CITY OF DOVER, DELAWARE
PLANNING COMMISSION
Monday, June 15, 2026 at 7:00 PM

City Hall Council Chambers, 15 Loockerman Plaza, Dover, Delaware

AGENDA

Written comments are accepted via mail to City of Dover – Planning Commission, P.O. Box 475 Dover DE 19903 and via email at CompPlan@dover.de.us.

IN-PERSON AND VIRTUAL MEETING NOTICE

The Planning Commission Meeting for June 15, 2026 will be held as In-Person Meeting in City Hall in City Council Chambers at 7:00 PM and as a Virtual Meeting using Webex, an audio and video conferencing system as an electronic means of communication. The public is welcome to attend in person or virtually with the participation information below.

PUBLIC PARTICIPATION INFORMATION
City of Dover Planning Commission Meeting of June 15, 2026

Join By Phone: Dial +1-650-479-3208
Access Code: 253 344 90772
Password from Phones: 3683772

Join Online: https://bit.ly/PCMeeting06152026
Webinar Number: 2533 449 0772
Webinar Password: DoverPC

If you are new to Webex, get the app now at https://www.webex.com/ to be ready when the meeting starts. For problems accessing the meeting, please call the Planning Office at (302) 736-7196.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

ADOPTION OF AGENDA

APPROVAL OF MINUTES

1. Adoption of Meeting Minutes of May 18, 2026

COMMUNICATIONS & REPORTS

Meeting Reminder: The next Planning Commission regular meeting date is July 20, 2026 at 7:00 PM.

Update on City Council Actions

Department of Planning & Inspections Updates

OPENING REMARKS CONCERNING MEETING PROCEDURES FOR APPLICATIONS

OLD BUSINESS

Request Extension of Planning Commission Approval

NEW APPLICATIONS

2. S-26-11 Delaware State University Football Stadium Plaza at 1200 N Dupont Hwy – Public Hearing and Review of a Site Development Plan for a new 53,370 SF +/- Building with Stadium Plaza Complex and the associated site improvements. The project site will redevelop the south side (home stands) area at the football stadium located on the Delaware State University main campus. The property is zoned IO (Institutional and Office Zone) and also subject to the SWPOZ (Source Water Protection Overlay Zone): Tier 3 Excellent Recharge Area. Property Address: 1200 N. Dupont Highway. Tax Parcel: ED-05-057.00-01-21.00-000. Council District 4.

3. SB-26-02 Bay Village Residential Planned Neighborhood Design: Subdivision Plan - Public Hearing and Review of Preliminary Subdivision Plan for Bay Village Residential Planned Neighborhood Design Application. The property is 79.14 acres of land east of State Route 1 on the south side of White Oak Road and located south of the Garrison Oak Business and Technology Center. The property is currently zoned RM-2 (Medium Density Residence Zone) and subject to the Source Water Protection Overlay Zone (SWPOZ): Tier 2 Primary Wellhead Protection Area. The Preliminary Subdivision application is for 250 townhouse lots and a lot for a future apartment complex development area with associated infrastructure and improvements. The property owner is Bay Village of Dover LLC. Address: South side of White Oak Road. Tax Parcel: LC05-068.00-01-06.00-000. Council District 3. PLUS Review #2024-02-03. *Waiver Request: Elimination of Rear Alley for Lots 1-20. Associated Applications: MI-26-03 Bay Village Residential Concept Sketch Plan was presented to City Council in February 2026 with referral to the Planning Commission. C-26-02 Conditional Use/Master Plan for PND was conditionally approved by the Planning Commission on April 20, 2026; this included approval of the Active Recreation Plan and Alternative Design Standards for PND for Lot Width and Lot Area.*

4. MI-26-06 Text Amendments: Clean Hydrogen Production Facilities – Public Hearing and Review for Recommendation to City Council of Text Amendments to *Zoning Ordinance* pertaining to clean hydrogen production facilities by amending the *Dover Code of Ordinances*, Appendix B - Zoning by adding a definition for “clean hydrogen” in Article 12 and by amending Article 3, Sections 19, 20, 20A and 20B to allow clean hydrogen production facilities to operate as permitted uses in certain zones and adding supplementary regulations by which these facilities must abide. The zoning districts for clean hydrogen production facilities

include the M (Manufacturing Zone), IPM (Industrial Park Manufacturing Zone), IPM2 (Industrial Park Manufacturing Zone – Business and Technology Center), and IPM3 (Industrial Park Manufacturing Zone – Industrial Aviation and Aeronautics Center). Ordinance #2026-10.

NEW BUSINESS

PUBLIC COMMENTS OPPORTUNITY - An opportunity is given for members of the public to provide comments to the Planning Commission not specifically related to Applications with Public Hearings.

ADJOURN

Posted Agenda: June 5, 2026

THE AGENDA ITEMS AS LISTED MAY NOT BE CONSIDERED IN SEQUENCE. PURSUANT TO 29 DEL. C. §10004(e)(2), THIS AGENDA IS SUBJECT TO CHANGE TO INCLUDE THE ADDITION OR THE DELETION OF ITEMS, INCLUDING EXECUTIVE SESSIONS, WHICH ARISE AT THE TIME OF THE MEETING

CITY OF DOVER PLANNING COMMISSION
May 18, 2026

The Meeting of the City of Dover Planning Commission was held on Monday, May 18, 2026, at 7:00 PM as an In-Person Meeting and also using the phone/videoconferencing system Webex. The Meeting Session was conducted with Chairman Mr. Witham presiding. Members present were Mr. Lewis, Mr. Roach (virtual), Mrs. Denney, Mrs. Maucher, Dr. Jones, Mrs. Welsh, Mr. Reaves (virtual) and Mr. Witham. Mr. Baldwin was absent.

Staff members present were Mrs. Dawn Melson-Williams, Mr. Jason Lyon, Mrs. Sierra Brown, Mr. Dan Griffith (City Solicitor) and Mrs. Kristen Mullaney.

APPROVAL OF AGENDA

The Agenda has been revised by adding Item #2 – Update to Development Application C-25-01 Lands of 4BL, LLC; Cecil Street Townhouses at 207 N. West Street – Update on Revisit Request for Review of Cash-in-Lieu Payment for Active Recreation Area (with subsequent agenda items renumbered).

Mrs. Maucher moved to approve the Revised Agenda as presented, seconded by Dr. Jones and the motion was carried 8-0 by voice vote with Mr. Baldwin absent.

APPROVAL OF MEETING MINUTES OF APRIL 20, 2026

Mrs. Welsh moved to approve the Planning Commission Meeting Minutes of April 20, 2026, seconded by Mrs. Denney and the motion was carried 7-0 by voice vote with Mr. Baldwin absent and Mrs. Maucher abstaining from the vote as she was not at that meeting.

COMMUNICATIONS & REPORTS

Mrs. Melson-Williams stated that the next Planning Commission regular meeting is scheduled for Monday, June 15, 2026 at 7PM in the City Hall Council Chambers.

Mrs. Melson-Williams provided an update on the regular City Council and various Committee meetings held on April 27 & 28, 2026 and May 11 & 12, 2026.

Mrs. Melson-Williams stated that we had a new Building Inspector join our team today, so we welcome Lloyd (Evans) to our Staff. He will be in the Building Inspections side of the office. Staff is preparing for what begins tomorrow evening with a Budget Hearing series for the City's FY27 Budget. So, we have potentially three nights of Budget Hearings this week.

OPENING REMARKS CONCERNING DEVELOPMENT APPLICATIONS

Mrs. Melson-Williams presented the audience information on policies and procedures for the In-Person Meeting and Virtual Meeting using the Webex system.

OLD BUSINESS

Requests for Extensions of Planning Commission Approval: none
Update to Development Application:

C-25-01 Lands of 4BL, LLC: Cecil Street Townhouses at 207 N. West Street - Update on Revisit Request for Review of Cash-in-Lieu Payment for Active Recreation Area Requirement for Cecil Street Townhouses project. The Planning Commission on February 18, 2025 granted conditional approval of Conditional Use Plan and Minor Subdivision Plan application to subdivide the existing 12,168 SF parcel located at the northeast corner of N. West Street and Cecil Street into four (4) townhouse lots (Cecil Street Townhouses). The property is zoned RG-1 (General Residence Zone). The owner of record is 4BL, LLC. Property Address: 207 N. West Street, Dover DE. Tax Parcel: ED-05-076.08-02-01.00-000 and others as subdivided. Council District 4. *Waiver Approved: Subdivision Waiver – Alley Requirement. Approved: Cash-in-Leu of Active Recreation Construction. Final Plan Approval granted March 11, 2026.*

Representative: Mr. Cameron Llewellyn of 4BL, LLC

Mrs. Melson-Williams stated that this application C-25-01 is for the development of a series of townhouse lots. This is a property series located at the corner of N. West Street and Cecil Street. It moved through a Conditional Use review process and Subdivision process with Planning Commission, but because it is a proposal for residential development, it has an Active Recreation Area requirement. Initially, that requirement was authorized to pay a Cash-in-Lieu of Recreation Area and the City's *Zoning Ordinance* establishes the calculation process for that. It involves submission of an appraisal for the property. Once the applicant submitted that Appraisal, the amended amount that would be due for that Cash-in-lieu payment was of concern by the applicant. Planning Staff took a look at our Code and suggested an opportunity to revisit the City's Council Committee of the Whole – Parks, Recreation and Community Enhancement Committee to have them to reconsider what that amount is. That did occur back on April 14, 2026 and as a result, that Committee recommended that the Cash-in-lieu amount be revised to a total cost of $1,000; basically $250.00 per lot. That information is what she is presenting to you this evening. The Code otherwise would have required a Cash-in-lieu amount of $8,070 based on the calculation method that is outlined in the *Zoning Ordinance*. In the *Zoning Ordinance;* the ability to revisit this Cash-in-lieu amount is found in Article 5, Section 10.171 which is the determination of suitability for cash donation. It allows the Commission to consider a full or partial Cash-in-lieu instead of constructing Active Recreation Area. It also allows consideration given to proximity to existing recreation facilities or other infeasibility related to the land itself. This evening, she is reporting to the Planning Commission that the Parks, Recreation and Community Enhancement Committee has recommended a different amount for that Cash-in-lieu.

The image on the screen shows us the location of the Cecil Street townhouse lots. It is a little difficult to see, but in the upper part of it about a block to the north is the location of a small City park at the corner of Kirkwood Street and Mary Street. Your packet included the most recent summary report that was submitted to the Committee along with the diagram of this location map and then we also have copies of the approved Subdivision Plan for this site. The next image shows that this lot got approval to be subdivided into a series of four townhouse lots.

Mr. Llewellyn stated that they started this project because they wanted to build affordable townhomes on this lot because it was just a massive lot compared to all of the other lots in that vicinity. Unfortunately, that lot doesn't meet what we call a Bulk Standard, which is just a boiler

plate definition of what a building lot is. So, we went through the various processes of getting the Variances to turn the buildings toward Cecil Street. Very early in that process, Mr. Jason Osika, our Fire Marshal basically said "if you put a sprinkler system in these, I won't make you put an alley out back." I think we all know what happens in alleys in Downtown Dover right now. For the benefit of the Planning Commission and a full disclosure, one of these units is for his daughter and son in law. When the opportunity came to put a sprinkler system in, it created a lot of new challenges. Mr. Jason Lyon can attest that it created challenges getting water mains big enough to deal with it. To make a long story much shorter, where we are right now is we are bouncing off an affordability issue and our *2019 Comprehensive Plan* says we want affordable homes. Later tonight, you are going to hear from a gal in the back about the SJR8 where we are trying to find ways to make homes more affordable. When we immediately tell a family that they have to pay an extra $2,000 right up front, we kind of just know that we are going to have to help these young families get in these homes. So, we are asking for a little bit of help on that end of things so that we can let these young families have the same dream that we have.

Dr. Jones stated that she does recall the application coming through and the discussion about the alleys and so forth. Her question is, were you aware of the requirements for the cash-in-lieu payment? Responding to Dr. Jones, Mr. Llewellyn stated yes. They questioned its validity somewhat because if you read the Code, it does tell you that there are certain square footages. There is one section in the Code that reduces the Active Recreation Area requirement to 75 SF per unit. In our back yards, the two smaller ones are 850 SF and the 1,320 SF for the ones on the ends. So there is plenty of opportunity for a family to decide if they want a sandbox, a swing set or whatever they would like for their young family. We just prefer that they be able to do it in their own backyard, not fund it elsewhere in town.

Mr. Witham asked expense-wise, is if more expensive to put in the sprinkler system than it is to designate an alley on the lots? Responding to Mr. Witham, Mr. Llewellyn stated yes, significantly. They did get some good help from Mr. Jason Lyon in a different way to do the water line but it's still substantially more than just paving an alley.

Mr. Witham asked if the Parks, Recreation and Community Enhancement Committee has submitted their Report to us, correct? Responding to Mr. Witham, Mrs. Melson-Williams stated that she basically verbally gave that to you. They do not issue a Report specifically beyond just Meeting Minutes. Their motion was to recommend the waiver of that Cash-in-lieu payment down to an amount of $1,000 in total which is basically $250 per lot. Those monies are paid to the City of Dover and go to the Park Land Reserve Fund.

Mr. Witham stated that he takes it that that verbal report that was given to the Commissioners tonight is suitable for our purposes of a public record. Responding to Mr. Witham, Mrs. Melson-Williams stated that yes, it would be.

Mrs. Denney moved to approve C-25-01 Lands of 4BL, LLC: Cecil Street Townhomes at 207 N West Street to accept a Cash-in-lieu payment of $1,000 which is $250 per lot, in light of the fact that this is a good project for that particular area and the developer/builder is working hard to meet all of our requirements and it is very costly to bring that new water line in there. She thinks it is a good idea for us to meet them halfway and help them with this fee, seconded by Mr. Lewis

and the motion as carried 8-0 by roll call vote with Mr. Baldwin absent. Mrs. Denney voting yes; she thinks that this reduction for the fee is a good idea in light of the fact that they are trying to meet us halfway. Mrs. Maucher voting yes; in light of the backyard space available for the home owners and the close proximity of the parks and recreational activities that $250 per unit is sufficient. Mr. Roach voting yes; for reasons previously stated. Dr. Jones stated yes; based upon the recommendation from the Parks, Recreation and Community Enhancement Committee. Mrs. Welsh voting yes; for reasons previously stated. Mr. Reaves voting yes; for reasons previously stated. Mr. Lewis voting yes; he is on the Parks, Recreation and Community Enhancement Committee as well that decided this and at that time it seemed like a reasonable compromise and it still does. Mr. Witham voting yes; for reasons set forth in the record and also based upon the Report that we received from the Parks, Recreation and Community Enhancement Committee. It appears to be a good project and a good adjustment for what you are trying to do.

Pending Development Application:

SB-25-02 Lands of Wyoming, LLC and Functional Properties, LLC (Ekaman Subdivision): Conceptual Subdivision Plan - Public Hearing and Continued Review of a Conceptual Subdivision Plan to create five (5) lots and one residual lot from 2 existing parcels totaling 4.5754 acres to be known as Ekaman Subdivision. The proposed subdivision is to consist of five residential lots with the residual for stormwater management area. The proposal includes the extension and addition of a cul-de-sac to the existing street right-of-way of Jefferson Terrace. The larger parcel is zoned R-10 (One Family Residence Zone), and the additional parcel is zoned R-8 (One Family Residence Zone) with both being located south of but not adjacent to Wyoming Avenue and west of Monroe Terrace. Property Address: unaddressed on Jefferson Terrace extension (part of which is referenced as 3.8904 acres of Wyoming Avenue Rear). Property Owners: Wyoming, LLC and Functional Properties, LLC. Tax Parcels: ED-05-077.17-06-02.01-000 & ED-05-077.17-06-13.00-000. Council District 2. *Waiver Requested: Percentage of Lots on a cul-de-sac. The Planning Commission deferred action for SB-25-02 on September 15, 2025 seeking additional information. This property was reviewed in 2013-2015 as SB-13-06 Jefferson Terrace Subdivision; however, the plan was never finalized. Application for Conceptual Subdivision Plan SB-23-01C was conditionally approved by the Planning Commission in March 2023; previous waiver requests were unsuccessful, and the plan expired. The properties were examined again under Conceptual Subdivision Plan SB-24-01 and were denied by the Planning Commission on August 19, 2024.*

Representative: Mr. Troy Adams, Mountain Consulting; Mr. Emmanuel Ehize of Wyoming, LLC

Mr. Witham stated that he is looking for a motion from the Commissioners to lift this application from the table since it was postponed and to continue with this public hearing and review.

Mrs. Maucher moved to lift this application from the table and continue with a public hearing and review, seconded by Mrs. Denney and the motion as carried 8-0 by voice vote with Mr. Baldwin absent.

Mrs. Melson-Williams stated that this application is SB-25-02. It is a Conceptual Subdivision Plan. The lands are held in two ownership entities: Lands of Wyoming, LLC and Functional Properties, LLC. We also refer to it as the Ekaman Subdivision. It is a Subdivision Plan and it involves the large property in the center of the screen that has the R-10 (One Family Residence Zone) on it as well as an adjacent property to the north and east. This property has frontage on both Monroe Terrace and also on the right-of-way from Jefferson Terrace. Those two streets create that cross type format of street network shown in the center of the screen. Jefferson Terrace to the west of Monroe Terrace is currently not improved to City street standards. The right of way exists; however, there is a part of some pavement there at that intersection and it turns into gravel and then into unpaved surface. This proposed Conceptual Subdivision Plan is a plan to create a series of five lots and then the residual land area. The next image includes information on creating Jefferson Terrace to the west of Monroe Terrace and with that terminating in a cul-de-sac. The lots for development of individual single family homes would be along this extension of Jefferson Terrace and around the cul-de-sac area. The residual land is the lower portion of the image here, that is to remain as open space. It includes what is a water way that cuts through it where there are areas of wetland and floodplain areas that by the City's *Zoning Ordinance* would not be allowed to be developed. This project does not involve development in those areas. The property for the larger parcel is zoned R-10 (One Family Residence Zone) and the additional parcel that is on the north side of Jefferson Terrace is zoned R-8 (One Family Residence Zone). The uses in those two zones are the same; the difference is really the minimum lot size in each of those zones. With the project, they are seeking a recommendation this evening in regards to a Subdivision Waiver. The City's *Land Subdivision Regulations* include a requirement related to the percentage of lots on the cul-de-sac. It limits that percentage to 20%. In this case, the property layout basically is a cul-de-sac so pretty much and four of the five of the residential lots proposed for development have frontage on that cul-de-sac area. While they meet the lot width requirements, the sheer percentage number anything greater than 1 and they would have to be asking for that Subdivision Waiver. This project, as noted, began review back in September 2025. At that time, the Development Advisory Committee reviewed the submission and has provided the Report with comments. The Planning Office kicks off that Report by going through all of the lot size requirements which they are meeting. With a Conceptual Subdivision Plan, this is an initial look at the layout of the project. Should it move forward, it will have to return with a little bit more of a detailed plan for their project as part of a Preliminary Subdivision Plan review process. With the extension of Jefferson Terrace as a public street noting that the right-of-way does exist, the street will have to be built by City street standards which include certain types of paving section, upright curbing as well as sidewalks on both sides of the street. This project is in this Concept Plan and showing those elements in this point in time. There are some standards for infill development. This is what that would be because it is totally surrounded by development. There are some landscaping requirements and some features of the individual buildings that will have to be met for those infill standards as well as providing sidewalks is one of those infill standard items. She noted that this property has some areas that are in the Special Flood Hazard Area that is the 1% annual chance flood or 100-Year Flood Plain. They are to remain as natural open space. They can be utilized for things related to stormwater management but they are not on individual lots. The southern property line of two of the parcels stays out of the Flood Hazard Area leaving it on the residual lot that is designed as part of this project. Likewise, there are certain wetland areas that are identified. The City's Code has a buffering requirement from those wetland areas where a

riparian buffer is to be established. That can be done by leaving those areas in their needed vegetative or treed state. Additionally, there are tree planting requirements so the individual lots can retain existing trees on them but there are some minimum tree planting that will be in more detail should this project move forward and also any Active Recreation Area requirements would be looked at during a Preliminary Subdivision Plan review process. The Planning Office provided comments. They recognize that this project creates really a total of six lots out of the two existing parcels that it starts with. Five of those are proposed for residential lots where one house would be located on each lot. The Planning Commission will need to make a recommendation on the Subdivision Waiver request about that increased number of lots on the turnaround portion of the cul-de-sac. Planning Staff notes that given the configuration of the land mass we are starting with, it really doesn't allow for any other scenario other than creating a cul-de-sac because of the surrounding development. The Development Advisory Committee Report includes more detailed comments from the Department of Public Works, the Department of Water/Wastewater as all of these lots will need to be connected to City water and sewer. Likewise, there are comments from the City's Electric Department and from the Fire Marshal's Office. The Fire Marshal will be looking carefully at the cul-de-sac and the details of its sizing as well as fire hydrant placement. DelDOT has provided comments; however, these are not DelDOT or State maintained roadways so what they have to do with DelDOT may be somewhat limited. Stormwater management very specifically, will be reviewed by the Kent Conservation District and is subject to compliance with the Delaware Sediment and Stormwater Management Regulations. There will be much greater detail about how that will be resolved for this property as things move forward. The Kent Conservation District is well aware of the challenges in this watershed area and will be working with the applicant to ensure that their water goes where is needs to and does not cause anything different than what already may happen today in that area. She does want to note that there is a letter that the Kent Conservation District has included specifically as part of the packet regarding this application. Additionally, the Planning Staff included the excerpt of the Meeting Minutes from that September 15th meeting and then they have also included a letter dated March 16, 2026 related to the Woodbrook Development Drainage Improvement Project. It was written by Davis, Bowen and Friedel who was providing consultant services to the City regarding that drainage improvement project. That was one of the reasons why the Planning Commission back in September tabled this application as they wanted to learn more about that drainage improvement project that was underway at the time. She is going to refer to Mr. Jason Lyon as he is an engineer with the City and he can enlighten us a little bit about the Woodbrook Development Drainage Improvement Project; where it stands and how it is related or not related to what is before you this evening.

Mr. Lyon stated that as Mrs. Melson-Williams mentioned, the City of Dover is entertaining a project where in concert with Bond Bill money to assist with drainage concerns in the Woodbrook area. This is northwest of the project that is proposed this evening and the extent of the study starts in the west in this (Woodbrook) development. There is an active swale that bi-sects the property. The image on the screen shows the squiggly lines on the properties. There are also culverts with catch basins in the road and so our engineering team was tasked with eliminating flooding in the roads. The next image shows the span to east. In the middle of the page you will see a stormwater pond that is there along with the swale that is going to the west and then again going through Westview Terrace. There are stormwater pipes that go under the ground and then discharge eventually to the swale that you see on the right of that drawing and

then eventually to the pond that borders Lynnhaven Drive to the south. The task of the engineer was to eliminate what they call flash flooding and so the project does not increase capacity, it just allows the water to go quicker. If you think about a bath tub that doesn't drain very quickly, what you do is make the orifice bigger and water drains quicker. When water drains quicker, it gets to the spot that is needs to go faster instead of having stagnant water, potential mosquitos and all of the other things that we link with stagnant water. The proposed plan is to increase the catch basin size in both Westview Terrace and Woodbrook Drive as well as clean out the vegetation growth in the swale and dip out about two feet from that pond to allow the water to move quicker through that system. He will reiterate that this is not allowing more capacity. This is nothing to do with the proposed subdivision. That was not taking into account with this study, this is existing conditions.

Mrs. Denney stated that she used to manage the Town of Camden. We had very similar issues and of course that 100 Year Flood Plain always sounds intimidating to the community any time you have to talk about it. But, you kind of solidified what she has been thinking just as she has really been studying this because when we heard this in September, there was a huge issue brought up by the community of fear of like the unknown and the already existing. At that time, she felt very strongly just because of her history, that the community doesn't realize it but the best thing that could happen is the development because then the Kent Conservation District is going to get in there and do their job and so the problems that they already have may even go away. If you don't do this and you don't fully understand it, that fear is a reality especially if you've had a flooded basement or any of those things. Other than dredging the pond a little bit and increasing the size of the stormwater drains, then this should resolve itself with those two things happening, correct? Responding to Mrs. Denney, Mr. Lyon stated that it will increase the flow quicker. The same volume of rain is still going to get provided through this system, it is just going to go a little faster.

Mrs. Denney stated that it will go a little faster and the pond will be dredged so there will be a little more room in the pond to accept the extra runoff. Responding to Mrs. Denney, Mr. Lyon stated correct, but the swale it not getting bigger. We are not getting a bigger cross section, and we are not increasing the pipe size. We are just increasing the inlet size to allow more water to get off of the road quicker.

Mrs. Denney stated that from an engineering standpoint, obviously any time you plan a house on a field it takes up space where water goes; we all understand that. But, there is still going to be plenty of impervious soil as far as she can tell on these lots for appropriate drainage, or should be. This is the beginning of what is a few more meetings and a lot more reviewing. Responding to Mrs. Denney, Mr. Lyon stated correct. As Mrs. Melson-Williams mentioned earlier in her opening statement, the Kent Conservation District has the authority and the jurisdiction of reviewing the stormwater improvements which is best management practices. Usually ponds or some sort of potential infiltration if feasible, all of that will be worked out throughout the project. And again, as Mrs. Melson-Williams stated and he will echo again, the Kent Conservation District does not allow development to occur that pushes more water in the post-development than the pre-development.

Mrs. Maucher stated that the project with the swale is going to go forward regardless of what happens with this project. Responding to Mrs. Maucher, Mr. Lyon stated yes, this project was part of the states Bond Bill money for design and they will be budgeting for this construction phasing on an out year. Mrs. Melson-Williams mentioned earlier that the budget hearings start tomorrow night. This is an out-year project so in other words, it is not next fiscal year but a future fiscal year. Regardless of this project, the subdivision construction project will be budgeted for and constructed.

Mrs. Maucher stated to clarify; the City will be responsible for the cost of that project. Responding to Mrs. Maucher, Mr. Lyon stated that potentially. They look at every revenue source; so if you know of anything, we are all ears.

Mrs. Maucher stated that if this development has to have stormwater, is there an HOA that would be required to fund the stormwater management portion? Responding to Mrs. Maucher, Mrs. Melson-Williams stated that residential subdivisions are required to have a Homeowners Association or some type of management entity when they hold common land and she believes that the residual land would make that a requirement. Their stormwater practices for this development would likely be first funded with the developer and then longer term maintenance would be with that Homeowners Association or other maintenance association.

Mr. Witham stated that we don't have a definite timeline for this improvement to this area, correct? Responding to Mr. Witham, Mr. Lyon stated that unfortunately, all he can tell them is that it will not be funded between July 1, 2026 and June 30, 2027.

Mr. Ehize stated that he is the owner of this vacant lot that is under discussion tonight. He appreciates the opportunity to speak directly. He wants to begin by acknowledging because of the concerns that have been raised, he understands that change in any neighborhood can bring questions, caution, and even hesitation. This is your community and your voice matters; he understands that fully. However, he also wants to share the purpose and intention behind this project because he believes that it is a misunderstanding that deserves to be addressed. This lot, as it currently stands is vacant and unused. It contributes no housing and no economic activity and no community benefit. Over time vacant properties often become liabilities and can lower property values and create safety concerns. To give you a sense of his commitment, maintaining this property costs him about $3,000 every year since 2020 when he got this property. Under the advice of his engineers, he spent $50,000 in 2024 to clear the waterways. That, again is commitment. This proposal is not about introducing a threat to the neighborhood. It is about removing the problem and replacing it with value. As it was mentioned in this independent study, that the proposed development would not affect already existing infrastructure, it would make it more efficient. The project consists of single family homes and is designed to bring measureable benefits to this community, including improved safety for active use of the property, increasing property values for surrounding homeowners, beautification of the utilized space and responsible investment long term for the neighborhood and above all, additional taxes to the City of Dover. This project is designed to strengthen this community. He understands that concerns about change are to come from a place of wanting to protect what already exists, but we must also consider what happens when nothing changes. Change is part of progress in society and we have to walk together to proceed responsibly. A strong community is one that evaluates

development based on parts, responsibility, and long term. He is confident that this proposal meets that standard. He is fully committed to ensuring that this project is completed correctly, safely and in full compliance with all applicable regulations. He is also open to continued dialogue to ensure the outcome aligns with the community values and expectations. To reiterate, it will all be single family homes. This is not his first project in this community. What he is asking for tonight is not a final approval. He is asking for a fair and rational evaluation of what is being proposed based on what currently exists. He believes that this project can become something that this community will be proud of and he is willing to work with all stakeholders to ensure that outcome.

Mr. Adams stated that he thinks everything has been explained very well by the presentation from Mrs. Melson-Williams and Mr. Ehize. He doesn't think there is much that he can really add but he wants to reiterate that the major concern the last time that we were here. He thinks the vote was 5-2: five people wanted more information and two people were willing to move forward at that time in September. He thinks the intent has been satisfied to provide the extra information that was desired.

Mr. Witham asked the applicant to explain more about his request with respect to the cul-de-sac. Responding to Mr. Witham, Mr. Adams stated that there is a regulation where only 20% of the lots can be on a cul-de-sac. Given the way this property is shaped, in order to get through the properties on both sides, we are creating a road. There is a paper road kind of there but we are creating a real road here. By the time you get to our land that is developable, you have to immediately create a cul-de-sac. So with that, pretty much all of the developable lots that a house would be placed on, touch the cul-de-sac. So four lots out of the total six lots which he thinks is about 66-67% which greater than 20%. So to make this more of a viable situation for Mr. Ehize, we have to request a waiver from that requirement to get a count.

Mr. Witham asked if he has considered the parking issue that will be created by virtue of that cul-de-sac. Responding to Mr. Witham, Mr. Adams stated that the road will be wide enough to at least have parking on one side. He thinks parking is not allowed in a cul-de-sac anyway.

Mr. Witham asked if the parking will be on the lots themselves. Responding to Mr. Witham, Mr. Adams stated yes, each lot will have a driveway.

Mrs. Maucher stated that was one of her concerns as well. From what she read, the access road will be 24 feet wide and it would prohibit parking on either side of the road. Responding to Mrs. Maucher, Mr. Adams asked Mrs. Melson-Williams to confirm if parking could be on at least one side of the road if it was 24 feet wide.

Mrs. Melson-Williams stated that 24 feet wide is the minimum. If you wish to have parking on one side, she thinks that you add 6 feet to that.

Mr. Adams stated that whatever he has on the plan as width is what he needs to successfully build a road through here. Right-of-way to right-of-way, he has 36 feet. But he thinks that the most important piece here is that each lot will have a driveway. Most houses also have a garage

typically. So, if there is anybody who is parking on the street, they are probably already parking there now if you get what he means. He doesn't think parking is a big issue.

Mrs. Maucher stated that in the Report it states that the applicant has stated that the paved width of the street will be 24 feet which does not allow for on-street parking and parking would be prohibited in a cul-de-sac. If someone was to have a family gathering or party or something, it would be forcing people to park down on Monroe Terrace. Responding to Mrs. Maucher, Mr. Adams stated that if they have to park on Monroe Terrace, fine but this is like any other community in a regular subdivision like everybody else lives in. He doesn't see that being a major concern by his estimation.

Mr. Reaves stated that there was a good question raised about visitors to the houses in the cul-de-sac. He believes the reason why we have the percentage limit is so that we could be able to navigate that cul-de-sac. His question is with the parking that you said that each house has a driveway. How many vehicles is that driveway going to fit for each house? Responding to Mr. Reaves, Mr. Adams stated that these lots are 0.47 acres, 0.27 acres, 0.46 acres, 0.62 acres, and 0.44 acres. These are large in town lots. These are just as large as a subdivision in the country. We have a standard driveway depending on where the houses are sitting on the lot, which is yet to be determined. They could be very long driveways. We have the proper width driveway that is at least two cars deep. You could probably get at least four cars in a driveway if not more, depending on how the house is set in there. For the cul-de-sac, its dimensions are per City of Dover regulations so everything is normal there. He thinks these lots are large enough to figure it out if there is a larger event, but how often will that happen?

Mr. Witham stated that he would agree that the plan itself shows the street width at 36 feet but not in the cul-de-sac. But Mrs. Maucher's comment about the Report under Item #6 states that the applicant states that the width of the street will be 24 feet which does not allow for on-street parking. Parking would be prohibited within the cul-de-sac. Is that inaccurate? Responding to Mr. Witham, Mr. Adams stated no, he doesn't think that is inaccurate. What he failed to have on (the plan) here is the dimension from back of curb to back of curb to verify the 24 feet.

Mr. Witham stated that perhaps you will have to revise that. Responding to Mr. Witham, Mr. Adams stated that he can tell you now, what he has on here works. If we start widening too much, then that creates other issues.

Mrs. Denney stated that this is so preliminary at this stage as we are looking at this. When we truly get into the design and the engineers and the Planning Department take a look at this and say "okay, this doesn't work" or this is a private road and there will be restrictions that have to be met. In the event that they don't meet them, then it's back to the drawing board. This is not the finality; we have a key to the gate. Yes, this looks like a plan and it looks like it fits but this is the first step. We unlock the gate and then they have a whole bunch more to go through to meet a whole lot more requirements. They have to meet requirements for so many parking spaces per bedroom on the property, etc. It could go further than us and find that there is a problem, but overall, does this look good? She is not crazy about a 24 foot width road and she happens to live on State Street which is nice and wide and they don't have a driveway. If she has a party or a graduation or even a Sunday dinner now that the kids are all home and bring their friends, there

are both sides of State Street lined up with cars. But as neighbors, we all understand that because of all of these years that we have been living together. But again, you have a lot more to go through in design and at any point someone can say this isn't wide enough and the lots are going to be shorter.

Mr. Witham stated that this is a hearing on the Conceptual Subdivision Plan; it is the first of at least three hearings so he understands that. The Commissioners are simply pointing out things that they need to talk about. Responding to Mr. Witham, Mr. Adams stated that they hear it very clearly.

Mr. Witham opened the public hearing.

Mrs. Melson-Williams stated that there are a number of sets of public comments that they received in writing. Specifically, Set 1 which was from September 2025, then Sets 2, 3, and 4. Some of them were part of the Planning Commission's packet distribution and others have come out in recent days and Set 4 is from this afternoon. She expects that we will hear from some of the individuals that have provided written comments. We will do the public hearing portion for those that may be present or online and then she will specifically enter all of those public comments into the record formally.

Mr. Steven LeBoon – 1025 Westview Terrace Dover, DE 19901

Mr. LeBoon stated that he wants to thank the Commission for last September for granting the continuance because he did receive the Survey Report from Davis, Bowen & Friedel and it was extraordinary. As Mr. Lyon has articulated, the water will push. One thing that he wants to highlight is that the Report is comprised of 160 pages and every page is intriguing. The water is definitely extraordinary in our area. The impervious coverage came up with the conclusion of 38 and Mr. Lyon can validate. If he is correct, the City is capped at 33 so our neighborhood cannot sustain anymore building. He had emailed Mrs. Melson-Williams the sign in sheet that comprises 19 residents in opposition and it's in the record along with various letters from Mr. Dan Beaker, Mr. Lees and himself. He thinks it's pretty extraordinary how he (applicant) doesn't explain this. This image shows his entrance to his undeveloped land that has been vacant for 200+ years. It has been undeveloped because it's in a flood plain. If you look very closely at where my door is, how is he going to put a road in there? Where are the sidewalks? He wants to remind this Commission, Council already denied this application because of no sidewalks. They were trying to get a variance. He doesn't really know how we moved forward without addressing the sidewalks. In fact, the previous owner when he bought the recycled plans from the MacLeish's, they couldn't move forward to stage 2. Mr. Ehize acquired the property a couple of years ago at a discounted price from $300,000 to $72,000. One of the things that he wants to share for the record is that his wife who is also going to speak to help this gentleman on how to sell this property in a flooded area. The image shown is his old house with an illegal two story garage that was put here illegally. Thankfully the Planning Department where he used to live up north eventually got rid of it. It shows the standing water from less than a quarter inch of rain; that is reality. That is why he wanted to explain why he has been so adamant for 10+ years of why this application needs to be denied. This has been ongoing for 14 years. He is asking the Commission to squash this. If you don't want to squash it based on the fact that he has no access. He purchased an undeveloped property with no access to even build properly. There are no

sidewalks. Council has already denied it. Or you can combine two of them and deny him for the flooding which he has clearly articulated over and over along with all of the Ordinances that protect the residents. You cannot deviate from them. He just wanted to share with the Commission the reality. He cannot build because there is no sidewalk or even an adequate road to go into the entrance of his property. It is really truly extraordinary that he purchased this. With that being said, he has submitted a lot of stuff and he knows his fellow neighbors have all signed the petition. He is asking the Commission to deny it based on the landlock. If you can't get past the entrance of a two lane road with no sidewalks and Council has already denied this application, what is the point in even being here again?

Mr. Luke Siler – 330 Wyoming Avenue Dover, DE 19901

Mr. Siler stated that he is a neighbor and is located adjacent to the property. He wants to reiterate that there is from a visual and from just walking in the neighborhood, it does just look very difficult to make an appropriate entrance. He just worries about how that could impact the community. If these things can be addressed, he is definitely open to that. They love having neighbors and we want to have good neighbors but they do just hope. They are encouraged by your interest and the care of the Commissioners and them wanting to address the logistics and the properness of this development if it were to go forward.

Mrs. Cassandra LeBoon (virtual) – 1025 Westview Terrace Dover, DE 19901

Mrs. LeBoon stated that she first wants to thank the Planning Commission for continuing this matter previously so that the engineering reports could be completed. Those reports confirmed many of the concerns that residents have been raising for years regarding flooding, drainage, and infrastructure limitations in this area. It is also a concern that the project wants to go forward before any of the infrastructure work that Mr. Lyon referenced is completed. Her first concern is that the applicant's own modeling shows the drainage system is already operating near capacity. (Note: The applicant of SB-25-0 did not complete the drainage study being referenced. This is the Woodbrook Drainage Improvement Study completed by a consultant for the City of Dover.) The Report documents surcharge conditions, submerged structures, and crossing that are close to full hydraulic limits. Residents already experience flooding concerns and these findings show the system is already under stress before additional development is added. Second, the Report shows that there is almost no meaningful reduction in peak stormwater flow. The modeled inflow and outflow are essentially identical which suggests that the system is functioning mostly as a conveyance system rather than significantly reducing downstream runoff. This is very concerning with the downstream infrastructure is already strained. Third, there are major roadway and safety concerns. Residents remain concerned that there is not enough room for safe two way traffic, parking, sidewalks, and proper emergency vehicle access. These access concerns have existed for years and were part of previous denials and variance issues involving this property. Additionally, the property seeking development sits above the residences on Westview Terrace which means at any downflow would come onto Westview Terrace. Fourth, this proposal has been brought before City and related areas many times over the years and the same fundamental issues continue to remain unresolved: flooding, drainage, access, infrastructure, limitations, and development feasibility. Residents continue to spend substantial time and resources responding to repeated applications involving substantially similar concerns. Also, many residents were told during the purchase of their own homes, that there would never be any building behind them in the field. They were told this by their real estate agents. Finally, she

would like to ask the Commission to seriously consider preservation of this corridor as protected open space instead of additional residential development. This land already serves as important natural drainage and a stormwater absorption function within the watershed. Preserving it as open space would help reduce flooding risk, protect nearby homes, preserve natural drainage flow paths, and avoid major infrastructure costs. The area also supports local wildlife and natural habitat that would be permanently impacted by dense population development. In addition, Dover already has limited remaining green space, especially within the established residential areas. Once open land like this is developed, it is gone permanently. Preserving this corridor would help protect one of the few remaining natural green spaces in this part of the City while also supporting environmental stability, wildlife habitats and the overall quality of life for surrounding residents. For all of these reasons, she respectfully asks the Planning Commission to make a motion to deny the application with prejudice. As a final note, she would like to mention that the owner has either been unwilling or unable to maintain the property including cutting the grass and making sure that the field is in proper condition. We as residents are highly skeptical that the surrounding development which includes her neighborhood, would not be taken care of or will be taken care of properly. With that all of their ascertains and their saying that they believe that this is how it's going to be, that they are just saying that to get this through and they have no intention on following through.

Ms. Heather Mund, POA and Trustee for Robert Engles – 420 Wyoming Ave Dover, DE 19901

Ms. Mund stated that she is representing the corner property at 420 Wyoming Avenue that corners Westview Terrace. She wants to start by saying that it has been very difficult to hear most of this, but she did hear what Mrs. LeBoon said and she echoes entirely what she said. As it was told to them at the time of purchase of the property, the land was zoned for farmland and/or horses and at the time, there were horses there. They were concerned only because we didn't know what would be going on with that property before we moved in. After we moved in, there were issues with proper drainage and it was causing water intrusion and things. They had serious problems. She is really concerned about what they are evaluating and what they are able to say that they think they can handle this when without this work being added on. It's already been a problem in that area. She doesn't know how this property can withstand it.

Mrs. Melson-Williams stated that she wants to enter the various comments into the record. Beginning with Public Comment Set #1, these were comments received through September 15, 2025 at noon. They were made part of the packet but she will summarize. First, was an email from Steve LeBoon of 1025 Westview Terrace and it also had attachments to it. Email #2 was an email from Joan Sipple of 1139 Westview Terrace received on September 6, 2025. And completing that set was Item #3 which was a letter of support from Mike Glick, property owner of 850 New Burton Road that was received on September 15, 2025. Public Comment Set #2 dates to May 8, 2026 at noon and it was those items received by the time of packet distribution. The item there is an email from Steve LeBoon that we received on May 7, 2026. It includes a letter of opposition of the same date and it had a photo link which she believes Mr. LeBoon showed this evening and then a couple of video links of flooding activity examples in the area. Public Comment Set #3, also of May 2026. These were comments received through May 15, 2026 at 3PM. These were distributed to the Planning Commission electronically after the receipt and this consists of a series of five items. The first being an email from Dan and Joy Bieker of

1033 Westview Terrace received on May 8, 2026. The next item was an email received on May 9, 2026 at 11:27AM that included a screenshot of Davee Lees comments on the project. Email #3 was also from Steve LeBoon received on May 9, 2026. It had two attachments, the original letter of opposition that he sent on May 7, 2026 and then a letter specifically talking about opportunities for open space dated May 9, 2026. Email #4 is again from Joan Sipple of 1139 Westview Terrace received on May 12, 2026. Email #5 is also from Steven LeBoon dated May 14, 2026 and it was in response to him receiving information from FOIA Request #2026-186: Drainage Improvement Engineering Support for Woodbrook Development with attachments. Attached to this email was a copy of letter of March 16, 2026 from Davis, Bowen & Friedel, Inc. to the City of Dover Department of Water & Wastewater. That letter was already part of the Commission's packet and then Mr. LeBoon also attached the Reports on HydroCAD Modeling associated with the existing conditions as prepared by Davis, Bowen & Friedel, Inc. and also the proposed conditions of areas. Both of those are in total, 160 pages of engineering information and evaluation related to the Woodbrook Drainage Improvement Study. The full document is on file in the City's Planning Office and the City's Department of Water/Wastewater and Engineering Services for those two HydroCAD Modeling runs. The last set of Public Comments is labeled as Set #4 also dated May 2026 and these were received through 1PM today: so, they are emails that were received over the weekend. The first item is an email from Steve LeBoon of 1025 Westview Terrace received on May 17, 2026 and it included the attachment Petition of Opposition (listing 16 properties with signatures). Email #2 appears that it is the same email other than the distribution included additional individuals, but it includes the attachment of the Petition of Opposition. Email #3 also from Steve LeBoon received at 1:26PM this afternoon, was again, that Petition of Opposition but it included an additional signature for the people who reside at 135 Crescent Drive. Set #4 was provided to the Commissioners on their desks this evening.

Mr. Witham closed the public hearing.

Mr. Witham asked if the Planning Commission does not act on the waiver, would it also still be considered by City Council. Responding to Mr. Witham, Mrs. Melson-Williams stated that regarding a Subdivision Waiver, the *Land Subdivision Regulations* suggest that the Planning Commission makes a recommendation and then City Council has final action on that. If the application were to move forward and you were not to act upon the waiver, we would have to report that to City Council. Otherwise, the plan would have to comply with the Code regarding the percentage of lots on the cul-de-sac.

Mr. Lewis asked if we could move forward without acting on the waiver. Responding to Mr. Lewis, Mrs. Melson-Williams stated that you could; but it probably is in the best interest of the application and she would refer to the City Solicitor, that you would take some action in regards to that specific request.

Mr. Griffith stated yes, if there is an application pending, there should be some action taken on the application whether it's recommended in favor or recommend against. Or you can be more creative and recommend that you take no official action. It would not be of any aid to the applicant or City Council and would pretty much obviate the need for Planning Commission if you take no action.

