



STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF
STATE PLANNING COORDINATION

August 23, 2005

Ms. Elaine Bisbee
City of Lewes
P.O. Box 227
Lewes, DE 19958

RE: PLUS review – PLUS 2005-07-01; City of Lewes Comprehensive Plan

Dear Ms. Bisbee:

Thank you for meeting with State agency planners on August 3, 2005 to discuss the proposed City of Lewes Comprehensive Plan.

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 following are considered certification issues and will need to be resolved before the plan can be certified:

As a matter of policy, the Department of Agriculture opposes the inclusion of Agricultural Preservation Districts and Agricultural Preservation Easements in municipal annexation plans. If the City's interest is in seeing the Mitchell farm preserved, as the plan states, we recommend including it in the Town's Area of Concern, rather than the Phase II Annexation Area.

Because the City of Lewes's population exceeded 2,000 people as of the 2000 Census, it is required to implement a Sourcewater Protection Ordinance. Text on page 63 of the plan discusses the importance of protecting excellent recharge areas. As annexation is considered, it will also be important to protect the City's wellhead protection areas. As a first step in meeting the requirements of the Sourcewater Protection law, the Water Supply Section recommends that both excellent recharge areas and wellhead protection areas be included as critical areas in the comprehensive plan.

Regarding comments submitted by Sussex County, the plan should acknowledge that some of the area proposed for annexation is currently served by Sussex County sewer and that the City will need to work with Sussex County to determine wastewater service areas.

As we discussed during the PLUS meeting, there are several aspects of the plan that were current at the time they were written but have changed during the completion of the plan. As some of these items are significant, they need to be updated before the plan can be certified. These items include:

- On page 29, in the first paragraph under Pedestrians and Bicyclists, the last sentence reads “DelDOT has scheduled a Transportation Enhancements project on Savannah Road to provide sidewalks and crosswalks at Huling Cove.” That project has been completed.
- On page 32, the DelDOT /Sussex County SR 1 Land Use and Transportation Study is treated as being in progress. It is now complete. More information on it and the projects following from it can be obtained from Mr. Donald Plows, a Regional Group Engineer in our Division of Transportation Solutions. Mr. Plows may be reached at (302) 760-2524.
- On page 24 (2-2 Utilities, Sewer/Wastewater), this section needs to be updated to reflect how the 1998 Total Maximum Daily Load for the Rehoboth Bay, and the resultant dialog with the City, impacts the plant. Please update this section to explain the types of updates that the plant will be undergoing and how that is related to achieving the TMDL for the Rehoboth Bay.
- On page 28, please update the TMDL discussion as it relates to the wastewater treatment plant.
- On pages 46 and 47, in discussion of the *State Strategies* and County Comprehensive Plan, the following changes should be made:
 - *Strategies for State Policies and Spending* is the correct title and should be used here.
 - This section needs to be updated to reference the 2004 update of the *Strategies* (this has been done on the map already). This change also needs to be made on page 66.
 - The word “Developing” should be added to references to the Environmentally Sensitive Developing Area. This change also needs to be made on page 66.
 - It refers to the County writing new regulations for the Environmentally Sensitive Developing Area. To what is this referring?
 - Under the County’s cluster ordinance, lot sizes can be 7,500 square feet; it is no longer at ¾-acre minimum lot size (this reference should be changed also on page 50 in discussion of the Phase II annexations).

The following are corrections that need to be made in the text:

- On page 30, DelDOT has two corrections to the description of DART First State service. First, the 210 Route has been eliminated but its service is provided by Route 303, Dover/Georgetown. Second, DART First State adds an additional six Resort Transit routes during the summer season.
- On page 49, it states that as of February 2004, annexations must go through a plan of services review. This requirement began in 2001, with the passage of HB 255. Also, the Office of State Planning Coordination “accepts the plan of services as complete”; we do not approve annexations.
- On page 64, please clarify that DNREC, and not EPA, established the 1998 TMDL for the Rehoboth Bay watershed. In addition, please clarify that the Broadkill TMDL for nutrients and bacteria will be completed by the end of 2006.

The following comments are considered recommendations/comments and should be considered before final adoption of the plan:

Office of State Planning Coordination – Contact: Ann Marie Townshend 739-3090

The Office of State Planning Coordination congratulates the City of Lewes on submitting a very thorough comprehensive plan. The time and effort that the City put into developing the plan shows in the product submitted. In addition to the certification comments above, we have some suggestions for the City to consider as you move forward with the completion and implementation of the comprehensive plan.

