

AGENDA
REGULAR MEETING OF THE MAYOR AND COUNCIL
June 23, 2026
SEAFORD CITY HALL - 414 HIGH STREET

The meeting will be streamed via live feed.

To view a live meeting visit one of the links below:

- On our website: www.seafordde.com/meetinglivefeed
- On Facebook: www.Facebook.com/cityofseaford
- On YouTube:
<http://www.youtube.com/c/CityofSeafordDe19973>

To view this meeting agenda and supporting documentation visit our website:
www.seafordde.com/government/mayor_council/council_agendas_minutes

Comments and questions may be emailed to:
Councilinfo@seafordde.com

- 6:30 PM** Seaford Volunteer Fire Department to have the new Pump Truck, (873) on Display for the Mayor, City Council.
- 7:00 P.M.** Mayor MacCoy calls the Regular Meeting to order.
Invocation.
Pledge of Allegiance to the Flag of the United States of America.
Executive Session:
1. Negotiations.
Changes to the agenda for this meeting.
Approval of the minutes of the regular meeting on June 9, 2026.

ALL ITEMS ON THIS AGENDA MAY OR MAY NOT BE VOTED ON.

PUBLIC COMMENT:

- 1.

CORRESPONDENCE:

- 1.

7:05 PM PUBLIC HEARING:

1. Present a petition for annexation from ARKA Assets Limited for annexing TMP 531-10.00-234.01; located on the east side of Atlanta Road approximately 125 feet north of William Ross Lane Seaford, DE 19973.

AGENDA

REGULAR MEETING OF THE MAYOR AND COUNCIL

June 23, 2026

2. Present an amendment to Chapter 15 of the Municipal Code of Seaford, Delaware by amending §15.13.6 A. that would revise the site coverage requirements and the building placement requirements.

NEW BUSINESS:

1. Charles Kistler, Executive Director of the HELP Initiative, will provide the Mayor and City Council with an update regarding Project Safe Neighborhood.
2. Chief of Police Marshall Craft and Lt. Walter Little to present findings of a traffic study conducted in the area of Oak Road and Dulaney Street and present a recommendation for traffic calming measures to address documented traffic and speeding issues.
3. June Merritt, Director of Finance to present for approval financing quotes for vehicle purchases during the FY26 budget.
4. Present for approval Ordinance 2026-A1 that would annex SCTMP 531-10.00-234.01; located on the east side of Atlanta Road approximately 125 feet north of William Ross Lane Seaford, DE 19973, owned by ARKA Assets Limited.

OLD BUSINESS:

1. Present for a second reading amendments to Chapter 15 of the Municipal Zoning Code that would amend section 15.13.6 that would revise the site coverage requirements and the building placement requirements.

REMINDER OF MEETINGS & SETTING NEW MEETINGS:

1. Movie Night in the Park, featuring Pixar's "Elio", June 26th, 8:30 p.m. at the grass lot behind City Hall.
2. City offices and Utility Divisions will be closed on July 3, 2026 in observance of the Independence Holiday.
3. Trisha Newcomer, Director of Economic Development and Community Relations will be the Acting City Manager from June 27 - July 5, 2026.

AGENDA

REGULAR MEETING OF THE MAYOR AND COUNCIL

June 23, 2026

LIAISON REPORTS:

1. Police and Fire - Councilwoman Stephanie Grassett
2. Parks and Recreation, Code - Councilman Dan Henderson
3. Administration & EDCR/IT - Councilman Orlando Holland
4. Electric - Councilman Mike Bradley
5. Public Works & WWTF - Councilman Alan Quillen

Mayor MacCoy solicits a motion to hold an Executive Session.

EXECUTIVE SESSION:

1. Negotiations.

Mayor MacCoy solicits a motion to adjourn the Executive Session.

Mayor MacCoy reopens the regular Council meeting.

Council to take actions necessary after Executive Session.

Mayor MacCoy solicits a motion to adjourn the regular Council meeting.

NOTE: Agenda shall be subject to change to include or delete additional items (including executive session) which arise at the time of the meeting. (29 Del. C. S1004 (e) (3))

Date Posted: 06/15/2026

Posted by: BAS



414 High Street | PO BOX 1100
Seaford, DE 19973
302.629.9173
302.629.9307 fax
www.seafordde.com

Date: 3/30/2026

PH #1
6/23/24

Name and address of applicant:

ARKA Assets LTD

3 Commerce Street

Harrington, DE 19952

Phone Number: (302) 725-0708

Mayor and City Council

Attn: City Manager

414 High Street

PO Box 1100

Seaford, DE 19973

To Whom It May Concern:

(I)/(We) the undersigned, do hereby petition the Mayor and City Council of the City of Seaford to request the annexation of the property(s) which (I)/(We) do own, to be zoned R-2, with the description and locations as follows:

Tax Map and Parcel: 531-10.00-234.01, located on the East side of Atlanta Road approximately 125 feet North of William Ross Lane.

