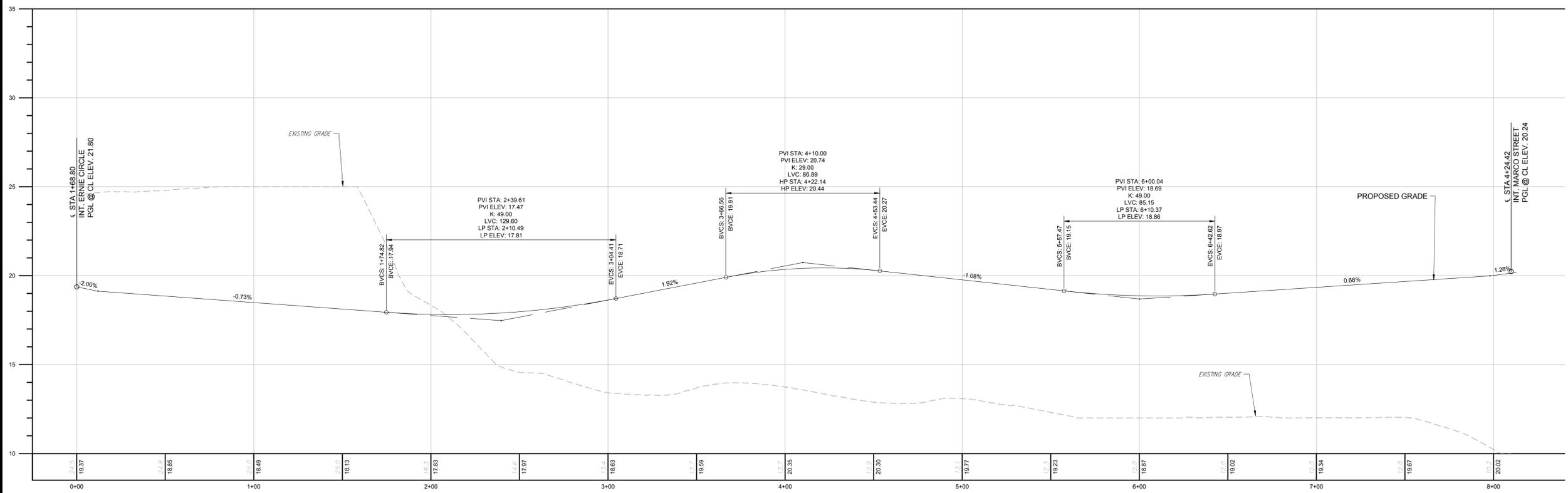


PLAN VIEW - MARCO STREET 0+00 - 8+10

SCALE : 1" = 30'

NAME	DESCRIPTION		TG ELEV.	INV. IN	INV. IN	INV. IN	INV. OUT
	BOX	TOP UNIT					
I-27	72"x24"	84X36	17.56	13.13	13.13	-	13.03
I-28	72"x24"	84X36	17.56	13.44	-	-	13.26
I-29	72"x24"	84X36	18.61	14.56	-	-	14.46
I-30	72"x24"	84X36	18.61	-	-	-	14.70
I-69	24"x24"	TYPE A	19.50	-	-	-	14.75

LINE #	SIZE	LENGTH (LF)	TYPE	INVERT UP	INVERT DOWN	SLOPE
P1-41	24"	167	HDPE	13.03	12.53	0.30%
P1-42	24"	400	HDPE	14.46	13.13	0.33%
P1-43	18"	27	HDPE	14.70	14.56	0.52%
P1-44	18"	27	HDPE	13.26	13.13	0.48%
P1-65	18"	124	HDPE	14.75	13.44	1.06%



ROAD PROFILE - MARCO STREET

SCALE : HORIZ: 1" = 30'  
VERT: 1" = 3'

NOTES:  
1. DESIGN SPEED = 30 MPH/ POSTED SPEED 25 MPH  
2. SURVEY DATE - MARCH 2010



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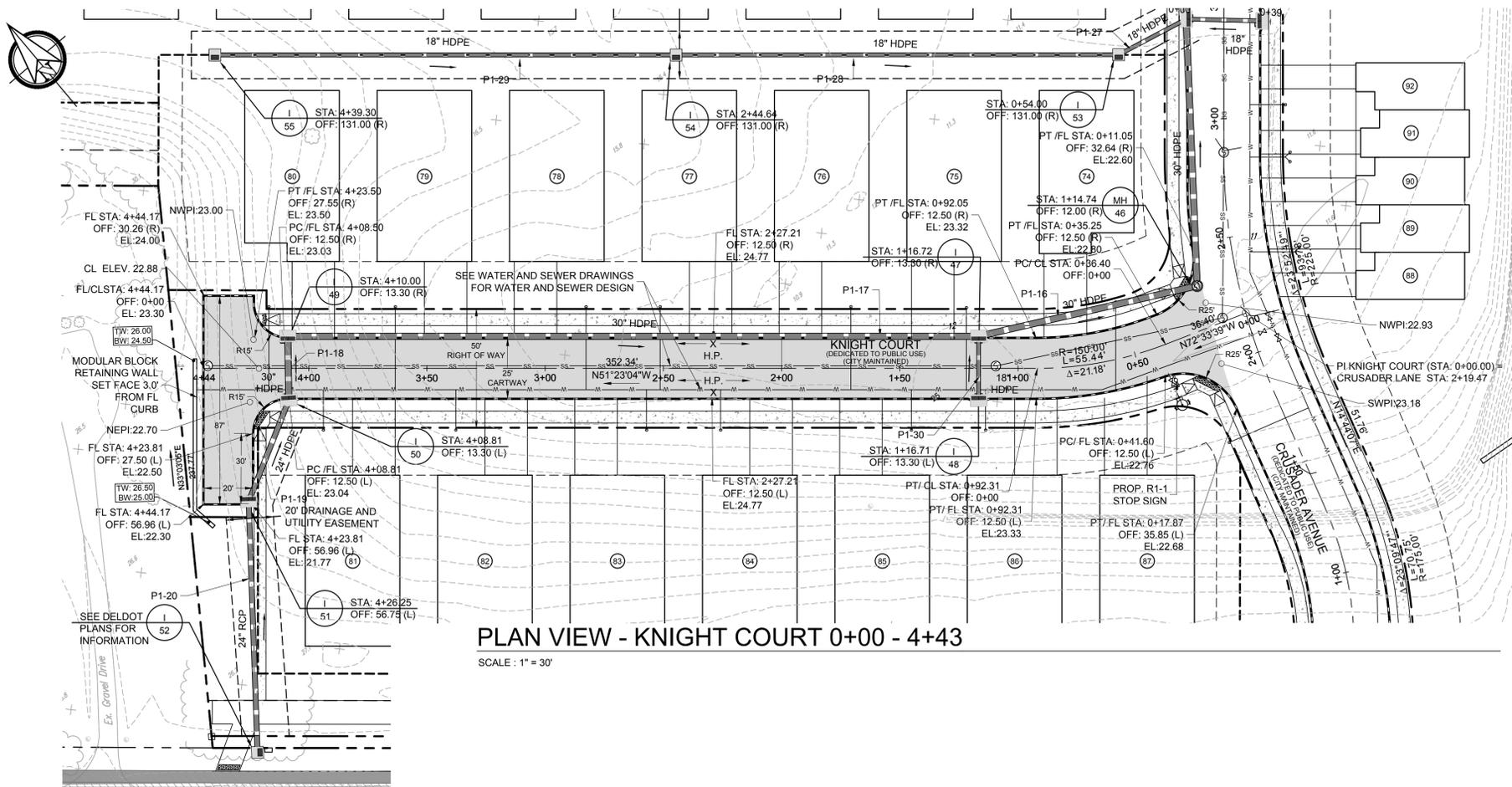
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DATE: 03/27/2021  
FILE NAME: 180400001.DWG  
STEPHEN J. DORSKI, P.E.  
STATE OF DELAWARE  
P.E. #12625

NO.	REVISION	DATE	BY	DESCRIPTION
1	PER CITY ENGINEER COMMENT			
2	PER CITY ENGINEER COMMENT			
3	PER CITY ENGINEER COMMENT			

OWNER / DEVELOPER:  
MILFORD MARINA ENTERPRISE, LLC  
2642 BROADKILL ROAD  
MILFORD, DE 19968  
(302) 684-4844

**ROAD PLAN AND PROFILE MARCO STREET 0+00 - 8+10**  
**ROAD AND STORM DRAIN, WATER, AND SEWER PLANS**  
**KNIGHT CROSSING**  
**PHASE 2A**  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE: 25 MARCH 2021  
SCALE: 1" = 30'  
PROJECT NO. 11686.CC  
SHEET: RS04 OF 25

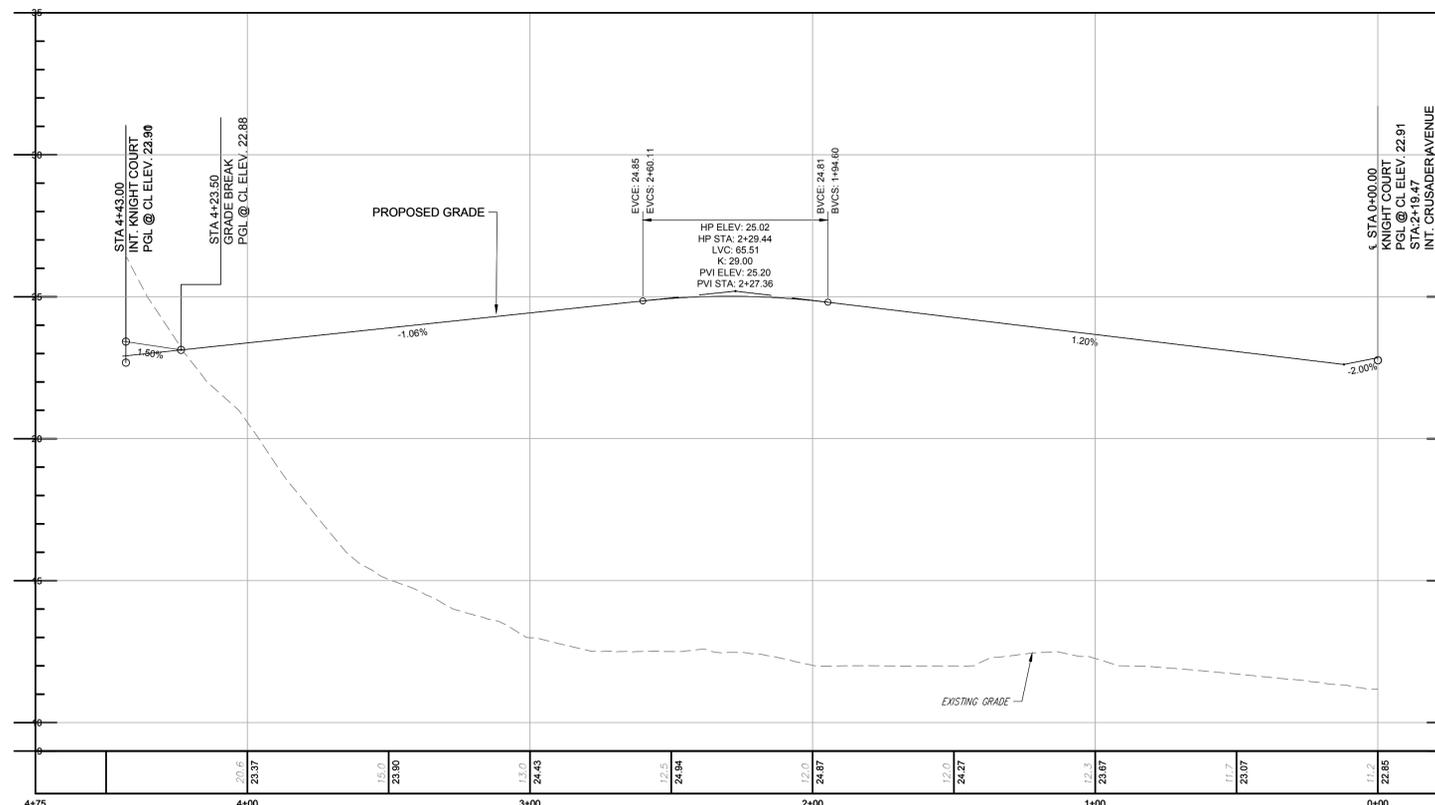


**PLAN VIEW - KNIGHT COURT 0+00 - 4+43**

SCALE : 1" = 30'

STORM DRAIN STRUCTURE SCHEDULE							
NAME	BOX	TOP UNIT	GRATE	TG ELEV.	INV. IN	INV. IN	INV. OUT
L-47	72"X24"	84X36	TYPE 1 DOUBLE	23.62	17.25	15.30	15.20
L-48	72"X24"	84X36	TYPE 1 DOUBLE	23.60	-	-	17.52
L-49	72"X24"	84X36	TYPE 1 DOUBLE	23.03	16.26	-	16.16
L-50	72"X24"	84X36	TYPE 1 DOUBLE	23.02	16.45	-	16.35
L-51	72"X24"	84X36	TYPE 1 DOUBLE	21.77	16.69	-	16.59
L-53	24"X24"	TYPE A	TYPE 6 SINGLE	20.75	14.70	-	14.60
L-54	24"X24"	TYPE A	TYPE 6 SINGLE	20.75	15.77	-	15.67
L-55	24"X24"	TYPE A	TYPE 6 SINGLE	21.14	-	-	16.75
MH-46	72" DIA	MANHOLE		22.42	14.92	-	14.82

STORM DRAIN PIPE SCHEDULE						
LINE #	SIZE	LENGTH (LF)	TYPE	INVERT UP	INVERT DOWN	SLOPE
P1-16	30"	95	HDPE	15.10	14.92	0.30%
P1-17	30"	293	HDPE	16.16	15.20	0.33%
P1-18	30"	27	HDPE	16.35	16.26	0.33%
P1-19	24"	46	HDPE	16.59	16.45	0.30%
P1-20	24"	106	HDPE	17.74	16.69	1.00%
P1-30	18"	27	HDPE	17.52	17.25	1.00%
P1-27	18"	32	HDPE	14.60	14.42	0.56%
P1-28	18"	187	HDPE	15.67	14.70	0.52%
P1-29	18"	195	HDPE	16.75	15.77	0.50%



**ROAD PROFILE - KNIGHT COURT**

SCALE : HORIZ: 1" = 30'  
VERT: 1" = 3'

NOTES:  
1. DESIGN SPEED = 30 MPH/ POSTED SPEED 25 MPH  
2. SURVEY DATE - MARCH 2010



**DUFFIELD ASSOCIATES**  
Soil, Water & the Environment  
5400 LIMESTONE ROAD  
WILMINGTON, DE 19808-1232  
TEL: 302.239.6634  
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OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
WEB: HTTP://DUFFIELDNET.COM  
E-MAIL: DUFFIELD@DUFFIELDNET.COM

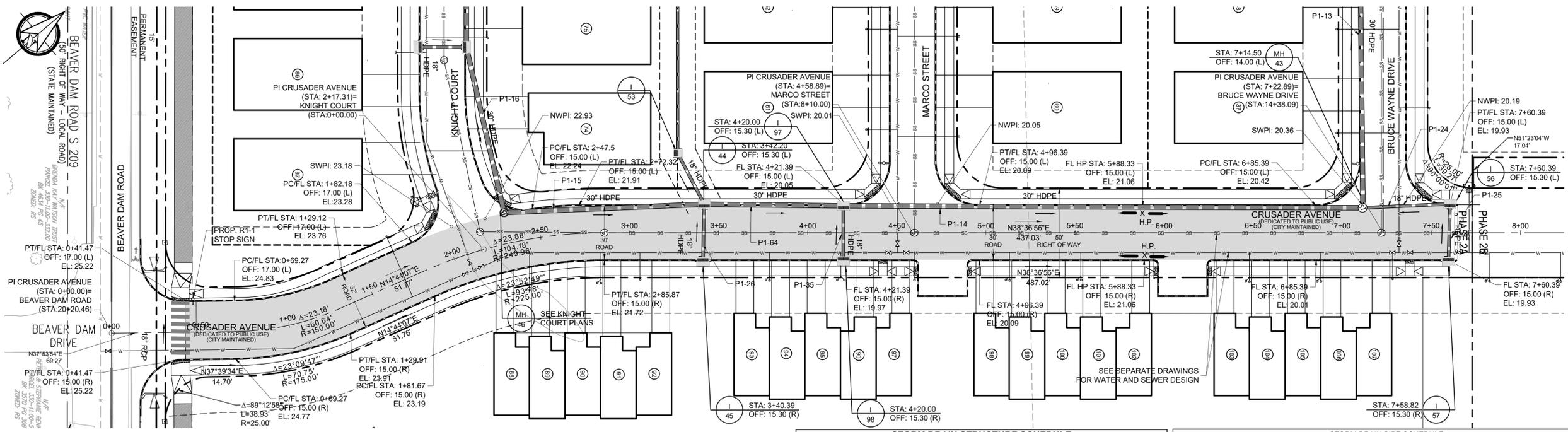
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DRAWN BY: S/G  
DATE: 03/27/2021  
DATE: 03/27/2021  
DATE: 03/27/2021

NO.	REVISION	DATE	BY	DESCRIPTION
1	PER CITY ENGINEER COMMENT			
2	PER CITY ENGINEER COMMENT			
3	PER CITY ENGINEER COMMENT			

OWNER / DEVELOPER:  
MILFORD MARINA ENTERPRISE, LLC  
2642 BROADKILL ROAD  
MILFORD, DE 19968  
(302) 684-4844

**ROAD PLAN AND PROFILE KNIGHT COURT 0+00 - 4+43**  
**ROAD AND STORM DRAIN, WATER, AND SEWER PLANS**  
**KNIGHT CROSSING**  
**PHASE 2A**  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE: 25 MARCH 2021  
SCALE: 1" = 30'  
PROJECT NO. 11686.CC  
SHEET: RS05 OF 25



PLAN VIEW - CRUSADER AVENUE 0+00 - 8+00

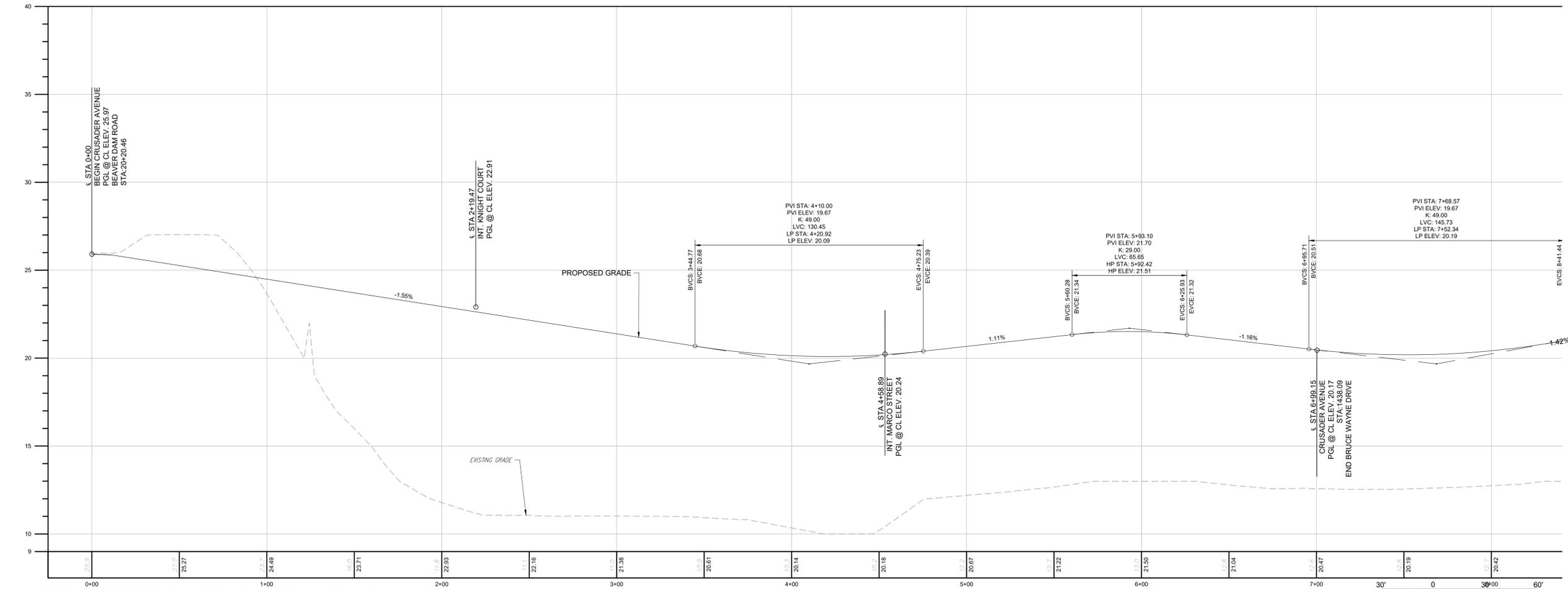
SCALE: 1" = 30'

**STORM DRAIN STRUCTURE SCHEDULE**

NAME	BOX	TOP UNIT	GRATE	TG ELEV.	INV. IN	INV. IN	INV. IN	INV. OUT
I-56	72"x24"	84X36	TYPE 1 DOUBLE	19.91	13.63	-	-	13.54
I-57	72"x24"	84X36	TYPE 1 DOUBLE	19.90	-	-	-	13.81
I-44	72"x24"	84X36	TYPE 1 DOUBLE	20.92	14.48	15.72	14.42	14.38
I-45	72"x24"	84X36	TYPE 1 DOUBLE	20.89	-	-	-	16.04
I-46	72"x24"	84X36	TYPE 1 DOUBLE	22.42	14.92	-	-	14.82
I-97	72"x24"	84X36	TYPE 1 DOUBLE	19.96	14.14	14.24	-	14.14
I-98	72"x24"	84X36	TYPE 1 DOUBLE	19.96	-	-	-	14.44
MH-43	72" DIA	MANHOLE		19.88	13.29	13.29	-	13.19

**STORM DRAIN PIPE SCHEDULE**

LINE #	SIZE	LENGTH (LF)	TYPE	INVERT UP	INVERT DOWN	SLOPE
P1-13	30"	189	HDPE	13.19	12.62	0.30%
P1-14	30"	292	HDPE	14.14	13.29	0.29%
P1-15	30"	113	HDPE	14.82	14.48	0.30%
P1-24	18"	49	HDPE	13.54	13.29	0.50%
P1-25	18"	33	HDPE	13.81	13.63	0.56%
P1-26	18"	33	HDPE	16.04	15.72	1.00%
P1-64	30"	79	HDPE	14.38	14.14	0.31%
P1-35	18"	31	HDPE	14.44	14.24	0.65%



ROAD PROFILE - CRUSADER AVENUE

SCALE: HORIZ: 1" = 30'  
VERT: 1" = 3'

NOTES:  
1. DESIGN SPEED = 30 MPH / POSTED SPEED 25 MPH  
2. SURVEY DATE - MARCH 2010



**DUFFIELD ASSOCIATES**  
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OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
WEB: HTTP://DUFFIELD.COM  
E-MAIL: DUFFIELD@DUFFIELD.COM

CHECKED BY: SAG  
DESIGNED BY: BRK  
DRAWN BY: BRK  
DATE: 03/27/2021  
DATE: 03/25/2021

FILE NAME: 11686.CC  
PROJECT NO: 11686.CC  
SHEET: RS06 OF 25

STATE OF DELAWARE  
STEPHEN J. GORSKI, P.E.  
Professional Engineer  
No. 12801  
Exp. 12/31/2023

**REVISION**

No.	DATE	DESCRIPTION
1	03/27/2021	PER CITY ENGINEER COMMENT
2	03/27/2021	PER CITY ENGINEER COMMENT
3	03/25/2021	PER CITY ENGINEER COMMENT

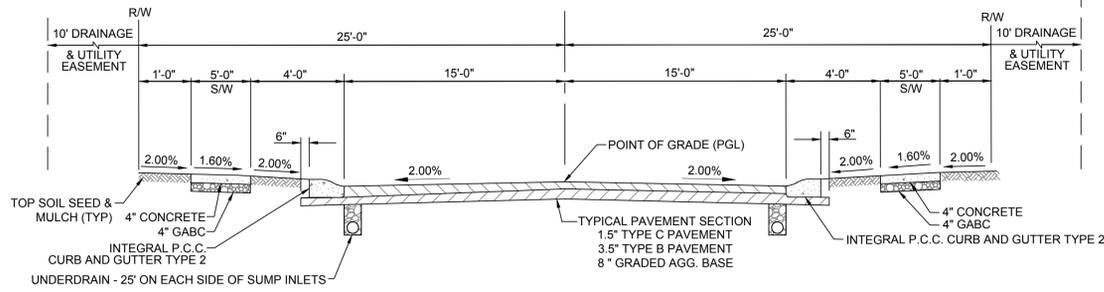
OWNER: DEVELOPER:  
MILFORD MARINA ENTERPRISE, LLC  
2612 BROADKELL ROAD  
MILFORD, DE 19968  
(302) 684-4844

**ROAD PLAN AND PROFILE CRUSADER AVENUE 0+00 - 8+00**  
**ROAD AND STORM DRAIN, WATER, AND SEWER PLANS**

**KNIGHT CROSSING**  
**PHASE 2A**

CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

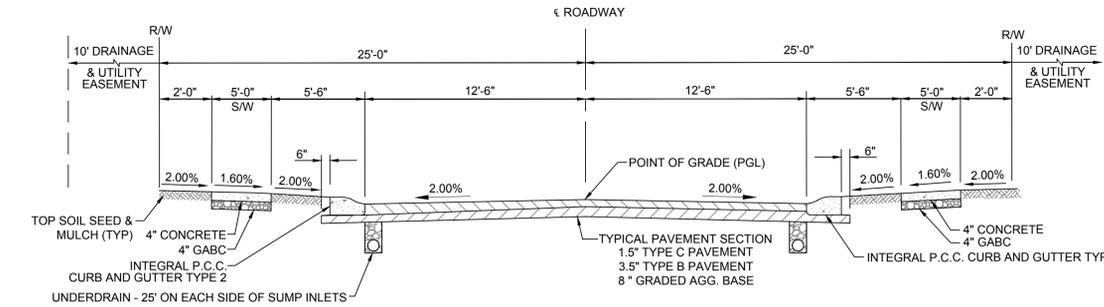
DATE: 25 MARCH 2021  
SCALE: 1" = 30'  
PROJECT NO. 11686.CC  
SHEET: RS06 OF 25



**SECTION: TYPICAL 30' WIDE INTERNAL STREETS WITH SIDEWALKS**

SCALE: N.T.S. (CRUSADER AVENUE: STATION 0+00 - 7+66)

- 6" TOP SOIL SEED AND MULCH
- SUBGRADE TO BE PREPARED IN ACCORDANCE WITH DIVISION OF HIGHWAYS STANDARD SPECIFICATIONS



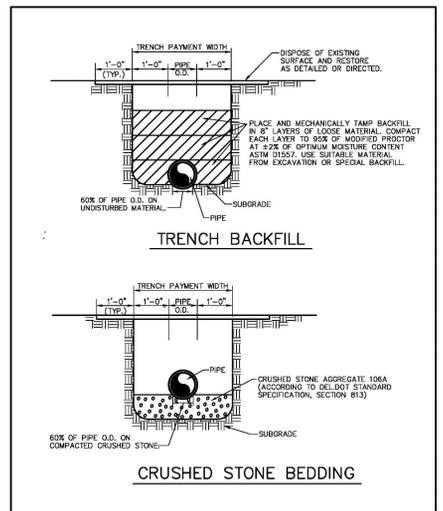
**SECTION: TYPICAL 25' WIDE INTERNAL STREETS WITH SIDEWALKS**

SCALE: N.T.S. (BRUCE WAYNE DRIVE: STATION 9+22 - 14+66)  
(MARGO DRIVE: STATION 0+00 - 8+13)  
(KNIGHT COURT: STATION 0+00 - 4+44)

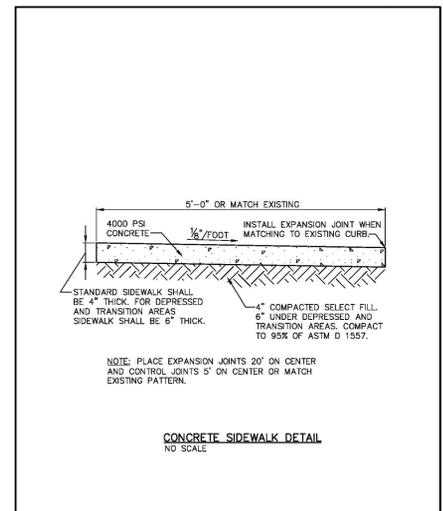
**PAVEMENT STRUCTURAL NUMBER**

1.5" TYPE C PAVEMENT @ 40	= 0.60
3.5" TYPE B PAVEMENT @ 40	= 1.40
8" GRADED AGG. BASE @ 0.14	= 1.12
<b>TOTAL PAVEMENT SECTION</b>	<b>= 3.12 - PROVIDED</b>

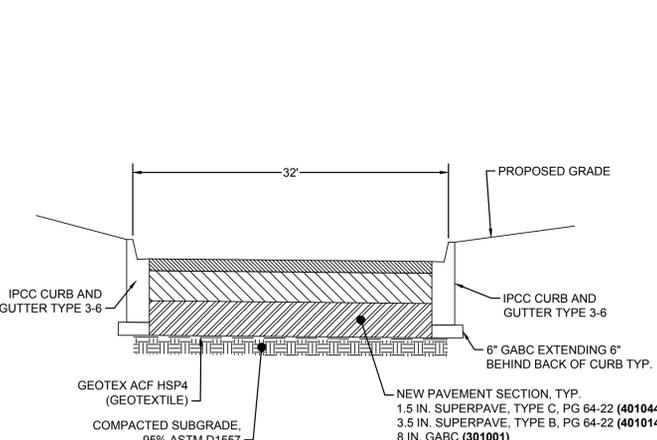
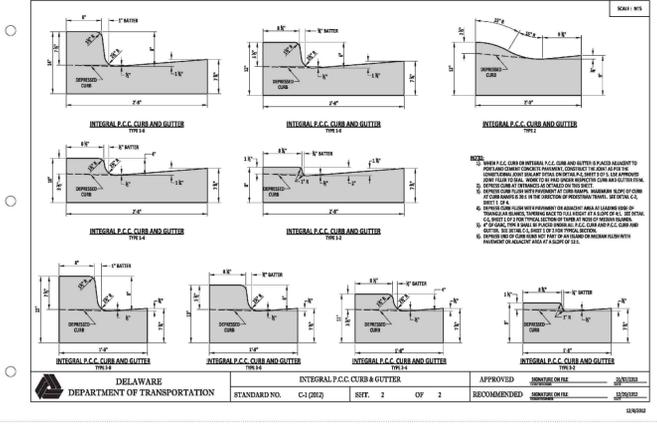
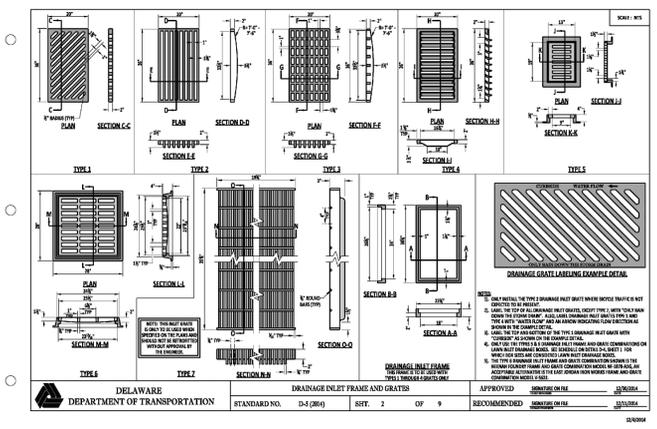
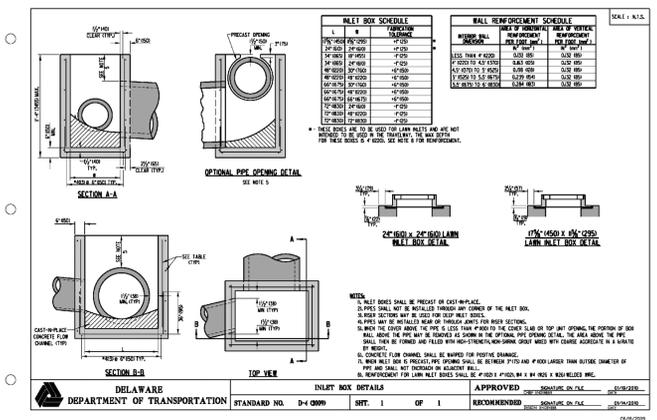
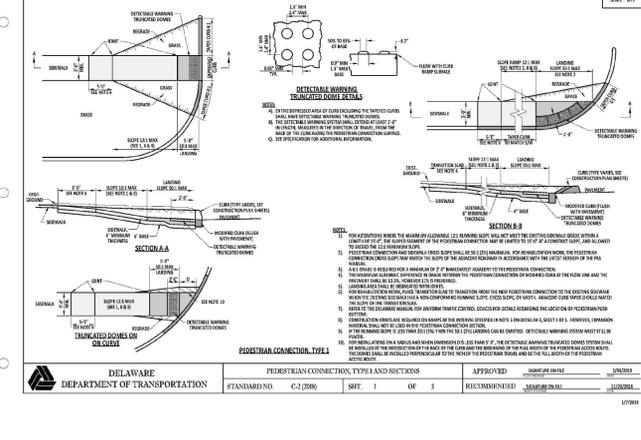
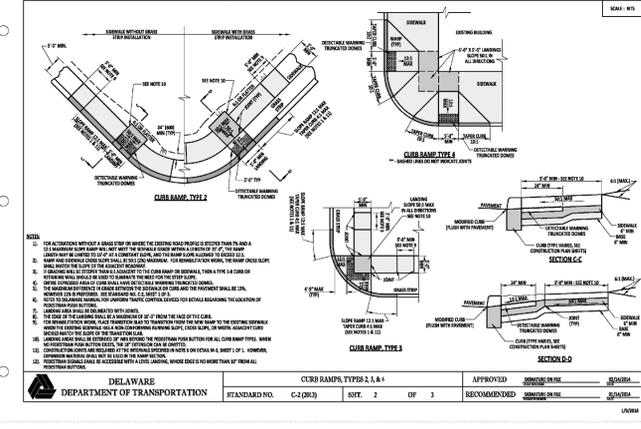
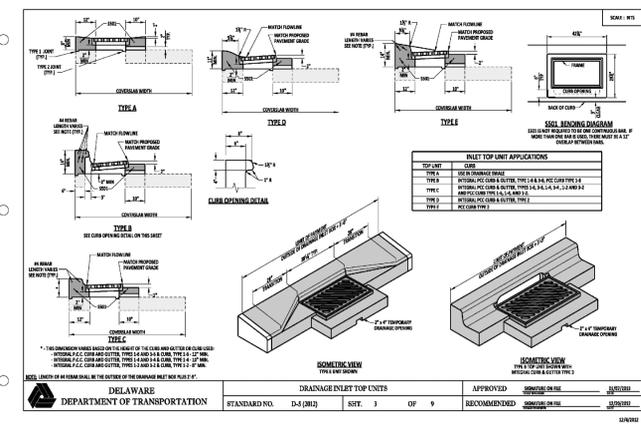
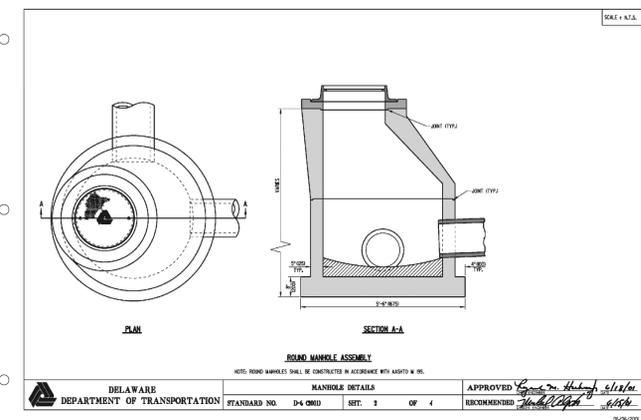
\* MINOR COLLECTOR 2.90 REQUIRED



DATE:	REVISION NO.:	APPROVED:
CITY OF MILFORD DEPARTMENT OF PUBLIC WORKS WATER & WASTEWATER DIVISION CONSTRUCTION STANDARDS		TRENCH BACKFILL & PIPE BEDDING DETAIL NO SCALE SECTION - 1 DRAWING: DI-1



DATE:	REVISION NO.:	APPROVED:
CITY OF MILFORD DEPARTMENT OF PUBLIC WORKS STREET DIVISION CONSTRUCTION STANDARDS		SIDEWALK DETAIL NO SCALE SECTION - 5 DRAWING: DS-1



**DETAIL: DELDOT ROAD ENTRANCE SECTION**

SCALE: NONE

**DUFFIELD ASSOCIATES**  
Soil, Water & the Environment  
5400 LIMESTONE ROAD  
WILMINGTON, DE 19808-1232  
TEL: 302.239.6634  
FAX: 302.239.8485  
OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
WEB: HTTP://DUFFIELD.COM  
E-MAIL: DUFFIELD@DUFFIELD.COM

CHECKED BY: [Signature]  
DESIGNED BY: [Signature]  
DRAWN BY: [Signature]  
DATE: 03/27/2021

NO.	REVISION	PER CITY ENGINEER COMMENT
1		PER CITY ENGINEER COMMENT
2		PER CITY ENGINEER COMMENT
3		PER CITY ENGINEER COMMENT

OWNER: DEVELOPER: MILFORD MARINA ENTERPRISE, LLC  
2642 BROADKILL ROAD  
MILFORD, DE 19968  
(302) 684-4844

**ROAD AND STORM DRAIN DETAILS  
ROAD AND STORM DRAIN, WATER, AND SEWER PLANS  
KNIGHT CROSSING  
PHASE 2A  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE**

DATE: 25 MARCH 2021  
SCALE: 1" = 30'  
PROJECT NO. 11686.CC  
SHEET: RS 11 OF 25

March 5, 2020

Don Lockwood  
Limitless Development Company, LLC  
26412 Broadkill Road  
Milton, DE 19968

RE: Application Number: 19-021  
Application Name: Knight Crossing  
Application Type: Planned Unit Development & Preliminary Major Subdivision  
Tax Parcel Number(s): 3-30-7.00-035.00, 036.00 & 037.00 (portions)

Mr. Lockwood,

According to our records, the City Council granted approval of the Planned Unit Development and Preliminary Major Subdivision known as Knight Crossing on February 24, 2020. City Council approved the following deviations and waivers from Chapter 200 Subdivision of Land and Chapter 230 Zoning associated with the application;

- Chapter 200-8(A)(14) – Reduction in the right of way requirement for the townhouse area from 60' to 50'.
- Chapter 200-8(A)(16) – Allow the construction of a “T” turnaround at the end of Knight Court instead of the required cul-de-sac.
- Chapter 200-8(A)(16) – Allow the construction of Knight Court as a dead-end street that is longer than the maximum length allowed of 400 feet as shown on the preliminary subdivision plans.
- Chapter 200-8(D)(3) – Allow a reduction in the block width from 275 feet to 250 feet.
- Chapter 200-8(E)(4) – Allow the use of one front yard setback for a corner lot and half setback for the other front yard area.
- Chapter 230-11(B)(1)(a)(2) – Allow an increase in the maximum lot coverage from 45% to 52%.
- Chapter 230-11(B)(1)(a)(5) - Allow a reduction in the front yard setback from 30 feet to 20 feet.
- Chapter 200-8(e)(6) – Allow a 25 foot setback for Lots 1-6 between the building envelope and the proposed planted buffer along Beaver Dam Road.

The City Council did not approve a waiver from Chapter 230-11(B)(1)(a)(6) and will require the developer provide the minimum side yard setback of 8 feet (or a side building separation of 16 feet) for the single-family detached dwellings.

In addition, the developer will be required to enter into a cost sharing agreement with the Windward on the River developer for the construction of the regional sanitary sewer pumping station and associated force main.

Per the Code of the City of Milford, Chapter 200-4, Subdivision of Land, A (5), “*Preliminary approval from City Council shall be void after one year, unless an extension is requested by the owner and approved by City Council prior to the expiration.*” Final Major Subdivision Approval or an extension must be obtained prior to February 24, 2021 in order to avoid expiration of the preliminary approval.

Please contact me at 302-424-8396 or via email at [rpierce@milford-de.gov](mailto:rpierce@milford-de.gov) should you have any questions and to coordinate final construction plan and final major subdivision review for the development.

Sincerely,

*William R. Pierce II*

Rob Pierce, AICP  
Planning & Economic Development Director

cc: *James Puddicombe, P.E. – City Engineer*  
*Steve Gorski, P.E. - Duffield Associates*  
*Milford Marina Enterprise, LLC - Owner*



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

NICOLE MAJESKI  
SECRETARY

March 18, 2022

Mr. Rob Pierce, Director  
City of Milford  
201 S Walnut St  
Milford, Delaware 19963

**SUBJECT: Letter of No Objection to Recordation  
Marina Del (Knight Crossing) Phase 2**  
Tax Parcel # 330-7.00-37.00  
SCR209-BEAVER DAM ROAD  
SCR036-CEDAR BEACH ROAD  
SCR014-COASTAL HIGHWAY  
Milford, Cedar Creek Hundred, Sussex County

Dear Mr. Pierce:

The Department of Transportation has reviewed the Site Plan, dated March 25, 2022 (last revised February 22, 2022), for the above referenced site, and has no objection to its recordation as shown on the enclosed drawings. This "No Objection to Recordation" approval shall be valid for a period of **five (5) years**. If the Site Plan is not recorded prior to the expiration of the "No Objection to Recordation", then the plan must be updated to meet current requirements and resubmitted for review and approval.

**This letter does not authorize the commencement of entrance construction.** Entrance plans shall be developed in accordance with DelDOT's [Development Coordination Manual](#) and submitted to the Development Coordination Section for review and approval.

This "No Objection to Recordation" letter is not a DelDOT endorsement of the project discussed above. Rather, it is a recitation of the transportation improvements, which the applicant may be required to make as a pre-condition to recordation steps and deed restrictions as required by the respective county/municipality in which the project is located. If transportation investments are necessary, they are based on an analysis of the proposed project, its location, and its estimated impact on traffic movements and densities. The required improvements conform to DelDOT's published rules, regulations and standards. Ultimate responsibility for the approval of any project rests with the local government in which the land use decisions are authorized.

Marina Del (Knight Crossing) Phase 2  
Mr. Rob Pierce  
Page 2  
March 18, 2022

There may be other reasons (environmental, historic, neighborhood composition, etc.) which compel that jurisdiction to modify or reject this proposed plan even though DelDOT has established that these enumerated transportation improvements are acceptable.

If I can be of any further assistance, please call me at (302) 760-2266.

Very truly yours,



R. Stephen McCabe  
Sussex County Review Coordinator  
Development Coordination

cc: Don Lockwood, Limitless Development Consulting, LLC  
Stephen Gorski, Verdantas  
Sussex County Planning & Zoning  
Jessica L. Watson, Sussex Conservation District  
Matt Schlitter, South District Public Works Engineer  
Scott Rust, South District Public Work Manager  
James Argo, South District Project Reviewer  
Richard Larkin, South District Subdivision Manager  
Jennifer Pinkerton, Chief Materials & Research Engineer  
Linda Osiecki, Pedestrian Coordinator  
John Fiori, Bicycle Coordinator  
Mark Galipo, Traffic Development Coordination Engineer  
Tim Phillips, Maintenance Support Manager  
Dan Thompson, Safety Officer North District  
Jared Kauffman, DTC Planner  
James Kelley, JMT  
Wendy L. Polasko, P.E., Subdivision Engineer  
Derek Sapp, Subdivision Manager, Development Coordination



July 26, 2022

**MILFORD WATER DEPARTMENT**

**APPROVAL TO CONSTRUCT**

Knight Crossing Phase 2A Connection

PWS #DE0000616

Approval #22W137

Mr. Don Lockwood  
Milford Marina Enterprises, LLC  
26412 Broadkill Road  
Milton, DE 19968

Dear Mr. Lockwood:

As provided by Section 2.11 of the *State of Delaware Regulations Governing Public Drinking Water Systems*, you are granted approval to connect Knight Crossing Phase 2A to the existing main in accordance with the plans submitted by Verdantas. The plans consist of:

1. Transmittal letter dated July 25, 2022.
2. One copy of the plans entitled "Knight Crossing Phase 2A" dated March 25, 2021 and revised May 25, 2022.

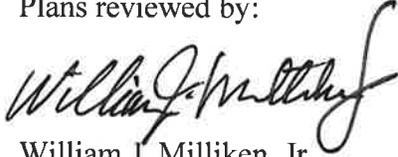
These plans, as noted, are made a part of this approval. This approval is granted subject to the enclosed list of conditions. It is the owner's responsibility to ensure as-built drawings are maintained throughout all phases of construction. Prior to receiving an Approval to Operate, the Office of Engineering requires one set of as-built drawings, including profile markups.

The Office of Engineering recommends detectable tracer tape that is three inches wide and blue in color to be installed directly above all water mains larger than two inches in diameter.

Mr. Don Lockwood  
Milford Marina Enterprises, LLC  
July 26, 2022  
Page 2

Should you have any questions regarding this matter, please feel free to contact Bill Milliken at (302) 741-8646.

Plans reviewed by:



William J. Milliken, Jr.  
Engineer III  
Office of Engineering

Sincerely,



Doug Lodge, P.E.  
Supervisor of Engineering  
Office of Engineering

cc: Rob Pierce, City of Milford  
Ben Kulp, Verdantas  
Steve Ellingsworth, City of Milford  
Ashley Kunder, Office of Drinking Water

1. The approval is void if construction has not started by July 26, 2023.
2. The project shall be constructed in accordance with the approved plans and all required conditions listed in this Approval to Construct. If any changes are necessary, revised plans shall be submitted and a supplemental approval issued prior to the start of construction. As-built plans including profile mark-ups must be submitted to the Office of Engineering after construction has been completed.
3. Representatives of the Division of Public Health may inspect this project at any time during the construction.
4. This approval does not cover the structural stability of any units or parts of this project.
5. The water system shall be operated in conformance with the *State of Delaware Regulations Governing Public Drinking Water Systems*.
6. All wells, pipes, tanks, and equipment which can convey or store potable water shall be disinfected in accordance with the current AWWA procedures. Plans or specifications shall outline the procedure and include the disinfectant dosage, contact time, and method of testing the results of the procedure. (Recommended Standards for Water Works 2018 Edition 2.15)
7. Water mains crossing sanitary and storm sewers should be laid to provide a minimum vertical distance of 18 inches between the outside of the water main and the outside of the sewer, and the water main should be above the sewer. At crossings, one full length of water pipe should be located so both joints will be as far from the sewer as possible. Special structural support for the water and sewer pipes may be required. In cases where it is not practical to maintain an 18-inch separation, the Division may allow deviation on a case-by-case basis if supported by data from the design engineer.
8. Water mains should be laid 10 feet horizontally from any existing or proposed sanitary or storm sewers. The distance should be measured edge to edge. In cases where it is not practical to maintain a 10-foot separation, the Division may allow deviation on a case-by-case basis if supported by data from the design engineer.
9. All chemicals, materials, mechanical devices, and coatings in contact with potable water shall comply with National Sanitation Foundation/American National Standards Institute Standards (NSF/ANSI) 60 and 61 and shall be inert, nontoxic, and shall not impart any taste, odor, or color to the water.
10. Sufficient valves should be provided so that inconvenience and sanitary hazards will be minimized during repairs. Valves should be located at not more than 500-foot intervals in commercial districts and at not more than one block or 800-foot intervals in other districts.

11. There shall be no connection between the distribution system and any pipes, pumps, hydrants, or tanks whereby unsafe water or other contaminating materials may be discharged or drawn into the system.
12. Fire hydrant drains shall not be connected to or located within 10 feet of sanitary sewers, storm sewers, or storm drains.
13. Prior to usage of water from this new well, water plant, storage plant, or distribution system, approval for the water quality must be obtained from the Division of Public Health.
14. The water system should be capable of providing at least 25 psi at ground level at all times throughout the distribution system.
15. All plastic pipe utilized in this drinking water system shall be approved for potable water use (NSF-pw). If any piping is joined with solder or flux, the solder and flux shall be lead free (less than or equal to 0.2 percent lead).
16. All water lines should be buried to a depth of at least 3 feet.
17. This approval is for the distribution system only. Plans and specifications for all well plumbing, pumps, storage (including any interior coatings), and treatment must be submitted to and approved by this office prior to their installation.
18. The approval is subject to immediate revocation upon violation of any of the preceding conditions.
19. All other local (county/city/town) approvals or permits needed must be obtained prior to beginning construction.
20. Upon completion of construction and before the system is placed into operation, a "Notice of Completion" must be submitted to the Office of Engineering. Before placing the system into operation, the following must be adhered to:
  - a. Submit a set of as-built plans with profile markups to the Office of Engineering.
  - b. Obtain an Approval to Operate from the Office of Engineering.



April 16, 2021

Mr. Don Lockwood  
c/o Duffield Associates  
5400 Limestone Road  
Wilmington, DE 19808

**RE: Knight Crossing, Phase 1 and 2 - Approval**

Dear Mr. Lockwood:

A Sediment and Stormwater Management Plan has been reviewed for compliance with the Sediment and Stormwater Regulations and is approved with conditions (see attached). Enclosed herein please find a copy of the approved application form and approved plan sets. ***These plans will expire on April 16, 2026.*** Please retain a copy for your use, and provide the contractor with a copy to be retained onsite at all times. Failure to keep an approved plan onsite is a violation of the approved plan.

Approval of a Sediment and Stormwater Plan does not grant or imply a right to discharge stormwater runoff. The owner/developer is responsible for acquiring any and all agreements, easements, etc., necessary to comply with State drainage and other applicable laws.

This plan approval pertains to compliance with the *Delaware Sediment and Stormwater Regulations*. Please understand that the approval of this plan does not relieve you from complying with any and all federal, state, county, or municipal laws and regulations.

As of January 1, 2014, the Sussex Conservation District began collecting financial guarantees to ensure the construction of stormwater management practices is accomplished in accordance with the approved sediment and stormwater plan. Please refer to the SCD Policy on Bonds located on our website at [Sussexconservation.org](http://Sussexconservation.org). If you have any questions concerning the aforementioned, please do not hesitate to call 302 856-7219.

Sincerely,

*Jessica Watson*

Jessica Watson  
Program Manager

JW/kle

cc: Janelle Cornwell

## CONDITIONS OF APPROVAL

### NOTIFICATION

1. This approved plan will remain valid for 5 years from the date of this approval. If construction does not begin within three years, the approved plan will be considered to have expired, and must be resubmitted to the District for a new review. In addition, if work is not completed within the five-year timeframe, the District must be contacted and a request for an extension submitted. Depending on regulation changes, a new plan may need to be submitted to ensure that all stormwater management facilities are constructed to the most recent standards.
2. Submittal of the Notice of Intent (NOI) for Storm Water Discharges Associated with Construction Activities together with this approval of the detailed Sediment and Stormwater Plan provide this project with Federal permit coverage to be authorized to discharge storm water associated with construction activities. It is the owner's responsibility to ensure that permit coverage remains valid throughout construction by submitting the NOI fee annually as requested. The developer is responsible for weekly self-inspection reporting to be retained onsite.
3. Notify the Sussex Conservation District Sediment and Stormwater Management Section of your intent to begin construction in writing five (5) days prior to commencing. Failure to do so constitutes a violation of the approved plan.

### CHANGES

4. This project is to be undertaken in accordance with the plans submitted and as approved. If changes are necessary at any time during the completion of the project, submit revised plans, prior to further construction, to the Sussex Conservation District Sediment and Stormwater Program for review and approval of the revision.
5. Should ownership change during the construction period, a revised plan must be submitted for approval showing the new owner's signature on the owner's certification. In addition, a Transfer of Authorization form must be submitted to DNREC to transfer Federal permit coverage to the new owner.

### CONSTRUCTION AND CLOSEOUT

6. A pre-construction meeting must take place before any land disturbing activity begins. The meeting may take place on site and be attended by the owner, contractor, design consultant, Certified Construction Reviewer and Sussex Conservation District Sediment and Stormwater Program Construction Reviewer. The owner or the owner's designee shall contact the Sussex Conservation Construction Reviewer to schedule the pre-construction meeting.
7. Keep available onsite, during all phases of construction, a copy of the approved Sediment and Stormwater Management Plan.
8. Keep available onsite, during all phases of construction, copies of the Developers weekly self-inspection reports and/or the CCR Reports.
9. Any sediment transported off-site to roads or road rights-of-way including ditches shall be removed. Any damage to ditches shall be repaired and stabilized to original condition.
10. Grading shall not impair surface drainage, create an erosion hazard, or create a source of sediment to any adjacent watercourse or property owner.
11. Failure to implement the permanent stormwater management practices as mentioned herein constitutes a violation of the conditions of this plan approval; it may result in the suspension or revocation of building permits or grading permits issued by the local jurisdiction; and it may result in legal action by the DNREC to bring the site into compliance with the approved Sediment and Stormwater Management Plan and the *Delaware Sediment and Stormwater Regulations*.
12. The permanent stormwater management facility or facilities must be constructed and accepted by the Sussex Conservation District Sediment and Stormwater Program prior to final closeout of the project site. Post construction verification documentation of the stormwater management facility or facilities must be completed as soon as construction of the facility or facilities is complete so that any necessary modifications may be made during the construction period.



**OFFICE OF THE STATE FIRE MARSHAL  
Technical Services**

22705 Park Avenue  
Georgetown, DE 19947



**SFMO PERMIT**

**Plan Review Number:** 2019-04-202518-MJS-02

**Tax Parcel Number:** 330-7.00-35.00

**Status:** Approved as Submitted

**Date:** 02/11/2020

**Project**

Knights Crossing  
Knights Crossing  
19859 Cedar Beach Road  
Milford DE 19963

**Scope of Project**

**Number of Stories:**  
**Square Footage:**  
**Construction Class:**  
**Fire District:** 42 - Carlisle Fire Co Inc  
**Occupant Load Inside:**  
**Occupancy Code:** 9601;9602

**Applicant**

Steve Gorski

This office has reviewed the plans and specifications of the above described project for compliance with the Delaware State Fire Prevention Regulations, in effect as of the date of this review.

The owner understands that this construction start approval is limited to preliminary site construction and foundation work only. No other construction of any kind shall be permitted until the required building plan review is completed.

A Review Status of "Approved as Submitted" or "Not Approved as Submitted" must comply with the provisions of the attached Plan Review Comments.

Any Conditional Approval does not relieve the Applicant, Owner, Engineer, Contractor, nor their representatives from their responsibility to comply with the plan review comments and the applicable provisions of the Delaware State Fire Prevention Regulations in the construction, installation and/or completion of the project as reviewed by this Agency.

This Plan Review Project was prepared by:

\_\_\_\_\_  
Duane Fox  
Fire Protection Specialist III

## FIRE PROTECTION PLAN REVIEW COMMENTS

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**Plan Review Number:** 2019-04-202518-MJS-02

**Tax Parcel Number:** 330-7.00-35.00

**Status:** Approved as Submitted

**Date:** 02/11/2020

### PROJECT COMMENTS

**1002 A** This project has been reviewed under the provisions of the Delaware State Fire Prevention Regulations (DSFPR) UPDATED March 11, 2016. The current Delaware State Fire Prevention Regulations are available on our website at [www.statefiremarshal.delaware.gov](http://www.statefiremarshal.delaware.gov). These plans were not reviewed for compliance with the Americans with Disabilities Act (ADA). These plans were not reviewed for compliance with any Local, Municipal, nor County Building Codes.

**1040 A** This site meets Water Flow Table 2, therefore the following water for fire protection requirements apply: Main Sizes: 6" minimum. Minimum Capacity: 1,000 gpm @ 20 psi residual for 1 hour duration. Hydrant Spacing: 800' on center.

#### TOWNHOUSES

**1030 A** This site meets Water Flow Table 2, therefore the following water for fire protection requirements apply: Main Sizes: 6" minimum. Minimum Capacity: 500 gpm @ 20 psi residual for 1 hour duration. Hydrant Spacing: 1,000' on center.

#### SINGLE FAMILY DWELLINGS

**1000** The site plans have been approved as submitted. The Office of DE State Fire Marshal has no objection to recordation.

**1180 A** This report reflects site review only. It is the responsibility of the applicant and owner to forward copies of this review to any other agency as required by those agencies.

**1190 A** Separate plan submittal is required for the building(s) proposed for this project.

**1130 A** Provide a water flow test on the subdivision hydrant(s) once they have been installed, and before they are placed into service (DSFPR Part I, Section 4 4.2 and Part III, Chapter 3). Results are to be forwarded to this Agency for review.

**1132 A** Fire hydrants shall be color coded in accordance with the DSFPR, Part III,

**Section 3 4. This includes both color coding the bonnet and 2" reflective tape around the barrel under the top flange.**

**1232 A All threads provided for fire department connections, to sprinkler systems, standpipes, yard hydrants or any other fire hose connections shall be uniform to those used by the fire department in whose district they are located. DSFPR Part III, Section 1.1.5.1.**

**1332 A The distance between a fire hydrant and the fire lane shall not be greater than seven feet (DSFPR Part V, Chapter 5, Section 5 10.4).**

**1532 A When a water supplier is extending any transmission, distribution or supply water main or piping, fire hydrants shall be installed so as not to exceed a maximum distance of 2,000 feet between hydrants (DSFPR, Part II Chapter 7, Section 7 4.3).**

**1501 A If there are any questions about the above referenced comments please feel free to contact the Fire Protection Specialist who reviewed this project. Please have the plan review number available when calling about a specific project. When changes or revisions to the plans occur, plans are required to be submitted, reviewed, and approved.**

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right.



ISO 9001:2015 CERTIFIED

ENGINEERS • PLANNERS • SCIENTISTS • CONSTRUCTION MANAGERS

1352 Marrows Road, Suite 100 • Newark, DE 19711 • Phone 302-731-9176 • Fax 302-731-7807

September 6, 2022

City of Milford  
201 South Walnut Street  
Milford, Delaware 19963

Attention: Rob Pierce

**Subject: Knight Crossing Phase 2A – Final Plan Review Summary**  
KCI Job No. 131803632 – Task 08

Dear Mr. Pierce,

As requested, KCI Technologies performed a review of the Record and Final Construction Plans for Phase 2A of Knight Crossing. This review was based on the City's Standard Specifications, and general engineering best practices. The plans are dated March 25, 2021, last revised 8/19/22 and were prepared by Duffield Associates.

**We offer the following comment for your consideration:**

1. Address the following in regards to the Water and Sewer Plans:
  - a. Revise the sanitary sewer cleanouts for buildings 94 and 95 to be located in the grass instead of the driveways if possible. The sanitary sewer cleanouts for lots 93, 94, 96 and 98 are located in the driveways. Relocate the sanitary sewer cleanouts to be located in the grass. Although the water services are no longer located within the driveway, the proposed water meters are still located within the driveway for lots 94, 99, 104, and 107. Revise the plans so the proposed water meter is not located within the driveway. **Addressed with Comment – Lots 89 and 90 on sheet WS2 of 25 still shows sanitary sewer cleanouts on driveway, Revise before signature set.**
2. Provide approvals from the following agencies prior to final approval:
  - a. Delaware Health And Social Services (DHSS) approval. **Addressed.**

*Employee-Owned Since 1988*

If you have any questions or comments regarding this letter, please do not hesitate to contact me any time at (302) 318-1087.

