



November 13, 2019

Mr. Benjamin K. Hearn, EI  
Engineer  
George, Miles, & Buhr, LLC  
400 High Street Seaford, DE 19973

**RE: Response to Comments (Dated 6-3-2019)  
Lewes Waterfront Preserve  
Lewes, Delaware  
Project No.: P18014**

Dear Mr. Hearn:

We are in receipt of your comments dated June 3, 2019 for the above referenced project. Our responses are as follows (which show a reduced lot count to 89 lots):

**General**

1. Applicant's Engineer's Report:

- a. Update the off-site construction cost estimates for water and sewer utilities. Updated cost estimate must be reviewed and approved prior to submission for Final Council approval.
  - *Noted. The "Estimates of Off-Site Extensions" section has been revised based on the revised utility locations.*
- b. Regarding the section "Latest City Assessment", it is advised that the City of Lewes schedule an assessment of the property at its earliest convenience.
  - *A city assessment was performed as a part of the annexation process and is available from the City of Lewes.*
- c. Regarding the note in the "New Street Names" section of the Engineer's Report that "Street Names have not been determined as of yet", streets shall be named, and the Lewes Planning Commission will coordinate with Sussex County and U.S. Post Office per Chapter 170-27 Paragraph J.
  - *Street names have been selected and approved. The "New Street Names" section has been revised to reflect the approved street names.*
- d. Clarify that stormwater management system (i.e. ponds, outfalls, etc.) shall be approved by the Sussex Conservation District.
  - *Noted. This has been clarified within the Scope of Project.*

2. Endorsement or comment on suitability of land for proposed purpose:
  - a. The approximate 34.64-acre property is suitable for subdivision as requested as the Applicant's Engineer has considered the natural features of the property and designed the Subdivision to meet City requirements. However, the recent revision to Drawing C-1 describing the Street B right-of-way within the 100-year flood plain must be considered by the Planning Commission for suitability.
    - *Street B, now Red Cedar Drive, right-of-way is no longer within the 100-year floodplain.*
3. Verification or adjustment of cost estimates of items, if any, to be borne in whole or in part by the Board of Public Works and the City during the construction process:
  - a. A construction cost estimate for the sanitary sewer extension and the water main extension must be reviewed during the Council Approval stage of the project such that a proper construction performance bond can be put in place.
    - *Noted.*
  - b. Since sewer is to be extended from Schaeffer Lane, Creekside Drive, Blue Heron Drive, and Canary Creek Drive, into the Brittingham Development wastewater pump station, the sewer mains inside the Lewes Waterfront Preserve must be lowered to accommodate these parcels. The BPW would share in the difference in depth of pipe. The expected size of main would not change throughout the development, but the pipe would be installed deeper.
    - *Noted.*
4. Certification of the Plat Plan is complete and in full accordance with the subdivision regulations, as well as fits into a plan for orderly development of the City:
  - a. Generally, the Plat Plans are in accordance with the City's Subdivision Regulations – however, the following items must be addressed:
    - i. Proposed water main on New Road shall be extended to the southwestern end of the property (beyond "Street A") for future connections. Developer shall coordinate with the Lewes BPW on size and alignment of the proposed water main.
      - *The proposed water main on New Road has been extended to the southwestern side of Street A, now Brittingham Drive, for future connections.*
    - ii. Proposed sewer shall be of adequate size and depth to accommodate gravity sewer from all residences along Schaeffer Lane, Creekside Drive, Blue Heron Drive, and Canary Creek Drive. It is preferred that this connection be made at Street A.
      - *Noted.*
    - iii. Coordinate with the Lewes BPW on the proposed location of existing utilities. Connection to existing utility notes shall be updated on U-1.

- *Noted.*
- iv. Per City Code Section 170-27, Paragraph G (8), paving section for Street A, C, part of D and part of B should be increased to account for future traffic from adjacent parcels.
- *Two paving sections have been provided. The first paving section is for ADT of 151-500, and the second paving section is for ADT of 501-1000.*
- v. Average daily traffic volume (ADT) and truck volume calculations shall be required per City of Lewes Code Chapter 170-27, Paragraph G (5).
- *ADT and truck volume calculation have been completed and provided.*
- vi. Per City Code Chapter 197-76, confirmation that “undue retention of surface water on the site” shall be required at Lots 1-6.
- *The proposed grading of the property ensures that runoff will flow into the streets, be collected by the stormdrain system, and flow into the proposed bio-retention area. Therefore, there will be no “undue retention of surface water on the site”.*
- vii. Maximum length of a dead-end street is 200-feet. Street B is approximately 480-feet, and Street D (northern side) is approximately 210-feet, each with a cul-de-sac at the end. Street D (southern side) is approximately 525-feet but has a T-shape turnaround per Chapter 170-27 Paragraph H (3).
- *Noted. A waiver request has been submitted under separate cover.*
- viii. Per Chapter 170-27, Paragraph K, confirm future ownership and maintenance responsibilities of Canary Creek Drive. Adjust Canary Creek Drive design as necessary based on that discussion.
- *This shall be borne by the existing 3 residents of Canary Creek Drive.*
- ix. Consideration should be made, with the City of Lewes regarding access to Canary Creek Drive from Street B.
- *Noted.*
- x. Explain why proposed residential buffer does not match the location of the berm at the southern end of Canary Creek Drive.
- *An additional buffer is being provided to separate the proposed construction from the existing 3 residents of Canary Creek Drive per their request. The proposed grading has also been revised so that it follows the proposed residential buffer.*
- xi. Per Chapter 197-50 Paragraph B (1)(a), explain why the proposed residential buffer does not run alongside the private right-of-way line at the southern end of Canary Creek Drive.
- *An additional buffer is being provided to separate the proposed construction from the existing 3 residents of Canary Creek Drive per their request.*