(My) (Our) reason(s) for requesting annexation (is) (are) as follows:

☒ City Utilities

☒ City policing

☐ Other: _____

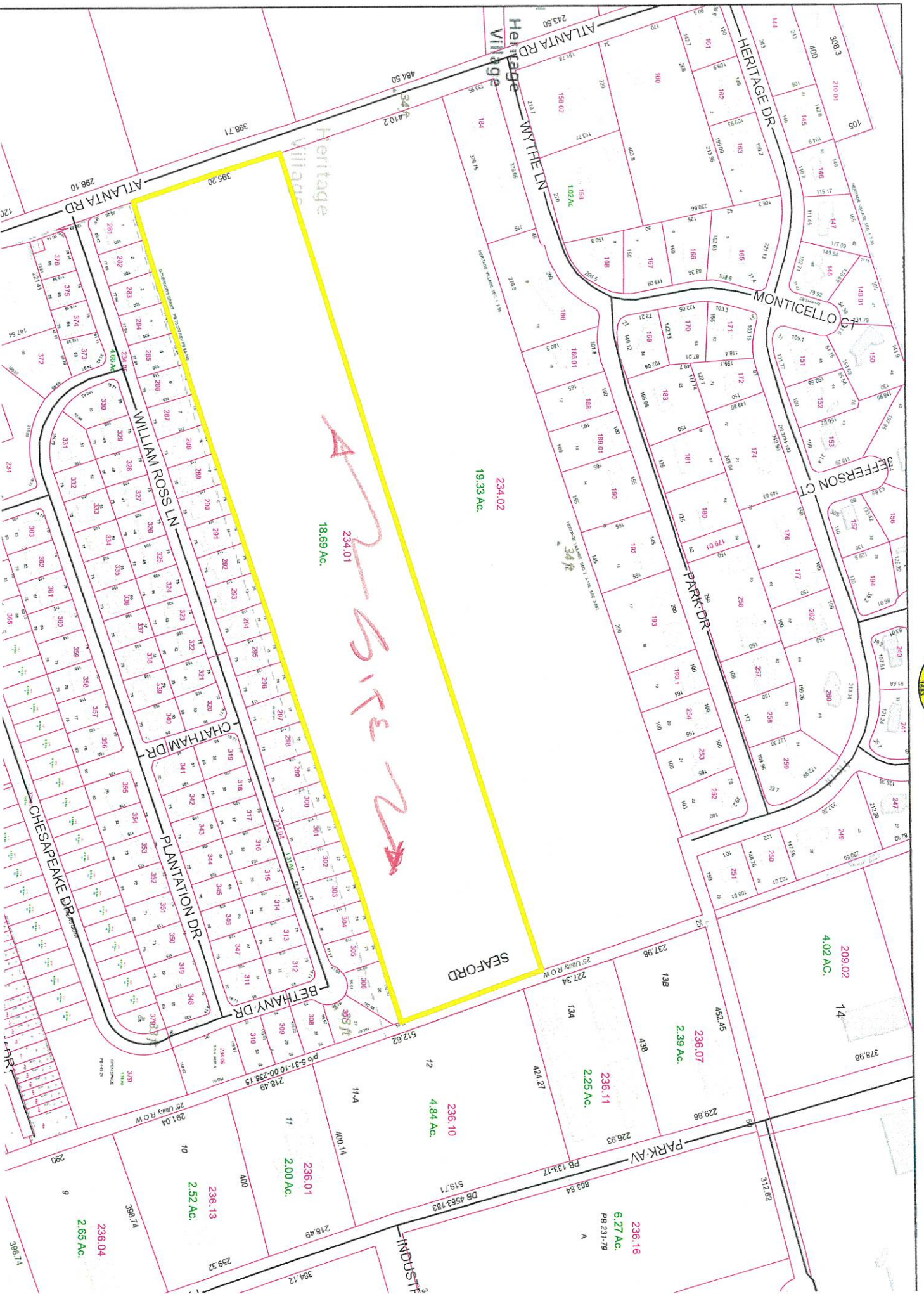
Respectfully submitted,

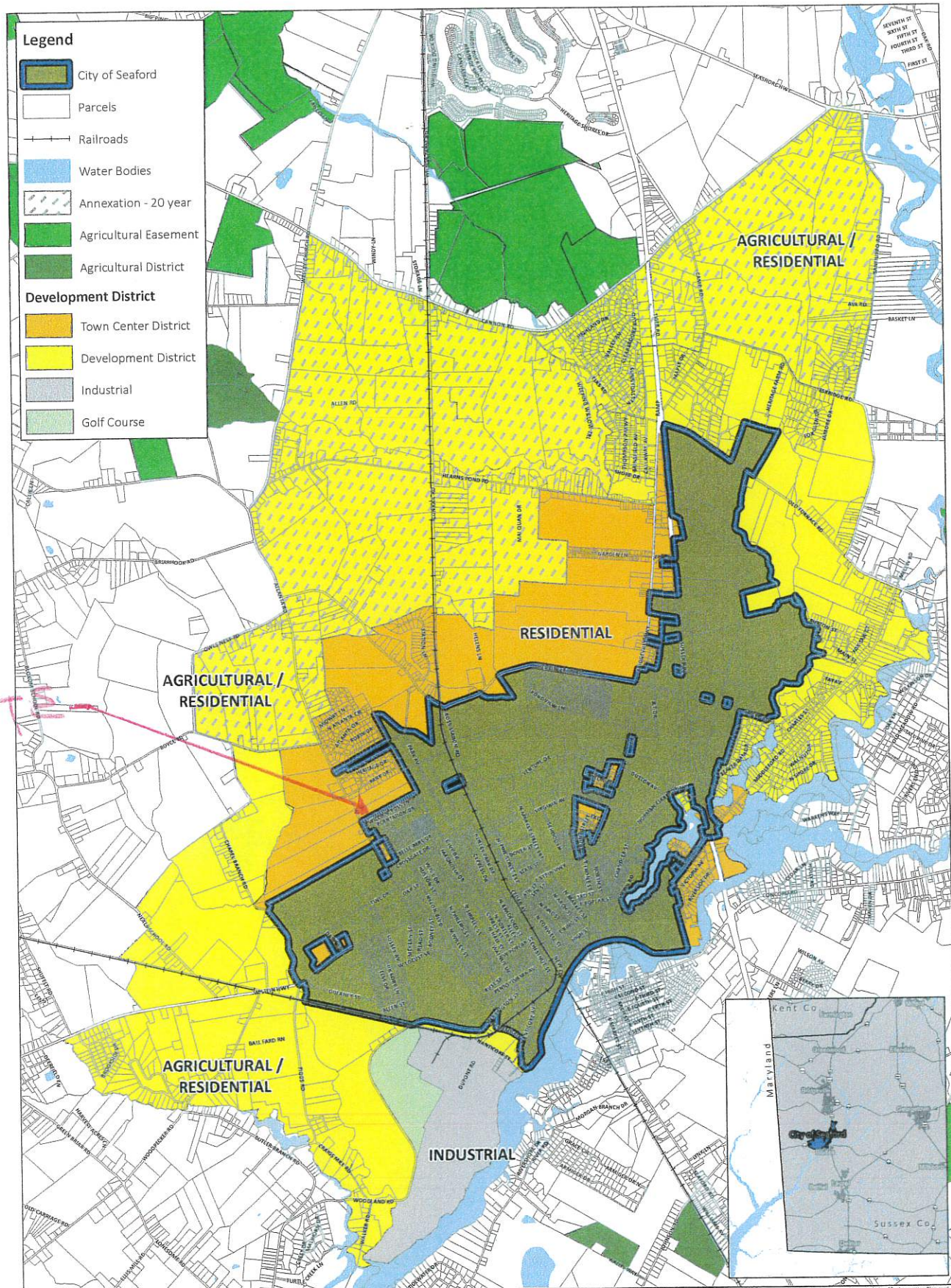
Ashok Patel

Ashok Patel, Owner



A3 Landscape Parcel Details





KCI TECHNOLOGIES
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

This map is provided by KCI solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by KCI, nor will KCI be held responsible for any use of this document for purposes other than which it was intended.

Map Revisions

Created December 2020

Data Sources

Municipal Boundaries: OSCP/FirstMap (8/2020)
Parcels: Sussex County (11/2020)
Road Names/Centerlines: Sussex County (12/2018)
Railroad: DE Transit Corp/FirstMap (5/2020)
Water Bodies: USGS/FirstMap (2014)
Annexation Area: City/GMB (2019)
Development District: City/GMB (2019)



City of Seaford

**2020 Comprehensive Development Plan
Map 12 - Annexation Plan**



**STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF STATE PLANNING COORDINATION**

April 27, 2026

Charles Anderson
City Manager
City of Seaford
414 High Street
Seaford, DE 19973

**RE: Plan of Services 2026-06; Atlanta Road Property-Divine Farms
Atlanta Road, North of Governors Grant Subdivision
Parcel 531-10.00-234.01**

Dear Charles:

This letter is to confirm that we have received and accepted the completed Plan of Services for the above referenced annexation. The City has completed all relevant annexation requirements of Title 22, Section 101, and subsection (3) of the Delaware Code.

After this property has been annexed, please notify our office in writing so that we may update our records and maps. A copy of the annexation committee report and the official annexation resolution should accompany this notification. Please do not hesitate to contact me if I can be of any further assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dorothy L. Morris".