Mr. Lewis stated that he is trying to say that he voted to move forward in September. He was one of the two to move forward in September. Now I'm looking at a Report that says the proposed Lots 1-5 are outside the Flood Hazard Area and that if it gets to the second step then the Kent Conservation District is going to make them do their stormwater management plan after that. but it's dependent on our vote tonight. Is that correct? Responding to Mr. Lewis, Mr. Witham stated yes, that's correct.

Mrs. Denney stated that her understanding of this and she was retired for a little bit before she took this position, but she doesn't think it's changed much. If they open the gate then this will definitely as they move forward, go through all of the necessary reviews up and down the line with Kent Conservation District being a major one. As you might imagine, they are always backed up and it has to go through certain steps before they will address it just like DelDOT; they don't want to hear from you until you are actually putting the blueprint in the machine kind of deal. Responding to Mrs. Denney, Mr. Witham stated that he thinks she is correct. This is just a hearing on the Conceptual Subdivision Plan. It will have to go for a full review process. The next step will be a preliminary review of the Subdivision Plan itself and then a final review. The only exception that is before us is the Request for a Waiver on the cul-de-sac. Otherwise, there is no objection to the DAC comments at all; so, he believes that the applicant would have to comply with the DAC comments as well if we move forward.

Mr. Lewis moved to approve SB-25-02 Lands of Wyoming, LLC and Functional Properties, LLC (Ekaman Subdivision) Conceptual Subdivision Plan to include approval of the waiver with the percentage of the lots in a cul-de-sac, seconded by Mrs. Denney and the motion was carried 6-2 with Mr. Baldwin absent. Mr. Lewis voting yes; this is step 1 of at least 3 and given the fact that he wanted to move forward in September and now that they have some more information which would seem to indicate that as of right now, Lots 1-5 are outside of the Flood Hazard Area. Mr. Roach voting yes; for reasons previously stated. He just feels as though it is beneficial and like he has said before, when it comes down to the application presented, whether we have road blocks or not, he feels as though this would be beneficial to the City. Mrs. Denney voting yes; she feels strongly that based on what we are hearing from Kent Conservation (District) and her little bit of conversation with Mr. Lyon. She really feels that it is not appropriate for them to say you can't do anything on those lots. The road is going to be designed and they will be on a cul-de-sac. Along time ago, she once got into an issue where they were accused of takings. What were we going to say; you can't do anything with those lots forever? She thinks the appropriate thing to do is approve this motion and allow it to go through all of the next steps and then be voted on again by what would be the Council. Mrs. Maucher voting no; she is not in support of the waiver request. Dr. Jones voting yes; for the reasons previously mentioned. Mr. Reaves voting no; based on the fact of the opposition from the residents in that area and also based on the fact that this Flood Plain Area goes through extreme flooding. He also votes no based on the percentage of the dwellings in the cul-de-sac; exceeding that is problematic for our Code and it opens up the door for exceeding the limits that we have set. Mrs. Welsh voting yes; based on the information from Davis, Bowen & Friedel, Inc., the letters from Mr. Glick, and the other gentleman in favor of the positive things that could happen from this development and the information from Mr. Lyon that was received tonight. Mr. Witham voting yes; stating that this Commission has no authority to deny any application with prejudice. He votes yes as he thinks this matter is just at

the preliminary stage. He would raise some questions with respect to the concept itself, but it is not sufficient to say no to the application itself. He thinks that what he has heard tonight, given all of the comments that were presented by Mr. Lyon, this Conceptual Plan should go forward for further review and with respect to the waiver, he votes no because he is not satisfied that the applicant has met requirements.

NEW APPLICATIONS

C-26-03 Little Caboose Child Care - Public Hearing and Review of Conditional Use Site Plan Application for construction of a 9,417 SF Child Day Care Center to be known Little Caboose Child Care and Learning Center and associated site improvements. The property is 2.259+/- acres of land located in the Enterprise Business Park. The property is currently zoned IPM (Industrial Park Manufacturing Zone). The property owner is Atlantic Dawn Properties of Dover LLC. Address: 229 Beiser Blvd. Tax Parcel: ED05-076.15-01-03.08-000. Council District 2.

Representative: Ms. Kimberly Bryda, The Little Caboose; Mr. Julian Pellegrini; Pelsa

Mrs. Melson-Williams stated that C-26-03 is a Conditional Use Site Development Plan. It is for The Little Caboose Childcare and Learning Center to be located at 229 Beiser Boulevard. Their plan image shows a tract of land on the west side of Beiser Boulevard at the eastern portion of Beiser Boulevard. The individual lot that we are dealing with is 2.259+/- acres. It is currently zoned IPM (Industrial Park Manufacturing Zone); however, the City's *Zoning Ordinance* places child daycare facilities in all zones subject to certain review processes. In this case, a child daycare center, that is one serving more than 13 children, is a Conditional Use before the Planning Commission. The property that is presented here has a driveway access point which leads down to the parking area. The building faces that parking lot area and is surrounded by a fenced area that will be their play facility access. Parking for a child daycare facility is based on the number of adult attendants and the number of children that they are hoping to serve. The applicant has verbally indicated to us that they hope to serve 188 children with 40 staff. That means that 59 parking spaces must be provided and their plan currently shows 61 spaces. As part of this project, they will be required to provide bicycle parking as well as sidewalk along the street frontage of the site. The next image gives us a sense of the tree plantings for the property. They are required to have a total of 33 trees on site. They are using a number of them in the southern portion of the property to screen the parking lot and their dumpster enclosure which is down in that area. It is a mix of trees in parking lot islands and then other open areas on the site. The next image is an exhibit that shows the location of the planned sidewalk. It is shown in red which would extend sidewalk along the entire frontage of Beiser Boulevard for this parcel and then also bring a connecting sidewalk from that street frontage location into the site near the building's main entrance. With this project, there are no specific waivers that are sought. The Report does talk about some minor plan fixes. The Planning Office noted the importance of pedestrian connectivity and they are recommended probably some crosswalk markings where that sidewalk crosses the drive aisle coming into the site and to make sure that they have the appropriate locations of the accessible ramps for the location. The Development Advisory Committee Report continues with the various other agencies providing comments including the Department of Public Works and the Department of Water/Wastewater. Beiser Boulevard is a City street so they will be reviewing the entrance design. There were some comments about the

width of that entrance that she thinks they are going to be looking at refining. The Electric Department has provided comments as has the City's Fire Marshal's Office. The Fire Marshal's Office will be looking at a number of things on the site from a fire protection planning perspective as well as interior to the building. A child day care center such as this is required to have a sprinkler system under the adopted Fire Codes for the City. Other agencies providing comments include DelDOT. They will have to do a preliminary meeting with them because Beiser Boulevard ultimately leads to a State maintained road, so they want to make sure that connection is appropriately designed as well. The Kent Conservation District has provided comments. This property is part of a larger, more regional stormwater facility for the Enterprise Business Park, so they will be looking at some of the provisions for that. Also, the Dover/Kent County MPO provided comments. They are encouraged to see the sidewalks and hopefully the bike rack. They have also noted the proximity of some DART bus stops in the area that may also serve this location.

Ms. Bryda stated that she is the owner of The Little Caboose Childcare and Learning Center and for over 21 years, our facility has served the children and families of the greater Newark community. We are seeking approval to expand to 229 Beiser Boulevard. She is also the President of the Board of Directors for the Delaware Association for the Education of Young Children. If you are unfamiliar with our organization, we are the largest advocacy group for early childhood education in the State of Delaware. We collaborate with community partners and work with legislators to ensure that we are expanding access to quality affordable childcare options to Delaware families. It is worth noting that Dover is considered a childcare desert and what that means is that in Dover there is one childcare slot available for every five children needing care. The Little Caboose has been designed to have a 9,400 SF building with a projected capacity to serve 188 children and bring 40 new jobs to the area. We will also have a 14,000 SF playground that will be broken down into three sections: for an outdoor classroom, a large play area for older children, and then a small toddler play area. We plan to serve children from 6 weeks up to Pre-K with before and after care coverages available. We also partner with high school pathways and institutions of higher learning such as Wilmington University to offer on the job training and practicum hours. We have support from both the Department of Education and the Office of Childcare Licensing to expand our operations so they sincerely hope that the Commission sees the value in this project and that you share our excitement to serve the Dover community as well. The pictures shown on the screen are actually of our current facility in Newark, DE and that is what we will be replicating here as well.

Mr. Pellegrini stated that there is not too much to add but they will answer any questions that the Commission has. This Plan was recorded and approved as a pad site so a lot of the features like stormwater or traffic concerns like that have already gone through an approval process. We are merely adhering to that. For instance, the parking lot is being graded to adhere to the existing catch basins that are collecting water and moving it to the stormwater pond up north.

Mr. Witham asked if they agree with the DAC comments. Responding to Mr. Witham, Mr. Pellegrini stated yes.

Mrs. Maucher asked if they were supportive of the comments from Staff regarding the internal activity with the crosswalks and internal pedestrian activity. Responding to Mrs. Maucher, Mr.

Pellegrini and Ms. Bryda stated yes.

Mrs. Denney stated that when the parents come in the morning, does whoever brings the child must get out of the car and bring them inside and hand them off to somebody? There are a couple of school locally where the parent can pull up and there are teachers or aids on the sidewalk and they will help the child out of the car and into the building. Will this be a situation where the parents get out of the car and come into the building? Responding to Mrs. Denney, Ms. Bryda stated that as they do currently, that would be the expectation that the parents would park their car, walk their children in, correspond with their teachers and talk about their day and they would drop their child off.

Mr. Witham opened the public hearing and after seeing no one wishing to speak, closed the public hearing.

Mrs. Welsh moved to approve C-26-03 Little Caboose Child Care for the daycare center to be known as the The Little Caboose Child Care and Learning Center, seconded by Mrs. Denney and the motion was carried 8-0 by roll call vote with Mr. Baldwin absent.

Mrs. Melson-Williams asked if Staff could confirm that the motion maker is also referring to the DAC comments for this application in your recommendation for approval. Responding to Mrs. Melson-Williams, Mrs. Welsh stated yes.

Mrs. Welsh moved to approve C-26-03 Little Caboose Child Care for the daycare center to be known as the The Little Caboose Child Care and Learning Center to include the DAC comments, seconded by Mrs. Denney and the motion was carried 8-0 by roll call vote with Mr. Baldwin absent. Mrs. Welsh voting yes; she thinks that it is a great use of the property and she knows exactly where that is and she thinks it is a good use for that space. Mr. Lewis voting yes; for reasons previously stated. Mr. Roach voting yes; he feels as though as she said in her presentation, there is a great need in regards to child care in our city so this is a welcomed addition. Mrs. Maucher voting yes; based on DAC comments and again, it is a great use of the property and she is glad to see something going there finally. Mrs. Denney voting yes; she thinks that it is an excellent project and the leadership there as a company has proven their way and she also thinks that this is something that is sorely needed in our community and a good one with outside facilities to play. She thinks it's an excellent project. Dr. Jones voting yes; for reasons previously stated. This is very much needed for our little darlings. Mr. Reaves voting yes; for reasons previously stated. Mr. Witham voting yes; based upon what he heard before the Commission this evening and based upon the DAC comments. The use is appropriate for the neighborhood and it will definitely have a good impact for the orderly development of the surrounding area.

S-26-09 Warehouse Buildings at 118 Galaxy Drive - Public Hearing and Review of Site Development Plan Application for Lot 13 in the Kent County Industrial Park at 118 Galaxy Drive. The application proposes three (3) storage warehouses of 9,900 SF +/- each and associated site improvements. The property is 6.45+/- acres of land located in the Kent County Industrial Park (AeroPark) located off Horsepond Road. The property is currently zoned IPM (Industrial Park Manufacturing Zone) and subject to the AEOZ (Airport Environs Overlay Zone)

– Noise Zone B. The property owner is RAH Realty LLC. Address: 118 Galaxy Drive. Tax Parcel: ED05-087.00-01-07.13-000. Council District 2. *Waiver Request: Elimination of Sidewalks along Horsepond Road and Galaxy Drive. For Consideration: Performance Standards Review Application.*

Representative: Mr. Ron Sutton, Civil Engineer Associates

Mrs. Melson-Williams stated that this is a Site Development Plan for the property at 118 Galaxy Drive. That is known as Lot 13 in the Kent County AeroPark. The lot is 6.45+/- acres of land. It is zoned IPM (Industrial Park Manufacturing Zone) and is subject to the AEOZ (Airport Environs Overlay Zone) – Noise Zone B. They are proposing a series of three buildings but first here are the existing conditions on the site. The western portion of it is wooded and there are wetland areas. There is an existing Wireless Telecommunications Facility on the property close to Galaxy Drive. The project that is proposed is a series of three buildings flanked by parking and loading zone areas off of the main entrance drive. The property does also have frontage on Horsepond Road; however, there is no direct access to Horsepond Road. Everything comes in off of Galaxy Drive which is where the internal streets are at the AeroPark. Their entrance is being proposed basically at the terminus of Galaxy Drive so they will have to be doing a little bit of street improvements to the right-of-way there as they create the entry onto their property. As noted, it is in the IPM (Industrial Park Manufacturing Zone) so uses are governed by that and uses also governed by the AEOZ (Airport Environs Overlay Zone). These are kind of spec build for a warehouse where is could be multiple tenants in a building or a single tenant. We will know in the future but any of those uses have to comply with the *Zoning Ordinance* provisions. They are providing parking and that is shown on the site in addition to at least one side of the building serving as the loading area where there will be opportunity for rollup doors. The property will be required to have bicycle parking and tonight they do have a Waiver Request related to sidewalks. They are seeking elimination of sidewalks along both Galaxy Drive and Horsepond Road. Their request outlines that there are not sidewalks in the immediate vicinity along both of these roads. She will note that while they are asking for a Waiver of both of those sidewalks, DelDOT controls the responsibilities related to sidewalks along Horsepond Road. So even if you voted in approval of such elimination, they would still be subject to review with DelDOT and DelDOT could say that they need to be installed. With tree planting, they are looking to preserve most of the woodland onsite. There is some minor clearing and they have additional tree planting requirements that will be met by other tree planting onsite. The next image on the screen shows the trees collectively placed in the open space areas and then in some other cleared areas of the site. To the west of their entrance drive that comes onto the property is a what is going to be designed as some type of dry stormwater management or limited detection stormwater management pond area so it is not constantly wet. There is also an opportunity to the west of that for tree planting areas. Because this is in the IPM (Industrial Park Manufacturing Zone) it is required to present to you the Performance Standards Review. Basically, they have included a letter statement that goes through all of the objectionable elements and identifies whether their project would cause any such of those items to occur. The DAC Report continues with the other agency reviews from the Department of Water/Wastewater, the Fire Marshal's Office, the Electric Department, the initial comments from DelDOT, and the Kent Conservation District.

Mr. Sutton stated that Mrs. Melson-Williams really doesn't give us much opportunity to make

much of a presentation. To talk about the sidewalk waivers, there are no sidewalks out here on the frontage of Galaxy Drive at all. If you were to look at an aerial image, it doesn't exist. Same thing on Horsepond Road, there are not sidewalks. That is why we are requesting the waiver. When we received DAC comments, they actually came to the DAC Meeting and we actually revised a lot of our plan to address a lot of the DAC comments. We added the curbing. We added the sidewalks onsite for clear access along the buildings and along the entrance road. We added the clear spaces in front of the buildings for the Fire Marshal at the doors. We added the loading berths, bicycle parking, a T-turnaround at the end for the Fire Marshal, and the requirement by Kent Conservation District to not have a wet pond. They wanted us to have a dry extended pond so that we don't have any waterfowl in the area. We adjusted our parking to meet all of the parking requirements and removed some landscaping out of this existing drainage easement next to the newspaper even though they have trees and stuff in that drainage easement as well.

Mr. Lewis stated that he wanted to echo the statements about the sidewalks to not be necessary. A couple of decades ago, he spent several years at the State News and to say that there is no pedestrian traffic, is the understatement of the year. So he doesn't think it's an issue.

Mr. Witham stated that he has been out there himself on occasion and you are absolutely correct.

Mr. Witham opened a public hearing.

Mr. Zach Prebula – Kent Economic Partnership at 555 Bay Road Dover, DE 19901
Mr. Prebula stated that they are the Economic Development Organization for Kent County so we focus on business attraction and also businesses looking to expand here. This property is within what is commonly referred to the East Dover Industrial Area which typically sees a lot of demand for industrial uses here and gives a lot of opportunity to create jobs. What is important is to make sure that our supply inventory continues to match that demand so that we continue to have sites to attract these businesses, help local businesses expand and create jobs here. They ask the Commission to please support this project.

Mr. Witham closed the public hearing.

Mrs. Maucher moved to approve S-26-09 Warehouse Buildings at 118 Galaxy Drive inclusive of the sidewalk elimination waiver request and also approval of the Performance Standards Review Application, seconded by Mr. Lewis and the motion was carried 8-0 by roll call vote with Mr. Baldwin absent. Mrs. Maucher voting yes; based on DAC and Staff comments. Dr. Jones voting yes; for reasons previously stated. Mr. Reaves voting yes; for reasons previously stated. Mrs. Welsh voting yes; for reasons stated in the motion. Mr. Lewis voting yes; for reasons previously stated. Mr. Roach voting yes; for reasons stated in the motion. Mrs. Denney voting yes; she thinks that this is yet another great project for that area. Mr. Witham voting yes; based on the DAC comments and Staff comments. It's appropriate for this particular area for this development to take place.

NEW BUSINESS

Presentation on Senate Joint Resolution 8 (SJR8) - DSHA Technical Assistance for

Housing and Land Use Reform program

Mrs. Melson-Williams stated that this is presentation on Senate Joint Resolution 8 (SJR8), which is the Delaware State Housing Authority's Technical Assistance Program for Housing and Land Use Reform. Mrs. Townshend will explain how we got here with the presentation this evening.

Mrs. Townshend stated that in this capacity, she is actually a technical assistance provider being paid for by the State of Delaware. Basically, Dover is one of nine jurisdictions participating in the SJR8 process. The agenda that she will go through tonight is that we will talk a little bit about the background, how we are approaching a process, the Housing Resources Committee, who the other participating jurisdictions are, get a little bit about how the issues of affordable housing affect Dover, the chosen reforms, and the next steps. The General Assembly created an Affordable Housing Task Force and that Task Force included representation from local governments. Basically, they generated a report and said one of the barriers to affordable housing is local zoning. Based on that, the Senate introduced and both bodies passed SJR8 which basically instructed the Delaware State Housing Authority to hire technical assistance providers to work with municipalities or jurisdictions that voluntarily applied to work on zoning reform. We keep saying zoning reform, but it's basically land use reform. We are going to be looking at process and we are going to be looking at subdivision; zoning is kind of the umbrella. Basically, Dover is one of the jurisdictions that applied to participate. Our approach started off with a kickoff meeting with the Delaware State Housing Authority and then a kick off meeting with the City of Dover. We have built an Excel workbook that we are populating with basically pulling information out of your Code, looking at the development process, and looking at anything that could add time or money to developing housing. From that, we will identify barriers to affordable housing. When the City applied, they identified several strategies that they were interested in considering so we will match those barriers with appropriate strategies and then we will have a public meeting. There will be a public workshop soon so that we can get feedback from the public. Once we get that feedback, we will move into drafting ordinances and again, we will check in with the Commission and City Council at that point as well. We will draft Ordinances to include companion sheets on the Ordinances so that they are easier to understand language. And then we'll hopefully get through the process of actually having some adopted changes. This process is anticipated to be about a twelve-month process. We started in March so we are a couple months in.

The Housing Resources Committee (HRC) is a somewhat of an informal group that meets monthly with the technical assistance providers and the Delaware State Housing Authority. They will be helping with the broader statewide outreach on this. They will be bringing perspectives from their agency. We have a representative from DNREC, DelDOT, Ms. Sarah Keiffer from Kent County Planning, someone from New Castle County Planning, and someone with a background in municipal planning; so it is a pretty well rounded group. Basically, every other month the jurisdictions will also participate where we will have Mr. Lyon, Mrs. Melson-Williams and other City staff there that are available. We will kind of do some training on a topic and in that training, the idea would be to come back and relay the information to the Commission. There are nine jurisdictions participating. There are three technical assistance providers. She is with Rossi Group and we are working with Newark, Dover, Lewes, and Laurel. Smart Growth America, which is a national non-profit that does technical assistance but they

also they are one of the research or best practice groups out there. They are working with Milford, Rehoboth Beach, Georgetown, and Bridgeville. McCormick/Taylor, who Sussex County used for their Land Use Reform Working Group process, is working with Sussex County. Three technical assistance providers have already started and they are collaborating on a regular basis. We are trying to make sure that they are sharing information among ourselves so that they all have the benefit of consistency for all of the participating jurisdictions. The next slide shows affordability in Delaware and in Dover. Basically, what these lines show you is in Delaware and the U.S. around 30% of homeowners are cost burdened. And by cost burdened, we mean you are exceeding 30% of your gross monthly income for housing and utilities. Renters are over 50% for cost burdened. What these lines don't show you is that we are having fewer people making that transition from renter to homeowner. In 2025, 21% of home purchasers were first time buyers which are an all-time low. Additionally, the median age of a first time buyer is now 40-41 when it used to be in the 20's. What we are seeing is that we have people who are in rental housing who are cost burden, many of them are extremely cost burden and that's a larger percentage of our population than it once was. She thinks that we all know, but this is a source through Zillow that shows us that once we hit 2020, prices went up significantly. It shows that we are tracking lower than the State and lower than the National, but we are still in that upward trend for purchase. For rentals, the average rent in Dover is $1,800 a month and the average rent for a one-bedroom apartment is $1,450 a month. Those numbers don't connect well, so there's a gap. The idea of it is that there is not enough to buy. Certainly, she thinks Dover has done its part. We have quite a bit of development of apartment construction underway, but if you look more regionally it is just not there. 53% of households in Dover are renter occupied and 47% are owner occupied. That is a little higher on renter than many of the other communities. The City has always had a priority on, in addition to supporting the rental market to , also be working on homeownership. Some of the strategies that we will look at will support some of that homeownership as well. Shown on the screen in orange is owner occupied and green is renter occupied. What you see is that we have a lot of owner occupied single family detached, some renter or owner occupied attached and then we have the larger apartment complexes. Where you see that dip in the middle, interestingly enough is known as the "missing middle" and that is the idea of duplexes, townhouses, small apartment buildings and not necessarily a complex. Also there is different triplexes and other ways of doing things that aren't either an apartment complex or a single family detached. That is where there tends to be some opportunity. The next slide shows the Inflow/Outflow of residents and where they live and work. What you see in that overlapping of the two circles, those are the people who live and work in the City of Dover. The big green circle, are the people who are employed in the City but come from elsewhere. The lighter green circle is the opposite; they live here and go elsewhere for work. What you see is that we have a lot of people who don't live in Dover but come here for work. The idea is that we have housing near where people are working; there are a lot of community benefits. The next slide shows content from this was in a presentation that Fuller Center for Housing gave to the Council Committee of the Whole. The reason that she included this is basically to show that the things that we are considering in this process are very much similar to the things that all of the housing experts are talking about. The Chosen Reforms that were in the Resolution that City Council passed include: to allow ADUs, which are Accessory Dwelling Units and/or "missing middle" housing types as permitted in residential zones. What is interesting is that she thinks we are getting 2-3 inquiries at this point about what our rules are on accessory dwelling units. Our rules right now are that they are not allows. We have recognized for a while that this was

coming. She thinks that we all know that the staffing situation hasn't really allowed them to focus on that. So now with this, we can address that. Increase buildable density for housing by reducing minimum lot sizes and bulk standards. Mr. Llewellyn was here earlier this evening for the open space for those four townhouses on the corner of Cecil and West Street. He had to get variances to be able to build. One of the things that we are looking at is if we are granting variances to do what we want people to do and what collectively as a community do they think it is the right thing to be doing, then maybe we need to look at adjusting those lot sizes so that people don't have to jump through hoops. So, that will be one thing that they look at. Establishing an inclusionary zoning program to address affordable and workforce housing needs; this one is a bigger load. This is the idea of building 100 units then maybe 15% of them need to be affordable to low or moderate incomes. That takes a lot of administration but it is something that has worked well in past across the County and it is pretty standard in places, our neighboring State included. Then it is about allowing higher density, mixed-use with residential in commercial zones or employment centers. Again, we are seeing some of that. We have apartments being built on Leipsic Road that are in the SC-2 Zone. Again, Dover has embraced some of these things. There are additional Reforms that we, as the City, did not include in our application but that doesn't mean that they are off the table. As we get into identifying those barriers and we go out to the public, we come back to you. If some of these other things are something that you want them to look into a little more and maybe have a discussion about, those things are possible as well.

Basically, what she is looking for from the Commission and from City Council is based on what you know at this point in time, what are the things that are on this list that you support, oppose or don't know enough about to make a decision? She is going to ask Mrs. Melson-Williams to send a link to the form and you can fill that out. They will report it back to you, but this is just so that they can as they go through the process of identifying the possible solutions and so that they can kind of get a sense of where everybody is on these things. They don't want to spend a lot of time chasing down something that really doesn't have the support.

Mrs. Maucher asked what is inclusionary zoning? Responding to Mrs. Maucher, Mrs. Townshend stated that the inclusionary zoning is where you have developments of a certain size where a certain portion of those units would need to be set aside for low to moderate income.

Mr. Lewis asked if he could assume that the second bullet there is the national average. Responding to Mr. Lewis, Mrs. Townshend stated that $1,800 is not based on bedrooms. The $1,450 is in Dover for a one-bedroom. Basically, the idea here is showing that if you are one person, you are still looking at $1,450 a month. She thinks we all know that not all jobs pay enough to be able to afford that.

Mr. Lewis stated that on the next slide, by his math, that is 1,020 unoccupied houses. Are there any statics on that? Are they mostly apartments? Are they the complex still being built on Leipsic Road? Responding to Mr. Lewis, Mrs. Townshend stated that this is based on the 2024 American Community Survey and it's a five-year average per the U.S. Census. Vacant can be many things; it can be vacant. We have a Vacant Building ordinance, and we have places that are registered. It could be somebody's second home if they claim primary residency somewhere else. So for instance, if you are here part time and in Florida part time. It can be a lot of things, but it

isn't unfinished units. She doesn't think that there is an issue of vacancy in existing apartments because that just doesn't exist today.

Mr. Lewis stated that vacant doesn't necessarily mean if failed. Responding to Mr. Lewis, Mrs. Townshend stated exactly. If you look at the beach towns, they've got a very high vacancy rate. It's doesn't mean that they are available, they are just not a primary residence.
Mrs. Maucher on the inflow and outflow of workers, is the inflow primarily because the legislature and the government function? Responding to Mrs. Maucher, Mrs. Townshend stated that she suspects that it is.

Mrs. Maucher asked if that was stripped away, is there a way to look at that data to see how that flow would be? Responding to Mrs. Maucher, Mrs. Townshend stated that she doesn't know because again, this is what we get from the Census. But again, when you look at it, she doubts that it is your actual legislators but it's your state employees who work here and drive in from elsewhere. Ideally, we would be able to have a larger portion of the people who work in Dover live and in Dover.

Mr. Witham stated that his only concern about all of this and he supports this position with Dover getting involved, but his concern is about how much this local concern is going to be taken over by the State. Is that part of your study? Responding to Mr. Witham, Mrs. Townshend stated that it's not .She thinks that you have probably seen that there is a Bill in the General Assembly that's pending that would require municipalities and counties to have a much stronger enforceable component of the *Comprehensive Plan* that deals with affordable housing. Potentially if local governments did more to be ahead of it, the State might not take that approach. She thinks what she has heard from legislators is, the information has been out there and zoning has been largely recognized as a barrier to housing affordability. There has been little movement at the County and Municipal level. So, that's where the push from the State comes from. It would be nice if we could get through this and see where we can get it before the State took a different approach.

Mr. Witham stated that he wants to draw your attention to the article that just happened to appear in the Wall Street Journal this morning about the controversy in Chicago about this same issue. He is neither pro or con; he is just simply saying that it's out there and it depends on what happens with what we tend to do here. We are either going to get public support or public opposition.

Mrs. Townshend stated that she will be back to the Commission reporting information as they move along.

PUBLIC COMMENTS OPPORTUNITY

There was no one wishing to provide comments.

Meeting adjourned at 9:52 PM.

Sincerely,

Kristen Mullaney
Secretary

City of Dover

DATA SHEET FOR SITE PLAN REVIEW

DEVELOPMENT ADVISORY COMMITTEE MEETING OF: June 3, 2026

PLANNING COMMISSION MEETING OF: June 15, 2026

Plan Title:	Delaware State University Football Stadium Plaza on 1200 North Dupont Highway S-26-11
Plan Type:	Site Development Plan
Location:	Northeast area of Delaware State University main campus immediately west of North DuPont Highway
Address:	1200 North Dupont Highway, Dover, DE 19901
Tax Parcel:	ED-05-057.00-01-21.00-000
Owner:	Delaware State University
Development Area:	3.93 acres +/- (171,190.80 SF +/-)
Zoning:	IO (Institutional and Office Zone) SWPOZ (Source Water Protection Overlay Zone): Tier 3 Excellent Recharge Area
Previous Use:	University (Existing stadium parking lot and stadium facilities)
Proposed Use:	University with improved Football Stadium Plaza
Building Area:	53,370 SF +/- for Proposed Building 4,400 SF (Alternative 1 – Building Addition) Total 57,943 SF +/-
Off Street Parking:	Required – 293 spaces Proposed – 11 handicap spaces
Bicycle Parking Spaces:	Proposed - 11 spaces
To Be Clarified:	Compliance with SWPOZ Impervious Surface Coverage

City of Dover Planning Office

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

D.A.C. MEETING DATE: June 3, 2026

APPLICATION: Delaware State University Football Stadium Plaza on 1200 N. Dupont Highway

FILE #: S-26-11 REVIEWING AGENCY: City of Dover Planning

CONTACT PERSON: Dawn Melson-Williams, AICP PHONE #: (302) 736-7196

Note: This Report was initially prepared by Staff of the Rossi Group (iunder a Planning Services contract with the City of Dover). The Report was completed with additional review and editing by the City's Planning Office.

I. PLAN SUMMARY

This application is for review of a Site Development Plan to permit construction of a 53,370 SF +/- Building with Stadium Plaza Complex and the associated site improvements on the 3.93 acres +/- (171,190.80 SF +/-) development area. The project site will redevelop the south side (home stands) area at the football stadium located on the Delaware State University main campus. The property is zoned IO (Institutional and Office Zone) and also subject to the SWPOZ (Source Water Protection Overlay Zone): Tier 3 Excellent Recharge Area. Property Address: 1200 N. Dupont Highway. Tax Parcel: ED-05-057.00-01-21.00-00001. Council District 4.

II. PROJECT DESCRIPTION

The subject property development area consists of a 3.93 +/- acre portion of the 161.91 +/- acre parcel (ED-05-057.00-01-21.00-00001) north of College Road, west of US Route 13 southbound, and northeast of the on-campus Loop Road. This site has previously been developed as the parking and stadium entrance area on the south side of the existing Delaware State University Alumni Stadium and facility/ticket buildings. There is an existing shed that will remain on site. This location is within Delaware State University grounds. An alternative design (Alternative 1) would include a 4,400 SF, one-story addition north of the main proposed building for a Strength and Conditioning Training Facility.

The proposed project would consist of a four-story 53,370 SF building (*57,770 SF with Alternative 1) within the Stadium Plaza Complex, landscaping, and associated site improvements with a locker room, laundry, storage, training rooms, utilities, ticketing, reception area, kitchen lounge, VIP area, press/coaches' area, and meeting rooms. The site access will be via a drive-aisle off Loop Road and connect to the existing parking lot area. This drive-aisle will allow access to the proposed new locker room building, stadium entrance, and grandstand area with eleven (11) proposed ADA parking spaces and additionally converting six (6) existing parking lot spaces to handicap spaces. The Site Plans submitted show a crosswalk along the Loop Road site entrance. A sidewalk providing dedicated pedestrian access is shown connecting to the existing sidewalk along

the Loop Road.

Surrounding Land Uses:
The adjacent areas from the project development area to the south, west, and east are all located within the university areas and are zoned IO (Institutional and Office Zone). These areas consist of university facility buildings, recreational areas, offices, and parking areas. The areas beyond the project limits to the east across US 13 are zoned SC-3 (Regional Shopping Center Zone) and C-4 (Highway Commercial Zone) consisting of a variety of retail and dining establishments.

III. ZONING REVIEW

IO Zoning District
The property is zoned IO (Institutional and Office Zone) and is subject to the regulations of *Zoning Ordinance*, Article 3 §10, Article 4 §4.15, and Article 5 §8.1 as a non-residential lot development. Additionally, Site Development Plan approval in accordance with article 10, section 2 shall be required prior to the issuance of Building Permits for the erection or enlargement of all structures and prior to the issuance of Certificates of Occupancy for any change of use in this zone. Permitted uses within this zoning district (Article 3, §10.d) include:

> Public and institutional uses including hospitals, medical clinics, libraries, police stations, courthouses, transit centers, schools, colleges, universities, places of public assembly, philanthropic and charitable institutions, parks, playgrounds, public indoor recreation centers, athletic fields.

Broadly speaking, an extension of the existing university stadium facilities and parking lot is a permitted use within this zoning district.

SWPOZ – Source Water Protection Overlay Zone, Tier 3: Excellent Recharge Area
The purpose of the Source Water Protection Overlay Zone (*Zoning Ordinance,* Article 3 §29) is to provide a safe drinking water supply and to ensure that groundwater is adequately protected and maintained. This entire Project Area is subject to the Tier 3: Excellent Recharge Area.

The following uses are prohibited throughout the SWPOZ, including in the excellent recharge area:

> *Zoning Ordinance* Article 3 Section 29
>
> 29.51 *Uses prohibited:*
>
> a) Automobile body/repair shop, motor vehicle, boat or farm equipment service;
> b) Gas stations and motor vehicle service stations;
> c) Fleet/trucking/bus terminal;
> d) Dry cleaner;
> e) Electrical/electronic manufacturing facility;
> f) Machine shop;
> g) Metal plating/finishing/fabricating facility;
> h) Chemical processing/storage facility;
> i) Wood preserving/treating facility;
> j) Junk yard/scrap yard/salvage yard;
> k) Mines/gravel pit;
> l) Land divisions resulting in high density (> one unit/acre) septic systems;
> m) Equipment maintenance/fueling areas;
> n) Injection wells/dry wells/sumps, except for single-family residences directing gutter downspouts to a drywell;

> o) Underground storage tanks;
> p) All uses not permitted in the underlying zone district.

As proposed, the activities and onsite facilities do not appear to be a prohibited use under the SWPOZ.

SWPOZ - Tier 3: Excellent Recharge Areas Lands are additionally subject to specific rules regarding impervious coverage. The maximum coverage within Tier 3 Lands is typically 30% or 60% if infiltration is used in the development's stormwater management. Redevelopment typically requires a 15% reduction from pre-development conditions under *Zoning Ordinance,* Article 3 §29.73. See code excerpts below.

> Article 3 Section 29
> 29.72 *Impervious surfaces*. Impervious surfaces within tier 3 lands of the source water protection overlay zone are limited to a maximum of 30 percent. Limits upon impervious surface apply to portions of a site which is within tier 3 lands. New development may exceed the 30 percent impervious cover threshold up to 60 percent impervious cover provided the differential volume of stormwater generated from 30 percent to 60 percent impervious cover, based on the two-year storm, is infiltrated within an excellent recharge area. The use of infiltration shall be based upon the technical merits of the application as well as the ability to quantify the volume of recharge. All infiltration facilities shall be designed in accordance with the Delaware Sediment and Stormwater Regulations.
>
> *29.73 Redevelopment*. Site modification which requires site development plan approval must create a 15-percent reduction in the amount of impervious surface on the site when compared to pre-redevelopment conditions.
> (a) If the 15-percent reduction would require a site to go below the 30-percent maximum impervious surface provision of section 29.72, then the maximum impervious surface cover for the site is 30 percent.
> (b) If stormwater is infiltrated within the excellent recharge area as per section 29.72 then only an amount of reduction in impervious surface which is necessary to meet the 60-percent maximum will be required.

A significant portion of the Delaware State University Campus north of College Road is subject the SWPOZ – Tier 3: Excellent Recharge Area. This project area at the Football Stadium Plaza area is considered as redevelopment. Focusing on this Site Development Area (Limit of Disturbance), the existing conditions are listed as 78.4% impervious surface. The Project Development Area's impervious coverage is currently proposed at 73.8% following construction; a reduction of approximately 6%. Even with the proposed bioretention facility on the southwest side of the project area as part of the development's stormwater management plan, the impervious coverage exceeds the 60% threshold and does not provide a 15% reduction required for redevelopment. This calculation is presented in the data column on the plan set cover sheet. Sufficient information has not been given to evaluate where the campus as a whole stands with the impervious cover limitations of the SWPOZ. The Site Development Area could also be revised to incorporation more open space areas for compliance. The applicant continues to evaluate methods for compliance with these SWPOZ requirements and the potential for infiltration methods of stormwater management. The project may have to seek a variance from the Board of Adjustment related to the SWPOZ provisions.

The bioretention facility and other stormwater management facilities will be reviewed as part of

the Stormwater Management Plan by the Department of Natural Resources and Environmental Control (DNREC).

IV. PARKING SUMMARY

The Plans submitted show that 166 of the existing parking lot spaces will be eliminated and eleven (11) vehicle parking spaces are to be provided near the south side of the project limits of the proposed building. All 11 newly proposed parking spaces will be ADA-accessible spaces located near the main, southeast entrance of the plaza and six (6) existing parking spaces on the southwestern side of the driveway entrance will be converted to ADA-accessible spaces.

A centralized parking plan for the Delaware State University campus was approved by the Board of Adjustment in 2009, superseding code requirements for the campus and individual campus components. Per the Campus Parking Plan, the Board of Adjustment set the required number of parking spaces needed for the Delaware State University Campus at 1,650 parking spaces per Article 6 Section 3.8 of the *Zoning Ordinance* on April 15, 2009 (V-08-19). The current number of parking spaces on campus is estimated to be 2,239 parking spaces with a surplus of 331 parking spaces. This accounts for four of the prior surplus spaces being allocated to the construction of the Agricultural Building as part of Site Plan S-23-18. This project at the Stadium Area will remove 166 parking spaces and construct 11 new parking spaces; therefore, 176 spaces would remain from the campus surplus spaces at project completion. These parking calculations must be confirmed.

Bicycle Parking

The site is required to provide bicycle parking. The minimum bicycle parking requirement is one (1) for every twenty (20) vehicle parking spaces. Sheet C300 includes a bicycle parking calculation which bases the required bicycle parking on 201 vehicle parking spaces, indicating eleven (11) bicycle parking spaces are required for the project. The calculation does not indicate the basis for 201 spaces; the applicant indicated it is the number spaces in the closest large parking lot to the stadium area. There is a parking lot at the southeast corner of the project area that extends beyond the identified project area.

The applicant has stated on the plans that there are a planned 11 bicycle parking spaces to be provided at the southeast corner of the building adjacent to the parking lot.

V. SITE CONSIDERATIONS

Access

The main/only vehicle entrance to the stadium development area is via Loop Road in the center-south of the site. Loop Road is an interior road within the Delaware State University grounds. The approximately 30-foot-wide entrance drive connects to the vehicle parking spaces along the southeast and east sides of the building and the existing parking areas outside the proposed development area to the south. A crosswalk is proposed across the driveway entrance with ramps and ADA early warning detection pads.

Sidewalk

Sidewalks are required along all street frontages. The plan notes a sidewalk proposed along the southwest Loop Road frontage of the property. This sidewalk also connects to a perpendicular specialty paver/drop off area on the west side of the project towards the stadium. The Plan shows that a sidewalk is planned providing pedestrian access from this pathway, onto the site/main plaza

entrance, and connecting to the existing sidewalk network along Loop Road on the other side of the driveway entrance. The overall Delaware State University Campus has an internal sidewalk network and sidewalks along North DuPont Highway and most of College Road.

Lighting

Article 5 §7.1 stipulates that lighting shall provide no less than 1.5 foot-candles at grade. Light shall also be deflected away from adjacent residential areas and shall not be distracting to traffic on adjacent roads. Information on the lighting scheme was not provided and cannot be determined if these regulations are being met.

Dumpsters

The *Zoning Ordinance*, Article 5 §6.1 stipulates the regulations regarding the required number of dumpsters and the associated placement and screening requirements thereof. Article 5 §6.11 specifically notes the following:

> 6.11 *Location and screening required.* All dumpsters must be located in approved locations on the lot. Dumpsters must be placed on hard, paved, dust-free surfaces and may not be placed in designated parking spaces, fire lanes, or access ways. Outside storage of trash, cardboard, or shipping pallets is prohibited. A dumpster enclosure is required to screen the dumpster from view whenever these units are situated so that they will be visible from any public right-of-way or from an adjacent property.

The *Zoning Ordinance* goes on in Article 5 §6.12 to note that non-residential uses provide a minimum of two (2) dumpsters per property. Delaware State University also has a centralized waste collection area, so no onsite dumpsters would be required. However, the Plans identify two (2) dumpsters to be provided located in an enclosure at the southeast end of the parking area and the design is detailed on Sheet C306. The proposed trash enclosure appears to be fenced and will use two (2) 10-foot-wide by 8-foot tall 2”-#9 galvanized gates.

Curbing

The use of 6-inch upright curbing for parking lots and drive aisles is a requirement stipulated in Article 6 §3.6(b) of the *Zoning Ordinance*. The Site Plans submitted (sheet C305) note there is 6-inch upright curbing to be provided.

Arterial Street Buffer

Article 5 §7.3 stipulates that for areas where non-residential zoned property fronts on a principal arterial street, as designated by the comprehensive plan, a landscape buffer shall be required in addition to normal landscaping of the street right-of-way. Arterial street buffers shall be a minimum of 30 feet in depth, measured from the right-of-way line of the arterial street and this landscape buffer shall be planted with a variety of trees, shrubs and ground cover (landscape guidelines of Article 5 §15). As presented, the plan shows that the paved area will encroach into the 30-foot-wide Arterial Street Buffer along North DuPont Highway. The applicant will look to revise the location of the paved area to remove its encouragement into the Arterial Street Buffer area.

The submitted Landscape Plan (Sheet L0.00) does not indicate that additional landscaping will be included in this Arterial Street Buffer area; however, there are existing lawn areas with trees and shrubs planted between the property line and the roadway.

Flood Hazard Area

The *Zoning Ordinance*, Article 5 §11.21 requires that special flood hazard areas (100-year floodplain) remain as open natural areas with no impervious surfaces. Portions of the Delaware State University campus property are within the Special Flood Hazard Area (100-year floodplain/ 1% chance of annual flooding). This property is found on the FEMA FIRM Panel of Kent County Delaware Map Number 10001C0166H effective date May 5, 2003. The flood hazard area is in the western area of the campus adjacent to the Fork Branch. This subject project area is not located in the special flood hazard area.

VI. BUILDING ARCHITECTURE

Conceptual Renderings and Exterior Elevation Drawings were submitted for the proposed Facility. The building is proposed as a rectangular-shaped structure. The exterior is composed primarily of rectangular-shaped panels, whose material is not specified but is listed as a mix of metal and composite materials. They are in a small variety of gray tones with a light, medium, and darker gray provided. The darker neutral tone encompasses the majority of the main building while the central, trapezoidal tower is composed of lighter panels and glazing. The east elevation shows a series of loading doors. The south side also has several doors with glazing and three main entrance points.

The Football Stadium Plaza area consists of multiple pavement surfaces and designs leading to the main entry to stadium grandstands and associated buildings. There are sidewalk connections from the Loop Road and nearby parking lots. There are seating areas and landscape planters.

VII. TREE PLANTING AND LANDSCAPE PLAN

Woodland

The *Zoning Ordinance*, Article 5 §16.2 defines Woodland as follows:

> *Woodland.* An area of contiguous wooded vegetation (7,500 square feet or greater), where trees exist at a density of at least one tree with a caliper dimension of six inches or greater per 375 square feet of land and where the tree branches form a contiguous canopy.

The Landscape Plan provided by the Applicant notes that there are no existing areas of woodland in the site development area and therefore a Tree Preservation and Selective Clearing Plan for cleared woodlands is not required.

Tree Planting

Article 5 §16.62 of the *Zoning Ordinance* specifies that new tree plantings should be provided at a rate of density no less than one (1) tree per 3,000 SF of non-woodland area. The total site development area has been identified by the Applicant as being 3.93 acres +/- (171,190.80 SF). The non-woodland development area is also 3.93 acres +/- (171,190.80 SF). The required number of newly planted trees would be 58 trees.

The Plan submitted notes that 84 trees are to be planted as part of the project: 39 included as part of onsite landscaping in the development area and 45 to be added along the north, south, and west of the development area near (but outside) the project limits. The trees proposed include a mix of maple, oak, and other deciduous and ornamental trees. No details as to further plantings, like shrubbery or other ornamental landscaping, are provided. The entry plaza area appears to

include potential landscape areas.
As all required trees are being planted on the campus, in the site development area and immediately surrounding the development site, tree mitigation is not technically required; however, the Planning Commission should consider the tree planting strategy in their review of the plan.