On Map 8, the title should be *Strategies for State Policies and Spending*. Also, the “Area of Dispute” and “Area of Study” should be removed from the legend, as they do not apply in the Lewes area.

Some land shown on Map 9B as Open Space is also shown on Map 10 as “Land Available for Development.” This appears to be a conflict. It should be noted that Delaware Code requires that at the time of annexation, land be zoned consistent with the comprehensive plan. If land will not be zoned as open space, it should be given an appropriate land use category on the future land use map.

The City should also be aware that within 18 months of the plan’s adoption, zoning within the City must be consistent with the comprehensive plan. The Town should make sure that the future land use map reflects the City’s intentions regarding zoning.

The plan includes significant discussion of the City’s desire to maintain undeveloped, open area surrounding the City. If this is the City’s desire, you may want to consider a

transfer of development rights program (TDR) that would allow the City to protect land outside its borders and transfer the density into the City.

On page 1, “Implement protections for historic resources” should be bold.

Division of Historic and Cultural Affairs – Contact: Robin Bodo 739-5685

The City of Lewes should be commended for integrating protection for historic properties and the acknowledgment of the importance of the town’s historic character throughout their comprehensive plan. With the enactment of an ordinance to protect their historic resources and the establishment of the Historic Preservation Commission, the town now qualifies for designation as a Certified Local Government, should they wish to apply. This is a federal program administered by the State Historic Preservation Office team of the Department of State’s Division of Historical and Cultural Affairs. The designation provides the opportunity to apply to a reserve pool of grant funds for preservation related activities that is open only to Certified Local Governments. Stronger ties with the State Historic Preservation Office brought by the designation include annual training on technical issues relating to best practices in historic preservation and a formal role in the National Register listing process for any properties within the jurisdiction of the City of Lewes.

Department of Transportation – Contact: Bill Brockenbrough 760-2109

- 1) The Executive Summary includes a list of the Plan’s most important recommendations. On page 2, under “Update parking and pedestrian regulations,” the first bullet point is a recommendation to “Provide guidance for new developments to ensure through-vehicular and pedestrian circulation and linkages within the city by secondary streets with sidewalks as well as main traffic arteries. Sidewalks, bikeways and walking trails should be required components of every new area and development within the city limits” DelDOT supports linkages and connections for both vehicles and pedestrians. DelDOT would like to compliment the City on its attention to bicycle and pedestrian issues throughout the Plan.
- 2) Also on page 2, in the first sentence of the last paragraph, there is a statement that begins “Lewes is encouraged to...” While DelDOT did not notice it occurring elsewhere, they recommend that the University of Delaware, which is assisting the City with the Plan, be careful with regard to tone. Because the Plan is the City’s document for its own use, the University should write as though it were speaking for the Town rather than to the Town.
- 3) On page 21, a “Transportation Ad-Hoc Committee” is mentioned as working with a consultant to develop a transportation plan for the city. DelDOT would like an

- opportunity to review the plan as it is being developed so that they might coordinate on areas of mutual interest.
- 4) Also on page 21, the list of committees contains both “An Architectural Review Commission (also known as the Historic Preservation Commission)” and “The Historic Preservation Commission.” Are there two separate committees, or is one listed twice?
 - 5) On page 29, in the third paragraph under Streets, the Plan cites DelDOT “summer and winter conversion factors” to illustrate the seasonal variation in traffic on Savannah Road and Kings Highway. While DelDOT understands the need to simplify matters for the purposes of the Plan, the authors may have oversimplified in this instance. DelDOT has 74 automatic traffic recorders situated on roads throughout the state. Each year, using the traffic count data from those recorders, they calculate monthly factors for eight Traffic Pattern Groups (TPG), representing roads of different types. It appears that the numbers provided in the Plan were calculated by averaging factors from several months, but it is not clear which months were used, which year the monthly factors were developed for, or which TPG was used. Kings Highway is in TPG 7 (Rural Minor Collectors and Local Roads), whereas Savannah Road and Freeman Highway are in TPG 8 (Recreational Routes). If a quantitative discussion of the seasonal variation in traffic is important to the Plan, DelDOT recommends that the City contact Mr. Jim Ho, the Traffic Count Coordinator, for assistance. He may be reached at (302) 760-2163.
 - 6) At the top of page 30, again under Pedestrians and Bicyclists, there is a sentence that reads. “However, the City may want to modify the code to significantly reduce block lengths and cul-de-sac lengths and require pedestrian cut-throughs on cul-de-sacs.” DelDOT supports this recommendation and recommends further that the City eliminate cul-de-sacs where possible.
 - 7) On page 31, under Railroad, service on the Lewes Running spur is operated by the Delaware Coast Line Railroad.
 - 8) On page 33, in the discussion of the City’s Transportation Plan, it is recommended that the City initiate a dialogue with DelDOT to discuss the report when it is completed. DelDOT believes they could be more helpful by reviewing a draft before the Plan is completed. Initially in that regard, it is recommended that the City contact the Assistant Director for Statewide and Regional Planning, Mr. Joseph Cantalupo. He may be reached at (302) 760-2112.
 - 9) Again on page 33, under Preserving Gateways, it is recommended that Kings/Freeman Highway, be added to DelDOT’s Corridor Capacity Preservation Program. This recommendation is reiterated on Pages 82 and 83. DelDOT has