Dorothy L Morris, AICP
Principal Planner



CITY OF SEAFORD POLICE DEPARTMENT

300 Virginia Avenue
Seaford DE 19973
(302) 629-6645



To: Mayor Matthew MacCoy and Members of City Council
From: Chief Marshall D. Craft Jr., Chief of Police
Date: June 23, 2026
Subject: West View Neighborhood Traffic Safety Recommendations

The Seaford Police Department has completed a comprehensive assessment of traffic conditions within the West View neighborhood following numerous resident concerns/complaints regarding excessive traffic, speeding, stop sign violations, and increased crash activity associated with cut-through traffic accessing the Amazon employee parking area.

Our review included six years of crash data, traffic volume studies, speed studies, and an evaluation of potential traffic calming measures.

Key findings include:

- A 136.8% increase in crashes along the Stein Highway corridor (19 crashes (2020-2023) versus 45 crashes (2023-2026));
- A 171.4% increase in crashes within the West View neighborhood (7 crashes (2020-2023) versus 19 crashes (2023-2026));
- Thirty-two of forty-five crashes (71%) occurring between Pennsylvania Avenue (Oak) and Sussex Avenue, corresponding with the primary access route used by Amazon employees;
- Documented excessive traffic volumes and speeding concerns, including an 85th percentile speed of 39.3 MPH in a posted 25 MPH zone on Oak Street;
- Numerous resident complaints regarding quality of life and neighborhood safety.

City officials and the Police Department have spoken with Amazon management on numerous occasions in an effort to obtain voluntary compliance and discourage employee cut-through traffic. Despite these efforts, the problem has persisted.

Based upon the available data and after evaluating potential traffic calming alternatives, the Seaford Police Department recommends the installation of emergency-access gates at the following locations:

- Dulaney Street;
- Allen Street; and
- Pennsylvania Avenue.

The proposed gates would prohibit public vehicular traffic while maintaining access for police, fire, EMS, and authorized City personnel through an approved emergency-access mechanism.

Following installation, the Police Department recommends continued:

- Traffic enforcement operations;
- Speed monitoring;
- Traffic volume studies utilizing the Department's JAMAR radar equipment;
- Ongoing crash analysis; and
- Evaluation of whether additional traffic calming measures, including strategically placed speed humps, are warranted.

The purpose of these recommendations is not to impede access to Amazon or any other business. Rather, the goal is to restore West View to its intended function as a residential neighborhood, improve the quality of life for residents, and proactively address documented traffic safety concerns before a serious injury or fatal crash occurs.

Respectfully submitted,
Marshall D. Craft Jr.



CITY OF SEAFORD POLICE DEPARTMENT

300 Virginia Avenue
Seaford DE 19973
(302) 629-6645



NB# 2
6-23-24

WEST VIEW NEIGHBORHOOD TRAFFIC SAFETY ASSESSMENT

Traffic Impacts Associated with Amazon Operations and Recommended Traffic Calming Measures

Prepared by:
Chief Marshall D. Craft Jr. And Lieutenant Walter 'Russ' Little
Seaford Police Department

June 23, 2026

EXECUTIVE SUMMARY

The West View neighborhood has experienced a substantial increase in vehicular traffic, speeding complaints, stop sign violations, and traffic crashes since the opening of the Amazon facility and employee parking area located immediately west of the community.

On any given workday, hundreds of vehicles are parked in the employee parking area located behind West View. A significant number of employees are utilizing residential streets within West View as a shortcut to access the parking area rather than traveling an additional mile westbound on Stein Highway to Dulaney Street and then back east toward the employee parking lot.

The increased traffic has materially altered the character of the neighborhood and has resulted in:

- Significant increases in crashes;
- Excessive traffic volumes;
- Documented speeding;
- Increased resident complaints;
- Stop sign violations;
- Quality of life concerns.

The recommendations contained herein are intended to restore West View to its intended purpose as a residential neighborhood and to proactively address documented traffic safety concerns before a serious injury or fatal crash occurs.



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PURPOSE

This assessment was conducted to:

1. Evaluate traffic conditions within West View;
2. Compare crash trends before and after Amazon operations began impacting the neighborhood;
3. Analyze traffic volume and speed data;
4. Evaluate resident concerns and quality-of-life impacts; and
5. Provide recommendations to improve public safety and neighborhood livability.

BACKGROUND

The Amazon facility and employee parking area are located immediately west of the West View neighborhood.

The principal access route to the employee parking area is via Dulaney Street.

Many motorists (Amazon Employees) are entering West View from Stein Highway, between Sussex Ave. and Pennsylvania Ave (Oak), and utilizing:

- Dulaney Street;

However, other motorists (Amazon Employees) are entering West View from High Street/ Pennsylvania Ave and utilizing:

- Allen Street; and
- Pennsylvania Avenue;

These two locations cut through the southern portion of West View and lead into a private rear parking lot area belonging to the Delaware Department of Elections, despite the presence of "No Through Traffic" signs.

Residents of West View have consistently voiced their concerns about:

- Excessive traffic volumes;
- Speeding;
- Stop sign violations;
- Unsafe driving behaviors;
- Increased crashes;
- Reduced quality of life.