VIII. CITY AND STATE CODE REQUIREMENTS:

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:

1) Arterial Street Buffer:
   a) The paved area shown on the plan at the east end of the building encroaches into the 30-foot Arterial Street Buffer. The Plan will be revised to remove this encroachment rather than seek a waiver from the Planning Commission for a reduction in width of the Arterial Street Buffer.

2) Overall Site Cover Sheet (C-300 series):
   a) Data Column:
      i) Include the SWPOZ – Source Water Protection Overlay Zone, Tier 3: Excellent Recharge Area with the Zoning listing.
      ii) Specify if the Alternative 1 design to include the Strength and Conditioning Facility is the submitted/preferred and update building area.
      iii) Proposed Building area is listed as 57,934.80 SF+/- but the proposed building SF is listed as 53,370 SF on the Construction Plan. Even accounting for the additional 4,400 SF of the Alternative 1 design, there is 164.80+/- SF of Buildings unaccounted for in the Plans. The applicant has noted that the remaining Square footage is an existing shed in the development area. Clarify the building area by listing each building and update Construction Plan (Sheet C304) with all Building areas.
      iv) Update Parking calculation per information in this Report.
   b) Bicycle Parking: The proposed Bicycle Parking calculation references 201 parking spaces. Please identify and note the location of the 201 parking spaces utilized for this calculation.
   c) Highlight the LOD of the proposed development area within the location maps on the Cover Sheet (C300).
   d) Clarify Dumpster enclosure materials and detail.

3) Landscape Plan (Sheet L0.00 series):
   a) State that that the proposed tree planting locations extend beyond the project development area. Modify the description of tree locations to "Within Project Area" and "On Campus Outside of Project Area," as all planting will be on the campus. Technically this is not tree mitigation, as it is all on the same property, but as it is outside of the site development area, Planning Commission should acknowledge this in their action and the Site Plan should reflect this in the notes.
   b) Include substantive plantings of trees, shrubs and ground cover to constitute an Arterial Landscape Buffer (Article 5 §7.3) in the site development area. Indicate the updated planting locations on the Landscape Plan and planting types following the landscape

guidelines outlined in Article 5 §15.

4) Include a lighting scheme/detail sheet to determine if Article 5 §7.1 regulations are being met.

5) Please clarify the building height. The architectural rendering shows the height at 166 feet, but the floor level is labeled as 100 feet. The maximum building height in the IO zone is 150 feet. List building height on Site Plan. *The applicant clarified that it is approximately 66 feet in height as the architectural rendering uses 100 feet as the ground level starting point.*

6) Please confirm compliance with the impervious cover requirements of the Source Water Protection Overlay Zone (SWPOZ) – Tier 3 Excellent Recharge Area. The Data Column identifies a reduction from 78.4% impervious cover to 73.8% impervious cover. The *Zoning Ordinance*, Article 3 §29.73 requires a 15% reduction in impervious cover for redevelopment.
   a) Provide information on the status of the campus compliance with this SWPOZ impervious surface requirement.
   b) Consider revision of the Site Development Plan area to include more open space areas or no pavement area.
   c) Depending on the ability to revise the plan to achieve these impervious surface limitations, the project may be required to seek a variance from the Board of Adjustment.

7) Any Erosion & Sediment Control Plans and Stormwater Management Plans granted approval by DNREC must reflect the Site Plan layout and design conditionally approved by the Planning Commission and be in compliance with the *Zoning Ordinance* and technical review requirements of other agencies.

8) The Final Plan set must include notes documenting any action taken by the Planning Commission and must list any additional conditions of approval.

IX. RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES:

In accordance with the *Zoning Ordinance*, Article 10 §2.2, the Planning Commission in considering and acting upon Site Development Plans may prescribe appropriate conditions and safeguards so that the public health, safety, and welfare, the comfort and convenience of the public in general, and the residents of the immediate neighborhood in particular shall be taken into consideration. These safeguards may to the maximum extent possible further the expressed intent of the *Zoning Ordinance* and the accomplishment of several objectives in particular listed in subsections 2.21 to 2.28.

1) Bicycle Parking: Staff recommends that additional bicycle parking be placed at student entry locations to the facility to allow for improved bicycle access from other locations on and surrounding the campus.

2) Tree Plantings – Acceptance of Planting Locations: The Planning Staff recommends approval of the Tree Planting location in adjacent areas of the campus as a form of compliance for Tree Mitigation that can not readily be achieved in the site development area.

3) Compliance with SWPOZ: The Planning Staff will continue to work with the applicant to understand and consider methods for compliance with the impervious coverage limitations of the SWPOZ (Source Water Projection Overlay Zone). Design options may include reduction of pavement areas, infiltration methods for stormwater management, use of pervious paving, etc.

Other agencies may recommend additional conditions and safeguards in accordance with their areas of expertise. The Recommended Additional Considerations to Meet Code Objectives may be accepted or rejected by the Planning Commission.

X. ADVISORY COMMENTS TO THE APPLICANT:

1) If major changes and revisions to the Site Plan occur in the finalization of the Plan, contact the Planning Office. Examples include reorientation of the building, relocation of site components like stormwater management areas, and increases in floor area count. These changes may require resubmittal for review by the Development Advisory Committee, Planning Commission, or other agencies and commissions making recommendations in regards to the plan.

2) In the event that there are changes to the architecture, building footprint, layout or square footage of the building contact the Planning Office. These changes may require review by the Planning Commission.

3) Other agencies and departments which participate in the Development Advisory Committee may provide additional comments related to their areas of expertise and code requirements.

4) Following Planning Commission approval of the Site Development Plan, the Plan must be revised to document all conditions of approval from the Development Advisory Committee or as otherwise noted. This process involves submission of Check Prints to each agency in order to achieve Final Plan approval.

5) For building new construction, the requirements of the building code and the fire code must be complied with. Consult with the Building Inspections Staff and City of Dover Fire Marshal regarding these requirements. The resolution of these items may impact the site design including such items as building dimensions and height, building openings, and fire protection needs, etc.

6) The applicant/developer shall be aware that prior to any ground disturbing activities on the site the appropriate Site Plan approvals, Pre-Construction meetings, site inspections and permits are required.

7) Construction may have an effect on the adjacent roadways, property owners and visitors. Any work requiring the closing or rerouting of residents or visitors should be coordinated to offer the least amount of inconvenience.

8) The applicant shall be aware that Plan approval does not represent a Sign Permit, nor

does it convey permission to place any sign on the premises. Any proposed site or building identification sign may require a Sign Permit from the City of Dover prior to placement of any such sign in accordance with *Zoning Ordinance,* Article 5 §4.

9) The applicant shall be aware that Plan approval does not represent a Building Permit and associated construction activity permits. A separate application process is required for issuance of a Building Permit from the City of Dover.

If you have any questions or need to discuss any of the above comments, please call the above contact person and the Planning Department as soon as possible.

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

STAFF D.A.C. MEETING DATE: MAY 27, 2026

APPLICATION: **Delaware State University Football Stadium Plaza at 1200 N DuPont Highway**

FILE #: **S-26-11**

REVIEWING AGENCY: **City of Dover Department of Public Works and Water & Wastewater**

CONTACT PERSON: **Jason A. Lyon, P.E., Director of Water & Wastewater**

CONTACT PHONE #: **302-736-7025**

CONTACT EMAIL: **jlyon@dover.de.us**

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:

CITY AND STATE CODE REQUIREMENTS

SANITATION

1. Every commercial customer shall provide such premises with a sufficient number of solid waste containers to provide adequate capacity for the solid waste placed out for collection without overloading the capacity of the containers. The City of Dover shall provide commercial customers with a maximum of two (2), 90-gallon trash containers and two (2), 90-gallong recycling containers.
2. Trash collection site shall be oriented for side-loading pick-up if customer is utilizing City of Dover sanitation services.
3. Any commercial customer requiring more containers, or larger containers, than provided above, must utilize private service.

STORMWATER

1. Final site plan approval will not be granted until a copy of the approved Stormwater/Erosion and Sediment Control Plan from Kent Conservation District / DNREC is submitted to our office.
2. The size, length, slope, type and flow directions must be shown on all existing and proposed storm sewer lines. Rim and invert elevations must be labeled on all stormwater structures.

STREETS

1. Final site plan approval will not be granted until a copy of the approved entrance plan, signed by DelDOT is submitted to our office.
2. Please provide construction details on the proposed road extension, include road section, curb design, etc.
3. The current City of Dover standard street section provides for a 3' grass strip between the curb and sidewalk. This standard was administratively revised to meet ADA and FHA compliance with cross slope requirements and to prevent cars from scrapping at driveways. The revised standard utilizes a five feet (5') wide public sidewalk with a five feet (5') wide grass strip behind the curb.
4. It shall be unlawful for any person to alter the curb of any street so as to create a curb depression for the purpose of permitting vehicles to enter onto or exit from the city streets, without a permit issued by the city manager.

5. Please add the following notes to the plans:

    a. Standard City of Dover sidewalk, as per chapter 98, article IV of the Dover Code of Ordinances, shall be required to be installed along the entire public street frontage of a property. Where frontage sidewalk exists but does not meet the standards of chapter 98, article IV, the sidewalk shall be re-laid to meet the standards. Sidewalk shall include barrier-free access ramping at points of intersection with street crossings and at other locations so as to afford reasonable barrier-free pedestrian movement and site access.

    b. In accordance to Appendix A, Article VI, Section B.3, all sidewalks shall ascend from the curbstone to the building line at the ratio of one-quarter of an inch to the foot. Nothing in this section shall be construed to affect any pavement previously laid by order of the city council, until it is taken up and relaid.

WATER

1. All water utility components must meet the requirements of the Water Wastewater Handbook, effective date March 22, 2010. Please contact our office for more information.
2. The following notes must be added to the plans:

    a. Hydrant connections by the contractor are prohibited. This method may not be utilized during any phase of the project.

    b. Any existing water lines not to be utilized by the proposed facility must be properly abandoned at the mains in accordance with the City of Dover Department of Water & Wastewater specifications and requirements.

    c. The site contractor shall contact the City of Dover Department of Water & Wastewater Construction Manager at (302) 736-7025 prior to the start of construction. A representative from the City of Dover Department of Water & Wastewater must observe and approve all City owned water and sanitary sewer interconnections and testing. All water taps must be performed by a City of Dover approved contractor. The proposed location for the water connection may need to be adjusted in the field due to conditions of the existing main. Possible conditions that would require tapping relocation include proximity to pipe joints, other taps, concrete encasements, conflict with other utilities, and the like. Test holes must be performed by the contractor to determine the best tapping location. The City of Dover will not be held responsible for field conditions requiring adjustment of the tapping location or for any work required by the contractor to make an appropriate and lawful connection.

3. The size, type, and location of all proposed and existing water lines and valves must be shown on the plan.
4. Water usage projections (peak demand or plumbing fixtures) must be submitted to our office to correctly determine the size of the domestic and irrigation (if applicable) water meter for the proposed building. These projections must be submitted prior to approval so the meter size can be placed on the final site plan. The proposed water meter must be installed in a pit per City of Dover requirements and manufacturer's recommendations. Also, a dual check valve is required downstream of the meter.
5. The domestic service, fire main connection and valves must be clearly shown for each building. A valve must be installed at the tee to isolate combined fire and domestic water service to the building from the water loop. Typically, this valve is installed at the tee or an acceptable distance from the building. A valve must be provided on the domestic water service, which must be tapped off of the combined eight-inch (8") fire/domestic service outside of the building. The domestic water tap and valve should be as close to the building as possible. Typically, the domestic tap and valve are located within five feet (5') to ten feet (10') of the building. A blow up detail of this layout is recommended.
6. Provide a construction detail for the proposed restraining system for the fire main located within the buildings. The Department of Public Works will test and inspect all fire mains to a blind flange located inside the buildings. The blind flange with tap is used for hydrostatic pressure testing (200 psi for two (2) hours) and dechlorination. The flange must be restrained in the direction of the pipe entering the facility. A pipe entering horizontally through a wall sleeve shall be restrained with rods through the wall. A pipe entering vertically through a slab shall be restrained through the floor to the ninety degree (90□) bend and thrust block. All rods shall be a minimum of ¾" all thread. All pipes through walls and slabs must be Class 52 cement lined ductile iron pipe. Confirm particulars to meet this requirement with mechanical designer.
7. On October 24, 2022, City of Dover Council approved the new Cross Connection Control Program. This program requires certain backflow prevention assemblies on water service connections to the city's distribution system.

WASTEWATER

1. All wastewater utility components must meet the requirements of the Water Wastewater Handbook, effective date March 22, 2010. Please contact our office for more information.
2. The following notes must be added to the plans:
    a. Any existing sanitary sewer lines not to be utilized by the proposed facility must be properly abandoned at the mains in accordance with the City of Dover Department of Water & Wastewater specifications and requirements.
    b. Part II, Chapter 180, Article III, Section 180-10 of the Code of Kent County requires that "no person shall discharge or cause to be discharged any stormwater, surface water, uncontaminated groundwater, roof runoff, subsurface drainage, uncontaminated noncontact cooling water or unpolluted industrial process waters to any sanitary sewer", this shall include condensate. Sec. 110-231 of the City of Dover Code defines storm sewer as "…any system used for conveying rain water, surface water, condensate, cooling water or similar liquid wastes, exclusive of sewage." The contractor, developer, owner and designers shall ensure during construction that no illegal discharges to the sanitary sewer system are created with the site improvements.
3. The size, length, slope, type and flow directions must be shown on all existing and proposed sanitary sewer lines. Rim and invert elevations must be labeled on all sanitary structures.
4. Cleanouts must be installed on sanitary sewer laterals within five feet (5') of the building, one foot (1') outside of the right-of-way and at all bends. Any cleanout located within a traffic bearing location shall be installed with a heavy duty cast iron frame and cover to prevent damage to the cleanout and lateral.
5. Sizing (flow) calculations must be submitted for all sanitary sewer laterals (other than for single-family dwellings) showing that velocity and all other requirements are met.
6. The minimum size of all sanitary sewer laterals shall be six-inch (6").
7. If kitchen facilities are proposed a minimum 1,000 gallon, two chamber grease trap, meeting all Kent County ordinance requirements, must be provided. A construction detail for the proposed grease trap, as well as the proposed location, must be provided on the plan.
8. Sanitary sewer laterals shall be connected directly to the main, not manholes, unless impracticable, as determined by the Department of Water & Wastewater.
9. The downstream pump station must be evaluated by the developer / engineer to verify it can handle the additional effluent flow.

GENERAL

1. All existing utilities shall be adjusted to final grade in accordance with current City of Dover requirements and practices. This must be included as a note on the plan.
2. No trees may be planted within ten feet (10') of utility infrastructure.
3. No structure may be installed within ten feet (10') of utility infrastructure, please depict all underground utilities and structures on the utility plan sheet to confirm compliance.
4. The final site plan must be submitted in the following compatible digital formats:
    a. AutoCAD 2018 (.dwg format).
    b. Adobe Reader (.pdf format).

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES

SANITATION / STORMWATER / STREETS / WATER / WASTEWATER / GENERAL

1. None.

ADVISORY COMMENTS TO THE APPLICANT

WATER

1. The City of Dover water system is available to this site. The developer is responsible for all costs associated with extending and providing service to the proposed development.
2. Prior to plan approval, the water system plans must be submitted to the Division of Public Health, Office of Drinking Water for review and approval. The owner/developer will be responsible for providing all completed forms and plan sets to the City of Dover as required for submission to the Office of Drinking Water. Plans will not be submitted to the Office of Drinking Water until review has been completed by our office.
3. Hydrant flow testing is currently only performed during the spring and fall. The applicant must call the Department of Water & Wastewater directly to schedule these tests. This applies to both existing hydrants as well as those proposed for the site.
4. Water impact fees will be required to be paid prior to Certificate of Occupancy for this project.

WASTEWATER

1. The City of Dover sanitary sewer system is available to this site. The developer is responsible for all costs associated with extending and providing service and capacity to the proposed development.
2. Prior to plan approval, it may be required to submit the sanitary sewer system plans to the DNREC, Division of Water Resources, Surface Water Discharges Section for review and approval. The owner/developer is responsible for providing all application fees, completed forms and plan sets directly to DNREC.
3. Wastewater impact fees will be required to be paid prior to Certificate of Occupancy for this project.

GENERAL

1. The applicant is advised that depending upon the size of the existing water service and sanitary sewer lateral to be abandoned, flowable fill may be required.
2. Construction plans will not be reviewed by our office unless all previous comments have been clearly addressed within the plan set and accordingly identified within an itemized response letter and with the Water/Wastewater Initial Plan Submission Checklist, which can be obtained from the following website: https://imageserv9.team-logic.com/mediaLibrary/198/WaterWastewaterHandbookFinal_1.pdf, page 88.

STORMWATER / STREETS

1. None

IF YOU HAVE ANY QUESTIONS OR NEED TO DISCUSS ANY OF THE ABOVE COMMENTS, PLEASE CALL THE ABOVE CONTACT PERSON AND THE PLANNING DEPARTMENT AS SOON AS POSSIBLE.

CITY OF DOVER ELECTRIC

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

STAFF D.A.C. MEETING DATE: MAY 27, 2026

APPLICATION:	**Delaware State University Football Stadium Plaza at 1200 N Dupont Hwy**
FILE #:	**S-26-11**
REVIEWING AGENCY:	**City of Dover Electric Department**
CONTACT PERSON:	**Shawn Burgett, Engineering Services & System Ops Superintendent**
CONTACT PHONE #:	**302-674-7568**
CONTACT EMAIL #:	**sburgett@dover.de.us**

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:

CITY AND STATE CODE REQUIREMENTS

ELECTRIC

THE PROPOSED DEVELOPMENT WILL REQUIRE COORDINATION WITH THE CITY OF DOVER ELECTRIC DEPARTMENT FOR ELECTRIC SERVICE DESIGN, INCLUDING TRANSFORMER LOCATION, PRIMARY SERVICE ROUTING, AND METER PLACEMENT. BASED ON PRELIMINARY REVIEW, THE LAYOUT APPEARS WORKABLE AND PRELIMINARY UTILITY COORDINATION IS ALREADY UNDERWAY; HOWEVER, ADDITIONAL LOAD INFORMATION WILL BE REQUIRED TO COMPLETE FINAL SERVICE EVALUATION, TRANSFORMER SIZING, AND FINAL DESIGN. UPDATED ELECTRIC LOAD INFORMATION AND A COMPLETED ELECTRIC LOAD SHEET SHALL BE SUBMITTED PRIOR TO FINAL DESIGN AND ARE REQUIRED TO EVALUATE SERVICE NEEDS. TRANSFORMER LOCATIONS AND UTILITY ACCESS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF DOVER ELECTRIC DEPARTMENT. THE OWNER/DEVELOPER SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH PROVIDING ELECTRIC SERVICE TO THE SITE, INCLUDING ANY REQUIRED UPGRADES OR EXTENSIONS OF ELECTRIC FACILITIES.

1. The roadway and curbing must be in.
2. The right-of-way must be within 6" of final grade.
3. The property corners must be staked.
4. Owner is responsible for locating all existing underground electric, communications and water facilities.
5. Owner is responsible for installing all conduits and equipment pads per the City of Dover Engineering Department specifications.
6. Owner is responsible for site and/or street lighting.
7. Meter locations will be determined by City of Dover Engineering Department.
8. Load sheets and AutoCAD compatible DXF or DWG diskettes of site plans, including driveways, are required prior to receiving approved electrical construction drawings.

9. Any relocation of existing electrical equipment will be engineered by the City of Dover Electric Department. The developer may be required to perform a portion of the relocation work. Any work performed by the City of Dover will be at the owner's expense.
10. Prior to construction, owner is responsible for granting an easement to the City of Dover Electric Department. Easement forms will be furnished and prepared by the City of Dover Electric Engineering Department.
11. Fees will be assessed upon final site plans. The owner will be responsible for fees assessed prior to construction. Owner is required to sign off plans prepared by the Electric Department.
12. Must maintain 10' clearance around all electrical equipment, unless pre-approved by the City of Dover Electric Engineering Department.
13. Prior to the completion of any/all designs and estimates, the owner is responsible for providing the Electric Engineering Department with a physical address of the property.
14. All Engineering and design for Dover Electric will be engineered upon final approved plans. All Engineering work will be furnished by the City's Electric Engineering Department.
15. The City of Dover Electric Department reserves the right to require system upgrades, extensions, or off-site improvements as necessary to maintain system reliability and capacity.
16. All electric system design and installation shall comply with applicable City standards, NEC requirements, and utility best practices as determined by the City of Dover Electric Department.

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES

ELECTRIC

1. Owner must give the City of Dover Electric Department three (3) months' notice prior to construction. Owner is responsible for following the requirements outlined in the City of Dover's Electric Service Handbook. The handbook is now available on the website at the following link: https://evogov.s3.amazonaws.com/media/27/media/13108.pdf.

ADVISORY COMMENTS TO THE APPLICANT

ELECTRIC

1. Updated electric load information and a completed load evaluation shall be submitted prior to final design and are required for transformer sizing, system impact review, service evaluation, and development of primary service cost estimates. Current load sheets can be found at the following link: https://www.cityofdover.com/media/Electric%20Department/COD%20Electric%20Load%20Sheet.pdf.
2. Construction timelines are subject to material lead times, system conditions, and City of Dover Electric Department workload.

IF YOU HAVE ANY QUESTIONS OR NEED TO DISCUSS ANY OF THE ABOVE COMMENTS, PLEASE CALL THE ABOVE CONTACT PERSON AND THE PLANNING DEPARTMENT AS SOON AS POSSIBLE.

S-26-11

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

D.A.C. MEETING DATE: 05/27/26

APPLICATION: Delaware State University Football Stadium Plaza at 1200 N DuPont Hwy

FILE #: S-26-11 REVIEWING AGENCY: **City of Dover, Office of the Fire Marshal**

CONTACT PERSON: **Jason Osika, Fire Marshal** PHONE #: **(302) 736-4457**
josika@dover.de.us

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 ADDRESS BY THE APPLICANT:

CITY AND STATE CODE REQUIREMENTS:

1. Proposed occupancy classification is mixed use (Assembly, business, storage)

2. Building Access shall be no further than 50 feet from a primary entrance.

   Where buildings are provided with an automatic sprinkler system installed in accordance with NFPA 13, access shall be no further than 100 feet from the primary entrance.
   (2021 Delaware State Fire Prevention Regulations, 705, Chapter 5, 3.4)

3. Parking shall be prohibited in front of the primary entrance for a width of not less than 1.5 times the width of the door(s) or for 10 feet, whichever is greater.
   (2021 Delaware State Fire Prevention Regulations, 705, Chapter 5, 6.3.2)

4. Perimeter access shall be 100% and clearly shown on the plans.

   Perimeter Access minimum width shall be10 feet for one-story buildings and 15 feet for buildings of two or more stories, measured from the face of the building at grade with a maximum slope of ten percent (10%). Plantings and utility services (includes condenser units, transformers, etc.) shall be permitted within the perimeter access, and shall not interfere with emergency services fire ground operations.

   If a physical barrier (fence, pond, steep slope, etc) prevents access, that portion of the building perimeter shall not be included in the calculation of Percent of Perimeter Access.
   (2021 Delaware State Fire Prevention Regulations, 705, Chapter 5, 3.5)

   Where parking is located between the building and perimeter access area, parking shall not be located closer than 10 feet to the exterior wall for one-story buildings and 15 feet to the exterior wall for building of two or more stories.

5. Fire lanes shall cover 50% of the proposed building.
   Fire lanes are required to be 24 feet wide and run along the front of the building as determined by the primary entrance(s). In cases where there is more than one primary entrance(s), each shall be served by a fire lane even if this exceeds the percentage as required.

   The closest edge of fire lanes shall not be located closer than ten (10) feet to the exterior wall and the closest edge of fire lanes shall not be located further than 50 feet from the exterior wall if one or two stories in height; 40 feet if three or four stories in height, or 30 feet if over four stories in height.
   (2021 Delaware State Fire Prevention Regulations, 705, Chapter 5)

6. Where parking is located between the building and the fire lane, parking shall not be located closer than 15 feet to the exterior wall.
   (2021 Delaware State Fire Prevention Regulations, 705, Chapter 5, 6.4.1)
   Where parking is located between the building and the perimeter access area, parking shall not be located closer than 10 feet to the exterior wall for one-story buildings and 15 feet to the exterior wall for building of two or more stories. 2021 Delaware State Fire Prevention Regulations, 705, Chapter 5, 3.5.2

7. All Fire Lanes shall be marked as follows:

   both the inner and outer edges of the fire lane shall be marked, where curbs are present, the top and face of the curb shall be painted yellow, where no curbs are present, a four inch (4") solid yellow demarcation line shall mark the edge(s) of the fire lane.
   (2021 Delaware State Fire Prevention Regulations, 705, Chapter 5, 7)

8. The specific color yellow shall be the uniformly accepted yellow as utilized by State of Delaware Department of Transportation (DelDOT). Only vivid and durable paint shall be used and shall be suitable for street surfaces

9. Fire lane signs shall be located as follows:

   see Figure 5-16 – Approved Sign For Marking Fire Lanes, fire lane signs shall be spaced at 150 foot intervals maximum, all fire lane signs shall be located no less than six feet (6') and no higher than eight feet (8') above the pavement, signs shall be placed at each end of the fire lane, and signs shall face all oncoming traffic.

   Where parking is not restricted roadway markings shall utilize the words "FIRE" and "LANE" in lieu of fire lane signs and shall conform to the specifications of 7.6.
   (2021 Delaware State Fire Prevention Regulations, 705, Chapter 5, 7)

10. Where overhangs, canopies, balconies, or any other building or site features must project over any fire lane, an unobstructed vertical clearance of not less than 13'-6" above the fire lane shall be provided and the portion of the building perimeter which contains overhangs, canopies, balconies, or any other building features shall not apply towards the fire lane accessibility requirements of Section 4.0, Table 5-1 in this chapter.
    (2021 Delaware State Fire Prevention Regulations, 705, Chapter 5, 6.8)

11. All access roadways shall be paved and be a minimum of 20 feet clear width for two-way traffic and 14 feet clear width for one-way traffic. The paved width of access roadway shall be measured from edge of parking spaces, or face of curb for vertical curb and back of curb for mountable curb, or edge of pavement if there is no curbing.(2021 Delaware State Fire Prevention Regulations, 705, Chapter 5, 5.2)

12. Multiple Access Roads shall be provided when a fire department access road (fire lane) is determined by the Fire Marshal to be impaired by vehicle congestion, condition of terrain,

climatic conditions, or other factors that could limit access such as placement of fire hose from fire equipment.

13. Street width shall be in accordance with City of Dover Code of Ordinances, Appendix A, Article VII, Section A. 13,

    Residential areas
    24 feet wide with no parking,
    30 feet wide with parking on one side, or
    36 feet wide with parking on both sides

    Commercial areas
    26 feet wide with no parking,
    32 feet wide with parking on one side, or
    38 feet wide with parking on both sides

    Alley
    12 feet wide

14. Any dead-end road more than 300 feet in length shall be provided with a turnaround or cul-de-sac as outlined in the 2021 Delaware State Fire Prevention Regulations 705, chapter 5, 2.3.

15. Speed Reduction Devices must be approved, please see City of Dover Ordinance Chapter 98-10 in reference to this process.

16. Gated Areas: Fire Department access shall be provided to the property through the use of a system or device approved by the Fire Marshal. The system or device required shall be located in an area accessible to the fire department and approved by the Fire Marshal. All gates shall be either automatic or manual.

    An automated system shall consist of one manual and one automated means to open the gate. The owner or their representative shall meet with the Fire Marshal prior to submission to agree on the system. A letter of agreement shall be created and signed by both parties. The letter shall include a detailed description of both the manual and automated means.

    A manual gate shall consist of one manual means to open the gate. The owner or their representative shall meet with the Fire Marshal prior to submission to agree on the means to open. A letter of agreement shall be created and signed by both parties. The letter shall include a detailed description of the manual means to open.
    To be considered accessible for fire department apparatus the actual clear openings shall be not less than 14 feet, the paved surface through the gate shall be not less than 12 feet, and the gate shall be setback from the perpendicular street by at least 50 feet.
    Please contact this office to discuss options available to comply with this requirement.
    (2021 Delaware State Fire Prevention Regulations 705, Chapter 5, 2.6)

17. Fire hydrants shall be installed per the requirements of City of Dover Public Utilities Water/Wastewater Handbook, NFPA requirements (NFPA 1, 18.5.2 and 18.5.3), and Delaware State Fire Prevention Regulations (702, Chapter 6, 5.11) and City Ordinance Sec 46-9 (f).

    Hydrants spacing shall be every 600 feet.

18. All fire hydrants shall be marked as prescribed within the appropriate section of this regulation and as illustrated by the appropriate figures of this regulation.

All fire hydrants shall have minimum of four-inch (4") solid yellow demarcation lines to define specific areas, where fire hydrants are located along a curb line with permitted parking, the area between the fire hydrant and the street or fire lane shall be stenciled with four inch (4") demarcation lines and the words "NO PARKING", demarcation lines shall be measured from the center line of the fire hydrant and extend for a distance 15 feet on both sides.

Where fire hydrants are located in parking lots or other areas susceptible to blockage by parked vehicles they shall be treated as follows: fire hydrants shall be protected in all directions for a distance of seven feet (7') with barriers or curbing, Minimum four-inch (4") diameter steel bollards filled with concrete and marked yellow shall be installed at the outermost corners of the fire hydrant demarcation area. The minimum height of the bollard shall be 36 inches above the finished grade of the adjacent surface, and the steamer connection of all fire hydrants shall be positioned so as to be facing the edge of the street, or traffic lane.
(2021 Delaware State Fire Prevention Regulations, 705, Chapter 6, 2)
The owner is responsible if the hydrant is private.

19. Hydrant barrels shall be provided with reflective material, such as paint, durable for highway/roadway markings or a reflective tape of a minimum of 2" in width around the barrel under the top flange, hydrant bonnets shall be color coded based on the following criteria: class AA 1500 GPM - painted light blue, class A 1,000 GPM -1499 GPM - painted green, class B 500 - 999 GPM - painted orange, class C 250 - 499 GPM - painted red, class D under 250 GPM - painted black.
(2021 Delaware State Fire Prevention Regulations 703, Chapter 3. 4)
The owner is responsible if the hydrant is private.

20. Hydrants are to be Darling Co. B-62-B Breakaway https://american-usa.com/products/valves-and-hydrants/fire-hydrants/5-1-4-american-darling-b-62-b-5

21. NFPA 72 compliant Fire Alarm System required per occupancy code requirements.

Fire alarm in place of assembly. *Fire alarm required.* Any new occupancy or new portion of an occupancy determined to be a place of assembly by the fire marshal and is capable of receiving an occupant load of 75 persons or greater, shall be required to install a fire alarm in accordance with NFPA codes governing the installation of fire alarms and the National Electrical Code.

Fire alarm system required. Any existing occupancy or portion of an existing occupancy determined to be a place of assembly by the fire marshal, and is undergoing renovations in excess of 50 percent of the assessed value of the building and is capable of receiving an occupant load 75 persons or greater or is being enlarged to receive an occupant load of 75 persons or greater, shall be required to install a complete fire alarm system in accordance with NFPA codes governing the installation of fire alarms and the National Electrical Code.

Public mode audible requirements. To ensure that audible public mode signals are clearly heard by occupants of a structure, they shall have a sound level at least 15 decibels (dB) above the average ambient sound level or five decibels (dB) above the maximum sound level having a duration of at least 60 seconds, whichever is greater, measured five feet (1.5m) above the floor in the area required to be served by the system using the A-weighted scale dBA. In the event the stated requirement cannot be met a shunt trip relay/switches shall be the approved method of meeting the intent of this section of the Code.
(City Code of Ordinances 46-171)

22. Sprinkler system required. System is to be monitored by an approved Fire Alarm System.

This chapter shall apply to all buildings, structures, marine vessels, premises, and conditions which are modified by more than 50% after the effective date of these Regulations. The 50% figure shall be calculated utilizing the gross square footage of the building, structure, marine vessel, premises and conditions as to arrive at the correct application.

Any proposal that is presented to the Office of the State Fire Marshal for review and approval for a building rehabilitation as defined in the 101 Life Safety Code, for less than 50% of the gross square footage of a non-sprinklered building, may not have another such project for the same building submitted for review and approval any sooner than three (3) years after the date of the final inspection unless sprinkler projection is provided throughout the entire building.

In all buildings exceeding 10,000 square feet of aggregate, gross floor area.

In all buildings in excess of 40 feet in height or more than four (4) stories in height.

In all buildings or areas thereof used for the storage, fabricating, assembling, manufacturing, processing, display or sale of combustible goods, wares, merchandise, products, or materials when more than two (2) stories or 25 feet in height.

In all basement areas exceeding 2,500 square feet floor area.

In residential occupancies when of: Type V (0,0,0) or Type III (2,0,0) construction and exceeding two (2) stories or 25 feet in height. Type V (1,1,1) and Type III (2,1,1) or

Type IV (2,H,H) construction exceeding three (3) stories or 3In all residential apartment buildings storage areas except individual unit closets that are located within individual residential living units.

In all buildings used as health care occupancies as defined in the Life Safety Code, NFPA 101, as adopted and/or modified by these Regulations. In all buildings or areas classified as "high hazard" under the Life Safety Code, NFPA 101, or "extra hazard" under the Standard for the Installation of Sprinkler Systems, NFPA 13, as adopted and/or modified by these Regulations.

All buildings used as dormitories, in whole or in part, to house students at a public or private school or public or private institution of higher education. (16 **Del.C.** Ch. 88) This applies to all such dormitories regardless if new or existing.

(2015 State of Delaware fire Prevention Regulations, 702, Chapter 4)

Places of assembly shall be sprinklered throughout in accordance with the most recently adopted edition of NFPA 13 when the following apply:

All new indoor places of assembly with an occupant load of 150 persons or greater.

Any interior renovations of 50 percent or more to an existing place of assembly with an occupant load greater than 150 persons.

Any additions or increase in interior size to an existing place of assembly that would create an occupant load of 150 persons or greater.

Places of assembly where alcohol is served for consumption on the premises shall be sprinklered throughout in accordance with the most recently adopted edition of NFPA 13 when the following apply:

All new indoor places of assembly with an occupant load of 100 persons or greater and where alcohol will be served for consumption on the premises.

Any interior renovation of 50 percent or more to an existing place of assembly with an occupant load greater than 100 persons and where alcohol will be served for consumption on the premises.

Any additions or increase in interior size to an existing place of assembly which would create an occupant load of 100 persons or greater and where alcohol will be served for consumption on the premises.

New educational occupancies of 5,000 square feet or greater shall be sprinklered throughout in accordance with the most recently adopted edition of NFPA 13. (City of Dover Code of Ordinances 46-162)

NFPA 101, 12.3.5.1 The following assembly occupancies shall be protected throughout by an approved, supervised automatic sprinkler system in accordance with 9.7.1.1(1): 1. Dance Halls 2. Discotheques 3. Nightclubs 4. Bars 5. Restaurants 6. Assembly occupancies with festival seating

23. Fire Department Connection is to be a 5-inch stortz connection on a 30-degree elbow located within 50 feet of main entrance. Access to the Fire Department Connection must be clear unobstructed access as defined by the AHJ.

    Fire department connections. Unless otherwise approved by the fire marshal, fire department connections shall be on the street side of the building and shall be located and arranged so that hose lines can be readily and conveniently attached to without interference from any nearby obstructions as defined by the fire marshal's office. Fire department connections shall be a five-inch Storz. Fire department connections shall be within 300 feet of an approved City of Dover Fire Hydrant and within 50 feet of the main entrance of the structure it serves. All fire department connections shall be not less than three feet nor more than five feet in height above finished grade. The fire marshal shall have the authority to require more stringent requirements when deemed necessary. (City of Dover Code of Ordinances 46-162)

24. Parking and/or obstructions shall be prohibited in front of fire department connections for a distance measuring from the center line and extending four feet on both sides. (2015 Delaware State Fire Prevention Regulations, 705, Chapter 5, 6.3.4)

25. Fire Department Connection to be located within 300 feet of fire hydrant, measured as hose would come off the fire equipment.

26. If there is any type of rack storage, the following will be required: 1) a diagram showing the layout and type of rack system 2) a list and quantity of items being stored 3) a letter from an authorized/licensed fire suppression contractor stating that in rack sprinklers are or are not needed. If in rack sprinklers are not needed, a letter may be requested from an authorized/licensed fire suppression contractor to ensure that the sprinkler system is adequate for the storage presented.

27. All standpipe and sprinkler connections shall be marked as prescribed within the appropriate section of this regulation and as illustrated by the appropriate figures of this regulation. All standpipe and sprinkler connections shall have minimum of four inch (4") solid yellow demarcation lines to define specific areas, Solid yellow demarcation lines shall be measured from the center line of the connection and extend for a distance of four feet (4') on both sides, and where parking is allow between the building and the street or fire lane the solid yellow demarcation lines shall extend from the end of the sidewalk surface to the street or fire lane (Markings shall not be required on the sidewalk surface).

    All fire department connections (standpipe and sprinkler) shall have a minimum 12" x 18" sign that reads FIRE DEPT. CONNECTION, sign lettering shall be a minimum of 3 inches (3") in

height with red scotchlite letters on white scotchlite background. The sign shall be clearly visible from the fire lane or roadway, and signs using NFPA international symbols shall be an acceptable alternative. (2021 Delaware State Fire Prevention Regulations, 705, Chapter 6, 3)

28. Standpipes shall be provided in all areas and buildings as required in the codes and standards listed in Regulation 701 as well as the following areas or buildings:

    In all Class A and Class B places of assembly and institutional occupancies two (2) stories or 25 feet in height or over,

    In any building over three (3) stories, In any building over 35 feet in height,

    In any building that has a floor above the first floor over 10,000 square feet gross floor area,

    In all buildings where the 1st floor exceeds 60,000 gross square feet,

    a Class I horizontal standpipe system installed in accordance with the applicable codes and standards listed in Regulation 701 of these Regulations shall be provided. All standpipe systems shall be installed in accordance with the applicable codes and standards listed in Regulation 701.

    The standpipe system shall be carried up with each floor and shall be installed and ready for use as each floor progresses.

    Standpipes shall not be more than one floor below the highest forms of staging,

    The 2½-inch of hose connections on Class I systems shall be provided in the following locations, At the highest intermediate landing between floor levels in every required exit stairway,

    Where intermediate landing is not provided, hose connections shall be permitted to be located at the main floor landings in exit stairways when approved by the authority having jurisdiction, Where the local fire department has the capability of providing the required pressure, hydraulically designed standpipe systems in fully sprinklered, non-high-rise buildings shall be designed to provide the required waterflow rate.

    A sign shall be provided at each landing, in all interior stairways, designating the floor level. (2021 Delaware State Fire Prevention Regulations 702, Chapter 4, 2)

29. The installation of natural gas and LP gas meters, regulators, valves, and LP gas bottles shall be protected from impact damage by impact protection. Natural gas and LP gas meters, regulators, and valves located inside structures shall have impact protection, except when located in separate protected utility rooms.

    Dimensions of bollards. Bollards shall be a minimum of six-inch diameter filled with concrete. The bollard shall be set into the ground at a depth of at least 36 inches (three ft.) embedded in concrete at a minimum of 18 inches surrounding the bollard. The bollards must be a least 48 inches (four ft.) in height above the finish grade elevation. Any deviation of the stated requirements must be approved by the fire marshal and/or chief building inspector. The above dimensions shall serve as the requirement for installation; however, the fire marshal and/or chief building inspector shall have the authority to require more stringent dimensions to fit the needs of devices warranting impact protection.

    Color of bollards. Bollards should be of the following colors; yellow, amber or orange. All colors shall be of fluorescent or have a reflective coating. Any deviation of the stated requirements must be approved by the fire marshal and/chief building inspector.
    (City of Dover Code of Ordinances, 46-4)

30. Every house, building or structure used or intended for use as living quarters or as a place for conducting business, and having any wall facing or abutting any public or private street or alley, shall have displayed on that wall, in legible, easily read characters which are of contrasting color to the background, the proper street number for such house, building, or structure in accordance with the following:

*One-family and two-family residential structures, height, t*he number shall measure a minimum of four inches in height, *location, t*he number shall be placed on the house above or to the left or right of the front entrance, *color, t*he number shall be contrasting to the background color, A*rabic numerals, a*ll numbers shall be Arabic numerals.

*Multiple-family dwellings, measurements, t*he number shall measure a minimum of six inches when identifying individual apartments with exterior doors, and 12 inches when identifying buildings with apartment complexes where there are two or more buildings not assigned street addresses. Individual buildings with street addresses shall have numbers measuring six inches, *location, n*umbers shall be placed either in the center of the building or on the street end of the building so as to be visible from either the public or private street or from the parking lot, *color, n*umbers shall be contrasting to the background color, *Arabic numerals, a*ll numbers used shall be Arabic numerals.

*Commercial, industrial and office buildings, height, t*he numbers shall measure a minimum of 12 inches in height, *location generally, n*umbers shall be placed either in the center of the building or on the street end of the building so as to be visible from either the public or private street or from the parking lot,

*property line or driveway, s*hould the building be located far enough from a public or private road so that the numbers are not clearly visible from the street, then the street address shall also be posted on the property at or near the property line or driveway to said building,

*color; each building, n*umbers shall be contrasting to the background color and shall be placed on each building in the complex,

*Arabic numerals, a*ll numbers used shall be Arabic numerals,

Shopping centers. Shopping centers consisting of two or more stores shall have a tenant or suite number affixed to the front of the tenant space and on the outside of the rear door which corresponds with that tenant space. Numbers shall measure six inches in height.
(City of Dover Code of Ordinances, 98-344)

31. A lock box (Knox) containing any and all means necessary for fire department access shall be provided at the following occupancies: any occupancy that contains a fire alarm signaling system that is monitored off-site, or any occupancy that contains an automatic sprinkler system.
(2021 Delaware State Fire Prevention Regulations 705, Chapter 5, 2.4)

Secured key systems. When required; exemption. A secured key system shall be required for any new or existing building where a fire alarm or sprinkler system is being installed. It shall be the responsibility of the owner or occupant to keep a set of keys in the secured key box that are current to the locks of the protected occupancy. Buildings with 24-hour staffing or guard service shall be exempt from this subsection.

Location. The secured key system shall be located as close to the main entrance as possible. Should the building design not allow the secured key system to be located by the main

entrance, the fire marshal and fire chief shall come to an agreement as to an alternate location for the key box. A secured key system, once installed, shall not be obstructed from view or obstructed by any means that would delay the fire department access to the box.

Required keys. Keys to be secured in the key box shall include keys to all points of ingress or egress, whether on the interior or exterior of the building, and keys to locked mechanical rooms, electrical rooms, elevator rooms, fire alarm and sprinkler controls and any area protected by automatic fire detection. Keys to individual residential apartment units are not required.

Ordering responsibility. It shall be the responsibility of the general contractor to order the key box for new buildings. It shall be the responsibility of the owner or tenant to order the key box for existing buildings.

Installation before testing. No acceptance test for sprinklers or fire alarms shall be conducted before the installation of a key box.
(City Code of Ordinances 46-127)

Knox Box to be mounted 6 feet above ground level

32. All required means of egress shall have an exit discharge consisting of a non-slip surface and leading to and terminating at a public way. NFPA 101

33. All new passenger elevators in a building shall be provided with a car sized to accommodate an ambulance cot 24 inches (609 mm) by 84 inches (2133 mm) in its horizontal open position. Where two or more new passenger elevators are located in a single hoist way and serve all or the same portion of the building, only one elevator car that provides a car sized to accommodate an ambulance cot 24 inches by 84 inches in its horizontal position for each hoist way shall be required. Elevator cars required to comply with 15.1 or 15.2 shall be identified by the international symbol for emergency medical services (star of life). The symbol shall be not less than 3 inches (76 mm) in height and shall be placed inside on both sides of the hoist way door frame. Firefighter recall keys shall be provided in a manner acceptable to the local fire department. (2021 Delaware State Fire Prevention Regulations 705, Chapter 1, 15)

34. Buildings over 25,000 Sq. Ft are to have radio performance testing done prior to Final CO. This must be scheduled in advance with an authorized vendor.

35. Project to be completed per approved Site Plan.

36. Full building and fire plan review is required.

37. Separate building permits/plans submission will be required for each building and/or tenant fit out. If the permit submission is for a "shell" a Certificate of Occupancy will not be issued. Separate plans and permits submissions will be required for each "tenant fit out" at which time a Certificate of Occupancy will be issued upon compliance/completion of each "tenant fit out".

    Each "shell" will require a fire permit for sprinkler and fire alarm if applicable. Those systems (for the "shell") must be accepted into service prior to any "tenant fit out" fire permits being issued.