- received the City's request in this regard and will work with them to support their objective.
- 10) At the bottom of page 34, there is a bulleted list of Recommendations for City of Lewes Implementation. DeIDOT particularly supports the second, fourth and fifth bullet points.
 - 11) On page 35, at the start of a bulleted list of recommendations is one to develop pedestrian and bicycle routes along several corridors. It is recommended that the City contact Mr. Cantalupo for assistance in that regard. See Item 8 for contact information.
 - 12) On page 49, under Phase 1 Annexations there is a statement that "Lewes is interested in annexing the remainder of the Lewes and Rehoboth Canal between the current municipal boundary and the boundary of the City of Rehoboth Beach." DeIDOT understands and is not opposed to the stated intent of such an annexation but they recommend that the City obtain a legal opinion regarding the legality of such an annexation before including it in the Plan. Once the annexation has occurred, future administrations might seek to use the Canal to demonstrate contiguity for the annexation of a parcel not otherwise contiguous to the City. In a similar case regarding the use of a road right-of-way for such an annexation, the court found the annexation illegal.
 - 13) At the top of page 82, the Plan states that "the City is interested in working with DeIDOT to create a new connector road from New Road to the New boat-launch site". This new connector road is presently a Department of Natural Resources and Environmental Control (DNREC) project. The contact person regarding it is Mr. Matt Chesser, who may be reached at (302) 739-9235. DeIDOT has committed to providing \$4.4 million to assist with that project but the funds to meet that commitment are not presently available.

Similarly, the City may be aware that DeIDOT had a plan under development earlier this year to improve New Road, at an estimated cost of \$18 million (\$4 million in construction, \$14 million in right-of-way). That project is also on hold. More information on that project is available from Mr. Donald Plows (302-760-2524).

The Department of Natural Resources and Environmental Control – Contact: Kevin Coyle 739-9071

DNREC appreciates the effort and time that has been placed in the creation of this Comprehensive Plan and they offer the following comments for improving the Plan:

On page 24 (2-2 Utilities, Sewer/Wastewater), the Comprehensive Plan states: "BPW provides sewer service only to properties within the city limits, except the

Barcroft/SpiPharma plant. Plenty of sewer capacity exists for new development outside of town through Sussex County and private developers.”

The City also provides service to the Cape Henlopen High School, the University of Delaware Housing on Bowman Dr. and Maury Circle, several parcels in Highland Acres, and several parcels on New Road and Kings Hwy, all outside of the city limits. Some of these are mentioned later in the annexation part of the plan, as areas that should be annexed because they are already receiving city services.

These items should be addressed in description of the existing sewer service area.

On page 25, (Stormwater Management), please consider requiring all new development to utilize stormwater management techniques that will achieve the nonpoint source nutrient load reductions required for the existing Rehoboth Bay TMDL and the upcoming TMDL for the Broadkill River, expected to be completed by the end of 2006.

On page 66, please strengthen your commitment to require forested buffers along waters and not only wetlands. This is one of the most important things that the City can do to protect water quality. In addition, working with DNREC to establish other BMPs for protecting water quality is given a rating of “medium.” Please consider increasing its importance as the best time to implement many of these practices is when development is occurring.

On page 81 (Intergovernmental Coordination), please consider adding a commitment to actively participate on the Broadkill Tributary Action Team. This Team, scheduled to assemble this fall, will be comprised of a diverse group of watershed interests who will meet with the goals of recommending a Pollution Control Strategy to the Department. The purpose of the Strategy would be to achieve the water quality goals as dictated by the TMDL being established for the Broadkill River and its tributaries.