- xii. Explain why proposed residential buffer and berm extends into the currently private right-of-way of Canary Creek Drive.
- *The buffer and berm extend into the private right-of-way per the request of the existing 3 residents of Canary Creek Drive to allow for additional buffer from the construction.*
- xiii. Proposed water and sewer easements shall extend to the DeIDOT right-of-way of New Road.
- *There proposed water easement has been removed since the water connection for the Lewes Waterfront Preserve has been relocated to run along Brittingham Drive (previously Street A).*
- xiv. Infrastructure, including the pump station, shall consider sea-level rise in its design. Per the Lewes 2016 City Council adoption of DNREC's intermediate sea-level rise projection and the typical elevation increase above the floodplain, design shall include raising equipment to be 1.2-feet above the existing elevation 7.0 flood plain.
- *Noted. This has been taken into consideration.*
- xv. Pump station access location may be affected during DeIDOT work at the New Road bridge crossing Canary Creek. A vehicular operation and maintenance access point from within the Brittingham development should be considered with the BPW.
- *Pump station access is now located off of Red Cedar Drive (previously Street B).*
- xvi. Review the radius of the curb along Street D. Curb line shall have a minimum radius of 25-feet at T-shaped intersections per City Code Chapter 170-27, Paragraph H (3).
- *The minimum radius for the curb line at T-shaped intersections is shown being 25-feet.*
- xvii. Provide consistent naming of streets. Sheet G-1 has a Street D, while Sheet R-1 has both Street D and Street E.
- *The approved street names have been shown consistently throughout the plans.*
- xviii. Stormwater should be provided on Sheet U-1 for clarity and coordination of the utilities.
- *The stormwater area has been shown on Sheet U-1.*
- xix. Water service must be provided to Lot 46.
- *Water service has been provided to Lot 46.*
- xx. Sewer service must be provided to Lot 90.
- *The sewer service has been provided to all proposed lots (total of 89 lots).*

- xxi. Laterals that enter the system in a manhole shall enter at the flow channel and not drop into the manhole.
- *Noted.*
- b. An updated site plan sheet, C-1, was submitted on May 23, 2019. The other sheets submitted in the first submission have not been updated to reflect the changes in revised C-1. The comments below are in reference to this revised sheet. There may be additional comments to those below when additional sheets are revised per these updates on C-1.
- i. Proposed right-of-way on Street B at cul-de-sac is located within the 100-year flood plain elevation. The concern is any future development of the right-of-way may cause the City to construct and/or fill inside the flood plain within the City right-of-way.
- *The proposed right-of-way on Red Cedar Drive (previously Street B) is no longer located within the 100-year floodplain.*
- ii. Per Chapter 170-27 Paragraph N, sidewalk shall be provided on both sides of all streets. Proposed sidewalk does not encircle the cul-de-sac on Street B.
- *Sidewalk now encircles the cul-de-sac on Red Cedar Drive (previously Street B).*
- c. Additionally, the following items are noted, however, do not need to be addressed at this time:
- i. The 100-year floodplain boundary was physically located and is not based off the FEMA Flood Insurance Rate Map (FIRM).
- *Noted. Per the LOMA that was filed with FEMA, the physical location matches the FEMA FIRM at elevation 7.*
- ii. Number of marked parking spaces decreased in the revised C-1 from the original submission, from 24 to 13 spaces.
- *Noted. This has been reflected on Sheet T-1 within the Site Data notes under Parking.*

**Permits Required for Proposed Site Work**

1. Sussex County Conservation District – erosion and sediment control permit and stormwater management approval.
  - *Noted.*
2. DNREC – sanitary sewer system permit.
  - *Noted.*
3. Office of Drinking Water – water system approval to construct and approval to operate.
  - *Noted.*

4. DelDOT – utility permit, traffic control approval, and entrance plan approval.

- *Noted.*

5. Any other permits/approvals necessary to develop the project.

- *Noted.*

If you have any questions or require any additional information, please do not hesitate to contact me at 302-547-2444.

Sincerely,

**Civil Engineering Associates**

*Ronald H. Sutton, Jr., P.E.*

Ronald H. Sutton, Jr., P.E.

Managing Principal