38. Construction or renovations cannot be started until building plans are approved.

39. Fire alarm systems, fire suppression systems, hoods, exhaust ducts, and hood suppression systems require a fire permit from the Fire Marshal's Office. This work cannot be started until the permit is approved.

40. Building cannot be occupied by the public until a Certificate of Occupancy is obtained.

41. The following is City Ordinance, Appendix B-Zoning, Article 8 Enforcement and Penalties:
Section 1. - Building permits.
No building or structure in any district shall be erected or structurally altered without a building permit duly issued upon application to the building inspector. No building permit shall be issued unless the proposed construction or use is in full conformity with all the provisions of this ordinance. Any building permit issued in violation of the provisions of this ordinance shall be null and void and of no effect, without the necessity for any proceedings for revocations or nullification thereof, and any work undertaken or use established pursuant to any such permit shall be unlawful (see section 4 for penalties).
1.1 No building permit shall be issued for the construction or alteration of any building upon a lot without frontage upon, or legal permanent access to, a public street improved to the satisfaction of the planning commission, or without access to a public sewer.
1.2 No building permit shall be issued for any building where the site development plan of such building is subject to approval by the planning commission, except upon approval of such plans approved by the said commission.
1.21 No building permit shall be issued for any building in a subdivision unless the subdivision plot has been approved by the planning commission.
1.3 No building permit shall be issued for a building to be used for any conditional use in any zone where such use is allowed only with approval of the planning commission, unless and until such approval has been duly granted by the said commission.
(Ord. of 7-12-1993, § 3)

ADDITIONAL / SPECIFIC REQUIREMENTS TO OBTAIN APPROVAL:

1. Alternative 1 runs through the perimeter access. Perimeter access is good for this project, but would need to be adjusted if alternative 1 is utilized
2. Please show the fire lanes as outlined in item # 5 listed above. This includes the closest edge of fire lanes shall not be located further than 40 feet.
3. Please refer to item # 14 listed above. If the drive aisle/Fire Lane is 300' or more, a proper turnaround is required
4. Are fire hydrants every 600'?
5. There are two FDC's shown versus one, need to discuss
6. Please provide the occupant load for the grandstands during the building construction submittal
7. Will the plaza support the weight of emergency apparatus?
8. Confirming that the bollards will be collapsable
9. State of DE public health approval will be needed for the kitchen. A hood and hood suppression system will be required
10. Gated areas, please refer to item # 16 listed above

APPLICABLE CODES LISTED BELOW (NOT LIMITED TO):
2021 NFPA 1 Fire Code (NFPA; National Fire Protection Association)
2021 NFPA 101 Life Safety Code (NFPA; National Fire Protection Association)
2019 NFPA 72 National Fire Alarm and Signaling Code (NFPA; National Fire Protection Association)
2019 NFPA 13 Installation of Sprinkler Systems (NFPA; National Fire Protection Association)
2009 IBC (International Building Code)
Latest editions of all other NFPA Codes as defined by the Delaware State Fire Prevention Regulations
2021 Delaware State Fire Prevention Regulations
City of Dover Code of Ordinances

***If you have any questions or need to discuss any of the above comments, please call the above contact person listed.**

From: Mobley, Will (DelDOT)
To: Melson-Williams, Dawn
Cc: Jones, Tijah (DelDOT)
Subject: EXTERNAL: Re: Staff DAC Meeting of May 27, 2026 - Agenda and Quick Look
Date: Wednesday, May 27, 2026 10:28:32 AM

WARNING: 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.

Here are the comments from DelDOT for the applications discussed in the DAC Meeting.

S-26-11 Delaware State University Football Stadium Plaza at 1200 N Dupont Hwy

- The applicant has already met with DelDOT. They have requested and received a Letter of No Contention. No further action required with the Department.

SB-26-02 Bay Village Residential Planned neighborhood Design : Subdivision Plan

- Have the applicant schedule a pre-submittal meeting with DelDOT.
- Call out on plans that internal streets are Municipal owned/maintained.
- Applicant has completed a Traffic Impact Study with the Department.
    - Please note that the project shares frontage with Garrison Oak Technical Park. Both parties are responsible for frontage improvements. Suggest having coordination between the two entities for path forward.

Sincerely,

Will T Mobley III, PMP
Division of Economic Development, DELDOT
Interim Kent County Review Coordinator
Phone (302)-760-2409
Will.mobley@delaware.gov

From: Melson-Williams, Dawn <DMelson@dover.de.us>
Sent: Wednesday, May 20, 2026 5:16 PM
To: Lyon, Jason <jlyon@DOVER.DE.US>; Osika, Jason (CJ) <josika@dover.de.us>; Burgett, Shawn <sburgett@DOVER.DE.US>; Ridgeway, Jr, Roger <roger.ridgeway@DOVER.DE.US>; Mobley, Will (DelDOT) <will.mobley@delaware.gov>; Baker, Cullen (DNREC) <cullen.baker@delaware.gov>; Malcolm Jacob <Malcolm.jacob@doverkentmpo.org>; Matt Jordan DAFB <matthew.jordan.9@us.af.mil>; jhughart@chpk.com <jhughart@chpk.com>; Webb, Elaine Z. (DNREC) <Elaine.Webb@delaware.gov>; Ann Marie Townshend <annmarie.townshend@rossitg.com>
Cc: Melson-Williams, Dawn <dmelson@DOVER.DE.US>
Subject: Staff DAC Meeting of May 27, 2026 - Agenda and Quick Look

DAC Members:

Please see the attached Agenda for the City of Dover Development Advisory Committee Meeting of May 27, 2026 at 9:00am. The Planning Office will be completing the distribution of the plan set documents tomorrow to those agencies receiving plan sets. I have attached a quick view of each Application and a copy of the proposed Ordinance (Text Amendment on Clean Hydrogen Production Facilities).

Thank you,

Dawn Melson-Williams, AICP
Principal Planner
City of Dover, Delaware
Department of Planning & Inspections
(302) 736-7196 Planning Office phone
(302) 736-4217 fax
dmelson@dover.de.us

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

SHANTÉ A. HASTINGS
SECRETARY

May 12, 2026

Mr. Dave Hugg, Director
City of Dover
City Hall - The Plaza
PO Box 475
Dover, Delaware 19903

SUBJECT: **Letter of No Contention Approval**
DSU Football Stadium Plaza
Tax Parcel # 2-05-05700-01-2100-00001
Loop Road (Private Roadway)
Dover, East Dover Hundred, Kent

Dear Mr. Hugg:

The Delaware Department of Transportation (DelDOT) has reviewed a request, submitted May 06, 2026, to obtain a Letter of No Contention (LONC) to use an existing commercial building and site entrance for the above referenced project, and has approved the request. This determination is based on the project information as provided in the completed Permit Application, and verification of the requirements on the LONC approval checklist. This approval shall be valid for a period of **one (1) year**.

The following conditions are provided with this approval:

1) Site shall have access from the existing entrance located on North Dupont Highway (KCR002).
2) No entrance modifications or traffic pattern changes are proposed or authorized under this LONC approval.
3) DelDOT reserves the right to review, modify or revoke this LONC approval in the future if proposed activities create traffic conflicts, safety concerns or operational issues.
4) The property owner is responsible to:
   a. Submit information to DelDOT, regarding any future operational or site changes, (including but not limited to: rezoning, site layout changes, changes in use, entrance modifications, expanded/additional uses, new uses, etc.). Changes of this nature may alter the flow and/or volume of traffic and could require a new LONC or formal review for Approvals and/or Permits.
   b. Establish and maintain clear sight lines at the entrance. There shall be no placement of structures, signs, objects, items for sale or parking of vehicles within State right-of-way or

entrance limits. Shrubbery, Plantings, trees and/or other visual barriers that could obstruct the sight distance of a driver preparing to enter the roadway are prohibited.

5) The property owner and applicant are responsible to coordinate with DelDOT Public Works Office at (302) 760-2433, for information on obtaining specific permits for sign installation on private property, and for utilities installation within State right-of-way. Permits for Utilities construction and sign installation require separate permit applications.

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

Sincerely,



Wendy L. Polasko, P.E.
Subdivision Engineer,
Development Coordination

cc: Khalid Zerrad
Dana Dunphy, Wallace Montgomery
Steve McCabe, Central District Public Works Engineer
Jeff Steward, Central District Project Reviewer
Will Mobley III, Interim Kent County Review Coordinator
TiJah Jones, Kent County Reviewer

From: Blandino, Joshua (DNREC)
To: Melson-Williams, Dawn
Cc: Webb, Elaine Z. (DNREC)
Subject: EXTERNAL: RE: Tentative: Applicant DAC Development Advisory Committee Meeting
Date: Thursday, June 4, 2026 10:35:21 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

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Good morning,

Please see the DNREC Sediment and Stormwater Programs comments regarding the DSU Stadium Project:

- A bio infiltration/ under drained facility is proposed to provide stormwater management for the proposed construction. A geotechnical investigation is required for this BMP type and should be included with the formal Step 2 project submission.
- For compliance with the DSSR, the following apply:
  - Existing impervious areas shall be managed to a 15% reduction in effective impervious
  - Any increase in impervious area shall be managed back to an equivalent open space in good condition

Josh

From: Melson-Williams, Dawn <dmelson@dover.de.us>
Sent: Wednesday, June 3, 2026 8:20 AM
To: Webb, Elaine Z. (DNREC) <Elaine.Webb@delaware.gov>
Cc: Blandino, Joshua (DNREC) <joshua.a.blandino@delaware.gov>
Subject: RE: Tentative: Applicant DAC Development Advisory Committee Meeting

Elaine:
I would need the comments by Friday 6/5/2026 morning (10:00am) as we prepare the Application DAC Report and Comments for distribution to the Planning Commission that afternoon. They can be sent directly to me electronically. We will also distribute to the Applicant as well.

Dawn Melson-Williams, AICP
Principal Planner
City of Dover, Delaware

Department of Planning & Inspections
(302) 736-7196 Planning Office phone
(302) 736-4217 fax
dmelson@dover.de.us

From: Webb, Elaine Z. (DNREC) <Elaine.Webb@delaware.gov>
Sent: Wednesday, June 3, 2026 8:17 AM
To: Melson-Williams, Dawn <dmelson@dover.de.us>
Cc: Blandino, Joshua (DNREC) <joshua.a.blandino@delaware.gov>
Subject: EXTERNAL: RE: Tentative: Applicant DAC Development Advisory Committee Meeting

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When would you need them?

Elaine Z. Webb, P.E.
Engineer VI
Phone: 302-608-5458 (main); 302-608-5460 (direct)
Email: elaine.webb@delaware.gov
285 Beiser Blvd, Suite 102, Dover, DE 19904
dnrec.delaware.gov

From: Melson-Williams, Dawn <dmelson@dover.de.us>
Sent: Wednesday, June 03, 2026 8:16 AM
To: Webb, Elaine Z. (DNREC) <Elaine.Webb@delaware.gov>
Subject: RE:Tentative: Applicant DAC Development Advisory Committee Meeting

Elaine:
Okay. I sent an invite to him directly. Are you going to issue any basic comments for the DSU Stadium project? I didn't see any yet unless I missed them.

Dawn Melson-Williams, AICP
Principal Planner
City of Dover, Delaware
Department of Planning & Inspections
(302) 736-7196 Planning Office phone
(302) 736-4217 fax
dmelson@dover.de.us

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

ADVISORY BRIEF

D.A.C. MEETING DATE: 6/3/2026

Dover/Kent County Metropolitan Planning Organization

S-26-11 Delaware State University Football Stadium Plaza at 1200 N Dupont Hwy

FILE # S-26-11 REVIEWING AGENCY: Dover/Kent County MPO

CONTACT PERSON: Malcolm Jacob PHONE #: (302) 387-6030

Attached, please find comments submitted by Dover Kent MPO for each of the current City of Dover Development Advisory Committee (DAC) applications. These comments are a part of the MPO's ongoing goals of promoting transportation safety and connectivity within the region. They are submitted in accordance with the support given by the MPO Council on November 6, 2024.

Issues of concern to the MPO are effective transit, reducing the amount of vehicle emissions by shortening or eliminating trips, and facilities for alternative modes of transportation, including bicycle and pedestrian access. The MPO considers the bicycle facilities required by the City of Dover to be the standard for all applications, not to be waived.

City of Dover Planning Commission
Site Development Plan Review

S-26-11 Delaware State University Football Stadium Plaza at 1200 N Dupont Hwy

Dover Kent MPO has no major objections to the site plan. Loop Road is one of the internal roadways on the main campus of Delaware State University. The project is unlikely to have significant traffic impacts except when a game or other event is taking place. Given that the project involves the renovation and extension of existing facilities rather than an entirely new facility, the traffic impact during events will likely be similar to the current impact. The parking lot contains two entrances, which should improve the flow of vehicle traffic.

The site plain includes internal pathways that will offer a safe path for pedestrians. Sidewalks are already present along Loop Road; the applicant should ensure that if these sidewalks are damaged or removed during construction, they should be replaced to ensure the connection is not lost.

The site plan depicts a paver crosswalk across Loop Road, connecting the existing pathway with the new facility. This will be an important connection for students walking to and from the stadium. There is also a crosswalk running across the new entrance to the facility. Dover Kent

MPO believes it would be beneficial to add Rectangular Rapid Flashing Beacons (RRFBs) or similar safety improvements to the Loop Road crossing, so that pedestrians can signal to motorists when the crosswalk is being used. Crosswalks should always be accompanied by ADA curb ramps to provide accessibility for pedestrians.

Finally, the applicant should ensure enough bicycle parking is provided. The City of Dover requires a minimum of one (1) bicycle parking space for every twenty (20) vehicle parking spaces[1]; however, given that the project is located on a college campus, where students are more likely to use a bicycle for transportation, it would make sense to include more than this minimum amount if possible. If more information on various types of bike racks is needed, please contact Dover Kent MPO.

If you have any questions or need to discuss any of the above comments, please call the above contact person and the Planning Department as soon as possible.

[1] Dover Code: Appendix B, Article 6, Section 3.10. City of Dover. https://library.municode.com/de/dover/codes/code_of_ordinances?nodeId=PTIICOOR_APXBZO_ART6OREPADRLOFA_S3REOREPASP.

CONSTRUCTION SITE PLAN

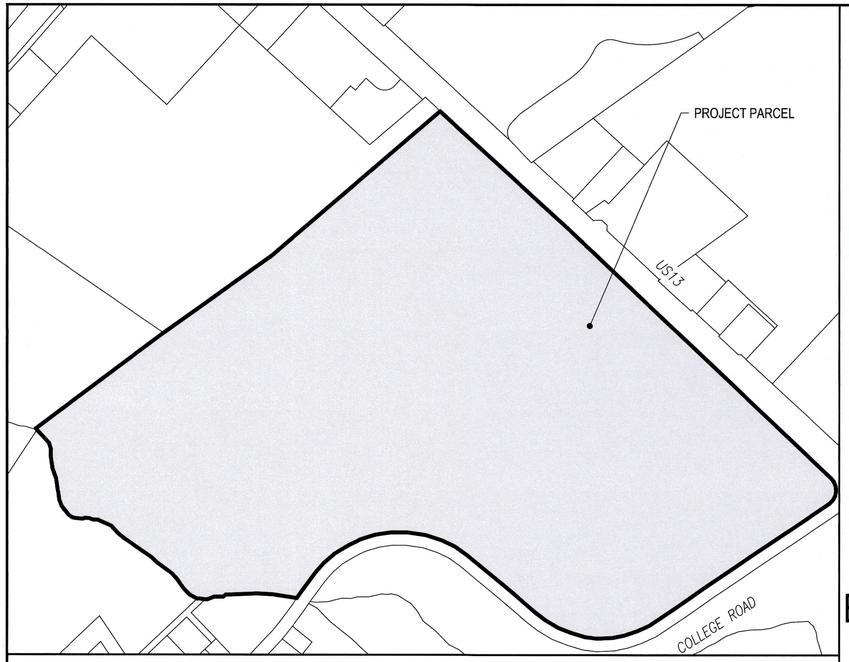
FOR

DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
MOODY NOLAN

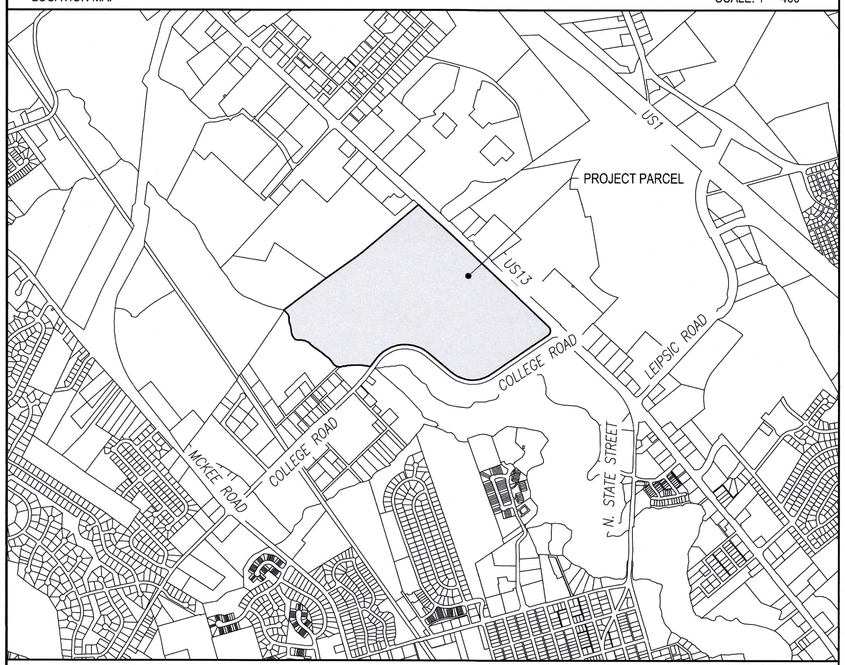
T.P. NO. ED-05-057.00-01-21.00-00001

CITY OF DOVER, 19901

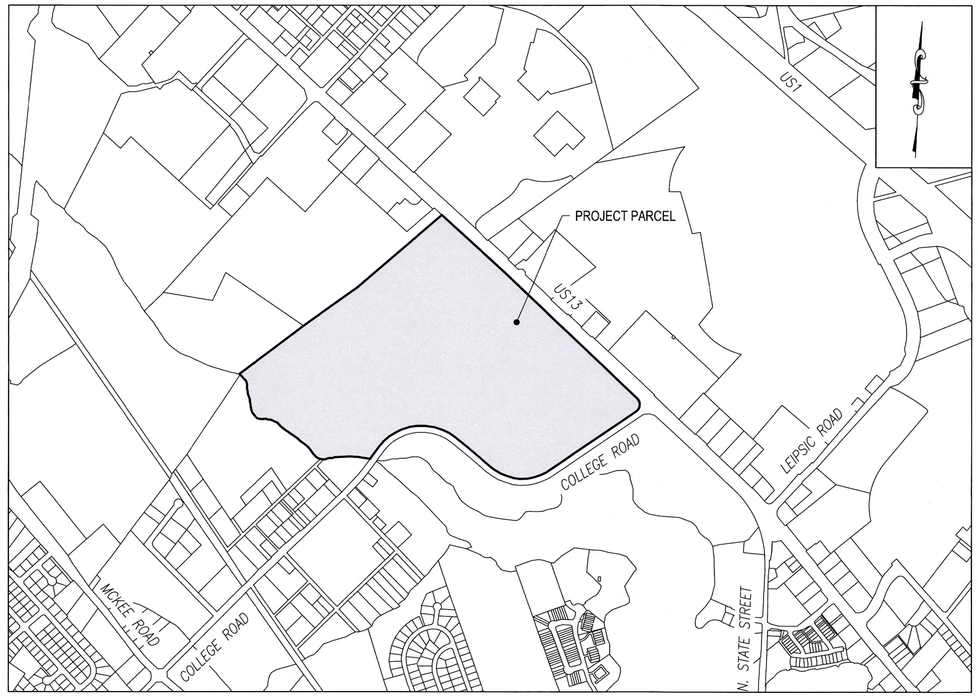
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE



LOCATION MAP SCALE: 1" = 400'



LOCATION MAP SCALE: 1" = 1,200'



SITE MAP

0' 800' 1,600' 2,400'

SCALE: 1" = 800'

DATA COLUMN

1. TAX PARCEL NUMBER: ED-05-057.00-01-21.00-00001
2. SITE ADDRESS: 1200 N. DUPONT HIGHWAY, DOVER, DE 19901
3. ZONING: IO (INSTITUTIONAL/OFFICE)
4. PARCEL AREA: 161.96+/- ACRES (CITY OF DOVER GIS)
5. PROJECT/DEVELOPMENT AREA: 3.93± ACRES
6. SOURCE OF TITLE: H-11-113 (KENT COUNTY PARCEL DATA)
7. EXISTING USE: UNIVERSITY
8. PROPOSED USE: UNIVERSITY
9. DATUM: BENCHMARK: EX DI, TOP: 34.04; VERT.: NAVD88; HORZ.: NAD83
10. SETBACKS: FRONT: 10'; SIDE: 10'; REAR: 15'; ARTERIAL STREET: 30'
11. MONUMENTS: EXISTING: N/A; PROPOSED: N/A
12. SITE UTILITIES:
    - WATER: CITY OF DOVER
    - SEWER : CITY OF DOVER
    - ELECTRIC: CITY OF DOVER
    - GAS : CHESAPEAKE UTILITIES
13. PROJECT SITE BREAKDOWN (BASE BID)

    EXISTING (POST DEMOLITION)

BUILDING:	0.01± ACRES (294± S.F.)	
IMPERVIOUS:	0.43± ACRES (18,730.80± S.F.)	
OPEN SPACE:	3.49± ACRES (152,166.00± S.F.)	
TOTAL AREA:	3.93± ACRES (171,190.80± S.F.)	

    PROPOSED:

BUILDING:	1.33± ACRES (57,934.80± S.F.)	
IMPERVIOUS:	1.57± ACRES (68,389.20± S.F.)	
OPEN SPACE:	1.03± ACRES (44,866.80± S.F.)	
TOTAL AREA:	3.93± ACRES (171,190.80± S.F.)	

    IMPERVIOUS AREA

PRIOR TO DEMOLITION (SEE SEPARATE CONTRACT):	3.08± ACRES / 3.93 ACRES =	78.4%
EXISTING (POST DEMOLITION):	0.44± ACRES / 3.93 ACRES =	11.2%
PROPOSED:	2.90± ACRES / 3.93 ACRES =	73.8%

14. FLOOD PLAIN MAP: PER FEMA MAP NUMBER 10001C0158J, DATED JULY 7, 2014, THE PROJECT LIMITS LIES WITHIN ZONE X, AREAS TO BE DETERMINED TO BE OUTSIDE OF 0.2% ANNUAL CHANCE FLOODPLAIN.
15. PURPOSE OF PLAN: THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED 53,370± S.F. MULTI-STORY BUILDING WITH ASSOCIATED IMPROVEMENTS AS SHOWN ON THE PLAN.
16. DEBRIS DISPOSAL: NO DEBRIS SHALL BE BURIED ON SITE. ANY BURIED DEBRIS ENCOUNTERED SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED FACILITY.
17. TOPOGRAPHY: TOPOGRAPHIC SURVEY DATA SHOWN HEREON WAS PERFORMED BY CENTURY ENGINEERING, LLC. DECEMBER 2025.
18. BOUNDARY SURVEY: BOUNDARY SHOWN HEREON PROVIDED BY DELAWARE STATE UNIVERSITY. A BOUNDARY SURVEY WAS NOT PERFORMED NOR REQUESTED. WALLACE MONTGOMERY TAKES NO RESPONSIBILITY FOR DISCREPANCIES RELATED TO THE BOUNDARY.
19. OWNER:
    STATE OF DELAWARE
    C/O DELAWARE STATE UNIVERSITY
    1200 N. DUPONT HIGHWAY
    DOVER, DE 19901
    KHALID ZERRAD
    302-535-3809
    KZERRAD@DESU.EDU
20. ENGINEER:
    WALLACE MONTGOMERY, LLP
    222 S. DUPONT HIGHWAY
    SUITE 202
    DOVER, DE 19901
    ALEXANDER SCHMIDT, P.E.
    302-257-3100
    ASCHMIDT@WALLACEMONTGOMERY.COM

INDEX OF SHEETS

C300 COVER SHEET
C301 PROJECT NOTES
C302 LEGEND
C303 EXISTING CONDITIONS AND DEMOLITION PLAN
C304 CONSTRUCTION PLAN
C305 CONSTRUCTION DETAILS
C306 CONSTRUCTION DETAILS
C307 GRADES AND GEOMETRICS
C308 GRADES AND GEOMETRICS
C309 UTILITY PLAN
C310 UTILITY DETAILS
C311 FIRE MARSHAL PLAN
C312 ALTERNATE NO. 1 CONSTRUCTION PLAN

BICYCLE PARKING

BICYCLE PARKING REQUIRED:

1 SPACE PER 20 VEHICLE PARKING SPACES

201 PARKING SPACES / 20 = 10 BICYCLE SPACES REQUIRED

BICYCLE PARKING PROVIDED = 11 SPACES

PARKING CALCULATIONS

PER A PLAN TITLED "DELAWARE STATE UNIVERSITY RESIDENCE HALL BLDG NO. 56 MASTER PLAN PHASE 2" PREPARED BY BECKER MORGAN GROUP, LAST DATED MAY 18, 2018:

CAMPUS PARKING REQUIRED:	1,650 SPACES (PER BOA DECISION)
EXISTING CAMPUS PARKING:	2,243 SPACES
EXISTING CAMPUS SURPLUS:	335 SPACES
SPACES TO BE REMOVED BY THIS PROJECT:	166 SPACES
SPACES PROPOSED BY THIS PROJECT:	11 SPACES
EXISTING CAMPUS PARKING AT COMPLETION:	2,090 SPACES
SURPLUS REMAINING AT COMPLETION:	180 SPACES

TREE DENSITY

TOTAL DEVELOPMENT AREA (D.A.):	3.93 ACRES (171,190.80 S.F.)
TOTAL AREA OF WOODLANDS IN D.A.	0.00 ACRES
TOTAL AREA OF WOODLANDS IN D.A. TO BE PRESERVED:	0.00 ACRES
NON-WOODLAND AREA:	3.93 ACRES (171,190.80 S.F.)

NEW TREE PLANTINGS:

REQUIRED: 1 TREE PER 3,000 S.F. OF NON-WOODLAND AREA
171,190.80 S.F. / 3,000 = 58 TREES

PROVIDED: 84 TREES

CERTIFICATION OF OWNERSHIP

I, KHALID ZERRAD, HEREBY CERTIFY THAT DELAWARE STATE UNIVERSITY IS THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN ON THIS PLAN. THAT THE PLAN WAS MADE AT THEIR DIRECTION, AND THAT THEY ACKNOWLEDGE THE SAME TO BE THEIR ACT AND DESIRE FOR THE PLAN TO BE DEVELOPED AS SHOWN IN ACCORDANCE WITH ALL LAWS AND REGULATIONS.

KHALID ZERRAD DATE
STATE OF DELAWARE
C/O DELAWARE STATE UNIVERSITY
1200 N. DUPONT HIGHWAY
DOVER, DE 19901

CERTIFICATION OF PLAN ACCURACY

I, ALEXANDER E. SCHMIDT, HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF DELAWARE, 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.

29-Nov-2026

ALEXANDER E. SCHMIDT, P.E., NO. 16139 DATE
WALLACE MONTGOMERY
222 S. DUPONT HIGHWAY
SUITE 202
DOVER, DE 19901

WALLACE MONTGOMERY
222 S. DuPONT HIGHWAY | SUITE 202 | DOVER, DE 19901 | 302.257-3100

REVISIONS/ADDENDUMS△

SEAL

ALEXANDER E. SCHMIDT LICENSE No. 16139 DELAWARE PROFESSIONAL ENGINEER

PROJECT

DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
FOR
DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

SHEET TITLE

COVER SHEET

AGENCY SUBMISSION
APRIL 30, 2026

DRAWN	CHK'D/DESIGNER
DLD	AES/DLD
SCALE	SHEET NO.
1" = 800'	C300
PROJECT NO.	
226024.0001	

M:\PROJ\226024.0001\SheCv_Cvsht_1_WorkingFiles_1\Civil\Construction\TC-01.dwg, 4/29/2026

This drawing is the property of Wallace Montgomery, LLP and is prepared for the exclusive use of its clients at the location indicated. No other use is authorized or intended.

PROJECT NOTES

1. THE INTENT OF THIS PROJECT IS TO PROVIDE THE FOLLOWING IMPROVEMENTS AT DELAWARE STATE UNIVERSITY:
   1.1. CONSTRUCTION OF A 53,370 S.F. BUILDING.
   1.2. PARKING AREA AND ACCESS IMPROVEMENTS.
   1.3. UTILITY INSTALLATION.
   1.4. GRADING.
   1.5. STORMWATER MANAGEMENT.
2. THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE OWNER FOR ALL OPERATIONS THAT IMPACT VEHICULAR AND PEDESTRIAN ACCESS TO EXISTING FACILITIES. 72 HOURS WRITTEN NOTICE IS REQUIRED FOR ALL OPERATIONS THAT IMPACT ACCESS. ANY IMPACTS TO PUBLIC ROADWAYS SHALL BE APPROVED BY OWNER AND BY THE AGENCY RESPONSIBLE FOR THE ROADWAY, IN ACCORDANCE WITH THE PROCEDURES MANDATED BY THE AGENCY RESPONSIBLE FOR THE ROADWAY.
3. THE ROADWAYS AND ASSOCIATED IMPROVEMENTS SHALL FOLLOW, AS CLOSELY AS POSSIBLE, THE ALIGNMENT, PROFILE, CROSS SLOPE AND RUNNING SLOPE SHOWN ON THE TYPICAL SECTIONS AND PROFILE. MINOR ADJUSTMENT IN THE ALIGNMENT AND/OR PROFILE MAY BE REQUIRED BY THE ENGINEER IN THE FIELD. EXISTING MATERIAL EXCAVATED DURING THE GRADING OF THE ROADWAY AND PATHS MAY BE USED AS FILL MATERIAL ON THE SIDE SLOPES OF THE ROADWAYS PROVIDED IT MEETS THE REQUIREMENTS OF DELDOT BORROW TYPE F. EXISTING MATERIAL, NOT MEETING THE REQUIREMENTS OF BORROW, TYPE A, B, OR C, AS DEFINED IN THE DELDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SHALL NOT BE ALLOWED FOR BASE MATERIAL OF ANY PAVED OR GRAVEL AREAS.
4. ALL EXCAVATION FOR CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE IN ACCORDANCE WITH SECTION 202 – EXCAVATION AND EMBANKMENT, OF THE DELDOT STANDARD SPECIFICATIONS.
5. ALL TREE REMOVAL AND TREE TRIMMING WITHIN THE LIMITS OF DISTURBANCE, REGARDLESS OF SIZE, SHALL BE INCIDENTAL TO THE CONTRACT. THIS INCLUDES TRIMMING LIMBS AND BRANCHES THAT EXTEND OVER THE LOD AS DIRECTED BY THE OWNER. TREES GREATER THAN 6" IN DIAMETER SHALL BE FLAGGED BY THE CONTRACTOR FOR REVIEW AND APPROVAL BY THE ENGINEER PRIOR TO REMOVAL. THE ENGINEER WILL NOT ACCEPT REMOVAL OF TREES INTENDED TO BE PROTECTED. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTENCE OF TREES AS THE SURVEY DOES NOT SHOW INDIVIDUAL TREES.
6. TREES NOT DESIGNATED TO BE REMOVED SHALL BE PROTECTED FROM CONSTRUCTION EQUIPMENT AND COMPACTION OF SOIL WITHIN THE DRIP LINE WITH 3-FOOT HIGH ORANGE SAFETY FENCE.
7. 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 OF DELAWARE. MISS UTILITY OF DELAWARE SHALL BE NOTIFIED TWO (2) CONSECUTIVE WORKING DAYS PRIOR TO EXCAVATION, AT 1-800-282-8555.
8. THESE DRAWINGS DO NOT INCLUDE ANY HAZARDOUS MATERIALS THAT MAY OR MAY NOT EXIST WITHIN THIS SITE. IN THE EVENT THAT HAZARDOUS MATERIALS ARE LOCATED, THE CONTRACTOR SHALL IMMEDIATELY STOP WORK AND CONTACT THE ENGINEER.
9. THESE PLANS WERE DEVELOPED FROM CONVENTIONAL SURVEY PERFORMED BY CENTURY ENGINEERING, LLC. CONTROL POINTS FOR THE SURVEY HAVE BEEN INCLUDED IN THESE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL ADDITIONAL PHYSICAL CONTROL AS REQUIRED TO COMPLETE THE WORK AT NO ADDITIONAL COST TO THE OWNER.
10. CLEARING AND GRUBBING IS ASSUMED TO EXTEND A MINIMUM OF SIX (6) INCHES BELOW EXISTING GRADE FOR AREAS SHOWN ON THE DEMOLITION PLAN. CLEARING AND GRUBBING WITHIN THE LIMITS OF DISTURBANCE (LOD) SHALL CONSIST OF CLEARING, GRUBBING, REMOVING AND DISPOSING OF ALL TREES, ROOTS, VEGETATION AND DEBRIS UNLESS OTHERWISE INDICATED, EXCEPT SUCH OBJECT(S) THAT ARE DESIGNATED TO REMAIN.
11. THE CONTRACTOR MAY STORE AND/OR STOCKPILE EQUIPMENT AND MATERIALS WITHIN THE PROJECT SITE LIMIT OF DISTURBANCE (LOD) SHOWN ON PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE EROSION AND SEDIMENTS CONTROLS. INCLUDING CONTROLS NEEDED FOR STAGING AND STOCKPILING AREAS, AS PART OF THE BID PRICE FOR THE CONTRACT.
12. EXCESS EXCAVATED MATERIAL SHALL BE DISPOSED OFF OFF-SITE AT A LEGALLY COMPLIANT LOCATION AT NO ADDITIONAL COST TO THE CONTRACT. ANY ADDITIONAL ON-SITE LOCATIONS FOR STOCKPILE/STORAGE AREAS SHALL BE COORDINATED WITH THE ENGINEER AND APPROVED BY THE DNREC SEDIMENT AND STORMWATER MANAGEMENT PROGRAM PRIOR TO THE START OF WORK. ALL STOCKPILE AREAS SHALL BE STABILIZED DURING CONSTRUCTION, AND REDRESSED AFTER CONSTRUCTION IN ACCORDANCE WITH EROSION AND SEDIMENT CONTROL REQUIREMENTS. COST SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR THE PROJECT.
13. THE CONTRACTOR IS ADVISED THAT CONTRACTOR EMPLOYEE PARKING SHALL BE LIMITED TO THE LOD AREA OR OTHER AREAS DESIGNATED BY THE OWNER.
14. ALL WORK SHALL BE INCLUDED IN THE LUMP-SUM PRICE BID FOR THE CONTRACT, INCLUDING ALL MATERIALS, LABOR, EQUIPMENT AND APPURTENANCES TO COMPLETE THE WORK.

MATERIALS

THE CONTRACTOR SHALL OBTAIN A COPY OF THE DELDOT STANDARD SPECIFICATIONS, EITHER ON LINE OR HARD COPY, FOR REFERENCE TO ITEM NUMBERS NOTED IN THESE PLANS. MATERIALS SHALL CONFORM TO THE DELDOT SPECIFICATIONS, UNLESS OTHERWISE NOTED OR DIRECTED BY THE ENGINEER:

THE CONTRACTOR SHALL OBTAIN A COPY OF THE DNREC DELAWARE EROSION & SEDIMENT CONTROL HANDBOOK FOR REFERENCE TO STANDARD DETAILS AND METHODS FOR STABILIZATION AND POLLUTION CONTROL.

HIERARCHY OF CONTRACT DOCUMENTS

ELEMENTS UNDER THIS CONTRACT SHALL BE CONSTRUCTED UTILIZING THE FOLLOWING INFORMATION IN THE HIERARCHY LISTED BELOW:

1. CONTRACT AGREEMENT BETWEEN OWNER AND CONTRACTOR.
2. APPROVED PLANS.
3. PROJECT MANUAL AND ENCLOSED TECHNICAL SPECIFICATIONS.
4. STATE OF DELAWARE DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENTAL CONTROL EROSION AND SEDIMENT CONTROL HANDBOOK, APRIL 2014 OR MOST CURRENT AT DATE OF ADVERTISEMENT.
5. DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION DETAILS, 2020, OR MOST CURRENT AT ADVERTISEMENT.
6. DELAWARE DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS FOR BRIDGE AND ROAD CONSTRUCTION, 2021, OR MOST CURRENT AT DATE OF ADVERTISEMENT.

DESIGN REFERENCE

1. DELDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION – CURRENT EDITION

GENERAL DEMOLITION NOTES

1. THE CONTRACTOR AND SUBCONTRACTORS SHALL VISIT THE SITE PRIOR TO SUBMITTING A PROPOSAL TO FAMILIARIZE THEMSELVES WITH ALL EXISTING CONDITIONS AND SCOPE OF WORK. ANY DISCREPANCIES BETWEEN THE DRAWINGS AND NOTES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT AND ENGINEER. MINOR CHANGES IN THE SCOPE OF THE DEMOLITION OF WORK SHALL NOT JUSTIFY AN ADDITIONAL COST.
2. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION MEASURES TO SAFEGUARD THE PUBLIC DURING CONSTRUCTION ACTIVITIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES TO SAFEGUARD AGAINST ANY INTERRUPTIONS TO SERVICE.
4. OWNER HAS FIRST RIGHT OF REFUSAL OF ALL SALVAGEABLE ITEMS. ALL ITEMS DEEMED AS UNSALVAGEABLE AND NOTED FOR REMOVAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS.
5. WHILE AN ATTEMPT HAS BEEN MADE TO SHOW THE ITEMS TO BE REMOVED, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT AN ON-SITE EXAMINATION AND FAMILIARIZE THEMSELVES WITH THE SITE CONDITIONS. ADDITIONAL ITEMS, NOT SHOWN TO BE REMOVED, NOTED BY OWNER, SHALL BE REMOVED WITHOUT ADDITIONAL COST TO THE OWNER.
6. DURING DEMOLITION AND CONSTRUCTION OPERATIONS, CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION AND SAFE PASSAGE FOR THE PUBLIC, SUCH AS BUT NOT LIMITED TO: BARRICADES, TEMPORARY PARTITIONS, DUST BARRIERS, SIGNS, ETC. ERECT AND MAINTAIN THESE BARRIERS TO THE SATISFACTION OF THE OWNER, ARCHITECT, AND ENGINEER AND ALL APPLICABLE LAWS AND REGULATIONS.
7. CONTRACTOR SHALL TAKE PRECAUTIONS AS TO MINIMIZE DAMAGE ITEMS TO REMAIN, INCLUDING ALL UTILITIES. DURING DEMOLITION AND CONSTRUCTION OPERATIONS, ITEMS NOT SPECIFICALLY NOTED FOR REMOVAL THAT ARE DAMAGED, SHALL BE REPAIRED OR REPLACED TO MATCH EXISTING CONDITIONS AT NO ADDITIONAL COST TO THE OWNER.
8. CONTRACTOR SHALL COORDINATE MOVEMENT OF CONSTRUCTION MATERIALS AND STORAGE OF REFUSE CONTAINERS WITH THE OWNER.
9. REFER TO ELECTRICAL AND MECHANICAL DRAWINGS FOR ADDITIONAL DEMOLITION REQUIREMENTS.

GENERAL NOTES

1. SURVEY CONTROL: DELAWARE STATE COORDINATE SYSTEM (NAD83).
2. THE CONTRACTOR SHALL PROTECT ALL FEATURES NOT DESIGNATED TO BE REMOVED. DAMAGED ITEMS SHALL BE REPAIRED OR REPLACED AS DIRECTED BY OWNER, AT NO COST TO THE OWNER.
3. THE CONTRACTOR SHALL ONLY WORK WITHIN THE DESIGNATED LIMIT OF DISTURBANCE (LOD). ALL RUTS AND DEPRESSIONS CAUSED BY CONSTRUCTION ACTIVITY SHALL BE FILLED, TOPSOILED, SEEDED AND MULCHED TO MATCH THE ADJACENT AREA.
4. THE CONTRACTOR SHALL DESIGNATE A PERSON WHO SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING THE EROSION AND SEDIMENT CONTROL PLANS. THE PERSON RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING THE EROSION AND SEDIMENT CONTROL PLANS SHALL BE CERTIFIED BY DNREC FOR EROSION AND SEDIMENT CONTROL RESPONSIBILITY (CERTIFIED CONSTRUCTION REVIEWER – BLUE CARD), AND SHALL BE PRESENT DURING ALL EARTH DISTURBING ACTIVITIES.
5. THESE DRAWINGS DO NOT INCLUDE NECESSARY ELEMENTS OF CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE COMPLETED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT, AND ALL FEDERAL, STATE AND LOCAL REQUIREMENTS. CONTRACTOR IS SOLELY RESPONSIBLE FOR ALL SITE SAFETY.
6. NO DEBRIS SHALL BE BURIED OR BURNED ON THE SITE UNLESS SPECIFICALLY NOTED WITHIN THESE PLANS OR SPECIFICATIONS.
7. BLASTING SHALL NOT BE ALLOWED.
8. THE OWNER SHALL PROVIDE A CERTIFIED THIRD PARTY CONSTRUCTION REVIEW (CCR) TO REVIEW AND INSPECT THE PROJECT DURING CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH THE CCR AS REQUIRED TO ALLOW THE INSPECTIONS TO OCCUR.
9. THE TERM "ENGINEER," "OWNER," AND/OR "ARCHITECT" NOTED THROUGHOUT THE CONTRACT PLANS AND SPECIFICATIONS SHALL REFER TO WALLACE MONTGOMERY, DELAWARE STATE UNIVERSITY, MOODY NOLAN, OR THEIR APPOINTED REPRESENTATIVE. THE TERM "SITE" MAY BE USED THROUGHOUT THESE DOCUMENTS AS A MEANS OF IDENTIFYING THE SEASHORE COTTAGES AREA.
10. THE CONTRACTOR SHALL RESTORE ALL AREAS AFFECTED BY THE CONSTRUCTION SHOWN HEREON AS SHOWN ON THESE PLANS AND SPECIFICATIONS, TO A CONDITION COMPARABLE TO THAT EXISTING PRIOR TO CONSTRUCTION, AND TO THE SATISFACTION OF THE OWNER.
11. THE CONTRACTOR SHALL PROVIDE NECESSARY FACILITIES, INCLUDING, BUT NOT LIMITED TO, RESTROOMS DURING CONSTRUCTION. SITE FACILITIES SHALL NOT BE USED. EQUIPMENT PARKING AND MATERIAL STAGING SHALL BE LIMITED TO DESIGNATED STAGING & STOCKPILE AREAS.
12. THE CONTRACTOR SHALL NOTE THAT IN CASE OF DISCREPANCY BETWEEN THE SCALED AND THE FIGURED DIMENSIONS SHOWN ON THE PLANS, THE FIGURED DIMENSIONS SHALL GOVERN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIRMING ALL DIMENSIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR BRINGING ANY DIMENSIONAL DISCREPANCIES TO THE ATTENTION OF THE ENGINEER FOR CLARIFICATION.
13. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE AREA AND EXCAVATIONS WITHIN THE LIMITS OF CONSTRUCTION TO PROHIBIT PUBLIC ACCESS UNTIL COMPLETION OF THE PROJECT. AT A MINIMUM, ALL EXCAVATION SHALL BE BARRICADED WITH ORANGE SAFETY FENCE. THE CONTRACTOR'S PROCEDURE/METHOD FOR LIMITING ACCESS SHALL BE REVIEWED BY, AND COORDINATED WITH DNREC PRIOR TO THE START OF WORK. THE COST TO INSTALL, RELOCATE, AND MAINTAIN SITE SECURITY SHALL BE INCIDENTAL TO THE CONTRACT. CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS ON ALL ROADS. IF CONTRACTOR MUST CLOSE ANY ROAD THE CONTRACTOR SHALL PROVIDE NOTICE 48 HOURS IN ADVANCE FOR APPROVAL BY THE ENGINEER.
14. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR OBTAINING OFF-SITE SPOIL AREAS FOR LEGAL DISPOSAL OF ANY EXCESS MATERIAL NOT ACCEPTED BY THE OWNER AND/OR UNSUITABLE MATERIALS AS NECESSARY IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS. ALL COST FOR RECYCLING, TRANSPORTING TO, PROCURING AND UTILIZING THE OFF-SITE SPOIL AREAS ARE TO BE INCIDENTAL TO THE CONTRACT.
15. IN CASE OF CONFLICT BETWEEN THE "MANUFACTURER'S RECOMMENDATIONS" FOR AN APPROVED MATERIAL AND THE GOVERNING "CONTRACT SPECIFICATIONS" FOR THE MATERIAL, THE MORE RESTRICTIVE OF THE TWO SHALL PREVAIL, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
16. THE CONSTRUCTION PLANS PRESENT A CONCEPT OF THE RELATIONSHIP BETWEEN TRAFFIC CONTROL, EROSION CONTROL, ETC. ANY REVISION TO THE DETAILS OR SEQUENCE SHOWN ON THE CONSTRUCTION PLANS SHALL BE PREPARED BY THE CONTRACTOR ON STANDARD DNREC PLAN SHEETS AND SUBMITTED FOR REVIEW AND APPROVAL BY THE ENGINEER. THE PLANS SHALL BE PREPARED IN ACCORDANCE WITH CURRENT STANDARDS FOR TRAFFIC CONTROL, EROSION AND SEDIMENT CONTROL (PREPARED BY A CERTIFIED CONSTRUCTION REVIEWER), STORM WATER MANAGEMENT, ETC. AND SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF DELAWARE. ALL REQUIRED CALCULATIONS, REPORTS, ETC. SHALL ALSO ACCOMPANY THE SUBMISSION. THE NUMBER OF COPIES REQUIRED TO BE SUBMITTED FOR REVIEW SHALL BE DETERMINED BY DNREC, DEPENDING ON THE NATURE OF THE PROPOSED REVISION. THE CONTRACTOR SHALL NOTE THAT THE REVISIONS TO THE CONSTRUCTION PLANS, AS WELL AS REVIEW TIME BY DNREC, WILL NOT JUSTIFY A DELAY IN THE CONSTRUCTION SCHEDULE. REVISIONS INVOLVING UTILITIES WILL REQUIRE THE COMPLETION OF A UTILITY STATEMENT APPROVED BY THE RESPECTIVE UTILITIES AS PART OF THE PLAN DOCUMENTS. ALL COSTS INVOLVED IN PREPARING THE PLAN REVISIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
17. THE CONTRACTOR SHALL MAINTAIN A CLEAN SET OF AS-BUILT PLANS THAT SHALL ACCURATELY ILLUSTRATE ALL FIELD CHANGES NEATLY DRAWN AND LABELED IN RED INK. FINAL AS-BUILT PLANS SHALL BE DATED AND SIGNED BY THE CONTRACTOR AND SUBMITTED TO THE OWNER AT THE END OF THE PROJECT FOR RECORDATION.
18. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 48 HOURS NOTICE IN ADVANCE FOR ANY UTILITY DISRUPTION FOR APPROVAL BY THE ENGINEER.
19. THE CONTRACTOR SHALL CONTACT MISS UTILITY TWO (2) CONSECUTIVE WORKING DAYS PRIOR TO EXCAVATION, OR AS REQUIRED BY LAW, AT 1-800-282-8555.