Water Resource Protection Areas

The DNREC Water Supply Section has reviewed the Comprehensive Plan of Lewes, Delaware: May 2005. The Lewes, DE population is above 2000 at the time of the 2000 Census by State of Delaware Law is required to implement Source Water Protection Regulation or Ordinance. They applaud the initiative that the City of Lewes shows in protecting critical areas (excellent recharge and wellhead protection) within the municipal boundaries. The City of Lewes has addressed the need to protect environmentally sensitive areas now and in the future.

The following comments are designed to supplement the sections of the City of Lewes Comprehensive Plan. Sections of the Executive Summary of the Comprehensive plan speak to the desire of residents of the City of Lewes to protect and preserve open space within the municipal boundaries. Several strategies are listed in the Comprehensive Plan

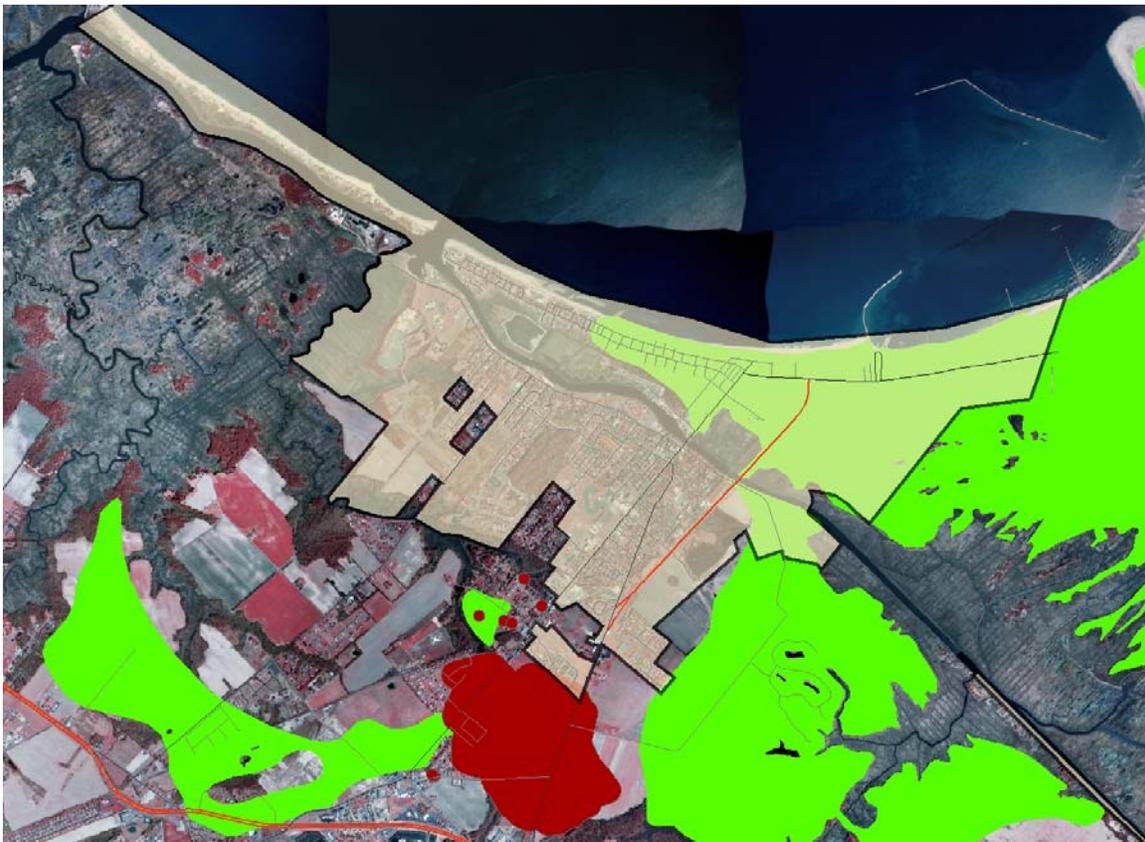
that corresponds well with some of the methodology presented in the Source Water Protection Guidance Manual for the Local Governments of Delaware

<http://www.wr.udel.edu/swaphome/phase2/SWPguidancemanual.html>).

The City of Lewes is strongly encouraged to contact DNREC Source Water Protection as it develops Source Water Protection.