Sincerely,



Ardalan Faghri  
Project Designer



Thomas K. Fruehstorfer  
Senior Project Manager

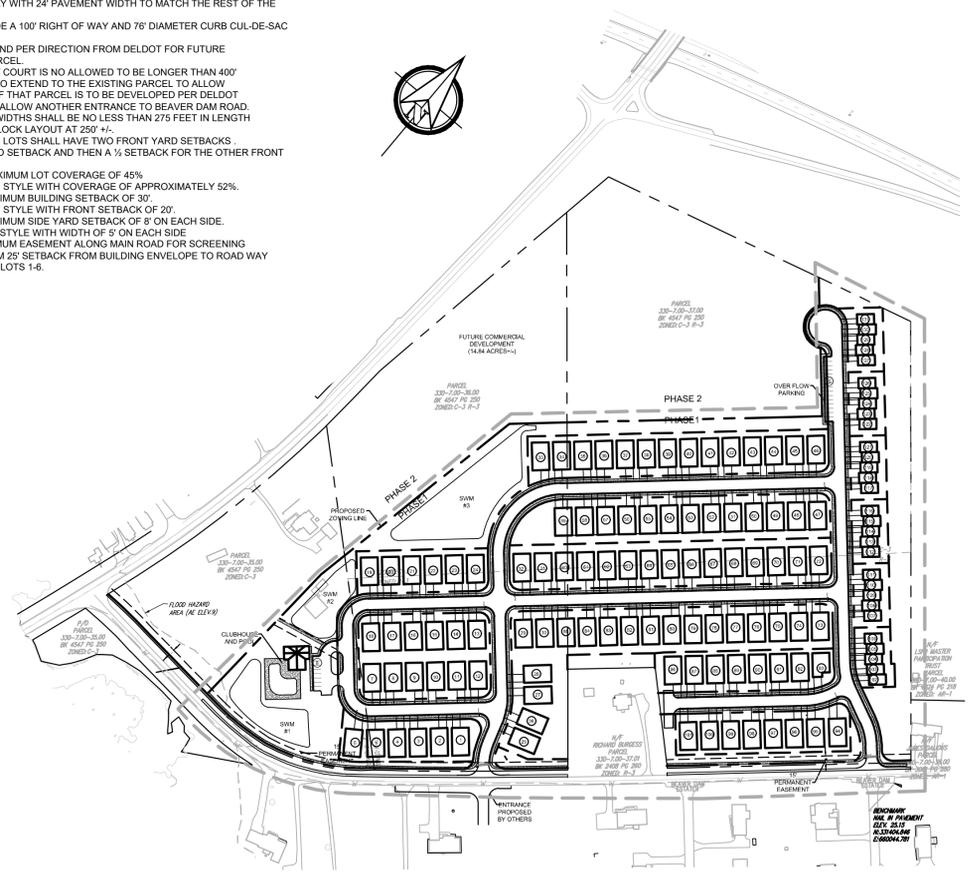
# KNIGHT CROSSING PRELIMINARY MAJOR SUBDIVISION PHASE 1

CITY OF MILFORD, SUSSEX COUNTY, DELAWARE

- GENERAL NOTES
- THE BOUNDARY INFORMATION SHOWN ON THESE DRAWINGS IS BASED ON A SURVEY PERFORMED BY DAVIS, BOWDEN & FRIEDEL, INC. ON MARCH 2010.
- A TOPOGRAPHIC SURVEY WAS PERFORMED BY DAVIS, BOWDEN & FRIEDEL, INC. OF MILFORD, DELAWARE ON MARCH 2010. HORIZONTAL DATUM IS BASED ON DELAWARE STATE GRID, NAD83 CONTROL MONUMENT.
- HYDRIC SOILS ARE NOT INDICATED AS BEING PRESENT ACCORDING TO THE SUSSEX COUNTY SOIL SURVEY. SOILS HAVE BEEN INSPECTED BY DUFFIELD ASSOCIATES, A LICENSED WETLANDS SCIENTIST.
- EXISTING UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION. COMPLETENESS OR CORRECTNESS THEREOF IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE UTILITY COMPANIES INVOLVED IN ORDER TO SECURE THE MOST ACCURATE INFORMATION AVAILABLE AS TO UTILITY LOCATION AND ELEVATION. NO CONSTRUCTION AROUND OR ADJACENT TO UTILITIES SHALL BEGIN WITHOUT NOTIFYING THEIR OWNERS AT LEAST 48 HOURS IN ADVANCE. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES AND MAINTAIN UNINTERRUPTED SERVICE AND ANY DAMAGE DONE TO THEM DUE TO HIS/HER NEGLIGENCE SHALL BE IMMEDIATELY AND COMPLETELY REPAIRED AT THE CONTRACTOR'S EXPENSE. TO LOCATE EXISTING UTILITIES IN THE FIELD PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT MISS UTILITY DELMARVA (800-282-8554) A MINIMUM OF THREE (3) CONSECUTIVE WORKING DAYS PRIOR TO ANY EXCAVATION.
- ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. MATERIALS AND WORKMANSHIP SHALL MEET THE REQUIREMENTS OF THE CITY OF MILFORD STANDARD SPECIFICATIONS FOR INSTALLATION OF UTILITY CONSTRUCTION AND SUBDIVISION PAVEMENT DESIGN, AND ALL APPLICABLE AGENCIES HAVING JURISDICTION OVER THE PROPOSED IMPROVEMENTS.
- USE ONLY SUITABLE AND APPROVED GRANULAR MATERIAL FOR BACKFILLING TRENCHES.
- THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL RIGHT-OF-WAY LINES AND PROPERTY LINES TO HIS OWN SATISFACTION. ANY DISTURBED AREAS BEYOND THE RIGHT-OF-WAY OR EASEMENT LINES SHALL BE RESTORED IMMEDIATELY TO THEIR ORIGINAL CONDITION.
- ALL VALVE CLOSURES AND CUT-INS SHALL BE COORDINATED WITH THE CITY. CITY OFFICIALS WILL CARRY OUT ALL NECESSARY VALVE CLOSURES. CONTRACTOR SHALL COORDINATE ISOLATION OF EXISTING WATER MAINS WITH THE CITY AND NOTIFY AFFECTED RESIDENTS AT LEAST 48 HOURS PRIOR TO CUT-IN.
- PIPELINE DETECTION TAPE SHALL BE COLOR CODED, APPROPRIATELY LABELED, AND INSTALLED 18 INCHES BELOW THE GROUND SURFACE AND DIRECTLY ABOVE ALL PROPOSED NON-METALLIC WATER MAIN, SEWER MAIN, SEWER LATERALS, AND WATER SERVICES.
- CONDUCTIVE TRACER WIRE SHALL BE INSTALLED WITH ALL NON-METALLIC WATER PIPE AND SERVICES, AND ALONG ALL SEWER LATERALS AND FORCE MAINS. WIRE SHALL BE SECURED TO THE PIPE AND SHALL BE SECURELY BONDED TOGETHER AT ALL WIRE JOINTS WITH APPROVED WATERTIGHT CONNECTORS. TRACER WIRE SHALL BE ACCESSIBLE AT ALL VALVE BOXES, METER PITS, CLEANOUTS, AND AIR RELEASE VALVES.
- PRIOR TO ISOLATION AND CUT-IN PROCEDURES, CONTRACTOR SHALL EXCAVATE, LOCATE, AND OBSERVE FUNCTION OF ALL EXISTING VALVES TO ASSIST IN THE SYSTEM ISOLATION.
- SHOP DRAWINGS FOR ANY ITEM(S) WHICH WILL EVENTUALLY BE TAKEN OVER BY THE CITY SHALL BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE ORDERING OF AND/OR INSTALLATION OF THE ITEM(S).
- ALL SANITARY SEWER MAINS AND FORCE MAINS SHALL HAVE A MINIMUM COVER OF 36 INCHES AND ALL WATER MAINS SHALL HAVE A MINIMUM COVER OF 42 INCHES AS MEASURED FROM THE TOP OF PIPE TO PROPOSED GRADE. SEWER LATERALS SHALL HAVE A MINIMUM DIAMETER OF SIX (6) INCHES AND HAVE A MINIMUM COVER OF 36 INCHES.
- THERE SHALL BE A MINIMUM HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SANITARY SEWER MAINS AND FORCE MAINS OF 10 FEET, AS MEASURED FROM EDGE OF PIPE TO EDGE OF PIPE. THERE SHALL BE A MINIMUM VERTICAL SEPARATION OF 18 INCHES BETWEEN WATER MAINS AND SANITARY SEWER MAINS OR FORCE MAINS AT CROSSINGS. ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE AT CROSSINGS.
- THERE SHALL BE A MINIMUM VERTICAL SEPARATION OF 12 INCHES BETWEEN ANY STORM DRAIN PIPE AND ANY WATER MAIN OR SEWER MAIN. IF 12 INCHES CANNOT BE MAINTAINED, A MINIMUM OF SIX (6) INCHES IS REQUIRED AND PROVISIONS SHALL BE MADE ACCEPTABLE TO THE CITY OF MILFORD FOR PROPERLY ENCASED THE PIPE IN CONCRETE.
- THIS SITE SITS PARTIALLY WITHIN ZONE FLOOD ZONE AE (ELEVATION 9) PER FEMA FLOOD MAP PANEL 100500041K AND 100000042K LAST REVISED 03/16/015.
- ALL ROADWAYS ARE TO BE SWEEPED FREE OF SEDIMENT ON A DAILY BASIS.
- THE CONTRACTOR SHALL REMOVE AND IMMEDIATELY REPLACE, RELOCATE, RESET OR RECONSTRUCT ALL OBSTRUCTIONS IN THE WORK AREA, INCLUDING, BUT NOT LIMITED TO, MAILBOXES, SIGNS, LANDSCAPING, LIGHTING, PLANTERS, CURBS, DRIVEWAYS, CURBS, GUTTERS, FENCES, OR OTHER NATURAL OR MAN-MADE OBSTRUCTIONS. TRAFFIC CONTROL, REGULATORY, WARNING AND INFORMATIONAL SIGNS SHALL REMAIN FUNCTIONAL AND VISIBLE TO THE APPROPRIATE LANES OF TRAFFIC AT ALL TIMES, WITH THEIR RELOCATION KEPT TO A MINIMUM DISTANCE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT PAVING IS INSTALLED TO THE ELEVATIONS SHOWN AND THAT NO PONDING OF WATER WILL OCCUR AFTER PAVING IS COMPLETE.
- THE STORM DRAINAGE SYSTEM HAS BEEN DESIGNED USING THE CRITERIA OF THE STATE OF DELAWARE DEPARTMENT OF TRANSPORTATION DEVELOPMENT COORDINATION MANUAL, LATEST EDITION.
- ALL FIRE LANES, FIRE HYDRANTS, EXITS, AND STANDPIPES WILL BE MARKED IN ACCORDANCE WITH STATE FIRE PREVENTION REGULATIONS.
- DELAWARE REGULATIONS PROHIBIT THE BURIAL OF CONSTRUCTION DEMOLITION DEBRIS, INCLUDING TREES AND STUMPS ON CONSTRUCTION SITES. ANY SOLID WASTE FOUND DURING THE EXCAVATION FOR STRUCTURES AND UTILITY LINES ON AND OFF SITE MUST BE REMOVED AND PROPERLY DISCARDED. ANY REMEDIAL ACTION REQUIRED IS THE RESPONSIBILITY OF THE OWNER.
- DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AS AMENDED AND ALL RULES AND REGULATIONS THERETO APPLICABLE.
- CONTRACTOR SHALL GRADE, TOPSOIL, SEED AND MULCH ALL DISTURBED AREAS OF CONSTRUCTION, INCLUDING PIPE INSTALLATION OR DITCH CONSTRUCTION. EROSION CONTROL MATTING SHALL BE PROVIDED ON ALL SLOPES GREATER THAN 3:1.
- THE OWNER AND/OR THEIR CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE SERVICES OF A PROFESSIONAL SURVEYOR OR LICENSED STATE OF DELAWARE FOR THE PERMANENTLY RE-ESTABLISHING OF ANY PROPERTY MARKERS OR MONUMENTS DISTURBED DURING CONSTRUCTION. A SURVEY AND METES AND BOUNDS THAT INCLUDES THE RE-ESTABLISHED MARKERS(S) OR MONUMENT(S) SHALL BE PRESENTED TO THE PROPERTY OWNER FOR COMPARISON WITH THE ORIGINAL PLAT FOR VERIFICATION.
- THE OWNER SHALL BE RESPONSIBLE FOR THE SHORT-TERM MAINTENANCE OF THE ANY AND ALL STORMWATER MANAGEMENT FACILITIES AND STORM SEWER SYSTEMS UNTIL SUCH TIME THAT THE LONG-TERM MAINTENANCE RESPONSIBILITIES CAN BE TRANSFERRED TO A LEGALLY-ESTABLISHED HOMEOWNERS ASSOCIATION OR OTHER RESPONSIBLE ENTITY.
- THE CITY OF MILFORD WILL ASSUME OWNERSHIP AND MAINTENANCE RESPONSIBILITY OF WATER AND SEWER PIPES AND APPURTENANCES, INSTALLED WITHIN CITY RIGHT-OF-WAY AND EASEMENTS DEDICATED TO THE CITY, STORM SEWER PIPES AND CATCH BASINS, INSTALLED FULLY WITHIN CITY RIGHT-OF-WAY. ONCE THE FOLLOWING CONDITIONS HAVE BEEN MET:
  - ALL ITEMS HAVE PASSED CITY INSPECTION;
  - THE CITY HAS RECEIVED AND APPROVED DIGITAL AND HARD COPIES OF THE RECORD DRAWINGS; AND
  - THE RIGHTS-OF-WAY AND/OR EASEMENTS HAVE BEEN DEEDED TO THE CITY AND RECORDED WITH THE RECORDER OF DEEDS.
- SEWER AND WATER CAPACITY ARE NOT GUARANTEED UNTIL BUILDING PERMITS ARE ISSUED. ALL FEES ARE PAID AND SUITABLE UTILITIES ARE IN PLACE FOR PROPER CONVEYANCE, TREATMENT AND DISPOSAL.
- PRELIMINARY APPROVAL FROM CITY COUNCIL SHALL BE VOID AFTER ONE (1) YEAR, UNLESS AN EXTENSION IS REQUESTED BY THE OWNER AND APPROVED BY CITY COUNCIL PRIOR TO THE DATE OF EXPIRATION.
- THE APPROVAL OF A CONDITIONAL USE IS VALID FOR ONE YEAR, UNLESS PERMITS ARE OBTAINED OR CONSTRUCTION OR USE IS SUBSTANTIALLY UNDERWAY. ALL PROVISIONS OF THE CONDITIONAL USE ARE AUTOMATICALLY RECORDED.
- WITHIN 90 DAYS OF FINAL APPROVAL FROM CITY COUNCIL, THE SUBDIVIDER SHALL RECORD THE PLAT AT THE COUNTY RECORDER OF DEEDS OFFICE. FAILURE TO RECORD THE APPROVED PLAT WITHIN ONE YEAR FROM THE DATE OF CITY COUNCIL APPROVAL SHALL VOID THE FINAL APPROVAL. IN ORDER TO OBTAIN FINAL APPROVAL AFTER IT HAS BEEN VOIDED, THE SUBDIVIDER MUST MAKE APPLICATION FOR APPROVAL AGAIN. FAILURE TO RECORD THE APPROVED PLAT MORE THAN ONE YEAR FROM THE DATE OF CITY COUNCIL APPROVAL SHALL VOID THE PRELIMINARY APPROVAL AND FINAL APPROVAL. IN ORDER TO OBTAIN PRELIMINARY AND FINAL APPROVAL AFTER THEY HAVE BEEN VOIDED, THE SUBDIVIDER MUST MAKE APPLICATION FOR AND RECEIVE PRELIMINARY APPROVAL, THEN MAKE APPLICATION FOR AND RECEIVE FINAL APPROVAL.
- IF CONSTRUCTION OF IMPROVEMENTS SHOWN ON THE RECORDED SUBDIVISION PLANS DO NOT COMMENCE WITHIN FIVE YEARS OF THE ORIGINAL RECORDING DATE, AND RECORDING PROGRESSING TOWARDS COMPLETION, THE SUBDIVISION IS SUBJECT TO EXPIRATION PER CHAPTER 200-9 OF THE CITY CODE.
- THE APPLICANT IS RESPONSIBLE TO ENSURE THAT ALL CITY AND/OR AGENCY CONSTRUCTION PERMIT APPLICATIONS HAVE BEEN COMPLETED, SUBMITTED, AND ALL APPLICABLE FEES HAVE BEEN PAID PRIOR TO COMMENCING CONSTRUCTION. THE CITY SHALL NOT BE HELD RESPONSIBLE FOR ANY CONSTRUCTION START DATE THAT IS NOT MET DUE TO THE APPLICANT OR HIS/HER CONTRACTOR NOT HAVING MET THE CONSTRUCTION PERMITTING REQUIREMENTS.
- AS A CONDITION OF THE APPROVAL OF THE CONSTRUCTION DRAWINGS, AND PRIOR TO THE START OF CONSTRUCTION, THE APPLICANT MAY BE REQUIRED TO ENTER INTO A FORMAL PUBLIC WORKS AGREEMENT WITH THE CITY AND/OR TO POST A COMPLETION GUARANTY FOR ANY IMPROVEMENTS WHICH WILL EVENTUALLY BE TAKEN OVER BY THE CITY. THE GUARANTY SHALL BE IN AN AMOUNT EQUAL TO 150% OF THE COST OF THE IMPROVEMENTS AS ESTIMATED OR APPROVED BY THE CITY ENGINEER. THE GUARANTY SHALL BE IN THE FORM OF A BOND OR FUNDS DEPOSITED IN AN ESCROW ACCOUNT. THE PUBLIC WORKS AGREEMENT AND THE GUARANTY SHALL BE REVIEWED AND APPROVED BY THE CITY SOLICITOR. THE COMPLETION GUARANTEE SHALL NOT BE RELEASED UNTIL A MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE IMPROVEMENTS HAS BEEN SUBMITTED.
- A MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE CONSTRUCTION VALUE FOR ANY CONSTRUCTED IMPROVEMENTS AND A PERFORMANCE BOND IN THE AMOUNT OF 125% OF THE CONSTRUCTION VALUE FOR ANY UNCOMPLETED WORK SHALL BE PROVIDED IN ORDER TO ACHIEVE FINAL COMPLETION OF THE IMPROVEMENTS AND RELEASE OF ANY COMPLETION GUARANTY. THE MAINTENANCE PERIOD SHALL BE A MINIMUM OF ONE YEAR AND ALL CONSTRUCTION VALUABLES MUST BE SUBMITTED TO, REVIEWED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE ISSUANCE OF ANY BONDS.
- UPON COMPLETION OF THE CONSTRUCTION IMPROVEMENTS AND PRIOR TO THE RELEASE OF ANY DEVELOPER'S COMPLETION GUARANTEE, THE DEVELOPER SHALL PROVIDE THE CITY ENGINEER A DRAFT PAPER SET OF DETAILED RECORD PLANS (PLAN VIEW AND PROFILE SHEETS). RECORD INFORMATION SHALL BE PLACED ON THE APPROPRIATE APPROVED DRAWINGS. ORIGINAL DESIGN ELEVATION AND/OR DISTANCE INFORMATION SHALL BE STRUCK THROUGH WITH A FINE LINE AND THE RECORD INFORMATION SHALL BE INSERTED NEXT TO IT. WHEN THE DRAFT SET OF DRAWINGS HAS BEEN APPROVED BY THE CITY, THREE (3) HARD PAPER COPIES SHALL BE SUBMITTED, SIGNED AND SEALED BY THE CITY ENGINEER OR SURVEYOR. ADDITIONALLY, A CD SHALL BE PROVIDED WITH DIGITAL RECORD INFORMATION IN AUTOCAD FORMAT (VERSION 2018 OR LATER). THE DIGITAL INFORMATION SHALL BE ON DELAWARE STATE PLANE, NAD 83 HORIZONTAL CONTROL, AND NAVD83 VERTICAL CONTROL. RECORD PLAN INFORMATION SHALL INCLUDE SURVEYED AS-BUILT ELEVATIONS AND HORIZONTAL LOCATIONS OF THE FOLLOWING:
  - ALL PROPERTY MONUMENTS/MARKERS;
  - SEWER MANHOLE RIM & INVERT ELEVATIONS, WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED, PUMP STATION RIM, BOTTOM & INVERT ELEVATIONS WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED, FORCE MAIN INVERT ELEVATIONS EVERY 50 FEET, FORCE MAIN AIR RELEASE VALVE RIM & INVERT ELEVATIONS, SEWER CLEANOUT RIM & INVERT ELEVATIONS, AND GREASE TRAP RIM, BOTTOM & INVERT ELEVATIONS;
  - WATER VALVES, FIRE HYDRANTS, METER VAULTS, METER PITS, AND CURB STOPS;
  - STORM SEWER CATCH BASIN AND/OR MANHOLE GRATE, RIM & INVERT ELEVATIONS WITH ASSOCIATED PIPE SIZES & MATERIALS NOTED; AND
  - E ANY OTHER ITEM WHICH WILL BE TAKEN OVER BY THE CITY.
- THE CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS DEPARTMENT AT (302) 422-1110 A MINIMUM OF TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AND SCHEDULE A PRE-CONSTRUCTION MEETING. THE SITE CONTRACTOR AND THE OWNER, OR HIS/HER REPRESENTATIVE SHALL BE IN ATTENDANCE.
- THERE ARE NO WRPA ON THE SITE PER DNRNC ENVIRONMENTAL NAVIGATOR.
- PROVIDE A STATEMENT REGARDING THE ABSENCE OR PRESENCE OF STATE OR FEDERALLY REGULATED WETLANDS. IF WETLANDS ARE PRESENT, PROVIDE THE TOTAL ACREAGE OF WETLANDS IN THE DATA COLUMN ALONG WITH THE ACREAGE OF WETLAND TO BE DISTURBED.
- ALL RIGHT OF WAYS SHOWN ON THIS PLAT SHALL BE DEDICATED TO THE PUBLIC USE UPON RECORDATION OF THESE PLATS.
- ALL SUBDIVISION LOTS SHALL HAVE A 5 FOOT PUBLIC EASEMENT ALONG LOT LINES FOR A TOTAL EASEMENT WIDTH OF AT LEAST TEN FEET ALONG A LOT LINE COMMON TO TWO LOTS AND A TEN FOOT WIDE EASEMENT ALONG FRONT PROPERTY LINES WITHIN THE SUBDIVISION. EASEMENTS ALONG PERIMETER BOUNDARIES OF THE SUBDIVISION SHALL BE TEN FEET IN WIDTH ON THE INTERIOR SIDE OF THE BOUNDARY.
- NO PLANTINGS OR IMPROVEMENTS MAY BE PLACED IN THE DEDICATED EASEMENT AREAS, EXCEPT FOR FENCES.

### PUD ALTERNATIVE DESIGN LIST:

- CHAPTER 200-5(A)(14) - 80' RIGHT OF WAY WITH 30' PAVEMENT WIDTH FOR TOWNHOUSES. REQUESTING 50' RIGHT OF WAY WITH 24' PAVEMENT WIDTH TO MATCH THE REST OF THE DEVELOPMENT.
- CHAPTER 200-5(A)(16) - PROVIDE A 100' RIGHT OF WAY AND 76" DIAMETER CURB CUL-DE-SAC AT KNIGHT COURT. REQUESTING A "T" TURNAROUND PER DIRECTION FROM DELOUT FOR FUTURE CONNECTION TO EXISTING PARCEL.
- CHAPTER 200-5(A)(6) - KNIGHT COURT IS NO ALLOWED TO BE LONGER THAN 400'. REQUESTING KNIGHT COURT TO EXTEND TO THE EXISTING PARCEL TO ALLOW CONNECTION IN THE FUTURE IF THAT PARCEL IS TO BE DEVELOPED PER DELOUT DIRECTION AS THEY WILL NOT ALLOW ANOTHER ENTRANCE TO BEAVER DAM ROAD.
- CHAPTER 200-5(D)(3) - BLOCK WIDTHS SHALL BE NO LESS THAN 275 FEET IN LENGTH. REQUESTING THE CURRENT BLOCK LAYOUT AT 250' +/-.
- CHAPTER 200-5(E)(4) - CORNER LOTS SHALL HAVE TWO FRONT YARD SETBACKS. REQUESTING ONE FRONT YARD SETBACK AND THEN A 1/2 SETBACK FOR THE OTHER FRONT YARD.
- CHAPTER 230-11(B)(1)(A)2 - MAXIMUM LOT COVERAGE OF 45%. REQUEST PUD / CONDOMINIUM STYLE WITH COVERAGE OF APPROXIMATELY 52%.
- CHAPTER 230-11(B)(1)(A)5 - MINIMUM BUILDING SETBACK OF 30'. REQUEST PUD / CONDOMINIUM STYLE WITH FRONT SETBACK OF 20'.
- CHAPTER 230-11(B)(1)(A)6 - MINIMUM SIDE YARD SETBACK OF 5' ON EACH SIDE. REQUEST PUD / CONDOMINIUM STYLE WITH WIDTH OF 5' ON EACH SIDE.
- CHAPTER 200-5(E)(6) - 10' MINIMUM EASEMENT ALONG MAIN ROAD FOR SCREENING. REQUEST TO ALLOW A MINIMUM 25' SETBACK FROM BUILDING ENVELOPE TO ROAD WAY WITH A PLANTED BUFFER FOR LOTS 1-6.



**SITE LOCATION MAP**  
SCALE: 1" = 200'

### SHEET INDEX:

- |      |                               |
|------|-------------------------------|
| C 01 | COVER SHEET                   |
| C 02 | INDEX SHEET                   |
| C 03 | EXISTING CONDITIONS PLAN      |
| C 04 | EXISTING CONDITIONS PLAN      |
| C 05 | LOT LINE ADJUSTMENT PLAN      |
| C 06 | PRELIMINARY SITE PLAN         |
| C 07 | PRELIMINARY SITE PLAN         |
| C 08 | PRELIMINARY UTILITY PLAN      |
| C 09 | PRELIMINARY UTILITY PLAN      |
| C 10 | PRELIMINARY BULK GRADING PLAN |
| C 11 | PRELIMINARY BULK GRADING PLAN |
| C 12 | PRELIMINARY LANDSCAPE PLAN    |
| L 2  | PRELIMINARY LANDSCAPE PLAN    |

### WETLANDS CERTIFICATION

THIS SITE WAS EVALUATED IN ACCORDANCE WITH THE 1987 CORPS OF ENGINEERS WETLANDS DELINEATION MANUAL TO IDENTIFY THE PRESENCE OF WETLANDS, AND WETLANDS WERE FOUND TO EXIST ON THE SITE. A LETTER OF FINDINGS HAS BEEN PREPARED BY DUFFIELD ASSOCIATES, DATED APRIL 30, 2019. ALL WETLANDS ARE MAN-MADE RESULTING FROM A PREVIOUS QUARRY OPERATION, ISOLATED AND CONSIDERED TO BE NON-JURISDICTIONAL.

### OWNER'S CERTIFICATION

I, \_\_\_\_\_ HEREBY CERTIFY THAT I AM A REPRESENTATIVE FOR MILFORD MARINA, LLC IN REGARDS TO THE PROJECT SHOWN IN THESE PLANS AND THAT THE PLAN WAS MADE AT MY DIRECTION. I ACKNOWLEDGE THE SAME TO BE MY ACT, AND DESIRE THE PLAN TO BE DEVELOPED AS SHOWN IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

**CITY OF MILFORD APPROVAL**

ERIC NORENBURG CITY MANAGER DATE \_\_\_\_\_

**CITY ENGINEER APPROVAL**

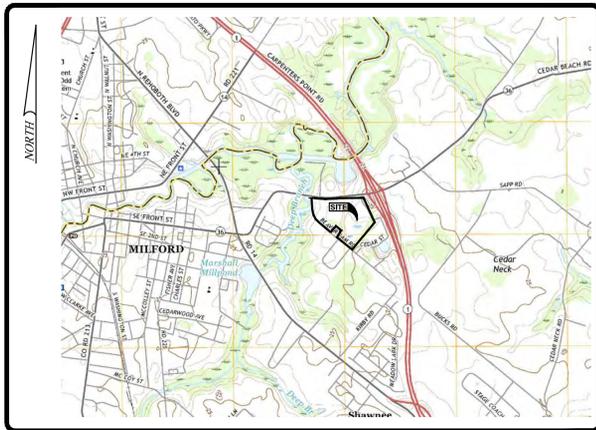
CONSTRUCTION IMPROVEMENTS PLANS HAVE BEEN REVIEWED AND ARE FOUND TO BE IN GENERAL CONFORMANCE WITH THE CITY OF MILFORD'S STANDARD SPECIFICATIONS FOR INSTALLATION OF UTILITY CONSTRUCTION PROJECTS AND SUBDIVISION PAVEMENT DESIGN. THE OWNER AND THEIR ENGINEER AND/OR SURVEYOR ASSUME ALL RESPONSIBILITY FOR THE DESIGN AS CONTEMPLATED HEREIN AND ACCURACY OF ALL INFORMATION SHOWN HEREON.

\_\_\_\_\_  
CITY ENGINEER DATE \_\_\_\_\_

### ENGINEER'S CERTIFICATION

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

STEPHEN J. GORSKI, P.E. \_\_\_\_\_ DATE \_\_\_\_\_



MAP: USGS QUAD, MILFORD, DE 1984 **GENERAL LOCATION OF SUBDIVISION** SCALE: 1" = 2500'

### SITE DATA:

- APPLICATION NO.: 19-021
- TAX PARCEL NUMBER: 3-30-7.00-035.00; & 036.00; & 037.00
- OWNER: MILFORD MARINA, LLC  
2120 LOVE POINT  
STEVENSVILLE, MD 21166  
PH: 302-684-4844
- DEVELOPER: LIMITLESS DEVELOPMENT CO. LLC  
26412 BROADKILL ROAD  
MILTON, DE 19968  
PH: 302-684-4844  
DEED BOOK : PAGE
- SOURCE OF TITLE: R-3 - 12.98 ACRES  
C-3 - 27.66 ACRES
- EXISTING ZONING: R-3 - 12.98 ACRES  
C-3 - 27.66 ACRES
- PROPOSED ZONING: R-3 - 25.84 ACRES  
C-3 - 14.80 ACRES

### R-3 GARDEN APARTMENT AND TOWNHOUSE DISTRICT

	REQUIRED	PUD PROPOSED
SINGLE FAMILY DWELLING	REQUIRED	PUD PROPOSED
MINIMUM LOT AREA	7,500 SQ.FT.	4,000 SQ.FT. (CONDOMINIUM)
MAXIMUM BUILDING COVERAGE	45%	52% +/- (BUILDING ENVELOPE)
MINIMUM LOT WIDTH	60 FEET	50 FEET
MINIMUM SIDE YARD	10 FEET	5 FEET - 10 AGG.
MINIMUM FRONT YARD	30 FEET	20 FEET (10' COR. FRONT YARD)
MINIMUM REAR YARD	15 FEET	15 FEET
MAXIMUM BUILDING HEIGHT	35 FEET (3 STORIES)	35 FEET
TOWNHOUSE OR ROW DWELLING	REQUIRED	PUD PROPOSED
NUMBER OF DWELLING PER GROUP	MINIMUM OF 3 - MAXIMUM OF 8	5 UNITS
DWELLING UNITS PER ACRE	MAXIMUM 12 DU	SEE PUD CALC.
BUILDING COVERAGE	60%	47% +/- (BUILDING ENVELOPE)
MINIMUM LOT SIZE PER DU	2,000 SF PER DU	2,000 SQ.FT. (CONDOMINIUM)
BUILDING HEIGHT	35 FEET	35 FEET
PUD COMPUTATIONS	REQUIRED / ALLOWABLE	PUD PROPOSED
MINIMUM LOT AREA	4,000 SQ.FT.	5,000 SQ.FT.
MINIMUM LOT WIDTH	40 FEET	50 FEET
MAXIMUM DENSITY	25% OF GROSS DEV. AREA 25.75 AC - 6.44 AC = 19.31AC 841,143 / 4,000 = 210 D.U.	131 DWELLINGS UNITS
REQUIRED OPEN SPACE	400 SQ.FT. PER D.U. 131 D.U. * 400 SQ.FT. = 52,400 SQ.FT. 52,400 / 5 = 26,200 SQ.FT 0.6 ACRE	4.736 ACRES 1.420 ACRES
REQUIRED RECREATIONAL		
PARKING REQUIREMENTS	2.5 SPACES PER UNIT 131*2.5 = 328 SPACES REQUIRED	2 PER UNIT TOWNHOUSE 30'2 = 60 SPACES 3 PER SINGLE FAMILY (1 GARAGE) 10'13 = 303 SPACES OVERFLOW SPACES 23 SPACES TOTAL SPACES = 386
8. BENCHMARK:	NAIL IN PAVEMENT EDGE ELEV = 25.15 N: 331404.8460 E: 660044.7810	
9. DATUM:	HORIZONTAL: DE STATE PLAN NAD 83 VERTICAL: NAVD 88	
10. SITE ACREAGE:	TOTAL = 40.64 ± ACRES RESIDENTIAL = 25.80 ACRES FUTURE COMMERCIAL = 14.84 ACRES	
11. WATER SUPPLY:	CITY OF MILFORD	
12. SANITARY SEWER:	CITY OF MILFORD	
ANTICIPATED SEWAGE:	EXISTING: NONE PROPOSED: SINGLE FAMILY RESIDENCE (131 EDU @250 GPD PER LOT) NET INCREASE	0 GPD 32,750 GPD 32,750 GPD
13. ELECTRIC SUPPLY	CITY OF MILFORD	
14. LAND USE	EXISTING USE OF THE PROPERTY IS UNDEVELOPED LAND AND ONE SINGLE FAMILY UNIT.  PROPOSED USE OF THE PROPERTY IS DEVELOPMENT OF 131 UNIT PUD AND FUTURE COMMERCIAL.	

NO.	REVISION	DATE
1	PER CITY COMMENTS - JULY 2019	

**DUFFIELD ASSOCIATES**  
Soil, Water & the Environment

5400 LIMESTONE ROAD  
WILMINGTON, DE 19808-1232  
TEL: 302.239.6634  
FAX: 302.239.8485

OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
WEB: HTTP://DUFFIELD.COM  
E-MAIL: DUFFIELD@DUFFIELD.COM

CHECKED BY: \_\_\_\_\_  
DESIGNED BY: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
DATE: \_\_\_\_\_

FILE NAME: \_\_\_\_\_  
CITY: \_\_\_\_\_

STEVE J. GORSKI, P.E.

**PRELIMINARY NOT FOR CONSTRUCTION**

STATE: DELAWARE P.E.# 2625

OWNER: MILFORD MARINA ENTERPRISE, LLC  
2120 LOVE POINT  
STEVENSVILLE, MD 21166

DEVELOPER: LIMITLESS DEVELOPMENT CO. LLC  
26412 BROADKILL ROAD  
MILTON, DE 19968  
PHONE: (302) 684-4844

**COVER SHEET**

**PRELIMINARY MAJOR SUBDIVISION**

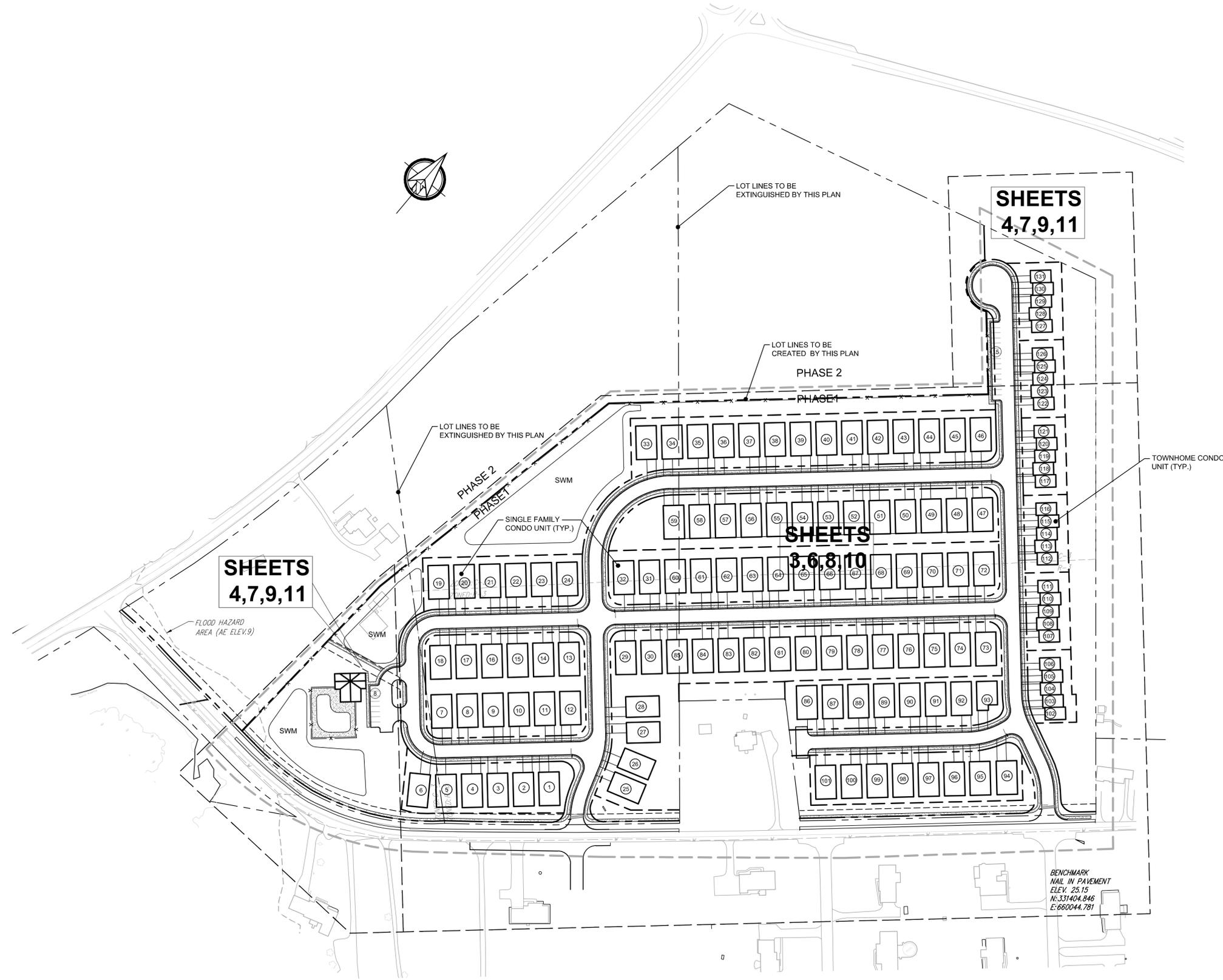
**KNIGHT CROSSING**

**PHASE ONE**

**CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE**

DATE: 8 MAY 2019  
SCALE: AS NOTED  
PROJECT NO. 11686.CC  
SHEET: 1 OF 13





DATE: 8 MAY 2019  
 SCALE: AS NOTED  
 PROJECT NO. 11686.CC  
 SHEET: 2 OF 13

**KEY MAP SHEET**  
**PRELIMINARY MAJOR SUBDIVISION**  
**KNIGHT CROSSING**  
**PHASE ONE**  
 CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

OWNER: MILECROSS MARINA ENTERPRISE, LLC  
 2101 LOVEPOINT  
 STEVENSVILLE, MD 21666  
 DEVELOPER: MILECROSS DEVELOPMENT CO. LLC  
 2412 HERODASILE ROAD  
 MILFORD, DE 19968  
 PHONE: (302) 684-8844

NO.	REVISION
1	PER CITY COMMENT - 1 JULY 2019

**PRELIMINARY  
 NOT FOR  
 CONSTRUCTION**

CHECKED BY: SIG  
 FILE NAME: LET10862  
 DESIGNED BY: BRK  
 DRAWN BY: BRK  
 STEVE J. GORSKI, P.E.  
 STATE: DELAWARE P.E. #12625

**DUFFIELD ASSOCIATES**  
 Soil, Water & the Environment  
 5400 LIMESTONE ROAD  
 WILMINGTON, DE 19808-1232  
 TEL: 302.239.6634  
 FAX: 302.239.8485  
 OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
 WEB: HTTP://DUFFIELD.COM  
 E-MAIL: DUFFIELD@DUFFIELD.COM

**LEGEND**

	RIGHT-OF-WAY LINE
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	BENCHMARK
	CONCRETE MONUMENT FOUND
	CAPPED REBAR FOUND
	IRON PIPE FOUND
	BUILDING SETBACK LINE
	PAVEMENT SETBACK LINE
	BASEMENT LINE
	WETLANDS (NON-JURISDICTIONAL)
	CONTOUR ELEVATION
	SPOT ELEVATION
	LIMIT OF DISTURBANCE
	TO BE REMOVED



**DUFFIELD ASSOCIATES**  
Soil, Water & the Environment  
4500 LIMESTONE ROAD  
WILMINGTON, DE 19808-1232  
TEL: 302.239.6634  
FAX: 302.239.8485

OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
WEB: HTTP://DUFFNET.COM  
E-MAIL: DUFFIELD@DUFFNET.COM

CHECKED BY:	SAG
DESIGNED BY:	BRK
DRAWN BY:	BRK
FILE NAME:	EDWIN.BRK
DATE:	STEVE J. GORSKI, P.E.

NO.	REVISION
1	PER CITY COMMENTS - JULY 2019

OWNER: MILDORA MARINA ENTERPRISE, LLC  
2111 LOVE POINT ROAD  
STEVENSVILLE, MD 21166

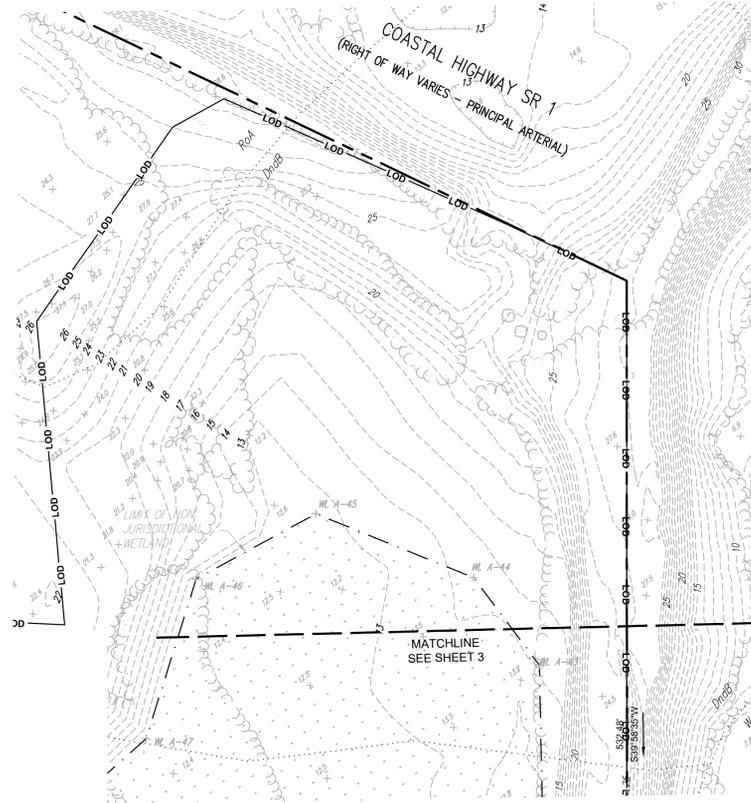
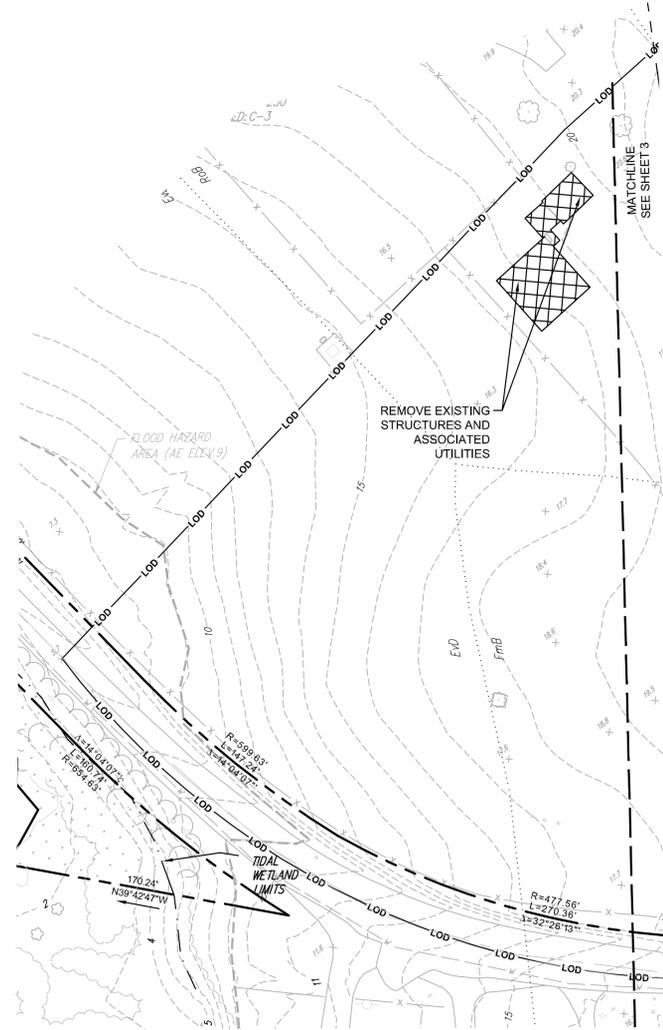
DEVELOPER: M&D DEVELOPMENTS CO. LLC  
2442 HROADKILL ROAD  
MILTON, DE 19968  
PHONE: (302) 684-4844

**EXISTING CONDITIONS AND DEMOLITION PLAN**  
**PRELIMINARY MAJOR SUBDIVISION**  
**KNIGHT CROSSING**  
**PHASE ONE**  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE:	8 MAY 2019
SCALE:	1" = 50'
PROJECT NO.	11686.CC
SHEET:	3 OF 13

**LEGEND**

	RIGHT-OF-WAY LINE
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	BENCHMARK
	CONCRETE MONUMENT FOUND
	CAPPED REBAR FOUND
	IRON PIPE FOUND
	BUILDING SETBACK LINE
	PAVEMENT SETBACK LINE
	EASEMENT LINE
	WETLANDS (NON-JURISDICTIONAL)
	CONTOUR ELEVATION
	SPOT ELEVATION
	LIMIT OF DISTURBANCE
	TO BE REMOVED



**EXISTING CONDITIONS AND DEMOLITION PLAN**  
**PRELIMINARY MAJOR SUBDIVISION**  
**KNIGHT CROSSING**  
**PHASE ONE**  
 CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE: 8 MAY 2019  
 SCALE: 1" = 50'  
 PROJECT NO. 11686.CC  
 SHEET: 4 OF 13

OWNER: MILDORA MARINA ENTERPRISE, LLC  
 2111 LOVE POINT ROAD  
 STEVENSVILLE, MD 21166

DEVELOPER: M DEVELOPMENT CO, LLC  
 2442 HERRICK ROAD  
 MILFORD, DE 19968  
 PHONE: (302) 684-4844

No.	REVISION
1	PER CITY COMMENTS - 1 JULY 2019

PRELIMINARY  
NOT FOR  
CONSTRUCTION

CHECKED BY: SAG	DESIGNED BY: BRK	FILE NAME: EDWIN.BRK
DRAWN BY: BRK	STEVE J. GORSKI, P.E.	

**DUFFIELD ASSOCIATES**  
 Soil, Water & the Environment

4500 LIMESTONE ROAD  
 WILMINGTON, DE 19808-1232  
 TEL: 302.239.6634  
 FAX: 302.239.8485

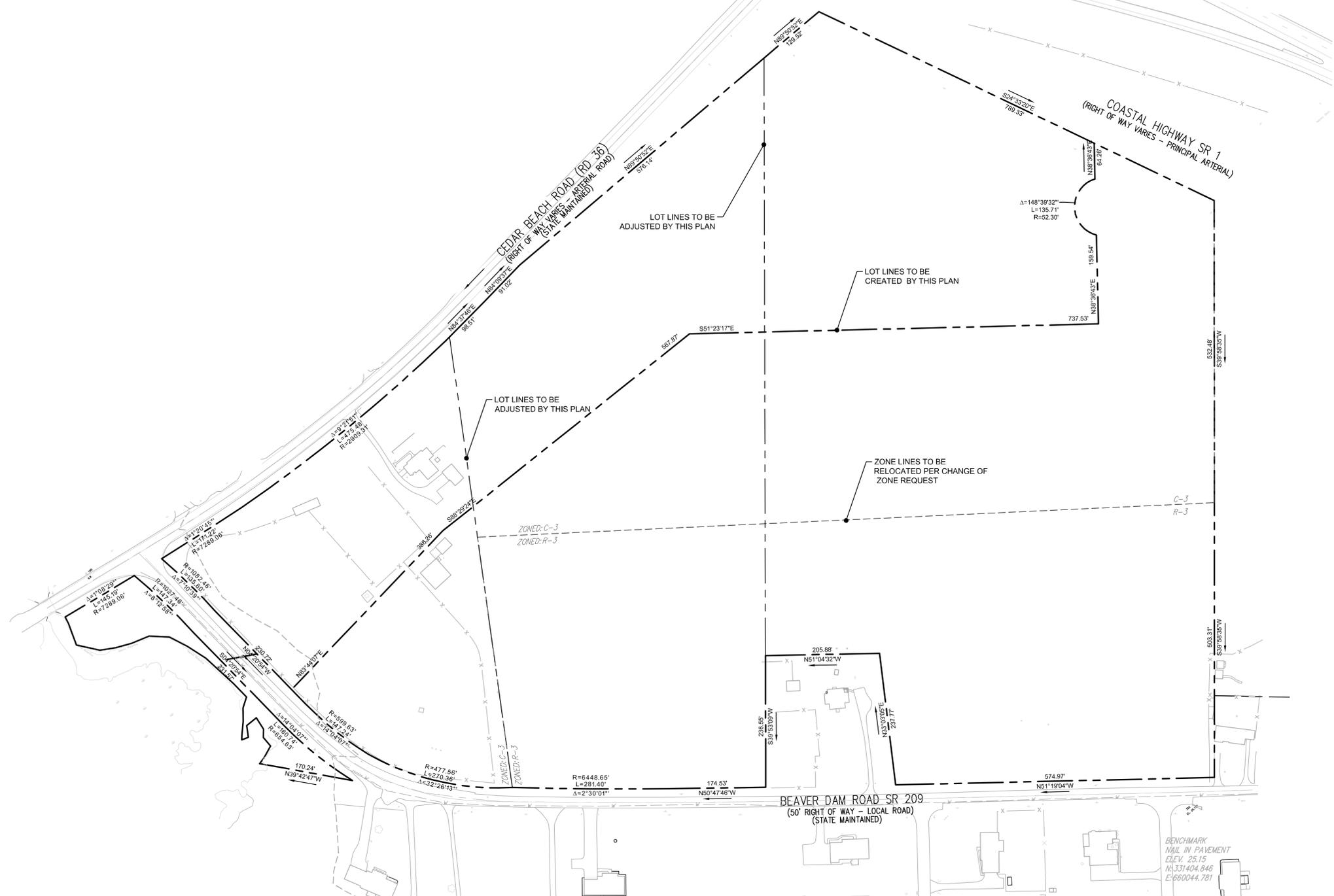
OFFICES IN DELAWARE, MARYLAND,  
 PENNSYLVANIA AND NEW JERSEY

WEB: HTTP://DUFFIELD.COM  
 E-MAIL: DUFFIELD@DUFFIELD.COM

STATE: DELAWARE P.E. #12625

**LEGEND**

	RIGHT-OF-WAY LINE
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	BENCHMARK
	CONCRETE MONUMENT FOUND
	CAPPED REBAR FOUND
	IRON PIPE FOUND
	BUILDING SETBACK LINE
	PAVEMENT SETBACK LINE
	EASEMENT LINE
	WETLANDS (NON-JURISDICTIONAL)



**DUFFIELD ASSOCIATES**  
Soil, Water & the Environment

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WILMINGTON, DE 19808-1232  
TEL: 302.239.6634  
FAX: 302.239.8485

OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
WEB: [HTTP://DUFFIELD.COM](http://duffield.com)  
E-MAIL: [DUFFIELD@DUFFIELD.COM](mailto:DUFFIELD@DUFFIELD.COM)

CHECKED BY:	SAG
DESIGNED BY:	BRK
DRAWN BY:	BRK
FILE NAME:	LOT-ADJ.DWG
DATE:	7/17/2019
DESIGNER:	STEVE J. GORSKI, P.E.
STATE:	DELAWARE
P.E. #:	12625

NO.	REVISION
1	PER CITY COMMENTS - 1 JULY 2019

**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

OWNER: MILDORA MARINA ENTERPRISE, LLC  
2111 LOVE POINT ROAD  
STEVENSVILLE, MD 21166

DEVELOPER: DEVELOPMENT CO. LLC  
2442 HERRICK ROAD  
MILTON, DE 19968  
PHONE: (302) 684-4844

**LOT LINE ADJUSTMENT PLAN  
PRELIMINARY MAJOR SUBDIVISION  
KNIGHT CROSSING  
PHASE ONE  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE**

DATE: 8 MAY 2019  
SCALE: 1" = 100'  
PROJECT NO. 11686.CC  
SHEET: 5 OF 13



**LEGEND:**

	RIGHT-OF-WAY LINE
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	LIMITED COMMON ELEMENT / PHASE LINE
	BENCHMARK
	CONCRETE MONUMENT FOUND
	CAPPED REBAR FOUND
	IRON PIPE FOUND
	BUILDING SETBACK LINE
	PAVEMENT SETBACK LINE
	EASEMENT LINE
	WETLANDS (NON-JURISDICTIONAL)
	PR. RIGHT-OF-WAY LINE
	PR. PROPERTY LINE
	PR. ADJACENT PROPERTY LINE
	PR. BUILDING SETBACK LINE
	PR. EASEMENT LINE
	PR. BUILDINGS
	PR. ON-SITE CURB
	PR. ON-SITE ASPHALT
	PR. ON-SITE CONCRETE
	PR. CONDOMINIUM UNIT NUMBER

**SITE DATA:**

TOTAL SITE AREA	= 40.64 ACRES
AREA OF STATE RIGHT OF WAY DEDICATION	= 11,428 SF (0.26 ACRES)
AREA OF DEVELOPMENT	= 1,123,848 SF (25.80 ACRES)
AREA OF CITY RIGHT OF WAY	= 223,576 SF (5.36 ACRES)
AREA OF CONDOMINIUM PROPERTIES	= 619,261 SF (14.21 ACRES)
REQUIRED OPEN SPACE 131 UNITS * 400SF	= 52,400 SF (1.20 ACRES)
PROPOSED OPEN SPACE	= 206,300 SF (4.736 ACRES)
PROPOSED SWM AREAS	= 65,541 (1.50 ACRES)

**CITY OF MILFORD APPROVAL**

ERIC NORENBERG      CITY MANAGER      DATE \_\_\_\_\_

**CITY PLANNING DEPARTMENT APPROVAL**

PLANS HAVE BEEN REVIEWED AND ARE FOUND TO BE IN GENERAL CONFORMANCE WITH THE MOST RECENTLY ADOPTED AND/OR CERTIFIED VERSIONS OF THE CITY OF MILFORD'S CODE OF ORDINANCES AND COMPREHENSIVE LAND USE PLAN. THE OWNER AND THEIR ENGINEER AND/OR SURVEYOR ASSUME ALL RESPONSIBILITY FOR THE DESIGN AS CONTEMPLATED HEREIN AND ACCURACY OF ALL INFORMATION SHOWN HEREON.

**CITY ENGINEER APPROVAL**

CONSTRUCTION IMPROVEMENTS PLANS HAVE BEEN REVIEWED AND ARE FOUND TO BE IN GENERAL CONFORMANCE WITH THE CITY OF MILFORD'S STANDARD SPECIFICATIONS FOR INSTALLATION OF UTILITY CONSTRUCTION PROJECTS AND SUBMISSION PAVEMENT DESIGN. THE OWNER AND THEIR ENGINEER AND/OR SURVEYOR ASSUME ALL RESPONSIBILITY FOR THE DESIGN AS CONTEMPLATED HEREIN AND ACCURACY OF ALL INFORMATION SHOWN HEREON.

\_\_\_\_\_  
CITY ENGINEER      DATE \_\_\_\_\_



**DUFFIELD ASSOCIATES**  
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5400 LIMESTONE ROAD  
WILMINGTON, DE 19808-1232  
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E-MAIL: DUFFIELD@DUFFIELD.COM

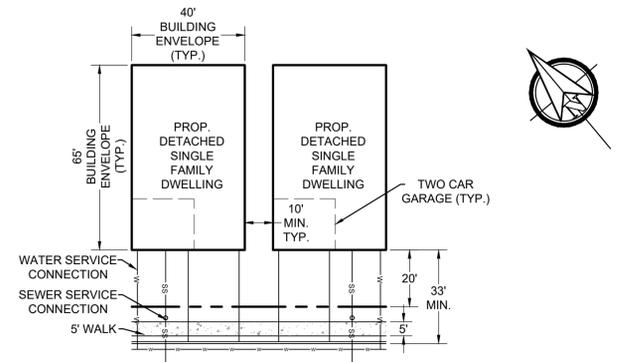
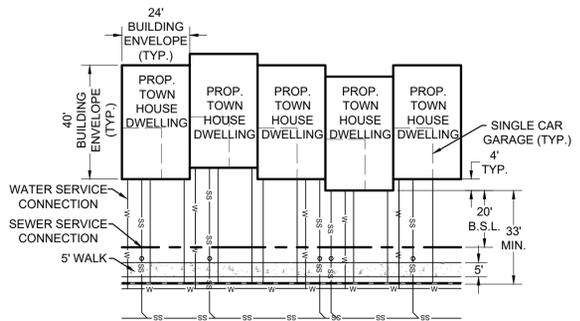
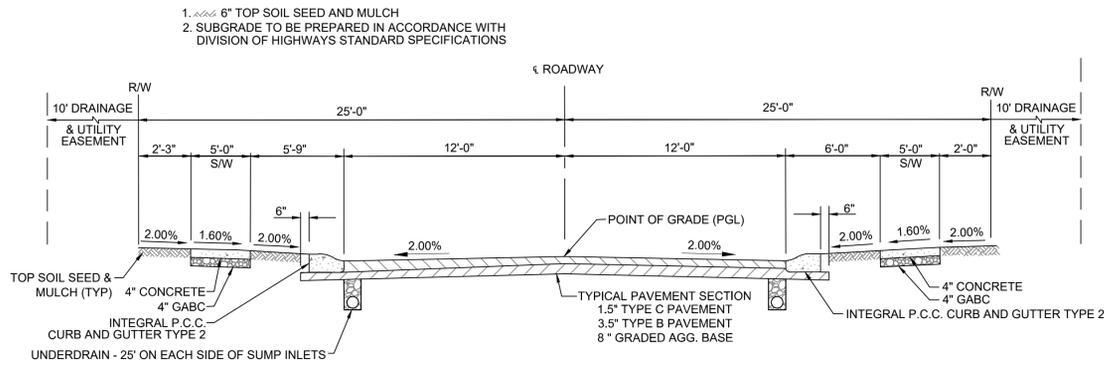
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DRAWN BY:	DATE:
DATE:	STATE: DELAWARE

OWNER: MILDORA MARINA ENTERPRISE, LLC 2101 LOVE PRINT ROAD STEVENSVILLE, MD 21166	REVISION
DEVELOPER: K&S DEVELOPMENT CO. LLC 2442 BROADKILL ROAD MILFORD, DE 19968 PHONE: (302) 684-4844	PRELIMINARY NOT FOR CONSTRUCTION
PER CITY COMMENTS - JULY 2019	

**PRELIMINARY RECORD PLAT**  
**PRELIMINARY MAJOR SUBDIVISION**  
**KNIGHT CROSSING**  
**PHASE ONE**  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE:	8 MAY 2019
SCALE:	1" = 50'
PROJECT NO.	11686.CC
SHEET:	6 OF 13





**SECTION: TYPICAL 24' WIDE INTERNAL STREETS WITH SIDEWALKS**

**TYPICAL TOWN HOUSE LAYOUT**

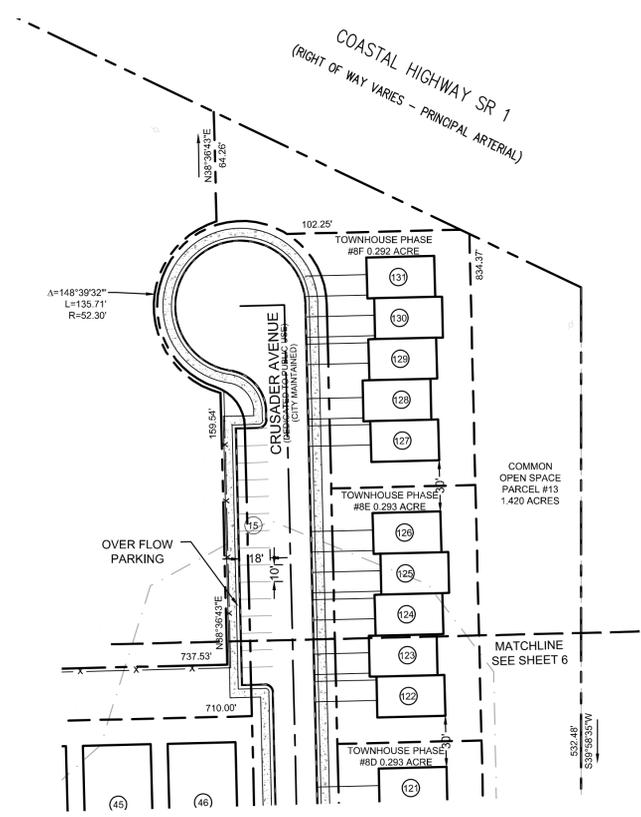
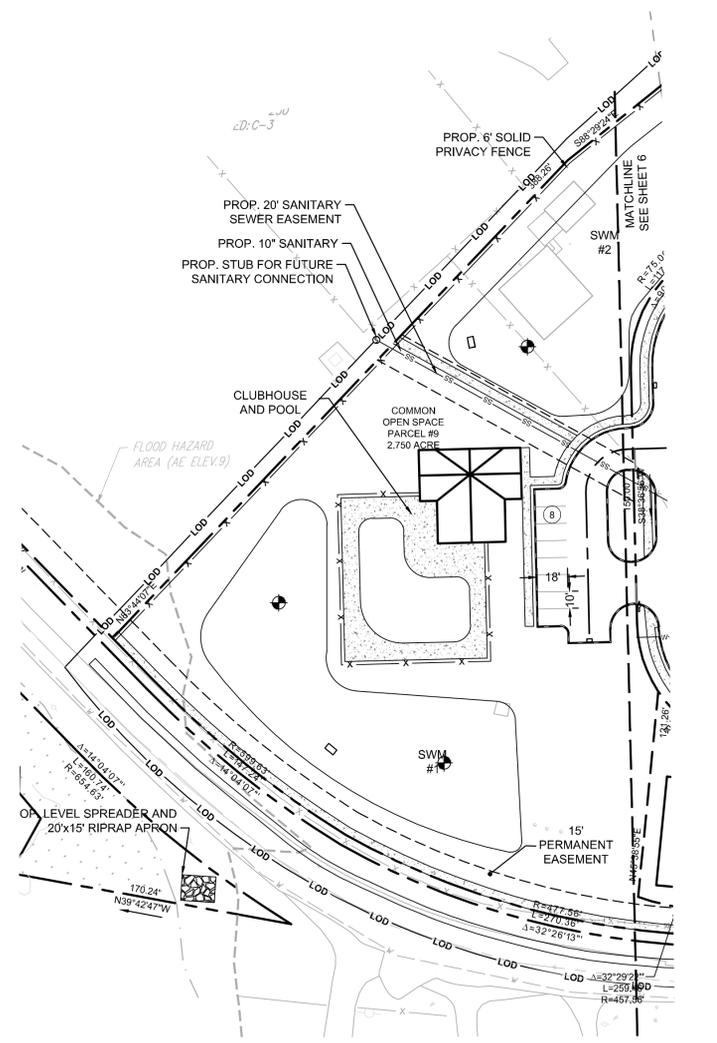
**TYPICAL DETACHED CONDO HOUSE LAYOUT**

SCALE: N.T.S.