PAVING NOTES

1. CONTRACTOR SHALL PROVIDE OWNER AND ENGINEER A MINIMUM OF 48 HOURS NOTICE PRIOR TO EVERY PAVING DAY. IF THE CONTRACTOR DOES NOT PROVIDE ACCEPTABLE NOTICE, THE OWNER MAY REJECT ANY PAVING PERFORMED WITHOUT ACCEPTABLE NOTIFICATION.
2. MIX SHALL BE A DELDOT APPROVED MIX AS NOTED ON THE PLAN. CONTRACTOR SHALL PROVIDE ENGINEER WITH COPIES OF DELIVERY TICKETS BEARING THE DELDOT MIX DESIGNATION.
3. CONTRACTOR SHALL PROVIDE ENGINEER A PAVING PLAN FOR REVIEW AND APPROVAL. THE PAVING PLAN SHALL SHOW THE DIRECTION, WIDTH, AND LENGTH OF ALL PASSES, THE LOCATION OF ANY COLD JOINTS, AND THE LOCATION OF ANY HAND WORK.
4. PAVING OF THE FINAL ASPHALT LIFT SHALL BE PERFORMED IN A CONTINUOUS OPERATION UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. ALL HOT JOINTS SHALL BE TIGHT WITH NO VISIBLE SEAMS. COLD JOINTS SHALL ONLY BE PLACED AT LOCATIONS APPROVED BY THE ENGINEER AND SHALL BE SEALED FOLLOWING PAVING.
6. THE OWNER SHALL HAVE THE OPTION TO REQUEST PAVEMENT CORES AND CORE HOLE PATCHING IN ANY LIFT, AT THE EXPENSE OF THE CONTRACTOR. PAVEMENT CORES AT THE CONTRACTOR'S EXPENSE WILL BE LIMITED TO A MAXIMUM OF 1 CORE PER 2,500 SF. IF PAVEMENT CORES INDICATE THAT THE PAVEMENT IS NOT IN COMPLIANCE WITH THE PLAN REQUIRED THICKNESS, THE CONTRACTOR SHALL REPLACE THE NON-COMPLIANT PAVEMENT AT NO COST TO THE OWNER.
7. THE OWNER SHALL HAVE THE OPTION TO PERFORM DENSITY TESTING DURING PAVING OPERATIONS. IF DENSITY TESTING INDICATES THAT THE PAVEMENT IS NOT MEETING DENSITY SPECIFICATION, THE CONTRACTOR SHALL RECOMPACT THE PAVEMENT TO MEET DENSITY SPECIFICATION. IF THE CONTRACTOR CANNOT MEET DENSITY SPECIFICATIONS WITHIN THE PAVEMENT WORKING WINDOW, THE CONTRACTOR SHALL REPLACE THE NON-COMPLIANT PAVEMENT AT NO COST TO THE OWNER.
8. ADDITIONAL REQUIREMENTS FOR PLACEMENT AND MIX SPECIFICATIONS ARE INCLUDED IN THE DELDOT STANDARD SPECIFICATIONS, INCORPORATED HEREIN BY REFERENCE.

WALLACE MONTGOMERY
222 S. DuPONT HIGHWAY | SUITE 202 | DOVER, DE 19901 | 302-257-3100

REVISIONS/ADDENDUMS△

SEAL

PROJECT

DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
FOR
DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

SHEET TITLE

PROJECT NOTES

AGENCY SUBMISSION
APRIL 30, 2026

DRAWN	CHK'D/DESIGNER
DLD	AES/DLD
SCALE	SHEET NO.
N.T.S.	C301
PROJECT NO.	
226024.0001	

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MANMADE ROADSIDE FEATURES

FEATURE DESCRIPTION		EXISTING	PROPOSED	ID
ASPHALT		ASPHALT		
BOLLARD – CONCRETE				
BOLLARD – STEEL POLE				
BOLLARD – WOOD POST				
CURB	TYPE 1–8 TYPE 1–6 TYPE 1–4 TYPE 1–2			C XXX
	TYPE 2			
CURB & GUTTER	TYPE 1–8 TYPE 1–6 TYPE 1–4 TYPE 1–2			
	TYPE 3–8 TYPE 3–6 TYPE 3–4 TYPE 3–2			
FENCE – CHAINLINK				
FENCE – STOCKADE OR SPLIT RAIL				
FLAG POLE		FP	FP	
GUARDRAIL				
LAMP/LIGHT AND POST				
MAILBOX		MB	MB	
PILLAR OR MISCELLANEOUS POST				
SIGN AND POST				

DRAINAGE FEATURES

FEATURE DESCRIPTION	EXISTING	PROPOSED	ID
DITCH OR STREAM CENTERLINE			
DIRECTIONAL STREAM FLOW ARROW			
DRAINAGE INLET	D.I.		DI XXX
DRAINAGE JUNCTION BOX	J.B.		JB XXX
DRAINAGE MANHOLE	D		DMH XXX
DRAINAGE PIPE AND FLOW ARROW	SIZE TYPE	SIZE TYPE	P XXX
FLARED END SECTION			FES XXX
RIPRAP			RR XXX
SAFETY END SECTION			SES XXX
UNDERDRAIN			UD XXX
UNDERDRAIN OUTLET			UDO XXX

GRADING

FEATURE DESCRIPTION	EXISTING	PROPOSED
CONTOUR		
SPOT ELEVATIONS	X XX.XX	XX.XX

UTILITY FEATURES

FEATURE DESCRIPTION	EXISTING	PROPOSED
CABLE TV DISTRIBUTION BOX	TV	
COMMUNICATIONS – UNDERGROUND	UG–C	UG–C
ELECTRIC – UNDERGROUND	UG–E	UG–E
ELECTRIC MANHOLE	E	
ELECTRIC METER	E.M.	
ELECTRIC TRANSFORMER	E.T.	
GAS – UNDERGROUND	UG–G	UG–G
GAS MANHOLE	G	
GAS METER	G.M.	
GAS VALVE	G.V.	
GAS PUMP – SERVICE STATION	G.P.	
IRRIGATION – UNDERGROUND	IR IR	IR IR
ITMS – UNDERGROUND	ITMS	ITMS
KNOX BOX		
LIGHTING – UNDERGROUND	LI LI	LI LI
LUMINAIRE – POLE MOUNTED		
MANHOLE – UNDETERMINED OWNER	MH	
RAILROAD TRACKS		
SANITARY – UNDERGROUND (SEE GENERAL NOTE 2)	SS–X SS–X	SS–X SS–X
SANITARY SEWER MANHOLE	S	S
SANITARY SEWER VALVE	S.V.	S.V.
SANITARY SEWER CLEANOUT OR VENT	CO	CO
SEPTIC DRAIN FIELD	S.D.F.	
SIGNALIZATION – UNDERGROUND	SIG	SIG
SOIL BORING LOCATION		
TELEPHONE BOOTH	B	
TELEPHONE MANHOLE	T	
TELEPHONE TEST POINT	TTP	
TRAFFIC – CONDUIT JUNCTION WELL	J.W.	
TRAFFIC – LIGHT POLE AND BASE		
TRAFFIC – PEDESTRIAN POLE & BASE		
TRAFFIC – SIGNAL CABINET & BASE		
TRAFFIC – SIGNAL POLE AND BASE		
UNKNOWN UTILITY – UNDERGROUND	UG–UK	
UTILITY BOX	UB	
UTILITY POLE GUY WIRE ANCHOR		
UTILITY POLE		
UTILITY TEST HOLE LOCATION		
WALL PACK – LIGHTING		W.P.
WATER – UNDERGROUND (SEE GENERAL NOTE 2)	W–X	W–X
WATER – FIRE HYDRANT		
WATER METER	W.M.	W.M.
WATER VALVE	W.V.	W.V.
WATER – FIRE DEPARTMENT CONNECTION	F.D.C.	F.D.C.
WELL HEAD	WELL	WELL

PAVEMENT SECTION(S)

MILL AND OVERLAY – SEE TYPICAL SECTIONS FOR MATERIAL AND DEPTHS	
FULL DEPTH PAVEMENT	
SHARED USE PATH	
GRAVEL	
CONCRETE	

NATURAL ROADSIDE FEATURES

FEATURE DESCRIPTION	EXISTING	PROPOSED
HEDGEROW OR THICKET		
MARSH BOUNDARY LINE		
TREE – CONIFEROUS		
TREE – DECIDUOUS		
TREE STUMP		
SHRUBBERY		
WETLAND BOUNDARY – DELINEATED	|/–DL	
WOODS LINE BOUNDARY		
FLOODPLAIN (SEE GENERAL NOTE 2)	FP–XX	

RIGHT-OF-WAY FEATURES

FEATURE DESCRIPTION	EXISTING	PROPOSED
DENIAL OF ACCESS	DA	DA
EASEMENT – OTHERS		
PERMANENT EASEMENT	PE	PE
PROPERTY LINE		
PROPERTY MARKER – CONCRETE	C.M.	C.M.
PROPERTY MARKER – IRON PIPE	I.P.	I.P.
RIGHT-OF-WAY BASELINE	100+00	100+00
RIGHT-OF-WAY LINE	RW	**RW**
RIGHT-OF-WAY & DENIAL OF ACCESS	R/W–DA	**R/W–DA**
RIGHT-TO-ENTER		RTE
TEMPORARY CONSTRUCTION EASEMENT		TCE
CLEAR ZONE		CZ
HORIZONTAL CLEARANCE		HC

SURVEY CONTROL & MONUMENTATION

FEATURE DESCRIPTION	EXISTING
SURVEY BENCHMARK LOCATION	B.M.
SURVEY TIE POINT LOCATION	T.P.
SURVEY TRAVERSE POINT	

MISCELLANEOUS FEATURES

FEATURE DESCRIPTION	PROPOSED
BUTT JOINT	
CLEAR ZONE	CZ
CONSTRUCTION BASELINE	100+00
LIMIT OF CONSTRUCTION	LOC
DEMOLITION	
P.C.C. SIDEWALK	
6" P.C.C. SIDEWALK	
PAVEMENT PATCH	
ACCESSIBLE RAMP	
SAW CUT	SAW

EROSION & SEDIMENT CONTROL FEATURES

FEATURE DESCRIPTION	PROPOSED
LIMIT OF DISTURBANCE	LOD–LOC
PORTABLE SEDIMENT TANK	ST
PUMPING PIT	PP–2
SILT FENCE	SF
COMPOST FILTER LOG	CFL
SENSITIVE AREA PROTECTION	SAP

IDENTIFIERS

FEATURE DESCRIPTION	ID
ABANDON BY CONTRACTOR	AB C
ABANDON BY OTHERS	AB O
ADJUST BY CONTRACTOR	A C
ADJUST BY OTHERS	A O
BEST MANAGEMENT PRACTICE	BMP XX
BUS STOP PAD / TYPE	BSP XX
BUS STOP WITH SHELTER PAD / TYPE	BSSP XX
CONCRETE SAFETY BARRIER	B XX
CONVERT TO JUNCTION BOX	C-JB XX
CONVERT TO DRAINAGE MANHOLE	CDM XX
DO NOT DISTURB	DND
ENERGY DISSIPATOR	ED XX
FILL WITH FLOWABLE FILL	FF C
LANDSCAPE PLANTINGS	LS XX
PEDESTRIAN CONNECTION / TYPE	PC XX
RELOCATE BY CONTRACTOR	RL C
RELOCATE BY OTHERS	RL O
RELOCATE BY PROPERTY OWNER	RL PO
REMOVE BY CONTRACTOR	RM C
REMOVE BY OTHERS	RM O
REMOVE BY TRAFFIC CONTRACTOR	RM TC
RIGHT-OF-WAY MONUMENT	RM XX

ABBREVIATION SCHEDULE

ABBREVIATION	DEFINITION
ADA	AMERICANS WITH DISABILITIES ACT
ALLOW.	ALLOWABLE
ASD	ALLOWABLE STRESS DESIGN
ALUM	ALUMINUM
BL	BASE LINE
BOTT	BOTTOM
BRG	BEARING
CAP	CAPACITY
CJ	CONTROL JOINT
CL	CENTER LINE
CLR	CLEAR
CONC	CONCRETE
CONN	CONNECTION
CORR	CORRUGATED
CSJ	CONSTRUTION JOINT
DFM	DIVISION OF FACILITIES MANAGEMENT
DIAG	DIAGONAL
DL	DEAD LOAD
DNREC	DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENTAL CONTROL
DOL	DEPARTMENT OF LABOR
DOT	DEPARTMENT OF TRANSPORTATION
E.F.	EACH FACE
EL., ELEV	ELEVATION
EQU.	EQUAL
EX., EXIST.	EXISTING
F.F.	FAR FACE
F'c	COMPRESSIVE STRENGH OF CONCRETE
FIN. FL.	FINISHED FLOOR
FIN. GR.	FINISHED GRADE
FND	FOUNDATION
FTG	FOOTING
Fy	YIELD STRENGTH OF STEEL
GABC	GRADED AGGREGATE BASE COURSE
GALV	GALVANIZED
HORIZ	HORIZONTAL
JT	JOINT
KSI	KIPS PER SQUARE INCH
LL	LIVE LOAD
LLV	LONG LEG VERTICAL
LLH	LONG LEG HORIZONTAL
LLBB	LONG LEG BACK TO BACK
LOC	LIMIT OF CONSTRUCTION
LOD	LIMIT OF DISTURBANCE
LRFD	LOAD RESISTANCE FACTORED DESIGN
MHW	MEAN HIGH WATER
MTL	METAL
NO	NUMBER
NOM	NOMINAL
N.F.	NEAR FACE
O.C.	ON CENTER
OHW	ORDINARY HIGH WATER
OPP	OPPOSITE
P.L.	PROPERTY LINE
PL	PLATE
PSI	POUNDS PER SQUARE INCH
PT	PRESSURE TREATED
REBAR	REINFORCING BAR
ROW, RW, R/W	RIGHT OF WAY
SF	SILT FENCE
SIM	SIMILAR
SLBB	SHORT LEG BACK TO BACK
SS	STAINLESS STEEL
STA	STATION
STD	STANDARD
STL	STEEL
STR	STRAIGHT
T&B	TOP AND BOTTOM
TYP	TYPICAL
UHMW	ULTRA HIGH MOLECULAR WEIGHT
UNIF	UNIFORM
UNO	UNLESS NOTED OTHERWISE
VERT	VERTICAL
WSE	WATER SURFACE ELEVATION
WWF	WELDED WIRE FABRIC

NOTE: NOT ALL ABBREVIATIONS INCLUDED IN THESE PLANS

GENERAL NOTE:

1. ALL ITEMS SHOWN MAY NOT BE PRESENT ON ALL SHEETS, OR PART OF THIS PROJECT.
2. REFER TO PLAN SHEET FOR APPROPRIATE DESIGNATION.

WALLACE MONTGOMERY
222 S. DuPONT HIGHWAY | SUITE 202 | DOVER, DE 19901 | 302-257-3100

REVISIONS/ADDENDUMS △

SEAL

PROJECT

DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
FOR
DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

SHEET TITLE

LEGEND

AGENCY SUBMISSION
APRIL 30, 2026

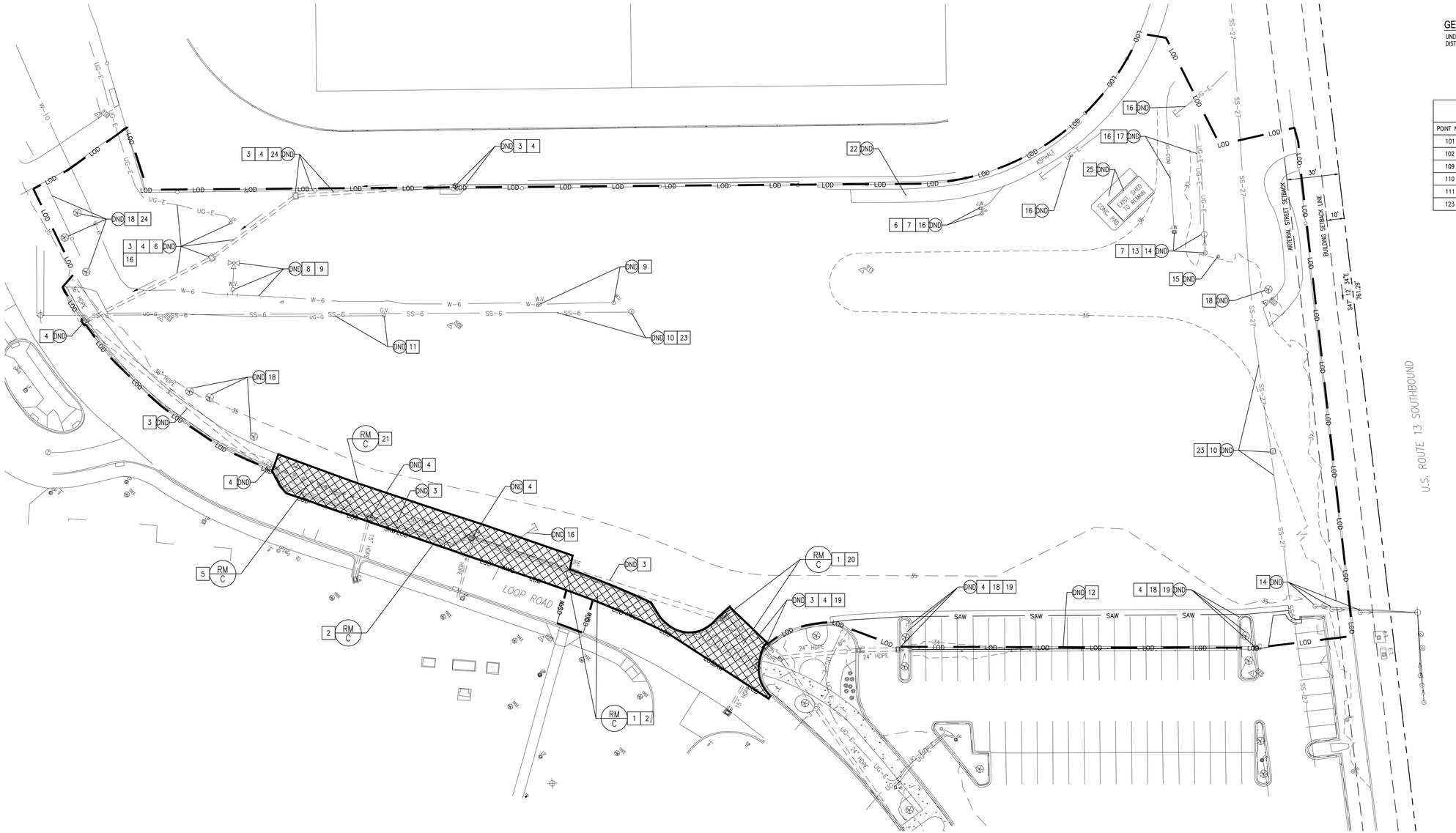
DRAWN	CHK'D/DESIGNER
DLD	AES/DLD
SCALE	SHEET NO.
N.T.S.	C302
PROJECT NO.	
226024.0001	

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DEMOLITION NOTES:

1. CONTRACTOR SHALL SAWCUT EXISTING ASPHALT, EXCAVATE TO BOTTOM OF PAVEMENT BOX, AND REMOVE ALL MATERIAL.
2. CONTRACTOR SHALL SAWCUT EXISTING CURB WITHIN PROJECT LIMITS TO ALLOW FOR NEW WORK. SAWCUTS SHALL OCCUR AT EXISTING CURB JOINTS.
3. CONTRACTOR SHALL NOT DISTURB EXISTING STORM DRAINAGE PIPE. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
4. CONTRACTOR SHALL NOT DISTURB EXISTING DRAINAGE INLET. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
5. CONTRACTOR SHALL REMOVE EXISTING BOLLARDS AND FOUNDATIONS. ALL DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS.
6. CONTRACTOR SHALL NOT DISTURB EXISTING LIGHT POLE. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
7. CONTRACTOR SHALL NOT DISTURB EXISTING JUNCTION WELL. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
8. CONTRACTOR SHALL NOT DISTURB EXISTING FIRE HYDRANT AND WATERLINE. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
9. CONTRACTOR SHALL NOT DISTURB EXISTING WATER VALVES. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
10. CONTRACTOR SHALL NOT DISTURB EXISTING SANITARY SEWER MANHOLE. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
11. CONTRACTOR SHALL NOT DISTURB EXISTING GAS LINE AND VALVE. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
12. CONTRACTOR SHALL NOT DISTURB EXISTING CONCRETE TRENCH. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
13. CONTRACTOR SHALL NOT DISTURB EXISTING UTILITY POLE. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
14. CONTRACTOR SHALL NOT DISTURB GUY WIRE. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
15. CONTRACTOR SHALL NOT DISTURB EXISTING POST. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
16. CONTRACTOR SHALL NOT DISTURB UNDERGROUND ELECTRIC. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
17. CONTRACTOR SHALL NOT DISTURB UNDERGROUND COMMUNICATION LINE. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
18. CONTRACTOR SHALL NOT DISTURB TREES, INSTALL SENSITIVE AREA PROTECTION PER DNREC STANDARD DETAIL DE-ESC-3.7.2.
19. CONTRACTOR SHALL NOT DISTURB CURB. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
20. CONTRACTOR SHALL REMOVE CATCH BASIN, REPLACE AS SHOWN ON C308. ALL DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS.
21. CONTRACTOR SHALL REMOVE EXISTING CONCRETE, SAWCUT AT LIMITS MATCHING EXISTING OR REMOVE TO NEAREST JOINT, REMOVE ALL MATERIAL.
22. CONTRACTOR SHALL NOT DISTURB EXISTING ASPHALT. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
23. CONTRACTOR SHALL NOT DISTURB EXISTING SANITARY SEWER MAIN. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
24. CONTRACTOR SHALL NOT DISTURB EXISTING FENCE. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.
25. CONTRACTOR SHALL NOT DISTURB EXISTING BUILDING AND CONCRETE PAD. SHOULD DISTURBANCE OCCUR, CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITIONS.



GENERAL UTILITY NOTE:

UNDERGROUND UTILITIES SHALL NOT BE DISTURBED UNLESS OTHERWISE NOTED.

TRAVERSE POINT LAYOUT

POINT NO.	DESCRIPTION	NORTHING	EASTING	ELEVATION
101	CAPPED IRON PIN	432838.9563	620234.2554	35.66
102	CAPPED IRON PIN	433256.6419	620708.5323	36.91
109	PK NAIL	432943.4700	620362.7011	35.84
110	CAPPED IRON PIN	432904.0694	620130.9490	35.60
111	CAPPED IRON PIN	433120.7186	620521.1993	36.73
123	CAPPED IRON PIN	433090.3303	620840.5823	35.43

0' 30' 60' 90'

SCALE: 1" = 30'

WALLACE MONTGOMERY
222 S. DuPONT HIGHWAY | SUITE 202 | DOVER, DE 19901 | 302-257-3100

REVISIONS/ADDENDUMS △

SEAL

PROJECT

DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
FOR
DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

SHEET TITLE

EXISTING CONDITIONS AND DEMOLITION PLAN

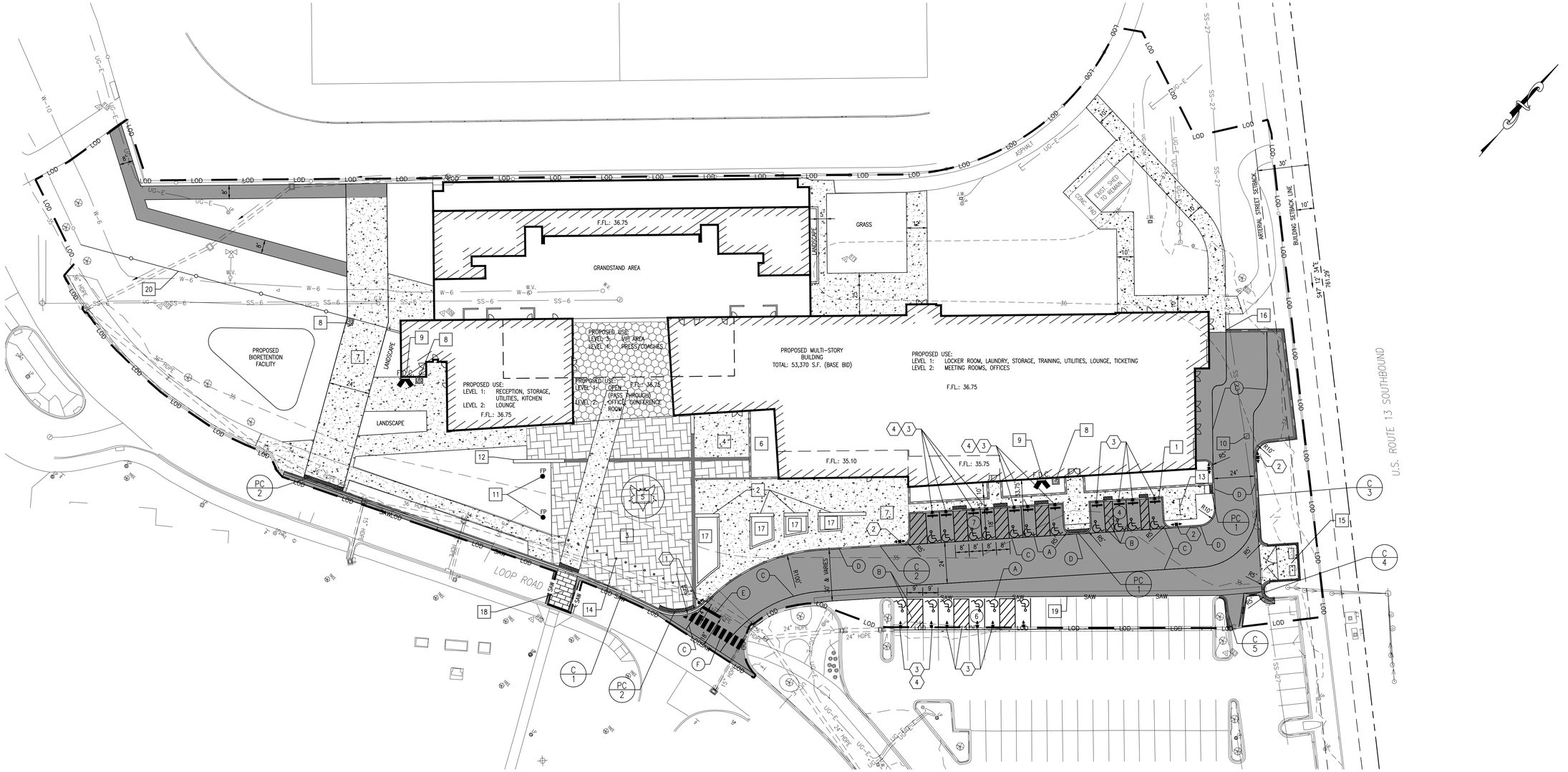
AGENCY SUBMISSION
APRIL 30, 2026

DRAWN	CHK'D/DESIGNER
DLD	AES/DLD
SCALE	SHEET NO.
1" = 30'	C303

PROJECT NO.
226024.0001

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PAVEMENT MARKING LEGEND

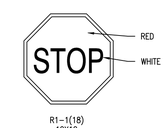
SYMBOL	ITEM
(A)	PERMANENT PAVEMENT STRIPING, PREFORMED THERMOPLASTIC, BLUE SYMBOL (ITEM NO. 863001)
(B)	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE 4" SOLID (FOLLOW ITEM NO. 861001)
(C)	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, YELLOW 4" SOLID (FOLLOW ITEM NO. 861001)
(D)	PAINTED CURB, YELLOW (ITEM NO. 817565)
(E)	PERMANENT PAVEMENT STRIPING, 16" WHITE ALKYD-THERMOPLASTIC (ITEM NO. 862006)
(F)	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, WHITE 24" SOLID, (ITEM NO. 862006)

CURB SCHEDULE

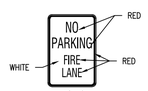
CURB NO.	ITEM DESCRIPTION/TYPE	LENGTH
1	P.C.C. CURB & GUTTER TYPE 3-8	268'
2	P.C.C. CURB TYPE 1-6	413'
3	P.C.C. CURB & GUTTER TYPE 3-8	144'
4	P.C.C. CURB & GUTTER TYPE 3-8	19'
5	P.C.C. CURB & GUTTER TYPE 3-8	38'

GENERAL CONSTRUCTION NOTES:

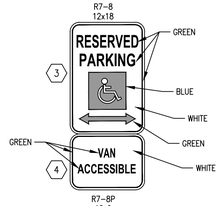
1. PROPOSED PARKING BUMPER, SEE DETAIL 4/C305.
2. PROPOSED CONCRETE SEAT WALL, SEE LANDSCAPE PLANS FOR SPECIFICATIONS.
3. PROPOSED PLAZA, SEE LANDSCAPE PLANS FOR SPECIFICATIONS.
4. PROPOSED SPECIALTY PAVERS, SEE LANDSCAPE PLANS FOR SPECIFICATIONS.
5. PROPOSED WOOD SEAT PLATFORM, SEE LANDSCAPE PLANS FOR SPECIFICATIONS.
6. PROPOSED LANDSCAPE AREA, SEE LANDSCAPE PLANS FOR SPECIFICATIONS.
7. PROPOSED SPECIALTY PAVER/DROP OFF AREA, SEE LANDSCAPE PLANS FOR SPECIFICATIONS.
8. PROPOSED KNOX BOX, CONTACT CITY OF DOVER OFFICE OF THE FIRE MARSHAL FOR ORDERING INFORMATION AND TO CONFIRM LOCATION OF BOX.
9. PROPOSED FIRE DEPARTMENT CONNECTION.
10. ADJUST MANHOLE TO FINAL GRADE.
11. PROPOSED FLAG POLE, SEE SEE LANDSCAPE PLANS FOR SPECIFICATIONS.
12. PROPOSED KNEE WALL, SEE LANDSCAPE PLANS FOR SPECIFICATIONS.
13. PROPOSED BICYCLE PARKING (11 SPACES), SEE DETAIL 5/C305.
14. PROPOSED BOLLARDS, SEE LANDSCAPE PLANS FOR SPECIFICATIONS.
15. PROPOSED DUMPSTER PAD, SEE DETAIL 1/C306.
16. TAPER CURB HEIGHT AT A RATIO OF 12:1.
17. PROPOSED LANDSCAPE AREA, SEE LANDSCAPE PLANS FOR SPECIFICATIONS.
18. PROPOSED PAVER CROSSING, SEE LANDSCAPE PLANS FOR SPECIFICATION.
19. SEE SAWCUT DETAIL 3/C305.
20. SEE LANDSCAPE PLANS FOR FENCE DETAILS AND SPECIFICATIONS.



1 STOP SIGN DETAIL
SCALE: N.T.S.



2 FIRE LANE SIGN DETAIL
SCALE: N.T.S.



NOTE:
1. PLACE ON "VAN ACCESSIBLE" SIGN ON VAN ACCESSIBLE SPOTS ONLY (13).

3 4 ACCESSIBLE PARKING SIGN DETAIL
SCALE: N.T.S.

0' 30' 60' 90'
SCALE: 1" = 30'

WALLACE MONTGOMERY
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REVISIONS/ADDENDUMS△

SEAL

PROJECT

DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
FOR
DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

SHEET TITLE

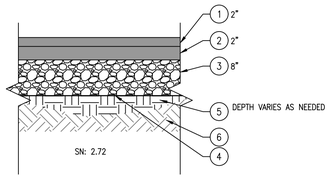
CONSTRUCTION PLAN

AGENCY SUBMISSION
APRIL 30, 2026

DRAWN: DLD
CHK'D/DESIGNER: AES/DLD
SCALE: 1" = 30'
SHEET NO.: C304
PROJECT NO.: 226024.0001

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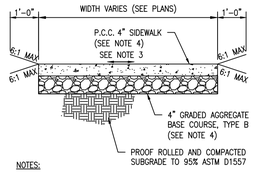
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TYPICAL SECTION LEGEND

1. SUPERPAVE TYPE C, PG 64-22 (ITEM NO. 401005)
2. SUPERPAVE TYPE B, PG 64-22 (ITEM NO. 401014)
3. GRADED AGGREGATE BASE COURSE, TYPE B (ITEM NO. 301001). CONTRACTOR MAY UTILIZE MILLINGS IN PLACE OF GABC WITH APPROVAL OF THE ENGINEER.
4. SEPARATION GEOTEXTILE (ITEM NO. 708002)
5. BORROW, TYPE A, MAXIMUM 8" LIFTS, COMPACTION: 95% OF MAXIMUM DENSITY PER MODIFIED PROCTOR TEST (ITEM NO. 209001).
6. NATIVE SAND/SOIL, PROOF ROLL BEFORE PLACEMENT OF BORROW.

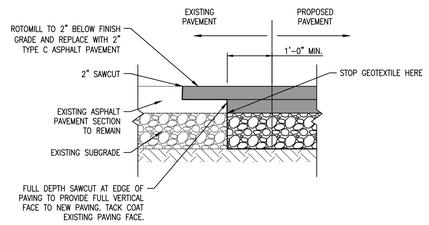
1 / C305 FULL DEPTH & PATCH PAVEMENT SECTION
SCALE: N.T.S.



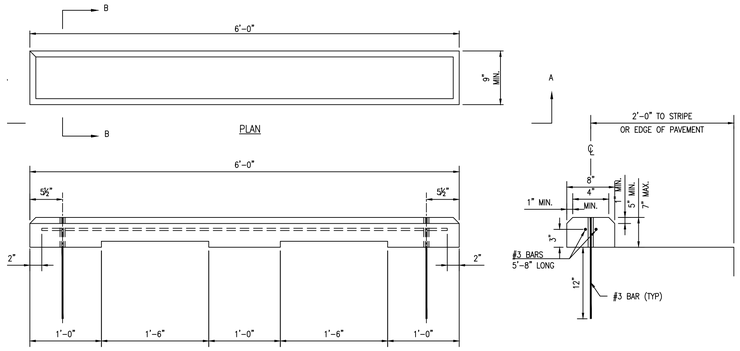
NOTES:

1. SIDEWALKS 10 FEET IN WIDTH OR LESS MARK IN 5' SQUARES, USE CORK EXPANSION JOINTS AT INTERVALS NOT GREATER THAN 15'.
2. CONCRETE SIDEWALKS SHALL BE CONSTRUCTED AS PER DELDOT SPECIFICATIONS.
3. CROSS SLOPE OF SIDEWALK SHALL BE 1% MIN., 2% MAX. LONGITUDINAL SLOPE AS SHOWN ON PLANS.
4. 6" CONCRETE OVER 6" GABC SHALL BE USED IN DRIVEWAYS AND TRANSITIONAL AREAS.

2 / C305 SIDEWALK SECTION
SCALE: N.T.S.



3 / C305 SAWCUT/PAVEMENT TIE-IN DETAIL
SCALE: N.T.S.



NOTES

1. REFER TO SECTION 701505 – P.C.C. PARKING BUMPER FOR ADDITIONAL INFORMATION.
2. ALL VERTICAL SURFACES HAVE DRAFT.
3. FLOW CHANNELS SHALL BE PROVIDED AS SHOWN.
4. ATTACH BUMPER TO PAVEMENT WITH (2) #3 X 18" LONG REBAR (TYP.).

SECTION A–A

SECTION B–B

4 / C305 P.C.C. PARKING BUMPER DETAIL
SCALE: N.T.S.

NOTES:

1. FINISH SHALL BE BLACK AND SHALL BE SUBMITTED TO ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
2. PROVIDE RACKS TO ACCOMMODATE PARKING FOR 11 BIKES.
3. INSTALL USING SURFACE MOUNT OPTION.

5 / C305 BIKE RACK: DERO ROLLING RACK (RR5H-111") - 11 BIKES
SCALE: N.T.S.

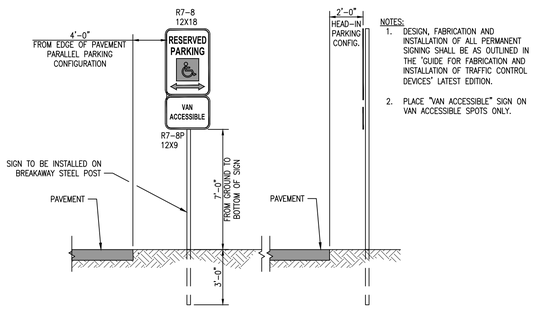
6 / C305 TYPICAL ACCESSIBLE PARKING SPACE DETAIL
SCALE: N.T.S.

NOTES

1. SYMBOL STRIPING SHALL BE 3" WIDE (MIN.) THERMOPLASTIC ON EACH ACCESSIBLE SPACE.
2. ACCESSIBLE SPACES SHALL BE 8'-0" WIDE AT MINIMUM.
3. PAVEMENT MARKING TO BE BLUE PREFORMED THERMOPLASTIC, CONFORMING TO DELDOT:
   ITEM 863001 FOR HOTMIX
   ITEM 864010 FOR CONCRETE –PREFORMED TAPE

7 / C305 ACCESSIBLE SYMBOL PAVEMENT DETAIL
SCALE: N.T.S.

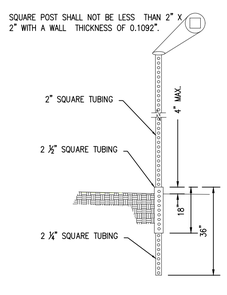
8 / C305 CROSSWALK - 6' WIDE
SCALE: N.T.S.



NOTES:

1. DESIGN, FABRICATION AND INSTALLATION OF ALL PERMANENT SIGNING SHALL BE AS OUTLINED IN THE "GUIDE FOR FABRICATION AND INSTALLATION OF TRAFFIC CONTROL DEVICES" LATEST EDITION.
2. PLACE "VAN ACCESSIBLE" SIGN ON VAN ACCESSIBLE SPOTS ONLY.

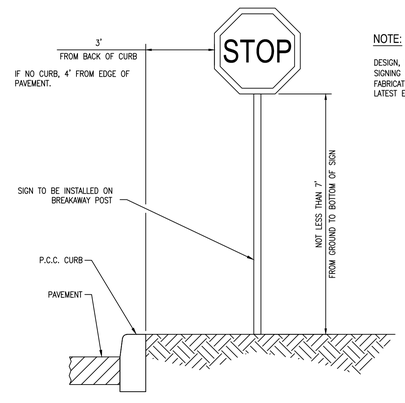
9 / C305 TYPICAL ACCESSIBLE PARKING SPACE SIGN INSTALLATION DETAIL
SCALE: N.T.S.



NOTES:

1. SQUARE TUBES ARE TO BE FORMED FROM GALVANIZED SHEET STRUCTURAL (PHYSICAL) QUALITY, ASTM A 446, GRADE A, COATING DESIGNATION G 90, REGULAR SPANGLE, OR HOT ROLLED CARBON SHEET STEEL STRUCTURAL (PHYSICAL) QUALITY, ASTM A 570, GRADE 33.
   A. NOMINAL OUTSIDE DIMENSION, (INCHES):
      2 X 2
      2 1/4 X 2 1/4
      2 1/2 X 2 1/2
   B. ALL FOUR SIDES ARE TO HAVE EVENLY SPACED 7/16" DIAMETER HOLES ON 1" CENTERS THE ENTIRE LENGTH OF THE TUBE.
   C. TOLERANCE ON HOLE SIZE IS ± 1/64". TOLERANCE ON HOLE SPACING IS ± 1/8" IN 20 FEET.
   D. STANDARD CORNER RADIUS SHALL BE 5/32" ± 1/64".
   E. THE FASTENERS TO BE SUPPLIED UNDER THIS SPECIFICATION SHALL BE 5/16" GRADE 5 UNC CORNER BOLTS WITH CADMIUM OR ZINC PLATING, INSTALLATION OF SIGNS SHALL BE WITH 3/8" X 2-1/2" BOLT WITH LOCKNUT AND WASHER.
2. REGULATORY SIGNS WIDER THAN 30" SHALL BE MOUNTED ON TWO POSTS. WHEN MORE THAN ONE REGULATORY SIGN IS TO BE INSTALLED ON THE SAME POST ASSEMBLY, THE MOUNTING HOLES SHALL BE DRILLED IN THE FIELD AS THE ASSEMBLY IS BEING CONSTRUCTED.
3. DEVELOPMENT SIGNS THAT ARE GREATER THAN 36" WIDE SHALL BE DISPLAYED ON TWO POSTS.
   A. DEVELOPMENT SIGN FACE BACKGROUNDS SHALL BE GREEN; LEGENDS SHALL BE SILVER (WHITE).
   B. LEGEND SHALL BE 5" SERIES "C" LETTERS.
   C. NO BORDER ON DEVELOPMENT SIGN PANELS.
   D. MAXIMUM DEVELOPMENT SIGN WIDTH OF 36" FOR SINGLE LINE SIGNS, 54" FOR TWO OR MORE LINES.
   E. DEVELOPMENT SIGNS SHALL BE INSTALLED WITHIN THE RIGHT-OF-WAY OF THE HIGHWAY ON WHICH THE ENTRANCE(S) IS (ARE) LOCATED. THE SIGNS SHALL BE PLACED WITHIN 750 FEET OF THE CENTERLINE OF THE ENTRANCE(S).

10 / C305 TELESCOPING STEEL SIGN/BREAKAWAY ASSEMBLY
SCALE: N.T.S.



NOTE:

DESIGN, FABRICATION AND INSTALLATION OF ALL PERMANENT SIGNING SHALL BE AS OUTLINED IN THE "GUIDE FOR FABRICATION AND INSTALLATION OF TRAFFIC CONTROL DEVICES" LATEST EDITION.

11 / C305 TYPICAL STOP SIGN INSTALLATION DETAIL
SCALE: N.T.S.