Critical Areas are defined as wellhead protection areas and excellent recharge areas. There are instances where excellent recharge areas are present within the City of Lewes municipal boundaries. The annexation plan that is outlined by the Comprehensive Plan lists 4 phases of annexation. The annexation of these parcels adjacent to the City of Lewes will add areas of excellent recharge and wellhead protection areas. For this reason it would be prudent to add language to the comprehensive plan that adds wellhead areas as environmentally sensitive areas to be protected. Including excellent recharge and wellhead protection area together as Critical Areas allows the City of Lewes to have regulations and ordinances already in place once the annexations occur.

MAP 1: City of Lewes (municipal boundary in tan) wellhead areas are in dark red and excellent recharge is depicted in light green

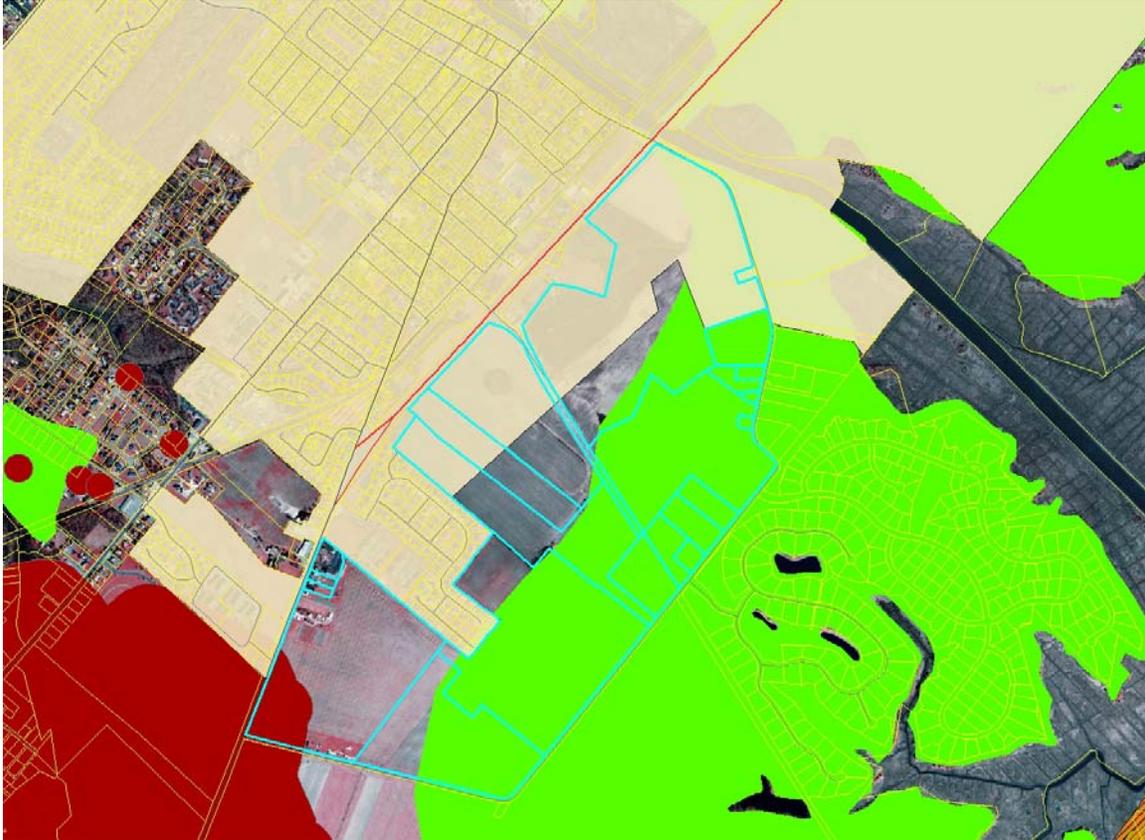


MAP 2: City of Lewes (municipal boundary in tan) Annexation Phase 1 (parcels outlined in blue). Wellhead areas are in dark red and excellent recharge is depicted in light green