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COMPARATIVE CRASH ANALYSIS

Pre-Amazon vs. Post-Amazon Operations

To determine whether traffic conditions materially changed following Amazon operations, Certificate of Occupancy was issued in January 2022, the Seaford Police Department compared two separate three-year periods. The focused location was on Stein Highway between Sussex Ave. and Dulaney St:

Study Period #1 – Pre-Amazon Operations

June 21, 2020 through June 21, 2023

Study Period #2 – Post-Amazon Operations

June 21, 2023 through June 21, 2026

Stein Highway Corridor Crash Comparison

Study Period	Total Crashes
06/21/20 – 06/21/23	19
06/21/23 – 06/21/26	45
Increase:	26 crashes
Percentage Increase:	136.8%

The number of crashes along the Stein Highway corridor more than doubled during the period following Amazon operations.

West View Neighborhood Crash Comparison

Study Period	Total Crashes
06/21/20 – 06/21/23	7
06/21/23 – 06/21/26	19
Increase:	12 crashes
Percentage Increase:	171.4%

Crashes within the West View neighborhood nearly tripled.



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Post-Amazon Crash Severity

June 21, 2023 through June 21, 2026:

Total Crashes: 45

- 11 Injury Crashes
- 23 Property Damage Crashes
- 9 Non-Reportable Crashes
- 1 DUI Crash (crash already counted, but involved a DUI)
- 2 Hit-and-Run Crashes

Crash Concentration Analysis

Of the 45 crashes during the post-Amazon study period:

- 32 crashes (71%) occurred between Pennsylvania Avenue (Oak) and Sussex Avenue.
- 13 crashes (29%) occurred between Pennsylvania Avenue and Whitehurst Drive. * 1 of these was just outside of city limits, and 4 of these crashes were involving an animal, resulting in 8 actual crashes in city limits involving other vehicles.

The higher crash concentration corresponds directly with the area where Amazon employees most frequently enter West View to access employee parking.

Additionally, **seven** of the forty-five crashes occurred along the Stein Hwy corridor (Dulaney St. to Sussex Ave.) within thirty minutes of the Montessori School's student drop-off and pick-up periods. Drop Off: 0745 – 0800 and Pickup: 1500-1520. Actual times used for review were: 0715 – 0830 and 1430 – 1550.

The location and timing of these crashes strongly suggest that increased commuter traffic associated with Amazon operations has materially altered traffic conditions.

TRAFFIC VOLUME AND SPEED STUDIES

Dulaney Street

85th Percentile Speed:
29.4 MPH

Traffic Volume (05/08/26 – 05/19/26)
13,480

Posted Speed:
25 MPH



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Conclusion:

Dulaney Street is not experiencing a significant speeding problem. However, traffic volumes are excessive for a residential neighborhood.

Oak Street

85th Percentile Speed:
39.3 MPH

Traffic Volume (05/08/26 – 05/19/26)
2,513

Posted Speed:
25 MPH

Conclusion:

Oak Street is experiencing both excessive traffic volumes and significant speeding concerns, with operating speeds nearly fifteen miles per hour above the posted speed limit.

The traffic and speed studies validate resident concerns regarding unsafe traffic conditions.

EFFECTIVENESS OF EXISTING MEASURES

The Seaford Police Department has conducted ongoing traffic enforcement operations within West View.

However, enforcement alone has not resolved the issue because:

- Traffic enforcement depends on officer availability;
- Officers must address traffic concerns throughout the City;
- Enforcement produces temporary compliance;
- Enforcement does not permanently reduce traffic volumes.

Additionally, City officials and the Seaford Police Department have spoken with Amazon management on numerous occasions in an effort to obtain voluntary compliance and assistance in discouraging employee cut-through traffic.

Despite these efforts, neighborhood traffic concerns have persisted.



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EVALUATION OF POTENTIAL COUNTERMEASURES

Speed Humps

A preliminary review indicates that an effective neighborhood speed hump program could require approximately nineteen (19) speed humps throughout West View.

Advantages:

- Effective at reducing vehicle speeds;
- May discourage some cut-through traffic.

Disadvantages:

- Significant installation costs;
- Maintenance costs;
- Potential impacts to emergency response;
- Potential impacts to snow removal and public works operations;
- Does not address the root cause of excessive traffic volume.

Recommendation:

Speed humps should be considered only after the effectiveness of traffic diversion measures has been evaluated.

Emergency-Access Gates

Advantages:

- Eliminates cut-through traffic;
- Restores residential character of the neighborhood;
- Reduces traffic volumes;
- Likely reduces crash exposure;
- Improves quality of life.

Disadvantages:

- Requires infrastructure investment;
- Requires emergency access provisions;
- May increase traffic volumes at the Dulaney/Stein intersection.

Recommendation:

Strongly recommended.