WALLACE MONTGOMERY
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REVISIONS/ADDENDUMS △

SEAL

PROJECT

DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
FOR
DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

SHEET TITLE

CONSTRUCTION DETAILS

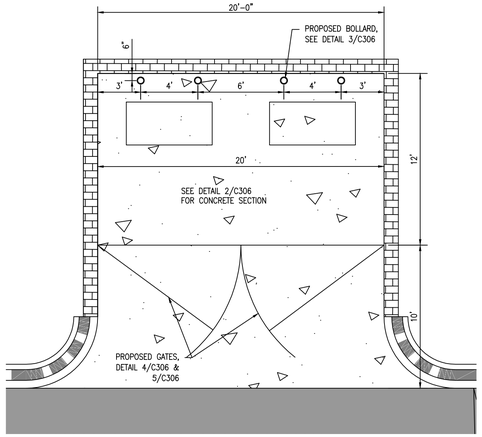
AGENCY SUBMISSION
APRIL 30, 2026

DRAWN	CHK'D/DESIGNER
DLD	AES/DLD
SCALE	SHEET NO.
AS NOTED	C305

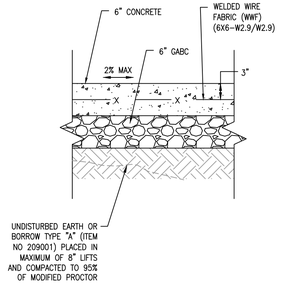
PROJECT NO.
226024.0001

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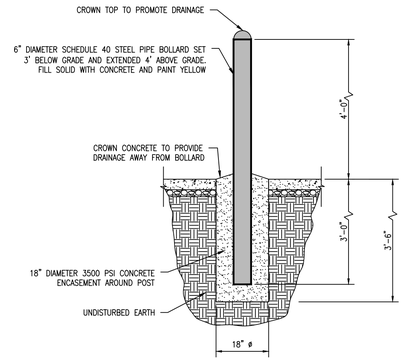
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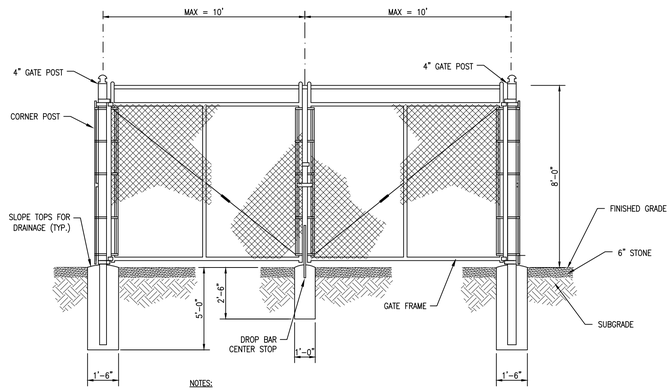
1 C306 DUMPSTER PAD DETAIL
SCALE: 1" = 5'



2 C306 DUMPSTER PAD SECTION
SCALE: N.T.S.



3 C306 PIPE BOLLARD FOR DUMPSTER ENCLOSURE DETAIL
SCALE: N.T.S.



NOTES:

1. GAP FROM BOTTOM OF THE FENCE TO FINISHED GRADE SHALL BE 12".
2. SCREENING SLATS SHALL BE PROVIDED ON ALL SIDES AND BE COLOR MATCHED TO BUILDING.
3. FENCE FABRIC SHALL BE 2"-#9 GAUGE HOT DIP GALVANIZED.

4 C306 GATE POST DETAIL
SCALE: N.T.S.

WALLACE MONTGOMERY
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REVISIONS/ADDENDUMS △

SEAL

PROJECT

DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
FOR
DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

SHEET TITLE

CONSTRUCTION DETAILS

AGENCY SUBMISSION
APRIL 30, 2026

DRAWN	CHK'D/DESIGNER
DLD	AES/DLD
SCALE	SHEET NO.
AS NOTED	C306
PROJECT NO.	
226024.0001	

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REVISIONS/ADDENDUMS△

SEAL

PROJECT

DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
FOR
DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

SHEET TITLE

GRADES AND GEOMETRICS

AGENCY SUBMISSION
APRIL 30, 2026

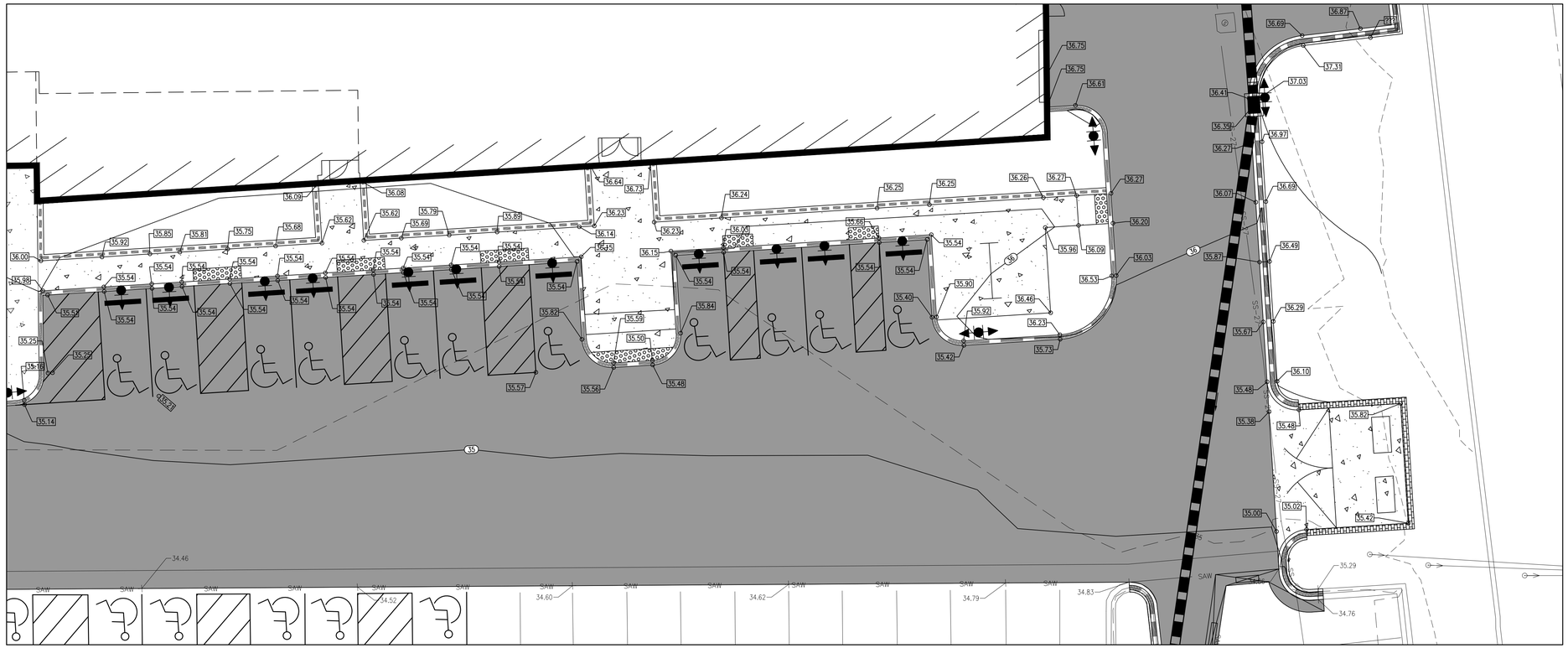
DRAWN	CHK'D/DESIGNER
DLD	AES/DLD
SCALE	SHEET NO.
1" = 30'	C307
PROJECT NO.	
226024.0001	

GENERAL NOTE:
FOR GRADING DETAIL FROM CURB LINE INTO SITE, SEE LANDSCAPE PLANS.

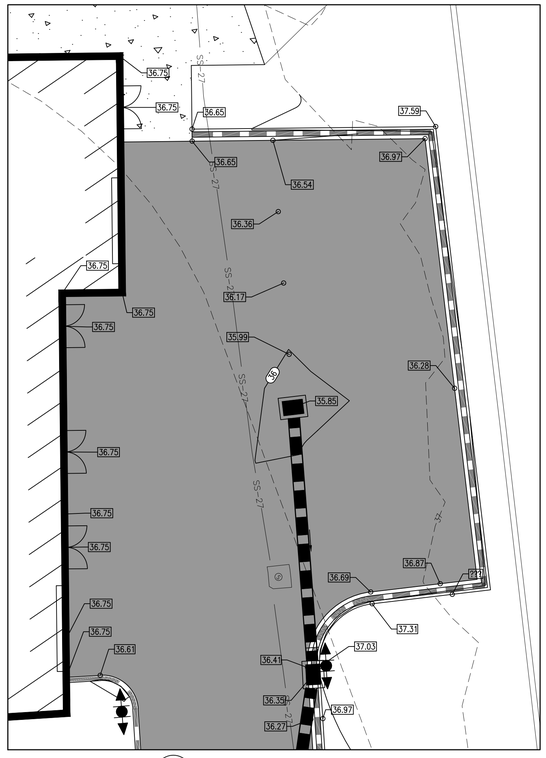
0' 30' 60' 90'
SCALE: 1" = 30'

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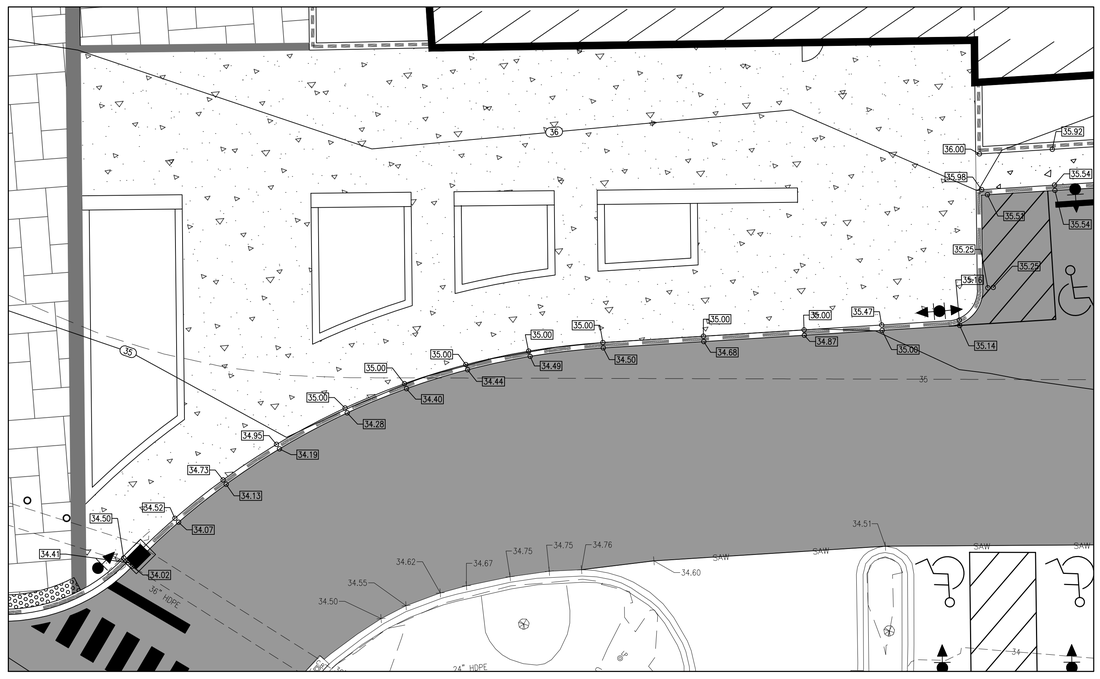
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1 C308 BUILDING ENTRANCE AND DUMPSTER PAD DETAIL
SCALE: 1" = 10'



2 C308 SERVICE AREA DETAIL
SCALE: 1" = 10'



3 C308 DROP-OFF AREA DETAIL
SCALE: 1" = 10'

0' 10' 20' 30'
SCALE: 1" = 10'

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222 S. DuPONT HIGHWAY | SUITE 202 | DOVER, DE 19901 | 302-257-3100

REVISIONS/ADDENDUMS △

SEAL

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DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
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DELAWARE STATE UNIVERSITY
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CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

SHEET TITLE
GRADES AND GEOMETRICS

AGENCY SUBMISSION
APRIL 30, 2026

DRAWN	CHK'D/DESIGNER
DLD	AES/DLD
SCALE	SHEET NO.
1" = 10'	C308
PROJECT NO.	
226024.0001	

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REVISIONS/ADDENDUMS△

SEAL

PROJECT

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DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

SHEET TITLE

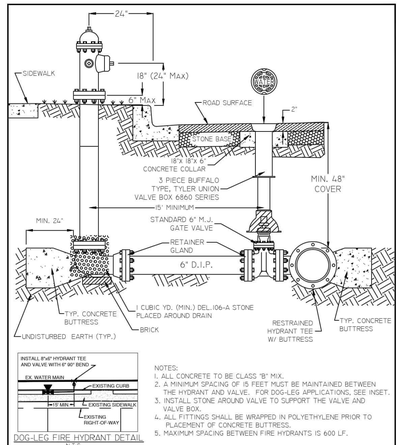
UTILITY PLAN

AGENCY SUBMISSION
APRIL 30, 2026

DRAWN	CHK'D/DESIGNER
DLD	AES/DLD
SCALE	SHEET NO.
1" = 30'	C309
PROJECT NO.	
226024.0001	

SCALE: 1" = 30'

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DOG-LEG FIRE HYDRANT DETAIL
N.T.S.

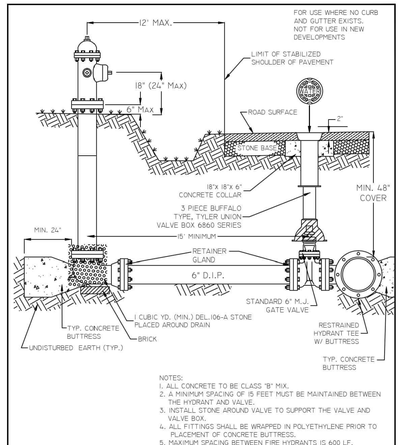
NOTES:
1. ALL CONCRETE TO BE CLASS "B" MIX.
2. A MINIMUM SPACING OF 15 FEET MUST BE MAINTAINED BETWEEN THE HYDRANT AND VALVE. FOR DOG-LEG APPLICATIONS, SEE INSET.
3. INSTALL STONE AROUND VALVE TO SUPPORT THE VALVE AND VALVE BOX.
4. ALL FITTINGS SHALL BE WRAPPED IN POLYETHYLENE PRIOR TO PLACEMENT OF CONCRETE BUTTRESS.
5. MAXIMUM SPACING BETWEEN FIRE HYDRANTS IS 600 LF.

City of Dover

FIRE HYDRANT & VALVE BOX DETAIL

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	02.20.08
CKD:	RJH/REM	SCALE:	NTS
APRVD:	SJD	DWG. NO:	W-3



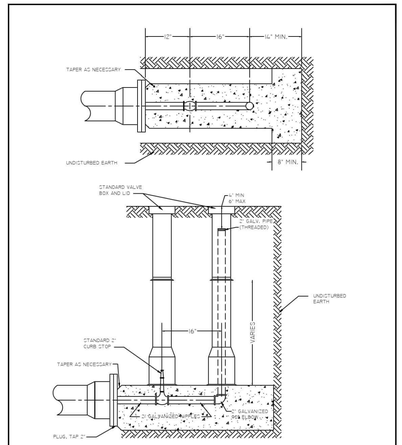
NOTES:
1. ALL CONCRETE TO BE CLASS "B" MIX.
2. A MINIMUM SPACING OF 15 FEET MUST BE MAINTAINED BETWEEN THE HYDRANT AND VALVE.
3. INSTALL STONE AROUND VALVE TO SUPPORT THE VALVE AND VALVE BOX.
4. ALL FITTINGS SHALL BE WRAPPED IN POLYETHYLENE PRIOR TO PLACEMENT OF CONCRETE BUTTRESS.
5. MAXIMUM SPACING BETWEEN FIRE HYDRANTS IS 600 LF.

City of Dover

FIRE HYDRANT & VALVE BOX DETAIL WITHOUT CURB AND GUTTER

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	02.20.08
CKD:	RJH/REM	SCALE:	NTS
APRVD:	SJD	DWG. NO:	W-4

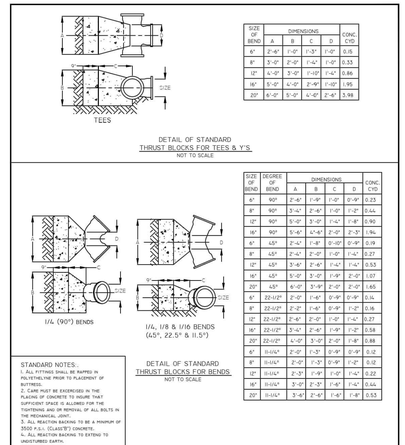


City of Dover

2" BLOW-OFF ASSEMBLY FOR WATER MAINS

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	02.20.08
CKD:	RJH/REM	SCALE:	NTS
APRVD:	SJD	DWG. NO:	W-5



SIZE OF BEND	DIMENSIONS A	B	C	D	CONC C/D
6"	2'-6"	1'-0"	1'-3"	1'-0"	0.15
8"	3'-0"	2'-0"	1'-6"	1'-0"	0.33
12"	4'-0"	3'-0"	1'-10"	1'-6"	0.86
16"	5'-0"	4'-0"	2'-4"	1'-0"	1.95
20"	6'-0"	5'-0"	4'-0"	2'-6"	3.98

DETAIL OF STANDARD THRUST BLOCKS FOR TEES & Y'S
NOT TO SCALE

SIZE OF BEND	DEGREE OF BEND	DIMENSIONS A	B	C	D	CONC C/D
6"	90°	2'-6"	1'-9"	1'-0"	0'-9"	0.23
8"	90°	3'-4"	2'-6"	1'-0"	1'-3"	0.44
12"	90°	5'-0"	3'-10"	1'-6"	1'-9"	0.90
16"	90°	5'-6"	4'-4"	2'-0"	2'-3"	1.94
6"	45°	2'-4"	1'-8"	0'-10"	0'-9"	0.19
8"	45°	2'-6"	2'-0"	1'-0"	1'-0"	0.27
12"	45°	3'-6"	2'-6"	1'-6"	1'-6"	0.53
16"	45°	5'-0"	3'-0"	1'-9"	2'-0"	1.07
20"	45°	6'-0"	3'-6"	2'-0"	2'-0"	1.46
6"	22-1/2°	2'-0"	1'-4"	0'-9"	0'-9"	0.14
8"	22-1/2°	2'-2"	1'-6"	0'-9"	1'-0"	0.16
12"	22-1/2°	2'-6"	2'-0"	1'-0"	1'-6"	0.27
16"	22-1/2°	3'-4"	2'-6"	1'-9"	1'-0"	0.58
20"	22-1/2°	4'-0"	3'-0"	2'-0"	1'-6"	0.88
6"	11-1/4°	2'-0"	1'-3"	0'-9"	0'-9"	0.12
8"	11-1/4°	2'-0"	1'-3"	0'-9"	1'-0"	0.12
12"	11-1/4°	2'-3"	1'-9"	1'-0"	1'-6"	0.22
16"	11-1/4°	3'-0"	2'-3"	1'-6"	1'-6"	0.44
20"	11-1/4°	3'-6"	2'-6"	1'-3"	1'-9"	0.53

1/4 (90°) BENDS

DETAIL OF STANDARD THRUST BLOCKS FOR BENDS
NOT TO SCALE

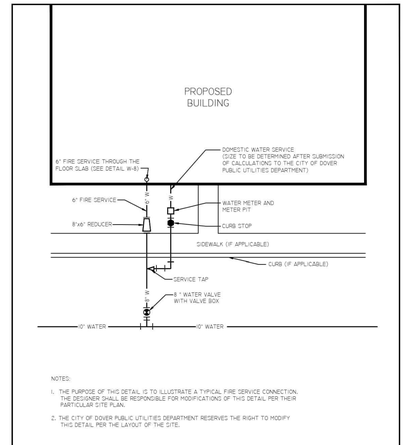
STANDARD NOTES:
1. ALL FITTINGS SHALL BE WRAPPED IN POLYETHYLENE PRIOR TO PLACEMENT OF CONCRETE.
2. CARE MUST BE EXERCISED IN THE PLACING OF CONCRETE TO INSURE THAT SUFFICIENT SPACE IS ALLOWED FOR THE TIGHTENING AND OR REMOVAL OF ALL BOLTS IN THE MECHANICAL JOINT.
3. ALL REACTION BACKING TO BE A MINIMUM OF 3500 P.S.I. CLASS "B" CONCRETE.
4. ALL REACTION BACKING TO EXTEND TO UNDISTURBED EARTH.

City of Dover

BUTTRESSES - FOR WATER MAINS

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	02.20.08
CKD:	RJH/REM	SCALE:	NTS
APRVD:	SJD	DWG. NO:	W-6



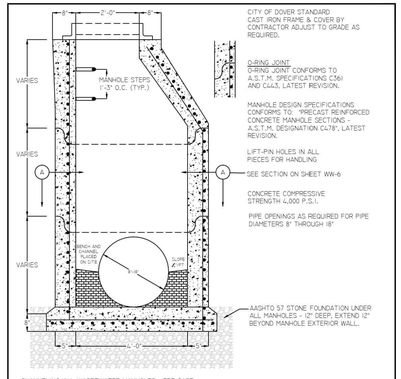
NOTES:
1. THE PURPOSE OF THIS DETAIL IS TO ILLUSTRATE A TYPICAL FIRE SERVICE CONNECTION. THE DESIGNER SHALL BE RESPONSIBLE FOR MODIFICATIONS OF THIS DETAIL PER THEIR PARTICULAR SITE PLAN.
2. THE CITY OF DOVER PUBLIC UTILITIES DEPARTMENT RESERVES THE RIGHT TO MODIFY THIS DETAIL PER THE LAYOUT OF THE SITE.

City of Dover

DOMESTIC AND FIRE SERVICE CONNECTION

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	02.20.08
CKD:	RJH/REM	SCALE:	NTS
APRVD:	SJD	DWG. NO:	W-7



CITY OF DOVER STANDARD CAST IRON FRAME & COVER BY CONTRACTOR ADJUST TO GRADE AS REQUIRED.

O-RING JOINT
O-RING JOINT CONFORMS TO A.S.T.M. SPECIFICATIONS C361 AND C443, LATEST REVISION.

MANHOLE DESIGN SPECIFICATIONS CONFORMS TO: "PRECAST REINFORCED CONCRETE MANHOLE SECTIONS - A.S.T.M. DESIGNATION C478", LATEST REVISION.

LIFT-PIN HOLES IN ALL PIECES FOR HANDLING

SEE SECTION ON SHEET WW-6

CONCRETE COMPRESSIVE STRENGTH 4,000 P.S.I.

PIPE OPENINGS AS REQUIRED FOR PIPE DIAMETERS 8" THROUGH 18"

CHANNELING/ALL WASTEWATER MANHOLES - PRE-CAST

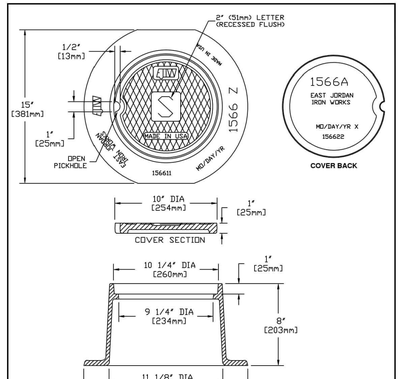
BOTTOM OF MANHOLE TO BE CHANNELED AND BENCHED. MINIMUM CHANNEL DEPTH TO BE HALF THE DIAMETER OF INLET OR THROUGH-PIPE. CHANNELS TO BE SMOOTH, CONCRETE, AND SEMI-CIRCULAR IN SECTION. WHERE BRICK CHANNEL IS USED, INVERT SHALL BE BRICK LAID ON EDGE. SUBJECT TO APPROVAL OF CITY OF DOVER PUBLIC UTILITIES DIRECTOR. PRECAST CHANNELS MAY BE UTILIZED WITH THE UNDERSTANDING THAT IF ALIGNMENT OF FLOW IS OFF, CHANNEL WILL BE REMOVED AND BRICK CHANNEL INSTALLED TO CORRECT FLOW.

City of Dover

MANHOLE TYPE I

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	12.01.08
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WW-3



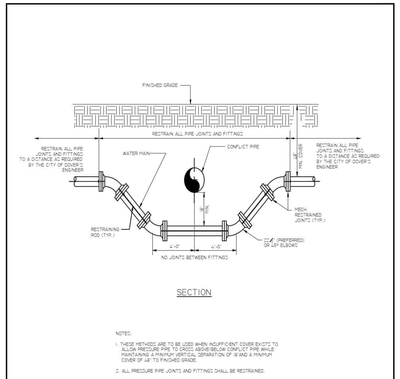
DETAIL HAS BEEN PROVIDED BY EAST JORDAN IRON WORKS, INC.

City of Dover

SANITARY SEWER CLEANOUT DETAIL

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	12.01.08
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WW-9



SECTION

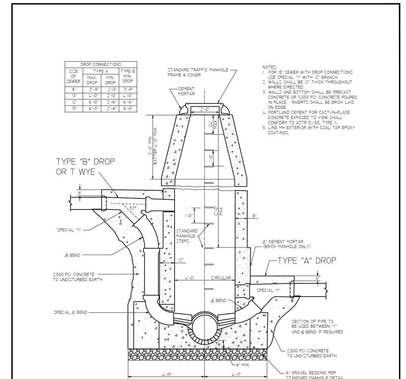
NOTES:
1. THESE METHODS ARE TO BE USED WHEN INSUFFICIENT COVER EXISTS TO ALLOW PRESSURE PIPE TO CROSS ABOVE/BELOW CONFLICT PIPE WHILE MAINTAINING A MINIMUM VERTICAL SEPARATION OF 18"AND A MINIMUM COVER OF 48" TO FINISHED GRADE.
2. ALL PRESSURE PIPE JOINTS AND FITTINGS SHALL BE RESTRAINED.

City of Dover

UTILITY CONFLICT RELOCATION DETAIL

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	03.05.09
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WWW-1

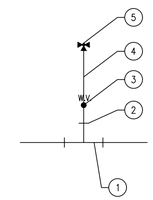


City of Dover

OUTSIDE DROP MANHOLE TYPE A & B

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	03.05.09
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WW-20



1. PROPOSED 6" WATERLINE
2. 6" x 6" X 6" TEE
3. 6" WATER VALVE
4. 6" WATER LINE (MIN. LENGTH 15' FROM VALVE TO FH)
5. DARLING CO. B-62-B BREAKAWAY FIRE HYDRANT

1 / C310 PROPOSED FIRE HYDRANT INSTALLATION DETAIL
SCALE: NOT TO SCALE

WALLACE MONTGOMERY
222 S. DuPONT HIGHWAY | SUITE 202 | DOVER, DE 19901 | 302-257-3100

REVISIONS/ADDENDUMS△

SEAL

PROJECT

DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
FOR
DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

SHEET TITLE

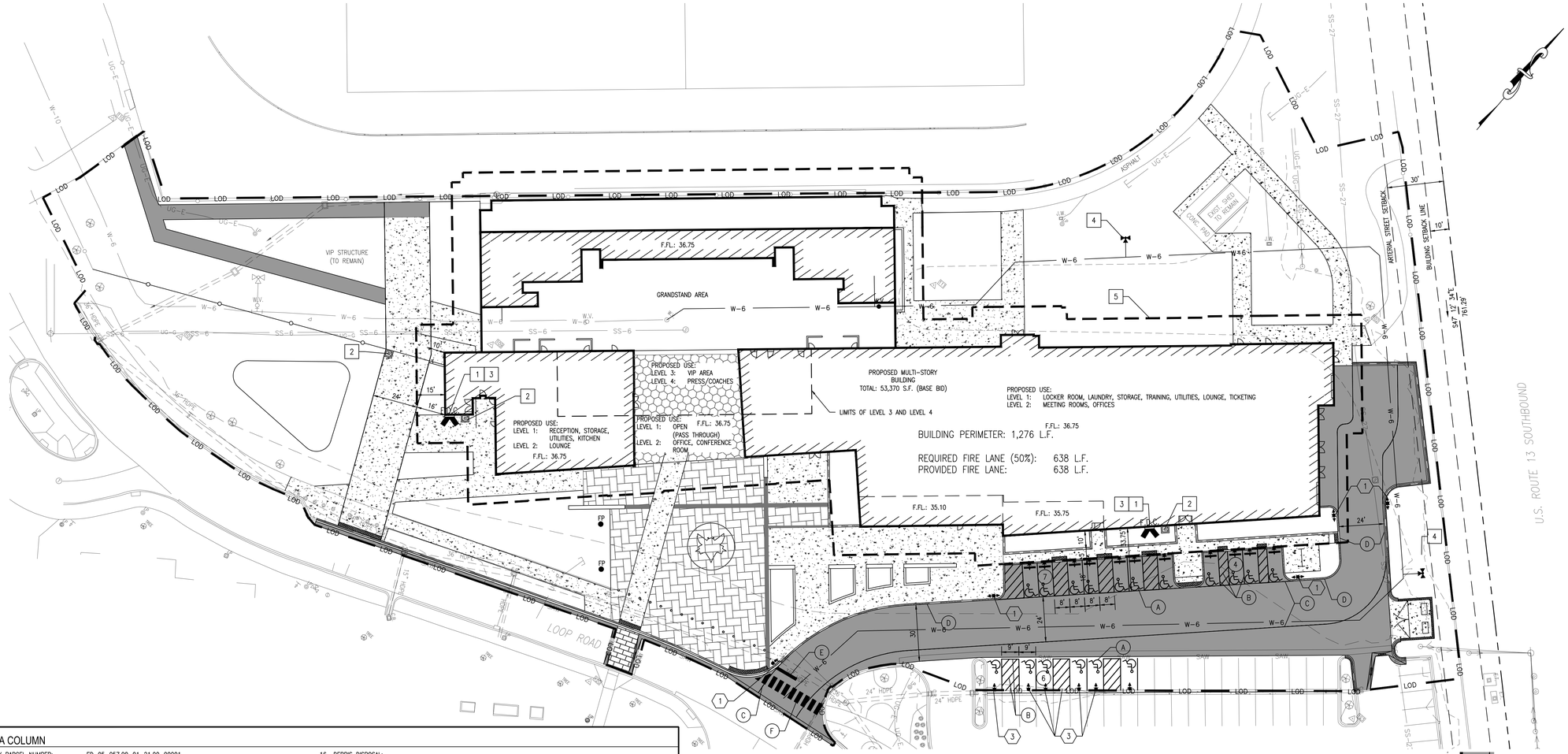
UTILITY DETAILS

AGENCY SUBMISSION
APRIL 30, 2026

DRAWN	CHK'D/DESIGNER
DLD	AES/DLD
SCALE	SHEET NO.
N.T.S.	C310
PROJECT NO.	
226024.0001	

M:\PROJ\226024.0001\Sheets_Cadd__Working\Plan_1\Sheets\Construction\UTI-01.dwg 4/28/2026

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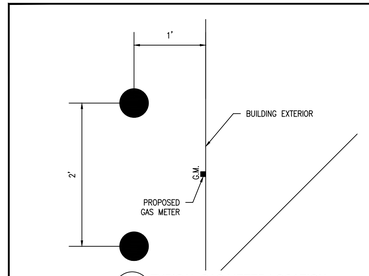


DATA COLUMN

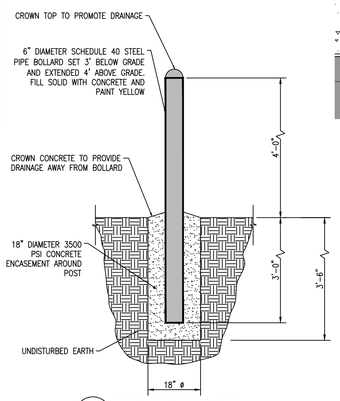
1. TAX PARCEL NUMBER: ED-05-057.00-01-21.00-00001
2. SITE ADDRESS: 1200 N. DUPONT HIGHWAY, DOVER, DE 19901
3. ZONING: IO (INSTITUTIONAL/OFFICE)
4. PARCEL AREA: 161.96+/- ACRES (CITY OF DOVER GIS)
5. PROJECT/DEVELOPMENT AREA: 3.91± ACRES
6. SOURCE OF TITLE: H-11-113 (KENT COUNTY PARCEL DATA)
7. EXISTING USE: UNIVERSITY
8. PROPOSED USE: UNIVERSITY
9. DATUM: BENCHMARK: EX DI, TOP: 34.04; VERT.: NAVD88; HORZ.: NAD83
10. SETBACKS: FRONT: 10'; SIDE: 10'; REAR: 15'; ARTERIAL STREET: 30'
11. MONUMENTS: EXISTING: N/A; PROPOSED: N/A
12. SITE UTILITIES:
    - WATER: CITY OF DOVER
    - SEWER : CITY OF DOVER
    - ELECTRIC: CITY OF DOVER
    - GAS : CHESAPEAKE UTILITIES
13. PROJECT SITE BREAKDOWN (BASE BID)

EXISTING (POST DEMOLITION)		
BUILDING:	0.00± ACRES (00.000± S.F.)	
IMPERVIOUS:	0.42± ACRES (18,295.20± S.F.)	
OPEN SPACE:	3.51± ACRES (152,895.60± S.F.)	
TOTAL AREA:	3.93± ACRES (171,190.80± S.F.)	
PROPOSED:		
BUILDING:	1.32± ACRES (57,413.19± S.F.)	
IMPERVIOUS:	1.49± ACRES (65,174.29± S.F.)	
OPEN SPACE:	1.12± ACRES (48,603.32± S.F.)	
TOTAL AREA:	3.93± ACRES (171,190.80± S.F.)	
IMPERVIOUS AREA		
PRIOR TO DEMOLITION (SEE SEPARATE CONTRACT):		3.06± ACRES / 3.91 ACRES = 78.3%
EXISTING (POST DEMOLITION):		0.40± ACRES / 3.91 ACRES = 10.2%
PROPOSED:		2.69± ACRES / 3.91 ACRES = 68.8%

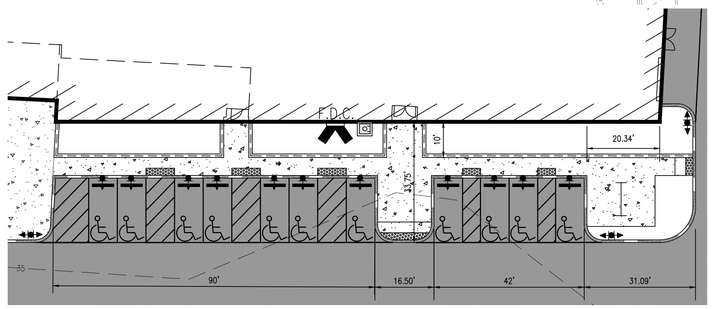
14. FLOOD PLAIN MAP: PER FEMA MAP NUMBER 10001C0158J, DATED JULY 7, 2014, THE PROJECT LIMITS LIES WITHIN ZONE X, AREAS TO BE DETERMINED TO BE OUTSIDE OF 0.2% ANNUAL CHANCE FLOODPLAIN.
15. PURPOSE OF PLAN: THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED 53,370± S.F. MULTI-STORY BUILDING WITH ASSOCIATED IMPROVEMENTS AS SHOWN ON THE PLAN.
16. DEBRIS DISPOSAL: NO DEBRIS SHALL BE BURIED ON SITE. ANY BURIED DEBRIS ENCOUNTERED SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED FACILITY.
17. TOPOGRAPHY: TOPOGRAPHIC SURVEY DATA SHOWN HEREON WAS PERFORMED BY CENTURY ENGINEERING, LLC. DECEMBER 2025.
18. BOUNDARY SURVEY: BOUNDARY SHOWN HEREON PROVIDED BY DELAWARE STATE UNIVERSITY. A BOUNDARY SURVEY WAS NOT PERFORMED NOR REQUESTED. WALLACE MONTGOMERY TAKES NO RESPONSIBILITY FOR DISCREPANCIES RELATED TO THE BOUNDARY.
19. OWNER: STATE OF DELAWARE, C/O DELAWARE STATE UNIVERSITY, 1200 N. DUPONT HIGHWAY, SUITE 202, DOVER, DE 19901, KHALID ZERRAD, 302-535-3809, KZERRAD@DESU.EDU
20. ENGINEER: WALLACE MONTGOMERY, LLC, 222 S. DUPONT HIGHWAY, SUITE 202, DOVER, DE 19901, ALEXANDER SCHMIDT, P.E., 302-257-3100, ASCHMIDT@WALLACEMONTGOMERY.COM



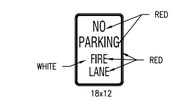
2 C310 TYPICAL GAS METER LOCATION
SCALE:1" = 1'



3 C310 TYPICAL BOLLARD DETAIL
SCALE: N.T.S.



1 C310 BUILDING FRONTAGE DETAIL
SCALE:1" = 20'



NOTE: FIRE LANE SIGN SHALL BE DOUBLE SIDED.

1 FIRE LANE SIGN DETAIL
SCALE: N.T.S.

GENERAL CONSTRUCTION NOTES:

1. PROPOSED FIRE DEPARTMENT CONNECTION.
2. PROPOSED KNOX BOX, CONTACT CITY OF DOVER OFFICE OF THE FIRE MARSHAL FOR ORDERING INFORMATION AND CONFIRM LOCATION.
3. ALL STANDPIPE AND SPRINKLER CONNECTIONS SHALL HAVE A MINIMUM OF FOUR INCH (4") SOLID YELLOW DEMARCATION LINES TO DEFINE SPECIFIC AREAS, SOLID YELLOW DEMARCATION LINES SHALL BE MEASURED FROM THE CENTER LINE OF THE CONNECTION AND EXTEND FOR A DISTANCE OF FOUR FEET (4') ON BOTH SIDES, AND WHERE PARKING IS ALLOWED BETWEEN THE BUILDING AND THE STREET OR FIRE LANE, THE SOLID YELLOW DEMARCATION LINES SHALL EXTEND FROM THE END OF THE SIDEWALK SURFACE TO THE STREET OR FIRE LANE (MARKINGS SHALL NOT BE REQUIRED ON THE SIDEWALK SURFACE). ALL FIRE DEPARTMENT CONNECTIONS (STANDPIPE AND SPRINKLER) SHALL HAVE A MINIMUM 12"x18" SIGN THAT READS FIRE DEPT. CONNECTION, SIGN LETTERING SHALL BE A MINIMUM OF 3 INCHES (3") IN HEIGHT WITH RED SCOTCHLITE LETTERS ON WHITE SCOTCHLITE BACKGROUND. THE SIGN SHALL BE CLEARLY VISIBLE FROM THE FIRE LANE OR ROADWAY, AND SIGNS USING NFPA INTERNATIONAL SYMBOLS SHALL BE AN ACCEPTABLE ALTERNATIVE.
4. PROPOSED FIRE HYDRANT.
5. PERIMETER ACCESS.