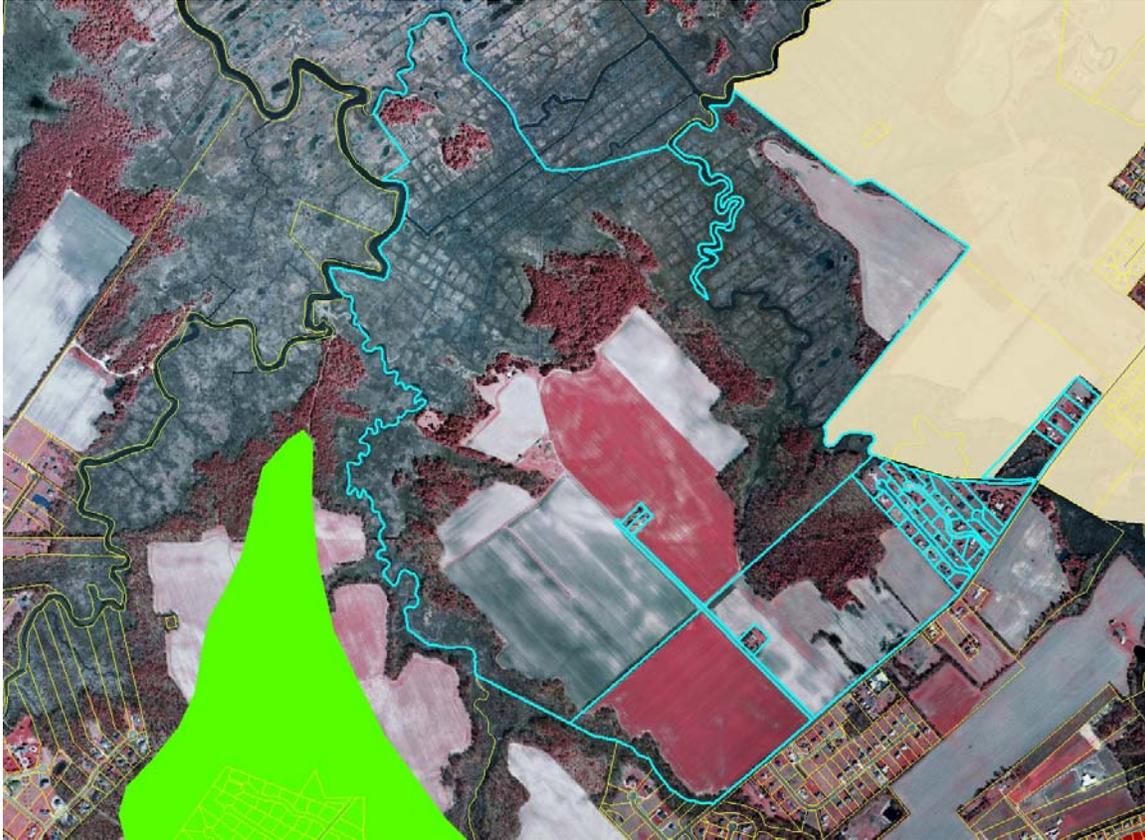
Phase 1 (MAP 2) of the annexations include four separate areas adjacent and within the municipal boundaries that impact excellent recharge and wellhead protection areas. This annexation will include a part of the wellhead protection areas for Lewes Water. Part of the wellhead areas not impacted by the other phases of annexation will still be located in Sussex County jurisdiction.

MAP 3: City of Lewes (municipal boundary in tan) Annexation Phase 2 (parcels outlined in blue). Wellhead areas are in dark red and excellent recharge is depicted in light green.



Phase 2 (MAP 3) of the annexations impacts excellent recharge areas and wellhead protection areas on the eastern part of the City of Lewes. There is a substantial area of land that is excellent recharge area. This area is currently zoned for open space and residential use.

MAP 4: City of Lewes (municipal boundary in tan) Annexation Phase 3A (parcels outlined in blue). Wellhead areas are in dark red and excellent recharge is depicted in light green



Phase 3A (MAP 4) of the annexations shows no impact upon excellent recharge or wellhead areas. A large portion of this area is slated for preservation due it being a wetland area.

MAP 5: City of Lewes (municipal boundary in tan) Annexation Phase 3B (parcels outlined in blue). Wellhead areas are in dark red and excellent recharge is depicted in light green.



Phase 3B (MAP 5) of the annexations include one large area adjacent to the municipal boundary of the City of Lewes that impacts excellent recharge and wellhead protection areas. This annexation will include a part of the wellhead protection areas for Lewes Water. Part of the wellhead areas not impacted by the other phases of annexation will still be located in Sussex County jurisdiction. This area is zoned for residential use.

Currently and after the planned annexations, the wellhead protection area for the City of Lewes municipal water will be in Sussex County jurisdiction, coordination between the City and the County is essential for development of source water protection regulations.

General Summary of Comprehensive Plan

A first step for critical area (wellhead and excellent recharge) protection would be adoption of both types of critical areas into the City of Lewes Comprehensive Plan as area to be protected. Once the areas are adopted in the comprehensive plan the town can

take what steps it feels necessary to protect these critical areas with the assistance of public and private agencies.