The proposed gates would constitute full vehicular closures with emergency-access provisions.



CITY OF SEAFORD POLICE DEPARTMENT

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PREFERRED RECOMMENDATION

The Seaford Police Department recommends that the Delaware Department of Elections install gates or other permanent access control measures at:

- Allen Street
- Pennsylvania Avenue

to eliminate unauthorized vehicular access through their rear parking lot area.

Should the State install these access control measures, the City of Seaford would install one emergency-access gate at:

- Dulaney Street.

This approach would effectively eliminate neighborhood cut-through traffic while minimizing infrastructure costs to the City.

ALTERNATIVE RECOMMENDATION

Should the Delaware Department of Elections decline to install access control measures, the City of Seaford should install emergency-access gates at:

- Dulaney Street;
- Allen Street; and
- Pennsylvania Avenue.

The gates would prohibit public vehicular traffic while allowing access for:

- Police Department vehicles;
- Fire Department apparatus;
- Emergency Medical Services;
- Authorized City personnel.

Access may be accomplished through a Knox Box system, keyed access, electronic access devices, or another approved emergency access mechanism.



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POST-IMPLEMENTATION MONITORING

Following implementation of access control measures, the City should monitor conditions through:

- JAMAR radar traffic counters;
- Follow-up traffic volume studies;
- Periodic speed studies;
- Directed traffic enforcement operations;
- Ongoing crash analysis.

The purpose of this monitoring would be to determine whether:

- Traffic volumes have decreased;
- Speeding has been reduced;
- Crash frequency has declined; and
- Additional traffic calming measures are necessary.

FUTURE TRAFFIC CALMING CONSIDERATIONS

If speeding remains problematic after implementation of access control measures, the City should consider strategically placed speed humps at locations identified through review and subsequent traffic studies.

Because the primary issue affecting West View is excessive cut-through traffic volume, speed humps should be considered a secondary traffic calming measure.

WHY ACTION IS NECESSARY NOW

The City has documented:

- A 136.8% increase in corridor crashes;
- A 171.4% increase in neighborhood crashes;
- Excessive speeding;
- Increased traffic volumes;
- Ongoing resident complaints;
- Continued use of residential streets as commuter shortcuts.

The City should not wait for a serious injury or fatal crash before implementing reasonable and appropriate traffic safety measures.

The purpose of these recommendations is not to impede access to Amazon or any other business. Rather, the goal is to restore neighborhood safety, improve quality of life, and reduce the likelihood of future crashes and injuries.



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(302) 629-6645



CONCLUSION

The available evidence strongly supports the implementation of traffic diversion measures and access control strategies within the West View neighborhood.

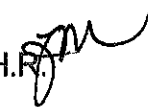
The substantial increase in crashes, excessive traffic volumes, documented speeding, and persistent resident complaints demonstrate that existing measures have not adequately addressed the problem.

The recommended access control measures represent a reasonable, data-driven, and proactive approach to restoring West View to its intended purpose as a residential community and protecting the safety of its residents and visitors.

NB# 3

Memo

To: Mayor & Council

From: June Merritt, Director of Finance & H.R. 

CC: Charles Anderson, City Manager

Date: June 22, 2026

Re: FY 2026 Vehicle Purchases – Financing Proposals

A "Request for Quote" was sent to eight of the local financial institutions. I received quotes from four of them. I have attached a spreadsheet which summarizes their quotes.

Based upon the information submitted, I recommend the City of Seaford secure a loan with Community Bank Delaware for a 5-year fixed rate of 3.63%.

City of Seaford
Request for Quotes - FY 2026 Vehicle Purchases
Amount: \$475,226
Terms: 5 years

<u>Financial Institution</u>	<u>5 Year Fixed Rate</u>	<u>5 Year Variable Rate</u>	<u>Additional Comments</u>
County Bank	N/A	N/A	No response
Citizens Bank	N/A	N/A	No response
PNC Bank	N/A	N/A	No response
Fulton Bank	N/A	N/A	No response
First Citizens Community Bank	6.0000%	N/A	
Burke&Herbert Bank	5.3900%	N/A	Formerly LinkBank
M&T Bank	5.1800%	N/A	Tax-Exempt Municipal Lease Purchase Agreement
Community Bank Delaware	3.6300%	46% of CBD Prime	Variable rate is 46% of CBD Prime of 6.75% = 3.105%

NB #1
6/23/26

ORDINANCE 2026-A1

An Ordinance Annexing an 18.68 +/- acre Parcel located on the east side of Atlanta Road approximately 125 feet north of William Ross Lane Seaford, DE 19973, owned by ARKA Assets LTD.

Tax Map Parcel 531-10.00-234.01

WHEREAS, the City of Seaford has been requested to annex the lands set forth in Exhibit A, attached hereto, by the owner of the area proposed to be annexed;

WHEREAS, the requested annexation and zoning complies with the City of Seaford Comprehensive Land and Future Land Use Map; and

WHEREAS, after a through review of the findings submitted by the City of Seaford Annexation Committee the Council of the City of Seaford desires to extend the City boundary lines to include said tract of lands.