SCALE: N.T.S.

**SITE DATA:**

TOTAL SITE AREA	= 40.64 ACRES
AREA OF STATE RIGTH OF WAY DEDICATION	= 11,428 SF (0.26 ACRES)
AREA OF DEVELOPMENT	= 1,123,848 SF (25.80 ACRES)
AREA OF CITY RIGHT OF WAY	= 223,576 SF (5.36 ACRES)
AREA OF CONDOMINIUM PROPERTIES	= 619,261 SF (14.21 ACRES)
REQUIRED OPEN SPACE	131 UNITS * 400SF = 52,400 SF (1.20 ACRES)
PROPOSED OPEN SPACE	= 206,300 SF (4.736 ACRES)
PROPOSED SWM AREAS	= 65,541 (1.50 ACRES)



**LEGEND:**

	RIGHT-OF-WAY LINE
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	LIMITED COMMON ELEMENT / PHASE LINE
	BENCHMARK
	CONCRETE MONUMENT FOUND
	CAPPED REBAR FOUND
	IRON PIPE FOUND
	BUILDING SETBACK LINE
	PAVEMENT SETBACK LINE
	EASEMENT LINE
	WETLANDS (NON-JURISDICTIONAL)
	PR. RIGHT-OF-WAY LINE
	PR. PROPERTY LINE
	PR. ADJACENT PROPERTY LINE
	PR. BUILDING SETBACK LINE
	PR. EASEMENT LINE
	PR. BUILDINGS
	PR. ON-SITE ASPHALT
	PR. ON-SITE CONCRETE



**DUFFIELD ASSOCIATES**  
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DESIGNED BY:	BRK	DRAWN BY:	BRK
CRK BY:	DATE	STATE:	DELAWARE

NO.	REVISION
1	PER CITY COMMENTS - JULY 2019

OWNER: MILLERS MARINA ENTERPRISE, LLC  
2111 LOVE POINT ROAD  
STEVENSVILLE, MD 21166

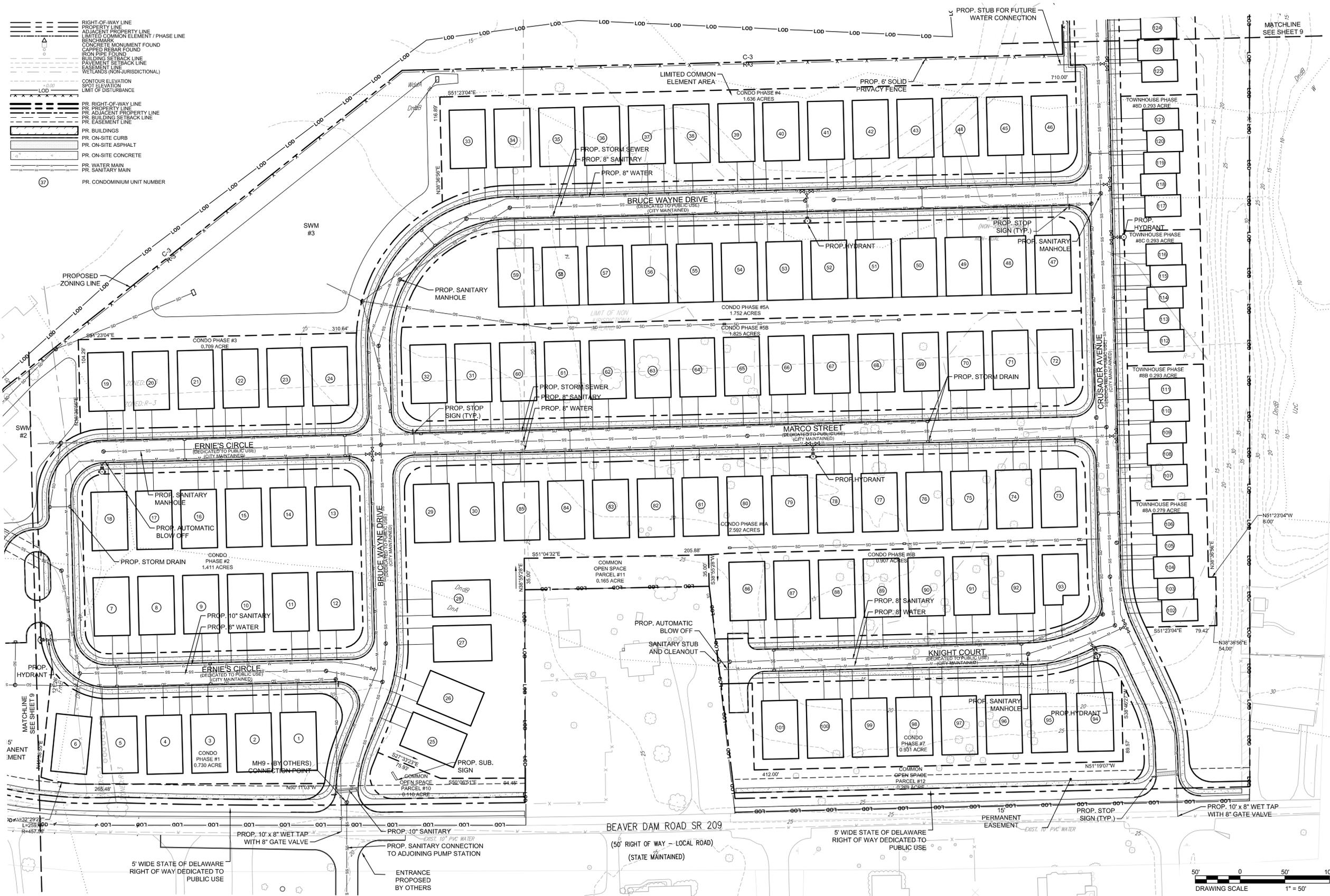
DEVELOPER: DEVELOPMENT CO. LLC  
2442 BRADKILL ROAD  
MILFORD, DE 19968  
PHONE: (302) 684-4844

**PRELIMINARY RECORD PLAT**  
**PRELIMINARY MAJOR SUBDIVISION**  
**KNIGHT CROSSING**  
**PHASE ONE**  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE:	8 MAY 2019
SCALE:	1" = 50'
PROJECT NO.	11686.CC
SHEET:	7 OF 13



- RIGHT-OF-WAY LINE
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- LIMITED COMMON ELEMENT / PHASE LINE
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- CONTOUR ELEVATION
- SPOT ELEVATION
- LIMIT OF DISTURBANCE
- PR. RIGHT-OF-WAY LINE
- PR. PROPERTY LINE
- PR. ADJACENT PROPERTY LINE
- PR. BUILDING SETBACK LINE
- PR. EASEMENT LINE
- PR. BUILDINGS
- PR. ON-SITE CURB
- PR. ON-SITE ASPHALT
- PR. ON-SITE CONCRETE
- PR. WATER MAIN
- PR. SANITARY MAIN
- PR. CONDOMINIUM UNIT NUMBER



**DUFFIELD ASSOCIATES**  
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DESIGNED BY:	FILE NAME:
BRK	BRK
DATE:	DATE:
NO.	NO.

REVISION	NO.	DESCRIPTION
	1	PER CITY COMMENTS - JULY 2019

**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

OWNER: MILECRUSA MARINA ENTERPRISE, LLC  
2101 LOVE PRINT  
STEVENSVILLE, MD 21666  
DEVELOPER: CRUSA DEVELOPMENT CO. LLC  
2442 BRADKILL ROAD  
MILFORD, DE 19968  
PHONE: (302) 684-4844

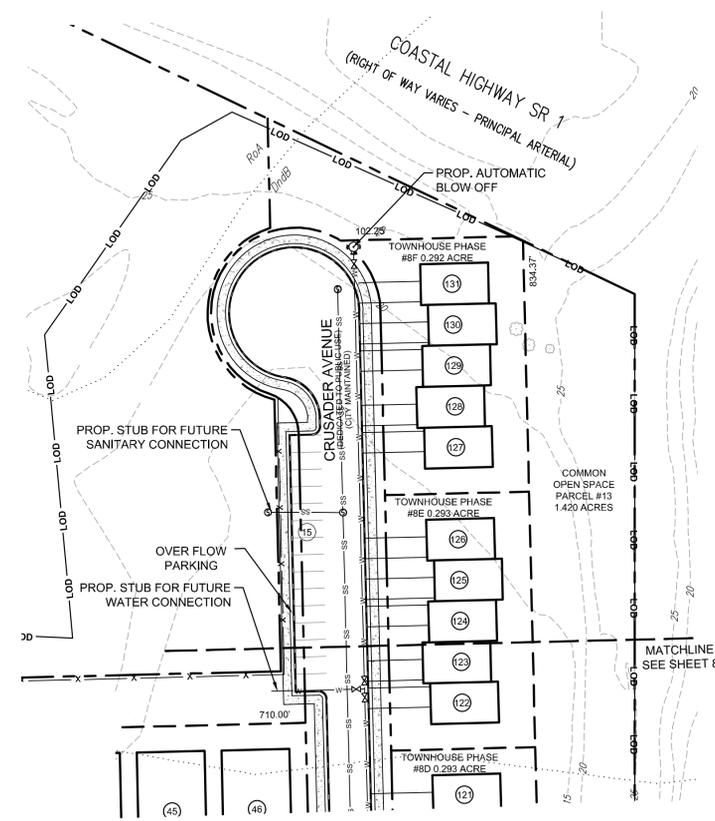
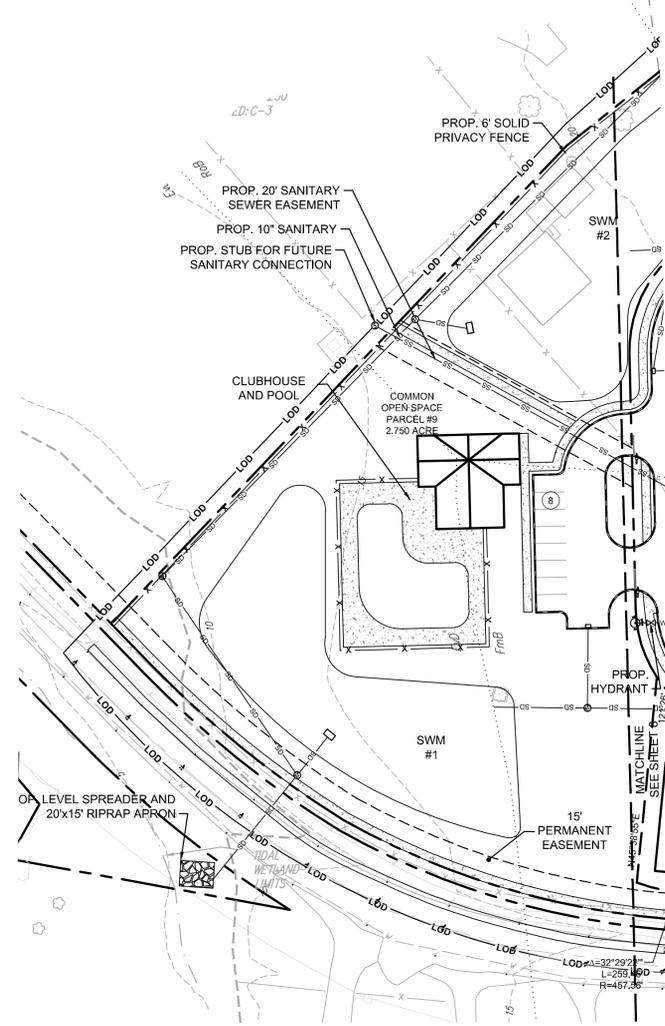
**PRELIMINARY UTILITY PLAN  
PRELIMINARY MAJOR SUBDIVISION  
KNIGHT CROSSING  
PHASE ONE  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE**

DATE: 8 MAY 2019  
SCALE: 1" = 50'  
PROJECT NO. 11686.CC  
SHEET: 8 OF 13





- RIGHT-OF-WAY LINE
- PROPERTY LINE
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- LIMITED COMMON ELEMENT / PHASE LINE
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DRAWN BY: BRK  
FILE NAME: 10111980C  
STEVE J. GORSKI, P.E.  
STATE: DELAWARE P.E. #12625

NO.	REVISION
1	PER CITY COMMENTS - JULY 2019

OWNER: MILLERS MARINA ENTERPRISE, LLC  
2111 LOVE PRINT  
STEVENSVILLE, MD 21156  
DEVELOPER: DE DEVELOPMENT CO. LLC  
2442 BRADKILL ROAD  
MILTON, DE 19968  
PHONE: (302) 684-4844

**PRELIMINARY UTILITY PLAN**  
**PRELIMINARY MAJOR SUBDIVISION**  
**KNIGHT CROSSING**  
**PHASE ONE**  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE: 8 MAY 2019  
SCALE: 1" = 50'  
PROJECT NO. 11686.CC  
SHEET: 9 OF 13

**PRELIMINARY  
NOT FOR  
CONSTRUCTION**



- RIGHT-OF-WAY LINE
  - PROPERTY LINE
  - ADJACENT PROPERTY LINE
  - LIMITED COMMON ELEMENT / PHASE LINE
  - BENCHMARK
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- 
- PR RIGHT-OF-WAY LINE
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  - PR BUILDINGS
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  - PR ON-SITE CONCRETE
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  - PR SANITARY MAIN
  - PR CONDOMINIUM UNIT NUMBER



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DESIGNED BY:	STEVE J. GORSKI, P.E.
FILE NAME:	(BDD)BNC
DRAWN BY:	BRK

REVISION	No.	DESCRIPTION
	1	PER CITY COMMENTS - JULY 2019

OWNER: MILLERS MARINA ENTERPRISE, LLC  
2101 LOVE PRINT  
STEVENSVILLE, MD 21166

DEVELOPER: P&S DEVELOPMENT CO. LLC  
2442 BROADKILL ROAD  
MILTON, DE 19968  
PHONE: (302) 684-4844

**PRELIMINARY BULK GRADING PLAN  
PRELIMINARY MAJOR SUBDIVISION  
KNIGHT CROSSING  
PHASE ONE**

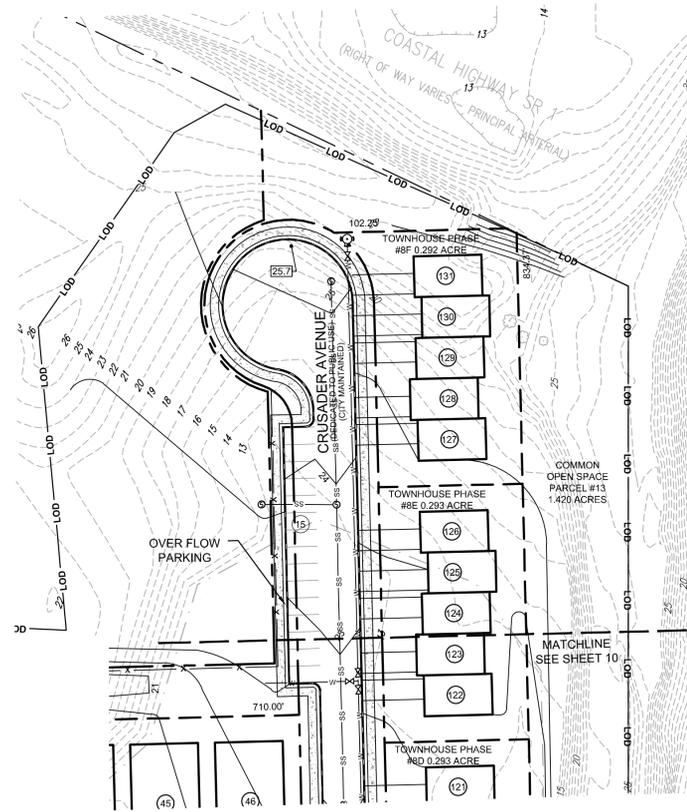
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE

DATE: 8 MAY 2019  
SCALE: 1" = 50'  
PROJECT NO. 11686.CC  
SHEET: 10 OF 13





- RIGHT-OF-WAY LINE
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- LIMITED COMMON ELEMENT / PHASE LINE
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- PR ON-SITE CONCRETE
- PR WATER MAIN
- PR SANITARY MAIN
- PR CONDOMINIUM UNIT NUMBER



**PRELIMINARY BULK GRADING PLAN  
PRELIMINARY MAJOR SUBDIVISION  
KNIGHT CROSSING  
PHASE ONE  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE**

DATE: 8 MAY 2019  
SCALE: 1" = 50'  
PROJECT NO. 11686.CC  
SHEET: 11 OF 13

OWNER: MILLERS MARINA ENTERPRISE, LLC  
2101 LOVE PRINT  
STEVENSVILLE, MD 21666

DEVELOPER: PR DEVELOPMENT CO. LLC  
2442 BRADKILL ROAD  
MILFORD, DE 19968  
PHONE: (302) 684-4844

NO.	REVISION	DATE	CHK BY
1	PER CITY COMMENTS - 1 JULY 2019		

PRELIMINARY  
NOT FOR  
CONSTRUCTION

DESIGNED BY: BRK	CHECKED BY: SAG
DRAWN BY: BRK	FILE NAME: GRD/BRK
STEVE J. GORSKI, P.E.	

**DUFFIELD ASSOCIATES**  
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FAX: 302.239.8485  
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WEB: HTTP://DUFFNET.COM  
E-MAIL: DUFFIELD@DUFFNET.COM

- RIGHT-OF-WAY LINE
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- PR EASEMENT LINE
- PR BUILDINGS
- PR ON-SITE CURB
- PR ON-SITE ASPHALT
- PR ON-SITE CONCRETE
- PR WATER MAIN
- PR SANITARY MAIN
- CANOPY / STREET TREE
- UNDERSTORY TREE
- EVERGREEN TREE



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DESIGNED BY:	BRK	DRAWN BY:	BRK
CHK BY:	DATE	REV	DESCRIPTION

**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

OWNER: MILLERS MARINA ENTERPRISE, LLC  
2101 LOVE PRINT  
STEVENSVILLE, MD 21166

DEVELOPER: DE DEVELOPMENT CO. LLC  
2442 BRADKILL ROAD  
MILTON, DE 19968  
PHONE: (302) 684-4844

**PRELIMINARY LANDSCAPE PLAN  
PRELIMINARY MAJOR SUBDIVISION  
KNIGHT CROSSING  
PHASE ONE  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE**

DATE:	8 MAY 2019
SCALE:	1" = 50'
PROJECT NO.	11686.CC
SHEET:	12 OF 13

**LANDSCAPE NOTES**

- TREE PITS, PLANT BEDS, AND GROUND COVER AREAS SHALL HAVE A CUT EDGE WITH RED 3/4" SHALE (2" DEPTH) FOR ALL TREE PITS AND SHRUB BEDS.
- THIS DRAWING TO BE USED FOR LANDSCAPE DEVELOPMENT PURPOSES ONLY.
- ALL TREE STAKING, GUYING, AND WRAPPING SHALL BE REMOVED AFTER ONE YEAR.
- ALL SHRUB, FLOWER, AND GROUND COVER BEDS SHALL BE PITCHED OR CROWNED TO ASSURE A MINIMUM SURFACE PITCH OF 3% FOR POSITIVE SURFACE DRAINAGE.
- ALL PROPOSED LANDSCAPE PLANT MATERIAL TO BE GUARANTEED FOR A PERIOD OF THREE YEARS FROM THE DATE OF ACCEPTANCE, AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM NEGLIGENCE BY OWNER, ABUSE OR DAMAGE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND LANDSCAPE INSTALLER CONTROL. CONTRACTOR, IF NOT MAINTAINING THE PROPERTY DURING THE GUARANTEE PERIOD, SHALL BE RESPONSIBLE FOR MAKING MONTHLY INSPECTIONS AND ISSUING WRITTEN REPORTS DETAILING ANY MAINTENANCE PRACTICES HE OBSERVES WHICH WOULD IN ANYWAY NEGATE HIS GUARANTEE OBLIGATION.
- ALL AREAS BEYOND THE LIMIT OF LAWN/GROUND COVER THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS SHALL BE REPAIRED TO PRE-CONSTRUCTION CONDITION AND/OR TO COMPLY WITH STANDARDS INDICATED ON THE SOIL EROSION AND SEDIMENT CONTROL PLAN.
- ALL TREES ADJACENT TO CURBS (OR EDGE OF PAVEMENT) SHALL BE PLACED 5'-0" AWAY FROM THE CURB FACE MEASURED TO THE CENTERLINE OF THE TREE TRUNK. IF PLACED IN THE MEDIAN ISLAND, THEY SHALL BE CENTERED IN THE SPACE BETWEEN THE CURBS OR AS NOTED ON THE LANDSCAPE PLAN. ALL TREES PLANTED ADJACENT TO PEDESTRIAN WALKWAYS SHALL BE BRANCHED AT 7' INITIALLY.
- NO PLANT MATERIAL ABOVE 24" WILL BE INSTALLED WITHIN ANY APPROVED SIGHT TRIANGLE.
- PLANT BACKFILL MIX SHALL CONTAIN THE FOLLOWING:  
1 PART AMENDED TOPSOIL (SCREENED) WITH FERTILIZATION AS REQUIRED BELOW:

AMENDED TOPSOIL: SHALL BE WITHOUT ADMIXTURE OF SUBSOIL OF SLAG AND SHALL BE FREE OF STONES, LUMPS, PLANTS OR THEIR ROOTS, STICKS AND EXTRANEOUS MATTER, AND SHALL NOT BE MOVED, PLACED OR USED WHILE IN FROZEN OR MUDDY CONDITION. TOPSOIL SHALL HAVE AN ACIDITY RANGE OF pH 5.0 TO 7.0 AND SHALL CONTAIN NOT LESS THAN 5% ORGANIC MATTER AS DETERMINED BY THE "WALKLEY-BLACK METHOD" (COLORIMETRIC VERSION). SUFFICIENT LIME/STONE SHALL BE ADDED TO TOPSOIL USED TO BRING SOIL TO RANGE

OF pH 6.0 TO pH 6.5. THERE SHALL BE A MINIMUM OF 12" OF TOPSOIL (AFTER SETTLEMENT) IN ALL PLANT BEDS, OR GROUND COVER AREAS AND 3" IN ALL FINE LAWN, SEEDED AREAS OR AS CALLED FOR. AREAS WHERE PAVING HAS BEEN REMOVED TO PROVIDE LAWN OR PLANTING BED AREA SHALL BE ROTOTILLED TO A DEPTH OF AT LEAST 12 INCHES PRIOR TO PLACING TOPSOIL.

FERTILIZATION: 1. FOR TREES, SHRUBS AND ALL GROUND COVER (HERBACEOUS AND CONIFEROUS): "TERRA-SORB" AG AT THE RATE OF 32 OZ PER CUBIC YARD OF SOIL MIX.  
2. FOR TREES AND SHRUBS (EXCLUDING CONIFEROUS GROUND COVER): PHC HEALTHY START 3-4-3 ORGANIC FERTILIZER/SOIL CONDITIONER. SHALL BE APPLIED AT 1/2 LB. PER TRUNK DIAMETER (CAL. INCH) FOR TREES. FOR SHRUBS USE THE FOLLOWING TABLE:

PLANT SIZE	RATE CUPS	LBS.	# PLANT BAG
1 GALLON	1/2	1/4	100
5 GALLON	1	1/2	50
15 GALLON	2	1	25
24" BALL/BOX	3	1 1/2	16
36" BALL/BOX	5	2 1/2	10
42" BALL/BOX	6	3	8
54" BALL/BOX	8	4	6
72" BALL/BOX	10	5	5

FOR HERBACEOUS AND CONIFEROUS GROUND COVER: DRY ROOTS 2 SHALL BE APPLIED AT THE FOLLOWING RATES:

CONIFEROUS GROUND COVER:	RATE CUPS	LBS.	# PLANT BAG
15-18" B&B	1 1/2	3/4	37

HERBACEOUS GROUND COVER: 20LBS./1000 SQUARE FEET.

FOR LAWN AND SEEDED AREAS: 10-6-4 50% ORGANIC FERTILIZER AT THE RATE OF 20LBS. PER 1,000 SQUARE FEET (OR AS REQUIRED BY TOPSOIL ANALYSIS REPORT).

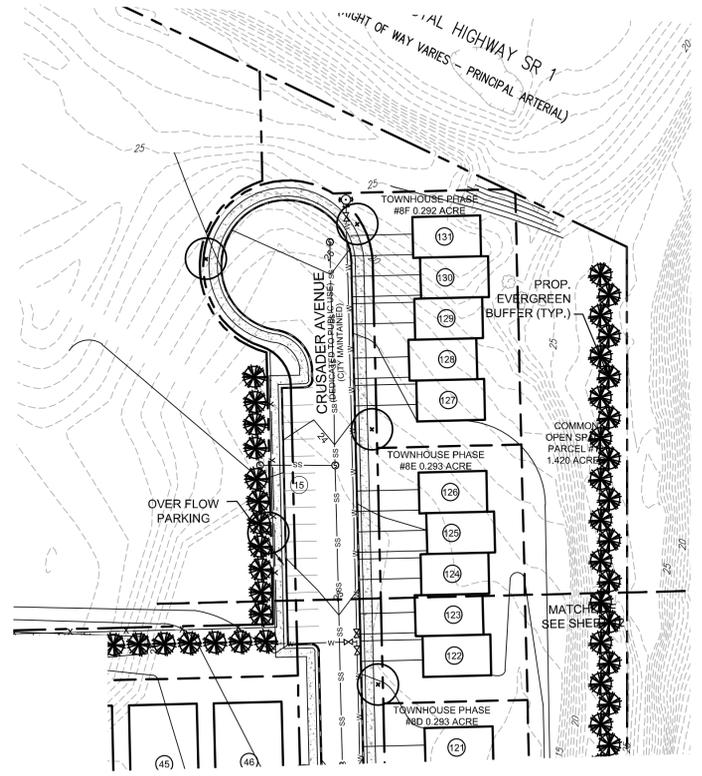
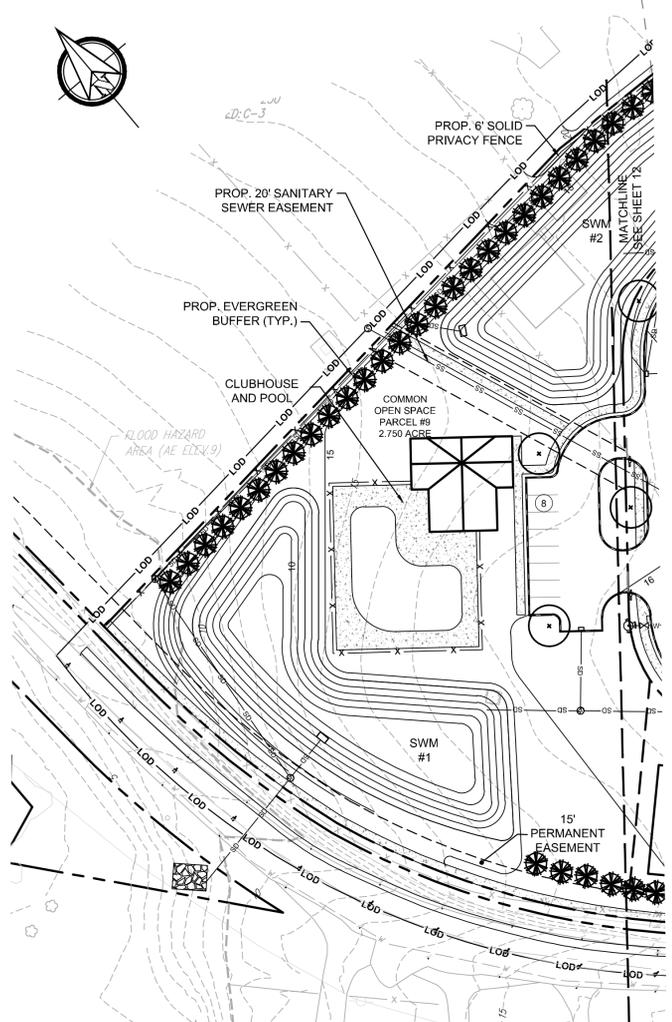
- ALL PLANT MATERIAL MUST COMPLY WITH THE RECOMMENDATIONS AND REQUIREMENTS OF ANSI Z60.1 "STANDARD FOR NURSERY STOCK".
- PLANT QUANTITIES ARE GIVEN FOR COMPARISON PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE FOR CONFIRMING PLANT COUNTS AND SHALL BE RESPONSIBLE FOR PROVIDING ALL PLANT MATERIAL SHOWN ON THE DRAWING. ANY DISCREPANCIES BETWEEN PLANT SCHEDULE QUANTITIES AND PLANS SHALL IMMEDIATELY BE BROUGHT TO THE LANDSCAPE ARCHITECT'S ATTENTION PRIOR TO SUBMISSION OF BID. NO SUBSTITUTIONS OF TYPE OF PLANT MATERIAL OR SIZES OF PLANT MATERIAL WILL BE ACCEPTABLE UNLESS APPROVED BY THE LANDSCAPE ARCHITECT. ANY CHANGES TO AN APPROVED LANDSCAPE PLAN MUST BE AUTHORIZED BY THE LANDSCAPE ARCHITECT.
- APPLY ANTI-DESICCANT PRIOR TO THE ONSET OF WINTER AND AGAIN IN MID-WINTER, USING POWER SPRAY TO PROVIDE AN ADEQUATE FILM OVER TRUNKS, BRANCHES, STEMS, TWIGS, AND FOLIAGE. IF DECIDUOUS TREES OR SHRUBS ARE MOVED IN FULL-LEAF, SPRAY WITH ANTI-DESICCANT AT NURSERY BEFORE MOVING AND AGAIN TWO WEEKS AFTER INSTALLATION.
- ALL PLANTED TREES, SHRUBS, GROUND COVERS AND ANNUAL FLOWERS, SHALL BE MAINTAINED UNTIL FINAL ACCEPTANCE OF THE COMPLETED CONTRACT, OR WHEN INSTALLATION IS ACCEPTED AND MAINTENANCE IS TRANSFERRED TO OWNER. MAINTENANCE SHALL INCLUDE WATERING, CULTIVATING, CONTROL OF INSECTS, FUNGUS, AND OTHER HORTICULTURAL OPERATIONS NECESSARY FOR THE PROPER GROWTH OF ALL PLANT MATERIAL.
- PLANT LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE AND SUBJECT TO FIELD AND UTILITY LOCATIONS.
- PERMANENT SEEDING MIX PER DNREC STANDARD DETAIL DE-ESC 3.4.3. REFER TO SEDIMENT AND STORMWATER PLANS, SHEET 6 OF 9. ALL PERVIOUS AREAS THAT DO NOT RECEIVE SHREDDED HARDWOOD MULCH SHALL BE SEEDED ACCORDING TO THE TABLE BELOW.

PERMANENT SEEDING AND SEEDING DATES (cont.)										
Mx No.	Certified Seed	Seeding Rate	Optimum Seeding Dates							Remarks
			Coastal Plain	Piedmont	All	Remarks				
14	Croaking Reed Fescue Rough Bluestem Chewings Fescue	50 90	1.15 2.1	G	A	O	O	A	O	Shade tolerant, moisture tolerant.

- When hydroseeding is the chosen method of application, the total rate of seed should be increased by 25%.
- Winter seeding requires 3 tons per acre of straw mulch. Planting dates listed above are average for Delaware. These dates may require adjustment to reflect local conditions.
- All seed shall meet the minimum purity and maximum germination percentages recommended by the Delaware Department of Agriculture. The maximum % of weed seeds shall be in accordance with Section 1, Chapter 24, Title 3 of the Delaware Code.
- Cool season species may be planted throughout summer if soil moisture is adequate or seeded area can be irrigated.
- All leguminous seed must be inoculated.
- Warm season grass mix and Reed Canary Grass cannot be mowed more than 4 times per year.
- Warm season grasses require a soil temperature of at least 50 degrees in order to germinate, and will remain dormant until then.

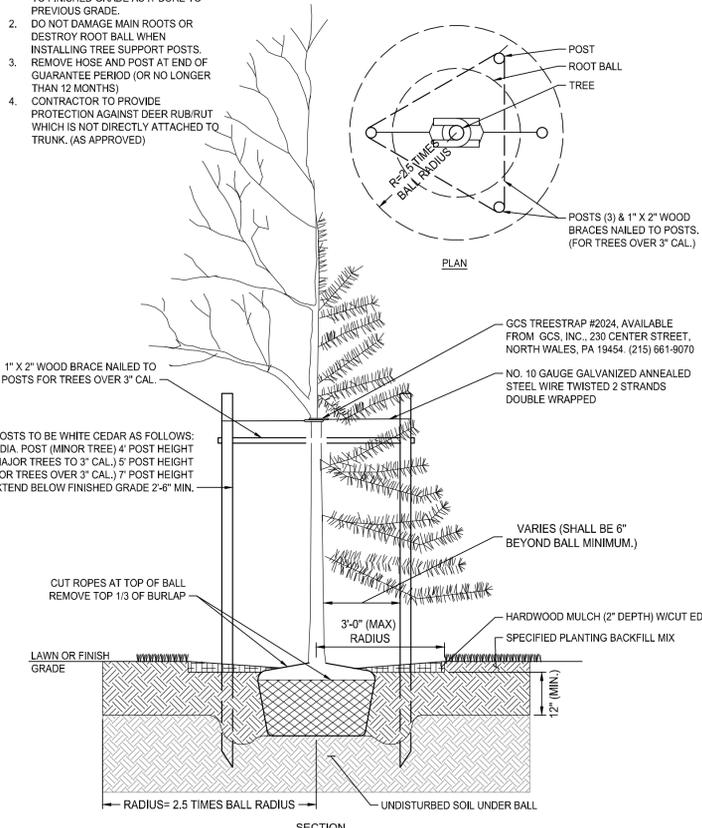
**TREE PROTECTION NOTES**

- LIMIT OF WORK LINE TO BE DELINEATED BY SNOW FENCING OR APPROVED EQUAL. ALL TREES IDENTIFIED AS BEING PRESERVED FOR CREDIT SHALL BE FENCED ALONG OR BEYOND THEIR DRIP LINE. SEE TREE PROTECTION DETAIL ON THIS SHEET.
- PROTECTIVE FENCING TO BE SNOW FENCING OR EQUIVALENT TO PROTECT VEGETATION FROM HEAVY MACHINERY OR CONSTRUCTION OPERATIONS.
- PROTECTIVE FENCING TO BE ERECTED BEFORE EXCAVATION AND REMOVED UPON COMPLETION OF GRADING.

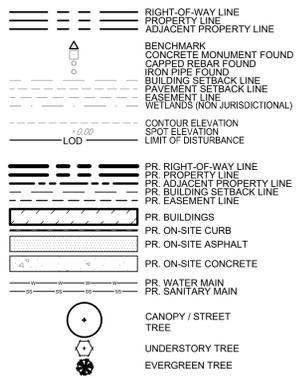


**PLANTING NOTES:**

- CROWN OF ROOT BALL SHALL BEAR SAME RELATION (OR SLIGHTLY ABOVE) TO FINISHED GRADE AS IT BORE TO PREVIOUS GRADE.
- DO NOT DAMAGE MAIN ROOTS OR DESTROY ROOT BALL WHEN INSTALLING TREE SUPPORT POSTS.
- REMOVE HOSE AND POST AT END OF GUARANTEE PERIOD (OR NO LONGER THAN 12 MONTHS).
- CONTRACTOR TO PROVIDE PROTECTION AGAINST DEER RUB/RUT WHICH IS NOT DIRECTLY ATTACHED TO TRUNK. (AS APPROVED)



**DETAIL: TREE PLANTING**  
SCALE: NOT TO SCALE



**DUFFIELD ASSOCIATES**  
Soil, Water & the Environment  
5400 LIMESTONE ROAD  
WILMINGTON, DE 19808-1232  
TEL: 302.239.6634  
FAX: 302.239.8485  
OFFICES IN DELAWARE, MARYLAND, PENNSYLVANIA AND NEW JERSEY  
WEB: HTTP://DUFFIELD.COM  
E-MAIL: DUFFIELD@DUFFIELD.COM

CHECKED BY:	SAG	FILE NAME:	LAND/1802
DESIGNED BY:	BRK	DRAWN BY:	BRK
DATE:		DATE:	

REVISION			
No.			

**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

OWNER: MILECRS MARINA ENTERPRISE, LLC  
218 LOVE PRINT  
STEVENSVILLE, MD 21166  
DEVELOPER: PRS DEVELOPMENT CO. LLC  
2442 HERRICK ROAD  
MILFORD, DE 19968  
PHONE: (302) 684-4844

**PRELIMINARY LANDSCAPE PLAN  
PRELIMINARY MAJOR SUBDIVISION  
KNIGHT CROSSING  
PHASE ONE  
CITY OF MILFORD ~ SUSSEX COUNTY ~ DELAWARE**

DATE: 8 MAY 2019  
SCALE: 1" = 50'  
PROJECT NO. 11686.CC  
SHEET: 13 OF 13

CITY OF MILFORD  
NOTICE OF PUBLIC HEARINGS  
Planning Commission Hearing: Tuesday, October 18, 2022 @ 6:00 p.m.  
City Council Hearing: Monday, October 24, 2022 @ 6:00 p.m.

NOTICE IS HEREBY GIVEN that the proposed Ordinance is currently under review by the City of Milford Planning Commission and/or City Council. City Council has the option to approve or deny the ordinance. Not adopting the ordinance is the result of City Council rejecting the application. City Council adopting the ordinance is the result of the application being approved, thus the purpose of the notice being written in the affirmative. This form of writing is not intended to influence any decision of the Planning Commission and/or City Council:

**ORDINANCE 2022-39**

Application of Becker Morgan Group, Inc. on behalf of Red Cedar Farms, Inc  
for a Preliminary Major Subdivision  
of 101.42 +/- acres of land located along the east side of Bucks Road and  
north of Cedar Neck Road. Comprehensive Plan Designation: Low Density Residential  
Zoning District: R-2 (low density residential) Present Use: Vacant  
Proposed Use: 200-unit Single-family Detached Dwelling Subdivision  
Tax Parcel: 3-30-11.00-068.00

WHEREAS, the owners of the property as above described herein have petitioned the City of Milford for a Preliminary Major Subdivision of 101.42 +/- acres into 200 single-family residential lots; and

WHEREAS, the City of Milford Planning Commission will consider the application at a Public Hearing to allow for public comment on October 18, 2022; and

WHEREAS, Milford City Council will hold a Public Hearing on October 24, 2022 to allow for public comment and further review of the application.

Section 1. The Preliminary Major Subdivision is consistent with the objectives, policies, general land uses and programs in the City of Milford Comprehensive Plan, Subdivision and Zoning Codes, in that it establishes obligations and conditions for the implementation of the Red Cedar Farm Development.

Section 2. The Preliminary Major Subdivision Plan is in conformity with public convenience, general welfare, and good land use practice.

Section 3. The Preliminary Major Subdivision Plan will not be detrimental to the public health, safety and general welfare of the community.

Section 4. These changes and additions will not adversely affect the orderly development of adjacent properties and will continue to maintain the preservation of property values.

Section 5. Dates.

City Council Introduction: October 10, 2022

Planning Commission Review & Public Hearing: October 18, 2022

City Council Final Review & Public Hearing: October 24, 2022

Effective: Ten Days following Adoption

For additional information, please contact Rob Pierce in the Planning & Economic Development Department either by e-mail at [RPierce@milford-de.gov](mailto:RPierce@milford-de.gov) or by calling 302.424.8396.

Published: Delaware State News 10-02-22

## DATA SHEET FOR RED CEDAR FARMS

Development Advisory Committee: February 16, 2022

Planning Commission Meeting: October 18, 2022

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<b>Application Number / Name</b>	:	22-004 / Red Cedar Farms
<b>Applicant</b>	:	Becker Morgan Group, Inc. 309 South Governors Avenue Dover, DE 19904
<b>Owner</b>	:	Red Cedar Farms, Inc. 2160 NW 69 <sup>th</sup> Terrace Margate, FL 33063
<b>Application Type</b>	:	Preliminary Major Subdivision
<b>Comprehensive Plan Designation</b>	:	Low Density Residential
<b>Zoning District</b>	:	R-2
<b>Present Use</b>	:	Vacant
<b>Proposed Use</b>	:	200-unit Single-family Detached Dwelling Subdivision
<b>Area and Location</b>	:	101.42 +/- acres of land located along the east side of Bucks Road north of Cedar Neck Road.
<b>Property Identification Numbers</b>	:	3-30-11.00-068.00

ENC: Staff Analysis Report  
Exhibit A - Location & Zoning Map  
Exhibit B - Preliminary Major Subdivision



**STAFF ANALYSIS REPORT**  
**September 20, 2022**

<b>Application Number / Name</b>	:	22-004 / Red Cedar Farms
<b>Application Type</b>	:	Preliminary Major Subdivision
<b>Comprehensive Plan Designation</b>	:	Low Density Residential
<b>Zoning District</b>	:	R-2
<b>Present Use</b>	:	Vacant
<b>Proposed Use</b>	:	200-unit Single-family Detached Dwelling Subdivision
<b>Property Identification Numbers</b>	:	3-30-11.00-068.00
<b>Area and Location</b>	:	101.42 +/- acres of land located along the east side of Bucks Road north of Cedar Neck Road.

**I. BACKGROUND INFORMATION:**

- The applicant proposes to construct a 200-unit single-family detached dwelling subdivision as shown on the provided preliminary major subdivision plans.
- The development includes a clubhouse and pool which will need to be reviewed under a separate site plan application.

**II. STAFF ANALYSIS:**

Based on the information presented, the City of Milford Code and the Comprehensive Plan, staff submits the following regarding the request for a Preliminary Major Subdivision approval:

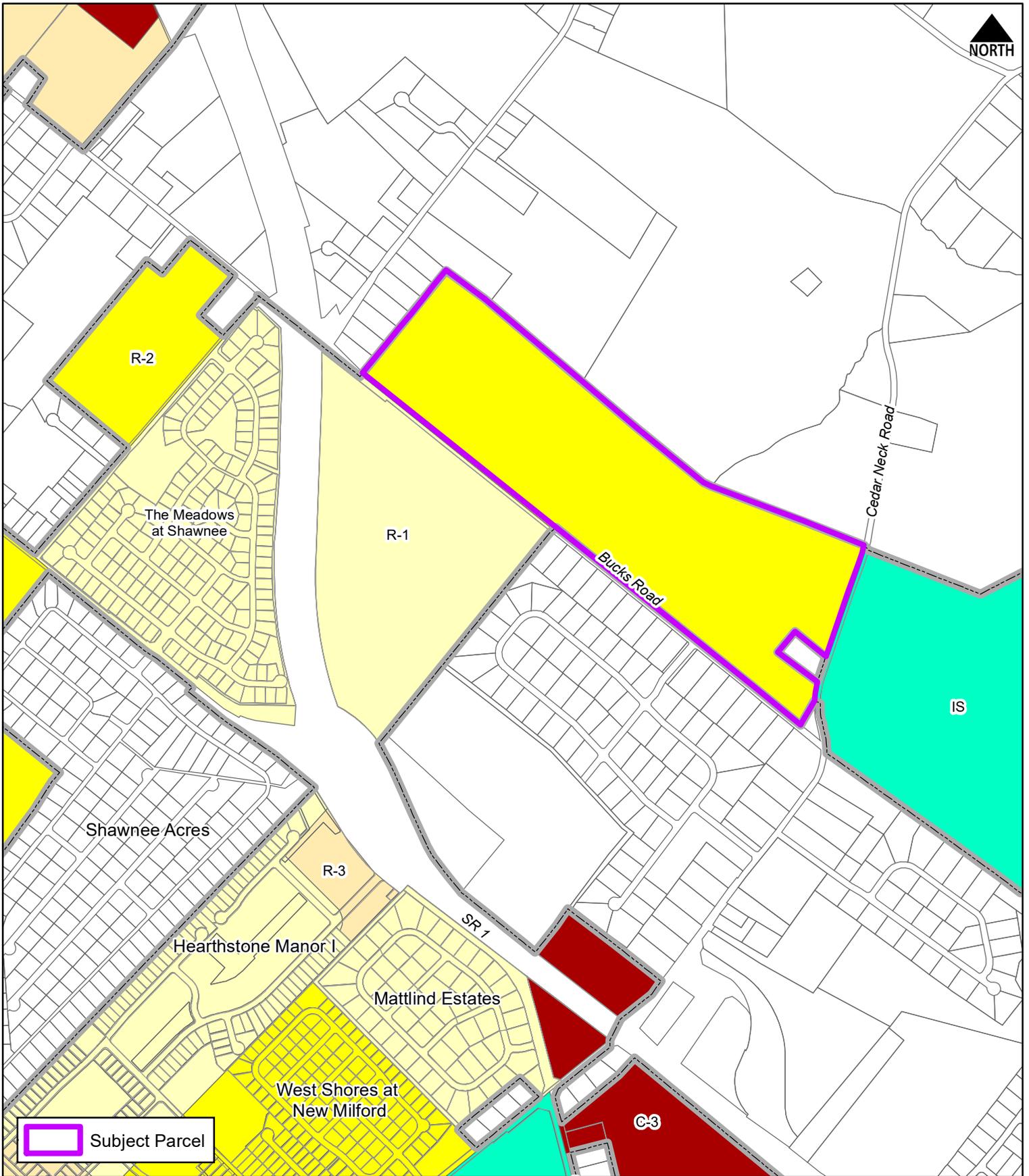
- The applicant is seeking a waiver from Chapter 200-8(D) which states “block widths shall not be less than 275 feet nor more than 450 feet.” The applicant is seeking permission to exceed the block widths for Blocks ‘A’, ‘B’ and ‘C’ as shown on the provided waiver exhibit. Block ‘A’ would be 595 feet, Block ‘B’ would be 559 feet and Block ‘C’ would be 640 feet.
- Other than the aforementioned waiver request, the application is consistent with Chapter 230 Zoning and Chapter 200 Subdivision of Land.

- The preliminary major subdivision plans have been reviewed for general compliance with the City’s Construction Standards and Specifications. See plan review comment letter dated August 30, 2022 and applicant’s responses.
- The applicant would construct a sewage pumping station and force main to serve the Red Cedar Farms project. The applicant will connect to the existing water main located on Cedar Neck Road and extend the 10” water main through the site to the northern limits of the project on the west side of Bucks Road. The City will be responsible for making the water main connection from the project, under Route 1 to Beaver Dam Road as outlined in the City’s Comprehensive Plan and SE Master Plan.
- The applicant shall be responsible for right-of-way improvements, either through the direct construction of the entrance, road widening, and shared use path or via contribution to the SE Milford Transportation Improvement District (TID) once finalized and adopted by City Council. Improvements would be determined by DelDOT.
- The following comments must be addressed prior to Final Major Subdivision approval;
  - Obtain approvals or no objection letters from DelDOT, State Fire Marshal’s Office, Sussex Conservation District, DNREC WPC and DHSS;
  - Address remaining Preliminary Major Subdivision review comments (copy of which is included in the packet) from the Planning Department;
  - Address conditions imposed by the Planning Commission and City Council as part of the PUD approval;
  - Obtain final approval of engineering plans from the City Engineer; and
  - Address additional department and agency comments outlined in Section III.

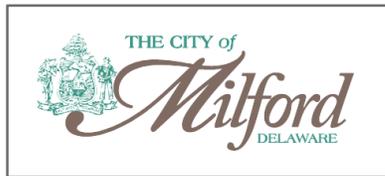
### **III. AGENCY & DEPARTMENT COMMENTS:**

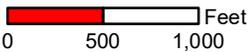
- **Office of State Planning Coordination**  
See attached PLUS comments dated September 23, 2021.
- **DelDOT**  
No comments provided.
- **Delaware Health and Social Services – Division of Public Health**  
No comments provided.
- **Department of Natural Resources and Environmental Control (DNREC), Division of Water, Surface Water Discharges Section (SWDS)**  
No comments provided.
- **Sussex Conservation District**  
No comments provided.
- **Delaware State Fire Marshal’s Office**  
See attached comments.
- **Carlisle Fire Company**  
No comments provided.

- **City of Milford Public Works Department, City Engineer**  
See attached Preliminary Major Subdivision and Site Plan review comments dated August 30, 2022.
- **City of Milford Parks and Recreation Department**  
No comments provided.
- **City of Milford Police Department**  
No comments provided.
- **Milford School District**  
No comments provided.



 Subject Parcel



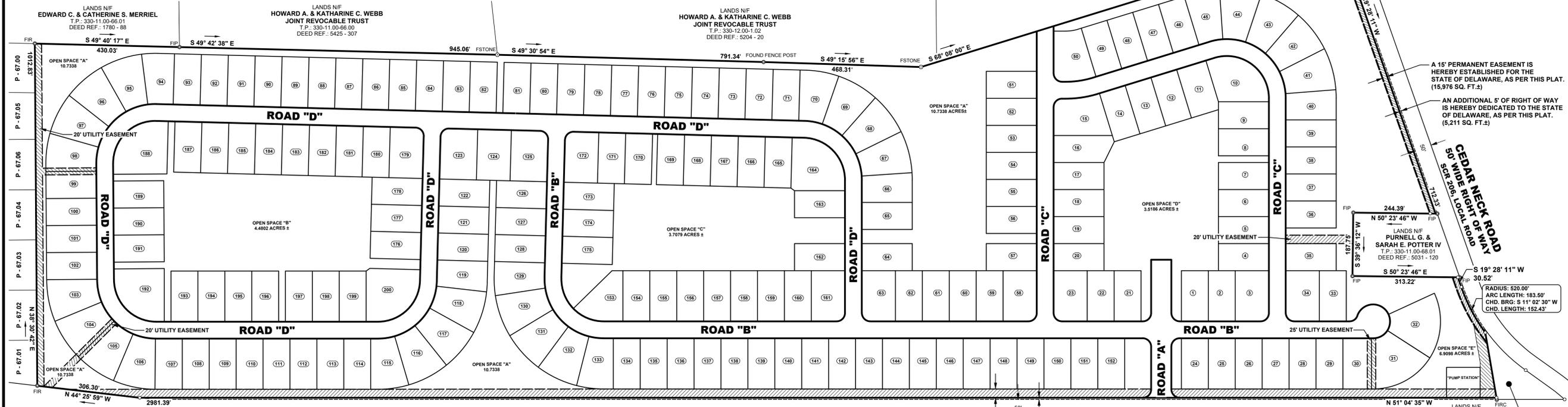
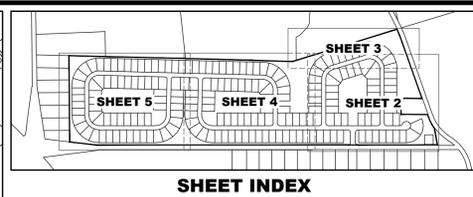
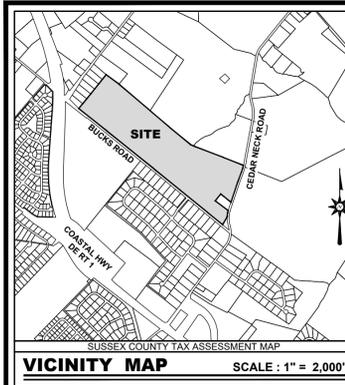
Scale:  
  
 0 500 1,000 Feet

Drawn by: WRP      Date: 02/03/22

Title:

Preliminary Major Subdivision  
**Red Cedar Farms**  
 Location & Zoning Map

Filepath: PreliminaryMajor\_RedCedarFarms.mxd



TAX PARCEL	LANDS NOW OR FORMERLY OF	DEED REFERENCE
330-11.00-56.00	MR WIGGLES LLC	3815 - 29
330-11.00-67.00	JAMES M. TISHER SR., TRUSTEE ET. AL.	3825 - 84
330-11.00-67.01	CAPGROW HOLDINGS JV SUB I LLC	4369 - 93
330-11.00-67.02	JACLYN AMANDA PACCIOLLO	5376 - 58
330-11.00-67.03	JOSEPH H. & LORI L. WEBB III	2716 - 29
330-11.00-67.04	DOUGLAS COOK CONKLING	4908 - 256
330-11.00-67.05	JAMES M. TISHER SR., TRUSTEE ET. AL.	5193 - 116
330-11.00-67.06	ANTHONY R. PERRINO	5118 - 304
330-11.00-70.01	MARK D. & TANYA J. STURGEON	3040 - 60
330-11.00-343.00	WILLIAM C. HAGGERTY	2614 - 238
330-11.00-344.00	RICHARD JOHN & ELLEN BAER	4238 - 180
330-11.00-345.00	MICHAEL E. & COLETTE L. HAYCRAFT	2005 - 282
330-11.00-346.00	PETER & CAROL W. GOLDRING	5147 - 134
330-11.00-347.00	RAYMOND HENDRICK	4593 - 222
330-11.00-348.00	JAMES B. ADAMS, TRUSTEE	551 - 265
330-11.00-349.00	JAMES & SHELIA C. SWEENEY	5085 - 210
330-11.00-411.00	GARY J. & MANON T. LICSKO	4267 - 88
330-11.00-412.00	LINDA A. WHITE	4296 - 158
330-11.00-413.00	RONALD N. & GAIL M. ESPERSEN	4251 - 128
330-11.00-414.00	MATTHEW B. CROUCH	3979 - 33
330-11.00-415.00	CHRISTOPHER & JAIME HILL	5416 - 293
330-11.00-416.00	PASQUALE D. & PENNY M. VISOLI, TRUSTEES	5237 - 264
330-11.00-417.00	THOMAS J. & SHANNON L. PEERS	3271 - 71
330-11.00-418.00	JOSEPH S. & KAREN M. KRISS	2719 - 294

**CITY OF MILFORD APPROVAL**

CITY MANAGER: MARK WHITFIELD \_\_\_\_\_ DATE \_\_\_\_\_

**OWNERS CERTIFICATION**

WE, RED CEDAR FARMS, INC., HEREBY CERTIFY THAT WE ARE THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN ON THIS PLAN, THAT THE PLAN WAS MADE AT OUR DIRECTION, AND THAT WE ACKNOWLEDGE THE SAME TO BE OUR ACT AND DESIRE THE PLAN TO BE DEVELOPED AS SHOWN IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**SURVEYOR CERTIFICATION**

I, JEFFREY C. DODD, REGISTERED AS A PROFESSIONAL LAND SURVEYOR IN THE STATE OF DELAWARE, HEREBY STATE THAT THE INFORMATION SHOWN ON THIS PLAN HAS BEEN PREPARED UNDER MY SUPERVISION AND MEETS THE STANDARDS OF PRACTICE AS ESTABLISHED BY THE STATE OF DELAWARE BOARD OF PROFESSIONAL LAND SURVEYORS, ANY CHANGES TO THE PROPERTY CONDITIONS, IMPROVEMENTS, BOUNDARY OR PROPERTY CORNERS AFTER THE DATE SHOWN HEREON SHALL NECESSITATE A NEW REVIEW AND CERTIFICATION FOR ANY OFFICIAL OR LEGAL USE.

JEFFREY C. DODD \_\_\_\_\_ P.L.S. NO. 782 \_\_\_\_\_ DATE \_\_\_\_\_

P - 56.00	P - 70.01	P - 418.00	P - 417.00	P - 416.00	P - 415.00	P - 414.00	P - 413.00	P - 412.00	P - 411.00	P - 348.00	P - 347.00	P - 346.00	P - 345.00	P - 344.00	P - 343.00
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BUCKS ROAD 50' WIDE RIGHT OF WAY SCR 210, LOCAL ROAD		VARYING WIDTH PERMANENT EASEMENT HEREBY ESTABLISHED FOR THE STATE OF DELAWARE, AS PER THIS PLAT. (2,4074 AC.±)		AN ADDITIONAL 5' OF RIGHT OF WAY IS HEREBY DEDICATED TO THE STATE OF DELAWARE, AS PER THIS PLAT. (20,072 SQ. FT.±)		THANKLY LANE "K" (LOCAL ACRES)		P - 348.00		P - 347.00		P - 346.00		P - 345.00		P - 344.00		P - 343.00	
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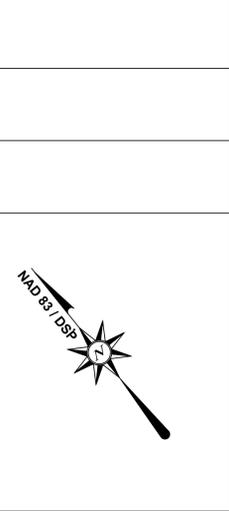
**SITE DATA**

- OWNER OF RECORD: RED CEDAR FARMS, INC. 2160 NW 69TH TERRACE MARGATE, FLORIDA 33063
- ENGINEER / SURVEYOR: BECKER MORGAN GROUP INC. 309 SOUTH GOVERNORS AVE. DOVER, DELAWARE 19904 302-734-7950
- PROPERTY LOCATION: 6367 BUCKS ROAD LATITUDE N 38° 54' 10.70" GR880 - NAD83 LONGITUDE W 075° 23' 18.90" GR880 - NAD83
- TAX PARCEL NUMBER: 3-30-11.00-068.00
- DEED REFERENCE: 3497 - 199
- SITE AREA SUMMARY: ROW DEDICATION: -25,283 SQ. FT. / 0.5804 ACRES ± 101,4166 ACRES ± 100,8362 ACRES ±
- ZONING CLASSIFICATION: PRESENT: R-2 RESIDENTIAL DISTRICT PROPOSED: R-2 RESIDENTIAL DISTRICT
- PRESENT USE: RESIDENTIAL / AGRICULTURE
- PROPOSED USE: RESIDENTIAL
- ROAD CLASSIFICATION: BUCKS ROAD - LOCAL ROAD (40 MPH) CEDAR NECK ROAD - LOCAL ROAD (50 MPH)
- SURVEY DATUM: NGS MONUMENTS VERTICAL: NAVD 88 - GPS S6A HORIZONTAL: NAD 83 (2011) - DEMI
- MONUMENTATION: 11 FOUND / 7 SET
- SURVEY UNIT: LINEAR: US SURVEY FOOT ANGULAR: DEGREES MINUTES SECONDS (DMS) COORDINATE: GROUND
- MIN. LOT AREA: REQUIRED: 8,000 SFT (INTERIOR LOT) 13,000 SFT (CORNER LOT) PROPOSED: 12,000 SFT (INTERIOR LOT) 13,000 SFT (CORNER LOT)
- MIN. LOT DIMENSIONS: REQUIRED: WIDTH: 80' LENGTH: N/A PROPOSED: WIDTH: 80' LENGTH: 150'
- SETBACKS: R-2 RESIDENTIAL DISTRICT: FRONT: 30' SIDE: 8' REAR: 15'
- BUILDING HEIGHT: PERMITTED: 35'
- OPEN SPACE: MIN. REQUIRED: 25% PROVIDED: 29,3503 AC± / 100,8362 AC± = 0.29,1%
- LOT COVERAGE: MAX ALLOWABLE: 30% MAX PROPOSED: 56,9731 AC± x 0.30 = 17,0919 AC±
- PARKING: REQUIRED: 2.5 SPACES PER DWELLING UNIT PROPOSED: 80' WIDTH LOT - 20' WIDE DRIVEWAY = 60' FOR PARKING / 20' PARKING SPACE = 3 PARKING SPACES / DWELLING UNIT
- UTILITY PROVIDERS: SEWER: CITY OF MILFORD WATER: CITY OF MILFORD ELECTRIC: CITY OF MILFORD
- TOTAL EDUS: SINGLE FAMILY DWELLING = 1 EDU TOTAL: 200 SINGLE FAMILY \* 1 = 200 EDUS
- DWELLING UNIT TOTAL: SINGLE FAMILY DWELLING: 200 DWELLING UNITS
- MAX DWELLING PER ACRE: MAX ALLOWED: 8 DU PER ACRE PROPOSED: 200 DU / 101.41 AC = 1.97 PER ACRE

- GENERAL NOTES**
- THE BOUNDARY & TOPOGRAPHIC DATA SHOWN HEREON WAS COMPILED FROM A FIELD RUN SURVEY PERFORMED BY BECKER MORGAN GROUP, INC., DOVER, DE, IN AUGUST 2021.
  - THE BOUNDARY LINES PORTRAYED HEREON HAVE BEEN ESTABLISHED BASED SOLELY ON PHYSICAL EVIDENCE DISCOVERED IN THE FIELD IN CONJUNCTION WITH DETERMINATIONS DERIVED FROM SOURCE OF TITLE AND ADJACENT DEED RECORD INFORMATION.
  - PROPERTY SHOWN HEREON IS SUBJECT TO ANY RIGHT-OF-WAY, EASEMENTS, RESTRICTIONS, ETC. AS MAY BE SHOWN OR NOTED IN ANY RECORD, PUBLIC OR OTHERWISE, OR ANY REQUIREMENT OR REGULATION OF ANY PUBLIC AGENCY.
  - PARCEL IS LOCATED WITHIN ZONE "X", AREA OF MINIMAL FLOODING HAZARD, BASED ON FEMA FIRM MAP 10005C044K, EFFECTIVE DATE MARCH 16, 2015.