Annexation of areas around the City of Lewes will present challenges and opportunities for the City. A larger City will equate to a larger water service network that may tax the current supply wells and increase the risk for salt water intrusion as described in the Comprehensive Plan. The annexation of land that is an excellent recharge area provides the City of Lewes with an opportunity to protect a Critical Area that directly affects the aquifer that supplies the City's water. Protection of the City's wellhead area by the City can be achieved through the annexation process and prudent Critical Area protection.

Within the Comprehensive Plan there are several instances that the City of Lewes expresses the desire to expand the amount of open space, recreational space and general beautification projects within the town. These uses compliment source water resource protection efforts. Some of the land use best management practices found in the Source Water Protection Guidance Manual for the Local Governments of Delaware (<http://www.wr.udel.edu/swaphome/phase2/SWPguidancemanual.html>) work directly with the goals of open and recreation space and general beautification projects.

Shoreline and Waterway Management

The Corps of Engineers, Philadelphia District, established what they termed a "pier-head line" back in the early 1990's in the Lewes-Rehoboth Canal. This was designed to allow certain structures such as docks and piers to be constructed along the Canal without having to get individual permit approval from the Corps provided land owners obtained State permit approval for such structures. It was also designed to limit the length of structures extending from the banks of the Canal toward the federal navigation channel in the waterway. It is recommended that the City of Lewes contact the Corps' Regulatory Branch in Philadelphia at 215-656-6729 for information.

State Fire Marshal's Office – Contact: Duane Fox 856-5298

These comments are intended for informational use only and do not constitute any type of approval from the Delaware State Fire Marshal's Office.

The DE State Fire Marshal's Office has the responsibility to review all commercial and residential subdivisions for compliance with the DE State Fire Prevention Regulations. This Agency asks that a MOU be established between the DE State Fire Marshal's Office and the City of Lewes Planning Commission. The Commission will be issuing final approvals on commercial and residential subdivisions. The State Fire Marshal's Office would be issuing approvals much like DelDOT, Sussex Conservation, and DNREC. This Agency's approvals are based on the DE State Fire Prevention Regulations only.

On page 24, Section 2.2, add section for fire protection or have section for drinking water/ fire protection

The City may want to look at adding something about the following:

1. Dead-end streets over 300 feet in length shall meet the minimum requirements set forth in the Delaware State Fire Prevention Regulations. Cul-de-sacs shall be a minimum 38-foot paved radius with no parking on the cul-de-sac.
2. Fire department access and fire lane layout shall be provided in accordance with the Delaware State Fire Prevention Regulations

Department of Agriculture - Contact: Milton Melendez 698-4500

The Delaware Department of Agriculture opposes the annexation section of the City of Lewes Comprehensive Plan. The Department does not support the annexation of agricultural districts or easements. Additionally, the Agricultural Preservation section of the Comp. Plan refers to Agricultural districts as partially protected properties; though these properties have not become PDR's the owners can and have maintained numerous Districts in preservation well over the 10 year agreement. The land value of the Mitchell farm does not preclude this property from permanent preservation, and at this point the Mitchell family has not expressed any intention of withdrawing from the Farmland Preservation Program. The PDR purchase of this property always has been and continues to be a possibility.

Page 47 Notes: Please review the following language for inclusion in the Agricultural Preservation paragraph.

Agricultural Preservation

The Delaware Department of Agriculture has two programs aimed at preserving agricultural lands in all three Counties. The Agricultural Preservation Districts program is a ten (10) year preservation agreement in which the landowner maintains agricultural activities; this agreement automatically renews in five (5) year increments. During this time the Department of Agriculture grants the property real-estate tax exempt status, as well as protection against nuisance complaints stemming from the properties agricultural activities. The Agricultural Preservation Easements program also known as the Purchase of Development Rights (PDR) program buys the development rights from the landowner while he/she maintains ownership of the property. By doing so, the landowner makes the preservation agreement and benefits permanent. The Zwaanendael Farms Expansion owned by Mr. & Mrs. Lowder Mitchell is currently enrolled in the ten (10) year Preservation District Program, and will renew in 2008. The farm consists of 57.8 acres, and is located on Kings Highway between the city boundary and Gills neck Road. Mr. & Mrs. Mitchell have the intention of maintaining the farm in agriculture permanently. As a result of new funding legislation signed by Governor Ruth Ann Minner, the possibility of permanently preserving the Mitchell farm remains high. Please see the map below for details.

Please visit DDA's GIS website (www.smartmap.com/dda) and download the latest shape file with Agricultural Districts and Easements. The Cedar Tree Farms Expansion and the Home Farm Expansion do not show on the current GIS maps.

