

Considerations (from Code - 170-19 E)	Conditions	Recommendations
Compliance with the provisions of this chapter, Chapter 197 , Zoning, and any other applicable provisions of the Municipal Code of the City of Lewes.	Limit proposed lots on final plat plan to those that are to be recorded as part of this subdivision.	The Applicant Shall Prepare Responses to the Comments Provided by the City Engineer and Recommendations Identified in the City Planning Report for Evaluation During the Final Plan Review.
	Submit required permits (ex. erosion and sediment control permit, stormwater management approval, State Fire Marshal, sanitary sewer system permit, Office of Drinking Water – water system approval to construct permit) necessary to develop the project to City, BPW and Engineer (GMB).	The Applicant Should Consider the Comments in the State PLUS Review in the preparation of final plans.
	On final plan fix front yard setbacks for all proposed corner lots.	Location of Natural Gas Main. The final plan should include the existence of all existing utilities and identify if the utilities will serve the development.
	The most accurate traffic counts, turning movements and data for all connections and roads should be shown on the Final Plan	
	All proposed easements describing the shared use of accessways, open space, amenities etc. including terms of access, maintenance and responsibility will be submitted as part of a final plan application to the City and BPW.	
Integration of the proposed major subdivision into existing terrain and surrounding landscape.	(PRC) Once final plans are available provide to Parks & Recreation for review and comment.	Refine stormwater basin designs by employing a less rectilinear shape and including a natural like plant buffer along the edge with native trees, shrubs and or other low maintenance plants instead of leaving a grass buffer.
	As part of final plan provide clarification of any shared amenities and responsibilities between White's Pond Meadow, Showfield (County) and additional portions of property.	(PRC) Give street trees more than 3 feet of space to establish root zones.
	Street tree placement, species, size, and planting techniques to be approved by Lewes Tree Commissioner.	A Combination of Fencing, Berms and Landscaping Should be Explored to Provide Visual and Audible Separation from Highway Traffic Intrusion for lots adjacent to Freeman Highway.
		Stormwater Management Facilities Should be Design and Grading Solutions Should Be Explored to Encourage A More Natural Formation in Shape and Surrounding Vegetation
Minimal use of wetlands and floodplains.		
Preservation of natural and historical features.	Applicant Shall Follow All Regulations Related to the Recovery of Remains, Artifacts, and Other Cultural or Historic Resources Located on the Site During Prior to, During and After Construction	
Preservation of open space and scenic views.	No Grading, Storage of Materials, Parking and Construction Activity Should Occur within the Drip Line of the Trees in Open Space C	More Attention to be Paid to Open Space and The Possible Uses for Areas such as a Park for Residents
		establish easement for resident and public access to Open Space B area. Currently the area is not accessible to residents except those who's properties boarder it.
		(PRC) apply visible permanent property markers by lots next to or near open spaces and trails to prevent homeowners from encroaching into the right of ways and open areas with landscaping or other structures and preserving the open space.
		(PRC) If no recreation items are proposed recommend a one-time fee in lieu of to PRC for maintenance of current park amenities.
Minimization of tree and soil removal and grade changes, except to ease flood concerns.		Minimize tree removal when possible, maintaining a natural and undisturbed portion of the development to help absorb storm water, avoid excessive erosion and provide habitat for local wildlife.
Screening of objectionable features from neighboring properties and roadways.		
Provisions for water supply.	All Services and Utilities for the Development Shall be Provided in the Final Plan (Water, Sewer, Electric, etc.)	Possible Requirement of Updated "Will Serve" Letter as the Current Letter is Dated 2012