PAVEMENT MARKING LEGEND

SYMBOL	ITEM
A	PERMANENT PAVEMENT STRIPING, PREFORMED THERMOPLASTIC, BLUE SYMBOL (ITEM NO. 863001)
B	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE 4" SOLID (FOLLOW ITEM NO. 861001)
C	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, YELLOW 4" SOLID (FOLLOW ITEM NO. 861001)
D	PAINTED CURB, YELLOW (ITEM NO. 817565)
E	PERMANENT PAVEMENT STRIPING, 16" WHITE ALKYD-THERMOPLASTIC (ITEM NO. 862006)
F	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, WHITE 24" SOLID, (ITEM NO. 862006)

0' 30' 60' 90'
SCALE: 1" = 30'

WALLACE MONTGOMERY
222 S. DuPONT HIGHWAY | SUITE 202 | DOVER, DE 19901 | 302-257-3100

REVISIONS/ADDENDUMS△

SEAL

PROJECT
DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
FOR
DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

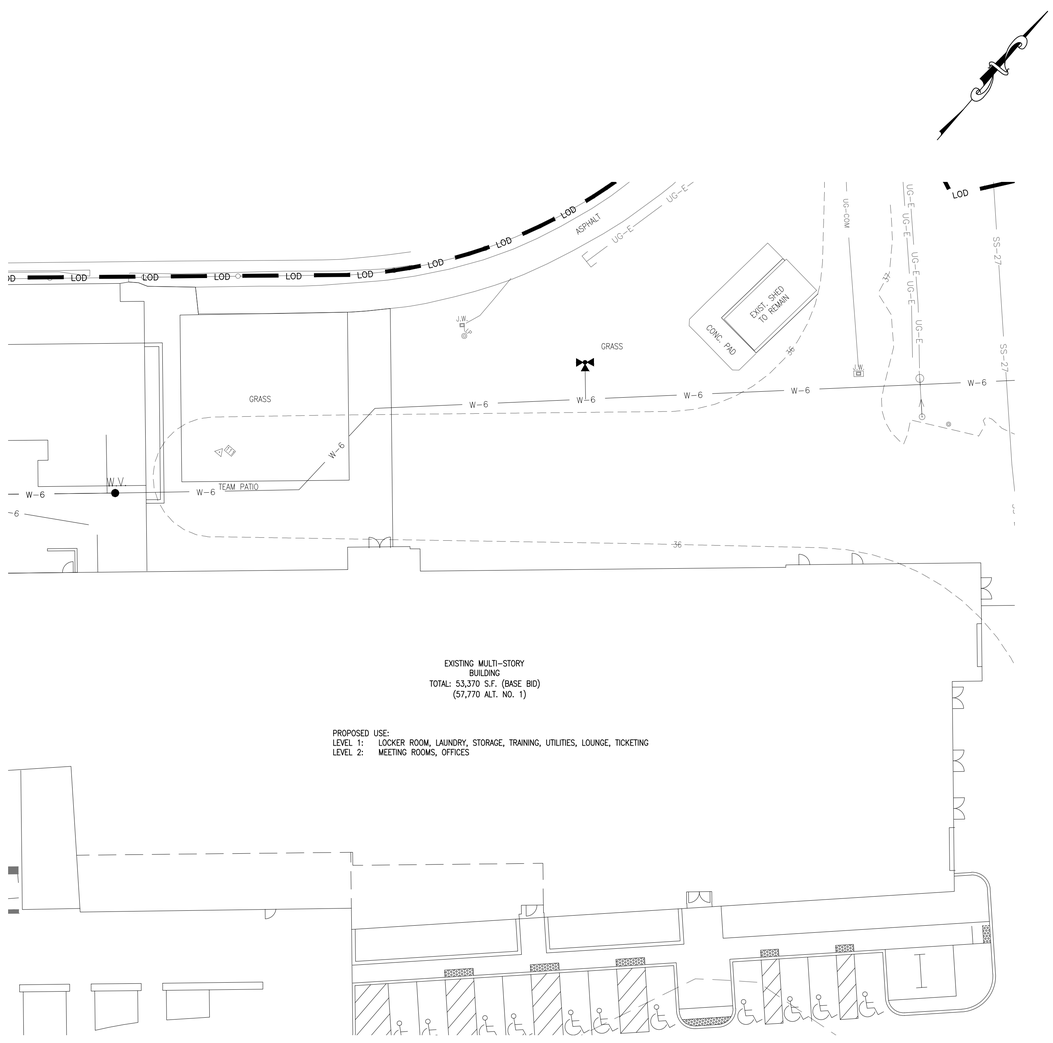
SHEET TITLE
FIRE MARSHAL PLAN

AGENCY SUBMISSION
APRIL 30, 2026

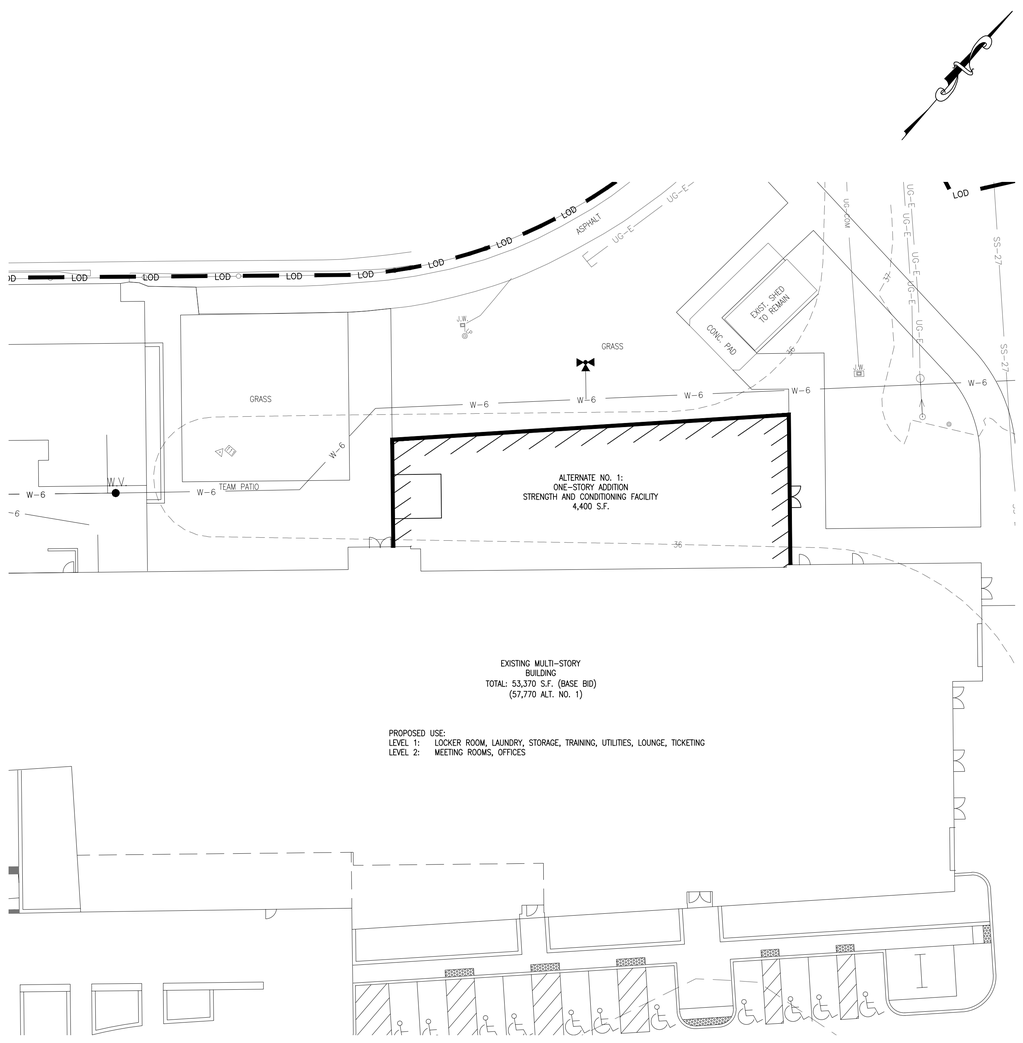
DRAWN: DLD
CHK'D/DESIGNER: AES/DLD
SCALE: 1" = 30'
SHEET NO.: C311
PROJECT NO.: 226024.0001

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1 C312 ALTERNATE #1: DEMOLITION PLAN
SCALE: 1" = 20'



2 C312 ALTERNATE #1: SITE PLAN
SCALE: 1" = 20'

0' 20' 40' 60'
SCALE: 1" = 20'

WALLACE MONTGOMERY
222 S. DuPONT HIGHWAY | SUITE 202 | DOVER, DE 19901 | 302-257-3100

REVISIONS/ADDENDUMS△

SEAL

DELAWARE STATE UNIVERSITY
FOOTBALL STADIUM PLAZA
FOR
DELAWARE STATE UNIVERSITY
MOODY NOLAN
CITY OF DOVER
EAST DOVER HUNDRED, KENT COUNTY, STATE OF DELAWARE

PROJECT

SHEET TITLE

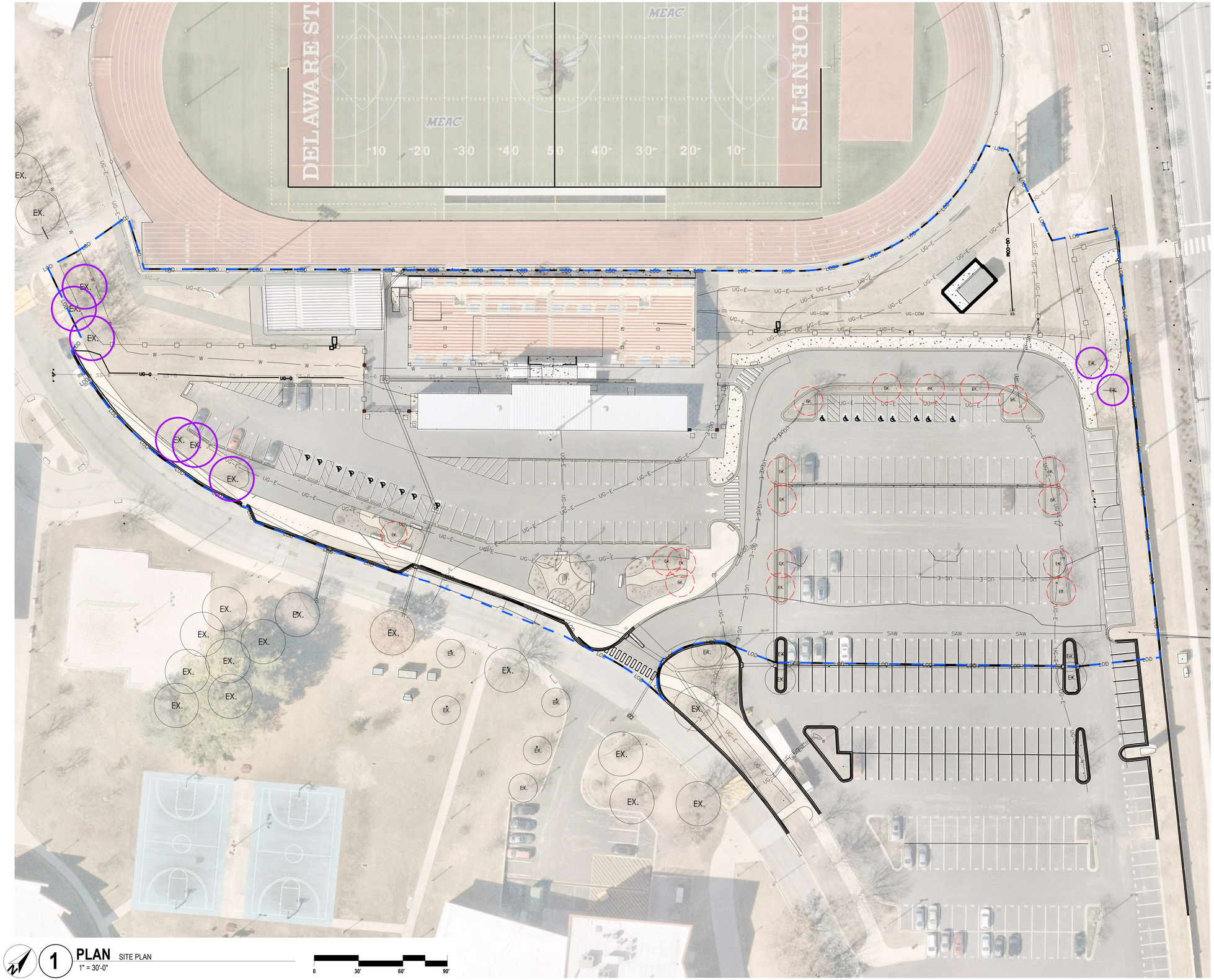
ALTERNATE NO. 1
CONSTRUCTION PLAN

AGENCY SUBMISSION
APRIL 30, 2026

DRAWN	CHK'D/DESIGNER
DLD	AES/DLD
SCALE	SHEET NO.
1" = 20'	C312
PROJECT NO.	
226024.0001	

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1 **PLAN** SITE PLAN
1" = 30'-0"

0 30' 60' 90'

COMPLIANCE CODE NOTES:

Tree Density Worksheet	
Total Lot Area:	171,190.80 S.F.
Total Area of Woodlands on Site:	0.00 S.F.
Total Area of Woodlands to be Preserved (must be >= 50%):	0.00 S.F.
Non - Woodland Area (site area minus area of preserved woodland):	171,190.80 S.F.
New Tree Plantings Required (@ 1 tree per 3000 square feet of non - woodland area on site):	57.06 = 58
Tree Plantings Proposed:	

Caliper Dimension of Trees Removed	Number of Trees Required	Caliper dimension at Planting
25″ or larger	5 trees	3″
17″ to 24″	3 trees	3″
9″ to 16″	3 trees	3″
8″ or less	2 trees	3″

COMPLIANCE CODE SUMMARY:

17 Trees (8" caliper or less) to be removed in proposed design	34 trees (3" caliper) needed to be replaced
New tree plantings required for the full site (see tree density worksheet this sheet)	58 new trees
Existing trees onsite with a min. 2" caliper to be preserved and counted.	8 preserved trees
Total trees needed	**84 new trees**

PROPOSED:

New trees on site	39 new trees
New trees off site	45 new trees

39 + 45 = 84 new trees

#	DATE	CHANGE DESCRIPTION

DSU ATHLETICS TRANSFORMATION
N. DUPONT HIGHWAY, DOVER, DE 19901

DELAWARE STATE UNIVERSITY

Moody Nolan
300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
PHONE: 614-461-4664

TREE REPLACEMENT

EDGE
www.edgeltd.com

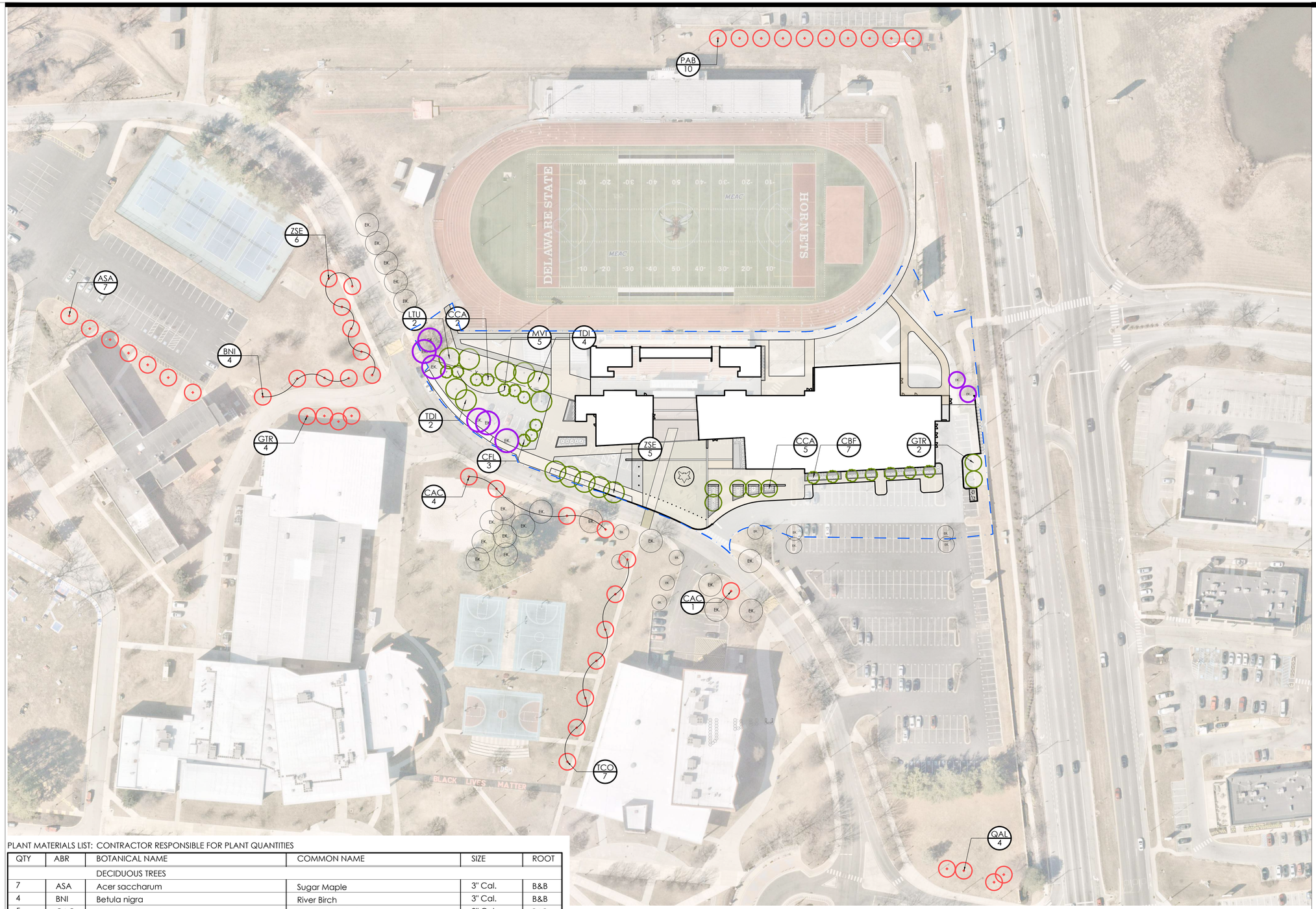
TIMOTHY SKINNER
No. 10010674
REGISTERED LANDSCAPE ARCHITECT

05/01/2026

24471

L0.00

Site Plan Application 77



PLANT MATERIALS LIST: CONTRACTOR RESPONSIBLE FOR PLANT QUANTITIES

QTY	ABR	BOTANICAL NAME	COMMON NAME	SIZE	ROOT
		DECIDUOUS TREES			
7	ASA	Acer saccharum	Sugar Maple	3" Cal.	B&B
4	BNI	Betula nigra	River Birch	3" Cal.	B&B
5	CAC	Carpinus caroliniana	American Hornbeam	3" Cal.	B&B
7	CBF	Carpinus betulus 'Fastigiata'	Columnar Eastern Hornbeam	3" Cal.	B&B
2	LTU	Liriondendron tulipifera	Tulip Tree	3" Cal.	B&B
6	GTR	Gleditsia triacanthos	Honeylocust	3" Cal.	B&B
4	QAL	Quercus alba	White Oak	3" Cal.	B&B
7	TCO	Tilia cordata	Littleleaf Linden	3" Cal.	B&B
6	TDI	Taxodium distichum	Bald Cypress	3" Cal.	B&B
11	ZSE	Zelkova serrata	Zelkova	3" Cal.	B&B
		EVERGREEN TREES			
10	PAB	Picea Abies	Norway Spruce	3" Cal.	B&B
		ORNAMENTAL TREES			
7	CCA	Cercis canadensis	Eastern Redbud	6'-7' Hgt.	B&B
3	CFL	Cornus florida	Flowering Dogwood	6'-7' Hgt.	B&B
5	MVI	Magnolia virginiana	Sweetbay Magnolia	6'-7' Hgt.	B&B

1 **PLAN** SITE PLAN
1" = 30'-0"

0 60' 120' 240'

#	DATE	CHANGE DESCRIPTION

DSU ATHLETICS TRANSFORMATION
N. DUPONT HIGHWAY, DOVER, DE 19901

DELAWARE STATE UNIVERSITY

Moody Nolan
300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
PHONE: 614-461-4664

TREE REPLACEMENT

EDGE
www.edgela.com

TIMOTHY SKINNER
No. 10010674
REGISTERED LANDSCAPE ARCHITECT
STATE OF DELAWARE

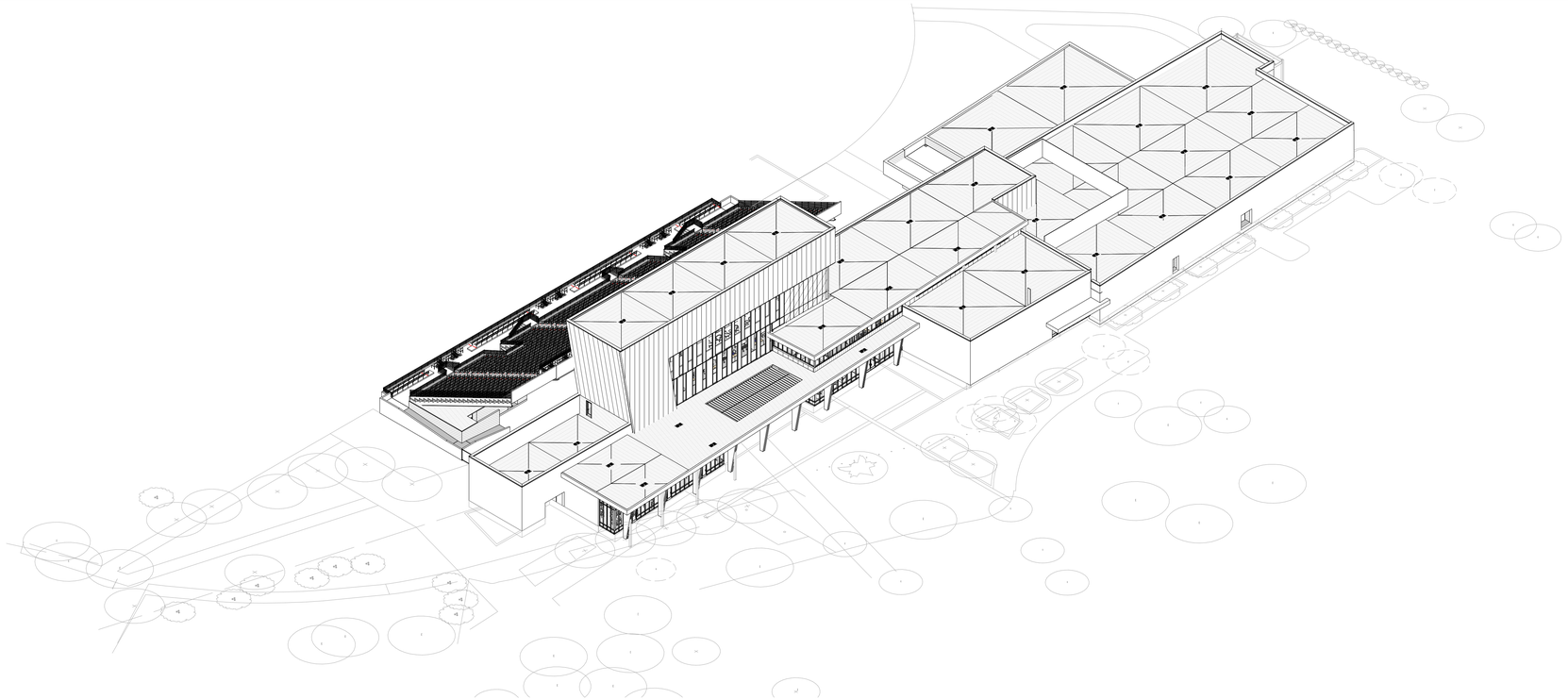
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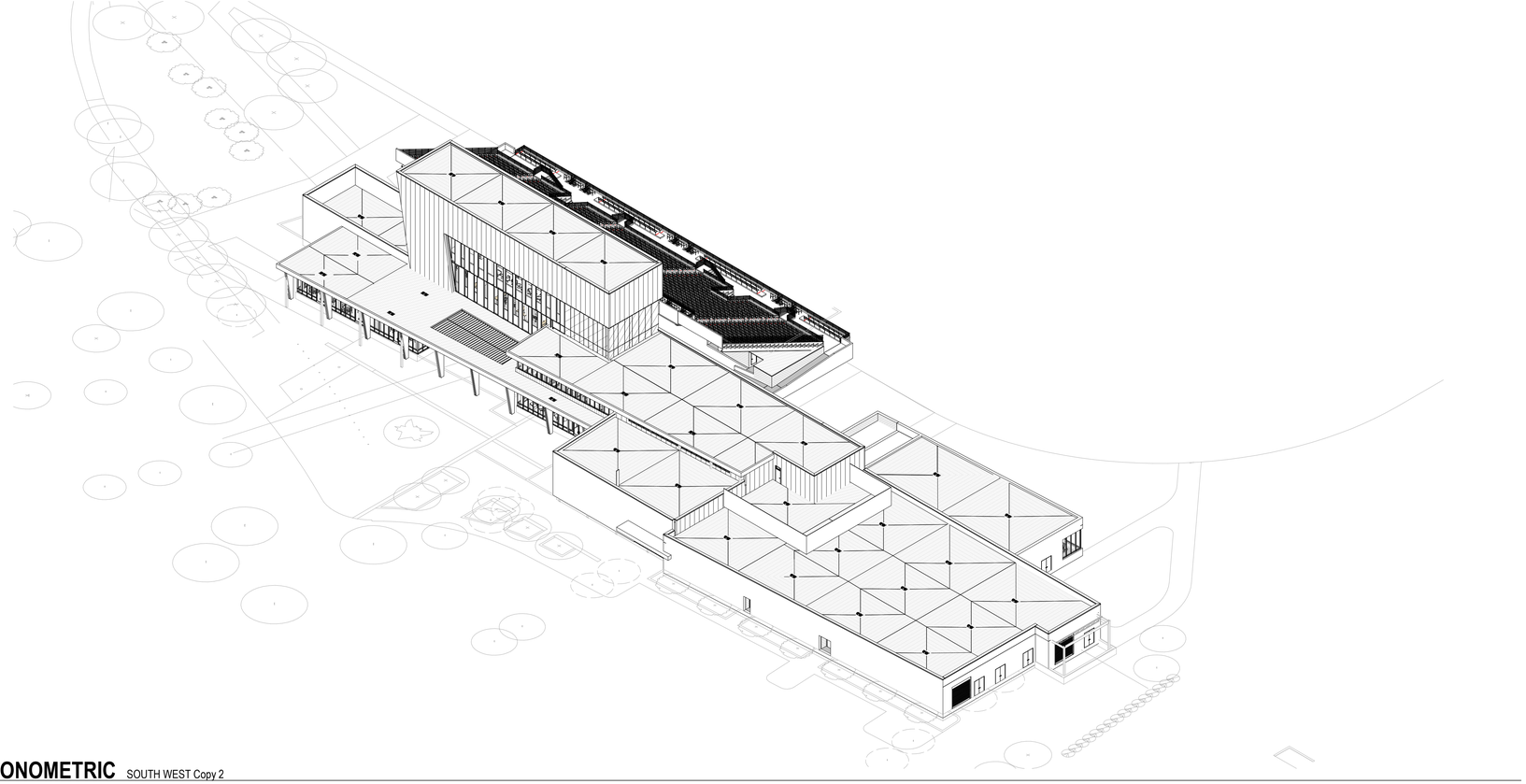
L0.01

Site Plan Application 78

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2 **AXONOMETRIC** SOUTH EAST Copy 2



1 **AXONOMETRIC** SOUTH WEST Copy 2

#	DATE	CHANGE DESCRIPTION

DSU ATHLETICS TRANSFORMATION
N. DUPONT HIGHWAY, DOVER, DE 19901
for
DELAWARE STATE UNIVERSITY

300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215

Moody Nolan

PHONE: 614-461-4664

DRAWING TITLE:
BUILDING AXONOMETRIC - 3D VIEWS

05/20/2026

24471

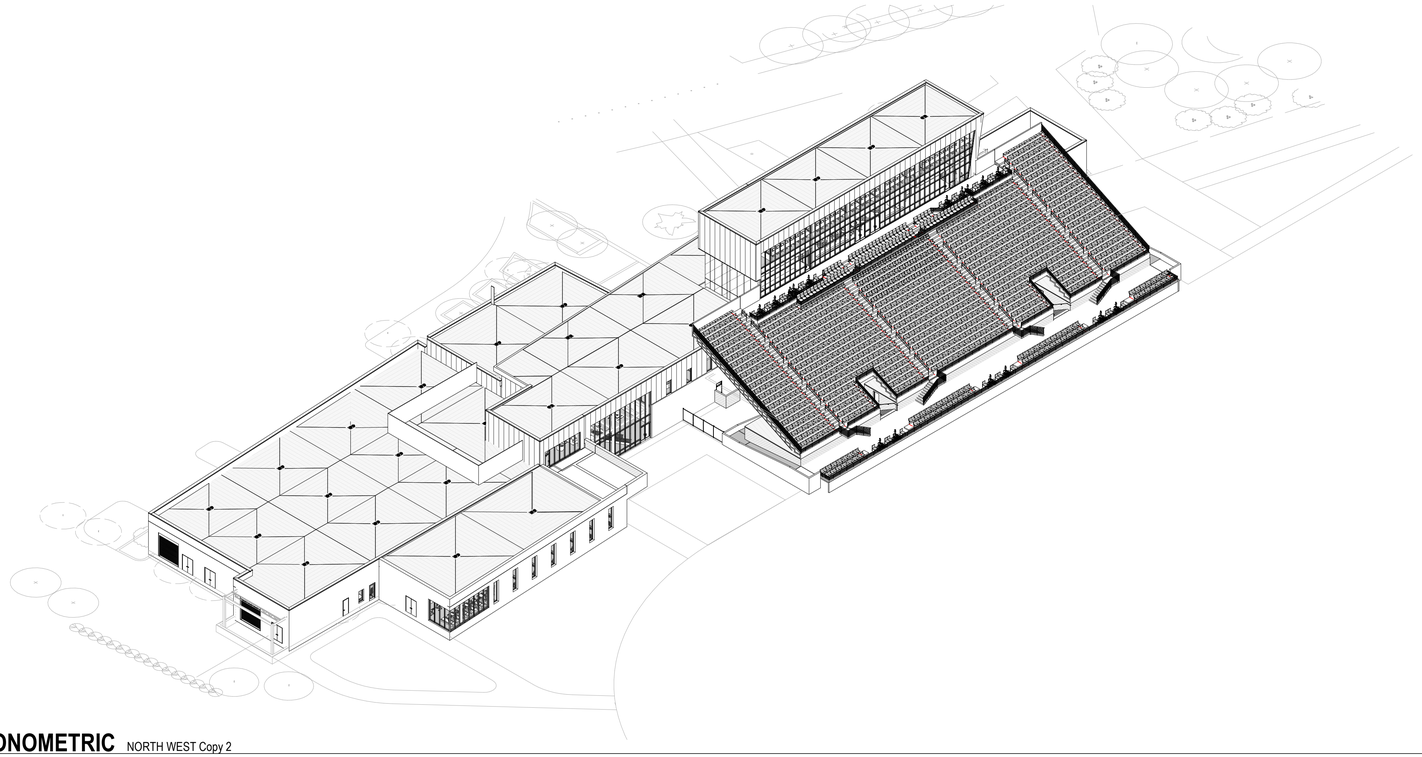
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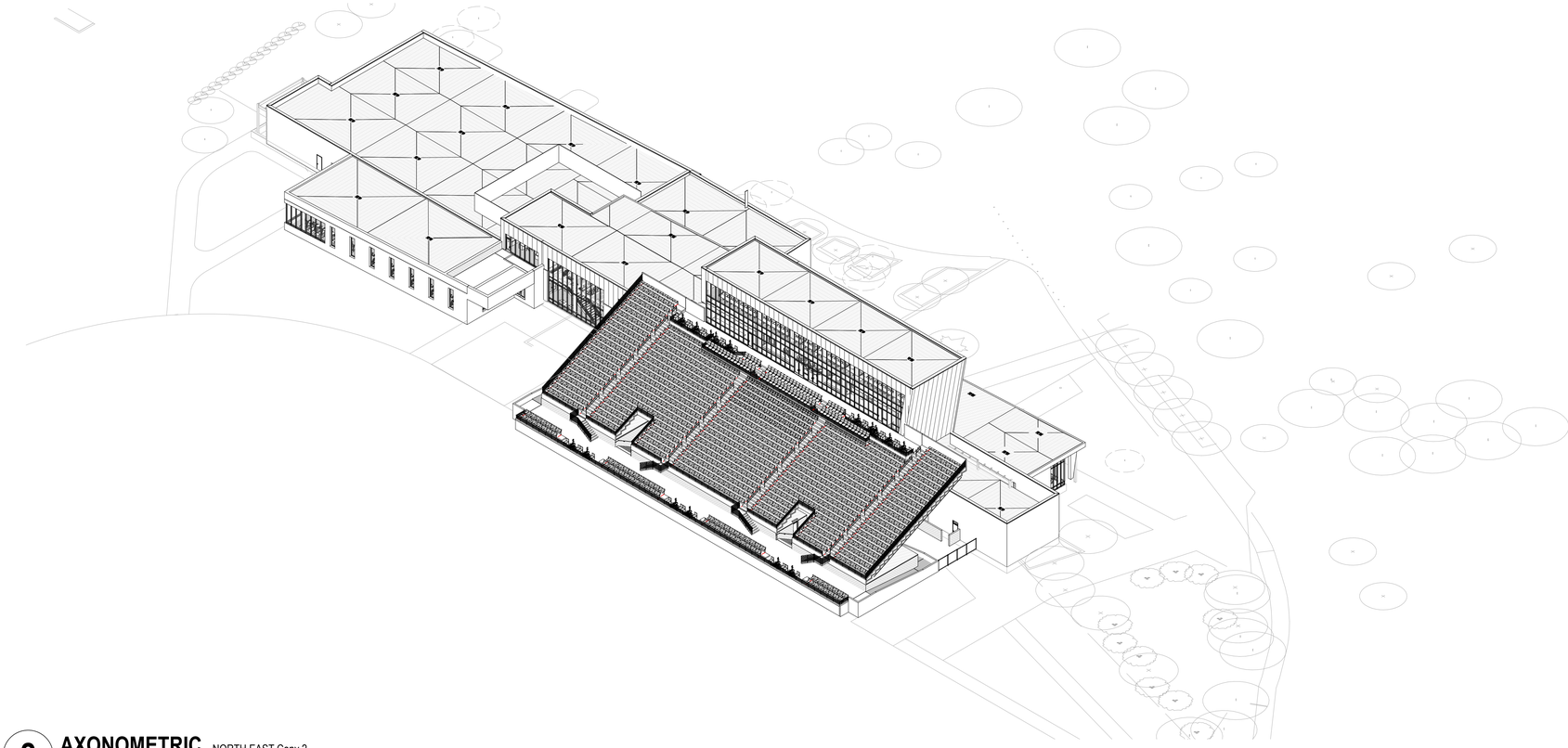
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1 **AXONOMETRIC** NORTH WEST Copy 2



2 **AXONOMETRIC** NORTH EAST Copy 2

#	DATE	CHANGE DESCRIPTION

DSU ATHLETICS TRANSFORMATION
N. DUPONT HIGHWAY, DOVER, DE 19901
for
DELAWARE STATE UNIVERSITY

300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
Moody Nolan
PHONE: 614-461-4664

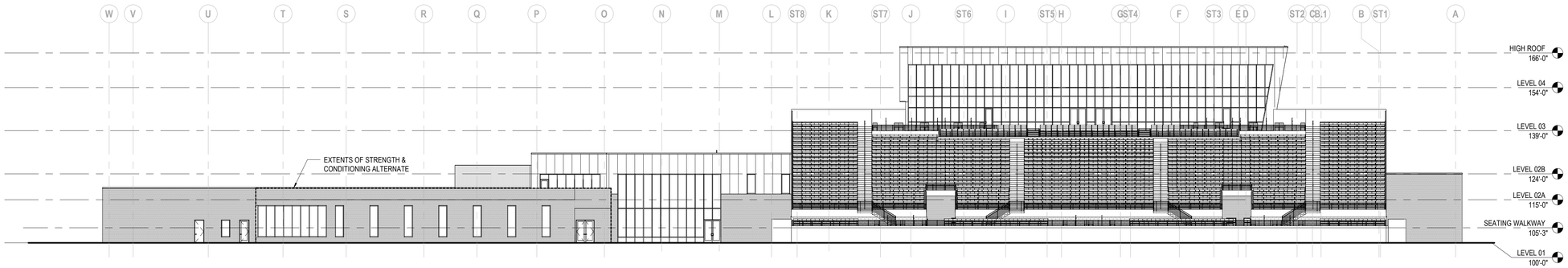
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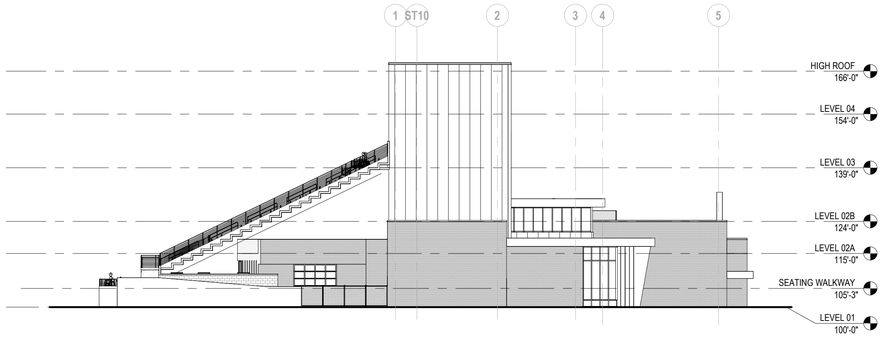
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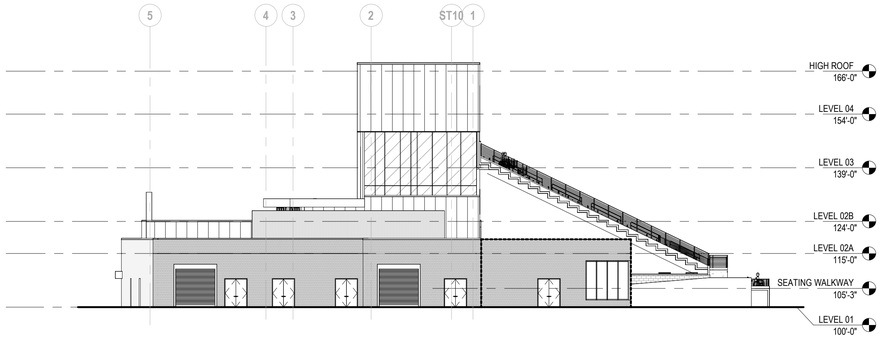
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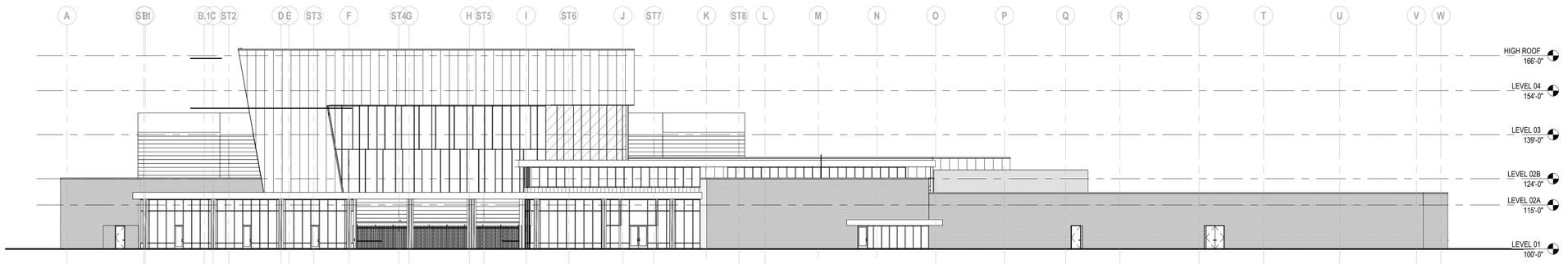
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3 ELEVATION WEST - OVERALL Copy 1
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2 ELEVATION EAST - OVERALL Copy 1
1" = 20'-0" REF: 1 / A101



1 ELEVATION SOUTH - OVERALL Copy 1
1" = 20'-0" REF: 1 / A101

GENERAL NOTES - EXTERIOR ELEVATIO

Item 2.

A. MATERIAL SYSTEMS ON ELEVATION ARE TO DISPLAY THE EXTENT OF THE MATERIAL ONLY. THEY ARE NOT TO SCALE.
B. GLAZING SPECS ARE SHOWN FOR REFERENCE ONLY. REFER TO FINAL GLASS PROPERTIES IN GLASS SPECIFICATIONS.
C. GRAPHIC REPRESENTATION OF GLASS SHOWN ON A300 SHEETS IS FOR REFERENCE ONLY. REFER TO GLASS NOTES ON SHEET A700.
D. BRICK CONTROL JOINTS SHOWN AS MIN. REQUIREMENTS. CONTRACTOR TO COORDINATE ADDITIONAL CONTROL JOINTS AS REQ.
E. MCM WALL PANEL JOINT SPACING SHOWN FOR REFERENCE ONLY. JOINT TO BE COORDINATED VIA SHOP DRAWINGS.

EXTERIOR GLAZING TYPES

IG-1 EXTERIOR INSULATED GLAZING

IG-1A EXTERIOR INSULATED GLAZING (TEMPERED)

IG-3 EXTERIOR INSULATED GLAZING (SPANDREL - LIGHT GRAY)

MP-1 INSULATED METAL WALL PANEL CENTRIA, STANDARD COLOR 1

MP-2 INSULATED METAL WALL PANEL CENTRIA, STANDARD COLOR 2

MP-3 METAL COMPOSITE PANEL ALUCOBOND, STANDARD COLOR

BR-1 MODULAR BRICK GLEN-GARY

KEYNOTE LEGEND

KEY VALUE	KEYNOTE TEXT

#	DATE	CHANGE DESCRIPTION

DSU ATHLETICS TRANSFORMATION
N. DUPONT HIGHWAY, DOVER, DE 19901
for
DELAWARE STATE UNIVERSITY

300 SPRUCE STREET
SUITE 300
COLUMBUS, OHIO 43215
Moody Nolan
PHONE: 614-461-4664

DRAWING TITLE:
EXTERIOR ELEVATIONS - OVERALL

05/20/2026
24471
A310X
75% DD

PROGRESS DRAWING NOT FOR CONSTRUCTION

PRINT VERSION: 2025
PRINT DATE: 4/28/2026 2:25:31 PM
FILE INFO: Autodesk Docs://24471 Delaware State U Field House - R25/24471_DSU Field House_ARCH_R25.rvt

City of Dover

DATA SHEET FOR SUBDIVISION PLAN REVIEW

DEVELOPMENT ADVISORY COMMITTEE MEETING OF JUNE 3, 2026

PLANNING COMMISSION MEETING OF JUNE 15, 2026

Plan Title:	Bay Village Residential Planned Neighborhood Design (SB-26-02)
Plan Type:	Planned Neighborhood Design Option: Subdivision Preliminary Plan
Associated Plan:	Bay Village Residential Planned Neighborhood Design (Conditional Use) C-26-02
Location:	South Side of White Oak Road East of SR 1
Tax Parcel:	LC-05-68.00-01-06.00-000
Owner:	Bay Village of Dover, LLC
Site Area:	79.14 +/- acres
Present Use:	Vacant Land (agriculture)
Proposed Use:	Planned Neighborhood Design Option Residential – 250 Townhouse Units With Future Apartment Complex of 200 units
Density:	5.72 dwelling units per acre (average for total site)
Off Street Parking:	Required – 2 parking spaces per dwelling unit (townhouse) Provided – 2 parking spaces per dwelling unit with on-street parking
Sewer and Water:	Proposed - City of Dover
Zoning Classification:	RM-2 (Medium Density Residence Zone) with Planned Neighborhood Design (PND) SWPOZ (Source Water Protection Overlay Zone): Tier 2 – Primary Wellhead Protection Area
Comprehensive Plan:	Residential Medium Density
Approved:	Active Recreation Area Plan PND Alternative Design Standards for Lot Width and Lot Area
Waivers Requested:	Subdivision Waiver – Elimination of Rear Alley for Lots 1-20

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

D.A.C. MEETING DATE: June 3, 2026

APPLICATION: SB-26-02 Bay Village Residential – Planned Neighborhood Design Subdivision Plan

FILE #: SB-26-02 REVIEWING AGENCY: City of Dover Planning

CONTACT PERSON: Dawn Melson-Williams, AICP PHONE #: (302) 736-7196

Note: This Review Report was initially prepared by Staff of the Rossi Group (under a Planning Services contract with the City of Dover). The Report was completed with additional review and editing by the City's Planning Office.

I. PLAN SUMMARY:

This is a review of Preliminary Subdivision Plan for the Bay Village Residential Planned Neighborhood Design Application. The property is 79.14 acres of land east of State Route 1 on the south side of White Oak Road and located south of the Garrison Oak Business and Technology Center. The property is currently zoned RM-2 (Medium Density Residence Zone) and subject to the Source Water Protection Overlay Zone (SWPOZ): Tier 2 Primary Wellhead Protection Area. The Preliminary Subdivision application is for 250 townhouse lots and a lot for a future apartment complex development area with associated infrastructure and improvements. The property owner is Bay Village of Dover LLC. Address: South side of White Oak Road. Tax Parcel: LC05-068.00-01-06.00-000. Council District 3. PLUS Review #2024-02-03. *Waiver Requests: Elimination of Rear Alley for Lots 1-20. Associated Applications: MI-26-03 Bay Village Residential Concept Sketch Plan was presented to City Council in February 2026 with referral to the Planning Commission. C-26-02 Conditional Use/Master Plan for PND was conditionally approved by the Planning Commission on April 20, 2026. This included approval of the Active Recreation Plan and Alternative Design Standards for PND for Lot Width and Lot Area.*

The Application proposes 250 townhouse lots, open space/active recreation area parcels and a 15.84-acre +/- lot for the construction of apartments in a future phase. The project is proposed as a PND (Planned Neighborhood Design) and has received approval of several Alternative Design Standards for Lot Area and Lot Width of Townhouse Units.

Access to the site would be provided from two entrances off White Oak Road. The development parcel includes areas located in the Special Flood Hazard Area (1% Annual Chance Flood / 100-year floodplain), wetlands, a tax ditch network, and woodland areas. A portion of the development area is within the Source Water Protection Overlay Zone: Tier 2 - Primary Wellhead Protection Area. The applicants completed a Traffic Impact Study (TIS) with DelDOT

and will be pursuing a CLOMR - Conditional Letter of Map Revisions with FEMA related to the Special Flood Hazard Area.

Previous Applications for Bay Village PND parcel

The following are previous applications for development of or associated with this property. These presented different development scenarios and subdivision lot layouts included many applications that were not fully pursued. These are only listed for reference.

- MI-24-09 Bay Village Veteran's Home Project (20 acres at White Oak Road/Long Point Road) presented as idea to City Council
- MI-04-17 Bay Village PND-SCHO (Senior Citizen Housing Option of 700 units on 224 acres) at City Council on September 27, 2004.
- C-04-09 Bay Village PND-SCHO (Senior Citizen Housing Option on 224 acres on White Oak Road and Long Point Road): December 2004 – no action taken by Planning Commission/application withdrawn
- MI-07-09 Lands of Bay Village of Dover: Minor Lot Line Adjustment Plan for property on west side of Long Point Road, recorded Record Plan July 10, 2007
- MI-09-07 Bay Village Minor Lot Line Adjustment Plan – Parcel Consolidation on White Oak Road
- Z-09-02 Lands of Bay Village of Dover, LLC on White Oak Road for 79.16 acres: Rezoning from A/AEOZ/SWPOZ to RM-2/AEOZ/SWPOZ approved by City Council on October 12, 2009
- SB-09-03 Bay Village of Dover at 999 Long Point Road: Minor Subdivision of 2 lots on 117.77 acres granted conditional approval by Planning Commission on June 15, 2009
- MI-10-05 Bay Village PND (462 units on 76.72 acres on White Oak Road) – General Sketch Plan at City Council on March 8, 2010

The following applications are associated with the current application as the initial steps of the Planned Neighborhood Design process.

- MI-26-03 Bay Village Planned Neighborhood Design - As part of the first step in a 2026 Bay Village Residential PND review process, the developer presented the concept in a general sketch plan to the City Council on February 23, 2026. The City Council determined that the proposed project was of a design and type that warranted further review by the Planning Commission.
- C-26-02 Bay Village Planned Neighborhood Design – A Conditional Use/Master Plan review was reviewed at a public hearing by the City of Dover Planning Commission on April 20, 2026. The Planning Commission voted to conditionally approve applicants' requests for waivers for minimum lot width and lot area requirements as Alternative Design Standards under the PND ordinance, along with the proposed Active Recreation Plan.

Preliminary Land Use Services Review (PLUS)

This application was reviewed during March 2024 by the Preliminary Land Use Services as required by the City of Dover's Memorandum of Understanding (MOU). This MOU requires that residential developments containing 125 or more dwelling units complete the PLUS Review process prior to application submission. A PLUS Review Comment Letter was issued. A requirement of the PLUS process is the submittal of a response letter; a Response Letter was submitted dated February 9, 2026. The PLUS Review Comment Letter and the applicant's response letter for this project are on file in the Planning Office.

II. Comprehensive Plan Recommendations

The City of Dover *2019 Comprehensive Plan as amended* shows this property on the Land Development Plan Map (Map 12-1) with the Land Use Category of Residential Medium Density. The Land Development Plan Matrix (Table 12-1) notes a series of zoning districts appropriate for the Land Use Category of Residential Medium Density.

Residential Medium Density	R-10 (One Family Residence) R-8 (One Family Residence) R-7 (One Family Residence) RM-1 (Medium Density Residence) RM-2 (Medium Density Residence) RG-1 (General Residence) RG-2 (General Residence) RG-3 (Group Housing) RGO (General Residence and Office) MH (Manufactured Housing) C-1 (Neighborhood Commercial)

Further described in the *Comprehensive Plan*, the Land Use Category of Residential Medium Density is associated with residential development of a maximin gross density of eight (8) dwelling units per acre in a variety of housing types (see pages 12-4 and 12-5). The White Oak Road Area is specifically described as related to the Residential Medium Density Land Use.