Public Service Commission - Contact: Andrea Maucher 739-4247

Any expansion of natural gas or installation of a closed propane system must fall within Pipeline Safety guidelines. Contact: Malak Michael at (302) 739-4247.

There are parcels in the Town's growth area that are not included in any water provider's certificated service territory. The City of Lewes can serve any of these parcels, however, it will need to apply to the Commission for a CPCN if it does not annex the property, or if the Town extends water services prior to annexation. The Commission is not aware of any statute that would prohibit the Commission from granting a CPCN to a private utility to serve those parcels should one file an application to do so.

Delaware State Housing Authority – Contact Karen Horton 739-4263

Per Delaware Code, municipalities such as Lewes, with populations over 2,000 people, should develop policies, statements, goals, and other planning components for affordable housing in accordance with the present and future needs. The City's plan includes a descriptive section on its housing stock and future housing needs, including the need for affordable housing. The City of Lewes Comprehensive Plan also states as a goal, to encourage a mixture of homes and rentals affordable to people with various incomes. Given the median home value in Lewes (\$241,500) is higher than the State (\$130,400) and Sussex County (\$122,400) respectively, low- and moderate-income families in the Lewes area are increasingly priced out of the market. DHSa supports the City's goal and look forward to working with the City to increase affordable housing. To this end, DHSa offers the following recommendations that relate to affordable housing in Lewes:

- ✓ The plan states that any new affordable housing units would need to be controlled by a government or quasi governments entity to ensure that the units remain affordable and available to those in need of them. DHSa encourages the City to explore the development of a Community Land Trust model that would serve as the administrative body to ensure units would maintain perpetual affordability.
- ✓ The plan states that there is approximately 175 acres of vacant land potentially available with the City for development. Furthermore, the plan outlines several vacant parcels outside the City that could be annexed and developed for residential uses. DHSa encourages the City when annexing or developing existing land, that the City zone or rezone the land to allow for mixture of affordable housing types.
- ✓ The plan indicates that approximately 25% of the City's housing stock was built prior to 1940. Older homes and older homeowners have unique challenges

maintaining their homes. DSHA encourages the City to work with state and non profit organizations to actively rehabilitate these older structures and preserve their existing residential uses.

Sussex County - Contact: Rick Kautz 855-7878

The County's sanitary sewer district known as the West Rehoboth Expansion area and the planning area for that district abuts the City of Lewes boundaries west to the Lewes and Rehoboth Canal. In previous discussions with the City of Lewes and Lewes Board of Public Works, the Board could not commit to provide sewer service beyond the boundaries of the City of Lewes and the City indicated they did not have plans to annex additional area.

Sussex County currently serves portions of the proposed annexation areas (as shown on Map 9A of the proposed comprehensive plan) and has near term plans for serving additional areas that may conflict with some of the recommendations in the Lewes Comprehensive Plan. The County's wastewater planning assumptions may not support the City's recommendations in the proposed comprehensive plan.

In general, the City's annexation areas have had capacity allocated by Sussex County in existing and planned facilities to serve existing homes or up to 4.0 residential units per acre with some commercial development.

Sussex County has no objections to the City of Lewes annexing areas that Sussex County has already provided with sewer service, but Sussex County would continue to provide sewer service to those areas. Lewes could serve any unserved area, but a commitment to do so should be made immediately. Sussex County has completed construction and planning for much of the regional infrastructure to serve the area. Additional construction will occur in the very near future and the remainder of the area will be sewerred as growth and interest dictates.

The Sussex County Engineering Department suggests a meeting with The City of Lewes to discuss future plans in greater detail. The City Of Lewes should contact Mr. Russell W. Archut, Assistant Sussex County Engineer at 302 855-7719 to schedule a meeting.

For questions regarding these comments, contact Rob Davis, Sussex County Engineering Department at (302) 855-7820.

Following receipt of this letter, the City should make any certification changes noted in this letter and review all other comments for consideration. The update plan should then be resubmitted to this office for review before final adoption by the City. A written response regarding the changes made to the plan should accompany the resubmitted plan.

PLUS 2005-07-01

August 23, 2005

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Thank you for the opportunity to review this project. If you have any questions, please contact me at 302-739-3090.

Sincerely,

A handwritten signature in cursive script that reads "Constance C. Holland". The signature is written in black ink and is positioned above the printed name and title.

Constance C. Holland, AICP
Director

CC: Lori Athey