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	(GMB) The water mains should be moved from under the sidewalk to under the street pavement.	
	(GMB) The water main on Filly Lane should be extended and connected to the existing water main on Inlet Place in Bay Breeze Estates.	
	(GMB) The proposed water main on Monroe Avenue shall connect to the existing 8-inch water main installed on the northeast side of Monroe Avenue and Battlemiser Drive intersection.	
Provisions for sewage disposal.		
Prevention of pollution of surface water and groundwater.	The current plan lacks information regarding the treatment of stormwater runoff. The final plan should include descriptions that address how runoff will be managed and treated to minimize impacts to local water resources.	Given the Proximity of Lots 45-50 to White's Pond, a Natural Stormwater Runoff System such as a Bioswale Should be Investigated to Treat Potential Runoff into the Natural Pond that Exists
	Applicant should consider Better Access to Stormwater Management Ponds for Service and Maintenance where applicable. If Easements are Required They Must be Documented as part of the Final Plan.	
Minimization of erosion and sedimentation, minimization of changes in groundwater levels, minimization of increased rates of runoff, minimization of potential for flooding and design of drainage so that recharge is maximized.		
Provision for safe vehicular and pedestrian movement within the site and to adjacent ways.	To help manage regional traffic and optimize access for essential services the proposed street connections between Whites Pond Meadow and the adjacent Showfield development shall be maintained to accommodate through traffic as defined in previous plans and traffic impact studies.	Connections for vehicles and pedestrians to additional adjacent areas should be considered as part of the subdivision. This includes connections between Filly Lane and Inlet Place and to the remainder of the original Showfield plan to the east of Whites Pond fronting Gills Neck Rd. These connections should be established or reserved for the future to provide additional access for local residents to help reduce congestion, to provide alternative access should primary access become impassible and to allow services to be provided efficiently. At a minimum provisions to allow emergency services and pedestrian traffic to pass through the connection points should be established as part pf the final plan application.
	The requested reduction of roadway corridor width for internal local roads from 32 feet to 28 feet has been _____ by the Planning Commission. Final plans will describe the typical cartways, shoulders and sidewalk widths.	A Natural Buffer Between the Existing Bike Perth and Development Should be Considered
	The applicant shall work with the Showfield homeowners association to identify an acceptable agreement that addresses the road connections in terms of any needed updates or maintenance agreements which shall be included in the final plan application.	
	The developer shall enter into a traffic signal and intersection improvement agreement with DeIDOT and/or DRBA for the Theodore Freeman Highway and Monroe Avenue / Proposed Site Entrance. The agreement should include all intersection lane improvements pedestrian signals, crosswalks and interconnection at DeIDOT's discretion in consultation with DRBA and the City. The intersection improvement agreement, proposed design configurations and schedule for improvement completion shall be submitted with the final plan for City review.	
	The developer shall improve Theodore Freeman Highway from Kings Highway to the eastern edge of the site frontage in accordance with specifications identified through discussions with DeIDOT and DRBA.	

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	A DeIDOT Letter of No Objection to Recordation (LONOR) shall be obtained to ensure the project design is compatible with state standards.	
	The most accurate Traffic Counts, Turning Movements and Data for all connections and roads should be shown on the Final Plan including any possible changes required by DeIDOT and DRBA (if necessary) relating to road construction, intersections, etc.	
Effect on area property values.		
Effect on schools, public buildings and community facilities.		
Effect on area roadways and public transportation. The Planning Commission, by majority vote, may require a traffic impact study conducted by an outside agency at the expense of the applicant, should conditions warrant such a study.		
Compatibility with adjacent area land uses.	Applicant Shall Provide a Lighting Plan for the Site as Required by City Code.	The Applicant should consider using energy efficient lighting with minimal light pollution to the development and adjacent areas while maintaining a safe environment for pedestrians and vehicles.
		Planning for Future Development is Important for Interconnectivity, Availability of Utilities, etc.; Measures Should be Taken to Ensure a Solid Foundation is Laid for Adjacent Properties.
Effects on area waterways.		
Whether estimated costs to be borne by the City during construction, if any, can be met from available City funds which reasonably may be anticipated to become available to the City and applicable to subdivision purposes.		
Whether the estimated expense to the City can be justified on the basis of estimated tax returns which would accrue to the City within a reasonable period of time.	(GMB) A construction cost estimate must be reviewed during the Council Approval stage of the project such that a proper construction performance bond can be put in place.	
Recognition of scenic byways and walkability.		
Job creation.		
Providing diverse housing options.		