**BECKER MORGAN GROUP**

ARCHITECTURE  
ENGINEERING  
Delaware  
309 South Governors Avenue  
Dover, DE 19904  
302.734.7950  
The Tower at STAR Campus  
100 Discovery Boulevard, Suite 102  
Newark, DE 19713  
302.369.3700  
Maryland  
312 West Main Street, Suite 300  
Salisbury, MD 21801  
410.546.9100  
North Carolina  
3333 Jaeckle Drive, Suite 120  
Wilmington, NC 28403  
910.341.7600  
www.beckermorgan.com



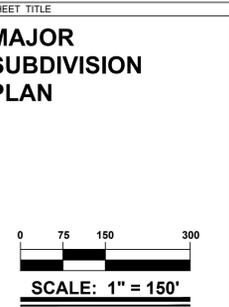
PROJECT TITLE

**RED CEDAR FARMS, INC**

6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE

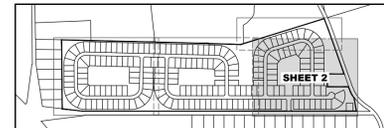
**MAJOR SUBDIVISION PLAN**



MARK	DATE	DESCRIPTION
1.	6/1/22	REVISE DRAWING PER CITY OF COMMENTS DATED 5/16/22

ISSUE BLOCK


PROJECT NO.: 2021161.00  
DATE: 01/18/2022  
SCALE: 1" = 150'  
DRAWN BY: J.H.K. / PROJ. MGR.: J.C.D.  
SHEET  
**1 OF 5**  
COPYRIGHT 2021



SHEET INDEX



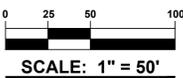
PROJECT TITLE

**RED CEDAR FARMS, INC**

6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE

**MAJOR SUBDIVISION PLAN**



ISSUE BLOCK

NO.	DATE	REVISION
1.	6/1/22	REVISE DRAWING PER CITY OF MILFORD COMMENTS DATED 3/16/22

PROJECT NO.: 2021161.00

DATE: 01/18/2022

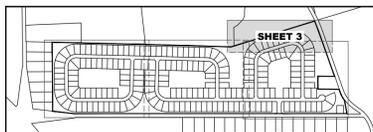
SCALE: 1" = 50'

DRAWN BY: J.H.K. PROJ. MGR.: J.C.D.

SHEET



FOR CONTINUATION - SEE SHEET 4



SHEET INDEX



CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C1	25.00'	39.27'	N83° 55' 25"E	35.36'
C2	25.00'	39.27'	N06° 04' 35"W	35.36'
C3	175.00'	279.42'	S05° 20' 07"E	250.67'
C4	25.00'	39.27'	N04° 35' 39"W	35.36'
C5	25.00'	39.27'	S85° 24' 21"W	35.36'
C6	175.00'	270.36'	N84° 39' 53"E	244.27'
C7	175.00'	273.63'	S06° 16' 57"E	246.60'
C8	175.00'	280.35'	S84° 24' 22"W	251.32'
C9	175.00'	268.99'	N05° 06' 41"W	243.28'
C10	25.00'	39.27'	S06° 04' 35"E	35.36'
C11	25.00'	39.27'	N83° 55' 25"E	35.36'
C12	25.00'	39.27'	S06° 04' 35"E	35.36'
C13	275.00'	81.87'	S59° 36' 18"E	81.56'
C14	175.00'	326.99'	N14° 36' 18"W	281.45'
C15	25.00'	39.27'	S06° 04' 35"E	35.36'
C16	25.00'	30.77'	S86° 20' 27"E	28.87'
C17	50.00'	218.63'	N03° 39' 33"E	81.65'
C18	25.00'	39.27'	S83° 55' 25"W	35.36'
C19	25.00'	39.27'	S06° 04' 35"E	35.36'
C20	25.00'	39.27'	S06° 04' 35"E	35.36'

CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C21	25.00'	39.27'	N83° 55' 25"E	35.36'
C22	25.00'	39.27'	S06° 04' 35"E	35.36'
C23	25.00'	39.27'	N83° 55' 25"E	35.36'
C24	125.00'	233.56'	N14° 36' 18"W	201.04'
C25	325.00'	96.75'	N59° 36' 18"W	96.39'
C26	25.00'	39.27'	S83° 55' 25"W	35.36'
C27	25.00'	39.27'	N83° 55' 25"E	35.36'
C28	125.00'	191.96'	N05° 04' 13"W	173.65'
C29	25.00'	39.27'	S85° 24' 21"W	35.36'
C30	125.00'	199.58'	S05° 20' 07"E	179.05'
C31	25.00'	39.27'	N04° 35' 39"W	35.36'
C32	125.00'	193.12'	N84° 39' 53"E	174.48'
C33	125.00'	195.45'	S06° 16' 57"E	176.14'
C34	125.00'	200.48'	S84° 27' 32"W	179.67'
C35	200.00'	400.00'	N71° 37' 40"E	336.59'
C36	325.00'	607.26'	N14° 36' 18"W	522.70'
C37	125.00'	37.21'	N59° 36' 18"W	37.07'
C38	325.00'	500.24'	N05° 10' 15"W	452.30'
C39	325.00'	520.81'	S84° 25' 12"W	466.85'
C40	325.00'	508.17'	S06° 16' 57"E	457.96'

CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C41	325.00'	502.10'	N84° 39' 53"E	453.64'
C42	325.00'	518.92'	S05° 20' 07"E	465.53'
C43	175.00'	43.44'	N43° 57' 54"W	43.33'
C44	175.00'	68.29'	N25° 40' 26"W	67.86'
C45	175.00'	68.29'	N03° 18' 52"W	67.86'
C46	175.00'	68.29'	N19° 02' 42"E	67.86'
C47	175.00'	31.10'	N35° 18' 55"E	31.06'
C48	175.00'	15.27'	S42° 54' 23"W	15.27'
C49	175.00'	68.29'	S56° 35' 11"W	67.86'
C50	175.00'	68.29'	S78° 56' 45"W	67.86'
C51	175.00'	68.29'	N78° 41' 42"W	67.86'
C52	175.00'	50.21'	N59° 17' 45"W	50.04'
C53	175.00'	1.61'	S50° 48' 49"E	1.61'
C54	175.00'	68.29'	S39° 22' 16"E	67.86'
C55	175.00'	68.29'	S17° 00' 43"E	67.86'
C56	175.00'	68.29'	S05° 20' 51"W	67.86'
C57	175.00'	67.15'	S27° 31' 10"W	66.74'
C58	175.00'	49.37'	N46° 35' 36"E	49.20'
C59	175.00'	68.29'	N65° 51' 16"E	67.86'
C60	175.00'	68.29'	N88° 12' 49"E	67.86'

CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C61	175.00'	68.29'	S69° 25' 37"E	67.86'
C62	175.00'	26.11'	S53° 58' 24"E	26.08'
C63	175.00'	52.51'	S40° 32' 58"E	52.32'
C64	175.00'	68.29'	S20° 46' 23"E	67.86'
C65	175.00'	68.29'	S01° 35' 11"W	67.86'
C66	175.00'	68.29'	S23° 56' 44"W	67.86'
C67	175.00'	11.60'	S37° 01' 28"W	11.60'
C68	175.00'	40.16'	S61° 33' 33"E	40.07'
C69	175.00'	68.29'	S43° 48' 19"E	67.86'
C70	175.00'	68.29'	S21° 26' 46"E	67.86'
C71	175.00'	68.29'	S00° 54' 48"W	67.86'
C72	175.00'	68.29'	S23° 16' 22"W	67.86'
C73	175.00'	13.66'	S36° 41' 17"W	13.65'
C74	50.00'	118.63'	N53° 38' 12"W	92.70'
C75	50.00'	50.00'	N42° 58' 47"E	47.94'
C76	50.00'	50.00'	N79° 43' 28"W	47.94'
C81	125.00'	99.79'	S17° 32' 07"W	97.16'
C82	125.00'	99.79'	S28° 12' 21"E	97.16'
C83	200.00'	200.00'	S79° 43' 28"E	191.77'
C84	200.00'	200.00'	N42° 58' 47"E	191.77'

CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C85	325.00'	25.36'	N36° 41' 17"E	25.36'
C86	325.00'	126.83'	N23° 16' 22"E	126.03'
C87	325.00'	126.83'	N00° 54' 48"E	126.03'
C88	325.00'	126.83'	N21° 26' 46"W	126.03'
C89	325.00'	126.83'	N43° 48' 19"W	126.03'
C90	325.00'	74.58'	N61° 33' 33"W	74.42'
C91	325.00'	21.54'	N37° 01' 28"E	21.54'
C92	325.00'	126.83'	N23° 56' 44"E	126.03'
C93	325.00'	126.83'	N01° 35' 11"E	126.03'
C94	325.00'	126.83'	N20° 46' 23"W	126.03'
C95	325.00'	98.20'	N40° 36' 33"W	97.83'
C96	325.00'	48.64'	N53° 57' 34"W	48.60'
C97	325.00'	126.83'	N69° 25' 37"W	126.03'
C98	325.00'	126.83'	S88° 12' 49"W	126.03'
C99	325.00'	126.83'	S65° 51' 16"W	126.03'
C100	325.00'	91.68'	S46° 35' 36"W	91.38'
C101	325.00'	124.70'	S27° 31' 10"W	123.94'
C102	325.00'	126.83'	S05° 20' 51"W	126.03'
C103	325.00'	126.83'	S17° 00' 43"E	126.03'
C104	325.00'	126.83'	S39° 22' 16"E	126.03'

CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C105	325.00'	2.98'	S50° 48' 49"E	2.98'
C106	325.00'	93.25'	S59° 17' 45"E	92.93'
C107	325.00'	126.83'	S78° 41' 42"E	126.03'
C108	325.00'	126.83'	N78° 56' 45"E	126.03'
C109	325.00'	126.83'	N56° 35' 11"E	126.03'
C110	325.00'	28.37'	N42° 54' 23"E	28.36'
C111	325.00'	57.75'	S35° 18' 55"W	57.88'
C112	325.00'	126.83'	S19° 02' 42"W	126.03'
C113	325.00'	126.83'	S03° 18' 52"E	126.03'
C114	325.00'	126.83'	S25° 40' 26"E	126.03'
C115	325.00'	80.68'	S43° 57' 54"E	80.47'

**BECKER MORGAN GROUP**

ARCHITECTURE  
ENGINEERING

Delaware  
309 South Governors Avenue  
Dover, DE 19904  
302.734.7950

The Tower at STAR Campus  
100 Discovery Boulevard, Suite 102  
Newark, DE 19713  
302.369.3700

Maryland  
312 West Main Street, Suite 300  
Salisbury, MD 21801  
410.546.9100

North Carolina  
3333 Jaeckle Drive, Suite 120  
Wilmington, NC 28403  
910.341.7600

www.beckermorgan.com



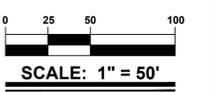
PROJECT TITLE

**RED CEDAR FARMS, INC**

6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

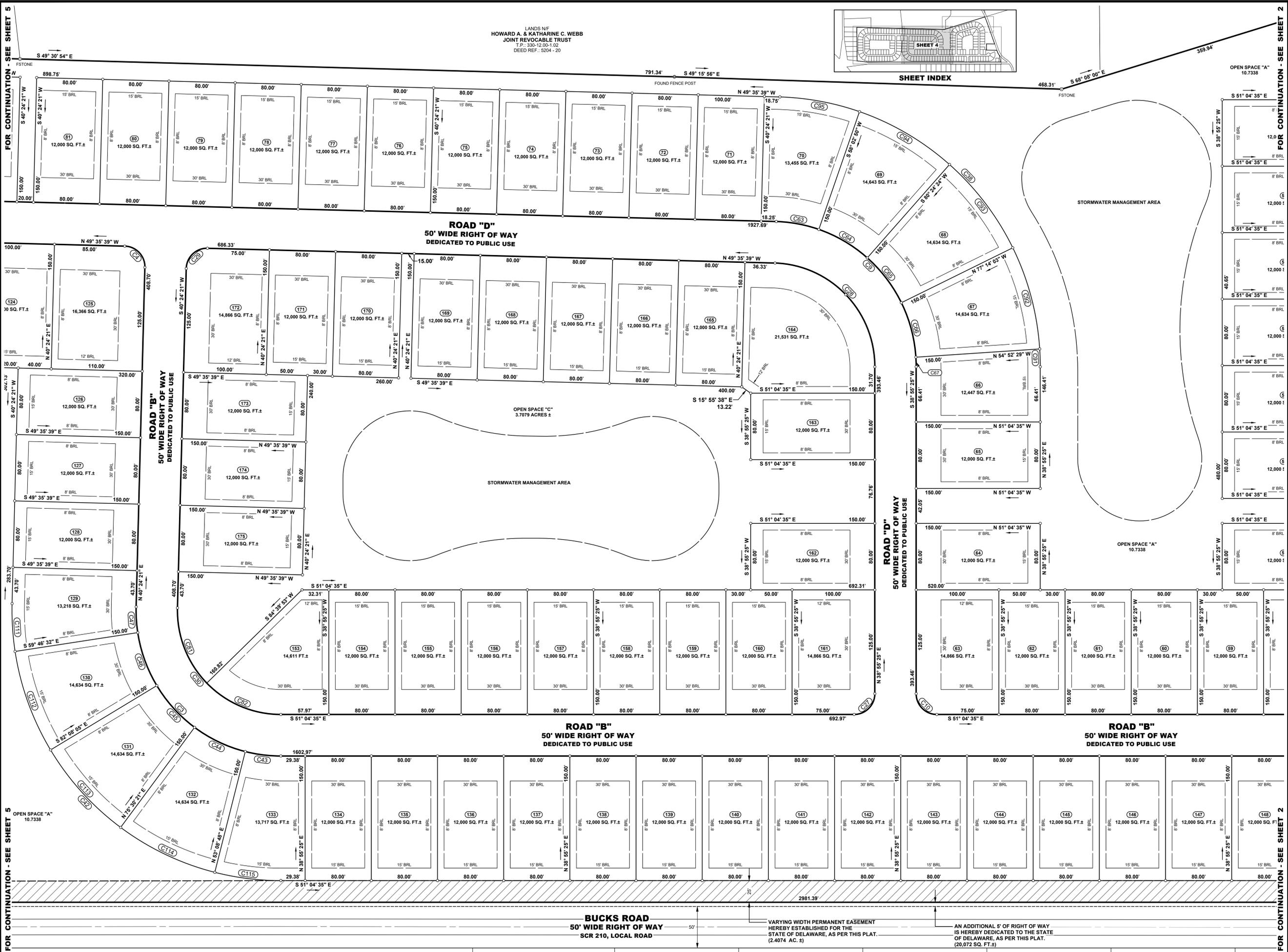
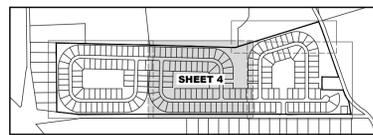
SHEET TITLE

**MAJOR SUBDIVISION PLAN**

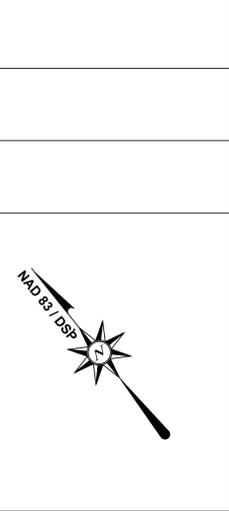


MARK	DATE	DESCRIPTION
1.	6/1/22	REVISE DRAWING PER CITY OF COMMENTS DATED 3/16/22
PROJECT NO.: 2021161.00		
DATE: 01/18/2022		
SCALE: 1" = 50'		
DRAWN BY: J.H.K.   PROJ. MGR.: J.C.D.		
SHEET		
<b>3 OF 5</b>		

LANDS NF  
 HOWARD A. & KATHARINE C. WEBB  
 JOINT REVOCABLE TRUST  
 T.P. - 330-12.00-1.02  
 DEED REF. 5204 - 20

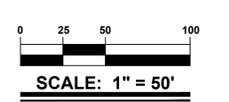


ARCHITECTURE  
 ENGINEERING  
 Delaware  
 309 South Governors Avenue  
 Dover, DE 19904  
 302.734.7950  
 The Tower at STAR Campus  
 100 Discovery Boulevard, Suite 102  
 Newark, DE 19713  
 302.369.3700  
 Maryland  
 312 West Main Street, Suite 300  
 Salisbury, MD 21801  
 410.546.9100  
 North Carolina  
 3333 Jaeckle Drive, Suite 120  
 Wilmington, NC 28403  
 910.341.7600  
 www.beckermorgan.com



PROJECT TITLE  
**RED CEDAR FARMS, INC**  
 6367 BUCKS ROAD  
 CITY OF MILFORD  
 SUSSEX COUNTY, DE

SHEET TITLE  
**MAJOR SUBDIVISION PLAN**



ISSUE BLOCK			
NO.	DATE	REVISION	DESCRIPTION
1.	6/1/22	REVISE DRAWING PER CITY OF	COMMENTS DATED 3/16/22
LAYER STATE SHEETS			
PROJECT NO.:		2021161.00	
DATE:		01/18/2022	
SCALE:		1" = 50'	
DRAWN BY:		J.H.K.   PROJ. MGR.: J.C.D.	
SHEET			
<b>4 OF 5</b>			
<small>COPYRIGHT 2021</small>			

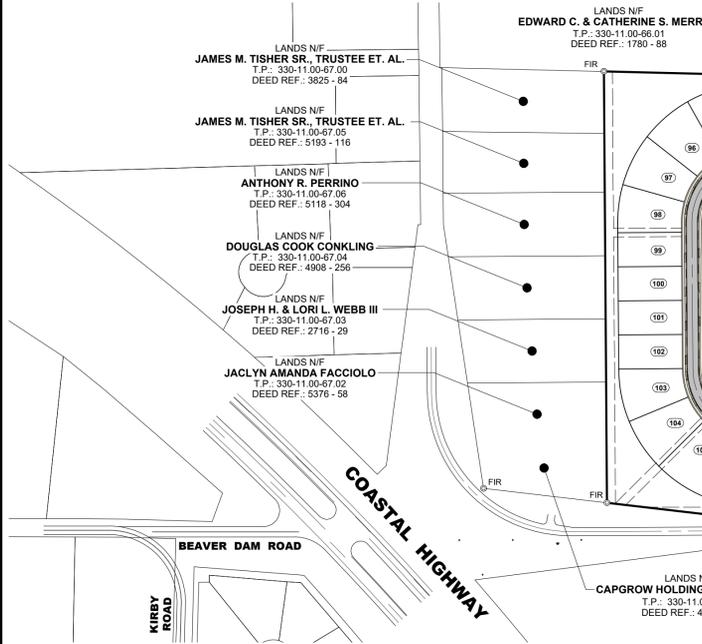
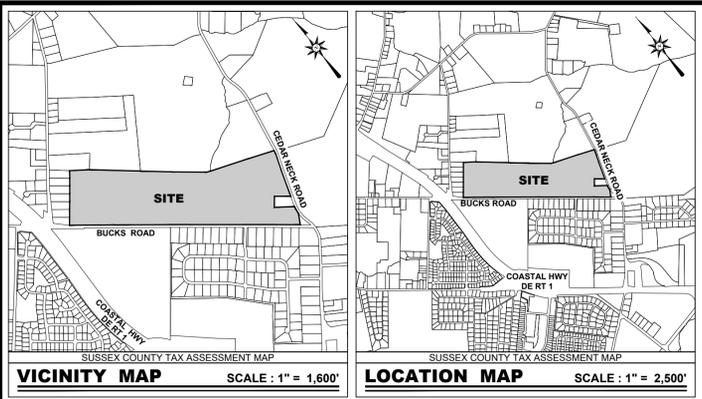
FOR CONTINUATION - SEE SHEET 2

FOR CONTINUATION - SEE SHEET 5

VARYING WIDTH PERMANENT EASEMENT  
 HEREBY ESTABLISHED FOR THE  
 STATE OF DELAWARE, AS PER THIS PLAT.  
 (2.4074 AC. ±)

AN ADDITIONAL 5' OF RIGHT OF WAY  
 IS HEREBY DEDICATED TO THE STATE  
 OF DELAWARE, AS PER THIS PLAT.  
 (20,072 SQ. FT. ±)





GENERAL NOTES
1. TOPOGRAPHIC AND BOUNDARY RETRACEMENT SURVEY WAS PREPARED BY BECKER MORGAN GROUP, DOVER, DE, IN AUGUST OF 2021.

GENERAL NOTES
23. DELAWARE REGULATIONS PROHIBIT THE BURIAL OF CONSTRUCTION DEMOLITION DEBRIS, INCLUDING TREES AND STUMPS ON CONSTRUCTION SITES.

SITE DATA
1. OWNER OF RECORD: RED CEDAR FARMS, INC
2. ENGINEER / SURVEYOR: BECKER MORGAN GROUP INC.
3. PROPERTY LOCATION: 6367 BUCKS ROAD

OPEN SPACE SUMMARY
OPEN SPACE TOTAL S.F. TOTAL AC.
A 467,563 S.F. 10.7338 AC.

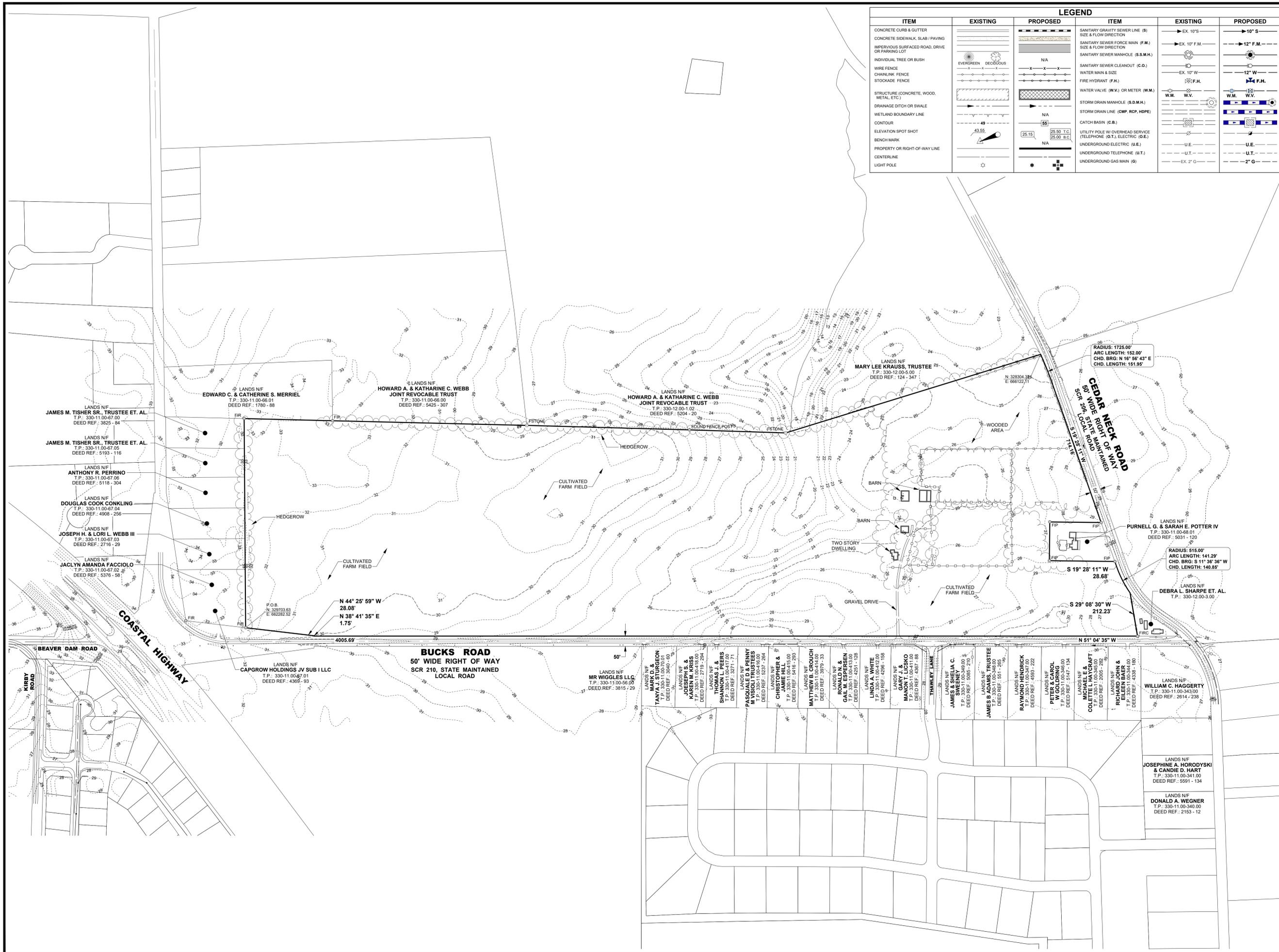
LEGEND
ITEM EXISTING PROPOSED
CONCRETE CURB & GUTTER
CONCRETE SIDEWALK, SLAB / PAVING

CITY OF MILFORD APPROVAL
CITY PLANNING DEPARTMENT APPROVAL
CITY ENGINEER APPROVAL
OWNERS CERTIFICATION
ENGINEERS CERTIFICATION
SHEET INDEX

BECKER MORGAN GROUP
ARCHITECTURE ENGINEERING
Delaware
309 South Governors Avenue
Dover, DE 19904

PROJECT TITLE
RED CEDAR FARMS, INC
6367 BUCKS ROAD
CITY OF MILFORD
SUSSEX COUNTY, DE

PRELIMINARY SITE PLAN COVER SHEET
SCALE: 1" = 200'
REVISIONS
1 08/08/22 REVISED PER THE CITY OF MILFORD



LEGEND					
ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONCRETE CURB & GUTTER			SANITARY GRAVITY SEWER LINE (S) SIZE & FLOW DIRECTION		
CONCRETE SIDEWALK, SLAB / PAVING OR PAVING LOT			SANITARY SEWER FORCE MAIN (F.M.) SIZE & FLOW DIRECTION		
INDIVIDUAL TREE OR BUSH			SANITARY SEWER CLEANOUT (C.O.)		
WIRE FENCE			WATER MAIN & SIZE		
CHAINLINK FENCE			FIRE HYDRANT (F.H.)		
STOCKADE FENCE			WATER VALVE (W.V.) OR METER (W.M.)		
STRUCTURE (CONCRETE, WOOD, METAL, ETC.)			STORM DRAIN MANHOLE (S.D.M.H.)		
DRAINAGE DITCH OR SWALE			STORM DRAIN LINE (CMP, RCP, HDPE)		
WETLAND BOUNDARY LINE			CATCH BASIN (C.B.)		
CONTOUR			UTILITY POLE W/ OVERHEAD SERVICE (TELEPHONE (O.T.), ELECTRIC (O.E.))		
ELEVATION SPOT SHOT			UNDERGROUND ELECTRIC (U.E.)		
BENCH MARK			UNDERGROUND TELEPHONE (U.T.)		
PROPERTY OR RIGHT-OF-WAY LINE			UNDERGROUND GAS MAIN (G)		
CENTERLINE					
LIGHT POLE					

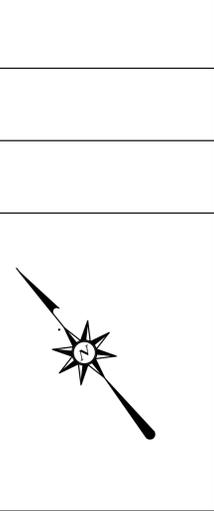


**ARCHITECTURE ENGINEERING**  
**Delaware**  
 309 South Governors Avenue  
 Dover, DE 19904  
 302.734.7950  
 The Tower at STAR Campus  
 100 Discovery Boulevard, Suite 102  
 Newark, DE 19713  
 302.369.3700

**Maryland**  
 312 West Main Street, Suite 300  
 Salisbury, MD 21801  
 410.546.9100

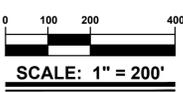
**North Carolina**  
 3333 Jaeckle Drive, Suite 120  
 Wilmington, NC 28403  
 910.341.7600

[www.beckermorgan.com](http://www.beckermorgan.com)



PROJECT TITLE  
**RED CEDAR FARMS, INC**  
 6367 BUCKS ROAD  
 CITY OF MILFORD  
 SUSSEX COUNTY, DE

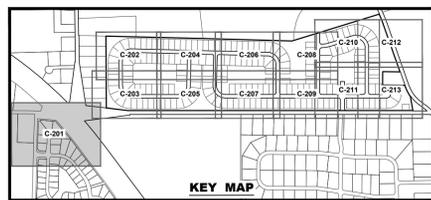
SHEET TITLE  
**EXISTING CONDITIONS PLAN**



ISSUE BLOCK			
NO.	DATE	REVISION	DESCRIPTION
1	08/08/22	REVISED PER THE CITY OF MILFORD	REVIEW COMMENTS
LAYER/STATE: 0-101			
PROJECT NO.:		2021161.00	
DATE:		01/21/2022	
SCALE:		1" = 200'	
DRAWN BY:		K.N.G. / PROJ. MGR.: C.D.C.	

**C-101**





LANDS N/F  
CHARLES COX & DOROTHY STOCKMAN  
T.P.: 330-11.00-62.01  
DEED REF.: 2204 - 279

**BEAVER DAM ROAD** (LOCAL ROAD)  
40' WIDE RIGHT OF WAY

SCR 209, STATE MAINTAINED

CASINGS SHALL BE PROVIDED UNDER  
COASTAL HIGHWAY PER DELDOT STANDARDS.  
CASING TO BE INSTALLED BY OTHERS.

FUTURE WATER MAIN EXTENSION  
BY THE CITY OF MILFORD

FORCEMAIN EXTENSION TO M.H. 7-094  
LOCATED ON BRIAR COURT

MATCH LINE - SEE SHEET C-203

**COASTAL HIGHWAY**  
(OTHER PRINCIPAL ARTERIAL)  
300' WIDE RIGHT OF WAY  
SCR 007, STATE MAINTAINED

LANDS N/F  
WANDA L. HOWELL  
T.P.: 330-11.00-57.02  
DEED REF.: 3812 - 91

LANDS N/F  
LINDA D. SOCKRIDER  
T.P.: 330-11.00-655.00  
DEED REF.: 4604 - 175

LANDS N/F  
SARAH & JEFFREY YERMAL  
T.P.: 330-11.00-654.00  
DEED REF.: 5446 - 4

LANDS N/F  
KATIE LEE WILDER  
T.P.: 330-11.00-656.00  
DEED REF.: 5503 - 173

LANDS N/F  
GEOFFREY A. & JENIFER N. FRAZIER  
T.P.: 330-11.00-657.00  
DEED REF.: 3878-202

LANDS N/F  
MEADOWS AT SHAWNEE  
HOMEOWNERS ASSOC. INC.  
T.P.: 330-11.00-790.00  
DEED REF.: 3662 - 212

PROPOSED DOGHOUSE M.H.

PROPOSED F.M. DISCHARGE M.H.

**LITTLE POND DR.**  
CITY MAINTAINED

**BRIAR COURT**  
CITY MAINTAINED

**KIRBY ROAD** (LOCAL ROAD)  
50' WIDE RIGHT OF WAY

LANDS N/F  
MICHAEL J. BOYLE  
T.P.: 330-11.00-658.00  
DEED REF.: 3357 - 86

PROPOSED F.M. DISCHARGE M.H.

**MEADOWLARK DR.**  
CITY MAINTAINED



ARCHITECTURE  
ENGINEERING  
Delaware  
309 South Governors Avenue  
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302.369.3700  
Maryland  
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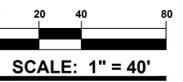
PROJECT TITLE

**RED CEDAR FARMS, INC**

6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE

**PRELIMINARY SITE PLAN**



ISSUE BLOCK

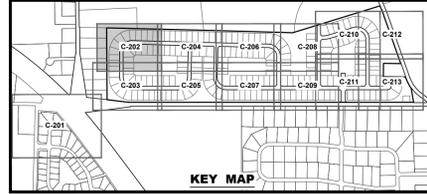
MARK	DATE	REVISION/DESCRIPTION
1	08/08/22	REVISED PER THE CITY OF MILFORD REVIEW COMMENTS

PROJECT NO.: 2021161.00  
DATE: 2022-09-09  
SCALE: 1" = 30'  
DRAWN BY: K.N.G. PROJ. MGR.: J.S.F.

**C-201**

ITEM	LEGEND		ITEM	LEGEND	
	EXISTING	PROPOSED		EXISTING	PROPOSED
CONCRETE CURB & GUTTER	[Symbol]	[Symbol]	SANITARY GRAVITY SEWER LINE (S) SIZE & FLOW DIRECTION	[Symbol]	[Symbol]
CONCRETE SIDEWALK, SLAB, PAVING OR PARKING LOT	[Symbol]	[Symbol]	SANITARY SEWER FORCE MAIN (F.M.) SIZE & FLOW DIRECTION	[Symbol]	[Symbol]
INDIVIDUAL TREE OR BUSH	[Symbol]	[Symbol]	SANITARY SEWER MANHOLE (S.B.M.H.)	[Symbol]	[Symbol]
WIRE FENCE	[Symbol]	[Symbol]	SANITARY SEWER CLEANOUT (S.C.O.)	[Symbol]	[Symbol]
CHAINLINK FENCE	[Symbol]	[Symbol]	WATER MAIN & SIZE	[Symbol]	[Symbol]
STOCKADE FENCE	[Symbol]	[Symbol]	FIRE HYDRANT (F.H.)	[Symbol]	[Symbol]
STRUCTURE (CONCRETE, WOOD, METAL, ETC.)	[Symbol]	[Symbol]	WATER VALVE (W.V.) OR METER (W.M.)	[Symbol]	[Symbol]
DRAINAGE DITCH OR SWALE	[Symbol]	[Symbol]	STORM DRAIN MANHOLE (S.D.M.H.)	[Symbol]	[Symbol]
WETLAND BOUNDARY LINE	[Symbol]	[Symbol]	STORM DRAIN LINE (CMP, RCP, HDPE)	[Symbol]	[Symbol]
CONTOUR	[Symbol]	[Symbol]	CATCH BASIN (C.B.)	[Symbol]	[Symbol]
ELEVATION SPOT SHOT	[Symbol]	[Symbol]	UTILITY POLE W/ OVERHEAD SERVICE TELEPHONE (O.T.S.) ELECTRIC (O.E.)	[Symbol]	[Symbol]
BENCH MARK	[Symbol]	[Symbol]	UNDERGROUND ELECTRIC (U.E.)	[Symbol]	[Symbol]
PROPERTY OR RIGHT-OF-WAY LINE	[Symbol]	[Symbol]	UNDERGROUND TELEPHONE (U.T.)	[Symbol]	[Symbol]
CENTERLINE	[Symbol]	[Symbol]	UNDERGROUND GAS MAIN (U.G.M.)	[Symbol]	[Symbol]
LIGHT POLE	[Symbol]	[Symbol]			

LEGEND		ITEM	EXISTING	PROPOSED
CONCRETE CURB & GUTTER		SANITARY GRAVITY SEWER LINE (S)		
IMPERVIOUS SURFACED ROAD, DRIVE OR PARKING LOT		SANITARY SEWER FORCE MAIN (F.M.)		
INDIVIDUAL TREE OR BUSH		SANITARY SEWER MANHOLE (S.S.M.H.)		
WIRE FENCE		SANITARY SEWER CLEANOUT (S.C.O.)		
CHAINLINK FENCE		WATER MAIN & SIZE		
STOCKADE FENCE		FIRE HYDRANT (F.H.)		
STRUCTURE (CONCRETE, WOOD, METAL, ETC.)		WATER VALVE (W.V.) OR METER (W.M.)		
DRAINAGE DITCH OR SWALE		STORM DRAIN MANHOLE (S.D.M.H.)		
WETLAND BOUNDARY LINE		STORM DRAIN LINE (CMP, ROP, HOPE)		
CONTOUR		CATCH BASIN (C.B.)		
ELEVATION SPOT SHOT		UTILITY POLE W/ OVERHEAD SERVICE		
BENCH MARK		TELEPHONE (T.E.)		
PROPERTY OR RIGHT-OF-WAY LINE		UNDERGROUND ELECTRIC (U.E.)		
CENTERLINE		UNDERGROUND TELEPHONE (U.T.)		
LIGHT POLE		UNDERGROUND GAS MAIN (U.G.)		



LANDS N/F  
EDWARD C. & CATHERINE S. MERRIEL  
T.P.: 330-11-00-66.01  
DEED REF.: 1780 - 88

LANDS N/F  
HOWARD A. & KATHARINE C. WEBB  
JOINT REVOCABLE TRUST  
T.P.: 330-11-00-66.00  
DEED REF.: 5425 - 307

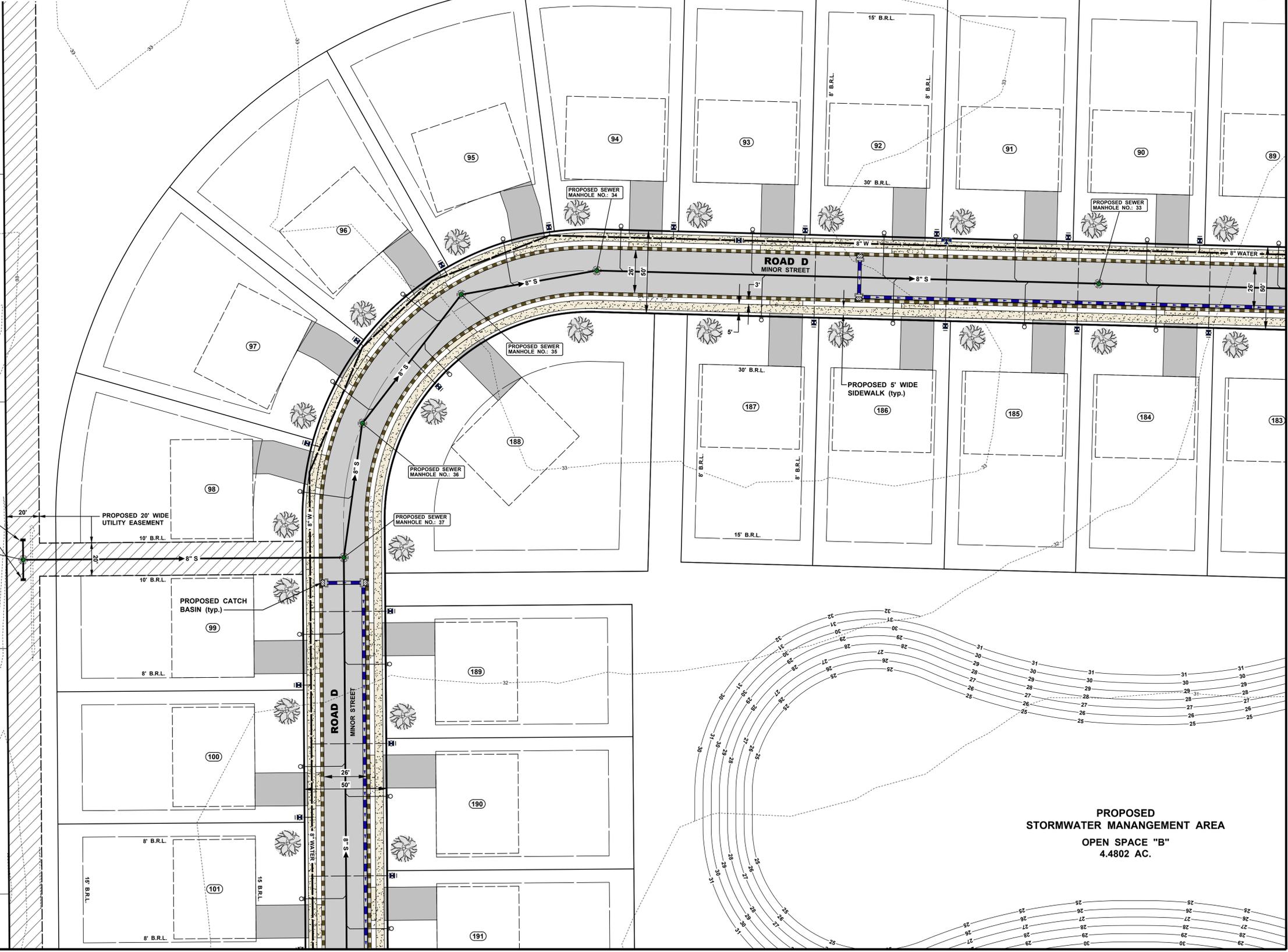
LANDS N/F  
JAMES M. TISHER SR., TRUSTEE ET. AL.  
T.P.: 330-11-00-67.00  
DEED REF.: 3825 - 84

LANDS N/F  
JAMES M. TISHER SR., TRUSTEE ET. AL.  
T.P.: 330-11-00-67.05  
DEED REF.: 5193 - 116

LANDS N/F  
ANTHONY R. PERRINO  
T.P.: 330-11-00-67.06  
DEED REF.: 5118 - 304

LANDS N/F  
DOUGLAS COOK CONKLING  
T.P.: 330-11-00-67.04  
DEED REF.: 4908 - 256

LANDS N/F  
DOUGLAS COOK CONKLING  
T.P.: 330-11-00-67.04  
DEED REF.: 4908 - 256



MATCH LINE B - B, SEE SHEET C-203

MATCH LINE A - A, SEE SHEET C-204



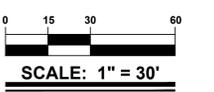
ARCHITECTURE  
ENGINEERING

Delaware  
309 South Governors Avenue  
Dover, DE 19904  
302.734.7950  
The Tower at STAR Campus  
100 Discovery Boulevard, Suite 102  
Newark, DE 19713  
302.369.3700  
Maryland  
312 West Main Street, Suite 300  
Salisbury, MD 21801  
410.546.9100  
North Carolina  
3333 Jaeckle Drive, Suite 120  
Wilmington, NC 28403  
910.341.7600  
www.beckermorgan.com

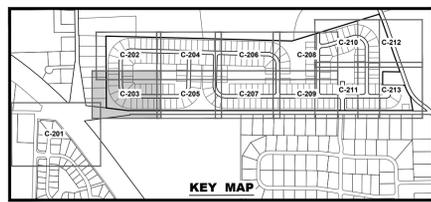


PROJECT TITLE  
**RED CEDAR FARMS, INC**  
6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE  
**PRELIMINARY SITE PLAN**

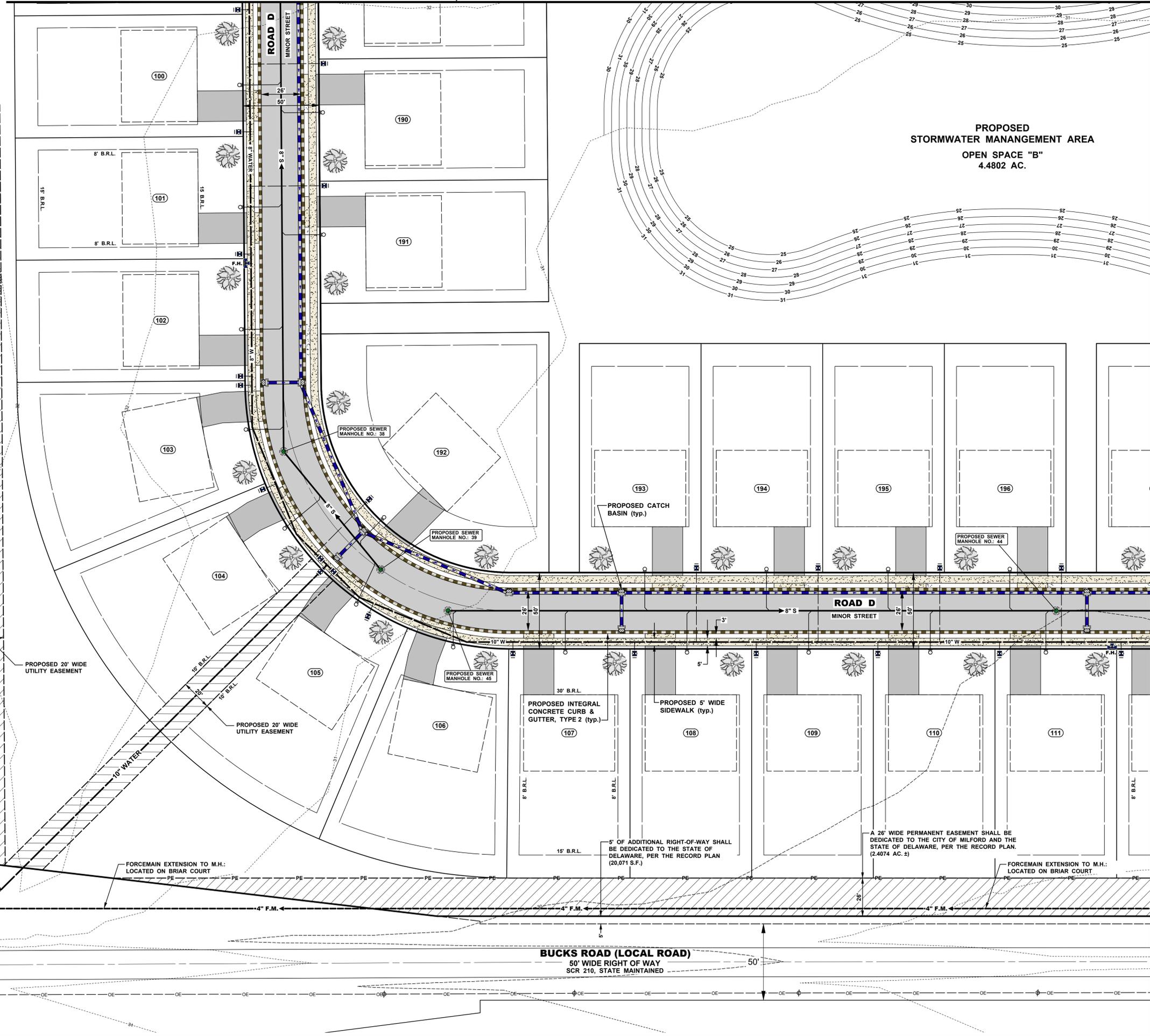
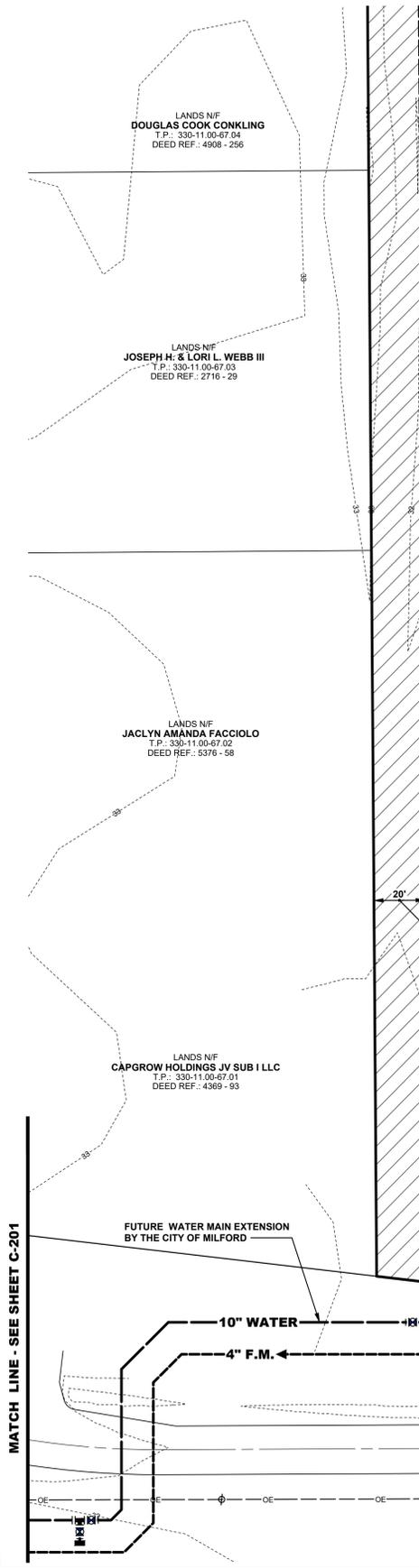


ISSUE BLOCK	NO.	DATE	REVISION
	1	08/08/22	REVISED PER THE CITY OF MILFORD
			REVIEW COMMENTS
			DESCRIPTION
			LAYER/STATE: C-201/C-203
			PROJECT NO.: 2021161.00
			DATE: 2022-09-09
			SCALE: 1" = 30'
			DRAWN BY: K.N.G. PROJ. MGR.: J.S.F.
			SHEET
			<b>C-202</b>



MATCH LINE B - B, SEE SHEET C-202

**PROPOSED  
STORMWATER MANAGEMENT AREA  
OPEN SPACE "B"  
4.4802 AC.**



MATCH LINE C - C, SHEET C-205

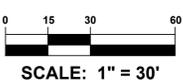


**ARCHITECTURE  
ENGINEERING**  
Delaware  
309 South Governors Avenue  
Dover, DE 19904  
302.734.7950  
The Tower at STAR Campus  
100 Discovery Boulevard, Suite 102  
Newark, DE 19713  
302.369.3700  
Maryland  
312 West Main Street, Suite 300  
Salisbury, MD 21801  
410.546.9100  
North Carolina  
3333 Jaeckle Drive, Suite 120  
Wilmington, NC 28403  
910.341.7600  
[www.beckermorgan.com](http://www.beckermorgan.com)



PROJECT TITLE  
**RED CEDAR  
FARMS, INC**  
6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE  
**PRELIMINARY  
SITE PLAN**



ISSUE BLOCK		
MARK	DATE	DESCRIPTION
1	08/08/22	REVISED PER THE CITY OF MILFORD REVIEW COMMENTS
PROJECT NO.: 2021161.00		
DATE: 2022-09-09		
SCALE: 1" = 30'		
DRAWN BY: K.N.G. PROJ. MGR.: J.S.F.		

**C-203**



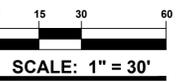
PROJECT TITLE

**RED CEDAR  
FARMS, INC**

6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE

**PRELIMINARY  
SITE PLAN**



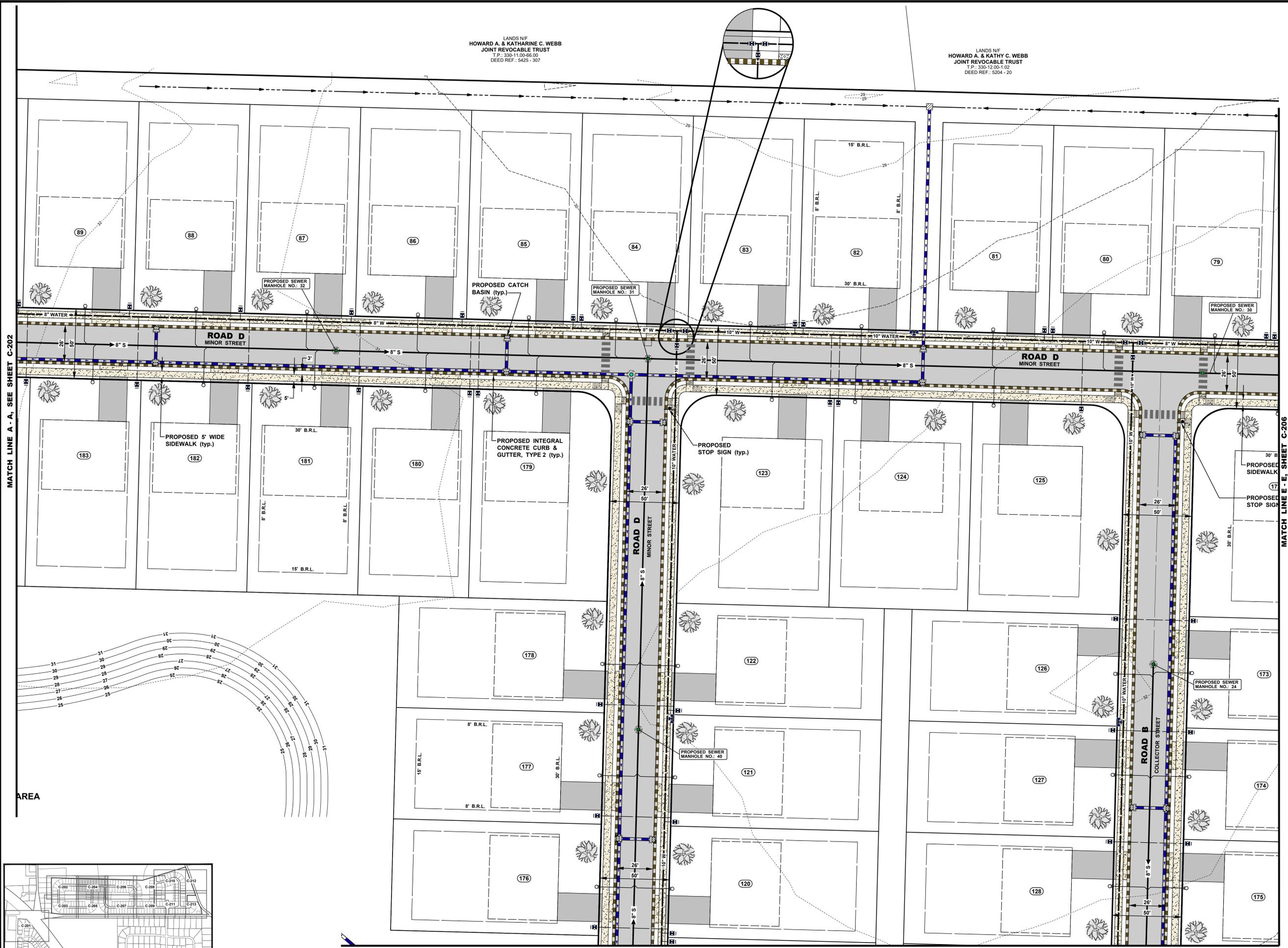
ISSUE BLOCK

MARK	DATE	REVISIONS / DESCRIPTION
1	08/08/22	REVISED PER THE CITY OF MILFORD REVIEW COMMENTS
LAYER STATE: C-201-C-213		
PROJECT NO.:		2021161.00
DATE:		2022-09-09
SCALE:		1" = 30'
DRAWN BY:		K.N.G. PROJ. MGR.: J.S.F.