NOW, THEREFORE, THE CITY OF SEAFORD HEREBY ORDAINS:

Section 1. The present boundary of the City of Seaford, as presently established, is hereby extended to include by annexation all those certain tracts of land consisting of an 18.68 +/- acre Parcel, as the same is shown on a plan denoted Exhibit A, attached hereto and made a part hereof.

Section 2. A Plan of Services has been completed in accordance with Delaware Code and accepted by all necessary agencies.

Section 3. The hereinto described 18.68 +/- acre Parcel of land is hereby zoned R-2 Medium Density Residential District.

Section 4. Said area once annexed will be included in the geographical and political subdivision of the City of Seaford.

Section 5. The City Building Official is hereby directed to secure the description and plot of the territory to be recorded in the Office of the Recorder of Deeds in Sussex County, Delaware, in accordance with the Charter of the City of Seaford.

Section 6. This ordinance, introduced on the 14th day of July 2026, is hereby adopted by an affirmative vote of at least two-thirds of the members of City Council this 14th day of July 2026.

SEAL

Mayor Matthew MacCoy

Attest:

City Manager Charles Anderson

ORDINANCE #2026-06

NP#3
6/9/26
CLEAN COPY
GB#1
6/23/26

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF SEAFORD, an ordinance to

amend Chapter 15, of the Municipal Code of Seaford, Delaware relating to "Zoning", in the manner following, to wit:

Chapter 15, of the Municipal Code of Seaford, Delaware is hereby amended by amending §15.13.6 A to read as shown on the following pages.

06/09/2026	Date of First Reading
06/23/2026	Date of Second Reading & Adoption
00/00/2026	Date of Advertisement
00/00/2026	Date the Ordinance is Effective

CITY OF SEAFORD

By: _____
Mayor

Witness: _____

Attest: _____
City Manager

CHAPTER 15 – Zoning, Land Use & Development

ARTICLE 13 – R-3 High Density Residential District

§15.13.6 Area and bulk regulations.

A. The following area and bulk requirements shall be observed:

General requirements in R-3 Zones:	
<i>Subdivision site area</i>	Four (4) acre minimum
<i>Dwelling units per acre</i>	Ten (10) maximum
<i>Street frontage of subdivision site</i>	Fifty (50) feet minimum along public street
<i>Lot Depth</i>	One Hundred (100) feet minimum
<i>Building height</i>	Thirty-five (35) feet or three (3) stories maximum
<i>Landscape screen</i>	Along each side or rear property line which directly abuts a residential district in the city or similar district in the county, a landscape screen of not less than fifteen (15) feet in width, as defined in §15.2.2, shall be provided.
Principal Use Structure Requirements:	
Multi-Family Dwelling:	
<i>Dwelling units per building</i>	Twelve (12) maximum
<i>Site coverage</i>	Building Area: Twenty percent (20%) maximum Paved Area: Fifteen (15%) maximum
<i>Front yard setback</i>	Fifty (50) feet minimum
<i>Side yard setback</i>	Fifty (50) feet minimum
<i>Rear yard setback</i>	Fifty (50) feet minimum
<i>Building placement</i>	No part of any Multi-family Dwelling building shall be nearer than twenty-five (25) feet to any other Multi-family Dwelling building on such site.
Townhouse Dwellings and Residential Condominiums Detached:	
<i>Dwelling units per building</i>	Twelve (12) maximum
<i>Lot width, each unit</i>	Sixteen (16) feet minimum
<i>Lot depth, each unit</i>	One hundred (100) feet minimum
<i>Site coverage</i>	The sum of building coverage (twenty percent – 20%) and paved coverage (fifteen percent – 15%) shall not exceed thirty-five percent – 35% maximum of the gross site area. Building coverage and paved coverage may be apportioned between one another, provided the combined total does not exceed thirty-five percent – 35% maximum.
<i>Front yard setback</i>	Twenty-five (25) feet minimum
<i>Side yard setback (townhouse end units)</i>	Ten (10) feet minimum
<i>Rear yard setback</i>	Twenty-five (25) feet minimum

<i>Building placement</i>	Residential condominium dwellings developed as detached principal buildings shall be permitted to be located a minimum of sixteen (16) feet from any other residential condominium detached building on the same lot or development site.
<i>Two Family Semi-Detached Dwelling or Two Family Detached Dwelling:</i>	
Refer to the specific use regulations of Article 52 of this Chapter.	
<i>Single Family Detached Dwelling:</i>	
<i>Lot area</i>	Seven thousand five hundred (7,500) square feet per Dwelling Unit minimum
<i>Lot width</i>	Seventy-five (75) feet per Dwelling Unit minimum
<i>Lot coverage</i>	Thirty percent (30%) maximum
<i>Front yard setback</i>	Twenty (20) feet minimum
<i>Side yard setback</i>	Twenty (20) feet aggregate total with an eight (8) foot minimum
<i>Rear yard setback</i>	Twenty (20) feet minimum
<i>Accessory Use Structure Setbacks:</i>	
<i>Front yard</i>	No closer to the front property line than the front yard setback of the principal structure or in alignment with the front facing wall of the principal structure, whichever results in the greater setback.
<i>Side yard</i>	Five (5) feet minimum
<i>Rear yard</i>	Five (5) feet minimum