**C-204**

LANDS N/F  
HOWARD A. & KATHARINE C. WEBB  
JOINT REVOCABLE TRUST  
T.P.: 330-11.00-66.00  
DEED REF.: 5425 - 307

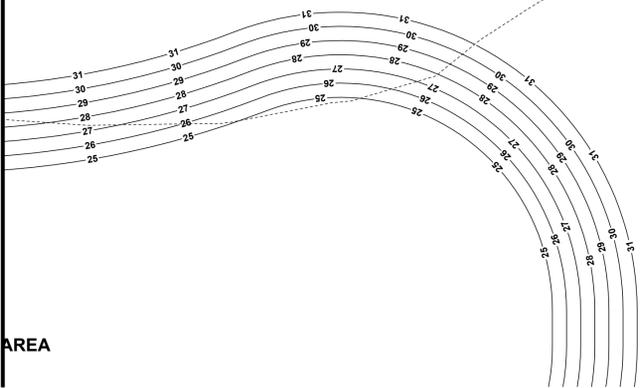
LANDS N/F  
HOWARD A. & KATHY C. WEBB  
JOINT REVOCABLE TRUST  
T.P.: 330-12.00-1.02  
DEED REF.: 5004 - 20



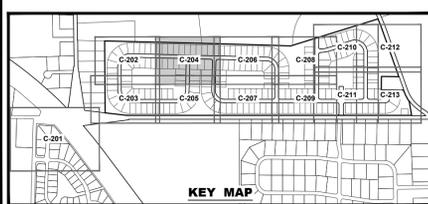
MATCH LINE A - A, SEE SHEET C-202

MATCH LINE E - E, SEE SHEET C-206

MATCH LINE D - D, SEE SHEET C-205

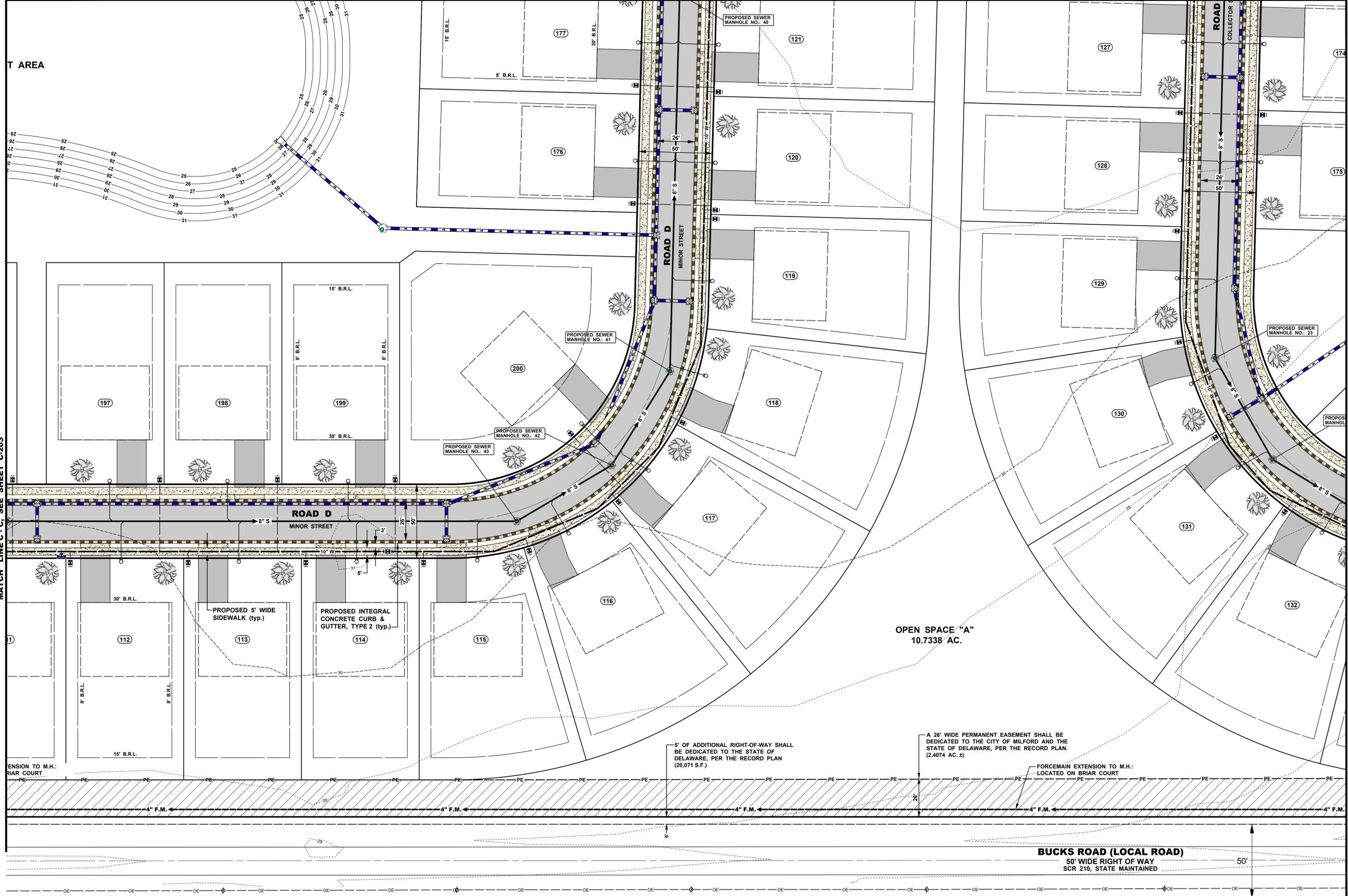


AREA



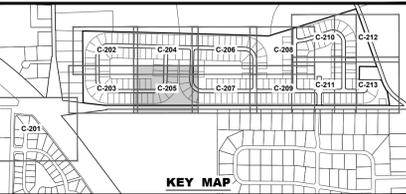
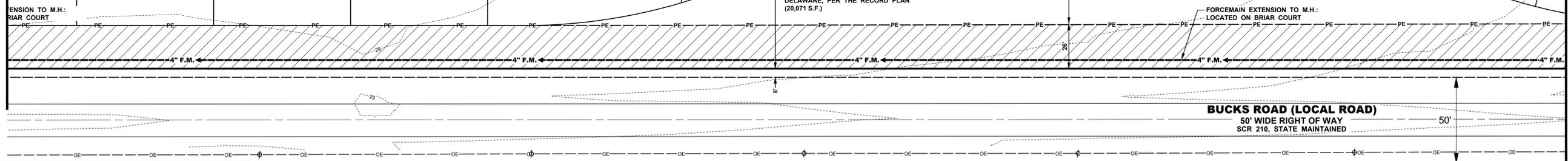
KEY MAP

MATCH LINE D - D, SHEET C-204



MATCH LINE C - C, SEE SHEET C-203

MATCH LINE F - F, SHEET C-207

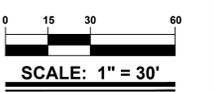


ARCHITECTURE  
ENGINEERING  
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302.734.7950  
The Tower at STAR Campus  
100 Discovery Boulevard, Suite 102  
Newark, DE 19713  
302.369.3700  
Maryland  
312 West Main Street, Suite 300  
Salisbury, MD 21801  
410.546.9100  
North Carolina  
3333 Jaeckle Drive, Suite 120  
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910.341.7600  
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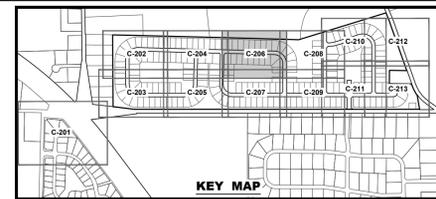
PROJECT TITLE  
**RED CEDAR FARMS, INC**  
6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE  
**PRELIMINARY SITE PLAN**



ISSUE BLOCK		
NO.	DATE	REVISIONS
1	08/08/22	REVISED PER THE CITY OF MILFORD REVIEW COMMENTS
MARK DATE DESCRIPTION		
LAYER/STATE: C-201-C-213		
PROJECT NO.:		2021161.00
DATE:		2022-09-09
SCALE:		1" = 30'
DRAWN BY:		K.N.G. / PROJ. MGR.: J.S.F.
SHEET		
<b>C-205</b>		
2022		

LANDS N/F  
 HOWARD A. & KATHARINE C. WEBB  
 JOINT REVOCABLE TRUST  
 T.P. 330-12.00-1.02  
 DEED REF.: 5204 - 20



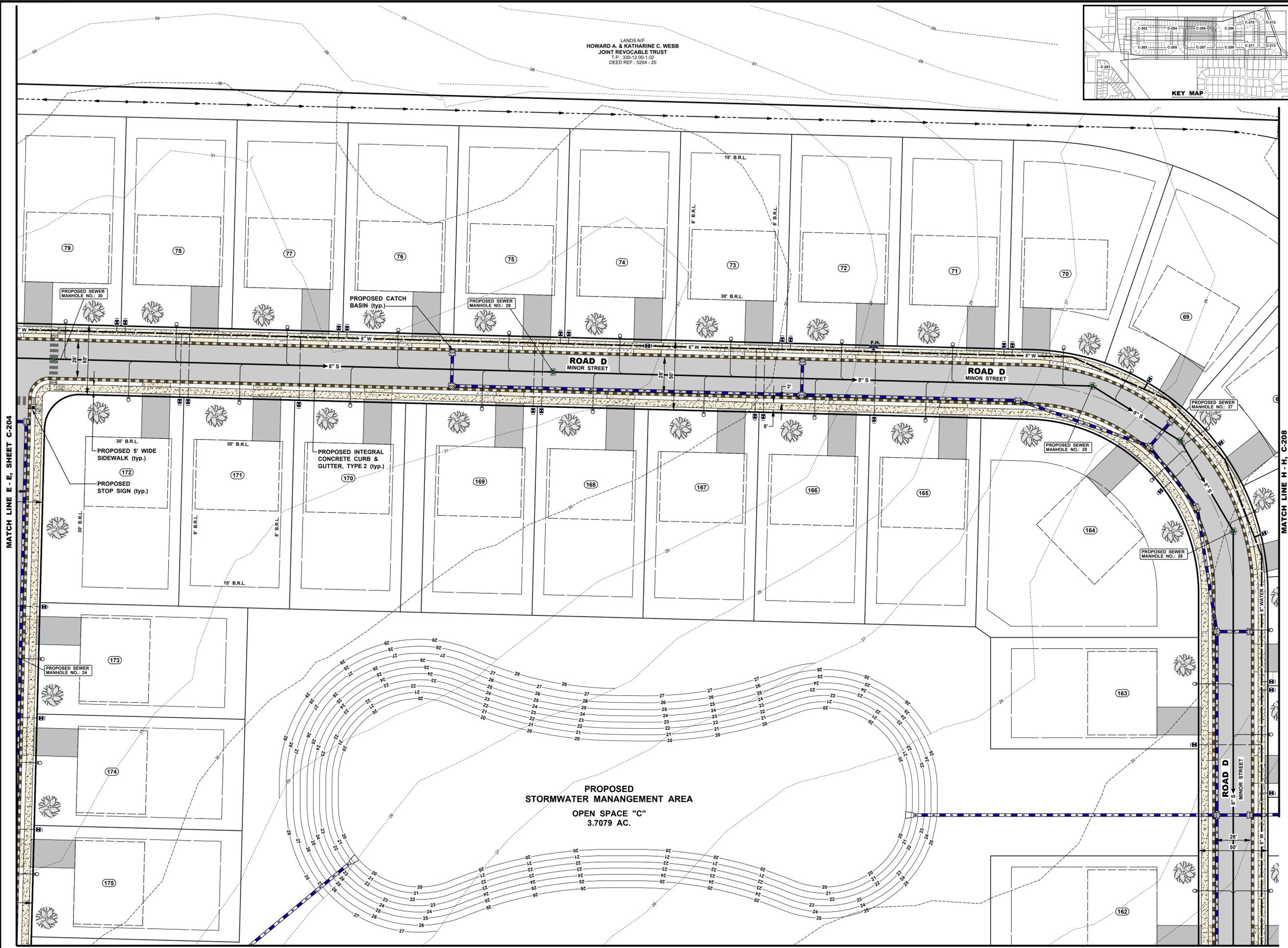
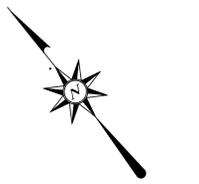
**BECKER  
 MORGAN**  
 GROUP

ARCHITECTURE  
 ENGINEERING

Delaware  
 309 South Governors Avenue  
 Dover, DE 19904  
 302.734.7950  
 The Tower at STAR Campus  
 100 Discovery Boulevard, Suite 102  
 Newark, DE 19713  
 302.369.3700

Maryland  
 312 West Main Street, Suite 300  
 Salisbury, MD 21801  
 410.546.9100

North Carolina  
 3333 Jaeckle Drive, Suite 120  
 Wilmington, NC 28403  
 910.341.7600  
 www.beckermorgan.com



MATCH LINE E - E, SHEET C-204

MATCH LINE H - H, C-208

MATCH LINE G - G, SHEET C-207

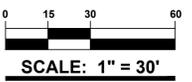
PROJECT TITLE

**RED CEDAR  
 FARMS, INC**

6367 BUCKS ROAD  
 CITY OF MILFORD  
 SUSSEX COUNTY, DE

SHEET TITLE

**PRELIMINARY  
 SITE PLAN**

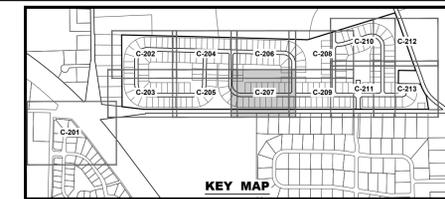


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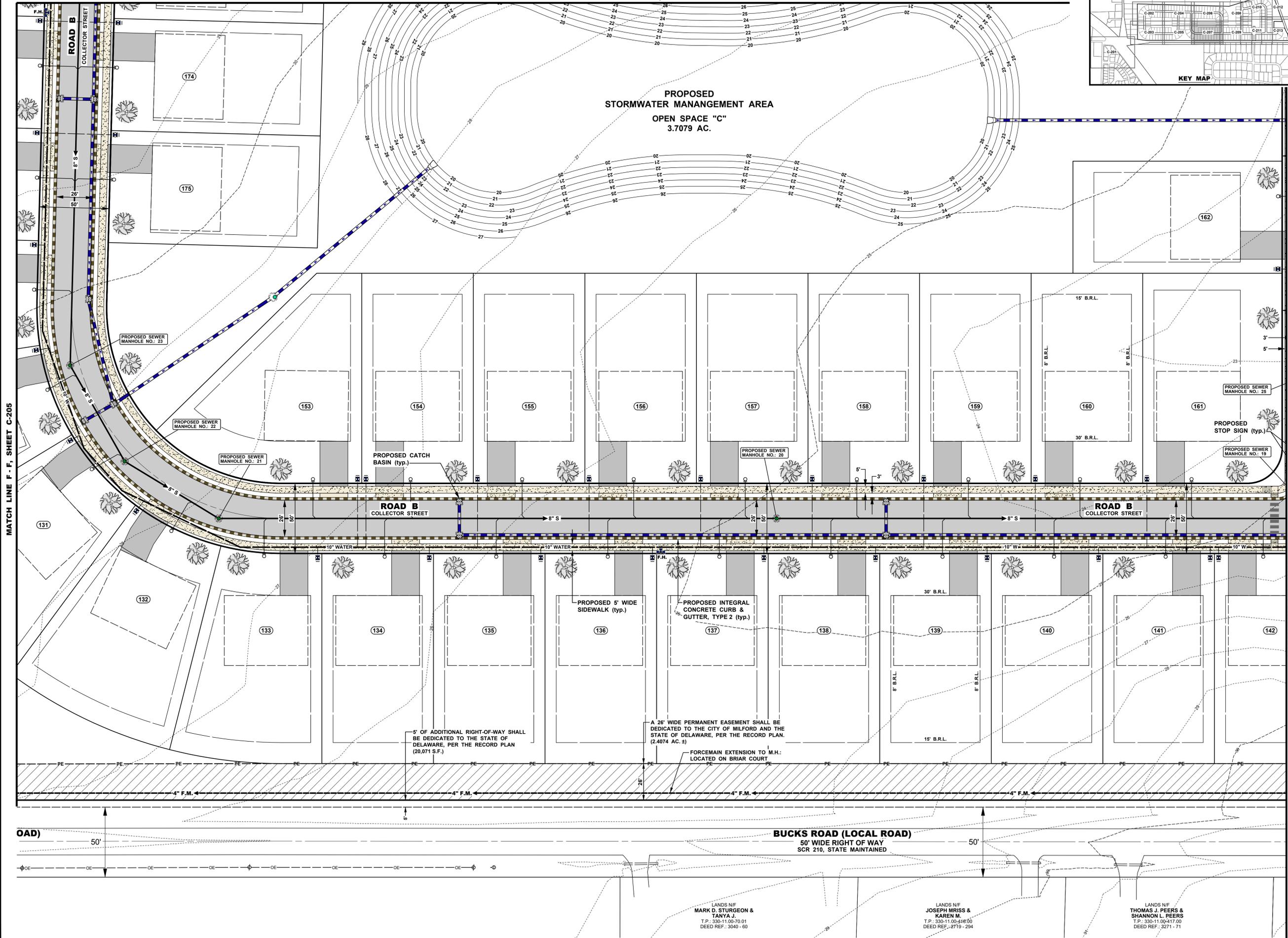
MARK	DATE	REVISIONS	DESCRIPTION
1	08/08/22	REVISED PER THE CITY OF MILFORD	
		REVIEW COMMENTS	
PROJECT NO.:		2021161.00	
DATE:		2022-09-09	
SCALE:		1" = 30'	
DRAWN BY:		K.N.G. / PROJ. MGR.: J.S.F.	

**C-206**

MATCH LINE G - G, SHEET C-206



PROPOSED STORMWATER MANAGEMENT AREA  
OPEN SPACE "C"  
3.7079 AC.



MATCH LINE F - F, SHEET C-205

MATCH LINE I - I, SHEET C-209



ARCHITECTURE  
ENGINEERING  
Delaware  
309 South Governors Avenue  
Dover, DE 19904  
302.734.7950  
The Tower at STAR Campus  
100 Discovery Boulevard, Suite 102  
Newark, DE 19713  
302.369.3700  
Maryland  
312 West Main Street, Suite 300  
Salisbury, MD 21801  
410.546.9100  
North Carolina  
3333 Jaeckle Drive, Suite 120  
Wilmington, NC 28403  
910.341.7600  
www.beckermorgan.com



PROJECT TITLE

**RED CEDAR FARMS, INC**  
6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE

**PRELIMINARY SITE PLAN**



SCALE: 1" = 30'

ISSUE BLOCK

MARK	DATE	REVISIONS / DESCRIPTION
1	08/08/22	REVISED PER THE CITY OF MILFORD
		REVIEW COMMENTS
		DESCRIPTION

PROJECT NO.: 2021161.00  
DATE: 2022-09-09

SCALE: 1" = 30'  
DRAWN BY: K.N.G. / PROJ. MGR.: J.S.F.

SHEET  
**C-207**

A 26' WIDE PERMANENT EASEMENT SHALL BE DEDICATED TO THE CITY OF MILFORD AND THE STATE OF DELAWARE, PER THE RECORD PLAN. (2,4074 AC. ±)

5' OF ADDITIONAL RIGHT-OF-WAY SHALL BE DEDICATED TO THE STATE OF DELAWARE, PER THE RECORD PLAN (20,071 S.F.)

FORCEMAIN EXTENSION TO M.H.: LOCATED ON BRIAR COURT

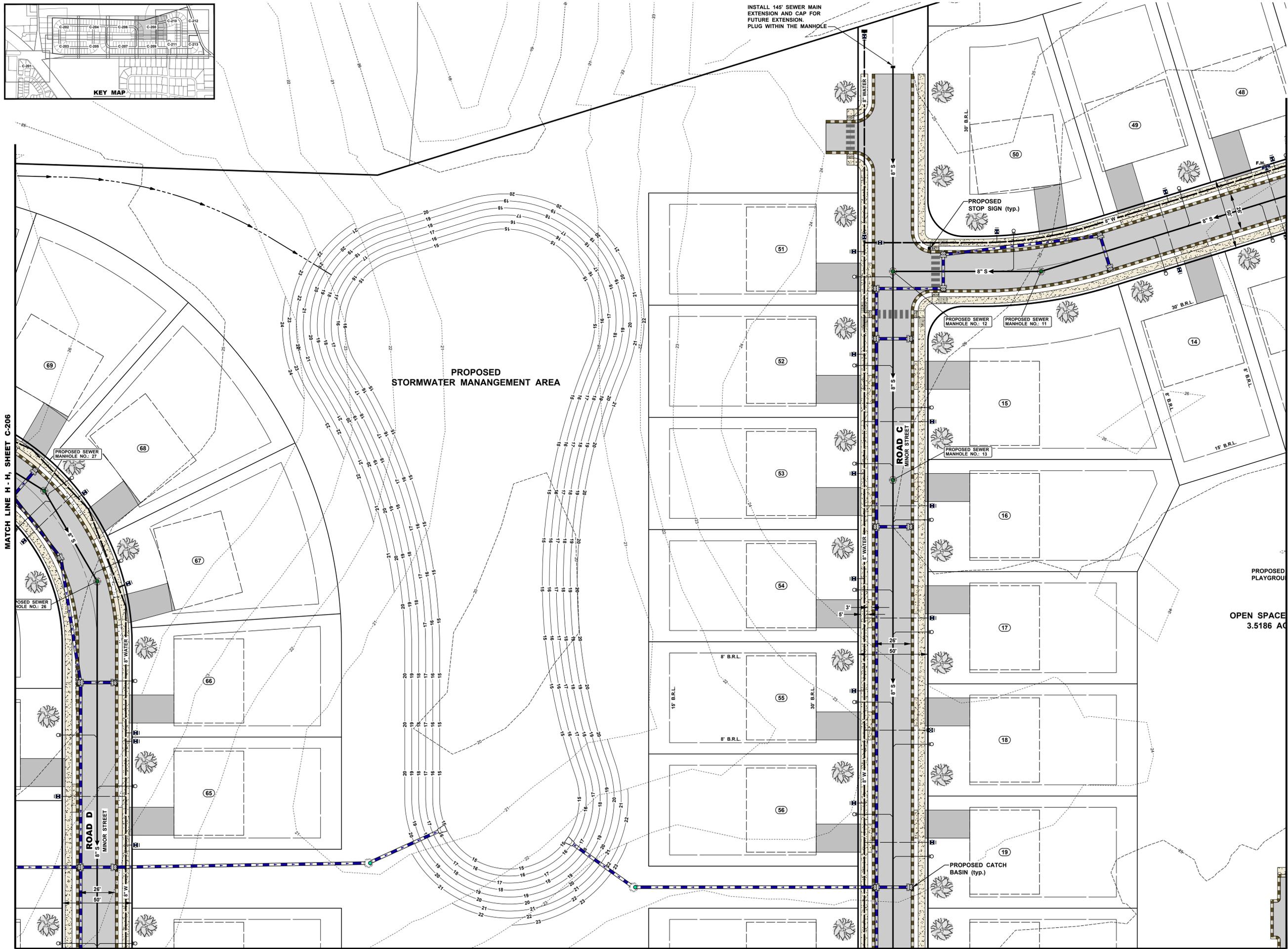
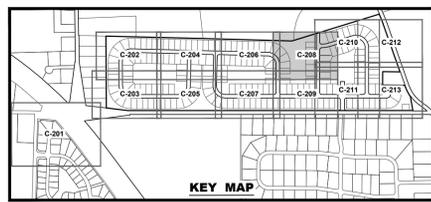
ROAD) 50'

**BUCKS ROAD (LOCAL ROAD)**  
50' WIDE RIGHT OF WAY  
SCR 210, STATE MAINTAINED

LANDS N/F  
MARK D. STURGEON &  
TANYA J.  
T.P.: 330-11.00-70.01  
DEED REF.: 3040 - 80

LANDS N/F  
JOSEPH MRIS &  
KAREN M.  
T.P.: 330-11.00-418.00  
DEED REF.: 2719 - 294

LANDS N/F  
THOMAS J. PEERS &  
SHANNON L. PEERS  
T.P.: 330-11.00-417.00  
DEED REF.: 3271 - 71



INSTALL 145' SEWER MAIN  
EXTENSION AND CAP FOR  
FUTURE EXTENSION.  
PLUG WITHIN THE MANHOLE



ARCHITECTURE  
ENGINEERING  
Delaware  
309 South Governors Avenue  
Dover, DE 19904  
302.734.7950  
The Tower at STAR Campus  
100 Discovery Boulevard, Suite 102  
Newark, DE 19713  
302.369.3700  
Maryland  
312 West Main Street, Suite 300  
Salisbury, MD 21801  
410.546.9100  
North Carolina  
3333 Jaeckle Drive, Suite 120  
Wilmington, NC 28403  
910.341.7600  
www.beckermorgan.com



PROJECT TITLE  
**RED CEDAR  
FARMS, INC**  
6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE  
**PRELIMINARY  
SITE PLAN**



ISSUE BLOCK	
NO.	DESCRIPTION
1	08/08/22 REVISED PER THE CITY OF MILFORD
	REVIEW COMMENTS
	DESCRIPTION
PROJECT NO.: 2021161.00	
DATE: 2022-09-09	
SCALE: 1" = 30'	
DRAWN BY: K.N.G. PROJ. MGR.: J.S.F.	

SHEET  
**C-208**

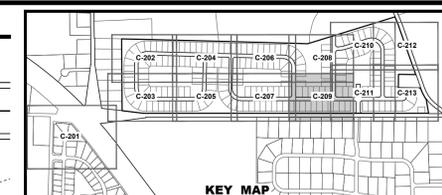
MATCH LINE J - J, SHEET C-209

MATCH LINE H - H, SHEET C-206

MATCH LINE K - K, SHEET C-210

PROPOSED  
PLAYGROUND

OPEN SPACE  
3.5186 AC



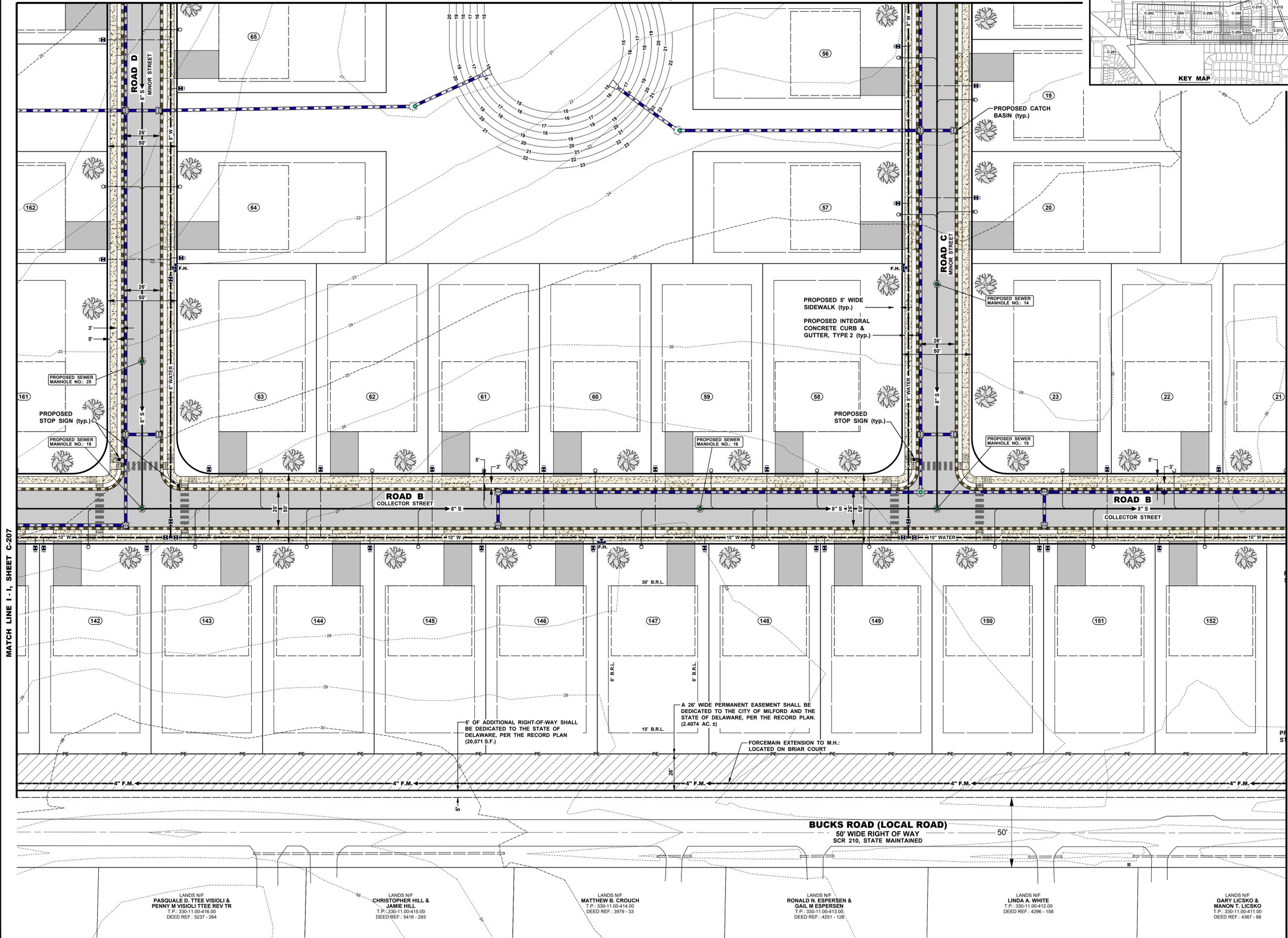
ARCHITECTURE  
ENGINEERING

**Delaware**  
309 South Governors Avenue  
Dover, DE 19904  
302.734.7950  
The Tower at STAR Campus  
100 Discovery Boulevard, Suite 102  
Newark, DE 19713  
302.369.3700

**Maryland**  
312 West Main Street, Suite 300  
Salisbury, MD 21801  
410.546.9100

**North Carolina**  
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MATCH LINE I - I, SHEET C-207

MATCH LINE L - L, SHEET C-211

PROJECT TITLE

### RED CEDAR FARMS, INC

6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE

### PRELIMINARY SITE PLAN



ISSUE BLOCK

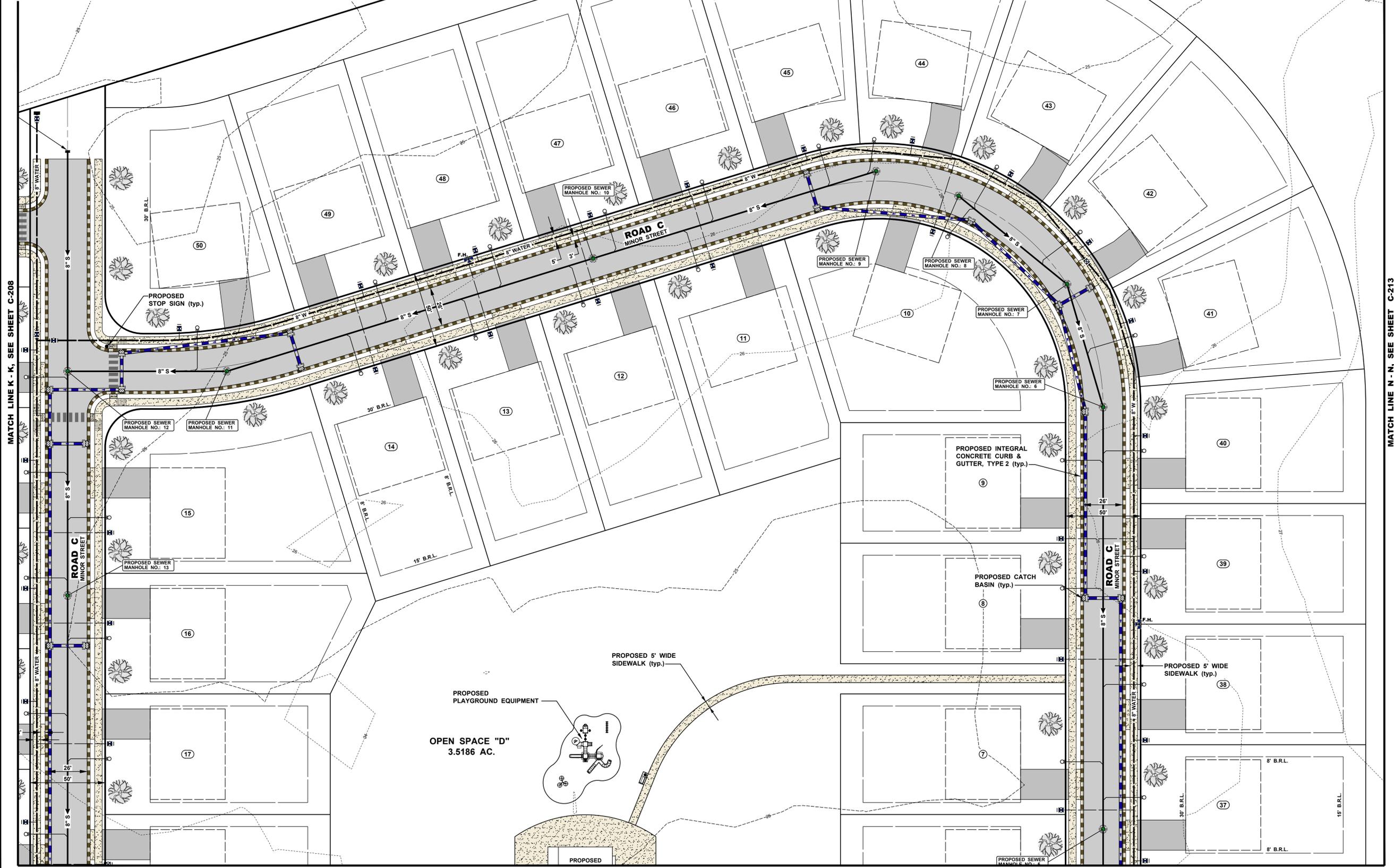
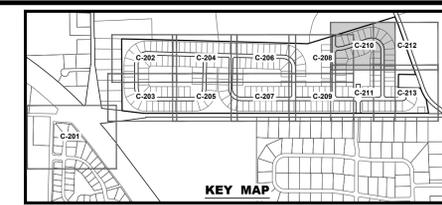
MARK	DATE	REVISIONS / DESCRIPTION
1	08/08/22	REVISED PER THE CITY OF MILFORD REVIEW COMMENTS
LAYER/STATE: C-201-C-213		
PROJECT NO.:		2021161.00
DATE:		2022-09-09
SCALE:		1" = 30'
DRAWN BY:		K.N.G. / PROJ. MGR.: J.S.F.
SHEET		

### C-209

2022

LEGEND		ITEM	EXISTING	PROPOSED
CONCRETE CURB & GUTTER		SANITARY GRAVITY SEWER LINE (S)		
CONCRETE SIDEWALK, SLAB PAVING OR PARKING LOT		SANITARY SEWER FORCE MAIN (F.M.)		
IMPERVIOUS SURFACED ROAD, DRIVE OR PARKING LOT		SANITARY SEWER MANHOLE (S.S.M.H.)		
INDIVIDUAL TREE OR BUSH		SANITARY SEWER CLEANOUT (S.C.O.)		
WIRE FENCE		WATER MAIN & SIZE		
CHAINLINK FENCE		FIRE HYDRANT (F.H.)		
STOCKADE FENCE		WATER VALVE (W.V.) OR METER (W.M.)		
STRUCTURE (CONCRETE, WOOD, METAL, ETC.)		STORM DRAIN LINE (S.D.M.H.)		
DRAINAGE DITCH OR SWALE		STORM DRAIN LINE (CMP, RCP, HDPE)		
WETLAND BOUNDARY LINE		CATCH BASIN (C.B.)		
CONTOUR		UTILITY POLE W/ OVERHEAD SERVICE (T.E.P.)		
ELEVATION SPOT SHOT		TELEPHONE (T.E.)		
BENCH MARK		UNDERGROUND ELECTRIC (U.E.)		
PROPERTY OR RIGHT-OF-WAY LINE		UNDERGROUND TELEPHONE (U.T.)		
CENTERLINE		UNDERGROUND GAS MAIN (U.G.)		
LIGHT POLE				

LANDS N/F  
MARY LEE KRAUSS, TRUSTEE  
T.P.: 330-12.00-5.00  
DEED REF.: 124 - 347



**BECKER MORGAN GROUP**

ARCHITECTURE ENGINEERING

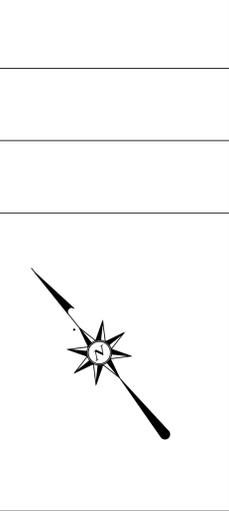
Delaware  
309 South Governors Avenue  
Dover, DE 19904  
302.734.7950

The Tower at STAR Campus  
100 Discovery Boulevard, Suite 102  
Newark, DE 19713  
302.369.3700

Maryland  
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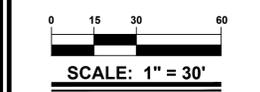
PROJECT TITLE

**RED CEDAR FARMS, INC**

6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

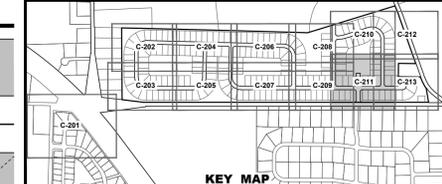
SHEET TITLE

**PRELIMINARY SITE PLAN**

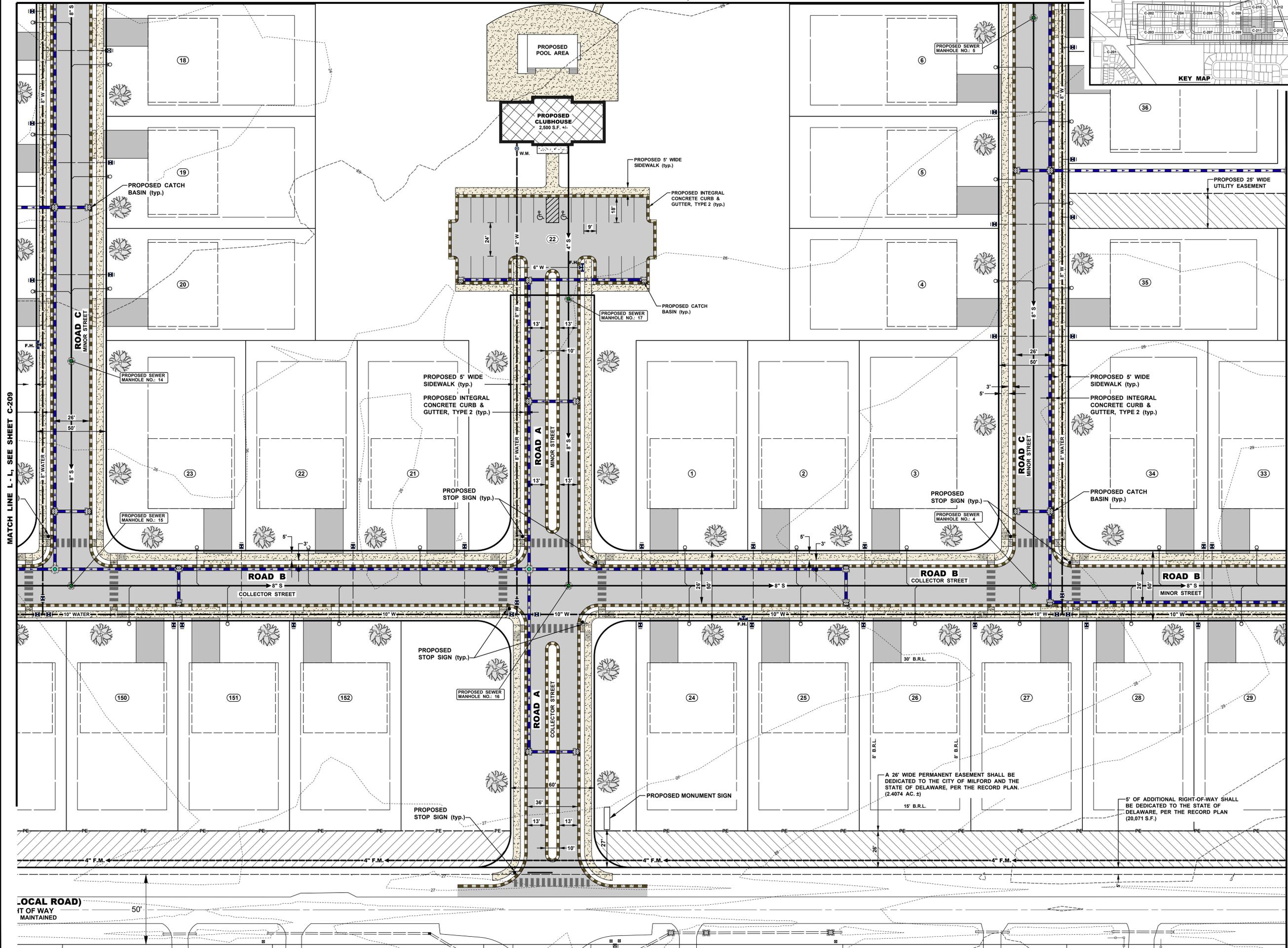


MARK	DATE	REVISIONS	DESCRIPTION
1	08/08/22	REVISED PER THE CITY OF MILFORD	
		REVIEW COMMENTS	
PROJECT NO.: 2021161.00			
DATE: 2022-09-09			
SCALE: 1" = 30'			
DRAWN BY: K.N.G. PROJ. MGR.: J.S.F.			
SHEET			
<b>C-210</b>			

MATCH LINE M - M, SHEET C-210



ARCHITECTURE  
ENGINEERING  
Delaware  
309 South Governors Avenue  
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Newark, DE 19713  
302.369.3700  
Maryland  
312 West Main Street, Suite 300  
Salisbury, MD 21801  
410.546.9100  
North Carolina  
3333 Jaeckle Drive, Suite 120  
Wilmington, NC 28403  
910.341.7600  
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PROJECT TITLE

### RED CEDAR FARMS, INC

6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE

### PRELIMINARY SITE PLAN



SCALE: 1" = 30'

ISSUE BLOCK

MARK	DATE	REVISIONS / DESCRIPTION
1	08/08/22	REVISED PER THE CITY OF MILFORD REVIEW COMMENTS
		LAYER STATE: C-211-C-213

PROJECT NO.: 2021161.00  
DATE: 2022-09-09  
SCALE: 1" = 30'  
DRAWN BY: K.N.G. PROJ. MGR.: J.S.F.

### C-211

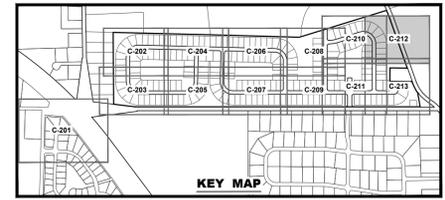
MATCH LINE O - O, SEE SHEET C-213

MATCH LINE L - L, SEE SHEET C-209

LOCAL ROAD)  
17' OF WAY  
MAINTAINED

A 26' WIDE PERMANENT EASEMENT SHALL BE DEDICATED TO THE CITY OF MILFORD AND THE STATE OF DELAWARE, PER THE RECORD PLAN (2.4074 AC. ±)

5' OF ADDITIONAL RIGHT-OF-WAY SHALL BE DEDICATED TO THE STATE OF DELAWARE, PER THE RECORD PLAN (20,071 S.F.)



PROJECT TITLE

**RED CEDAR FARMS, INC**

6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE

**PRELIMINARY SITE PLAN**

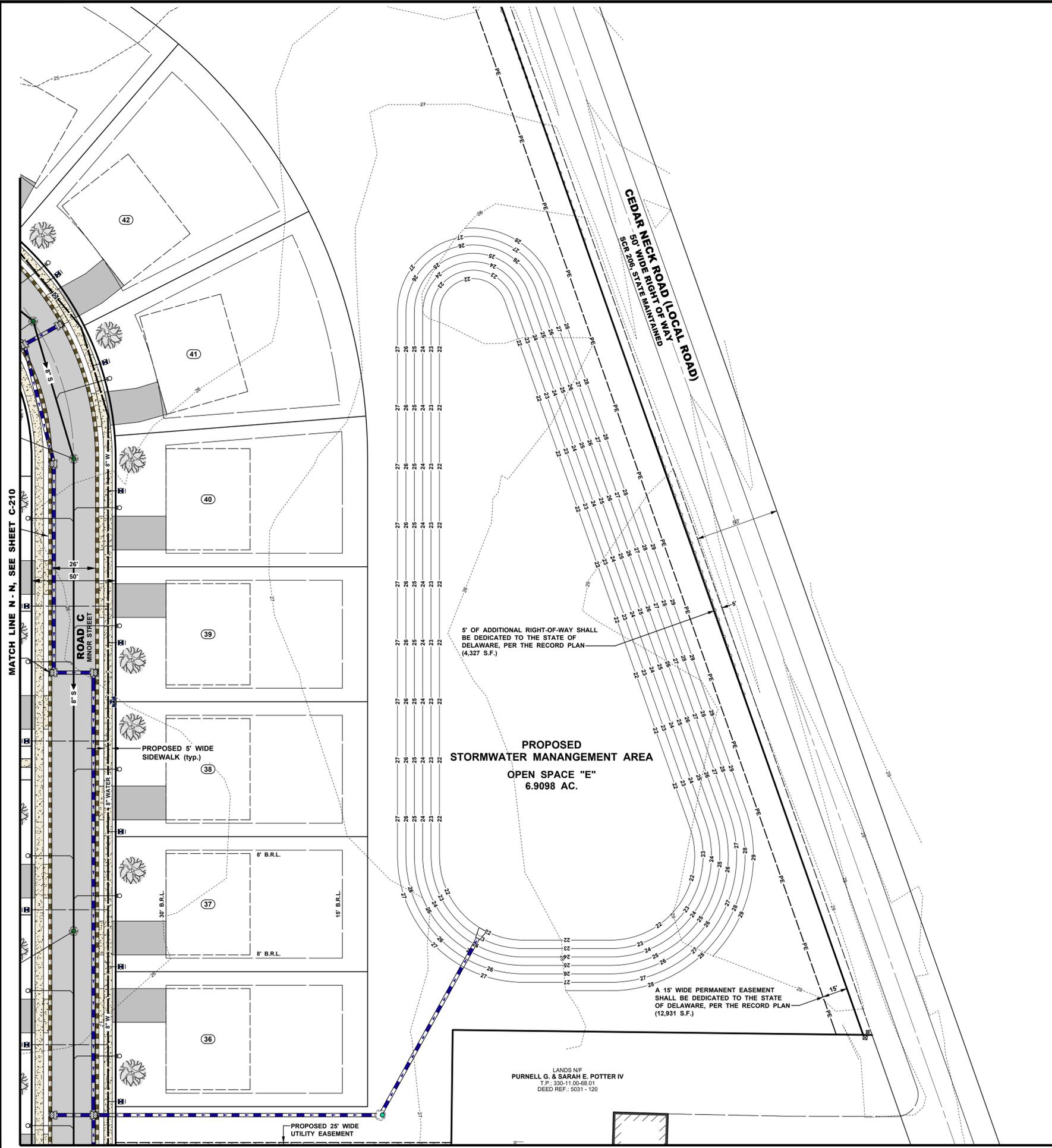


ISSUE BLOCK

MARK	DATE	REVISION / DESCRIPTION
1	08/08/22	REVISED PER THE CITY OF MILFORD REVIEW COMMENTS

PROJECT NO.: 2021161.00  
DATE: 2022-09-09  
SCALE: 1" = 30'  
DRAWN BY: K.N.G. / PROJ. MGR.: J.S.F.

**C-212**



LEGEND					
ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONCRETE CURB & GUTTER			SANITARY GRAVITY SEWER LINE (S) SIZE & FLOW DIRECTION	EX. 10" S	10" S
CONCRETE SIDEWALK, SLAB / PAVING			SANITARY SEWER FORCE MAIN (F.M.) SIZE & FLOW DIRECTION	EX. 10" F.M.	10" F.M.
ASPHALT/PAVED SURFACED ROAD, DRIVE OR PARKING LOT			SANITARY SEWER MANHOLE (S.S.M.H.)	EX. 10" W	10" W
INDIVIDUAL TREE OR BUSH			SANITARY SEWER CLEANOUT (C.O.)	EX. 10" W	10" W
WIRE FENCE			WATER MANHOLE	EX. 10" W	10" W
CHAINLINK FENCE			FIRE HYDRANT (F.H.)	EX. 10" W	10" W
STOCKADE FENCE			WATER VALVE (W.V.) OR METER (W.M.)	EX. 10" W	10" W
STRUCTURE (CONCRETE, WOOD, METAL, ETC.)			STORM DRAIN MANHOLE (S.D.M.H.)	EX. 10" W	10" W
DRAINAGE DITCH OR SWALE			STORM DRAIN LINE (CMP, MCP, HDPE)	EX. 10" S	10" S
WETLAND BOUNDARY LINE			CATCH BASIN (C.B.)	EX. 10" W	10" W
CONTOUR			UTILITY POLE W/ OVERHEAD SERVICE (TELEPHONE (O.T.), ELECTRIC (O.E.))	EX. 10" W	10" W
ELEVATION SPOT SHOT			UNDERGROUND ELECTRIC (U.E.)	EX. 10" W	10" W
BENCH MARK			UNDERGROUND TELEPHONE (U.T.)	EX. 10" W	10" W
PROPERTY OR RIGHT-OF-WAY LINE			UNDERGROUND GAS MAIN (U.G.M.)	EX. 10" W	10" W
CENTERLINE					
LIGHT POLE					

MATCH LINE N - N, SEE SHEET C-210

MATCH LINE P - P, SEE SHEET C-213





**WAIVER REQUEST**  
**Red Cedar Farms**

Maximum Block Width Length

**REQUEST:**

We request relief from the minimum width of block length as outlined in chapter 200-8(d) which requires “block widths shall not be less than 275 ft. and not more than 450 ft. and shall be planned to provide two rows of lots”. This specific request will apply to three areas within the community. The roads surround open space B, C, and D identified as Block A, B, and C on the attached exhibit.

**EXTENT OF THE REQUEST:**

City of Milford code, Part II, Chapter 200-8 Item D(23) states “block widths shall not be less than 275 ft. and not more than 450 ft. and shall be planned to provide two rows of lots”. Three areas are involved in this request as shown in the attached and labeled as Block A, B, and C.

**BASIS FOR REQUEST:**

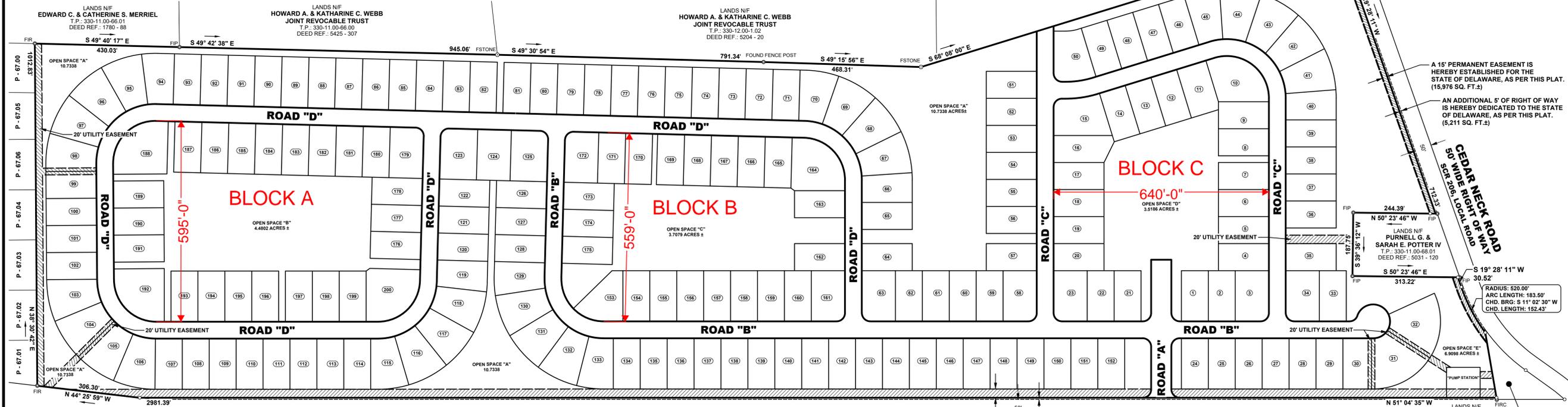
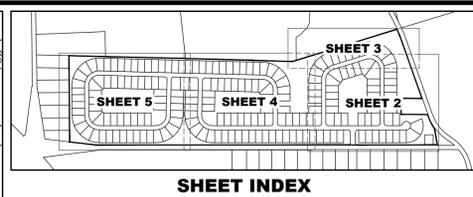
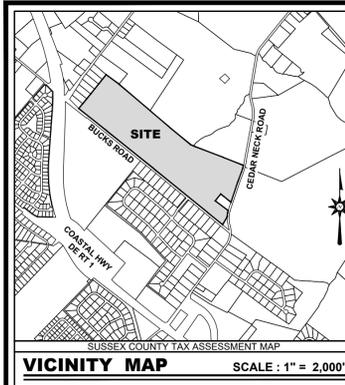
In accordance with City of Milford code, Part II, Chapter 200-9, “Applicants may request, at the time of application submission, the varying or waiving of requirements of Chapter 200, and the Planning Commission may, at its discretion, recommend to City Council the varying or waiving of said requirements and request conditions that substantially secure the objectives of the requirements so waived. Upon the findings of the City Council that, due to special conditions peculiar to a subdivision or a site, certain requirements of these regulations are inappropriate or that strict compliance with said requirements may cause extraordinary and unnecessary hardships, the City Council may vary or waive said requirements, provided that such variance or *waiver* shall not be detrimental to the public health, safety or general welfare or have the effect of nullifying the intent and purpose of the Official Map, Chapter 230, Zoning, the Development Plan or this chapter. In varying or waiving certain requirements, the City

Council may specify such conditions at will, in its judgment, secure substantially the objectives of the requirements so varied or waived.

The specific areas in question are designed to include stormwater management within a central open space that is surrounded by lots. In order to provide proper drainage and open space, an increase in block length from 450 ft. to a maximum of 595' and 559' for Block A and Block B, respectively. In addition, an open space amenity in the form of a clubhouse, pool, and playground is proposed within Block C. In order to accommodate the amenity and provide open space separation to surrounding lots, an increase from 450' to 640' is proposed within Block C.

We do not believe that this request will be detrimental to the public health, safety or general welfare of the public. In fact, the request will increase open space and provide for better drainage by providing stormwater facilities between the rear yards as opposed to on lot drainage systems through swales. On lot swales between adjoining rear yards can result in drainage concerns if not properly maintained or if a property owner places obstacles in the area of drainage. By increasing the block width, stormwater can be located off lot and be under the control of the home owners association.

This request will not have the effect of nullifying the intent and purpose of the Official Map.



TAX PARCEL	LANDS NOW OR FORMERLY OF	DEED REFERENCE
330-11.00-56.00	MR WIGGLES LLC	3815 - 29
330-11.00-67.00	JAMES M. TISHER SR., TRUSTEE ET. AL.	3825 - 84
330-11.00-67.01	CAPGROW HOLDINGS JV SUB I LLC	4369 - 93
330-11.00-67.02	JACLYN AMANDA PACCIOLLO	5376 - 58
330-11.00-67.03	JOSEPH H. & LORI L. WEBB III	2716 - 29
330-11.00-67.04	DOUGLAS COOK CONKLING	4908 - 256
330-11.00-67.05	JAMES M. TISHER SR., TRUSTEE ET. AL.	5193 - 116
330-11.00-67.06	ANTHONY R. PERRINO	5118 - 304
330-11.00-70.01	MARK D. & TANYA J. STURGEON	3040 - 60
330-11.00-343.00	WILLIAM C. HAGGERTY	2614 - 238
330-11.00-344.00	RICHARD JOHN & ELLEN BAER	4238 - 180
330-11.00-345.00	MICHAEL E. & COLETTE L. HAYCRAFT	2005 - 282
330-11.00-346.00	PETER & CAROL W. GOLDRING	5147 - 134
330-11.00-347.00	RAYMOND HENDRICK	4593 - 222
330-11.00-348.00	JAMES B. ADAMS, TRUSTEE	551 - 265
330-11.00-349.00	JAMES & SHELIA C. SWEENEY	5085 - 210
330-11.00-411.00	GARY J. & MANON T. LICSKO	4267 - 88
330-11.00-412.00	LINDA A. WHITE	4296 - 158
330-11.00-413.00	RONALD N. & GAIL M. ESPERSEN	4251 - 128
330-11.00-414.00	MATTHEW B. CROUCH	3979 - 33
330-11.00-415.00	CHRISTOPHER & JAIME HILL	5416 - 293
330-11.00-416.00	PASQUALE D. & PENNY M. VISOLI, TRUSTEES	5237 - 264
330-11.00-417.00	THOMAS J. & SHANNON L. PEERS	3271 - 71
330-11.00-418.00	JOSEPH S. & KAREN M. KRISS	2719 - 294

**CITY OF MILFORD APPROVAL**

CITY MANAGER: MARK WHITFIELD \_\_\_\_\_ DATE \_\_\_\_\_

**OWNERS CERTIFICATION**

WE, RED CEDAR FARMS, INC., HEREBY CERTIFY THAT WE ARE THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN ON THIS PLAN, THAT THE PLAN WAS MADE AT OUR DIRECTION, AND THAT WE ACKNOWLEDGE THE SAME TO BE OUR ACT AND DESIRE THE PLAN TO BE DEVELOPED AS SHOWN IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**SURVEYOR CERTIFICATION**

I, JEFFREY C. DODD, REGISTERED AS A PROFESSIONAL LAND SURVEYOR IN THE STATE OF DELAWARE, HEREBY STATE THAT THE INFORMATION SHOWN ON THIS PLAN HAS BEEN PREPARED UNDER MY SUPERVISION AND MEETS THE STANDARDS OF PRACTICE AS ESTABLISHED BY THE STATE OF DELAWARE BOARD OF PROFESSIONAL LAND SURVEYORS, ANY CHANGES TO THE PROPERTY CONDITIONS, IMPROVEMENTS, BOUNDARY OR PROPERTY CORNERS AFTER THE DATE SHOWN HEREON SHALL NECESSITATE A NEW REVIEW AND CERTIFICATION FOR ANY OFFICIAL OR LEGAL USE.

JEFFREY C. DODD \_\_\_\_\_ P.L.S. NO. 782 \_\_\_\_\_ DATE \_\_\_\_\_

BUCKS ROAD 50' WIDE RIGHT OF WAY SCR 210, LOCAL ROAD	VARIOUS PARCELS	AN ADDITIONAL 5' OF RIGHT OF WAY IS HEREBY DEDICATED TO THE STATE OF DELAWARE, AS PER THIS PLAT. (20,072 SQ. FT.)	P - 348.00	P - 347.00	P - 346.00	P - 345.00	P - 344.00	P - 343.00
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**SITE DATA**

- OWNER OF RECORD: RED CEDAR FARMS, INC. 2160 NW 69TH TERRACE MARGATE, FLORIDA 33063
- ENGINEER / SURVEYOR: BECKER MORGAN GROUP INC. 309 SOUTH GOVERNORS AVE. DOVER, DELAWARE 19904 302-734-7950
- PROPERTY LOCATION: 6367 BUCKS ROAD LATITUDE N 38° 54' 10.70" GR80 - NAD83 LONGITUDE W 075° 23' 18.90" GR80 - NAD83
- TAX PARCEL NUMBER: 3-30-11.00-068.00
- DEED REFERENCE: 3497 - 199
- SITE AREA SUMMARY: ROW DEDICATION: -25,283 SQ. FT. / 0.5804 ACRES ±  
101,4166 ACRES ±  
100,8362 ACRES ±
- ZONING CLASSIFICATION: PRESENT: R-2 RESIDENTIAL DISTRICT PROPOSED: R-2 RESIDENTIAL DISTRICT
- PRESENT USE: RESIDENTIAL / AGRICULTURE
- PROPOSED USE: RESIDENTIAL
- ROAD CLASSIFICATION: BUCKS ROAD - LOCAL ROAD (40 MPH) CEDAR NECK ROAD - LOCAL ROAD (50 MPH)
- SURVEY DATUM: NGS MONUMENTS VERTICAL: NAVD 88 - GPS S6A HORIZONTAL: NAD 83 (2011) - DEMI
- MONUMENTATION: 11 FOUND / 7 SET
- SURVEY UNIT: LINEAR: US SURVEY FOOT ANGULAR: DEGREES MINUTES SECONDS (DMS) COORDINATE: GROUND
- MIN. LOT AREA: REQUIRED: 8,000 SFT (INTERIOR LOT) 13,000 SFT (CORNER LOT) PROPOSED: 12,000 SFT (INTERIOR LOT) 13,000 SFT (CORNER LOT)
- MIN. LOT DIMENSIONS: REQUIRED: WIDTH: 80' LENGTH: N/A PROPOSED: WIDTH: 80' LENGTH: 150'
- SETBACKS: R-2 RESIDENTIAL DISTRICT: FRONT: 30' SIDE: 8' REAR: 15'
- BUILDING HEIGHT: PERMITTED: 35'
- OPEN SPACE: MIN. REQUIRED: 25% PROVIDED: 29,3503 AC± / 100,8362 AC± = 0.29,1%
- LOT COVERAGE: MAX ALLOWABLE: 30% MAX PROPOSED: 56,9731 AC± x 0.30 = 17,0919 AC±
- PARKING: REQUIRED: 2.5 SPACES PER DWELLING UNIT PROPOSED: 80' WIDTH LOT - 20' WIDE DRIVEWAY = 60' FOR PARKING / 20' PARKING SPACE = 3 PARKING SPACES / DWELLING UNIT
- UTILITY PROVIDERS: SEWER: CITY OF MILFORD WATER: CITY OF MILFORD ELECTRIC: CITY OF MILFORD
- TOTAL EDUS: SINGLE FAMILY DWELLING = 1 EDU TOTAL: 200 SINGLE FAMILY \* 1 = 200 EDUS
- DWELLING UNIT TOTAL: SINGLE FAMILY DWELLING: 200 DWELLING UNITS
- MAX DWELLING PER ACRE: MAX ALLOWED: 8 DU PER ACRE PROPOSED: 200 DU / 101.41 AC = 1.97 PER ACRE

- GENERAL NOTES**
- THE BOUNDARY & TOPOGRAPHIC DATA SHOWN HEREON WAS COMPILED FROM A FIELD RUN SURVEY PERFORMED BY BECKER MORGAN GROUP, INC., DOVER, DE, IN AUGUST 2021.
  - THE BOUNDARY LINES PORTRAYED HEREON HAVE BEEN ESTABLISHED BASED SOLELY ON PHYSICAL EVIDENCE DISCOVERED IN THE FIELD IN CONJUNCTION WITH DETERMINATIONS DERIVED FROM SOURCE OF TITLE AND ADJACENT DEED RECORD INFORMATION.
  - PROPERTY SHOWN HEREON IS SUBJECT TO ANY RIGHT-OF-WAY, EASEMENTS, RESTRICTIONS, ETC. AS MAY BE SHOWN OR NOTED IN ANY RECORD, PUBLIC OR OTHERWISE, OR ANY REQUIREMENT OR REGULATION OF ANY PUBLIC AGENCY.
  - PARCEL IS LOCATED WITHIN ZONE "X", AREA OF MINIMAL FLOODING HAZARD, BASED ON FEMA FIRM MAP 10005C0044K, EFFECTIVE DATE MARCH 16, 2015.

**BECKER MORGAN GROUP**

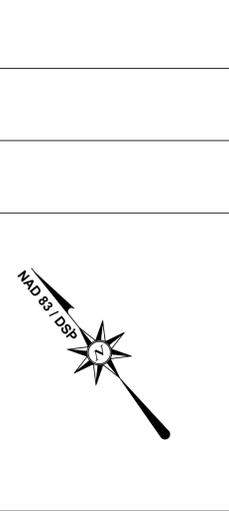
ARCHITECTURE ENGINEERING

Delaware  
309 South Governors Avenue  
Dover, DE 19904  
302.734.7950  
The Tower at STAR Campus  
100 Discovery Boulevard, Suite 102  
Newark, DE 19713  
302.369.3700

Maryland  
312 West Main Street, Suite 300  
Salisbury, MD 21801  
410.546.9100

North Carolina  
3333 Jaeckle Drive, Suite 120  
Wilmington, NC 28403  
910.341.7600

www.beckermorgan.com



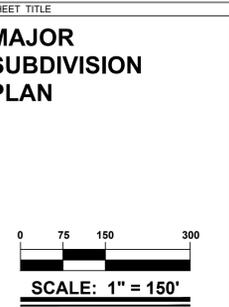
PROJECT TITLE

**RED CEDAR FARMS, INC**

6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

SHEET TITLE

**MAJOR SUBDIVISION PLAN**



ISSUE BLOCK

MARK	DATE	DESCRIPTION
1.	6/1/22	REVISE DRAWING PER CITY OF COMMENTS DATED 5/16/22

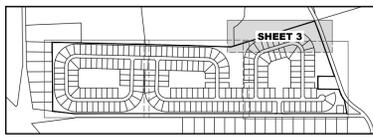
PROJECT NO.: 2021161.00  
DATE: 01/18/2022  
SCALE: 1" = 150'  
DRAWN BY: J.H.K. / PROJ. MGR.: J.C.D.

SHEET

**1 OF 5**

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SHEET INDEX



CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C1	25.00'	39.27'	N83° 55' 25"E	35.36'
C2	25.00'	39.27'	N06° 04' 35"W	35.36'
C3	175.00'	279.42'	S05° 20' 07"E	250.67'
C4	25.00'	39.27'	N04° 35' 39"W	35.36'
C5	25.00'	39.27'	S85° 24' 21"W	35.36'
C6	175.00'	270.36'	N84° 39' 53"E	244.27'
C7	175.00'	273.63'	S06° 16' 57"E	246.60'
C8	175.00'	280.35'	S84° 24' 22"W	251.32'
C9	175.00'	268.99'	N05° 06' 41"W	243.28'
C10	25.00'	39.27'	S06° 04' 35"E	35.36'
C11	25.00'	39.27'	N83° 55' 25"E	35.36'
C12	25.00'	39.27'	S06° 04' 35"E	35.36'
C13	275.00'	81.87'	S59° 36' 18"E	81.56'
C14	175.00'	326.99'	N14° 36' 18"W	281.45'
C15	25.00'	39.27'	S06° 04' 35"E	35.36'
C16	25.00'	30.77'	S86° 20' 27"E	28.87'
C17	50.00'	218.63'	N03° 39' 33"E	81.65'
C18	25.00'	39.27'	S83° 55' 25"W	35.36'
C19	25.00'	39.27'	S06° 04' 35"E	35.36'
C20	25.00'	39.27'	S06° 04' 35"E	35.36'

CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C21	25.00'	39.27'	N83° 55' 25"E	35.36'
C22	25.00'	39.27'	S06° 04' 35"E	35.36'
C23	25.00'	39.27'	N83° 55' 25"E	35.36'
C24	125.00'	233.56'	N14° 36' 18"W	201.04'
C25	325.00'	96.75'	N59° 36' 18"W	96.39'
C26	25.00'	39.27'	S83° 55' 25"W	35.36'
C27	25.00'	39.27'	N83° 55' 25"E	35.36'
C28	125.00'	191.96'	N05° 04' 13"W	173.65'
C29	25.00'	39.27'	S85° 24' 21"W	35.36'
C30	125.00'	199.58'	S05° 20' 07"E	179.05'
C31	25.00'	39.27'	N04° 35' 39"W	35.36'
C32	125.00'	193.12'	N84° 39' 53"E	174.48'
C33	125.00'	195.45'	S06° 16' 57"E	176.14'
C34	125.00'	200.48'	S84° 27' 32"W	179.67'
C35	200.00'	400.00'	N71° 37' 40"E	336.59'
C36	325.00'	607.26'	N14° 36' 18"W	522.70'
C37	125.00'	37.21'	N59° 36' 18"W	37.07'
C38	325.00'	500.24'	N05° 10' 15"W	452.30'
C39	325.00'	520.81'	S84° 25' 12"W	466.85'
C40	325.00'	508.17'	S06° 16' 57"E	457.96'

CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C41	325.00'	502.10'	N84° 39' 53"E	453.64'
C42	325.00'	518.92'	S05° 20' 07"E	465.53'
C43	175.00'	43.44'	N43° 57' 54"W	43.33'
C44	175.00'	68.29'	N25° 40' 26"W	67.86'
C45	175.00'	68.29'	N03° 18' 52"W	67.86'
C46	175.00'	68.29'	N19° 02' 42"E	67.86'
C47	175.00'	31.10'	N35° 18' 55"E	31.06'
C48	175.00'	15.27'	S42° 54' 23"W	15.27'
C49	175.00'	68.29'	S56° 35' 11"W	67.86'
C50	175.00'	68.29'	S78° 56' 45"W	67.86'
C51	175.00'	68.29'	N78° 41' 42"W	67.86'
C52	175.00'	50.21'	N59° 17' 45"W	50.04'
C53	175.00'	1.61'	S50° 48' 49"E	1.61'
C54	175.00'	68.29'	S39° 22' 16"E	67.86'
C55	175.00'	68.29'	S17° 00' 43"E	67.86'
C56	175.00'	68.29'	S05° 20' 51"W	67.86'
C57	175.00'	67.15'	S27° 31' 10"W	66.74'
C58	175.00'	49.37'	N46° 35' 36"E	49.20'
C59	175.00'	68.29'	N65° 51' 16"E	67.86'
C60	175.00'	68.29'	N88° 12' 49"E	67.86'

CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C61	175.00'	68.29'	S69° 25' 37"E	67.86'
C62	175.00'	26.11'	S53° 58' 24"E	26.08'
C63	175.00'	52.51'	S40° 32' 58"E	52.32'
C64	175.00'	68.29'	S20° 46' 23"E	67.86'
C65	175.00'	68.29'	S01° 35' 11"W	67.86'
C66	175.00'	68.29'	S23° 56' 44"W	67.86'
C67	175.00'	11.60'	S37° 01' 28"W	11.60'
C68	175.00'	40.16'	S61° 33' 33"E	40.07'
C69	175.00'	68.29'	S43° 48' 19"E	67.86'
C70	175.00'	68.29'	S21° 26' 46"E	67.86'
C71	175.00'	68.29'	S00° 54' 48"W	67.86'
C72	175.00'	68.29'	S23° 16' 22"W	67.86'
C73	175.00'	13.66'	S36° 41' 17"W	13.65'
C74	50.00'	118.63'	N53° 38' 12"W	92.70'
C75	50.00'	50.00'	N42° 58' 47"E	47.94'
C76	50.00'	50.00'	N79° 43' 28"W	47.94'
C81	125.00'	99.79'	S17° 32' 07"W	97.16'
C82	125.00'	99.79'	S28° 12' 21"E	97.16'
C83	200.00'	200.00'	S79° 43' 28"E	191.77'
C84	200.00'	200.00'	N42° 58' 47"E	191.77'

CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C85	325.00'	25.36'	N36° 41' 17"E	25.36'
C86	325.00'	126.83'	N23° 16' 22"E	126.03'
C87	325.00'	126.83'	N00° 54' 48"E	126.03'
C88	325.00'	126.83'	N21° 26' 46"W	126.03'
C89	325.00'	126.83'	N43° 48' 19"W	126.03'
C90	325.00'	74.58'	N61° 33' 33"W	74.42'
C91	325.00'	21.54'	N37° 01' 28"E	21.54'
C92	325.00'	126.83'	N23° 56' 44"E	126.03'
C93	325.00'	126.83'	N01° 35' 11"E	126.03'
C94	325.00'	126.83'	N20° 46' 23"W	126.03'
C95	325.00'	98.20'	N40° 36' 33"W	97.83'
C96	325.00'	48.64'	N53° 57' 34"W	48.00'
C97	325.00'	126.83'	N69° 25' 37"W	126.03'
C98	325.00'	126.83'	S88° 12' 49"W	126.03'
C99	325.00'	126.83'	S65° 51' 16"W	126.03'
C100	325.00'	91.68'	S46° 35' 36"W	91.38'
C101	325.00'	124.70'	S27° 31' 10"W	123.94'
C102	325.00'	126.83'	S05° 20' 51"W	126.03'
C103	325.00'	126.83'	S17° 00' 43"E	126.03'
C104	325.00'	126.83'	S39° 22' 16"E	126.03'

CURVE	RADIUS	LENGTH	CHD. BEARING	CHD. LENGTH
C105	325.00'	2.98'	S50° 48' 49"E	2.98'
C106	325.00'	93.25'	S59° 17' 45"E	92.93'
C107	325.00'	126.83'	S78° 41' 42"E	126.03'
C108	325.00'	126.83'	N78° 56' 45"E	126.03'
C109	325.00'	126.83'	N56° 35' 11"E	126.03'
C110	325.00'	28.37'	N42° 54' 23"E	28.36'
C111	325.00'	57.75'	S35° 18' 55"W	57.88'
C112	325.00'	126.83'	S19° 02' 42"W	126.03'
C113	325.00'	126.83'	S03° 18' 52"E	126.03'
C114	325.00'	126.83'	S25° 40' 26"E	126.03'
C115	325.00'	80.68'	S43° 57' 54"E	80.47'

**BECKER MORGAN GROUP**

ARCHITECTURE  
ENGINEERING

Delaware  
309 South Governors Avenue  
Dover, DE 19904  
302.734.7950

The Tower at STAR Campus  
100 Discovery Boulevard, Suite 102  
Newark, DE 19713  
302.369.3700

Maryland  
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Salisbury, MD 21801  
410.546.9100

North Carolina  
3333 Jaeckle Drive, Suite 120  
Wilmington, NC 28403  
910.341.7600

www.beckermorgan.com



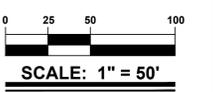
PROJECT TITLE

**RED CEDAR FARMS, INC**

6367 BUCKS ROAD  
CITY OF MILFORD  
SUSSEX COUNTY, DE

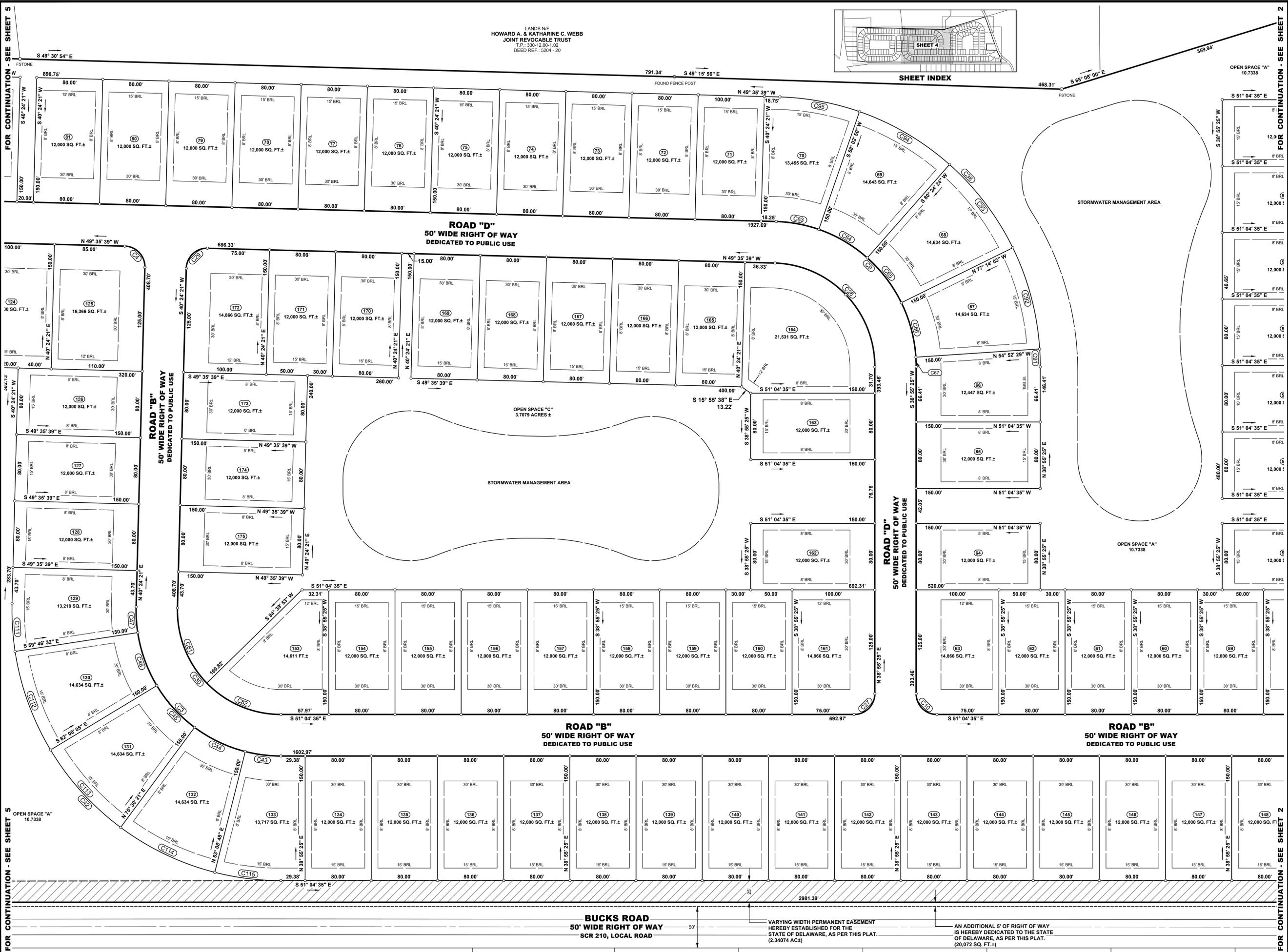
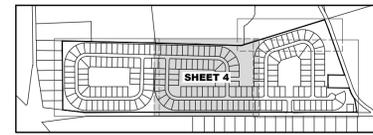
SHEET TITLE

**MAJOR SUBDIVISION PLAN**



MARK	DATE	DESCRIPTION
1.	6/1/22	REVISE DRAWING PER CITY OF COMMENTS DATED 3/16/22
PROJECT NO.: 2021161.00		
DATE: 01/18/2022		
SCALE: 1" = 50'		
DRAWN BY: J.H.K.   PROJ. MGR.: J.C.D.		
SHEET		
<b>3 OF 5</b>		

LANDS NF  
 HOWARD A. & KATHARINE C. WEBB  
 JOINT REVOCABLE TRUST  
 T.P.: 330-12.00-1.02  
 DEED REF.: 5204 - 20

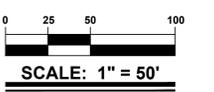


ARCHITECTURE  
 ENGINEERING  
 Delaware  
 309 South Governors Avenue  
 Dover, DE 19904  
 302.734.7950  
 The Tower at STAR Campus  
 100 Discovery Boulevard, Suite 102  
 Newark, DE 19713  
 302.369.3700  
 Maryland  
 312 West Main Street, Suite 300  
 Salisbury, MD 21801  
 410.546.9100  
 North Carolina  
 3333 Jaeckle Drive, Suite 120  
 Wilmington, NC 28403  
 910.341.7600  
 www.beckermorgan.com



PROJECT TITLE  
**RED CEDAR FARMS, INC**  
 6367 BUCKS ROAD  
 CITY OF MILFORD  
 SUSSEX COUNTY, DE

SHEET TITLE  
**MAJOR SUBDIVISION PLAN**



ISSUE BLOCK			
NO.	DATE	REVISION	DESCRIPTION
1.	6/1/22	REVISE DRAWING PER CITY OF DELAWARE, AS PER THIS PLAT.	

PROJECT NO.: 2021161.00  
 DATE: 01/18/2022  
 SCALE: 1" = 50'  
 DRAWN BY: J.H.K. | PROJ. MGR.: J.C.D.



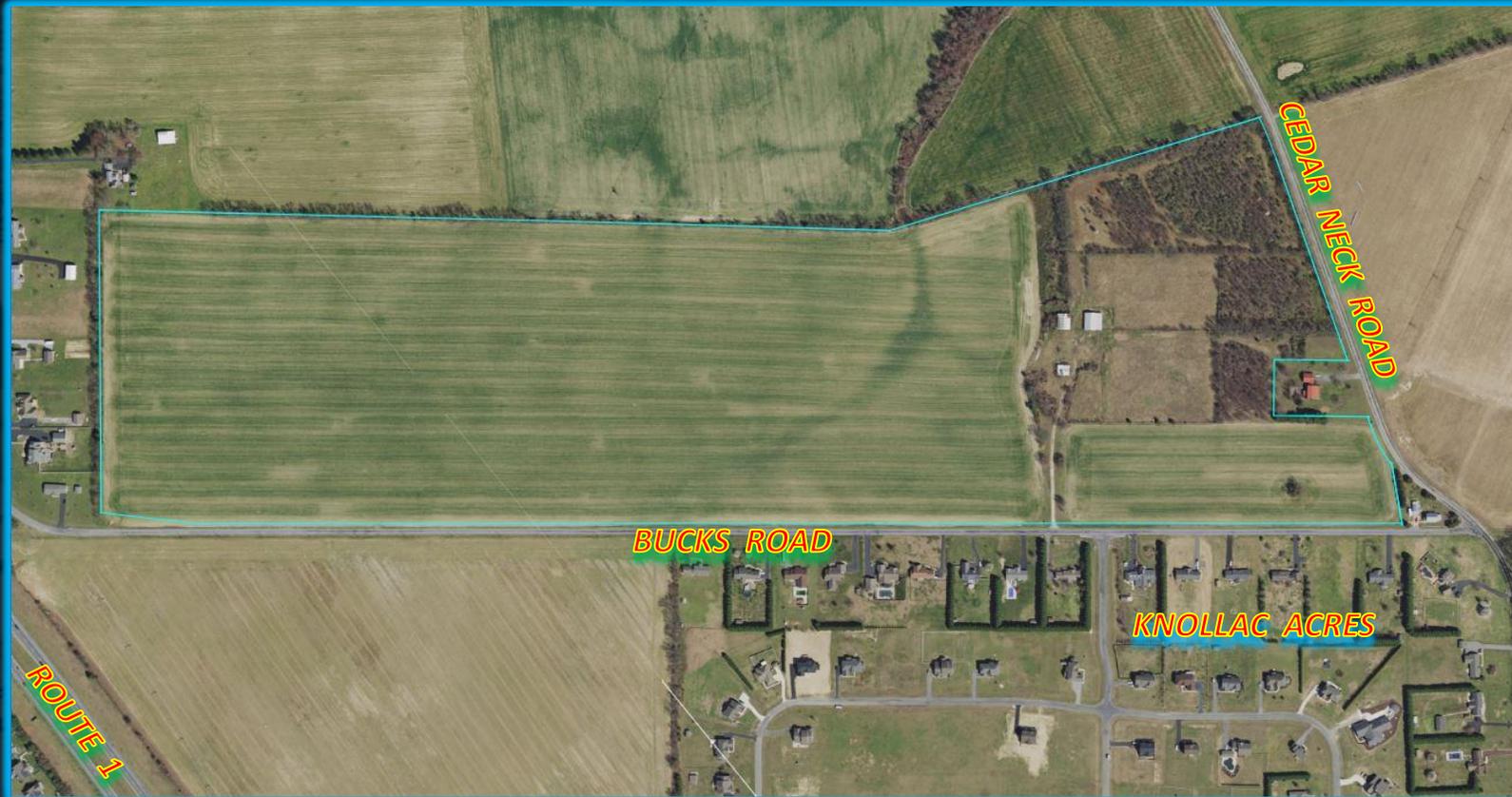
BECKER  
MORGAN  
GROUP

ARCHITECTURE  
ENGINEERING

RED CEDAR FARMS  
PRELIMINARY MAJOR SUBDIVISION

CITY OF MILFORD / ORDINANCE 2022-39 / 10.18.2022

# PRELIMINARY MAJOR SUBDIVISION PLAN



- ZONING: R-2
- NUMBER OF LOTS: 200 UNITS
- TYPICAL LOT SIZE  
INTERIOR: 150' X 80' (12,000 S.F.)  
CORNER: 150' X 100' (15,000 S.F.)  
\*8,000 S.F. MIN. LOT SIZE
- BUILDING SETBACKS  
FRONT: 30'  
SIDE: 8'  
REAR: 15'

# PRELIMINARY MAJOR SUBDIVISION PLAN



# ARCHITECTURAL ELEVATION EXAMPLE

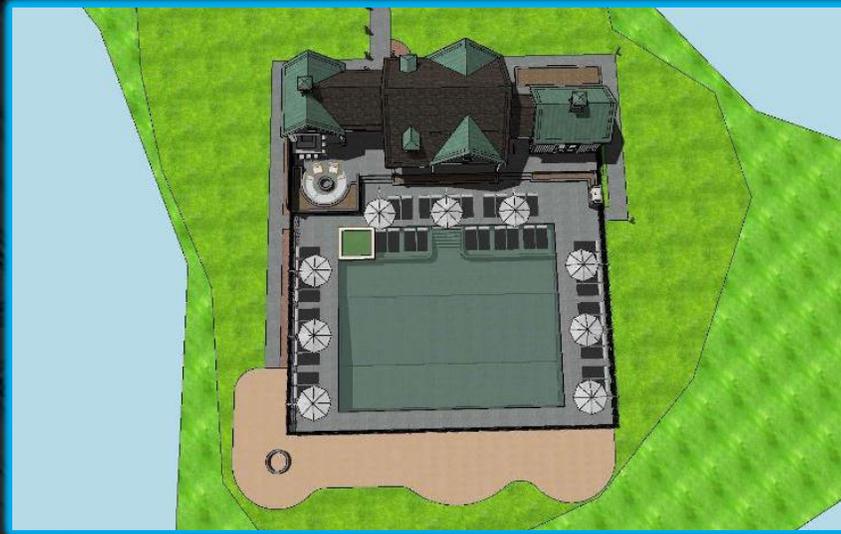
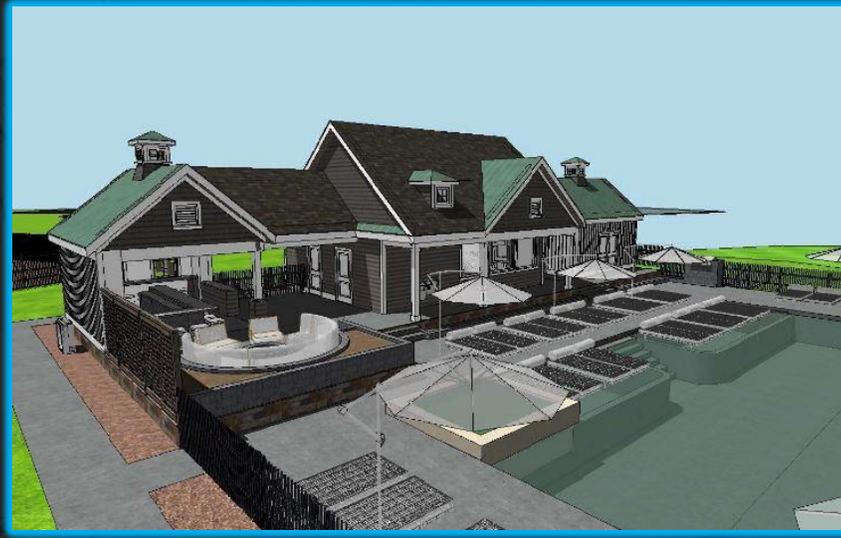


# KINGFISHER MODEL – ELEVATION OPTIONS

# ARCHITECTURAL ELEVATIONS



# SAMPLE AMENITY – MARSH ISLAND CLUBHOUSE



- 2,500 S.F. +/- CLUBHOUSE
- POOL
- PATIO
- LOUNGE AREA

# Questions





ISO 9001:2015 CERTIFIED

ENGINEERS • PLANNERS • SCIENTISTS • CONSTRUCTION MANAGERS

1352 Marrows Road, Suite 100 • Newark, DE 19711 • Phone 302-731-9176 • Fax 302-731-7807

August 30, 2022

City of Milford  
201 South Walnut Street  
Milford, Delaware 19963

Attention: Rob Pierce

**Subject: Red Cedar Farm – Preliminary Plan**  
KCI Job No. 131803632 – Task 35

Dear Mr. Pierce,

As requested, KCI Technologies reviewed the Preliminary Plans for Red Cedar Farms per the City of Milford's Standard Specifications, codes, and general engineering best practices. These plans were submitted by Becker Morgan Group and are dated January 21, 2022.

**We offer the following comments for your consideration. Comments 1b, 1e, 2e, 2I, 4, 6, 8, 9, 18, 23, 24, 27, 28, 29, 30, 32, 33, 34, 35, 38, 41, 46, and 47 shall be addressed for preliminary plan approval.**

1. Address the following to the record plan:
  - a. Provide the calculations for the number of EDUs in the Site Data Column. The number of EDUs listed appears to be inconsistent with the number of proposed lots, please revise as necessary.  
**Addressed.**
  - b. Verify if this site will be serviced by gas and if so, add the gas provider to the Site Data.  
**Comment Addressed with Comment – Add the Gas provider to the Data Column.**
  - c. List the City as the electric provider.  
**Addressed.**
  - d. Currently, the property information for the properties along Bucks Road are missing. Add the property information and revise the plans accordingly.  
**Addressed.**

*Employee-Owned Since 1988*

- e. Provide match line for the plans and revise plans accordingly.  
**Comment Remains – Match lines on sheets C-202, C-204, and C-209 are referring to the wrong sheet.**
  - f. Revise the plans to provide a unique identifier (A, B, C, etc.) for each open space parcel on the plan. In addition, revise the Site Data on the Cover Sheet to list out the area of each open space area and total open space under the proposed area.  
**Addressed.**
  - g. Show the location of the recreational open space and label amenities provided. We recommend playground equipment on the 3.6421-acre open space parcel in the middle of the subdivision or located elsewhere if preferred.  
**Addressed.**
  - h. Currently, the Site Area Summary lists the total site as 101.4166- acre. However, the total site area is listed as 102.460-acre on the City of Milford Parcel and Zoning Map website. Verify the total site area and revise the plans accordingly.  
**Comment Noted.**
  - i. Provide calculations for the proposed maximum allowable lot coverage in the Site Data Column.  
**Addressed.**
  - j. Fill in the square footage amounts for the easement and right of way notes throughout the plan set.  
**Addressed.**
  - k. Verify all lots meet the minimum 80' lot width at the building restriction line.  
**Addressed.**
  - l. Update record plans based on site plan comments. Ensure all easements are shown based on utility comments.  
**Addressed.**
2. Address the following to the Title Sheet:
- a. Show all property information adjacent to the site.  
**Addressed.**
  - b. Provide calculations for the proposed maximum allowable lot coverage on the Site Data.  
**Addressed.**
  - c. Provide calculations for 300 EDUs. The number of EDUs listed appears to be inconsistent with the number of proposed lots, please revise as necessary.  
**Addressed.**

- d. Provide a Title on the Title Sheet.  
**Addressed.**
  - e. Revise note 4 of General Notes to have the correct Zone based on FEMA Flood Map.  
**Comment Remains - Verify the FEMA map number and revise the note accordingly.**
  - f. Provide a statement regarding presence or absence of State or Federal wetland.  
**Addressed.**
  - g. Provide a note (Note 21 from General Site Plan Notes) regarding Storm Drain Design using DelDOT's Development Coordination Manual, Latest Edition.  
**Addressed.**
  - h. Revise note number 34 to match note number 35 of the General Site Plan Notes.  
**Addressed.**
  - i. On note number 36, verify the City of Milford contact information and revise accordingly.  
**Addressed.**
  - j. Provide the total number of dwelling units on the Site Data.  
**Addressed.**
  - k. Provide the maximum number of dwelling units per acre on the Site Data.  
**Addressed.**
  - l. Verify if this site will be serviced by gas and add the gas provider to the Site Data.  
**Comment Remains.**
  - m. List the City as the electric provider.  
**Addressed.**
  - n. Update the city approval blocks.  
**Addressed.**
- 3. Show and label all adjacent property owner information (owner name, deed reference, and zoning) on the Existing Conditions Plan.  
**Addressed.**
  - 4. Provide Bearing and Distances on the Overall Preliminary Site Plan.  
**Comment Remains.**
  - 5. Show both the proposed and existing contours on overall Preliminary Site Plan.  
**Addressed.**

6. Provide match-lines for the Preliminary Site Plans.  
**Comment Remains – Match lines on sheets C-202, C-204, and C-209 are referring to the wrong Sheet.**
7. Currently, the proposed and existing contours do not tie-in each other. Provide grading plans with the final submission to show how all proposed contours will tie-in to the existing contours.  
**Comment Noted.**
8. Provide the proposed location of subdivision sign and verify that it meets the sign requirements as listed in the City’s Zoning Code. A sign plan can be submitted as part of next submission for consideration to avoid any future variances/meetings that may be required.  
**Comment Remains – Provide dimensions to the property line.**
9. Provide preliminary entrance plan for Bucks Road.  
**Comment remains – show the road widening and shared use path on the plans.**
10. CAD files will need to be submitted to the City Electric Division when Final Construction Plans are submitted so that the electric design can be updated.  
**Comment Noted.**
11. The water and force main extensions and connections shown on sheet C-203 will need to be coordinated with the City. Off-site construction plans may or may not be required.  
**Addressed.**
12. The existing contours will have to be extended at least 50’ outside of the site to demonstrate the existing drainage conditions of the site and the adjacent properties.  
**Addressed.**
13. Provide water meters, curb stops, and sanitary sewer cleanouts for all parcels. While most of the proposed services have been shown, a few are missing from the plans, such as lots 31, 122, 123, 124, and 163.  
**Addressed.**
14. Water meters and cleanouts must be placed within the sidewalk.  
**Comment Remains.**
15. Road names must meet the requirements of Chapter 200-8. A.17 and will require approval from Sussex County 911 addressing.  
**Comment Remains.**
16. Currently, the 8” waterline is running under the proposed sidewalk. Revise the plans to show the waterline within the roadway.  
**Comment Remains.**

17. Currently, “Road A” is going to the proposed clubhouse is shown to be outside of the City’s right-of-way. Clarify on the plan who is going to own/maintain this road (HOA) and provide the necessary easements for the water and sewer mains extending to the clubhouse, stopping at the curb stop and cleanout.

**Addressed.**

18. Per Chapter 200-8. D, block widths shall not be less than 275 feet nor more than 450’. Revise the plan accordingly to meet this requirement or a waiver will need to be requested.

**Comment Remains – if the applicant cannot meet the requirements of Chapter 200-8(D) related to block width, a waiver request must be submitted in writing and noted on the cover sheet. This waiver will require approval from City Council during the preliminary major subdivision hearing.**

19. Per Chapter 200-8. E.7, side lot lines shall be at right angles or radial to the street lines. Currently, lot number 31 is not radial to the street line. We recommend providing a single lot line for lots 30 and 31 and provide a utility easement on either side.

**Addressed.**

20. Per Chapter 200-8. E.7, side lot lines shall be at right angles or radial to the street lines. Lots 8, 9, and 10 do not appear to meet this requirement.

**Addressed.**

21. Dimension all the roads within the site.

**Addressed.**

22. Dimension the widths of the entrance/exits to the site off North Bucks Road.

**Addressed.**

23. Sewer laterals shall connect directly to the main and shall not be connected to a manhole. Revise the plans as required.

**Comment Remains – Lot 27, 59, 131, 126, and 173 appears to be connected to manhole. Revise the plans accordingly.**

24. Revise the plan accordingly so that the maximum length of pipe between sanitary sewer manholes is 400’.

**Comment Remains – There are still instances that the maximum length between the sanitary sewer manholes is more than 400’. For example, the sanitary sewer pipe run between lots 99 and 103. Revise the plans accordingly.**

25. Currently, plans are not showing a water valve for each branch at an intersection. Revise the plans to show a water valve for each direction at all intersections.

**Addressed.**

26. The storm drainpipe is not showing to be connected to the catch basin between lots 63 and 64. Revise the plans to show the storm drainpipes properly connected to the catch basin.

**Addressed.**

27. Clarify how drainage will be handled along the rear yards of the residential lots.

**Comment Remains.**

28. Add a stop- signs to the all the exits of the site.

**Addressed with comment – Label the stop signs.**

29. Provide landscaping plans with the submission.

**Comment Remains – Provide bufferyards along Bucks Road and Neck Cedar Road and revise the plans accordingly. in addition, Chapter 200-8(H)(1)(f) requires street trees to be 150 LF on the center on both sides of the street. Adjust the plans or request a waiver in writing and add the waiver request to the cover sheet of the plans on your next submission.**

30. Provide a shared use path along Bucks Road. The City recommends connecting the shared use path into the community sidewalks along the north side of the property.

**Comment Remains – Provide confirmation from DelDOT that the project is participating in the TID. In addition, the City recommends connecting the future shared use path for the property frontage at the northern edge of the community so residents in this area don't have to walk or ride their bikes to the southern entrance to access.**

31. Connect the neighborhood to the existing City 12” water main located along Cedar Neck Road by extending the proposed water main in the cul-de-sac near the proposed pump station, through the open space, past the pump station to the existing system termination point along the south side of Cedar Neck Road. Provide a water connection for the proposed pump station off this water main extension.

**Addressed.**

32. Extend the water main on the north end of the subdivision across Bucks Road and provide a stub to the north for future connection by the City. The City will design and construct the 10” water main across Route 1, connecting from this proposed stub to Beaverdam Road on the west side of Route 1.

**Addressed with comment – extend water connection across Bucks Road. Provide a tee, valve with cap to the west of Mr. Wiggles, LLC property and valve with cap to the north for future connection by the city along the west side of Bucks Road. In addition, the sewer force main will cross Bucks Road in the same location as the water main and continue to the north along the west side of Bucks Road to the SR 1 crossing.**

33. Show the 4” force main alignment from the north end of the development, across Route 1, and connection to manhole within Meadows at Shawnee subdivision. Label proposed Route 1 Jack and Bore Casing as “by others”.

**Addressed with comment – Label the jack and bore casing by others. In addition, city recommends adding a new doghouse sewer manhole on the east side of the four-way intersection within Briar Court and extending a 6” sewer lateral with 6” cleanout to the north for the force main connection point. This will avoid an additional road crossing and put the force main connection cleanout within the right-of-way and adjacent to community open space as opposed to in front of a residential property.**

34. Provide a road stub to parcel 3-30-12.00-005.00 to the east. Water and sewer utility stubs should be provided within the proposed right of way area for this parcel as well.

**Comment Remains – Extend sewer and stub to parcel 3-30-12.00-005.00, or at least outside the limits of paving from proposed MH-12.**

35. Provide an 8” gravity sewer extension between lots 97 & 98 and provide a manhole with stubs to the east and west in the open space area. Provide a 20’ wide utility easement along the entire length of the northern limits of the site in order to serve parcels 66.01 through 67.06 with sewer in the future. Ensure there is enough depth in the gravity design to serve these homes if need in the future.

**Addressed with Comment – Provide stubs east and west of proposed sanitary sewer manhole 37A.**

36. Provide water and sewer service to parcels 68.01 and 003.00 along the southern limits of the site. Utility extensions should be placed in easements.

**Addressed.**

37. Label Bucks Road and Cedar Neck Road as State Maintained Roads.

**Addressed.**

38. Label the proposed road classification for each road based on Chapter 200 Subdivision of Land.

**Comment Remains – Label the proposed road classification for the internal development streets based on Chapter 200 Subdivision of Land (Example; collector, minor, etc.)**

39. Ensure all three-way intersections have pedestrian crossings on each leg, the plans currently only provide 2 crossings at the three-way intersections.

**Addressed.**

40. Consider adding pedestrian access to the clubhouse and recreational open space area from the east. Currently, residents have a long way to walk around the block to get to these amenities.

**Addressed.**

41. Will there be any landscape screening provided between the proposed development and the existing farms to the east?

**Comment Remains.**

42. Provide a 10” water main loop through the development which will connect to the existing 10” water main to the north of the site.

**Addressed.**

43. Ensure the gravity configuration around the proposed pump station can be easily abandoned in anticipation of a future gravity extension coming from Parcel 3-30-12.00-004.00 to the south based on the feasibility study. Provide the depth for the first manhole proposed outside the pump station wet well in order to confirm the pump station could be properly abandoned in the future and connected to a larger regional system.

**Comment Noted.**

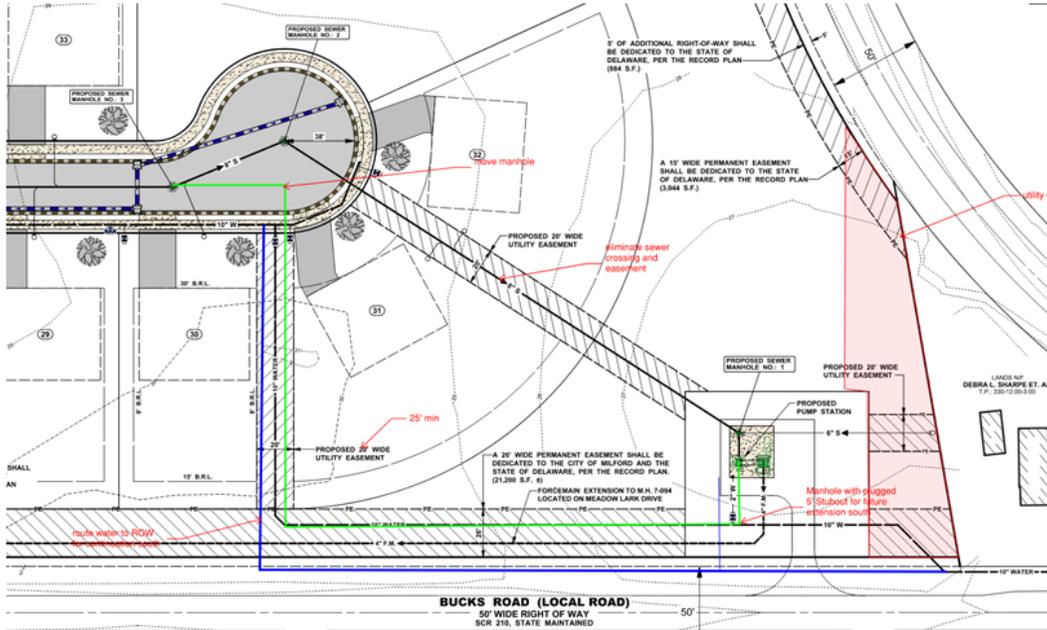
44. Extend the proposed utility easement along Bucks Road between lot 32 and lot 29 to the back of the property line to provide more easement area for the construction of the 4” force main and a future deep gravity line that would serve properties to the north. There needs to be enough room in the easement area for the upsizing of the force main in the future as well. All of this needs to be considered when planning the location of the shared use path and landscaping. An easement may need to be added across the open space east of the pump station to allow for a crossing of Cedar Neck Road to parcel 3-30-12.00-004.00 to the south, which is the preferred location of the longer-term regional pump station that will serve this community and the area.

**Addressed.**

45. Provide typical road cross-sections for each type of road.

**Addressed.**

- 46. The proposed 26’ easement north of Bucks Road is not sufficient for FM, Water Main, and future Gravity main. See Below recommended routing change.**



47. The developer shall provide a permanent utility easement (min width 30') across open space "E" to Cedar Neck Road east of parcel 3-30-12.00-003.00. See the sketch for comment 46.

48. The Clubhouse site plan will require a separate site plan application and review if the applicant is seeking approval for the building and amenities.

49. Submit the following for final approval:

- a. Sussex Conservation District Approval for the Stormwater and Erosion & Sediment Control Plans.

**Comment Remains.**

- b. Fire Marshal Approval.

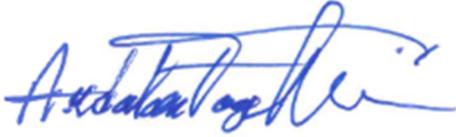
**Comment Remains.**

- c. DelDOT Approval.

**Comment Remains.**

If you have any questions or comments regarding this letter, please do not hesitate to contact Ardalan Faghri any time at (302) 318-1074.

Sincerely,



Ardalan Faghri,  
Project Designer



Scott D. Koenig, P.E., ICMA-CM  
Senior Project Manager



ARCHITECTURE  
ENGINEERING

PLANNING OUR  
CLIENTS' SUCCESS

September 9, 2022

Mr. Rob Pierce – Planning Director  
City of Milford Planning & Zoning  
Public Works Facility  
180 Vickers Drive  
Milford, Delaware 19963

RE: **Revised Preliminary Major Subdivision Submission #3**  
**RED CEDAR FARMS**  
Milford, Delaware  
BMG Project No.: 2021161.00

Dear Mr. Pierce:

On behalf of our client, Red Cedar Farms, Inc., Becker Morgan Group, Inc. is hereby submitting revised Preliminary Plans for the above-referenced project. We have addressed the comments provided to us in a letter dated May 18, 2022 as follows:

1. Record Plan:
  - a. Provide the calculations for the number of EDUs in the Site Data Column. The number of EDUs listed appears to be inconsistent with the number of proposed lots, please revise as necessary. **Response: Addressed.**
  - b. Verify if this site will be serviced by gas and if so, add the gas provider to the Site Data. **Comment Addressed with Comment – Add the Gas provider to the Site Data. Response: Gas provider has been added to the Site Data Column.**
  - c. List the City as the electric provider. **Response: Addressed.**
  - d. Currently, the property information for the properties along Bucks Road are missing. Add the property information and revise the plans accordingly. **Response: Addressed.**
  - e. Provide match line for the plans and revise plans accordingly. **Comment Remains – Match lines on sheets C-202, C-204 and C-209 are referring to the wrong sheet. Response: Addressed.**
  - f. Revise the plans to provide a unique identifier (A, B, C, etc.) for each open space parcel on the plan. In addition, revise the Site Data on the Cover Sheet to list out the area of each open space area and total open space under the proposed area. **Response: Addressed.**
  - g. Show the location of the recreational open space and label amenities provided. We recommend playground equipment on the 3.6421-acre open space parcel in the middle of the subdivision or located elsewhere if preferred. **Response: Addressed.**
  - h. Currently, the Site Area Summary lists the total site as 101.4166- acre. However, the total site area is listed as 102.460-acre on the City of Milford Parcel and Zoning Map website. Verify the total site area and revise the plans accordingly. **Response: This comment comes up often. Parcel areas, surveyed by professionals surveyors based on deed information and field evidence will often times be slightly different than tax parcel records. Please use the areas listed and certified by the professional surveyor.**
  - i. Provide calculations for the proposed maximum allowable lot coverage in the Site Data Column. **Response: Addressed.**

BECKER MORGAN GROUP, INC.

309 SOUTH GOVERNORS AVENUE  
DOVER, DELAWARE 19904  
302.734.7950

THE TOWER AT STAR CAMPUS  
100 DISCOVERY BOULEVARD, SUITE 102  
NEWARK, DELAWARE 19713  
302.369.3700

PORT EXCHANGE  
312 WEST MAIN STREET, SUITE 300  
SALISBURY, MARYLAND 21801  
410.546.9100

3333 JAECKLE DRIVE, SUITE 120  
WILMINGTON, NORTH CAROLINA 28403  
910.341.7600

www.beckermorgan.com

- j. Fill in the square footage amounts for the easement and right of way notes throughout the plan set. **Response: Addressed.**
  - k. Verify all lots meet the minimum 80' lot width at the building restriction line. **Response: Addressed.**
  - l. Update record plans based on site plan comments. Ensure all easements are shown based on utility comments. **Response: Addressed.**
2. Address the following to the Title Sheet:
- a. Show all property information adjacent to the site. **Response: Addressed.**
  - b. Provide calculations for the proposed maximum allowable lot coverage on the Site Data. **Response: Addressed.**
  - c. Provide calculations for 300 EDUs. The number of EDUs listed appears to be inconsistent with the number of proposed lots, please revise as necessary.
  - d. Provide a Title on the Title Sheet. **Response: Addressed.**
  - e. Revise note 4 of General Notes to have the correct Zone based on FEMA Flood Map. **Comment Remains – Verify the FEMA Map number and revise the note accordingly. Response: Addressed.**
  - f. Provide a statement regarding presence or absence of State or Federal wetland. **Response: Addressed.**
  - g. Provide a note (Note 21 from General Site Plan Notes) regarding Storm Drain Design using DelDOT's Development Coordination Manual, Latest Edition. **Response: Addressed.**
  - h. Revise note number 34 to match note number 35 of the General Site Plan Notes. **Response: Addressed.**
  - i. On note number 36, verify the City of Milford contact information and revise accordingly. **Response: Addressed.**
  - j. Provide the total number of dwelling units on the Site Data. **Response: Addressed.**
  - k. Provide the maximum number of dwelling units per acre on the Site Data. **Response: Addressed.**
  - l. Verify if this site will be serviced by gas and add the gas provider to the Site Data. **Comment Remains. Response: Addressed.**
  - m. List the City as the electric provider. **Response: Addressed.**
  - n. Update the city approval blocks. **Response: Addressed.**
3. Show and label all adjacent property owner information (owner name, deed reference, and zoning) on the Existing Conditions Plan. **Response: Addressed.**
4. Provide Bearing and Distances on the Overall Preliminary Site Plan. **Comment Remains. Response: Bearings and Distances have been added to the Record Plan.**
5. Show both the proposed and existing contours on overall Preliminary Site Plan. **Response: Addressed.**
6. Provide match-lines for the Preliminary Site Plans. **Comment Remains – Match lines on sheets C-202, C-204, and C-209 are referring to the wrong sheet. Response: Addressed.**
7. Currently, the proposed and existing contours do not tie-in each other. Provide grading plans with the final submission to show how all proposed contours will tie-in to the existing contours. **Response: Addressed; additional grading information for the roads and lots will be provided with the final plans.**
8. Provide the proposed location of subdivision sign and verify that it meets the sign requirements as listed in the City's Zoning Code. A sign plan can be submitted as part of next submission for consideration to avoid any future variances/meetings that

- may be required. **Comment Remains – Provide dimensions to the property line.**  
**Response: Dimensions have been added.**
9. Provide preliminary entrance plan for Bucks Road. **Comment remains – show the road widening and shared used path on the plans.** **Response: Acknowledged, developer will contribute to TID. Road widening and shared use path will be designed and constructed by DeIDOT. Comment to be addressed prior to finals.**
  10. CAD files will need to be submitted to the City Electric Division when Final Construction Plans are submitted so that the electric design can be updated.  
**Response: Noted.**
  11. The water and force main extensions and connections shown on sheet C-203 will need to be coordinated with the City. Off-site construction plans may or may not be required. **Response: Noted. Preliminary information has been updated and shown.**
  12. The existing contours will have to be extended at least 50’ outside of the site to demonstrate the existing drainage conditions of the site and the adjacent properties.  
**Response: Addressed.**
  13. Provide water meters, curb stops, and sanitary sewer cleanouts for all parcels. While most of the proposed services have been shown, a few are missing from the plans, such as lots 31, 122, 123, 124, and 163. **Response: Addressed.**
  14. Water meters and cleanouts must be placed within the sidewalk. **Comment remains.**  
**Response: Per a conversation with Rob, this comment can be addressed during the construction document phase and will be shown on the final plans.**
  15. Road names must meet the requirements of Chapter 200-8. A.17 and will require approval from Sussex County 911 addressing. **Comment Remains.** **Response: Noted, road names will be requested and approved with Sussex County 911 prior to final approval.**
  16. Currently, the 8” waterline is running under the proposed sidewalk. Revise the plans to show the waterline within the roadway. **Comment remains.**  
**Response: Per a conversation with Rob, this comment can be addressed during the construction document phase and will be shown on the final plans.**
  17. Currently, “Road A” is going to the proposed clubhouse is shown to be outside of the City’s right-of-way. Clarify on the plan who is going to own/maintain this road (HOA) and provide the necessary easements for the water and sewer mains extending to the clubhouse, stopping at the curb stop and cleanout. **Response: Addressed.**
  18. Per Chapter 200-8. D, block widths shall not be less than 275 feet nor more than 450’. Revise the plan accordingly to meet this requirement or a waiver will need to be requested. **Comment Remains – if the applicant cannot meet the requirements of Chapter 200-8(D) related to block width, a waiver request must be submitted in writing and noted on the cover sheet. This waiver will require approval from City Council during the preliminary major subdivision hearing.** **Response: Please see attached waiver for Chapter 200-8(D).**
  19. Per Chapter 200-8. E.7, side lot lines shall be at right angles or radial to the street lines. Currently, lot number 31 is not radial to the street line. We recommend providing a single lot line for lots 30 and 31 and provide a utility easement on either side. **Response: Addressed.**
  20. Per Chapter 200-8. E.7, side lot lines shall be at right angles or radial to the street lines. Lots 8, 9, and 10 do not appear to meet this requirement.  
**Response: Addressed.**
  21. Dimension all the roads within the site. **Response: Addressed.**
  22. Dimension the widths of the entrance/exits to the site off North Bucks Road.  
**Response: Addressed.**

23. Sewer laterals shall connect directly to the main and shall not be connected to a manhole. Revise the plans as required. **Comment remains – Lot 27, 59, 131, 126 and 173 appears to be connected to manhole. Revise the plans accordingly. Response: Sewer lateral locations will be revised on the construction documents during final.**
24. Revise the plan accordingly so that the maximum length of pipe between sanitary sewer manholes is 400'. **Comment remains – There are still instances that the maximum length between the sanitary sewer manholes is more than 400'. For example, the sanitary sewer pipe run between lot 99 and 103. Revise the plans accordingly. Response: Sewer lateral locations will be revised on the construction documents during final.**
25. Currently, plans are not showing a water valve for each branch at an intersection. Revise the plans to show a water valve for each direction at all intersections. **Response: Addressed.**
26. The storm drainpipe is not showing to be connected to the catch basin between lots 63 and 64. Revise the plans to show the storm drainpipes properly connected to the catch basin. **Response: Addressed.**
27. Clarify how drainage will be handled along the rear yards of the residential lots. **Comment remains. Response: Addressed, swales and storm drainage added. Remaining drainage will be addressed with the final plans.**
28. Add a stop- signs to the all the exits of the site. **Addressed with comment – Label the stop sign. Response: Addressed.**
29. Provide landscaping plans with the submission. **Comment remains – Provide bufferyards along Bucks Road and Neck Cedar Road and revise the plans accordingly. In addition, Chapter 200-8(H)(1)(f) requires street trees to be 150LF on the center on both sides of the street. Adjust the plans or request a waiver in writing and add the waiver request to the cover sheet of the plans on your next submission. Response: Additional trees have been added to comply with 150' spacing.**
30. Provide a shared use path along Bucks Road. The City recommends connecting the shared use path into the community sidewalks along the north side of the property. **Comment remains – Provide confirmation from DeIDOT that the project is participating in the TID. In addition, the City recommends connecting the future shared use path for the property frontage at the northern edge of the community so residents in this area don't have to walk or ride their bikes to the southern entrance to access. Response: In accordance with DeIDOT's response in the PLUS comments, "...the subject development is located in the Southeast Milford Transportation Improvement District (TID), adopted by DeIDOT and the City of Milford in 2019, in accordance with Section 2.4 of the Development Coordination Manual. For that reason, the developer will be required to pay a fee per dwelling in lieu of doing a TIS and making off-site improvements in accordance therewith. Any improvements required by DeIDOT beyond the site entrance construction will be creditable toward the fee. Payment of the fee will be required prior to record plan approval.' It is our understanding that DeIDOT and the City of Milford are finalizing the fee structure for the SW Milford TID. In accordance with correspondence from Sarah Coakley, they expect the fee schedule to be finalized by the end of 2022. We will continue to coordinate with DeIDOT and the City of Milford and expect the TID to be completed prior to final approval and recordation.**
31. Connect the neighborhood to the existing City 12" water main located along Cedar Neck Road by extending the proposed water main in the cul-de-sac near the proposed pump station, through the open space, past the pump station to the existing system

termination point along the south side of Cedar Neck Road. Provide a water connection for the proposed pump station off this water main extension.

**Response: Addressed.**

32. Extend the water main on the north end of the subdivision across Bucks Road and provide a stub to the north for future connection by the City. The City will design and construct the 10" water main across Route 1, connecting from this proposed stub to Beaverdam Road on the west side of Route 1. **Addressed with comment – extend water connection across Bucks Road. Provide a tee, valve with cap to the west of Mr. Wiggles, LLC property and valve with cap to the north for future connection by the city along the west side of the Bucks Road. In addition, the sewer force main will cross Bucks Road in the same location as the water main and continue to the north along the west side of Bucks Road to the SR 1 crossing.** **Response: Addressed.**
33. Show the 4" force main alignment from the north end of the development, across Route 1, and connection to manhole within Meadows at Shawnee subdivision. Label proposed Route 1 Jack and Bore Casing as "by others". **Addressed with comment – Label the jack and bore casing by others. In addition, city recommends adding a new doghouse sewer manhole on the east side of the four-way intersection within Briar Court and extending a 6' sewer lateral with 6" cleanout to the north for the force main connection point. This will avoid an additional road crossing and put the force main connection cleanout within the right-of-way and adjacent to community open space as opposed to in front of a residential property.** **Response: Addressed.**
34. Provide a road stub to parcel 3-30-12.00-005.00 to the east. Water and sewer utility stubs should be provided within the proposed right of way area for this parcel as well. **Comment Remains – Extend sewer and stub to parcel 3-30-12.00-005.00, or at least outside the limits of paving from proposed MH-12.** **Response: Addressed.**
35. Provide an 8" gravity sewer extension between lots 97 & 98 and provide a manhole with stubs to the east and west in the open space area. Provide a 20' wide utility easement along the entire length of the northern limits of the site in order to serve parcels 66.01 through 67.06 with sewer in the future. Ensure there is enough depth in the gravity design to serve these homes if need in the future. **Addressed with Comment – provide stubs east and west of proposed sanitary sewer manhole 37A.** **Response: Addressed.**
36. Provide water and sewer service to parcels 68.01 and 003.00 along the southern limits of the site. Utility extensions should be placed in easements. **Response: Addressed.**
37. Label Bucks Road and Cedar Neck Road as State Maintained Roads. **Response: Addressed.**
38. Label the proposed road classification for each road based on Chapter 200 Subdivision of Land. **Comment Remains – Label the proposed road classification for the internal development streets based on Chapter 200 Subdivision of Land (Example; collector, minor, etc.)** **Response: Addressed.**
39. Ensure all three-way intersections have pedestrian crossings on each leg, the plans currently only provide 2 crossings at the three-way intersections. **Response: Addressed.**
40. Consider adding pedestrian access to the clubhouse and recreational open space area from the east. Currently, residents have a long way to walk around the block to get to these amenities. **Response: Addressed.**
41. Will there be any landscape screening provided between the proposed development and the existing farms to the east? **Comment Remains Response: We will evaluate and provide if necessary.**

42. Provide a 10" water main loop through the development which will connect to the existing 10" water main to the north of the site. **Response: Addressed.**
43. Ensure the gravity configuration around the proposed pump station can be easily abandoned in anticipation of a future gravity extension coming from Parcel 3-30-12.00-004.00 to the south based on the feasibility study. Provide the depth for the first manhole proposed outside the pump station wet well in order to confirm the pump station could be properly abandoned in the future and connected to a larger regional system. **Response: Addressed. A manhole is provided for future connection.**
44. Extend the proposed utility easement along Bucks Road between lot 132 and lot 29 to the back of the property line to provide more easement area for the construction of the 4" force main and a future deep gravity line that would serve properties to the north. There needs to be enough room in the easement area for the upsizing of the force main in the future as well. All of this needs to be considered when planning the location of the shared use path and landscaping. An easement may need to be added across the open space east of the pump station to allow for a crossing of Cedar Neck Road to parcel 3-30-12.00-004.00 to the south, which is the preferred location of the longer-term regional pump station that will serve this community and the area. **Response: Addressed.**
45. Provide typical road cross-sections for each type of road. **Response: Addressed.**
46. The proposed 26' easement north of Bucks Road is not sufficient for FM, Water Main, and future gravity main. See Below recommended routing change. **Response: Addressed**
47. The developer shall provide a permanent utility easement (min width 30') across open space "E" to Cedar Neck Road east of parcel 3-30-12.00-003.00. See the sketch for comment 46. **Response: Addressed.**
48. The Clubhouse site plan will require a separate site plan application and review if the applicant is seeking approval for the building and amenities. **Response: Acknowledged.**
49. Submit the following for final approval:
  - a. Sussex Conservation District Approval for the Stormwater and Erosion & Sediment Control Plans.
  - b. Fire Marshal Approval.
  - c. DelDOT Approval.**Response: We will continue to coordinate with the delegated agencies once we progress with construction plans. We will forward their approvals upon receipt.**

Feel free to contact me with any questions or concerns.

Sincerely,  
BECKER MORGAN GROUP, INC.

  
Jon S. Falkowski, P.E.  
Senior Associate  
JSF/jdr

Cc: Greg Tobias – Principal, Ocean Atlantic Companies ([greg@oacompanies.com](mailto:greg@oacompanies.com))  
J. Michael Riemann – Becker Morgan Group ([mriemann@beckermorgan.com](mailto:mriemann@beckermorgan.com))



STATE OF DELAWARE  
EXECUTIVE DEPARTMENT  
OFFICE OF STATE PLANNING COORDINATION

September 23, 2021

Mr. Mike Riemann  
Becker Morgan Group  
309 S. Governors Ave.  
Dover, DE 19904

RE: PLUS review 2021-08-06; Red Cedar Farms

Dear Mr. Riemann,

Thank you for meeting with State agency planners on August 25, 2021 to discuss the Red Cedar Farms project. According to the information received, you are seeking review of a proposed 203 unit subdivision on 102.46 acres along Bucks Road in Milford.

Please note that changes to the plan, other than those suggested in this letter, could result in additional comments from the State. Additionally, these comments reflect only issues that are the responsibility of the agencies represented at the meeting. **The developers will also need to comply with any Federal, State, and local regulations regarding this property. We also note that as the City of Milford has governing authority over this land the developers will need to comply with any and all regulations/restrictions set forth by the City and County.**

**Strategies for State Policies and Spending**

This project is located in Investment Levels 1 and 2 according to the *Strategies for State Policies and Spending*. Investment Level 1 reflects areas that are already developed in an urban or suburban fashion, where infrastructure is existing or readily available, and where future redevelopment or infill projects are expected and encouraged by State policy. Investment Level 2 reflects areas where growth is anticipated by local, county, and state plans in the near term future. State investments will support growth in these areas.

The Southeast Milford Master Plan, adopted in 2011, enabled the creation of Milford's Transfer of Development Rights (TDR) Program, which was adopted by ordinances on July 22, 2019. The TDR program established Sending and Receiving Areas for development rights. A portion of this parcel is a designated TDR Receiving Area. It is recommended that the property owner and the developer(s) coordinate with the City of Milford regarding any potential density bonuses on this site, depending on the availability of TDR credits. If available, a density bonus on this site would be consistent with the goals of the Master Plan.

More information can be found here: <https://www.cityofmilford.com/458/TDR-Program>.

A map of the TDR Sending and Receiving Areas can be found here:  
<https://www.cityofmilford.com/DocumentCenter/View/3413/LandUse--Agriculture>.

## **Code Requirements/Agency Permitting Requirements**

### **Department of Transportation – Contact Bill Brockenbrough 760-2109**

- The site access on Bucks Road (Sussex Road 210) 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>.
- 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](https://www.deldot.gov/Business/subdivisions/pdfs/Meeting_Request_Form.pdf?08022017).
- 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.
- 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 1,916 vehicle trip ends per day. Therefore, the plan meets the warrants for a TIS and a TIS normally would be required.

However, the subject development is located in the Southeast Milford Transportation Improvement District (TID), adopted by DelDOT and the City of Milford in 2019, in accordance with Section 2.4 of the Development Coordination Manual. For that reason, the developer will be required to pay a fee per dwelling in lieu of doing a TIS and making off-site improvements in accordance therewith. Any improvements required by DelDOT beyond the site entrance construction will be creditable toward the fee. Payment of the fee will be required prior to record plan approval.

While the TID was adopted by agreement in 2019, the concept plans and project cost estimates needed to establish a fee structure for the TID are still in progress. DelDOT expects that work to be complete and a fee structure to be adopted by the end of Calendar Year 2021.

The developer should contact Ms. Sarah Coakley, a principal planner in DelDOT's Regional Systems Planning Section, for information regarding the TID and the associated fees. Ms. Coakley may be reached at [Sarah.Coakley@delaware.gov](mailto:Sarah.Coakley@delaware.gov) or (302) 760-2236.

- As necessary, in accordance with Section 3.2.5 and Figure 3.2.5-a of the Manual, DelDOT will require dedication of right-of-way along the site's frontage on Bucks Road and Cedar Neck Road (Sussex Road 206). By this regulation, this dedication is to provide a minimum of 30 feet of right-of-way from the physical centerline of each road. 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."**
- 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 on each road. 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."**
- 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 site entrance.
  - Notes identifying the type of off-site improvements, agreements (signal, letter) contributions and when the off-site improvements are warranted.
- 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 anticipates recommending that the City require stub streets for future interconnections to Tax Parcel Nos. 330-11.00-66.00, 330-12.00-1.02 and 330-12.00-5.00.
- Section 3.5.4.2 of the Manual addresses requirements for Shared Use Paths (SUP) and sidewalks. For projects in Level 1 and 2 Investment Areas, installation of paths or sidewalks along the frontage on State-maintained roads is mandatory. DelDOT anticipates building SUPS in the TID as part of the needed road improvements.
- Section 3.5.4.4 of the Manual addresses accessways, paved pathways connecting a sidewalk or path along a road frontage to an internal sidewalk or path. DelDOT anticipates requiring as many as three accessways from Bucks Road and Cedar Neck Road to the internal street system, one each at the north ends of the frontage of those two roads and one near their intersection.

- 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 Bucks Road and Cedar Neck Road.
- 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>.
- 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.

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

**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*.

- 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 federal requirements, 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/>

General stormwater contact: DNREC Sediment and Stormwater Program at (302) 739-9921.

E-mail: [DNREC.Stormwater@delaware.gov](mailto:DNREC.Stormwater@delaware.gov).

Website: <https://dnrec.alpha.delaware.gov/watershed-stewardship/sediment-stormwater/>

### **Water Quality (Pollution Control Strategies)**

This site lies within the Mispillion 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.

- Consult with the appropriate plan review agency (Sussex Conservation District) to determine if stricter stormwater management standards may apply for development projects due to the Pollution Control Strategy. More information about Pollution Control Strategies can be found at the following website:  
<https://dnrec.alpha.delaware.gov/watershed-stewardship/assessment/tributary-action-teams/>

Contact: DNREC Division of Watershed Stewardship's Watershed Assessment Section at (302) 739-9939. <https://dnrec.alpha.delaware.gov/watershed-stewardship/>

### **Nutrient Management Plan**

During the PLUS meeting, the applicant indicated that open space is proposed to comprise approximately 50% of the project site, which could amount to upwards of 51 acres.

- 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/>

### **State Historic Preservation Office – Contact Carlton Hall 736-7400**

- The southeastern portion of the parcel has high potential for prehistoric archaeological resources. The entire parcel is comprised of well-drained soils, and the southeastern portion is within favorable distance of Beaverdam Branch. This Office would recommend a Phase I archaeological survey prior to any ground disturbance. There was an agricultural complex near the southern part of the parcel that was demolished or destroyed.
- This parcel has high potential for historic archaeological resources as well. Historic topographic and aerial maps show two separate historic buildings on the parcel. One was located near the northwestern edge of the parcel along Beaver Dam Road. This structure shows up on topographic maps as early as 1918 and is demolished between 1968. The second historic building (S03742) is in the southeastern portion of the parcel, where is stood adjacent to still extant modern agricultural buildings. It was constructed between 1918 and 1926, and the original farmhouse was demolished between 2005 and 2007. Because of these known structures, there is a high potential for archaeological resources.

This Office would recommend a Phase I archaeological survey prior to any ground disturbance.

- If any project or development proceeds, the developer should be aware of the Unmarked Human Burials and Human Skeletal Remains Law (Del. C. Title 7, Ch. 54), which is currently being revised.
- If there is federal involvement, in the form of licenses, permits, or funds, the federal agency, often through its client, is responsible for complying with Section 106 of the National Historic Preservation Act (36 CFR 800) and must consider their project's effects on any known or potential cultural or historic resources. For further information on the Section 106 process please review the Advisory Council on Historic Preservation's website at: [www.achp.gov](http://www.achp.gov)

### **Delaware State Fire Marshall's Office – Contact John Rudd 323-5365**

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

#### **Fire Protection Water Requirements:**

- Water distribution system capable of delivering at least 1000 gpm for 1-hour duration for townhomes, 500 gpm for single-family dwellings at 20-psi residual pressure is required. Fire hydrants with 800 feet spacing on centers.
- Where a water distribution system is proposed for townhouse type dwelling sites, the infrastructure for fire protection water shall be provided, including the size of water mains.

#### **Fire Protection Features:**

- For townhouse buildings, provide a section / detail and the UL design number of the 2-hour fire rated separation wall on the Site plan

#### **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 Williamsville Road must be constructed so fire department apparatus may negotiate it. If a "center island" is placed at an entrance into the subdivision, it shall be arranged in such a manner that it

will not adversely affect quick and unimpeded travel of fire apparatus into the subdivision.

- 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.

#### Gas Piping and System Information:

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

#### 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
- Square footage of each structure (Total of all Floors)
- National Fire Protection Association (NFPA) Construction Type
- Maximum Height of Buildings (including number of stories)
- Name of Water Provider
- Letter from Water Provider approving the system layout
- Townhouse 2-hr separation wall details shall be shown on site plans
- Provide Road Names, even for County Roads

#### Recommendations/Additional Information

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

**Department of Transportation – Contact Bill Brockenbrough 760-2109**

- The applicant should expect a requirement that any substation and/or wastewater facilities will be required to have access from an internal driveway with no direct access to Bucks Road or Cedar Neck Road.
- The applicant should expect a requirement that all PLUS and Technical Advisory Committee (TAC) comments be addressed prior to submitting plans for review.
- Please be advised that the Standard General Notes have been updated and posted to the DelDOT website. Please begin using the new versions and look for the revision dates of March 21, 2019 and March 16, 2021. The notes can be found at <https://www.deldot.gov/Business/subdivisions/>

**Department of Natural Resources and Environmental Control – Beth Krumrine 735-3480**  
**Forest Removal**

The preliminary plan proposes the elimination of some of the forested area in the eastern corner on the site.

- Removing forested areas for development should be avoided to the greatest extent possible. Forests filter water for improved water quality, provide habitat for wildlife, absorb nutrients, infiltrate stormwater, moderate temperatures, and store atmospheric carbon which would otherwise contribute to climate change.
- To reduce impacts to nesting birds and other wildlife species that utilize forests for breeding, it is recommended that tree clearing not occur from April 1<sup>st</sup> to July 31<sup>st</sup>. Likewise, avoid mowing open space areas and grass filter strips during the same timeframe, as various species of birds utilize these areas for nesting sites.