ORDINANCE #2026-06

6/9/26
RED-LINE

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF SEAFORD, an ordinance to amend Chapter 15, of the Municipal Code of Seaford, Delaware relating to "Zoning", in the manner following, to wit:

Chapter 15, of the Municipal Code of Seaford, Delaware is hereby amended by amending §15.13.6 A to read as shown on the following pages.

06/09/2026	Date of First Reading
06/23/2026	Date of Second Reading & Adoption
00/00/2026	Date of Advertisement
00/00/2026	Date the Ordinance is Effective

CITY OF SEAFORD

By: _____
Mayor

Witness: _____

Attest: _____
City Manager

CHAPTER 15 – Zoning, Land Use & Development

ARTICLE 13 – R-3 High Density Residential District

§15.13.6 Area and bulk regulations.

A. The following area and bulk requirements shall be observed:

General requirements in R-3 Zones:	
<i>Subdivision site area</i>	Four (4) acre minimum
<i>Dwelling units per acre</i>	Ten (10) maximum
<i>Street frontage of subdivision site</i>	Fifty (50) feet minimum along public street
<i>Lot Depth</i>	One Hundred (100) feet minimum
<i>Building height</i>	Thirty-five (35) feet or three (3) stories maximum
<i>Landscape screen</i>	Along each side or rear property line which directly abuts a residential district in the city or similar district in the county, a landscape screen of not less than fifteen (15) feet in width, as defined in §15.2.2, shall be provided.
Principal Use Structure Requirements:	
Multi-Family Dwelling:	
<i>Dwelling units per building</i>	Twelve (12) maximum
<i>Site coverage</i>	Building Area: Twenty percent (20%) maximum Paved Area: Fifteen (15%) maximum
<i>Front yard setback</i>	Fifty (50) feet minimum
<i>Side yard setback</i>	Fifty (50) feet minimum
<i>Rear yard setback</i>	Fifty (50) feet minimum
<i>Building placement</i>	No part of any Multi-family Dwelling building shall be nearer than twenty-five (25) feet to any other Multi-family Dwelling building on such site.
Townhouse Dwellings and Residential Condominiums Detached:	
<i>Dwelling units per building</i>	Twelve (12) maximum
<i>Lot width, each unit</i>	Sixteen (16) feet minimum
<i>Lot depth, each unit</i>	One hundred (100) feet minimum
<i>Site coverage</i>	<u>The sum of building coverage (twenty percent – 20%) and paved coverage (fifteen percent – 15%) shall not exceed thirty-five percent – 35% maximum of the gross site area. Building coverage and paved coverage may be apportioned between one another, provided the combined total does not exceed thirty-five percent – 35% maximum.</u> Building Area: Twenty percent (20%) maximum Paved Area: Fifteen (15%) maximum
<i>Front yard setback</i>	Twenty-five (25) feet minimum
<i>Side yard setback (townhouse end units)</i>	Ten (10) feet minimum
<i>Rear yard setback</i>	Twenty-five (25) feet minimum

<i>Building placement</i>	<u>Residential condominium dwellings developed as detached principal buildings shall be permitted to be located a minimum of sixteen (16) feet from any other residential condominium detached building on the same lot or development site. No part of any Multi-family Dwelling building shall be nearer than twenty-five (25) feet to any other Multi-family Dwelling building on such site.</u>
<i>Two Family Semi-Detached Dwelling or Two Family Detached Dwelling:</i>	
Refer to the specific use regulations of Article 52 of this Chapter.	
<i>Single Family Detached Dwelling:</i>	
<i>Lot area</i>	Seven thousand five hundred (7,500) square feet per Dwelling Unit minimum
<i>Lot width</i>	Seventy-five (75) feet per Dwelling Unit minimum
<i>Lot coverage</i>	Thirty percent (30%) maximum
<i>Front yard setback</i>	Twenty (20) feet minimum
<i>Side yard setback</i>	Twenty (20) feet aggregate total with an eight (8) foot minimum
<i>Rear yard setback</i>	Twenty (20) feet minimum
<i>Accessory Use Structure Setbacks:</i>	
<i>Front yard</i>	No closer to the front property line than the front yard setback of the principal structure or in alignment with the front facing wall of the principal structure, whichever results in the greater setback.
<i>Side yard</i>	Five (5) feet minimum
<i>Rear yard</i>	Five (5) feet minimum