Contact: DNREC Wildlife Species Conservation & Research Program at (302) 735-3600.  
Website: <https://dnrec.alpha.delaware.gov/water/groundwater/septic-systems/>

**Stormwater Management**

- Where the site and soil conditions allow, integrate runoff reduction techniques including infiltration basins, bioretention (rain gardens), filter strips, and pavers to encourage on-site stormwater infiltration and reduce runoff.
- For improved stormwater management, preserve existing trees, wetlands, and passive open space.

Plan review agency contact: Sussex Conservation District at (302) 856-2105 or (302) 856-7219.

Website: <https://www.sussexconservation.org/>

General stormwater contact: DNREC Sediment and Stormwater Program at (302) 739-9921.

E-mail: [DNREC.Stormwater@delaware.gov](mailto:DNREC.Stormwater@delaware.gov).

Website: <https://dnrec.alpha.delaware.gov/watershed-stewardship/sediment-stormwater/>

### **Additional Sustainable Practices**

- Build garages and parking spaces to be “EV-ready.” Many manufacturers have pledged to sell only electric vehicles in the next 10-15 years. Installing a 240-volt outlet in one or two locations in a garage will enable a resident to easily (and cheaply) install a level 2 electric vehicle charger. This will increasingly be a selling point for homes.
- Offer the option to install solar or geothermal systems for each home. This allows a purchaser to incorporate the cost into their mortgage, making it more affordable. For community facilities, consider using renewable energy infrastructure such as solar or geothermal to reduce energy costs and further reduce pollution created from offsite generation. Grant funds and incentives are available for Delmarva Power customers through the DNREC Green Energy Fund, which includes several funding types through the state’s major electric utilities (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/renewable/assistance/>).
- Incorporate nonmotorized connectivity and install bicycle racks where feasible to help facilitate non-vehicular travel modes.
- Use efficient Energy Star rated products and materials in construction and redevelopment. Energy efficient appliances use less energy over time. This saves consumers and businesses money, while also helping to reduce pollution from power generation.
- Use structural paint coatings that are low in Volatile Organic Compounds to help protect air quality. Air pollution from new construction is generated through the use of maintenance equipment, paints, and consumer products like roof coatings and primers.
- Use recycled materials, such as reclaimed asphalt pavement, to reduce heat island effects on paved surfaces, prevent landfill waste, and lower material costs.

Contact: DNREC Division of Climate, Coastal & Energy at (302) 735-3480.

Website: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/>

### **Delaware State Fire Marshall’s Office – Contact John Rudd 323-5365**

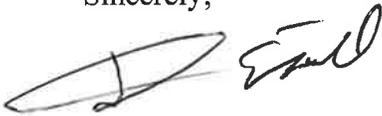
- Although not a requirement of the Delaware State Fire Prevention Regulations, the Office of the State Fire Marshal encourages home builders to consider installation of fire sprinkler systems in all residential dwellings.

- The Office of the State Fire Marshal also reminds home builders that they are obligated to comply with requirements of Subchapter III of Chapter 36 of Title 6 of the Delaware Code which can be found at the following website:  
<http://delcode.delaware.gov/title6/c036/sc03/index.shtml>
- Preliminary meetings with fire protection specialists are encouraged prior to formal submittal. Please call for appointment. Applications and brochures can be downloaded from our website: [www.statefiremarshal.delaware.gov](http://www.statefiremarshal.delaware.gov) Plan Review & Inspections link.

**Following receipt of this letter and upon filing of an application with the local jurisdiction, the applicant shall provide to the local jurisdiction and the Office of State Planning Coordination a written response to comments received as a result of the pre-application process, noting whether comments were incorporated into the project design or not and the reason therefore.**

Thank you for the opportunity to review this project. If you have any questions, please contact me at 302-739-3090.

Sincerely,



David L. Edgell, AICP  
Director, Office of State Planning Coordination

CC: Kent County  
City of Milford

City of Milford, Delaware  
Development Advisory Committee

Comment Sheet

\*\*\*\*\*



DATE OF REVIEW: February 8, 2022

REVIEWING AGENCY: **Delaware State Fire Marshal's Office, Sussex Office**

INDIVIDUAL REVIEWERS: **Duane T. Fox, CFPS, CFPE, CFI, Asst. Chief Technical Services**  
**Dennett E. Pridgeon, CFPS, CFPE, CFI, Sr. Fire Protection Specialist**  
**Jefferson L. Cerri, CFI, Sr. Fire Protection Specialist**  
**Desiree B. McCall, CFI, Sr. Fire Protection Specialist**  
**John A. Colpo, Fire Protection Specialist**

AGENCY PHONE NUMBERS: **302-856-5298, Fax: 302-856-5800**

RE: RED CEDAR FARMS (22-004)

*The reasons and conditions applied to this project and their sources are itemized below:*

\*\*\*\*\*

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

a. **Fire Protection Water Requirements:**

- 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)
  - One- and Two-Family dwellings are required by law to offer the homeowner an automatic sprinkler system, therefore infrastructure should accommodate water needs.
- 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.

b. **Fire Protection Features:**

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c. **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 Bucks 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.
- d. **Gas Piping and System Information:**
- Provide type of fuel proposed and show locations of bulk containers on plan.
- e. **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
  - National Fire Protection Association (NFPA) Construction Type
  - Maximum Height of Buildings (including number of stories)
  - Note indicating if building is to be sprinklered
  - Name of Water Provider
  - Letter from Water Provider approving the system layout
  - Provide Road Names, even for County Roads

Preliminary meetings with fire protection specialists are encouraged prior to formal submittal. Please call for appointment. Applications and brochures can be downloaded from our website:

[www.statefiremarshal.delaware.gov](http://www.statefiremarshal.delaware.gov), technical services link, plan review, applications or brochures.

***THIS DOCUMENT IS INFORMATIONAL ONLY, AND DOES NOT CONSTITUTE ANY TYPE OF APPROVAL FROM THE DELAWARE STATE FIRE MARSHAL'S OFFICE***

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## § 200-8. General requirements and design standards.

The following shall be deemed to be minimum requirements and may be varied or waived by the Commission only under circumstances set forth in § 200-6:

A. Streets.

- (1) The layout, character, extent, width, grade and location of proposed streets shall be established with due regard to:
  - (a) Public convenience and safety.
  - (b) Proposed uses of the land to be served by said streets.
  - (c) Proper relation and connection with and continuation and projection of streets in the adjacent areas, whether these streets are existing or proposed in another subdivision in a neighborhood plan, in the development plan or in the Official Map, as approved or adopted by the Commission.
  - (d) Topography and other land features.
- (2) The layout of proposed streets shall furthermore be arranged in a manner acceptable to the Commission and City Council.
- (3) Minor streets shall be laid out so as to discourage their use by through traffic.
- (4) Where a subdivision abuts or contains an existing or proposed arterial street, limited-access highway or railroad, the City Council may require marginal access or service streets, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line and deep lots with rear service alleys or other treatment, such as parks, which may be necessary for the protection of residential properties and for separation of through and local traffic, with due regard for the requirements of future approach grades and grade separations.
- (5) Where a tract of land is subdivided into lots substantially larger than the minimum size required in the zoning district in which a subdivision is located, the Commission may require that streets and lots be laid out so as to permit future resubdivision in accordance with the requirements of this chapter.
- (6) Reserve strips controlling access to streets shall be prohibited except where the control and disposal of land comprising such strips has been placed in the governing body under conditions approved by the City Council such as provided in Subsection A(4) above.
- (7) Certain proposed streets may be required to be extended to the boundary line of the subdivision to provide access to tracts which may be subdivided in the future. Wherever necessary, when a street is carried to the boundary line of the subdivision, the City Council may require a temporary turnaround improved to the satisfaction of the City Engineer and of the size specified in Subsection A(16) below at the stub end.
- (8) The creation of dead-end or loop streets and superblocks will be encouraged wherever the City Council finds that such layout will not interfere with traffic convenience and safety. The City Council shall determine the number of connections of streets in the proposed subdivision with existing streets. At least two such connections shall be provided, except where a proposed subdivision only contains one dead-end street.
- (9) Street jogs shall be prohibited. Street intersections, where center lines do not meet, shall have center-line offsets of 150 feet or more.
- (10) A tangent at least 100 feet long shall be introduced between reverse curves on arterial and collector streets and may be required on all other streets.

- (11) Street right-of-way lines deflecting from each other at any point shall be connected with a curve, the radius of which for the inner right-of-way lines shall not be less than 750 feet on arterial streets, 300 feet on collector streets and 100 feet on minor streets. The outer right-of-way line shall be parallel to said inner right-of-way line.
- (12) Streets shall be laid out so as to intersect as nearly as possible at right angles. The inner right-of-way line of a street intersecting another street at an angle of less than 90° shall be tangent to and follow a curve with a minimum radius of 150 feet centered on the nearest right-of-way line of the intersecting street. The outer right-of-way line shall be parallel to said inner right-of-way line.
- (13) Street right-of-way lines at intersections shall be connected with a curve, the radius of which shall be 25 feet.
- (14) Right-of-way widths.
  - (a) Street right-of-way widths shall be as shown on the Official Map or development plan, and, if not shown thereon, said widths for the various street types between face of curb or edge of road shall not be less than as follows:

Street Type (feet)	Right-of-Way Roadway (feet)	
	Arterial	80 to 110
Collector	60	28
Minor, for townhouses and apartments	60	30
Minor, for other residences	50	25
Dead-end	50	22
Marginal access	30	16
*Alley	20	12

Note:

\* If utilities are present in an alley, the City reserves the right to modify the minimum right-of-way and roadway widths.

- (b) Subdivisions utilizing open swale drainage shall have a ten-foot drainage easement along the front of each property to accommodate the back slope of the drainage swales.
- (15) Half streets shall be prohibited except where essential to the reasonable development of a subdivision in conformity with the requirements of this chapter and where the Commission finds that it shall be practicable to require the dedication of the other half when the abutting property is subdivided. Wherever an approved half street shall be adjacent to a subdivision, the other half of the street shall be platted within said subdivision.
- (16) Dead-end streets, designed to be so permanently, shall not be longer than 400 feet and shall be provided at the closed end with a turnaround having an outside roadway diameter of 76 feet and a street right-of-way diameter of 100 feet.
- (17) Street names.
  - (a) Street names shall be selected so as not to duplicate or be confused with the names of existing streets. Street names shall be subject to the approval of the Commission. It is recommended that all new streets shall be named in the following manner:

General direction	Long	Short (under 1,000 feet)

North and south	Streets	Places
East and west	Avenues	Courts
Diagonal	Roads	Ways
Curving	Drives	Lanes or Circles

(b) Arterial streets shall be named "boulevards."

- (18) Street grades shall not exceed 5%.
- (19) Street grades shall be not less than 0.5% wherever feasible.
- (20) Changes in street grades shall be connected by vertical curves of suitable length.
- (21) The width of streets adjacent to areas designed, proposed or zoned for nonresidential use shall be increased by such amount as may be deemed necessary by the Commission to assure the free flow of through traffic without interference by parked or parking cars and to provide adequate and safe parking space.
- (22) All required roads shall be constructed in accordance with the standard specifications as issued by the City Engineer.

B. Sidewalks and curbs.

- (1) Sidewalks shall be required in all subdivisions on both sides of the street. Sidewalks shall have the following widths:
  - (a) In residential subdivisions: four feet unless otherwise specified.
  - (b) In commercial and industrial subdivisions: from the curb to property lines unless otherwise specified.
- (2) Curbs or drainage swales conveying stormwater shall be required in all subdivisions.
- (3) All required sidewalks shall be constructed in accordance with standard specifications as issued by the City Engineer.

C. Easements. Where a subdivision is traversed by a watercourse, drainageway, channel, pipe or stream, there shall be provided a stormwater easement or drainage right-of-way of such width as will be adequate for the purpose, in accordance with requirements specified by the City Engineer. Parallel streets or parkways may be required in relation thereto.

D. Blocks.

- (1) The lengths, widths and shapes of blocks shall be determined with due regard to:
  - (a) The provision of building sites suitable to the needs of the type of use contemplated.
  - (b) Zoning requirements as to lot sizes and dimensions.
  - (c) The control, safety and convenience of pedestrian and vehicular traffic.
  - (d) The characteristics of topography.
- (2) Block length shall not exceed 1,200 feet.
- (3) Block widths shall be not less than 275 feet nor more than 450 feet and shall be planned to provide two rows of lots.

- 
- (4) Pedestrian walkways other than in streets may be required where deemed essential to provide for circulation or access to schools, playgrounds, shopping centers, transportation and other community facilities. Said walkways shall be not less than four feet wide.
  - (5) Alleys shall be provided if required by the City Engineer.

E. Lots.

- (1) Lot width, depth, shape and orientation and the building setback lines shall be appropriate for the location of the subdivision, for the type of development and for the use contemplated.
- (2) Lot sizes shall conform to the requirements of Chapter 230, Zoning.
- (3) Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to comply with the off-street parking and loading requirements contained in Chapter 230, Zoning.
- (4) Corner lots shall have sufficient width to provide an adequate building site within all the yard requirements. Corner lots shall have two front yard setbacks fronting each street, one side yard setback, and one rear yard setback.
- (5) All lots in a subdivision shall have frontage on a public street.
- (6) Double-frontage lots shall be avoided. Reverse-frontage lots shall be provided where necessary for protection of residential properties from through traffic and adverse nonresidential uses, for separation of through and local traffic and to overcome difficulties of topography or other specific conditions. Screen planting and a fence or wall shall be provided along the rear property line within an easement 10 feet or more in width, across which there shall be no right of access.
- (7) Side lot lines shall be at right angles or radial to street lines.
- (8) No lots shall be platted on land subject to flooding for residential or any other use where danger to life or property or an aggravation of flood hazard may result. Such land should be set aside for uses which would not be endangered by periodic or occasional inundations.
- (9) No lots shall be platted within 25 feet of land under the jurisdiction of the U.S. Army Corps of Engineers.

F. Parks, playgrounds, open spaces, school sites and natural features.

- (1) Parks and playgrounds. Where a proposed park or playground is located in whole or in part in a subdivision, the Commission may require the dedication or reservation of such area within the subdivision, in those cases in which the Commission deems such requirements to be reasonable.
- (2) Open spaces. Where deemed essential by the Commission and City Planner, upon consideration of the particular type of development proposed in the subdivision, and especially in large-scale developments, the Commission or City Planner may require the dedication or reservation of sites of a character, extent and location suitable to the needs created by such development for playgrounds or parks. The Commission shall not require that more than 10% of the gross area of the open space of the subdivision to be so dedicated or reserved unless otherwise specified by the Zoning Code.<sup>1</sup> In case of a conflict, the requirement of the Zoning Code prevails. The Commission shall give due credit for the provision of open spaces reserved for the common use of all property owners within the proposed subdivision by covenants in the deeds. Generally, the minimum area of contiguous open space acceptable for dedication for public use shall be at least three acres and preferably five acres. Open

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<sup>1</sup>Editor's Note: See Ch. 230, Zoning.

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- spaces with a lesser area may be approved by the Commission whenever it deems that the difference between the area offered and three acres may be made up in connection with the future subdivision of adjacent land or added to an existing recreation area.
- (3) School sites or sites for other public uses. The Commission may also require a subdivider to set aside such area as it may deem to be required for a school or other public use. Upon failure of the proper authorities to purchase such site within one year after the date of the approval of the plat, the subdivider, upon application to the Commission and approval of such application, shall be relieved of the responsibility of reserving such land for public purposes.
- (4) Preservation of natural features. The Commission may require the preservation of all natural features which add value to residential developments and to the community, such as large trees or groves, watercourses and historic spots and similar irreplaceable assets. In no case shall a tree over 12 inches in diameter measured three feet from the base be removed without prior approval by the City Arborist.
- G. General grading. No final slope on the property shall exceed the normal angle of repose of the soil of said slope as determined by the City Engineer, except where said slope consists of a natural rock formation or is supported by a retaining wall or equivalent of a design acceptable to the City Engineer.
- H. Improvements.
- (1) In major subdivisions the following improvements are required:
- (a) Paved streets.
  - (b) Street signs.
  - (c) Curbs and gutters, or roadside swales. Curbs shall be required as per standard specifications to stabilize intersections, entrances, and parking areas, and where they are necessary for the conveyance of stormwater and protecting road surfaces and driveway surfaces from vehicular traffic.
  - (d) Sidewalks.
  - (e) Streetlighting.
  - (f) Shade trees. Shade trees 150 feet on center each side of the road shall be located so as not to interfere with utilities or sidewalks and shall be of the types recommended by the City Arborist.
  - (g) Topsoil protection. No topsoil shall be removed from the site or used as spoil. Topsoil moved during the course of construction shall be redistributed so as to provide at least six inches of cover to all areas of the subdivision and shall be stabilized by seeding or planting.
  - (h) Monuments. Monuments shall be of the type, size and shape required by the City Engineer.
  - (i) Water mains, culverts, storm sewers and sanitary sewers.
    - [1] All water installations shall be looped; all sewer and storm sewer systems shall be extended at minimum slope, maximum depth, and connected with an approved method and shall be adequate to handle all present and probable future development.
    - [2] All of the above-listed improvements shall be subject to inspection and approval by the City Engineer, who shall be notified by the subdivider at least 24 hours prior to the start of construction. No underground installation shall be covered until inspected and approved.
    - [3] Utility easements shall be required to be granted and recorded by the subdivider to allow extension of utilities to neighboring properties.
  - (j) Swales. Conveyance of stormwater is permitted by open drainage systems where appropriate for environmental and engineering integrity and design. Such systems shall be separated from the

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edge of road to the top of bank by a minimum five-foot shoulder. The depth of such systems shall not exceed two feet below crown of road. The side slope shall be a maximum of 4:1. The bottom of the system shall have a minimum width of two feet. The system slope shall be such that the maximum velocity does not exceed two feet per second. The system has to be designed in such a way as to incorporate driveway and crossroad drainage pipes; such systems shall be restored with topsoil and sod. Temporary check dams shall be placed in intervals not to exceed 300 feet.

- (k) Headwalls. Storm drainage pipes which are part of an open swale drainage system shall be terminated with a headwall in accordance with standard specifications.
- (2) The developer shall complete all utilities and street improvements not specifically waived by the Commission in accordance with standard specifications as issued by the City Engineer and with any additional requirements specified by the Commission. Construction drawings shall be submitted in a form satisfactory to the City Engineer.
- (3) When the Commission or the City Engineer, due to planning considerations extraneous to the subdivision, requires a standard of improvements higher than that which is sufficient to serve the subdivision, the amount of the bond to be posted shall be deemed to be satisfactory if it adequately covers the cost of improvements which would be normally required.
- (4) The developer shall pay the review and inspection fees as set forth in Chapter 230, Zoning, § 230-57, Planning, Zoning and Engineering Fees. The cost for each segment or phase of the development shall be paid prior to commencement of utility construction.

#### **§ 200-9. Variances and waivers.**

Applicants may request, at the time of application submission, the varying or waiving of requirements of Chapter 200, and the Planning Commission may, at its discretion, recommend to City Council the varying or waiving of said requirements and request conditions that substantially secure the objectives of the requirements so waived. Upon the findings of the City Council that, due to special conditions peculiar to a subdivision or a site, certain requirements of these regulations are inappropriate or that strict compliance with said requirements may cause extraordinary and unnecessary hardships, the City Council may vary or waive said requirements, provided that such variance or waiver shall not be detrimental to the public health, safety or general welfare or have the effect of nullifying the intent and purpose of the Official Map, Chapter 230, Zoning, the Development Plan or this chapter. In varying or waiving certain requirements, the City Council may specify such conditions at will, in its judgment, secure substantially the objectives of the requirements so varied or waived.

[Ord. No. 2019-13, § 2, 7-22-2019]

#### **§ 230-10. R-2 Residential District.**

In an R-2 District no building or premises shall be used and no building shall be erected or altered which is arranged, intended or designed to be used except for one or more of the following uses and complying with the requirements so indicated.

- A. Purpose. The purpose of the R-2 District is to permit housing at a greater density than in the R-1 District by providing for the orderly development of low- to medium-density residential housing into those areas where public services are available. This district also allows for professional home occupations. Finally, it protects existing developments of this nature and excludes noncompatible ones.
- B. Permitted uses: all uses permitted in the R-1 District.

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- C. Conditional uses: all uses specified as conditional uses in the R-1 District, and the following uses may be permitted with the approval of a conditional use permit by the Milford City Council in accordance with Article IX of this chapter:
- (1) Single-family semidetached dwelling.
    - (a) Ownership.
      - [1] Dwelling units and individual lots of a single-family semidetached dwelling may be owned separately if separate utility systems are provided and if separate lots for all dwelling units in a building are created at the same time in conformance with Chapter 200, Subdivision of Land, of this Code.
      - [2] Provisions satisfactory to the City Council shall be made to assure that areas of common use of the occupants, but not in individual ownership, shall be maintained in an acceptable manner without expense to the general public.
- D. Design requirements. No apartment/dwelling units shall be located within a cellar.
- E. Site requirements.
- (1) The structure shall be so located as to provide proper access to the building for fire-fighting equipment, trash collection and deliveries.
  - (2) Off-street parking shall be provided at the rate of 2 1/2 spaces for every dwelling unit on each lot.
- F. Facilities.
- (1) Outdoor light fixtures shall be provided at locations that will assure the safe and convenient use of walks, steps, parking areas, driveways, streets and other such facilities.
  - (2) Facilities for temporary trash/refuse storage shall be provided in such a manner that is adequate for the dwelling units they must support.
- G. Area regulations.
- (1) For permitted uses and single-family semidetached dwellings not separately owned:
    - (a) Minimum interior lot area shall be 8,000 square feet and minimum corner lot area shall be 13,000 square feet.
    - (b) Maximum lot coverage shall be 30%.
    - (c) Minimum lot width shall be 80 feet.
    - (d) Height of buildings shall not exceed three stories or 35 feet. Accessory buildings shall not exceed 15 feet in height.
    - (e) Minimum front building setback line shall be 30 feet.
    - (f) Minimum rear yard setback shall be 15 feet. For lower lots the rear yard may be reduced 20% in depth to allow for the skewing of a residential dwelling on its lot.
    - (g) Side yards shall be provided as follows: each lot shall have two side yards a minimum width of eight feet on each side.
    - (h) Parking shall comply with the requirements provided in Article IV of this chapter.
    - (i) Signs shall comply with the requirements in Article VI of this chapter.
    - (j) Decks, subject to the following requirements:
      - [1] The deck cannot be located in the front yard.

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- [2] A minimum distance of 10 feet must be maintained from the deck to the rear property line.
- (2) For single-family semidetached dwellings separately owned:
- (a) Minimum interior lot area shall be 4,000 square feet and minimum corner lot area shall be 6,500 square feet.
  - (b) Maximum lot coverage shall be 30%.
  - (c) Minimum lot width shall be 40 feet.
  - (d) Height of buildings shall not exceed three stories or 35 feet. Accessory buildings shall not exceed 15 feet in height.
  - (e) Minimum front building setback line shall be 30 feet.
  - (f) Minimum rear yard setback shall be 15 feet. For lower lots the rear yard may be reduced 20% in depth to allow for the skewing of a residential dwelling on its lot.
  - (g) Side yard shall be provided as follows: each lot shall have one side yard a minimum width of eight feet.
  - (h) Parking shall comply with the requirements provided in Article IV of this chapter.
  - (i) Signs shall comply with the requirements in Article VI of this chapter.

Peter Goldring  
6436 Bucks Road, Milford, DE 19963  
pgarcollage@gmail.com

## Red Cedar Development Plan

Monday, October 17, 2022

I am concerned with the following:

- Does the project include the widening of the paving on Bucks Rd to the full 50'. If so, by whom? Are sidewalks proposed?
- The development has only one exit for approximately 2000 vehicles each day. This appears less than should be required for both traffic flow, safety, and emergency access (see below). I noted that the access road into the development is wider than the Bucks Road cartway. Have studies been prepared indicating the probable traffic flow along Bucks Road in comparison to the current traffic flow and the probable traffic flow at the intersection of Cedar Neck Road (RD 206) and Bucks Road? Until recently, this intersection had a "Look Twice" sign due to accidents. We note that Cedar Beach Road (RD 206) decreases in width past the northbound entry/exit to State Highway 1. Will the roadway width need to be increased between that area and the development to accommodate new traffic.?
- We are also concerned about fire access to the development. This is estimated at 10 minutes travel time for the Carlisle Department serving Milford. Should this development be required to have residential sprinkler systems? Is there sufficient fire equipment turn-around space at the clubhouse?
- There appears to be a roadway (Road 'C') indicated accessing the property to the east of the proposed development. Is there adjacent development being considered? I understood that the reason to allow R-2 housing related to the intent of preserving existing farmland to the east.
- The development is promoted as part of Milford's TID (Transit Improvement District). I do not see any accommodation for transit in the plan at all.
- We did not notice any landscape buffers between the rear of the housing and Bucks Road (pg 124 (Preliminary Subdivision Plan Rendering)). Are these planned?
- The project includes the removal and clearing of all the older trees on the property. Is this necessary? Do the proposed street trees supplant this? Are trees not permitted in rear yards or is their elimination just convenience?
- The property of one of the neighbors on Bucks Road has been recognized as a bird and monarch butterfly sanctuary by the state. The owner and neighbors are concerned that the construction and development process will not affect the sanctuary conditions. Does this need to be addressed by the State Department of Natural Resources.

Peter Goldring  
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- The site entrance appears to link with Thawley Lane at Knollac Acres. Have the residents of Knollac Acres been informed of this connection and studies prepared to measure increased traffic through the development? (The Plus review also appears to require the traffic studies).



- We note that some of the comments on the Plus review appear to reference other projects (p6 reference to Williamsville Road). Please have the reviewers confirm that these comments relate to this project.
- Will the pumping station have any visual or other impact on the community?

Red Cedar Farms LLC appears to be a development corporation of convenience located in Margate, FL. Do you have any further information on the proposed developer.

City of Milford Public Notice  
NOTICE OF ORDINANCE REVIEW  
Public Comment: Monday, October 24, 2022 at 6:00 p.m.

NOTICE IS HEREBY GIVEN that the following Ordinance is currently under review by the City Council of the City of Milford, with action scheduled to occur on the date(s) and time(s) so indicated:

Ordinance 2022-40

Chapter 197 – STREETS, SIDEWALKS, STORM SEWERS, AND OTHER PUBLIC PLACES  
ARTICLE I - General Provisions

WHEREAS, the City of Milford has been experiencing an increase in individuals moving to within an unsafe distance from busy intersections in the City limits; and  
WHEREAS, the City Council of the City of Milford wishes to preserve pedestrian safety on and around those busy intersections; and  
WHEREAS, City Staff seeks to prevent undue harm or injury to pedestrians without creating an overly restrictive environment; and  
WHEREAS, Milford City Council will hold a Public Comment Session on October 24, 2022, at 6:00 pm, during their regular meeting; and  
WHEREAS, after final review and consideration of the public comments, a final determination will be made.

NOW THEREFORE BE IT RESOLVED the City of Milford hereby ordains as follows:

**Section 1.** The Code of the City of Milford General Provisions Chapter 197 Article I is hereby amended by inserting a new §197-5 entitled Pedestrian Safety, shown in bold, italicized red text to read as indicated:

**197-5. Pedestrian Safety**

- A. It shall be unlawful for any person, other than a person in or on a vehicle, to be on a City Street and approach any vehicle in operation, except a vehicle that is legally parked at the curb on the shoulder.**
- B. No person shall be upon a median of a City Street unless that person is in the process of crossing the highway in a safety zone or crosswalk. It is prima facie evidence of a violation of this section if a person stays on the median through two consecutive opportunities to cross the highway in a legal manner under this Chapter and the State of Delaware traffic laws. This may include a change in the traffic control signal or lack of traffic, as applicable. After such two consecutive opportunities, such person shall not be considered to be “using the safety zone or crosswalk to cross the highway.”**
- C. No operator of a vehicle shall park, stop, or leave standing a vehicle on a City Street where prohibited or suddenly decrease the speed of said vehicle or deviate from a traffic lane for the purpose of responding to persons violating 197-5 A or B.**
- D. This ordinance applies to intersections at any street or right-of-way within the incorporated boundaries of the City of Milford, but only for the first two hundred (200)**

*feet of the intersection as measured along the center lines where the two rights-of-way intersect.*

*E. Any violation of 197-5 will result in a fine of not less than \$100.*

**Section 2.** The current §197-5 “Responsibilities of Property Owners or Tenants” is hereby amended by striking the previous Section number and adding a new Section 197-6, indicated by bold, italicized, and red text.

§ 197-5 **6.** Responsibilities of Property Owners or Tenants.

**Section 3.** The remaining Sections in Chapter 197, specifically 197-6 thru 197-34, will subsequently be renumbered by striking the previous Section number and inserting a new Section number, indicated by bold, italicized, and red text:

ARTICLE I - General Provisions (continued)

§ 197-5 **6.** Responsibilities of Property Owners or Tenants.

§ 197-6 **7.** Speed reduction devices.

§ 197-7 **8.** Litter, refuse, and debris.

§ 197-8 **9.** Throwing and kicking objects and playing games in streets.

ARTICLE II – Streets and Right of Way

§ 197-9 **10.** Street Design.

§ 197-10 **11.** Street name change procedure

§ 197-11 **12.** Street Abandonment, Vacation, Auction or Sale

ARTICLE III – Curb Cuts.

§ 197-12 **13.** Entrance Permit Required.

ARTICLE IV – Sidewalks.

§ 197-13 **14.** Sidewalk Specifications.

§ 197-14 **15.** Responsibility of installation.

§ 197-15 **16.** Responsibility for costs; financing.

§ 197-16 **17.** Specifications

§ 197-17 **18.** Conditions requiring repair or removal and replacement of sidewalks.

§ 197-18 **19.** City to perform work.

§ 197-19 **20.** Stop orders.

§ 197-20 **21.** Liability.

ARTICLE V - Storm Sewers

§ 197-21 **22.** General

§ 197-22 **23.** Prohibited discharges into system.

§ 197-23 **24.** Authority to enter and inspect private property.

§ 197-24 **25.** Violations.

ARTICLE VI - Excavations.

- § 197-~~25~~ 26. Interference with traffic or property.
- § 197-~~26~~ 27. Fire hydrants.
- § 197-~~27~~ 28. Drainage.
- § 197-~~28~~ 29. Barricades.
- § 197-~~29~~ 30. Repair of excavated areas.
- § 197-~~30~~ 31. Required Inspections.

ARTICLE VII – Wireless Facilities within Rights-of-Way.

- § 197-~~31~~ 32. Applicability.
- § 197-~~32~~ 33. Definitions.
- § 197-~~33~~ 34. Permit Required.

ARTICLE VIII – Public Utilities

- § 197-~~34~~ 35. Public Utilities.

**Section 4.** Dates.

Council Introduction: October 10, 2022

Public Comment & Determination: October 24, 2022

**Section 5.** Effective Date.

Ten Days Following Adoption by City Council

For additional information on this ordinance or the Code of the City of Milford, please contact the City Clerk's Office at 302.422.1111 or by email at [cityclerk@milford-de.gov](mailto:cityclerk@milford-de.gov).

From: Clara Licata <cslicata@gmail.com>  
Sent: Thursday, October 20, 2022 6:57 PM  
To: Mike Boyle <mboyle@milford-de.gov>; Marabello, Daniel <dmarabello@milford-de.gov>; Culotta, Todd <tculotta@milford-de.gov>; Fulton, Andrew P. <afulton@milford-de.gov>; Brian Baer <BBaer@milford-de.gov>; Nirmala Samaroo <Nsamaroo@milford-de.gov>; James, Jason <JJames@milford-de.gov>; Katrina Wilson <kwilson@milford-de.gov>; Mayor Campbell <MayorCampbell@milford-de.gov>; CityClerk <CityClerk@milford-de.gov>  
Subject: Proposed Panhandling Ordinance

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Milford Council:

I am the Chair of the Legislative Advocacy Committee of the Southern Delaware Alliance for Racial Justice. I write to express our opposition to the proposed "Pedestrian Safety Ordinance." Ordinance 2022-40 is similar to dozens of panhandling ordinances that have been challenged in federal court and have been deemed unconstitutional. Reframing this anti-panhandling and anti-loitering code as "pedestrian safety" does not make it any less unconstitutional.

Almost every such ordinance that has been challenged has been found to be unconstitutional because they violate First Amendment rights or interfere with the public's right to ask for help or are so vague that the public is not on notice of what conduct is being prohibited. In particular, this ordinance stacks the deck against the public by making it "prima facie" evidence of violation of the ordinance if a person doesn't cross the road quickly enough.

This ordinance also is bad policy. Harassing, ticketing and/or arresting people who ask for help in a time of need is inhumane and counterproductive. Unlawful anti-panhandling ordinances such as Pedestrians Soliciting Rides or Business are costly to enforce and only exacerbate problems associated with homelessness and poverty, regardless of which judicial body hears the case. Numerous studies have shown that communities save money by providing housing and services to those in need rather than saddling them with fines, fees, and arrest records and cycling them through expensive hospital and jail systems. These laws sow distrust between homeless people and law enforcement, making it less likely homeless people will make voluntary contact with police, report crime, cooperate as witnesses. According to the most recent Point in Time count—a count of individuals experiencing homelessness on a single night in January—homelessness in Delaware increased by 35% in 2021. Criminalizing panhandling does nothing to address the underlying issues that cause homelessness and may in fact make it harder for people to receive services or find a job. These laws disproportionately impact the poor, who are more likely to be people of color.

Actual criminal activity is prosecutable under the criminal code. Let's not criminalize activity resulting from the status of homelessness and poverty.

Clara S. Licata, Esq.  
5 Eleanor Lee Lane West  
Rehoboth Beach, DE 19971  
201-280-8593

October 10, 2022

Dear Milford City Council Members,

We write with respect to the proposed “Pedestrian Safety” ordinance, which is disguised as a way to marginalize people experiencing homelessness and penalize those asking for help. We ask that the city council reject this ordinance.

The proposed ordinance is similar to dozens of panhandling ordinances that have been challenged in federal court and have been deemed unconstitutional.

**ACLU**

AMERICAN CIVIL LIBERTIES UNION  
FOUNDATION

Delaware

100 W. 10th Street, Suite 706  
Wilmington, DE, 19801  
302-654-5326  
[www.aclu-de.org](http://www.aclu-de.org)

Kathleen Epler  
President

Mike Brickner  
Executive Director

Dwayne J. Bensing  
Legal Director

Laws like this proposed ordinance have long been used to exclude visibly poor and homeless people from public places and prevent homeless people from exercising their First Amendment right to ask for help. Reframing this anti-panhandling code as “pedestrian safety” does not make it any less unconstitutional. The First Amendment protects peaceful requests for charity in a public place. *See, e.g., United States v. Kokinda*, 497 U.S. 720, 725 (1990) (“Solicitation is a recognized form of speech protected by the First Amendment.”). Suppose a person is engaging in behaviors that are a legitimate public safety risk. In that case, there is most likely a provision in the code that the person can already be held accountable.

Further, the ordinance is not good policy. Harassing, ticketing, and/or arresting people who ask for help in a time of need is inhumane and counterproductive. Numerous communities have created more effective alternatives, leaving all involved—homeless and non-homeless residents, businesses, city agencies, and elected officials—happier in the long run. *See National Law Center on Homelessness and Poverty, HOUSING NOT HANDCUFFS: THE CRIMINALIZATION OF HOMELESSNESS IN U.S. CITIES* (2016),

<https://www.nlchp.org/documents/Housing-Not-Handcuffs>.

For example, Philadelphia, PA, significantly reduced the number of homeless persons asking for assistance in a downtown subway station by donating an abandoned section of the station to a service provider for a day shelter. *See Nina Feldman, Expanded Hub of Hope homeless center opening under Suburban Station*, WHYY (Jan. 30, 2018) <https://whyy.org/articles/expanded-hub-hope-homeless-center-opening-suburban-station/>. In opening the Center, Philadelphia Mayor Jim Kenny emphasized, “We are not going to arrest people for being homeless,” stressing that the new space “gives our homeless outreach workers and the police a place to actually bring people instead of just



AMERICAN CIVIL LIBERTIES UNION  
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## Delaware

scouting them along.” These programs are how cities actually solve the problem of homelessness, rather than merely addressing its symptoms.

Criminalizing panhandling does nothing to address the underlying issues that cause homelessness, and may in fact lead to more individuals in a cycle of poverty and criminalization. In the interest of protecting the homeless population, and the constitutional rights of all Milford residents, Milford should develop approaches that will lead to the best outcomes for all people in Milford, housed and unhoused alike.

Therefore, the ACLU-DE asks that Milford City Council reject the “Pedestrian Safety” ordinance. We would be happy to work with council members to work on alternatives to criminalizing homelessness and erasing people who are homeless from public spaces.

Thank you for your time.

A handwritten signature in black ink that reads "Javonne Rich".

Javonne Rich  
Policy & Advocacy Director  
ACLU of Delaware

From: Vonderlear Smack <dezinebysmack@gmail.com>  
Sent: Friday, October 21, 2022 1:01 PM  
To: CityClerk <CityClerk@milford-de.gov>  
Subject: Ordinance 2022-40

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon

My name is Vonderlear Smack Lead Smart Justice Ambassador. and I just wanted to Express that Ordinance 2022-40 is similar to dozens of panhandling ordinances that have been challenged in federal court and have been deemed unconstitutional. Reframing this anti-panhandling and anti-loitering code as “pedestrian safety” does not make it any less unconstitutional.

Panhandling

- Since the landmark Reed v. Gilbert case in 2015, almost every one of the dozens of panhandling ordinances challenged in federal court, including many with features similar to this ordinance, have been found unconstitutional or resulted in the repeal of that ordinance.
- At least 70 additional cities have repealed their panhandling ordinances when informed of the likely infringement on First Amendment rights, including Wilmington, Delaware, whose city council repealed portions of the city code that prohibited panhandling in January 2020.

Loitering

- Laws prohibiting loitering, loafing, or vagrancy, are common throughout the country. Similar to historical Jim Crow, Anti-Okie, and Ugly laws, these modern-day ordinances grant police a broad tool for excluding visibly poor and homeless people from public places.
- Loitering laws have also long been used to exclude visibly poor and homeless people from public places and prevent homeless people from exercising their First Amendment right to ask for help.

Bad Policy

- Harassing, ticketing and/or arresting people who ask for help in a time of need is inhumane and counterproductive.
- Unlawful anti-panhandling ordinances such as Pedestrians Soliciting Rides or Business are costly to enforce and only exacerbate problems associated with homelessness and poverty, regardless of which judicial body hears the case.
- Numerous studies have shown that communities save money by providing housing and services to those in need rather than saddling them with fines, fees, and arrest records and cycling them through expensive hospital and jail systems.
- These laws sow distrust between homeless people and law enforcement, making it less likely homeless people will make voluntary contact with police, report crime, or cooperate as witnesses.
- According to the most recent Point in Time count—a count of individuals experiencing homelessness on a single night in January—homelessness in Delaware increased by 35% in 2021. Criminalizing panhandling does nothing to address the underlying issues that cause homelessness, and may in fact make it harder for people to receive services or find a job.

What about panhandlers/loiterers who are engaging in crime?

For people who are panhandling or loitering AND engaging in behaviors that are a public safety issue, there is more than likely a statute in the criminal code that defines that behavior and for which that person can be held accountable

From: Sheryl Winsby <sjwinsby@verizon.net>

Sent: Sunday, October 23, 2022 8:27 PM

To: Mike Boyle <mboyle@milford-de.gov>; Marabello, Daniel <dmarabello@milford-de.gov>; Culotta, Todd <tculotta@milford-de.gov>; Fulton, Andrew P. <afulton@milford-de.gov>; Brian Baer <BBaer@milford-de.gov>; Nirmala Samaroo <Nsamaroo@milford-de.gov>; James, Jason <JJames@milford-de.gov>; Katrina Wilson <kwilson@milford-de.gov>; Mayor Campbell <MayorCampbell@milford-de.gov>; CityClerk <CityClerk@milford-de.gov>  
Subject: Loitering Ordinance proposed for Milford

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Sheryl Winsby. I am a retired psychologist who has lived in North Shores since 1996. I worked for many years at 200 Foster Street before moving to People's Place. I am concerned about the proposed ordinance against loitering. I have rarely seen people panhandling at intersections in Milford, and this does not seem to me to be a safety issue.

I am concerned about people who are resorting to begging on the street and who cannot afford shelter which has become more expensive recently. I would rather figure out ways to help people who are unable to afford basic food and shelter than penalize them. While I don't like panhandling, I don't wish to further burden these unfortunate people.

From what I have read, this ordinance, if passed, would be likely to be challenged and would likely eventually be overturned and unconstitutional, a needless expense to the city.

My biggest objection is that fining people for this is harassment and is further burdening people who are already down on their luck. The Unitarian Universalist Church which I attend, requires that we treat everyone with respect and dignity. I would like to think that my town would do the same. I oppose passage of this ordinance.

Thank you for considering my opinion on this issue.

Sheryl Winsby  
712 N. Shore Dr.  
Milford, DE  
302-270-2926

-----Original Message-----

From: Alex LeClaire <normanleclaire@gmail.com>

Sent: Monday, October 24, 2022 7:45 AM

To: Mike Boyle <mboyle@milford-de.gov>; Marabello, Daniel <dmarabello@milford-de.gov>; Culotta, Todd <tculotta@milford-de.gov>; Fulton, Andrew P. <afulton@milford-de.gov>; Brian Baer <BBaer@milford-de.gov>; Nirmala Samaroo <Nsamaroo@milford-de.gov>; James, Jason <JJames@milford-de.gov>; Katrina Wilson <kwilson@milford-de.gov>; Mayor Campbell <MayorCampbell@milford-de.gov>; CityClerk <CityClerk@milford-de.gov>

Subject: Opposed to Ordinance 2022-40

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a Unitarian, we believe in the inherent worth and dignity of every person. Life for the marginalized in our society is hard enough without making it more difficult. Please do not criminalize those asking for help and instead invest in sustainable solutions to end homelessness.

I am opposed to Ordinance 2022-40. I am in favor on making Delaware a fair place to live.

Sincerely,

Dr. Alexander LeClaire

From: Liz Tymkiw <liztymkiw@gmail.com>

Sent: Monday, October 24, 2022 8:57 AM

To: Mike Boyle <mboyle@milford-de.gov>; Marabello, Daniel <dmarabello@milford-de.gov>; Culotta, Todd <tculotta@milford-de.gov>; Fulton, Andrew P. <afulton@milford-de.gov>; Brian Baer <BBaer@milford-de.gov>; Nirmala Samaroo <Nsamaroo@milford-de.gov>; James, Jason <JJames@milford-de.gov>; Katrina Wilson <kwilson@milford-de.gov>; Mayor Campbell <MayorCampbell@milford-de.gov>; CityClerk <CityClerk@milford-de.gov>

Subject: Ordinance 2022-40

Dear members of the Milford City Council,

I'd like to speak out against Ordinance 2022-40. While disguised as a "pedestrian safety ordinance", it would indirectly prohibit people from panhandling on road medians near intersections. Both the Supreme Court and lower courts have ruled that asking for help or money is protected speech, so municipalities are trying to sneak in panhandling bans through obfuscated ordinances like this one.

Please uphold the constitution.

Thank you,

Liz Tymkiw

From: Alison Wakelin <wakelin.alison@gmail.com>

Sent: Monday, October 24, 2022 9:13 AM

To: Mike Boyle <mboyle@milford-de.gov>; Marabello, Daniel <dmarabello@milford-de.gov>; Culotta, Todd <tculotta@milford-de.gov>; Fulton, Andrew P. <afulton@milford-de.gov>; Brian Baer <BBaer@milford-de.gov>; Nirmala Samaroo <Nsamaroo@milford-de.gov>; James, Jason <JJames@milford-de.gov>; Katrina Wilson <kwilson@milford-de.gov>; Mayor Campbell <MayorCampbell@milford-de.gov>; CityClerk <CityClerk@milford-de.gov>

Subject: Ordinance 2022-40

Dear Members of the City Council,

I have some concerns about ordinances that increase the difficulty of basic survival for Delaware's poorest citizens, specifically of course in this case your Ordinance 2022-40, which purports to be a pedestrian safety ordinance, but will at the very least still have the consequences just stated.

The Declaration of Independence states that it is self-evident that all people have the right to life, liberty and the pursuit of happiness. Our ancestors threw out those pesky Brits to establish a great country. Our economic system has now evolved to the point where survival is dependent on having a realistic income, usually based on employment. However, there are many people unable to secure a decent income, often due to circumstances beyond their control. We no longer are able to honor their right to life, liberty and the pursuit of happiness.

In New Castle County, our County Executive Matt Meyer acquired a hotel to house the homeless, and many volunteer organizations have been closely involved in trying to help residents to address their specific issues, and give them a hand in reengaging with the community. I feel that rather than trying to criminalize the small and not very effective attempts on the part of the destitute to make money in Milford, it would be better for us all to create a statewide solution to homelessness and poverty.

It should be possible for us collectively to establish ways that people can make a small income, without having to go through all the legal and bureaucratic hoops involved in commerce today. It should be possible for us to care enough to try to actually help people with their fundamental issues. We all know the current establishment is horrible to negotiate, and serves often more as a barrier than as a solution for those in need.

I understand that you may experience such problems as the homeless being used by those who would take their small earnings each day, for instance, but the real problem is the homelessness. We have to honor the right to life, otherwise who are we? We are no longer Americans, and we may as well just invite the Brits back.

Yours truly,  
Alison Wakelin  
Town Chair, Ardentown  
302 438 2608

From: mlkeogh@aol.com <mlkeogh@aol.com>  
Sent: Monday, October 24, 2022 9:37 AM  
To: CityClerk <CityClerk@milford-de.gov>  
Subject:

Can't you get more creative? There is federal and state funds available to help some of these social problems. Hire a couple outreach staff to go out and meet the loiterers and panhandlers.

Date: October 21, 2022  
To: Mayor and City Council  
Through: Mark A. Whitfield, City Manager  
From: Louis C. Vitola, Finance Director  
Re: Ordinance No. 2022-33 – Chapter 204-Taxation

---

## EXECUTIVE SUMMARY

Staff recommends Council approve the changes set forth in the enclosed update to Ordinance No. 2022-33, which include the initial changes to increase income thresholds in response to inflation and the additional changes made in response to questions posed by City Council during the public hearing.

The proposed revision

- a. retains the inflationary adjustment to \$20,000 for single owner-applicants for the City's tax exemption,
- b. further adjusts the income threshold to \$40,000 for joint owner-applicants to equalize the eligibility threshold for single and joint property owners, and
- c. simplifies the exempted income language by specifically citing *only* the social security exemption, while expanding exempted income types to include any form of government-sponsored post-retirement pension that is provided in lieu of social security benefits.

The code change is expected to increase senior tax exemption applications and approvals, which will lower taxable assessments and property tax revenue. However, the change is not expected to materially impact the City's budget and will not require a revenue offset from any of the City's other operations. Background information and details are provided in the following paragraphs and enclosures.

## BACKGROUND

Changes to Ordinance No. 2022-33 were introduced on September 12, 2022 and considered for approval at the September 26, 2022 meeting of City Council. The measure, which is intended to increase the income thresholds used to determine eligibility for City of Milford senior citizen property tax relief, was postponed by Council to provide staff with time to research questions arising during the meeting, the foremost of which contemplated the merits of expanding the income exclusion beyond the Code's only two specifically cited income exclusions – social security benefits and railroad pensions – to include other post-retirement income types. Staff was also asked to review the ratio of (1) the income threshold qualifying single property owner-applicants for the Milford property tax exemption to (2) the same for joint owner-applicants (the "City Ratio"), specifically as it compares to the ratio of (1) the income levels specified in the current internal revenue code at which the marginal federal income tax rates change for single filers to (2) the same for joint filers (the "IRS Ratio").

The goal of the language change as initially introduced was to update the exemption threshold to account for inflation since the last update more than a decade ago, while preserving the intent of the existing code by keeping all other language in place and maintaining the existing proportions in the City Ratio. The revised recommendation retains the inflationary adjustment to the income threshold for the City's senior citizen property tax exemption eligibility from \$15,000 to \$20,000 for single owner-applicants, further adjusts the income threshold from \$25,500 to \$40,000 for joint owner-applicants to align the City Ratio with the IRS Ratio (thereby eliminating a unique form of "marriage bonus"<sup>1</sup> inadvertently inherent in the existing code), and to simplify the exempted income types by specifically citing *only* the social security exemption while expanding exempted income types to include any other government-sponsored post-retirement pension program that provides benefits to retirees in lieu of social security benefits, subject to social security income limits.

### THE IRS "MARRIAGE BONUS" AND ITS INVERSE: THE "PROPERTY PENALTY"

Staff believes the existing City Ratio (15,000:25,500, approximately 3:5, or 0.60) was derived from the IRS Ratio in place when the ordinance was originally adopted in 1993 and at the time of any revision to § 204-1 (2003, 2009, and 2012). From 1987 through 2017, the IRS Ratio was 0.60 for at least one marginal tax rate<sup>2</sup>, resulting in a "marriage bonus" for most joint filers compared to two nonmarried individual filers with the same taxable income. Generally, an IRS Ratio of 0.50 across all marginal tax rates should prevent the emergence of any marriage bonus or penalty for federal income tax filers, while ratios higher (lower) than 0.50 would result in marriage bonuses (penalties) for two married people filing jointly as compared to two nonmarried individual filers with the same taxable income. Regardless of the intent of the initial code, staff recommends that the City Ratio should be set to 0.50, representing neutrality between single and joint property owners (primary intent), and which, as an aside, also equals the IRS Ratio across all marginal tax rate thresholds through 35% from 2018 through 2023.

Staff recommends that Council should avoid pegging the City Ratio to the IRS Ratio going forward. If the City Ratio is not equal to 0.50, the effect is inversely related to the effect of the IRS Ratio. If an IRS Ratio greater than 0.50 favors joint filers, all else equal, a City Ratio greater than 0.50 favors individual senior applicants. In other words, pursuant to the existing City Code, a single applicant making \$15,000 or less (and achieving all other eligibility requirements) is eligible for the senior tax exemption, while joint property owners making \$15,000 each would not be eligible for the senior tax exemption. Two joint owners of one property cannot earn more than \$12,750 each – 15% less than a single owner of the same property – to be eligible for the same property exemption. This represents a "property penalty" for joint owners of property, which is the opposite effect that the same IRS Ratio would have.

The recommended change is encapsulated in the attached redline code revisions.

<sup>1</sup> <https://www.taxpolicycenter.org/briefing-book/what-are-marriage-penalties-and-bonuses>

<sup>2</sup> <https://taxfoundation.org/historical-income-tax-rates-brackets/>

## SOCIAL SECURITY BENEFITS

Staff believes that the income excludable from total income used to determine eligibility for the City's senior property tax exemption other than Social Security – the railroad pension – has nothing to do with the merits or the importance of the industry or the career and everything to do with the fact that railroad pensioners do not receive social security benefits. Instead, certain retired railroad employees receive pension benefits through the U.S. Railroad Retirement Board (RRB)<sup>3</sup> *in lieu of* social security. For that reason, to allow applicants to exclude *only* social security income would be unfair to railroad pensioners, who have no social security income to exclude, and therefore would be ineligible for a property tax exemption that they would otherwise have enjoyed if they participated in any of the vast majority of public and private careers that utilize the social security system as opposed to a unique substitution thereof. City Code is, therefore, justified in its provision for applicants to exclude Tier I railroad pension income from total income in determining eligibility for the senior tax exemption. Why, then, is staff recommending striking the specific reference to the railroad pension? Because the railroad pension is not alone.

There are other job classifications throughout all levels of government that participate in government-sponsored post-retirement benefits programs that provide income as a substitute for or as a replacement for social security<sup>4</sup>, putting such applicants in the same position as beneficiaries of the railroad pension system but without the same favorable treatment in City Code. Examples include (certain, but not all) police officers, first responders, firefighters, teachers, military veterans, and other people employed in specific careers, industries, jobs, branches of federal, state and local government – too many to be specifically identified in City Code. Rather, the Code should be updated to extend the senior tax exemption for any person meeting all other existing criteria who worked in any job classification for which a government-sponsored pension plan or retirement plan is provided as a full or partial replacement of social security benefits, subject to the social security limit. The code language was updated to capture this sentiment, which will serve to “future proof” code language through its inclusion of all possible pensions in lieu of social security administered by the federal government or one of its agencies, including but not limited to railroad pensioners.

<sup>3</sup> <https://www.rrb.gov/>, <https://www.ssa.gov/policy/docs/ssb/v68n2/v68n2p41.html>

<sup>4</sup> <https://www.nasra.org/socialsecurity>

CITY OF MILFORD  
NOTICE OF ORDINANCE REVIEW  
ORDINANCE NO. 2022-33

Notice is hereby given that City Council will take public comments during a regular session on Monday, September 26, 2022 at 6:00 pm on the following matter:

ORDINANCE TO AMEND CHAPTER 204-TAXATION  
Article 1 Tax Relief for Senior Citizens  
Part II General Legislation Chapter 204 Taxation

Whereas, all real property, lying and being within the corporate limits of the City of Milford, shall be subject to taxation, excepting such property as may be exempt from taxation under the laws of the State of Delaware and the Charter of the City of Milford; and

Whereas, local governments in Delaware can opt to grant a reduction on the amount of property taxes paid by qualifying senior citizens; and

Whereas, this is accomplished by reducing the taxable assessment of the senior's home from taxation on \$40,000 of assessed valuation of such real property; and

Whereas, to qualify, seniors generally must be 65 years of age or older and meet certain income limitations and other requirements; and

Whereas, eligibility criterion has been enhanced to allow more property owners to lower their property tax bill; and

Whereas, City Council agrees that after more than ten years, it is an appropriate time to increase the maximum income level by allowing additional senior citizens to qualify for the partial tax waiver.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF MILFORD:

Section 1.

The City of Milford hereby ordains ARTICLE I - Tax Relief for Senior Citizens, § 204-1 - Conditions for senior citizen exemption on real property tax.

Section 2.

§ 204-1 is hereby amended by inserting the language indicated in underlined bold text and by deleting the language indicated by strikethrough text.

Section 3.

§ 204-1 Conditions for senior citizen exemption on real property tax is hereby amended to read as follows:

Every person 65 or more years of age having an income not in excess of ~~\$15,000~~ **\$20,000** per year, exclusive of social security **benefits** and ~~railroad pensions~~, and residing in a dwelling owned by him or her which is a part of his or her real property shall be entitled, on proper claim being made thereof, to exemption from taxation on \$40,000 of assessed valuation of such real property, in the aggregate, and in the case of jointly owned property or property owned by husband and wife, such exemption shall be granted where the **combined** income of both does not exceed ~~\$25,500~~ ~~\$37,000~~ **\$40,000** per year, exclusive of social security **benefits** and ~~railroad pensions~~ **government-sponsored post-retirement benefits received in lieu of social security benefits. Such exclusion shall be limited to the maximum social security benefit for the owner(s) claiming such exclusion.**

Section 4. Dates

Introduction: September 12, 2022

Public Comment/Review: September 26, 2022

Section 5.

This ordinance is effective ten days following adoption.



## PROCLAMATION 2022-20

### EXTRA MILE DAY-NOVEMBER 1, 2022

WHEREAS, the City of Milford is a community that acknowledges that an exceptional vibrancy exists within the community as a whole when its individual citizens collectively “go the extra mile” in personal effort, volunteerism, and service; and

WHEREAS, Milford is a community that encourages its citizens to maximize their personal contribution to the community by giving of themselves wholeheartedly and with total effort, commitment, and conviction to their individual ambitions, family, friends, and community; and

WHEREAS, Milford is a community that chooses to shine a light on and celebrate individuals and organizations within its community who “go the extra mile” in order to make a difference and lift up fellow members of their community; and

WHEREAS, the City of Milford acknowledges the mission of Extra Mile America to create 550 Extra Mile cities in America and is proud to support “Extra Mile Day” on November 1, 2022.

NOW THEREFORE, I, Arthur Campbell, Mayor of the City of Milford do hereby proclaim November 1, 2022, to be Extra Mile Day and urge each individual in the community to take time on this day to not only “go the extra mile” in his or her own life, but to also acknowledge all those who are inspirational in their efforts and commitment to make their organizations, families, community, country, or world a better place.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the City of Milford to be affixed this 24th day of October in the Year of Our Lord, Two Thousand Twenty-Two.

---

Mayor Arthur J. Campbell

Attest:

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City Clerk Teresa K. Hudson

# City of Milford



## PROCLAMATION 2022-25 VETERAN'S DAY-NOVEMBER 11, 2022

WHEREAS, it has long been our custom to commemorate November 11th, the anniversary of the ending of World War I, by paying tribute to the heroes of that tragic struggle and by rededicating ourselves to the cause of peace; and

WHEREAS, in the intervening years the United States has been involved in two other great military conflicts, which have added millions of veterans living and dead to the honor rolls of this Nation; and

WHEREAS, Congress passed a concurrent resolution on June 4, 1928, calling for the observance of November 11 with appropriate ceremonies, and later provided in an act approved on May 13, 1938, that the eleventh of November should be a legal holiday and should be known as Armistice Day; and

WHEREAS in order to expand the significance of that commemoration and in order that a grateful nation might pay appropriate homage to the veterans of all its wars who have contributed so much to the preservation of this Nation, the Congress, by an act approved June 1, 1954, changed the name of the holiday to Veterans Day.

NOW THEREFORE, I, Arthur Campbell, Mayor of the City of Milford do hereby call upon all of our citizens to observe Friday, November 11, 2022, as Veterans Day. On that day let all Milfordians solemnly remember the sacrifices of all those who fought so valiantly, on the seas, in the air, and on foreign shores, to preserve our heritage of freedom, and let us reconsecrate ourselves to the task of promoting and enduring peace so that their efforts shall not have been in vain.

AND BE IT FURTHER DECREED that Veterans day be a day of celebration and honor and that our nation's flag be flown at full staff, with POW/MIA/Military flags to show support of all our Veterans.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the City of Milford to be affixed this 24th day of October in the Year of Our Lord, Two Thousand Twenty-Two.

---

Mayor Arthur J. Campbell

Attest:

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City Clerk Teresa K. Hudson



# City of Milford



## PROCLAMATION 2022-27

### SHAWN O'NEILL WATER OPERATOR OF 2022

Whereas, the City of Milford Department of Public Works is engendered with the work of providing and maintaining a drinking water system that is safe for the public and compliant with the United States Environmental Protection Agency and State of Delaware standards; and

Whereas, the comprehensive responsibility falling to the City as a licensed Water Utility requires the professional employment, training, and licensure of Water Operators to productively operate the City's Drinking Water System; and

Whereas, the Delaware Rural Water Association has been and continues to remain a partner with the City of Milford in the endeavors of technical training, seeking, and securing funding opportunities for the City's Water System, as well as providing a network of valuable resources including people, equipment, and relevant information; and

Whereas, Shawn O'Neil, Water/Waste Water Technician, is one of multiple individuals who serves in this official capacity for the City of Milford; and

Whereas, every year, the Delaware Rural Water Association recognizes the performance, contribution, and value of the day-to-day consistent efforts in support of Municipal Water System Operations.

NOW, THEREFORE, I, Arthur J. Campbell, Mayor of the City of Milford, Delaware, do hereby proclaim that Shawn O'Neill, City of Milford Water/Waste Water Technician, be commended for his commitment to excellence and superior allegiance to our residents and businesses, and for the bestowment of the highest recognition of distinction by Delaware Rural Water Association as the Water Operator of the Year.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Milford to be affixed hereto this 24<sup>th</sup> day of October 2022.

Mayor Arthur J. Campbell

Attest:

City Clerk Teresa K. Hudson



Date: October 18, 2022  
To: Mayor and City Council  
Through: Mark A. Whitfield, City Manager  
From: Louis C. Vitola, Finance Director  
Re: Fiscal Year 2021 Audit Update

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During the Finance Department update at the October 10, 2022 meeting of Council, I noted that I had shared the latest draft of the FY2021 financial statements to Council and to the auditors. I anticipated a formal issue date early this week with drafts of auditor communications available to circulate for your review. However, the auditors were unable to devote time to the review of the financial statements until Sunday, October 17, and no audit communications – such as the audit letter or the management letter – were available for our review at that time. We continue to work with the auditors on a concrete issuance plan. Thank you again for your patience with the issuance of the FY21 audit, and please don't hesitate to reach out with any questions.



# Sussex County Association of Towns

37 The Circle, Georgetown, Delaware 19947

## S.C.A.T. Dinner for Wednesday, November 2, 2022

Town of Bethany Beach

Town of Bethel

Town of Blades

Town of Bridgeville

Town of Dagsboro

Town of Delmar

Town of Dewey Beach

Town of Ellendale

Town of Fenwick Island

Town of Frankford

Town of Georgetown

Town of Greenwood

Town of Henlopen Acres

Town of Laurel

City of Lewes

City of Milford

Town of Millsboro

Town of Millville

Town of Milton

Town of Ocean View

City of Rehoboth Beach

City of Seaford

Town of Selbyville

Town of Slaughter Beach

Town of South Bethany

Sussex County Council

LOCATION: Bear Trap Dunes  
7 Clubhouse Drive  
Ocean View, DE 19970  
**Dunes Room**

TIME: 6:00 pm – Cash Bar  
6:30 pm – Dinner

HOST: Town of Ocean View

SPEAKER: South Coastal Village Volunteers

COST: \$40.00 per person

MENU: Buffet:

**Salad:**

Spring Mix, Roasted butternut squash, Candied pecans, Dried Cranberries, Goat cheese with Brown sugar Vinaigrette

**Choice of two (2) Entrees:**

Sliced Sirloin, Hawaiian Rolls, Steak sauce, Creamy Horseradish, Au Jus Blackened Salmon, Wild Rice, Cajun Cream Sauce

**Choice of two (2) Sides:**

Roasted Garlic Mashed potatoes  
Fall roasted vegetable medley

**Dessert:**

Pumpkin Pie Tarts, Spiced Whip Cream & Bourbon Syrup

For reservations, please contact Donna Schwartz at  
(302) 539-9797 ext.101 or by email: dschwartz@OceanViewDe.Gov  
no later than **October 26<sup>th</sup> by 12:00 PM.**

Please make checks payable to **Town of Ocean View**

Mail to: Town of Ocean View

Attn: Donna Schwartz

201 Central Avenue

Ocean View, DE 19970



FINANCE DEPARTMENT  
10 SE Second Street  
Milford, DE 19963

PHONE 302.424.5140  
FAX 302.424.5932  
www.cityofmilford.com

To: Mayor and City Council  
Cc: Mark Whitfield, City Manager; Finance Department  
From: Louis C. Vitola, Finance Director  
Date: October 23, 2022  
Re: Financial Reporting Package – September 2022

The Financial Reporting Package for the FYTD period ended September 30, 2022 is enclosed. The executive summary below highlights this month’s notable developments. The “Quick Reference” section of this memo recaps key financial highlights and changes made in FY23 to help shorten the executive summaries. So far, the only change made in FY23 is last month’s addition of a second appendix to report the progress on the new Police Facility Construction Project in terms of the final budget versus actual spending. In this month’s report, the appendix is found on page 7, following the existing appendix (ARPA).

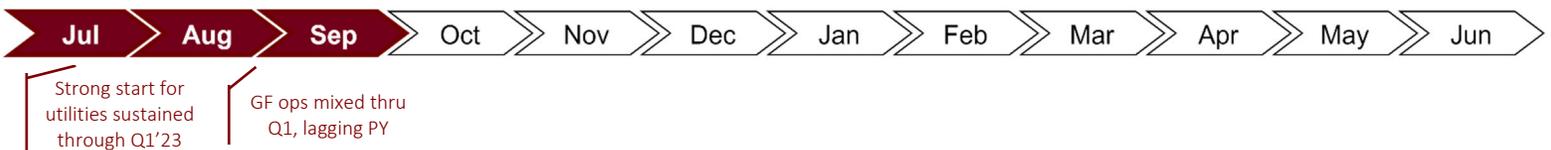
The strong start in the utility funds continues through the first quarter of FY23. Gross margin across all utilities was slightly lower compared to the same period last year, but operating income and net surplus exceeded the YTD seasonalized budget and the first quarter performance last year in total and individually for each of the four major utilities. Electric consumption remained strong through the quarter, which is typical of the summer months but not always sustained into September, while water and sewer results remained strong. Sewer operating expenses are low across the board, in part to the continued trend of low inflow and infiltration costs.

The results in the general fund are mixed; YTD September results exceed the seasonalized FYTD budget in total, but Administration results individually lag the budget. The opposite is true with respect to Q1 results this year versus last year. Public Safety, Parks & Rec, Planning, Finance and IT are behind the Q1 2022 results, while only Admin & Council results combine for positive variance of \$142k over the first quarter last year.

General fund operating cash receipts were seasonally strong with the annual property tax payment deadline of September 30. ARPA activity picked up in September with the arrival of the first PD vehicles and related equipment, though progress was made on several ARPA-funded projects. Economic development fund reserves were utilized in accordance with the FY23 budget to meet the City’s 20% matching obligation to DelDOT for the estimated construction costs for the NE/NW Front St Streetscape Project. The police facility construction is moving along well; expenditures are being met primarily with the Bond Anticipation Note (BAN), as summarized in the new Appendix on page 7 tracking project expenditures versus budget.

## Quick Reference for FY23 Financial Developments and Report Upgrades

### Recap FY23 Financial Highlights



### Summary of FY23 Modifications

- New Appendix added (see page 7) to recap expenditures on new Police Facility Construction vs budget



Financial Reporting Package  
As of and For the Period Ended September 30, 2022

Net Cash and Funding Availability Summary (*in thousands*)

Cash & Investment Balance Rollforward

Restricted Cash Reserves Report

Enterprise Funds YTD Revenue & Expenditure Report

General Fund YTD Revenue & Expenditure Report

Appendix: ARPA Funding Plan vs Actual Expenses

Appendix: Milford Police Facility Project Spending vs Budget

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*Legacy* Revenue Report with MTD & YTD vs Annual Budget

*Legacy* Expenditure Report with MTD & YTD vs Annual Budget

*Legacy* Interservice Department Cost Allocation

City of Milford, Delaware  
 Net Cash and Funding Availability Summary (in thousands)<sup>1</sup>  
 For the Period Ended September 30, 2022

1 **Operating Cash Balances**

▼ Marks Ref Closing Bal<sup>4</sup>

Description	Opening Balance (Aug 31, 2022)	Closing Balance (Sep 30, 2022)	Projected Cashflows	Commitments & Restrictions	Minimum Cash Requirement/ERR	Uncommitted / Unrestricted
General Fund	\$ 2,058 ↑	\$ 3,844	\$ -	\$ (500)	\$ (1,491)	\$ 1,853
Electric Fund	3,250 →	3,553	-	(21)	(1,652)	1,880
Water Fund	2,046 →	2,210	-	(737)	(294)	1,179
Sewer Fund	1,276 ↑	1,441	-	(643)	(205)	593
Solid Waste Fund	585 ↑	652	-	(317)	(190)	145
<b>Operating Cash Totals<sup>4</sup></b>	<b>\$ 9,216</b>	<b>\$ 11,699</b>	<b>\$ -</b>	<b>\$ (2,218)</b>	<b>\$ (3,831)</b>	<b>\$ 5,651</b>

9 **Federal, State and Other Special Purpose Cash Balances**

Description	Opening Balance (Aug 31, 2022)	Closing Balance (Sep 30, 2022)	Projected Cashflows	Commitments & Restrictions	Minimum Cash Requirement/ERR	Uncommitted / Unrestricted
General Improvement	\$ 609 →	\$ 613	\$ -	\$ (500)	\$ -	\$ 113
Municipal Street Aid (MSA)	370 ↑	437	269	(706)	-	-
Realty Transfer Tax (RTT)	4,718 →	4,788	542	(3,167)	(1,203)	960
Economic Development	682 ↓	425	89	(106)	-	408
Lodging Tax Fund <sup>3</sup>	478 →	501	99	(600)	-	-
ARPA Grant Fund	2,406 →	2,189	-	(2,189)	-	-
<b>Special Purpose Cash Totals<sup>2,4</sup></b>	<b>\$ 9,264</b>	<b>\$ 8,953</b>	<b>\$ 998</b>	<b>\$ (7,268)</b>	<b>\$ (1,203)</b>	<b>\$ 1,481</b>

18 **Reserve Fund Cash Balances<sup>1</sup>**

Description	Opening Balance (Aug 31, 2022)	Closing Balance (Sep 30, 2022)	Projected Cashflows	Commitments & Restrictions	Minimum Cash Requirement/ERR	Uncommitted / Unrestricted
General Fund Capital Reserves	\$ 1,796 →	\$ 1,759	\$ 2,500	\$ (3,363)	\$ (356)	\$ 540
Water Fund Capital Reserves	2,710 →	2,639	737	(1,100)	(2,238)	39
Sewer Fund Capital Reserves	3,899 →	3,928	643	(1,082)	(3,437)	52
Solid Waste Fund Capital Reserves	271 →	267	389	(656)	-	0
Electric Fund Capital Reserves	15,118 →	15,075	21	(6,716)	(4,753)	3,627
<b>Operating Cash Totals<sup>4</sup></b>	<b>\$ 23,795</b>	<b>\$ 23,669</b>	<b>\$ 4,290</b>	<b>\$ (12,916)</b>	<b>\$ (10,784)</b>	<b>\$ 4,258</b>

26 **Impact Fees and Police/General Facilities Cash Balances**

Description	Opening Balance (Aug 31, 2022)	Closing Balance (Sep 30, 2022)	Projected Cashflows	Commitments & Restrictions	Minimum Cash Requirement/ERR	Uncommitted / Unrestricted
Police & General Gov't Facilities	\$ 15 ↑	\$ 24	\$ 78	\$ (102)	\$ -	\$ -
Carlisle Fire Co Permit Fund	552 →	555	26	(581)	-	-
Parks & Recreation Facilities <sup>3</sup>	145 →	146	7	(153)	-	-
Water Impact Fee Reserves	4,801 →	4,802	60	(4,862)	-	-
Sewer Impact Fee Reserves	2,748 →	2,751	32	(2,783)	-	-
Electric Impact Fee Reserves	1,103 →	1,106	32	(1,139)	-	-
<b>Impact Fees &amp; Police/GF Totals<sup>4</sup></b>	<b>\$ 9,364</b>	<b>\$ 9,385</b>	<b>\$ 236</b>	<b>\$ (9,620)</b>	<b>\$ -</b>	<b>\$ -</b>

<b>Grand Totals<sup>4</sup></b>	<b>\$ 51,639</b>	<b>\$ 53,706</b>	<b>\$ 5,524</b>	<b>\$ (32,022)</b>	<b>\$ (15,818)</b>	<b>\$ 11,390</b>
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<sup>1</sup>New report merges Cash Roll (p.2) and Restricted Reserves (p.3) into one single reference for net funds available after commitments & restrictions.

<sup>2</sup>The decrease in Special Purpose Cash Balances was driven by the application of ARPA funding to capital projects. Please see Appendix for ARPA Spend (line 16) vs Plan Detail.

<sup>3</sup>The Parks & Recreation Facilities and Lodging Tax Fund have historically not been represented on the monthly finance reports but were added in February 2022 and will be included going forward for comprehensiveness and transparency.

<sup>4</sup>Closing Balance Indicator sets Red, Yellow and Green signify month-to-month cash variance as follows:



-10% ≤ Variance ≤ 10%



-5% ≤ Variance ≤ 5%



-2.5% ≤ Variance ≤ 2.5%

City of Milford, Delaware  
Cash and Investment Balance<sup>1</sup> Rollforward  
For the Period Ended September 30, 2022

1 **Operating Cash Balances**

▼ Marks Ref Closing Bal<sup>4</sup>

Description	Opening Balance (Aug 31, 2022)	Receipts	Interest Earned	Disbursements <sup>2</sup>	Closing Balance (Sep 30, 2022)
General Fund	\$ 2,058,395	\$ 3,655,083	\$ 627	\$ (1,870,515) ↑	\$ 3,843,590
Electric Fund	3,250,225	2,934,696	1,931	(2,633,591) →	3,553,260
Water Fund	2,045,888	309,524	1,482	(147,228) →	2,209,666
Sewer Fund	1,276,045	473,315	685	(309,221) ↑	1,440,824
Solid Waste Fund	585,120	140,277	100	(73,355) ↑	652,141
<b>Operating Cash Totals<sup>4</sup></b>	<b>\$ 9,215,673</b>	<b>\$ 7,512,895</b>	<b>\$ 4,825</b>	<b>\$ (5,033,911) □</b>	<b>\$ 11,699,481</b>

9 **Federal, State and Other Special Purpose Cash Balances**

Description	Opening Balance (Aug 31, 2022)	Receipts	Interest Earned	Disbursements <sup>3</sup>	Closing Balance (Sep 30, 2022)
General Improvement	\$ 609,486	\$ 3,434	\$ 111	\$ - →	\$ 613,031
Municipal Street Aid (MSA)	370,408	66,561	121	- ↑	437,089
Realty Transfer Tax (RTT)	4,718,418	69,127	941	- →	4,788,485
Economic Development	681,714	173,297	-	(429,932) ↓	425,079
Lodging Tax Fund	478,219	22,666	-	- →	500,884
ARPA Grant Fund <sup>3</sup>	2,406,098	-	-	(217,282) →	2,188,816
<b>Special Purpose Cash Totals<sup>4</sup></b>	<b>\$ 9,264,341</b>	<b>\$ 335,085</b>	<b>\$ 1,172</b>	<b>\$ (647,214) □</b>	<b>\$ 8,953,385</b>

18 **Reserve Fund Cash Balances**

Description	Opening Balance (Aug 31, 2022)	Receipts	Interest Earned	Disbursements <sup>3</sup>	Closing Balance (Sep 30, 2022)
General Fund Capital Reserves	\$ 1,796,469	\$ 5,327	\$ 2,436	\$ (45,181) →	\$ 1,759,052
Water Fund Capital Reserves	2,710,154	-	3,675	(74,725) →	2,639,104
Sewer Fund Capital Reserves	3,898,533	33,097	5,286	(8,710) →	3,928,206
Solid Waste Fund Capital Reserves	270,881	-	367	(4,469) →	266,779
Electric Fund Capital Reserves	15,118,473	-	20,500	(63,571) →	15,075,401
<b>Reserve Fund Cash Totals<sup>4</sup></b>	<b>\$ 23,794,510</b>	<b>\$ 38,424</b>	<b>\$ 32,264</b>	<b>\$ (196,656) □</b>	<b>\$ 23,668,542</b>

26 **Impact Fees and Police/General Facilities Cash Balances**

Description	Opening Balance (Aug 31, 2022)	Receipts	Interest Earned	Disbursements <sup>2</sup>	Closing Balance (Sep 30, 2022)
Police & General Gov't Facilities	\$ 14,900	\$ 8,712	\$ -	- ↑	\$ 23,612
Carlisle Fire Co Permit Fund	552,311	2,904	-	- →	555,214
Parks & Recreation Facilities	145,300	800	-	- →	146,100
Water Impact Fee Reserves	4,800,791	6,646	-	(5,250) →	4,802,187
Sewer Impact Fee Reserves	2,747,953	3,512	-	- →	2,751,465
Electric Impact Fee Reserves	1,102,740	3,600	-	- →	1,106,340
<b>Impact Fees &amp; Police/GF Totals<sup>4</sup></b>	<b>\$ 9,363,996</b>	<b>\$ 26,174</b>	<b>\$ -</b>	<b>\$ (5,250) □</b>	<b>\$ 9,384,919</b>

<b>Grand Totals<sup>4</sup></b>	<b>\$ 51,638,520</b>	<b>\$ 7,912,577</b>	<b>\$ 38,261</b>	<b>\$ (5,883,030) ✓</b>	<b>\$ 53,706,327</b>
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<sup>1</sup>Balances are not indicative of funding availability; see enclosed Restricted Cash Reserves and Net Cash & Funding Availability Reports for detail.

<sup>2</sup>\$General Fund Operating Cash increased with the initial wave of property tax receipts.

<sup>3</sup>\$0.4 million in Economic Development funding (Line 14) represents the City's cost share for the NW/NE Front St Streetscape Project. \$0.2 million in ARPA funding (Line 16) is primarily PD Vehicles. \$0.2 million disbursed from reserves (lines 20-24) reflects ongoing progress on capital projects.

<sup>4</sup>Closing Balance Indicator sets **Red**, **Yellow** and **Green** signify month-to-month cash variance as follows:



-10% ≤ Variance ≤ 10%



-5% ≤ Variance ≤ 5%



-2.5% ≤ Variance ≤ 2.5%

City of Milford, Delaware  
Restricted Cash Reserves Report  
As of September 30, 2022

General Fund Capital Reserves		Amount
Cash/Investment Balance (9/30/22)	\$	1,759,052
Expected Contributions & Interest		499,620
Restricted Funds:		
Vehicle & Equipment Replacement		(199,695)
Street Repair		(688,000)
Parking Enhancements		(320,000)
Parkland, Trails & Recreation		(816,443)
Other Proj		(500,700)
OpEx Support (Tax R/A & PD R/M)		(837,986)
Support Policy with RTT <sup>1</sup>		2,000,000
Draft Reserve (MCR) Policy <sup>2</sup>		-
Equipment Replacement Reserve <sup>2</sup>		(355,800)
<b>Uncommitted Reserve Balance</b>	<b>\$</b>	<b>540,048</b>

Electric Fund Capital Reserves		Amount
Cash/Investment Balance (9/30/22)	\$	15,075,401
Expected Contributions & Interest		20,904
Restricted Funds:		
Electric Vehicles & Equipment		(186,026)
Lighting & System Improvements		(593,628)
Traffic Signal Upgrades		(350,000)
Citywide Projects		(1,526,245)
Redeem / Defeasement Bond <sup>7</sup>		(4,060,000)
Draft Reserve (MCR) Policy <sup>3,6</sup>		(4,693,372)
Equipment Replacement Reserve <sup>3</sup>		(60,000)
<b>Uncommitted Reserve Balance</b>	<b>\$</b>	<b>3,627,034</b>

Water Fund Capital Reserves		Amount
Cash/Investment Balance (9/30/22)	\$	2,639,104
Expected Contributions & Interest		737,303
Restricted Funds:		
Vehicle & Equipment Replacement		(137,776)
Streets 2020 Utility Engineering		(201,000)
		-
Milford Business Campus		(92,385)
Sum of FY23 Projects		(668,451)
Draft Reserve (MCR) Policy <sup>3,6</sup>		(2,099,788)
Equipment Replacement Reserve <sup>3</sup>		(137,776)
<b>Uncommitted Reserve Balance</b>	<b>\$</b>	<b>39,231</b>

Solid Waste Reserves		Amount
Cash/Investment Balance (9/30/22)	\$	266,779
Expected Contributions & Interest		389,203
Restricted Funds:		
Solid Waste Vehicles & Equipment <sup>4</sup>		(549,500)
Solid Waste Alloc of PW Projects		(106,250)
		-
Draft Reserve (MCR) Policy <sup>4,6</sup>		-
Equipment Replacement Reserve <sup>4</sup>		-
<b>Uncommitted Reserve Balance</b>	<b>\$</b>	<b>232</b>

Sewer Fund Capital Reserves		Amount
Cash/Investment Balance (9/30/22)	\$	3,928,206
Expected Contributions & Interest		643,091
Restricted Funds:		
Sewer Vehicles & Equipment		(160,112)
Citywide Projects & Engineering		(22,869)
Utility Engineering		-
Sum of FY23 Projects		(898,889)
Draft Reserve (MCR) Policy <sup>3,6</sup>		(3,327,474)
Equipment Replacement Reserve <sup>3</sup>		(110,000)
<b>Uncommitted Reserve Balance</b>	<b>\$</b>	<b>51,953</b>

MSA & RTT Reserves		Amount
RTT Balance (9/30/22)		4,788,485
MSA Balance (9/30/22)		437,089
MSA & RTT Est Receipts thru FY22:		810,611
MSA: Street & Bridge Improvements		(1,190,958)
RTT: Transfer to Police Dept		(225,000)
RTT: Sidewalk Project Funding		(426,170)
MSA & RTT: 2020 Combined St-Util		(31,000)
		-
RTT: Support GF Policies <sup>1</sup>		(2,000,000)
RTT: Draft Reserve Policy <sup>5</sup>		(1,203,346)
<b>Uncommitted Reserve Balance</b>	<b>\$</b>	<b>959,710</b>

<sup>1</sup>Approved GF Reserve Policies permit support from an eligible funding source; portion of RTT balance pledged to support GF Reserves for foreseeable future

<sup>2</sup>Approved GF Reserve Policies recommend MCR of 45 days OpEx & Equip Repl Res minimum of 110% of upcoming CIP budget

<sup>3</sup>Approved Reserve Policies split Minimum Cash Req'd from COS study into new MCR & Equip Repl Reserve (20% of CIP)

<sup>4</sup>Solid Waste Reserves initiated in FY22 with seed funding from interfund loan forgiveness. Through at least FY23, 100% reserved for purchase of new vehicle per FY23-27 CIP; moved from MCR to Restricted

<sup>5</sup>Approved Reserve Policies recommend dynamic MCR based on average of trailing-three-year RTT receipts; FY23 increase related to strong FY22 vs FY19, which fell out of T3 Avg

<sup>6</sup>The Days Operating Expenditures (Days OpEx) piece of MCRs reclassified from Reserve balances here to Operating Cash; the Total MCR has not changed, except Solid Waste (\$170k added to MCR for OpEx)

<sup>7</sup>The interest rate environment was changing as we entered December 2021, which coincided with \$7 million property investment cash outflows, prompting a review of the value of the redemption. Redemption in Jan '23 will be evaluated with FY23 electric rate study and investment management program. At a minimum, a review of the longest-dated maturities across electric and sewer must be reviewed

City of Milford, Delaware  
Enterprise Funds: Statement of Revenues & Expenditures  
For the YTD Period Ended September 30, 2022 vs Prior FYTD & Current Budget (in thousands)

	205	202	203	204			
Enterprise Funds Profit & Loss (P&L) Statement	Electric	Water	Sewer	Solid Waste	Total	FY23 Total <i>(as % of Rev)</i>	FY22 Total <i>(as % of Rev)</i>
1 Operating Revenue	\$ 7,404	\$ 936	\$ 1,406	\$ 387	\$ 10,133	100.0%	100.0%
2 Cost of Revenue <sup>1</sup>	(5,456)	(72)	(625)	(81)	(6,234)	-61.5%	-60.6%
3 <b>Gross Margin</b>	<b>1,949</b>	<b>864</b>	<b>781</b>	<b>306</b>	<b>3,900</b>	<b>38.5%</b>	<b>39.4%</b>
4 Operating Expenses							
5 Operations & Maintenance	(161)	(59)	(17)	(94)	(330)	-3.3%	-12.6%
6 Personnel	(389)	(75)	(72)	(54)	(590)	-5.8%	-4.3%
7 <b>Total Operating Expenses</b>	<b>(550)</b>	<b>(134)</b>	<b>(88)</b>	<b>(148)</b>	<b>(920)</b>	<b>-9.1%</b>	<b>-16.9%</b>
8 <b>Operating Income</b>	<b>\$ 1,399</b>	<b>\$ 730</b>	<b>\$ 693</b>	<b>\$ 158</b>	<b>\$ 2,980</b>	<b>29.4%</b>	<b>22.5%</b>
9 Non-Operating Revenue (Expense)	9	-	-	-	9	0.1%	0.2%
10 <b>Surplus (Deficit) for debt service &amp; capital</b>	<b>1,408</b>	<b>730</b>	<b>693</b>	<b>158</b>	<b>2,989</b>	<b>29.5%</b>	<b>22.7%</b>
11 Debt Service - Principal & Interest	-	(136)	(26)	-	(162)	-1.6%	-1.9%
12 Capital Spending / Contributions from (to) Reserves	-	-	-	-	-	0.0%	-0.7%
13 <b>Surplus (deficit) available for transfers</b>	<b>1,408</b>	<b>594</b>	<b>667</b>	<b>158</b>	<b>2,827</b>	<b>27.9%</b>	<b>20.1%</b>
14 Transfers Out	(625)	(75)	-	-	(700)	-6.9%	-6.6%
15 <b>Net Surplus (Deficit) - FYTD through Sep 2022</b>	<b>\$ 783</b>	<b>\$ 519</b>	<b>\$ 667</b>	<b>\$ 158</b>	<b>\$ 2,127</b>	<b>21.0%</b>	<b>13.5%</b>
16 <b>Net Surplus (Deficit) - FYTD through Sep 2021</b>	<b>\$ 694</b>	<b>\$ 293</b>	<b>\$ 240</b>	<b>\$ 44</b>	<b>\$ 1,271</b>	<b>13.5%</b>	
17 <b>Current vs Prior - Favorable (Unfavorable)<sup>2</sup></b>	<b>↑ \$ 89</b>	<b>↑ \$ 226</b>	<b>↑ \$ 427</b>	<b>↑ \$ 114</b>	<b>↑ \$ 856</b>	<b>↑ 7.5%</b>	
18 <b>Net Surplus (Deficit) - Current FYTD Budget</b>	<b>\$ 39</b>	<b>\$ 134</b>	<b>\$ 133</b>	<b>\$ 2</b>	<b>\$ 308</b>	<b>3.1%</b>	
19 <b>Current vs Budget - Favorable (Unfavorable)<sup>2</sup></b>	<b>↑ \$ 744</b>	<b>↑ \$ 385</b>	<b>↑ \$ 534</b>	<b>↑ \$ 156</b>	<b>↑ \$ 1,819</b>	<b>↑ 17.9%</b>	

<sup>1</sup>Cost of Revenue reported in the electric fund reflects wholesale cost of power and serves as an ideal revenue offset to arrive at gross margin. Cost of revenue in the water, sewer and solid waste funds are estimated based on a limited set of known, direct inputs to the cost of providing the utility services billed. Aside from Kent County sewer treatment charges, costs of revenue in the water, sewer and solid waste funds are likely understated.

<sup>2</sup>Comparative Indicators **Green**, **Yellow** and **Red** signify favorable variance greater than 5%, marginal variance within ±5%, and unfavorable variance below -5%, respectively, for departmental comparisons. Total variance carries tighter bounds of >2.5%, ±2.5% and <2.5%, while the percentage variance uses >1.0%, ±1.0% and <1.0%, respectively.

City of Milford, Delaware

General Fund: Statement of Revenues & Expenditures<sup>1</sup>

For the YTD Period Ended September 30, 2022 vs Prior FYTD & Current Budget (in thousands)

General Fund Sources and Uses of Funding	Admin & Council	Public Safety	Parks & Rec	Planning & All Other	Total	FY23 Total (as % of Rev)	FY22 Total <sup>2</sup> (as % of Rev)
<b>Sources of Funding:</b>							
Real Estate (Property) Taxes	\$ 4,880	\$ -	\$ -	\$ -	\$ 4,880	80.6%	78.5%
Permits, Licensing & Franchise Fees	44	-	-	80	124	2.1%	1.8%
Fines, Fees & Misc Revenue	9	188	-	-	197	3.3%	2.6%
<b>General Revenue Subtotal</b>	<b>4,933</b>	<b>188</b>	<b>0</b>	<b>80</b>	<b>5,201</b>	<b>86.0%</b>	<b>82.8%</b>
Utility Transfers & Cost Allocation	775	-	-	-	775	12.8%	15.3%
Grant Revenue	-	-	-	-	-	0.0%	0.2%
Application of Reserve Balances	-	75	-	-	75	1.2%	1.7%
<b>General Fund Operating Support</b>	<b>775</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>850</b>	<b>14.0%</b>	<b>17.2%</b>
<b>Total Sources of Funding</b>	<b>\$ 5,708</b>	<b>\$ 263</b>	<b>\$ -</b>	<b>\$ 80</b>	<b>\$ 6,051</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Uses of Funding:</b>							
Operations & Maintenance	285	285	138	131	839	13.9%	12.2%
Personnel	178	1,178	139	417	1,913	31.6%	25.0%
<b>Total Operating Expenses</b>	<b>463</b>	<b>1,464</b>	<b>277</b>	<b>548</b>	<b>2,752</b>	<b>45.5%</b>	<b>37.2%</b>
<b>Surplus (Deficit) for Debt Svc &amp; Capital</b>	<b>\$ 5,245</b>	<b>\$ (1,201)</b>	<b>\$ (277)</b>	<b>\$ (468)</b>	<b>\$ 3,299</b>	<b>54.5%</b>	<b>62.8%</b>
Debt Service - Principal & Interest	-	-	-	-	-	0.0%	0.0%
Capital Spending / Transfers from (to) Reserves	26	78	30	-	134	2.2%	0.0%
<b>Net Surplus (Deficit) - FYTD through Sep 2022</b>	<b>\$ 5,219</b>	<b>\$ (1,279)</b>	<b>\$ (307)</b>	<b>\$ (468)</b>	<b>\$ 3,165</b>	<b>52.3%</b>	<b>62.8%</b>
<b>Net Surplus (Deficit) - FYTD through Sep 2021<sup>2</sup></b>	<b>\$ 5,077</b>	<b>\$ (898)</b>	<b>\$ (254)</b>	<b>\$ (191)</b>	<b>\$ 3,735</b>	<b>62.8%</b>	
<b>Current vs Prior - Favorable (Unfavorable)<sup>2</sup></b>	<b>\$ 142</b>	<b>\$ (381)</b>	<b>\$ (53)</b>	<b>\$ (277)</b>	<b>\$ (570)</b>	<b>-10.5%</b>	
<b>Net Surplus (Deficit) - Current FYTD Budget</b>	<b>\$ 5,442</b>	<b>\$ (1,471)</b>	<b>\$ (543)</b>	<b>\$ (513)</b>	<b>\$ 2,915</b>	<b>48.6%</b>	
<b>Current vs Budget - Favorable (Unfavorable)<sup>3</sup></b>	<b>\$ (223)</b>	<b>\$ 192</b>	<b>\$ 235</b>	<b>\$ 45</b>	<b>\$ 250</b>	<b>3.7%</b>	

<sup>1</sup>This Statement presents the same general fund financial performance available in the legacy Revenue and Expenditure Reports in a one-page consolidated executive summary. The common size reporting (two rightmost columns) benefits readers in two ways; first, each line is scaled with total revenue to add context, and second, the common size format is comparable across fiscal years and budgets. This report should be considered a working draft that will be improved over time to improve its usefulness to readers.

<sup>2</sup>This format presents expenditures in the context of funding sources while comparing subtotals (rightmost column) and the net surplus (deficit) to the prior YTD period (rows 19 & 20)

<sup>3</sup>Comparative Indicators **Green**, **Yellow** and **Red** signify favorable variance greater than 5%, marginal variance within ±5%, and unfavorable variance below -5%, respectively, for departmental comparisons. Total variance carries tighter bounds of >2.5%, ±2.5% and <2.5%, while the percentage variance uses >1.0%, ±1.0% and <1.0%, respectively.

Appendix: Planned Use of Funding vs Spending by Category  
American Rescue Plan Act of 2021 ("ARPA")

<i>Actual Spending by Category vs Plan, as Amended</i>					
ARPA Eligibility Categories	Plan (1/31/22)	Plan (5/31/22)	Actual (9/30/22)	Remaining	Notes
<b>COVID-19 Health Impact</b>	<b>\$ 1,033,514</b>	<b>\$ 1,073,014</b>	<b>\$ 511,254</b>	<b>\$ 561,761</b>	
Operational Facilities	491,776	516,776	261,427	255,349	Initial Spending on PD Vehicles
Administering COVID-19 Response	213,690	228,379	24,000	204,379	Pro Rata portion of DE Treasury ARPA Attorney
Behavioral Health Care	180,000	180,000	160,418	19,582	Primarily Personnel Costs
Air Quality & Ventilation	147,450	147,262	64,812	82,450	HVAC Replacement Project in Finance Building
COVID-19 Mitigation	598	598	598	-	Vaccination Incentive; COVID test kits
<b>COVID-19 Economic Impact</b>	<b>\$ 861,157</b>	<b>\$ 861,157</b>	<b>\$ 831,144</b>	<b>\$ 30,013</b>	
Assistance to Community (Annual)	324,460	324,460	324,460	-	DMI, Armory, Museum, CFC
Assistance to Community & Households	256,929	256,929	256,929	-	MHDC, CFC, Food Bank, Library
Critical Ops Staffing / Retention	236,476	236,476	236,476	-	December 2021 Initiative
Aid Tourism Recovery	25,483	25,483	7,858	17,625	Signage / Banner Upgrade
Operational Facilities	15,184	15,184	2,796	12,388	
Parks & Rec Programming	2,625	2,625	2,625	-	Signage cost share with DMI
<b>Infrastructure</b>	<b>\$ 4,334,460</b>	<b>\$ 4,329,460</b>	<b>\$ 2,787,416</b>	<b>\$ 1,542,043</b>	
Water Quality	2,902,074	2,877,074	2,076,712	800,363	Misphillion St Project; NE Front St Water Line Replacement
Flood/Pollution Control	724,600	724,600	210,480	514,120	4th St Drainage & Misphillion St Project
Improve Resilience to Disasters	435,000	435,000	267,794	167,206	Pump Station Upgrades, Spare Pumps & IT Initiatives
Improve Wastewater Treatment	272,785	292,785	232,430	60,355	Sewer component of Misphillion St Project
<b>Revenue Recovery</b>	<b>\$ 104,762</b>	<b>\$ 70,262</b>	<b>\$ -</b>	<b>\$ 70,262</b>	
Parks & Rec Programming	97,000	62,500	-	62,500	
Economic Development	7,762	7,762	-	7,762	
Public Safety Operations	-	-	-	-	
<b>Grand Total</b>	<b>\$ 6,333,893</b>	<b>\$ 6,333,893</b>	<b>\$ 4,129,815</b>	<b>\$ 2,204,078</b>	

Appendix: Milford Police Facility Project Spending vs Budget  
Project Inception through September 30, 2022

Actual Spending by Category & Subcategory vs Budget									
Bid Category	Awarded Contracts / Budget	Project Activity	Less: Retainage	Total Payments	PNC BAN Payments	Facility Fund Payments	General Fund Payments	Notes	
<b>Pre-Construction</b>	\$ 835,265	\$ 762,717	\$ -	\$ 762,717	\$ -	\$ (733,046)	\$ (29,671)		
Design / Architecture	805,594	733,046	-	733,046	-	(733,046)	-	FY19-FY22	
Referendum / Administrative	29,671	29,671	-	29,671	-	-	(29,671)	FY19-FY22	
<b>Construction Management</b>	\$ 649,392	\$ 68,490	\$ -	\$ 68,490	\$ (32,970)	\$ -	\$ -		
Fixed/On-Stie Construction Mgmt: RYJ	266,260	47,892	-	47,892	(23,946)	-	-	FY23	
Variable Const Mgmt Fees: RYJ	383,132	20,598	-	20,598	(9,024)	-	-	FY23	
<b>Construction: 16 Core Bids</b>	\$ 12,995,888	\$ 1,552,415	\$ 77,621	\$ 1,474,795	\$ (1,474,795)	\$ -	\$ -		
Sitework: Zack Excavating	1,939,124	760,898	38,045	722,853	(722,853)	-	-	FY23 / Current	
Concrete: Gullwing	293,000	108,000	5,400	102,600	(102,600)	-	-	FY23 / Current	
Masonry: L. Wilson	790,000	95,000	4,750	90,250	(90,250)	-	-	FY23 / Current	
Steel Work: R.C. Fabricators	868,000	372,000	18,600	353,400	(353,400)	-	-	June (FY22) - Current	
Carpentry & Gen: Conventional	1,076,360	-	-	-	-	-	-		
Roofing: Quality Exteriors	933,252	11,720	586	11,134	(11,134)	-	-	June (FY22) - Current	
Hardware: Precision	232,231	-	-	-	-	-	-		
Glasswork: Walker & LaBarge	183,600	-	-	-	-	-	-		
Drywall/Stud: Peninsula	1,317,000	58,740	2,937	55,803	(55,803)	-	-	FY23 / Current	
Acoustical: Master Interiors	259,080	10,000	500	9,500	(9,500)	-	-	June (FY22) - Current	
Floor Covering: Tri-State	479,440	4,408	220	4,188	(4,188)	-	-	June (FY22) - Current	
Caulk & Paint: M&S Painting	66,570	-	-	-	-	-	-		
Casework: Modular Concepts	108,125	-	-	-	-	-	-		
Mechanical: J.F Sobieski	2,079,326	54,932	2,747	52,185	(52,185)	-	-	June (FY22) - Current	
Fire Sprinkler: Bear Industries	98,780	11,718	586	11,132	(11,132)	-	-	FY23 / Current	
Electrical: Filec Services	2,272,000	65,000	3,250	61,750	(61,750)	-	-	FY23 / Current	
<b>Construction: Other Activity</b>	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
City Portion - Technology	150,000	-	-	-	-	-	-		
City Portion - Furniture, Fixtures & Equip	350,000	-	-	-	-	-	-		
<b>Post-Construction / Contingencies</b>	\$ 1,185,697	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Builder's Contingency	520,062	-	-	-	-	-	-		
Owner's Contingency	665,635	-	-	-	-	-	-		
<b>Grand Total</b>	\$ 16,166,242	\$ 2,383,622	\$ 77,621	\$ 2,306,002	\$(1,507,765)	\$ (733,046)	\$ (29,671)		

City of Milford, Delaware  
Legacy Revenue Report: MTD and YTD Actual vs Annual Budget  
For the YTD Period Ended September 30, 2022

*25.0% of Year Elapsed*

Account / Function	FY23 Budget, as Approved	MTD Actual	YTD Actual	YTD Actual as % of Annual Budget
<b>General Fund:</b>				
Economic Development Fund	\$ 105,860	\$ -	\$ -	0.0%
General Fund Reserves	837,986	-	-	0.0%
ARPA Funding - Operating Support	270,411	-	-	0.0%
Realty Transfer Tax - Police	300,000	25,000	75,000	25.0%
Real Estate Tax	4,941,100	934	4,879,702	98.8%
Business License	67,000	1,530	4,010	6.0%
Rental License	110,000	2,500	9,450	8.6%
Building Permits	215,000	18,354	39,029	18.2%
Planning & Zoning	85,100	320	23,622	27.8%
Leases and Franchise Fees <sup>1</sup>	428,351	12,452	44,077	10.3%
Grasscutting Revenue	16,000	1,333	4,000	25.0%
Police Revenues	491,250	161,927	187,915	38.3%
Misc. Revenues <sup>1</sup>	19,500	1,905	7,409	38.0%
Transfers In	4,046,909	258,333	775,000	19.2%
<b>Total General Fund Revenue</b>	<b>\$ 11,934,467</b>	<b>\$ 484,590</b>	<b>\$ 6,049,214</b>	<b>50.7%</b>
<b>Enterprise Funds:</b>				
Water Fund Revenues	\$ 3,138,348	\$ 335,043	\$ 935,811	29.8%
Sewer Fund Revenues	3,117,701	291,145	830,127	26.6%
Kent County Sewer	2,036,770	209,083	584,347	28.7%
Solid Waste Fund Revenues	1,609,208	129,559	386,609	24.0%
Electric Fund Revenues	27,538,891	2,588,047	7,410,125	26.9%
<b>Total Enterprise Fund Revenue</b>	<b>\$ 37,440,918</b>	<b>\$ 3,552,877</b>	<b>\$ 10,147,019</b>	<b>27.1%</b>
Other Enterprise Revenue	\$ -	\$ 3,421	\$ 11,537	
Other Enterprise Expense	-	(586)	(25,939)	
<b>Total General &amp; Enterprise Fund Revenue</b>	<b>\$ 49,375,385</b>	<b>\$ 4,040,301</b>	<b>\$ 16,181,831</b>	<b>32.8%</b>

<sup>1</sup>Recurring, budgeted revenue such as franchise fees, tower leases and pole attachment fees reclassified from miscellaneous revenues (line 14) to leases and franchise fees (line 11)

City of Milford, Delaware  
 Legacy Expenditure Report: MTD and YTD Actual vs Annual Budget  
 For the YTD Period Ended September 30, 2022

*25.0% of Year Elapsed*

Fund / Account / Divisional Groupings	FY23 Budget, as Approved	MTD Actual	YTD Actual	YTD Actual as % of Annual Budget	Unexpended Balance
<b>General Fund</b>					
<b>City Administration</b>					
Personnel	\$ 822,844	\$ 81,166	\$ 171,223	20.8%	\$ 651,621
Operation & Maintenance (O&M)	254,591	24,746	59,238	23.3%	195,353
Capital	226,250	-	-	0.0%	226,250
<b>Subtotal: City Administration</b>	<b>1,303,685</b>	<b>105,913</b>	<b>230,461</b>	<b>17.7%</b>	<b>1,073,224</b>
<b>Planning &amp; Zoning</b>					
Personnel	592,088	63,485	137,835	23.3%	454,253
O&M	136,943	8,257	38,140	27.9%	98,803
Capital	50,000	-	-	0.0%	50,000
<b>Subtotal: Planning &amp; Zoning</b>	<b>779,031</b>	<b>71,742</b>	<b>175,975</b>	<b>22.6%</b>	<b>603,056</b>
<b>Council</b>					
Personnel	36,688	2,519	6,750	18.4%	29,938
Legal	29,300	-	-	0.0%	29,300
City Hall Building Expense	35,810	-	-	0.0%	35,810
Insurance	14,200	0	6,253	44.0%	7,947
Christmas Decorations	5,000	-	-	0.0%	5,000
Council Expense	44,000	416	7,935	18.0%	36,065
Employee Recognition	28,000	36	3,497	12.5%	24,503
Codification	10,000	0	3,397	34.0%	6,603
Carlisle Fire Company	205,000	-	-	0.0%	205,000
Museum	35,500	-	35,500	100.0%	-
Downtown Milford, Inc.	47,500	-	-	0.0%	47,500
Milford Public Library	26,750	-	-	0.0%	26,750
Transcription Service	-	-	-	-	-
Armory Expenses	50,000	0	4,581	9.2%	45,419
Community Festivals	70,000	20,000	20,000	28.6%	50,000
Election - Wages	5,000	-	-	0.0%	5,000
Election - Supplies	2,800	-	-	0.0%	2,800
Other O&M	59,516	7,500	7,500	12.6%	52,016
Capital	75,000	5,000	5,000	6.7%	70,000
<b>Subtotal: Council</b>	<b>780,064</b>	<b>35,472</b>	<b>100,413</b>	<b>12.9%</b>	<b>679,651</b>

City of Milford, Delaware  
 Legacy Expenditure Report: MTD and YTD Actual vs Annual Budget  
 For the YTD Period Ended September 30, 2022

*25.0% of Year Elapsed*

Fund / Account / Divisional Groupings	FY23 Budget, as Approved	MTD Actual	YTD Actual	YTD Actual as % of Annual Budget	Unexpended Balance
33 <b>Finance</b>					
34 Personnel	508,442	54,937	115,540	22.7%	392,902
35 O&M	54,413	2,390	10,957	20.1%	43,456
36 Capital	-	-	-		-
37 <b>Subtotal: Finance</b>	<b>562,855</b>	<b>57,327</b>	<b>126,497</b>	<b>22.5%</b>	<b>436,358</b>
38 <b>Information Technology</b>					
39 Personnel	447,230	38,694	81,648	18.3%	365,582
40 O&M <sup>1</sup>	254,156	20,609	120,827	47.5%	133,329
41 Capital	65,837	1,657	20,806	31.6%	45,031
42 <b>Subtotal: Information Technology</b>	<b>767,223</b>	<b>60,960</b>	<b>223,281</b>	<b>29.1%</b>	<b>543,942</b>
43 <b>Police Department</b>					
44 Personnel	5,226,663	534,716	1,178,497	22.5%	4,048,166
45 O&M	958,611	74,107	254,782	26.6%	703,829
46 Capital	-	-	77,926		(77,926)
47 <b>Subtotal: Police Department</b>	<b>6,185,274</b>	<b>608,823</b>	<b>1,511,205</b>	<b>24.4%</b>	<b>4,674,070</b>
48 <b>Streets &amp; Grounds Division</b>					
49 Personnel	376,673	37,482	81,977	21.8%	294,696
50 O&M	501,469	26,752	82,141	16.4%	419,328
51 Capital	720,000	-	-	0.0%	720,000
52 <b>Subtotal: Streets &amp; Grounds Division</b>	<b>1,598,142</b>	<b>64,234</b>	<b>164,118</b>	<b>10.3%</b>	<b>1,434,024</b>
53 <b>Parks &amp; Recreation</b>					
54 Personnel	688,620	66,007	139,163	20.2%	549,457
55 O&M	563,870	48,172	138,063	24.5%	425,807
56 Capital	1,085,443	28,738	30,188	2.8%	1,055,255
57 <b>Subtotal: Parks &amp; Recreation</b>	<b>2,337,933</b>	<b>142,917</b>	<b>307,414</b>	<b>13.1%</b>	<b>2,030,520</b>
58 <b>Total General Fund Expenditures</b>	<b>\$ 14,314,209</b>	<b>\$ 1,147,387</b>	<b>\$ 2,839,363</b>	<b>19.8%</b>	<b>\$ 11,474,846</b>

City of Milford, Delaware  
 Legacy Expenditure Report: MTD and YTD Actual vs Annual Budget  
 For the YTD Period Ended September 30, 2022

*25.0% of Year Elapsed*

Fund / Account / Divisional Groupings	FY23 Budget, as Approved	MTD Actual	YTD Actual	YTD Actual as % of Annual Budget	Unexpended Balance
<b>Enterprise Funds:</b>					
<b>Water Division</b>					
Personnel	\$ 371,466	\$ 32,720	\$ 74,640	20.1%	\$ 296,826
O&M	1,710,659	78,209	247,496	14.5%	1,463,163
Transfer to General Fund	300,000	25,000	75,000	25.0%	225,000
Capital	1,052,900	16,562	24,549	2.3%	1,028,351
Debt Service	365,274	46,500	136,137	37.3%	229,137
<b>Subtotal: Water Division</b>	<b>3,800,299</b>	<b>198,992</b>	<b>557,822</b>	<b>14.7%</b>	<b>3,242,476</b>
<b>Sewer Division</b>					
Personnel	360,693	31,457	71,519	19.8%	289,174
O&M	1,858,390	74,946	212,753	11.4%	1,645,637
Capital	1,037,400	11,312	19,299	1.9%	1,018,101
Debt Service	412,478	7,960	25,921	6.3%	386,557
<b>Subtotal: Sewer Division (excl. Kent County)</b>	<b>3,668,961</b>	<b>125,675</b>	<b>329,492</b>	<b>9.0%</b>	<b>3,339,469</b>
Kent County Sewer	2,036,770	170,391	545,478	26.8%	1,491,292
<b>Subtotal: Sewer Division (Comprehensive)</b>	<b>5,705,731</b>	<b>296,065</b>	<b>874,970</b>	<b>15.3%</b>	<b>4,830,761</b>
<b>Solid Waste Division</b>					
Personnel	359,479	24,542	54,242	15.1%	305,237
O&M	1,181,700	68,666	231,498	19.6%	950,202
Capital	655,750	2,013	6,111	0.9%	649,639
<b>Subtotal: Solid Waste Division</b>	<b>2,196,929</b>	<b>95,221</b>	<b>291,851</b>	<b>13.3%</b>	<b>1,905,078</b>
<b>Subtotal: Water, Sewer &amp; Solid Waste</b>	<b>11,702,959</b>	<b>590,278</b>	<b>1,724,643</b>	<b>14.7%</b>	<b>9,978,315</b>
<b>Electric Division</b>					
Personnel	1,598,456	182,335	389,318	24.4%	1,209,138
O&M	2,983,845	156,416	447,186	15.0%	2,536,659
Transfer to General Fund	2,500,000	208,333	625,000	25.0%	1,875,000
Capital	953,300	69,086	84,540	8.9%	868,760
Debt Service	324,315	-	-	0.0%	324,315
<b>Subtotal: Electric Division (excl. Power)</b>	<b>8,359,916</b>	<b>616,169</b>	<b>1,546,044</b>	<b>18.5%</b>	<b>6,813,872</b>
Power Purchased	19,484,755	1,673,909	5,455,563	28.0%	14,029,192
<b>Subtotal: Electric Division (Comprehensive)</b>	<b>27,844,671</b>	<b>2,290,078</b>	<b>7,001,607</b>	<b>25.1%</b>	<b>20,843,064</b>
<b>Total Enterprise Fund Expenditures</b>	<b>\$ 39,547,629</b>	<b>\$ 2,880,357</b>	<b>\$ 8,726,250</b>	<b>22.1%</b>	<b>\$ 30,821,379</b>
<b>Grand Total Operating Budget</b>	<b>\$ 53,861,838</b>	<b>\$ 4,027,744</b>	<b>\$ 11,565,614</b>	<b>21.5%</b>	<b>\$ 42,296,225</b>

<sup>1</sup>Actual IT O&M expenditures are nearly 40% of the FY23 O&M budget because Microsoft O365 annual maintenance is due in August; the P&L style budget is seasonalized

City of Milford, Delaware  
 Legacy Interservice Department Expenditures: MTD and YTD Actual vs Annual Budget  
 For the YTD Period Ended September 30, 2022

*25.0% of Year Elapsed*

Account / Divisional Groupings	FY23 Budget, as Approved	MTD Actual	YTD Actual	YTD Actual as % of Annual Budget	Unexpended Balance
<b>Interservice Departments</b>					
<b>Garage</b>					
Personnel	\$ 134,110	\$ 10,791	\$ 23,056	17.2%	\$ 111,054
Operation & Maintenance (O&M)	128,475	1,169	12,004	9.3%	116,471
Capital	-	-	-		-
<b>Subtotal: Garage</b>	<b>262,585</b>	<b>11,961</b>	<b>35,060</b>	<b>13.4%</b>	<b>227,525</b>
<b>Public Works</b>					
Personnel	881,630	95,428	198,228	22.5%	683,402
O&M	237,282	14,772	50,759	21.4%	186,523
Capital	-	-	-		-
<b>Subtotal: Public Works</b>	<b>1,118,912</b>	<b>110,200</b>	<b>248,987</b>	<b>22.3%</b>	<b>869,925</b>
<b>Tech Services</b>					
Personnel	294,863	32,819	68,312	23.2%	226,551
O&M	461,599	19,938	71,603	15.5%	389,996
Capital	-	-	-		-
<b>Subtotal: Tech Services</b>	<b>756,462</b>	<b>52,757</b>	<b>139,915</b>	<b>18.5%</b>	<b>616,547</b>
<b>Billing &amp; Collections</b>					
Personnel	760,557	68,382	147,563	19.4%	612,994
O&M	360,235	27,817	65,236	18.1%	294,999
Capital	-	-	-		-
<b>Subtotal: Billing &amp; Collections</b>	<b>1,120,792</b>	<b>96,199</b>	<b>212,799</b>	<b>19.0%</b>	<b>907,993</b>
<b>City Hall Cost Allocation</b>					
O&M	84,875	3,313	16,264	19.2%	68,611
Capital	-	-	-		-
<b>Subtotal: City Hall Cost Allocation</b>	<b>84,875</b>	<b>3,313</b>	<b>16,264</b>	<b>19.2%</b>	<b>68,611</b>
<b>Interdepartmental Cost Allocation</b>	<b>\$ (3,343,626)</b>	<b>\$ (274,430)</b>	<b>\$ (653,025)</b>	<b>19.5%</b>	<b>\$ (2,690,601)</b>
<b>Net Interdepartmental Costs<sup>1</sup></b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>

<sup>1</sup>All costs reported here are allocated to and entirely funded by the various departments that use the services provided internally by these shared departments.

To: City Council and Mayor  
Through: Mark A. Whitfield, City Manager  
Mike Svaby, Public Works Director  
From: James Puddicombe, City Engineer  
Subject: Test Wells  
Date: October 21, 2022

As we discussed with Council during the Capital Improvement Plan presentation, staff is recommending the exploration of an additional well in the City used for water production on the North-West side of town to provide improved pressure conditions for planned growth.

We have received a quote from A.C. Schultes of Delaware Inc. for the drilling and testing of a 4" test well to a depth of 500'. The following is a breakdown of expected costs for drilling the test wells.

- 1) \$84,202 for the drilling and testing of up to two wells.
- 2) \$13,540 for an additional borehole if needed.
- 3) \$7,258 for farm restoration and cover crop planting.

The City will drill a single borehole at a time to determine viability followed by a test well to further evaluate. Should the first well prove viable then no additional investigation will be necessary, and the cost would total \$42,101. Should the first bore prove unviable we've allotted for up to two additional bores and one additional production test to ensure the best possible location is selected.

These additional wells are planned for in the City's Capital Improvement Plan under line item 67, "New NW Area Tower/Wells/Treatment" with a total planned cost of \$300,000.

**Recommendation:** Staff recommends City Council authorize the use of up to \$105,000 from Water Impact Fees for the drilling of test wells in the North-West by A.C. Schultes.

**City of Milford DE: Department of  
Public Works**

# **Waste Management Analysis**

**Monday, October 24<sup>th</sup> 2022**



# Current Profile:

- 4 SW Collection Trucks
- 4 Authorized FTEs/3 filled, 1 vacant
- Weekly collection of trash, recycle, yard waste and bulk pickups
- Servicing ~4,200 accounts
- FY22:
  - 672 t trash 151 t recycle and 148 t yards waste, with 164 bulk pickups.
- FY23 post Q1 projections:
  - trash is expected to double, recycle will be flat and , and yard waste is decreasing

# City-Operated Waste Management

## Challenges:

- **Maintain required staff**
- **Need for 5<sup>th</sup> (spare ) dual truck, therefore difficulty sustaining full-service levels**
- **Not meeting minimum efficiency scale for the industry – all impacts are critical**
- **Covering for non-revenue time takes away from efficiency and success of other PW functions**
- **Experiencing the direct impact of supply chain delays/failure and erratic fluctuation of petroleum-based fuel and rubber components (tires/belts, gaskets)**

## Advantages (current structure):

- **Immediately responsive when needing to adapt**
- **Full control of City Housekeeping**
- **Staff sized for norms, not peak, controlling and minimizing fixed costs**
- **Policy makers, not policy takers**
- **Good will of City employees serving the local community**

# Contract-Operated Waste Management

## Challenges:

- Coordination delays due to more layers
- Some loss of direct control and ownership
- Paying for overhead and larger scale operation
- Must mesh City policies with vendor policies
- May be seen as outsiders to the Community

## Advantages

- Service sustainability afforded by a large -scale fleet
- Meets minimum efficiency scale for the industry – impacts can be addressed with little to no impact all impacts are critical
- No “non-revenue time,” paying by the pickup
- Scale size remediates impacts of supply chain delays/failure and affords great economies of scale on fuel purchases

# Comparison of Financial Viability: NPV Analysis

<b>OPERATING SUMMARY - CURRENT OPERATIONS</b>	<b>3-9 PROJ FY 22-23</b>	<b>PROJ FY 23-24</b>	<b>PROJ FY 24-25</b>	<b>PROJ FY 25-26</b>	<b>PROJ FY 26-27</b>	<b>PROJ FY 27-28</b>	<b>PROJ FY 28-29</b>	<b>PROJ FY 29-30</b>	<b>CAGR FY23-30</b>
Billing Revenue	\$ 1,574,970	\$ 1,606,389	\$ 1,638,437	\$ 1,671,126	\$ 1,704,468	\$ 1,738,476	\$ 1,773,165	\$ 1,808,548	2.0%
Other Revenue	2,023	7,250	7,500	7,750	7,750	7,500	7,250	7,023	19.5%
<b>TOTAL REVENUE</b>	<b>1,576,993</b>	<b>1,613,639</b>	<b>1,645,937</b>	<b>1,678,876</b>	<b>1,712,218</b>	<b>1,745,976</b>	<b>1,780,415</b>	<b>1,815,571</b>	<b>2.0%</b>
Personnel	329,563	329,181	338,476	348,045	357,895	368,037	378,477	389,226	2.4%
Operating Expenses	1,061,251	1,097,460	1,135,286	1,174,827	1,216,192	1,259,497	1,304,869	1,352,444	3.5%
Fuel & Utilities	59,248	61,025	62,856	64,741	66,684	68,684	70,745	72,867	3.0%
<b>TOTAL OPERATING EXPENSE</b>	<b>1,450,061</b>	<b>1,487,666</b>	<b>1,536,617</b>	<b>1,587,613</b>	<b>1,640,771</b>	<b>1,696,218</b>	<b>1,754,091</b>	<b>1,814,538</b>	<b>3.3%</b>
<b>SURPLUS (DEFICIT) BEFORE CAP FUNDING</b>	<b>126,932</b>	<b>125,973</b>	<b>109,320</b>	<b>91,263</b>	<b>71,447</b>	<b>49,759</b>	<b>26,324</b>	<b>1,033</b>	<b>-49.7%</b>
VEH/EQUIP FUNDING & OP XFERS	(101,430)	(102,930)	(104,505)	(106,159)	(107,895)	(109,718)	(115,204)	(120,965)	2.5%
<b>NET OPERATING SURPLUS (DEFICIT)<sup>1</sup></b>	<b>\$ 25,502</b>	<b>\$ 23,043</b>	<b>\$ 4,815</b>	<b>\$ (14,896)</b>	<b>\$ (36,448)</b>	<b>\$ (59,960)</b>	<b>\$ (88,880)</b>	<b>\$ (119,932)</b>	<b>-225%</b>
<b>NET PRESENT VALUE (NPV) OF OPERATING CASHFLOW (OCF)<sup>1</sup></b>			<b>\$ (219,335)</b>						
<b>NPV - FLEET - 7-YEAR HORIZON</b>			<b>(1,424,800)</b>						
<b>NPV - SOLID WASTE FUND TOTAL CASHFLOW</b>			<b>\$ (1,644,135)</b>	<b>◀EXISTING OPERATIONS / "STATUS QUO"</b>					

<sup>1</sup> Net Operating Surplus (Deficit) Used as a Proxy for Operating Cash Inflows (Outflows)

# Comparison of Financial Viability: NPV Analysis

<b>OPERATING SUMMARY - CONTRACT SERVICES</b>	<b>3-9 PROJ FY 22-23</b>	<b>PROJ FY 23-24</b>	<b>PROJ FY 24-25</b>	<b>PROJ FY 25-26</b>	<b>PROJ FY 26-27</b>	<b>PROJ FY 27-28</b>	<b>PROJ FY 28-29</b>	<b>PROJ FY 29-30</b>	<b>CAGR FY23-30</b>
Billing Revenue	\$ 1,574,970	\$ 1,606,389	\$ 1,638,437	\$ 1,671,126	\$ 1,704,468	\$ 1,738,476	\$ 1,773,165	\$ 1,808,548	2.0%
Other Revenue	2,023	187,250	97,500	7,750	7,750	7,500	7,250	7,023	19.5%
<b>TOTAL REVENUE</b>	<b>1,576,993</b>	<b>1,793,639</b>	<b>1,735,937</b>	<b>1,678,876</b>	<b>1,712,218</b>	<b>1,745,976</b>	<b>1,780,415</b>	<b>1,815,571</b>	<b>2.0%</b>
Personnel	329,563	-	-	-	-	-	-	-	-100.0%
Operating Expenses	1,059,592	1,771,086	1,853,798	1,940,773	2,011,522	2,085,026	2,161,403	2,240,777	11.3%
Fuel & Utilities	59,248	-	-	-	-	-	-	-	-100.0%
<b>TOTAL OPERATING EXPENSE</b>	<b>1,448,403</b>	<b>1,771,086</b>	<b>1,853,798</b>	<b>1,940,773</b>	<b>2,011,522</b>	<b>2,085,026</b>	<b>2,161,403</b>	<b>2,240,777</b>	<b>6.4%</b>
<b>SURPLUS (DEFICIT) BEFORE CAPITAL FUNDING</b>	<b>128,590</b>	<b>22,553</b>	<b>(117,861)</b>	<b>(261,898)</b>	<b>(299,304)</b>	<b>(339,049)</b>	<b>(380,988)</b>	<b>(425,206)</b>	<b>-218.6%</b>
<b>/EH/EQUIP FUNDING &amp; SURPLUS (DEFICIT) XFERS</b>	<b>(101,430)</b>	<b>(102,930)</b>	<b>(71,430)</b>	<b>(71,430)</b>	<b>(71,430)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>
<b>NET OPERATING SURPLUS (DEFICIT)<sup>1</sup></b>	<b>\$ 27,160</b>	<b>\$ (80,377)</b>	<b>\$ (189,291)</b>	<b>\$ (333,328)</b>	<b>\$ (370,734)</b>	<b>\$ (339,049)</b>	<b>\$ (380,988)</b>	<b>\$ (425,206)</b>	<b>-248%</b>
<b>NET PRESENT VALUE (NPV) OF OPERATING CASHFLOW (OCF)<sup>1</sup></b>			<b>\$ (1,817,294)</b>						
<b>NPV - FLEET - 7-YEAR HORIZON</b>			<b>(268,786)</b>						
<b>NPV - SOLID WASTE FUND TOTAL CASHFLOW</b>			<b>\$ (2,086,080)</b>						<b>◀EXISTING OPERATIONS / "STATUS QUO"</b>

<sup>1</sup> Net Operating Surplus (Deficit) Used as a Proxy for Operating Cash Inflows (Outflows)



# Comparison of Financial Viability: NPV Analysis

## Executive Summary

- The primary financial benefits of a transition to the private hauler are long-term cost avoidance of
  - 75% of the solid waste fleet (we'd retain one of four vehicles)
  - 100% of variable O&M costs (personnel, fuel, landfill fees, and other significant cost drivers)
- The savings achieved by outsourcing to a private hauler based on the existing bids under consideration are **NOT SUFFICIENT** to render a strong positive recommendation to accept any bid

## Methods

- Actual revenue, expense, capital investments, and capital funding methods from FY17 through FY22 were reviewed to establish trends and compound annual growth rates (CAGR)
- A current FY23 projection was developed to include 3 months actual / 9 months modified budget to serve as a baseline for the current state of operations
- Projections were extended over a 7-year analysis period through FY30 to complete the “status quo”
- The bids received were used to develop an alternate analysis comparing the net present value (NPV) of the operating cashflows (OCF) for each scenario
- The cost avoidance attributable to the fleet reduction was layered into the 7-year analysis period

# Comparison of Financial Viability: Exclusions

The analysis omitted certain detail that would have been undertaken if the conclusion of the financial analysis were different

- No analysis was done to measure the impact of a transition period between the acceptance of a bid and the fully-integrated, post-transition third-party operation
  - Likely to further affirm the recommended result
- The fleet analysis captured only the intermediate period. Fleet savings will be achieved in perpetuity, not just the 7-year period. NPV was calculated in each scenario for 30-year and 50-year runout periods, but it was not included in the analysis because it could not be paired with a 30-year or 50-year operational analysis to render a conclusion.
  - Likely to tip the scale in favor of awarding a bid
- The fleet analysis contemplated (1) Owning a fleet of four vehicles purchased in cash versus (2) Owning a fleet of one vehicle purchased in cash. No analysis was done to consider a leased fleet, a hybrid approach, alternate fuel vehicles, debt-financed vehicles.
  - Likely not to influence the decision materially
- No financial analysis was conducted on the bidders to determine the short-term and long-term financial health of the haulers, which would add to the variables influencing the recommendation

Questions/Comments?