The following is an excerpt from the *2019 Comprehensive Plan* regarding Residential Medium Density Land Uses (page 12-4 and 12-5):

> ### Recommendation for Residential Medium Density
>
> Residential Medium Density land uses involve a maximum gross density of eight (8) dwelling units per acre. This type of development may include single family houses on smaller lots, duplexes, townhouses, and some apartments. Some Manufactured Home Park developments would also be considered Residential Medium Density. Medium density residential uses are permitted in the following zoning districts: R-8 (One Family Residence Zone), R-7 (One Family Residence Zone), RM-1 (Medium Density Residence Zone), RM-2 (Medium Density Residence Zone) planned to reflect the historic patterns and mix of land uses common to Dover's early development, RG-1 (General Residence Zone), RG-2 (General Residence Zone), RG-3 (Group Housing Zone), RGO (General Residence and Office Zone), and MH (Manufactured Housing Zone).
>
> The Land Development Plan recommends that Residential Medium Density uses be permitted near existing and planned service and employment centers and in locations well supported by transportation infrastructure and mass transit services. Areas identified as Medium Density Residential can be looked at as potential receiving areas under a transfer of development rights program. Areas in the northern portion of the City are appropriate for Residential Medium Density development.
>
> #### White Oak Road Area: Residential Medium Density
>
> The Land Development Plan recommends that an area east of State Route 1 on White Oak

Road be developed as Residential Medium Density. Bay Village who owns this property zoned RM-2 (Residential Medium Density Zone), could potentially develop it in an environmentally sustainable manner to provide quality workforce housing. While previously there was concern that development of this area could be a "domino" leading to additional development of land east of State Route 1, the State's purchase of development rights in the area has reduced this concern. Additionally, the site's location across from Garrison Oak Business and Technology Center makes it a good location for workforce housing.

If there is residential development on the Lands of Bay Village, the City shall ensure that the development of the Bay Village site proceeds as a master planned community with transit access and bicycle and pedestrian amenities both within the site and connecting with Garrison Oak Business and Technology Center and other areas to the west. Additionally, the City must ensure that the viability of Garrison Oak Business and Technology Center is protected by requiring that the phasing and design of development on the site minimizes any potential conflicts between the residential and industrial uses and include buffering from the industrial area.

The *Comprehensive Plan* establishes stated goals for various types of land uses within the City limits. The stated goal for Residential Land Uses is "to develop and maintain an adequate supply of housing of varying type, size, and densities that are aesthetically pleasing and located within neighborhoods designed or redesigned to promote convenience, conservation, and access to the greater community, but which are properly buffered through distance and landscaping from incompatible land uses" (see page 12-3). One of the goals outlined in Chapter 11 – Housing & Community Development is to "Encourage Balanced Housing Opportunities for all Residents of the City."

In reviewing this request, Planning Commission should determine that the plan submitted conforms to the requirements of the *Land Subdivision Regulations* (Appendix A) and the conclusions reached by the Planning Commission in the review of the Conditional Use Plan.

III. PLANNED NEIGHBORHOOD DESIGN OPTION:

The applicant is seeking approval under the Planned Neighborhood Design (PND) Option (see *Zoning Ordinance,* Article 3 §24.1(a)). The Ordinance sets forth a three-step review and approval process. As the first step in the review process, the developer presented the concept in a general sketch plan to the City Council on February 23, 2026 (MI-26-03). The City Council determined that the proposed project was of a design and type that warranted further review by the Planning Commission. The Planning Commission reviewed the PND application as a Conditional Use for the property at a public hearing on April 20, 2026, fulfilling the second review phase requirement. This Preliminary Subdivision Plan application represents the third review step as outlined under the City's PND ordinance requirements.

The Planned Neighborhood is intended to "…encourage superior residential environments through a unified planning process ..." by allowing the Planned Neighborhood Design Option in the R-20, R-15, R-10, R-8, RM-1 and RM-2 zones through the review process. The PND must present a superior community design that would not be possible under conventional zoning and is in accordance with the goals and policies of the Comprehensive Plan. The Conditional Use/Master Plan reflected the general layout of streets, open space, and housing areas and types. The subdivision plan/site plan includes additional details and reports to assess impacts and assist

the City in determining how the proposal fulfills the requirements for superior residential designs in the planning review process.

It is important to keep in mind that this proposal does not involve a rezoning of the land, and the land would remain RM-2. The following are permitted in a Planned Neighborhood Design: single family detached dwellings, one family lot line dwellings, duplexes, multiplex dwellings, townhouses and rooming houses. The PND option allows for a greater variety of housing types and allows for commercial uses while requiring 25% open space. The maximum density for a PND in the RM-2 zoning is eight (8) dwelling units per acre.

Approved Alternative Design Standards for Bay Village Residential PND

Based on review of the Bay Village Residential PND plan, the proposed uses consist of Townhouse units on individual lots and a future area for apartments. The applicant proposes adjustments to the required design standards of a Planned Neighborhood Design in the RM-2 zoning district. Article 3 §24.5 of the *Zoning Ordinance* permits the Planning Commission to grant such adjustments and reads as follows:

> The design standards and dimensional requirements (bulk and parking regulations) shall be in accordance with article 4, § 4.10 and 4.11, except that the planning commission may relax any of these requirements where the developer can demonstrate that such action is desirable and consistent with the objectives of this ordinance and the comprehensive plan.

The following table presents the Design Standards of the *Zoning Ordinance* for a Planned Neighborhood Design in comparison to the applicant's request for Alternative Design Standards for the Bay Village Residential PND specifically for the Townhouse units, as approved with C-26-02.

Bulk Standard Requirements: Planned Neighborhood Design Option		
Housing Type	**Townhouses**	
	Required	**Approved**
Average Lot Area	2,200 S.F.	**1,600 S.F.**
Minimum Lot Area	2,000 S.F.	**1,600 S.F.**
Lot Width	22'	**20'**
Lot Depth	80'	**80'**
Off-Street Parking	2	**2**
Building Setback from Street	20'	**20'**
Building Setback from Property Line	10'	**10'**
Front Yard Setback	NA	**NA**
Minimum Side Yard Setback	NA	**NA**
Total Side Yards	NA	**NA**
Rear Yard	NA	**NA**
Building Spacing	30'	**30'**
Building Height	35' or 3 stories	**35' or 3.5 stories**
Lot Coverage	75%	**<75%**
Dwelling Units Per Acre	8	**5.72**

SWPOZ – Source Water Protection Overlay Zone, Tier 2: Primary Wellhead Protection Area

The purpose of the Source Water Protection Overlay Zone (*Zoning Ordinance* Article 3 §29) is to provide a safe drinking water supply and to ensure that groundwater is adequately protected and maintained. This entire site is subject to the Tier 2: Primary Wellhead Protection Area.

The following uses listed below are prohibited throughout the SWPOZ, including in the Tier 2 area. The proposed uses as townhouse units would be allowed.

Zoning Ordinance Article 3 Section 29

29.51 *Uses prohibited:*

a) Automobile body/repair shop, motor vehicle, boat or farm equipment service;
b) Gas stations and motor vehicle service stations;
c) Fleet/trucking/bus terminal;
d) Dry cleaner;
e) Electrical/electronic manufacturing facility;
f) Machine shop;
g) Metal plating/finishing/fabricating facility;
h) Chemical processing/storage facility;
i) Wood preserving/treating facility;
j) Junk yard/scrap yard/salvage yard;
k) Mines/gravel pit;
l) Land divisions resulting in high density (> one unit/acre) septic systems;
m) Equipment maintenance/fueling areas;
n) Injection wells/dry wells/sumps, except for single-family residences directing gutter downspouts to a drywell;
o) Underground storage tanks;
p) All uses not permitted in the underlying zone district.

Tier 2- Primary Wellhead Protection Area Lands are additionally subject to specific rules for protection of potable water supply well fields. Specific requirements are for areas immediately surrounding the actual wellhead location; there is not a wellhead on or within 500 feet of this property. There are provisions related to management of stormwater runoff and its discharge requiring use of sheet flow through grassland areas and certain construction features of stormwater management facilities. This will be reviewed as part of the Stormwater Management Plan by the Kent Conservation District.

IV. SITE CONSIDERATIONS

The tract of land totaling 79.14 acres +/- exceeds the requirement that a PND shall be a minimum of twenty (20) acres. The subject site is located on the south side of White Oak Road, east of State Route 1 and across from the Garrison Oak Business and Technology Center (an industrial park).

The design presented would create a neighborhood of 250 townhouse units on individual lots and proposes reserving a parcel for future development of a 200-unit apartment complex. The nearby area to the northeast and east includes a mix of single-family detached dwellings and manufactured homes in addition to agricultural lands. The PND allows flexibility in housing types and the opportunity to be creative in their placement. With the apartment complex, this proposal includes a mix of housing styles providing alternative and varied housing types in the area.

The PND Plan requested Alternative Design Standards within a PND for lot area and lot width. Lots are generally proposed at a 20-foot to 35-foot width and an 80-foot to 90-foot depth. The Planning Commission voted to conditionally approve the applicant’s requests for Alternative Design Standards for minimum lot width and lot area requirements under the PND ordinance as part of the Conditional Use review process (C-26-02).

Lots identified on the Plan Sheet C-201/C-202 as 101, 113, 114, 148, 160, 161, 173, 174, 186,

187, 199, 217, 218, 237, 238, and 250 show buildings that appear to encroach into setback requirements. These end unit Townhouses appear to be at (or over) the second setback from the street. Also, the standard of 30 feet for building spacing must be evaluated to ensure 30 feet exists between the adjacent Townhouse end units.

If the applicant is also seeking additional Alternative Design Standards/relief for building setbacks the application should a) be updated to clarify a request for setback encroachment or b) clearly state that all proposed buildings will comply with current building setback requirements.

Special Floor Hazard Area (1% Annual Chance Flood/ 100-year floodplain)
Zoning Ordinance, Article 5 §11.21 provides that all Special Flood Hazard Areas, including 100-year floodplains, remain as natural open space except for the construction of roads authorized by the City of Dover and/or the Delaware Department of Transportation. Natural open space is defined as an area of land that excludes buildings, structures, and impervious surface from being constructed on or located within the area. This would preclude the construction of homes or associated improvements within these areas. There are a number of Lots along Quietwater Road and Bayhaven Way identified on the Plan Sheet C-201/C-202 that have a portion of their property within the 100-year floodplain (as currently depicted on the FEMA FIRM Panel).

The Plan set must depict the location of the 100-year floodplain as the line is depicted on the FIRM Panel. Sheet C-101 depicts the current location of the 100-year floodplain per the FIRM Panel Map 10001C0186J effective 7/7/2014. While the applicant has gathered better elevation data for the existing elevations on the property, this data for the location of the floodplain can only be used if submitted and accepted through the LOMC (Letter of Map Change) process with FEMA. Once accepted then the revised line will need to be depicted on the plan.

As noted in the PLUS review, *"If fill is to be placed in floodplain to increase grade elevation to raise proposed development out of mapped floodplain, a Certified Letter of Map Revision – Fill (CLOMR-Fill) request must be submitted to FEMA for review followed by an application to FEMA for a Letter of Map Revision (LOMR) at completion. Please note that a property will not be officially recognized by FEMA as being located out of the mapped floodplain until a LOMR has been issued."*

The applicant has indicated that they are pursuing a Conditional Letter of Map Revision (CLOMR) and map change (LOMC) through FEMA related to the Special Flood Hazard Area. They are preparing to make this submission and have submitted information to the City of Dover for the community's signature. Unless the CLOMR is granted as submitted, any areas that remain in the floodplain are required to remain as natural open space. This affects a number of parcels along the western, southern and eastern areas of the townhouse area.

It is also noted that the Little River/ White Oak Tax Ditch is the western and southern property lines. This water body has a right-of-way maintenance area and buffering requirements that appear to have been met. See discussion in Wetlands & Buffering section below.

Streets and Sidewalks
Two connections to the existing street network are required by the *Land Subdivision Regulations* based on the total number of units and lots (250 lots are proposed). With the creation of one hundred and fifty (150) dwelling units or twenty lots (20), a second connection to existing streets

is required (*Land Subdivision Regulations*, Article VI §A.8). The entrance from White Oak Road into Bay Village PND is proposed to be aligned with the east entrance to the Garrison Oak Business and Technology Center (industrial park) on Garrison Oak Drive. The second entrance is proposed approximately 550 feet west of the entrance south of Garrison Oak Drive. The plan presents alley rights-of-way of 16 feet which meets the minimum requirement to accommodate extra space for movement within the alleys without impact to individual properties.

The submitted plan includes names for the proposed streets and alleys. The street and alley names within the development will need to be approved by Kent County Mapping/911 Addressing Section in conjunction with the City of Dover. The City of Dover typically uses alley names that correspond to nearby street names, which may necessitate some revisions.

The development will include pedestrian-oriented amenities with sidewalks along all internal streets and a shared use path along White Oak Road. The plans and street sections detail include the width of the sidewalks.

V. Parking

Article 4 § 4.11 requires that two off-street parking spaces are required for each townhouse unit. According to the data column, 500 off-street parking spaces will be provided. On-street parking is depicted on certain sides of the streets and is listed as 121 overflow spots. Please provide the dimensions for the required off-street parking spaces on each lot. The Signage and Striping Plan should include "No Parking" signs along proposed street segments that are not to be used for parking.

Article 6 § 3.10 requires that one bicycle parking space shall be provided for every 20 parking spaces or a fraction thereof; this is interpreted to be required when parking lots are developed. This will apply to the future apartment complex area. However, it is suggested that bicycle parking opportunities be created in the active recreation areas/ open spaces where amenities are found, to address the superior design guidelines described in the Comprehensive Plan. This plan includes these bicycle parking spaces near the various recreation amenities.

VI. BUILDING ARCHITECTURE – General

The applicant has provided revised building elevation renderings which show the typical townhouse design as two-story units with no garages. These units feature (vinyl) siding in horizontal and board-and-batten vertical formats, asphalt shingle roofs with select detailed turned gable, windows with shutters, and small shed roofs over each entry door. The side elevations of the end units and rear elevations are not depicted. The applicant should ensure that in the side elevations of rear units, there is architectural relief, including windows, to avoid blank walls. The plan depicts many townhouse units with driveways/parking pads along alleys that would be accessed from the rear, along with enclosures for trash and recycling receptacles.

Rear Emergency Access Requirements

Specific Rear Emergency Access for Lots 1-20

Rear Emergency Access is required for some residential dwelling types. According to Article 5, Section 17 of the *Zoning Ordinance,* either an alley of 16 feet (if not a fire protected townhouse) or an "open rear yard" of 16-foot width is required for Townhouses of three to five units to provide rear emergency access. A majority of the proposed development layout includes a rear alley.

However, the series of Lots (1-20) along Quietwater Road does not include a rear alley. See the Emergency Rear Access Narrative to describe their approach for Lots 1-20 The Subdivision Plan (Revised Sheet C-202 and Lots 1-20 Exhibit) shows a 16 ft. wide Open Rear Access that runs parallel to the rear lot line as an "open rear yard" with proposed tree plantings between the lots and White Oak Road to their north. The plan shows that this Open Rear Access with a subgrade emergency access constructed. Ordinance provisions (Zoning and Subdivision Regulations) address the need to incorporate additional fire protection treatments in cases where townhouse units do not have rear alley access.

These Townhouse units on Lots 1-20 must comply with the following:

- *Zoning Ordinance,* Article 5 §17 (5) defines "fire protected townhouse" as "the individual units are separated by an NFPA-approved fire barrier and alternating pattern of noncombustible exterior siding separating combustible exterior siding." The architectural elevations do not provide the information to confirm this condition, but the Emergency Rear Access narrative indicates they will utilize non-combustible siding and a fire rated party wall between units.

- *Zoning Ordinance,* Article 5 §17 (5) defines "open rear yard" as an "open yard area of at least 16 feet in width that must be maintained between townhouse buildings which back up to each other. Within this open rear yard, the placement of structures, fences, landscaping or any other obstruction shall be prohibited. Remaining yard areas may be enclosed by fencing and used for the placement of accessory structures, provided that such fencing shall be limited to four feet in height and structures limited to no more than one shed not greater than ten′ × ten′." While the plan shows the Open Rear Access area (with subgrade emergency access) to serve as the "open rear yard," the long-term compliance of this configuration as related to fences and sheds can be difficult.

While this is compliant, if the developer wishes to make revisions to the above scenario, then additional review and or waivers may need to be considered. Also, if the lots are developed with a different housing unit type, then the Rear Emergency Access provisions may change.

<u>Rear Alley Access</u>
<u>Waiver Request – Elimination of Rear Alley for Lots 1 – 20</u>
*Land Subdivision Regulations (*Appendix A – Subdivisions, Article VI §13.8) states:

> All townhouses shall be provided with rear access alleys unless the planning commission finds that alleys are infeasible for the development or finds that the design of the townhouses precludes their suitability. The required alley right-of-way and roadway width may be increased at the discretion of the city manager.

The current subdivision plan does not show an alley at the rear of Lots 1-20 and White Oak Road is not directly adjacent to these lots, being some 30-60 feet to the north. This requirement addresses more than just the emergency rear access. The absence of a rear alley has implications for matters such as storage of trash and recycling cans, especially because garages are not proposed. The Revised Exhibit diagram for these lots shows a rear storage area for the trash and recycling cans with screening, but the cans will need to be brought to the street for collection.

The applicant has provided a Waiver Request for Rear Alley Requirement (Lots 1-20) Letter (as Revised June 4, 2026) explaining their request.

In order to waive the alley requirement, the Planning Commission will need to determine that the alley is infeasible or that the townhouse design precludes the suitability of an alley. The Planning Commission will make a recommendation to City Council, which will be reviewed by the Safety Advisory and Transportation Subcommittee of the Council Committee of the Whole prior to Council Action.

VII. OPEN SPACE/ RECREATION PLAN

Twenty-five percent of the total PND site area must be set aside and preserved for open space. A total of 35.45 acres +/- of open space is planned for the development. This exceeds the requirement for 25% open space (19.68 acres). As part of the open space, 1.66 acres serves as the Active Recreation area that is shown for the Townhouse units' development area only.

1) Recreation area for this project is required at a rate of 275 square feet per dwelling unit or 0.5 acre of land, whichever is greater. Based on 250 dwelling units, 68,750 SF of recreational area is required. The recreational component must be reviewed by the Parks, Recreation and Community Enhancement Committee for a recommendation prior to consideration of the Preliminary Subdivision Plan/ Site Plan by Planning Commission. This Review was conducted for the Council Committee of the Whole: Parks Recreation and Community Enhancement Committee Meeting of April 14, 2026. The Planning Commission, as part of the conditional use review (C-26-02) voted to approve the proposed Active Recreation Plan.
2) The Plan identifies Active Recreation features consisting of a basketball half court, tot lot, pavilion and tables, dog park, and walking path with benches to serve the proposed development of the 250 Townhouse units. The future development of an apartment complex will be subject to additional active recreation requirements.
3) There shall be provisions which ensure that the community open space (all areas under consideration for Active Recreation Areas) shall continue as such and be properly managed and maintained. The developer shall either retain ownership and responsibility for maintenance of the common use areas or provide for and establish one (1) or more organizations for the ownership and maintenance of all common spaces, i.e., a Homeowners Association or other property management entity. The organization shall be responsible for maintenance, insurance, and taxes on the community space.

VIII. TREE PLANTING AND LANDSCAPE PLAN

Woodland

The *Zoning Ordinance*, Article 5 §16.2 defines Woodland as follows:

Woodland. An area of contiguous wooded vegetation (7,500 square feet or greater), where trees exist at a density of at least one tree with a caliper dimension of six inches or greater per 375 square feet of land and where the tree branches form a contiguous canopy.

The Landscape Plan provided by the Applicant notes the existing areas of woodland in the site development area and the Existing Conditions Plan shows the areas of woodland to be cleared which complies with the woodland clearing limitations.

Zoning Ordinance, Article 5 §16.6 requires a tree density of one tree per 3,000 SF for nonwoodland areas. The subject site contains 1,746,756 SF of nonwoodland area, thereby requiring at least 583 trees. The Plan meets this requirement by proposing 583 trees. For new trees to be counted toward the required tree density, they must be of a species and size as set forth in the Table of Trees approved by the Planning Commission and kept on file in the office of

the city planner or be of an alternate species found acceptable by the Commission. The Landscape Plan depicts the planting locations of a mix of canopy, evergreen, and understory trees with shrubs to be planted along street frontages of lots and in open space areas.

Wetlands & Buffering

The *Zoning Ordinance*, Article 5 §11.22 prescribes provisions related to wetland areas. It requires setbacks from wetland areas that are over 0.25 acres in size. This plan depicts Non-Tidal wetlands which coincide with the Little River/Tax Ditch system on the west and south property lines. A 100-foot setback is required; however, this can be reduced to 75 feet when adjacent to single-family detached dwellings or to 50 feet with implementation of a Riparian Buffer. Adjacent to the wetland/stream the plan shows buffer areas where existing woodland and other vegetation will be maintained.

IX. CITY AND STATE-CODE REQUIREMENTS:

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.

1) The Planning Commission must make a recommendation on the Subdivision Waiver Request for the elimination of the Alley for Lots 1-20. The Subdivision Waiver Request will be forwarded to City Council for review and final action.

2) Townhouse Lots 1-20 currently comply with the other rear emergency access requirements by proposing to utilize the required fire protection measures for townhouses and the "open rear yard" provisions. This information should be clearly depicted on the plan in notes and diagrams to ensure implementation. Any revisions may require additional review or a waiver request submitted for consideration by the Planning Commission and City Council.

3) The data column on all plan sheets will need to be updated prior to Final Approval with the following:
   a) Any changes recommended, waivers granted, or other approvals by the Planning Commission and other Committees acting upon the waiver requests.
   b) Clarify approval of the previous waivers related to the adjustments for minimum lot area, average lot area, lot width or any other requirements for which a waiver request has been approved.

4) Plan Sheet C-001 Data Column:
   a) Item 12 has been updated to add a row for the average minimum lot area per dwelling unit which is shown as 1,600 SF for proposed townhouses in the PND. Please provide the calculations used to obtain that as the average value for the proposed lots.
   b) Trash and Recycling service for the residential Townhouse units can be provided by the City of Dover. These services include a monthly fee that is included on the monthly utility bill.
   c) Update the data columns on the plan sheets to reflect SWPOZ (Source Water Protection Overlay Zone: Tier 2 – Primary Wellhead Area).
   d) Check General Notes listing as some notes as written seem to apply to commercial projects such as signage (no pylons allowed for this project), addressing number size, etc. Update to apply to residential development.

5) Plan Sheets C-101, C-201, C-202, and C-301:
   a) Update the 100-year floodplain label on the proposed legend to include symbology to distinguish it from the symbology for current 100-year floodplain symbol (location as per FIRM Panel vs. proposed location upon LOMC/CLOMR submission). Also note on sheets of information on CLOMR and LOMC review and status.
   b) As noted on Plan Sheet C-002 Traffic Impact Study comment #5.c, a fifteen-foot-wide easement along the edge of the ROW for White Oak Rd. should be dedicated to DelDOT - a ten-foot-wide shared use path should be included in the easement area. While the plan sheets show the location for the share use path, the certain plan sheets do not delineate the easement location. The easement location should be added along the property edge with White Oak Road on the plan sheets as easements will need to be recorded as part of the Record Plan.

6) Plan Sheet C-202:
   a) The minimum required off-street parking dimensions are nine (9) feet in width and 18 feet in length. Please provide dimensions and labels for the required off-street parking in the Typical Townhouse Cluster schematic for the alley-loaded and front-loaded configurations. Also clarify paving material.

7) Plan Sheets L-100 and L-101
   a) Ensure that the locations of street trees do not interfere with utilities or sidewalk.
   b) Trees should be clearly placed on individual lots; the plan shows a number of trees on the property lines.
   c) Add note that indicated that the trees in the entrance median of Bayhaven Way will be responsibility of the Homeowners Association and not the City of Dover.
   d) Specify how existing trees to be preserved will be protected during construction by protecting dripline areas during excavation and storage of materials Article 5 §16.81. These are in notes listing but should be clearing reference on clearing plan and Landscape Plan.
   e) The appropriate design professional seal, signature and certification statement must be on the Landscape Plan. An engineer cannot seal these plan sheets.

8) Identify the location, direction, power, and time of use of any proposed outdoor lighting. Article 10 §2.54. Streetlights are required for the streets and alleys per the Electric Departments provisions of spacing and type.

9) For proposed Lots 1-20 on Quietwater Road:
   a) The off-street parking spaces must be fully on the parcel. Add measurements on each set to provide dimensions.
   b) Identify the location of trash and recycling can storage for these Townhouse units. Rear storage may not be feasible for the interior lots.

10) Ensure the location of the U.S. Postal Service cluster mailbox location on the plan sheets does not impede the sidewalk and is accessible.

11) In areas where on-street parking will be employed, extend curbing and sidewalk to shield the beginning and ending of these parking areas from traffic entering the street; this appears to be shown on the plan. Applicants will also need to include No Parking sign locations to the

Signage Plan along proposed segments that cannot accommodate parking on one or both sides of the street.

12) Identify the White Oak Tax Ditch centerline and maintenance area on all sheets. No structures are permitted within the Tax Ditch maintenance easement. Clearly identify on Record Plan sheets.

13) Streets should be identified by name both for ease of reference and for preliminary submission to the Kent County Mapping/ 911 Addressing Section for review to ensure they do not conflict with existing street names. The City of Dover will also review the proposed street names.

14) Alley names must be revised to comply with the City of Dover naming convention for alleys, which are named to relate to the nearby street names. The Department of Public Works will need to confirm these for the Alleys: Softwind Alley revise to Bayhaven Way Alley East; Sunset Alley revise to Heronwatch Drive Alley North; Sedge Alley revise to Heronwatch Drive Alley South; Tanglewood Alley revise to Quietwater Road Alley West; Osprey Alley revise to Quietwater Road Alley South; and Eveningtide Alley revise to Seagrass Lane Alley South.

15) Include a description of all deed restrictions and covenants, existing or proposed. Article 10 §2.52.

16) A sealed Certification of Accuracy and a Certification of Ownership must be included on the Final Record Plat and Final Construction Plans.

17) The proposed street section, layout, and details must be reviewed by the Department of Public Works.

18) Entrance plans and permits approved by DelDOT are required prior to initiating any work within the White Oak Road right-of-way, including entrances to the project site.

19) Proposed homeowners' association documents shall be drafted and provided for review and compliance with *Dover Code of Ordinances*, Appendix A – Subdivisions (*Land Subdivision Regulations*), Article VII.B.

20) If preliminary layout approval is obtained, the applicants will prepare and submit a plat plan in accordance with *Land Subdivision Regulations*, Article IV.C. This will be the Record Plan document.

X. RECOMMENDED ADDITIONAL CONSIDERATIONS TO MEET CODE OBJECTIVES:

The *Land Subdivision Regulations*, Article I. Purpose, indicates that the regulations are adopted in order to promote and protect the public health, safety, convenience and general welfare; ensure the orderly growth and development of the City, the conservation, protection and proper use of land, and adequate provision for housing, recreation, circulation, utilities and services; and safeguard the City from undue future expenditure for the maintenance of streets and public spaces.

1) This Subdivision Plan generally complies with the *Land Subdivision Regulations* and with the provisions for development of a Planned Neighborhood Design project. The Planning

Commission approved the Alternative Design Standards proposed for the Townhouse dwelling units as part of C-26-02 for lot width and lot area.

a) The Planning Staff continues to encourage a great mix of housing unit types and/or formats for this development. Offering one story unit options allows for accessibility options.
b) The Planning Staff recommends a greater mix of architectural features for the Townhouse units, especially those that are street corner end units located on larger lots.
c) As-built surveys will be required for end-unit homes within the subdivision as they are shown to have very tight footprints.

2) Consideration of Subdivision Waiver for Elimination of Alley for Lots 1-20: This plan design for Bay Village PND seeks to eliminate the Alley for Townhouse Lots 1-20. Planning Staff does not recommend approval of this Subdivision Waiver to eliminate the Alley finding that it also affects compliance with Rear Emergency Access provisions, limits the design of utility services, poses difficulties in storage and collection of trash and recycling containers, and general appearance of the properties. Planning Staff finds that revising this area to a different house type such as Duplex units or single-family detached units which don't require an alley is a better solution.
   a) If the Planning Commission recommends a waiver of the requirement for a rear alley, this waiver should address storage and screening of trash and recycling containers, especially for the interior units.

3) Compliance with Rear Emergency Access for Lots 1-20 Alternative Access: The proposed Townhouse Lots 1-20 currently comply with the other alternate Rear Emergency Access requirements for Townhouse units. Revised information provided will need to be part of the plan to ensure compliance as a "fire protected" townhouse and to confirm understanding and compliance of the "open rear yard" provisions.

   Planning Staff encourages pursuing alternative building designs, such as Duplex lot or Single-Family Detached units, that do not require rear alley access, which could address several related issues. Providing a greater mix of housing types (aligning with the PND purpose) could meet the needs of residents including those that require a single floor layout due to accessibility needs. Other unit types could provide greater accessibility to areas for utility connection or trash/recycling storage formats which may not be possible with townhouse designs that lack garages or other similar enclosures adjacent to the street.

4) Public Transit: The applicants should identify how future residents could access public transit as part of the lot and street layout to address stated design goals in the *2019 Comprehensive Plan*, as noted below:

   "If there is residential development on the Lands of Bay Village, the City shall ensure that the development of the Bay Village site proceeds as a master planned community with transit access and bicycle and pedestrian amenities both within the site and connecting with Garrison Oak Business and Technology Center and other areas to the west".

5) Staff recommend exploring the opportunities for participation in a Stormwater Management District for this subdivision to assist with future long-term maintenance of the stormwater facilities.

Other agencies may recommend additional conditions and safeguards in accordance with their areas of expertise. The Recommended Additional Considerations to Meet Code Objectives are offered for consideration by the Planning Commission.

XI. ADVISORY COMMENTS TO THE APPLICANT:

1) The Subdivision Waiver Request is required to be considered by the City Council following a recommendation from the Planning Commission.

2) This development is near the Garrison Oak Business and Technology Center where the City of Dover has recently completed a Traffic Impact Study (TIS) related to the Garrison Oak Drive entrances. As there are requirements for improvements along the White Oak Road corridor, coordination is required between the City of Dover, DelDOT, and this development.

3) In the event that major changes and revisions to the subdivision plan occur in the finalization of the plan, contact the Department of Planning and Inspections. These changes may require resubmittal for review by the Development Advisory Committee, Planning Commission, or other commissions making recommendations in regard to the plan.

4) The Preliminary Subdivision Plan submittal for Planning Commission review and approval is the third step in the Planned Neighborhood Design process. If approved a Final Record Plat with associated Construction Documents will be required as the next step in this process. Following Planning Commission approval of the Subdivision Plan, the Plan must be revised to meet all conditions of approval from the Development Advisory Committee or as otherwise noted. A Check Print must be submitted for review by Planning Office Staff and other agencies. Upon determination that the Plan is complete and all agency approvals have been received; copies of the Record Plan must be submitted for final endorsement prior to recordation at the Kent County Recorder of Deeds Office.

5) The developer shall be aware that Street Lights shall be required to be installed in conjunction with the construction of subdivision streets. The developer shall coordinate street light placement and electric utility routing and equipment with the City of Dover Electric Department.

6) Construction may influence adjacent property owners and nearby travel lanes. Any work requiring the closing or rerouting of traffic should be coordinated to offer the least amount of inconvenience

7) The applicant/developer shall be aware that prior to any ground disturbing activities on the site the appropriate site inspections and permits are required.
   a) As noted in the PLUS review, consideration should be given to conducting an archaeological survey prior to any ground disturbing activities. 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).

8) Tree protection devices must be installed by the developer and inspected by the Department

of Planning and Inspections prior to any grading or clearing activity and before the issuance of building permits for the site.

9) The applicant shall be aware that Conditional Use Plan/ Subdivision Plan approval does not represent a Sign Permit, nor does it convey permission to place any sign on the premises. Any proposed site or building identification sign shall require a Sign Permit from the City of Dover prior to placement of any such sign.

10) The applicant shall be aware that Conditional Use Plan/Subdivision Plan approval does not represent a Building Permit and associated construction activity permits. A separate application process is required for issuance of a Building Permit from the City of Dover.

If you have any questions or need to discuss any of the above comments, please call the above contact person.

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

STAFF D.A.C. MEETING DATE: MAY 27, 2026

APPLICATION:	**Bay Village Residential Planned Neighborhood Design: Subdivision Plan**
FILE #:	**SB-26-02**
REVIEWING AGENCY:	**City of Dover Department of Public Works and Water & Wastewater**
CONTACT PERSON:	**Jason A. Lyon, P.E., Director of Water & Wastewater**
CONTACT PHONE #:	**302-736-7025**
CONTACT EMAIL:	**jlyon@dover.de.us**

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:

CITY AND STATE CODE REQUIREMENTS

SANITATION

1. Every person occupying a residence or duplex and every owner of an apartment shall provide such premises with a sufficient number of solid waste containers to provide adequate capacity for the solid waste placed out for collection without overloading the capacity of the containers.
2. Please provide the solid waste collection strategy for these lots, depending on the answer, additional requirements may be required.

STORMWATER

1. Final site plan approval will not be granted until a copy of the approved Stormwater/Erosion and Sediment Control Plan from Kent Conservation District submitted to our office.
2. The size, length, slope, type and flow directions must be shown on all existing and proposed storm sewer lines. Rim and invert elevations must be labeled on all stormwater structures.
3. Submerged pipe inlets to ponds may only be permitted if they are so designed that the permanent pool elevation of the storm water management area doesn't surcharge back into the City of Dover's storm drain structures and system.
4. The City of Dover Department of Public Works specifications require all culverts to be designed for the 25-year storm frequency and all storm sewers to be designed for the 10-year storm frequency. The Manning's equation shall be utilized in design as applicable. Storm sewers are required to provide a minimum full flow velocity of 2 fps. Provide the calculations for each proposed pipe segment that, at a minimum, include: upstream and downstream inverts, upstream and downstream ground elevations, and ground cover provided; pipe slope, length, material, n value, and diameter; design flow, depth and velocity; and full flow and velocity.
5. The City of Dover Department of Public Works specifications require that all inlets (catch basins) be designed for the 10-year storm frequency (25-year storm frequency for sump conditions) and that the spread of water shall not exceed eight feet (8') from the flow line of the curb. The design must also meet the requirement that the hydraulic grade line may be no higher than one foot (1') below the top of the inlet. Provide the calculations for each proposed catch basin utilizing flows determined by

each catch basin's contributory drainage area, for the appropriate storm frequency. Spread, depth of flow and hydraulic grade line data for each inlet must also be included. Any carryover should also be noted and included at appropriate downstream catch basins as applicable.

6. Provide all stormwater management calculations and erosion and sedimentation control plan as required by Article 5, Section 11.2 and 11.2 of the City of Dover Zoning Ordinance. Ensure that individual lot grading, house locations with finished floor elevations, and driveway locations and grades are provided on the plans in order to verify the adequacy of the design. The provided information should also show adequate conveyance of runoff from each lot.
7. The White Oak Tax Ditch is adjacent and within the properties of this proposed subdivision. Access to this tax ditch shall be permanently allowed to the City of Dover.

STREETS

1. Final site plan approval will not be granted until a copy of the approved entrance plan, signed by DelDOT is submitted to our office.
2. The current City of Dover standard street section provides for a 3' grass strip between the curb and sidewalk. This standard was administratively revised to meet ADA and FHA compliance with cross slope requirements and to prevent cars from scrapping at driveways. The revised standard utilizes a five feet (5') wide public sidewalk with a five feet (5') wide grass strip behind the curb.
3. Please add the following notes to the plans:
    a. Standard City of Dover sidewalk, as per chapter 98, article IV of the Dover Code of Ordinances, shall be required to be installed along the entire public street frontage of a property. Where frontage sidewalk exists but does not meet the standards of chapter 98, article IV, the sidewalk shall be re-laid to meet the standards. Sidewalk shall include barrier-free access ramping at points of intersection with street crossings and at other locations so as to afford reasonable barrier-free pedestrian movement and site access.
    b. In accordance to Appendix A, Article VI, Section B.3, all sidewalks shall ascend from the curbstone to the building line at the ratio of one-quarter of an inch to the foot. Nothing in this section shall be construed to affect any pavement previously laid by order of the city council, until it is taken up and relaid.
4. It shall be unlawful for any person to alter the curb of any street so as to create a curb depression for the purpose of permitting vehicles to enter onto or exit from the city streets, without a permit issued by the city manager.
5. When determined to be necessary, dead-end streets, designated to be so permanently, shall not be longer than 400 feet and shall be provided at the closed end cul-de-sac with a turnaround having an outside roadway diameter of 80 feet and a street right-of-way diameter of 100 feet. In no instance shall more than 20 percent of the lots in a proposed development front on the turnaround section of a cul-de-sac.
6. 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 degrees shall be tangent to and follow a curve with a minimum radius of 150 feet centered on the nearest right-of-way line and shall be parallel to said inner right-of-way line.
7. Street right-of-way lines deflecting from each other at any point shall be connected with a curve, the radius of which, for the centerline of the right-of-way, shall not be less than 500 feet on arterial streets, 300 feet on collector streets and 150 feet on minor streets. The outer and inner right-of-way line shall be parallel to said center right-of-way line.
8. Street rights-of-way lines at intersections shall be connected with a curve, the radius of which shall be at least 25 feet. The required radius may be increased by the city engineer if the increased radius is necessary for public safety.
9. Street grades shall not exceed five percent.
10. Street grades shall not be less than one-half percent wherever feasible.
11. Please provide a sign plan for review and approval.
12. Please follow the permissible naming conventions for all streets and alleys in this proposed development.
13. The improvements on White Oak Road shall be coordinated with improvements required by the City of Dover for the development on the north side of White Oak Road.

WATER

1. All water utility components must meet the requirements of the Water Wastewater Handbook, effective date March 22, 2010. Please contact our office for more information.
2. The following notes must be added to the plans:
   a. Hydrant connections by the contractor are prohibited. This method may not be utilized during any phase of the project.
   b. Any existing water lines not to be utilized by the proposed facility must be properly abandoned at the mains in accordance with the City of Dover Department of Water & Wastewater specifications and requirements.
   c. The site contractor shall contact the City of Dover Water & Wastewater Construction Manager at (302) 736-7025 prior to the start of construction. A representative from the City of Dover Department of Water & Wastewater must observe and approve all City owned water and sanitary sewer interconnections and testing. All water taps must be performed by a City of Dover approved contractor. The proposed location for the water connection may need to be adjusted in the field due to conditions of the existing main. Possible conditions that would require tapping relocation include proximity to pipe joints, other taps, concrete encasements, conflict with other utilities, and the like. Test holes must be performed by the contractor to determine the best tapping location. The City of Dover will not be held responsible for field conditions requiring adjustment of the tapping location or for any work required by the contractor to make an appropriate and lawful connection.
3. All water mains within the proposed subdivision must be looped. No dead end mains are permitted. The utility plan must incorporate the appropriate termination valves on the water system between construction phases.
4. The size, type, and location of all proposed and existing water lines and valves must be shown on the plan. All water mains shall be cement lined Class 52 cement lined ductile iron pipe or DR 18 PVC pipe. Division valves must be provided every 800 feet.
5. Water service lines shall be shown for each residential lot meeting the following requirements: The water services shall be one-inch (1") diameter Type K copper tubing, or SDR-9, and installed five feet (5') to the right of the sewer lateral as viewed from the center line of the street. Curb stops shall be installed one foot (1') outside of the right-of-way for each lot. A water meter and meter pit must be installed on the domestic water service, in a non-traffic bearing location just downstream of the curb stop.
6. Fire hydrants shall be spaced no greater than 600 feet as measured along the curb. Fire hydrants shall be placed between the curb and sidewalk at intersections or centered on lot lines. Fifteen feet (15') separation must be provided between all hydrants and hydrant valves.
7. Sizing calculations shall be provided for each clubhouse/community center, if applicable. The City will provide the meter size for each building based on this information.
8. Please call out that the connection to the water main shall be accomplished with a Powerseal 3490AS tapping sleeve and valve.
9. On October 24, 2022, City of Dover Council approved the new Cross Connection Control Program. This program requires certain backflow prevention assemblies on water service connections to the city's distribution system. If a clubhouse or community center is proposed, a backflow prevention assembly will be required.
10. The domestic service, fire main connection and valves must be clearly shown for each building. A valve must be installed at the tee to isolate combined fire and domestic water service to the building from the water loop. Typically, this valve is installed at the tee or an acceptable distance from the building. A valve must be provided on the domestic water service, which must be tapped off of the combined eight-inch (8") fire/domestic service outside of the building. The domestic water tap and valve should be as close to the building as possible. Typically, the domestic tap and valve are located within five feet (5') to ten feet (10') of the building. A blow up detail of this layout is recommended.
11. Provide a construction detail for the proposed restraining system for the fire main located within the buildings. The Department of Public Works will test and inspect all fire mains to a blind flange located inside the buildings. The blind flange with tap is used for hydrostatic pressure testing (200 psi for two (2) hours) and dechlorination. The flange must be restrained in the direction of the pipe entering the facility. A pipe entering horizontally through a wall sleeve shall be restrained with rods through the wall. A pipe entering vertically through a slab shall be restrained through the floor to the ninety degree (90) bend and thrust bloc

All rods shall be a minimum of ¾" all thread. All pipes through walls and slabs must be Class 52 cement lined ductile iron pipe. Confirm particulars to meet this requirement with mechanical designer.

12. Please add the following to the plans:

    a. All non-metallic water lines (mains and services) shall be installed with a tracer wire and identification tape. The wire shall be a minimum of twelve (12) gauge blue coated solid copper wire, wrapped around the pipe, and extending up into all valve and curb boxes. The identification tape shall be six-inches (6") wide, laid one foot (1') above the pipe, with the following text: "Caution: Buried Water Line Below".

        1.) There shall be two (2) scenarios for marker balls to be installed:

            a.) Scenario 1: 3M marker balls, model 1423-XR, or approved equal shall be installed at every mechanical joint on the water main and at every service line connection to the water main and all bends on the service line.

            b.) Scenario 2: 3M marker balls, model 1423-XR-ID, or approved equal shall be installed at every depression and utility conflict. This marker ball shall be programmed to provide specific depth information of the infrastructure. A Department of Water & Wastewater (DWW) Inspector shall be present when these marker balls are installed.

WASTEWATER

1. All wastewater utility components must meet the requirements of the Water Wastewater Handbook, effective date March 22, 2010. Please contact our office for more information.

2. The following notes must be added to the plans:

    a. Any existing sanitary sewer lines not to be utilized by the proposed facility must be properly abandoned at the mains in accordance with the City of Dover Department of Water & Wastewater specifications and requirements.

    b. Part II, Chapter 180, Article III, Section 180-10 of the Code of Kent County requires that "no person shall discharge or cause to be discharged any stormwater, surface water, uncontaminated groundwater, roof runoff, subsurface drainage, uncontaminated noncontact cooling water or unpolluted industrial process waters to any sanitary sewer", this shall include condensate. Sec. 110-231 of the City of Dover Code defines storm sewer as "…any system used for conveying rain water, surface water, condensate, cooling water or similar liquid wastes, exclusive of sewage." The contractor, developer, owner and designers shall ensure during construction that no illegal discharges to the sanitary sewer system are created with the site improvements.

3. All sanitary sewer mains shall terminate at manholes between construction phases. This may require sewer lines to extend beyond the proposed phase lines to the next manhole.

4. Minimum slope criteria shall meet Ten States Standards. Provide flow calculations to justify sizing of the sewer mains, showing that velocity requirements are met. Waiver requests must be approved by the Department of Water & Wastewater

5. The desired location for sewer mains is under the centerline of the street. One-tenth of a foot (0.1') drop must be provided across all manholes. The minimum slope for eight-inch (8") sanitary sewer pipe is 0.004 feet/feet. Minimum cover is 3.0 feet.

6. Sanitary sewer manholes shall be spaced no more than 400 feet apart.

7. The minimum size of all sanitary sewer laterals shall be six-inch (6").

8. The size, length, slope, type and flow directions must be shown on all existing and proposed sanitary sewer lines. Rim and invert elevations must be labeled on all sanitary structures.

9. Sanitary sewer laterals shall be shown for each residential lot meeting the following requirements: The sewer laterals shall be six-inch (6") diameter schedule 35 PVC and, where practicable, installed to the center of each lot. Sewer laterals shall be connected directly to the main, not manholes, unless impracticable. Sewer laterals are to be installed one foot (1') beyond the right-of-way line at a typical depth of three feet (3'), preferably not exceeding five feet (5'). Cleanouts shall be installed one foot (1') outside of the right-of-way for each lot.

10. Sizing calculations shall be provided for each clubhouse or community center, if applicable.

11. The downstream pump station must be evaluated by the developer / engineer to verify it can handle the additional effluent flow.

GENERAL

1. Add the following note to the plans, "A seven and one half feet (7.5') wide easement is retained along all side and rear lot lines, to be unoccupied by building, for utilities, drainage and sanitary sewer purposes. Except where lots are divided for any reason whatsoever, said easements shall fall along the actual side and rear lot lines as conveyed. A fifteen feet (15') wide utility easement is retained along all rear lines of lots abutting the project boundary and other open spaces." A ten feet (10') wide utility easement is required along all front yard lot lines for utility installation. When a water, sewer, or storm sewer main is not located in the right of way, it shall be located within five feet (5') of the center of a twenty feet (20') wide utility easement.
2. The final site plan must be submitted in the following compatible digital formats:
    a. AutoCAD 2018 (.dwg format).
    b. Adobe Reader (.pdf format).
3. All existing utilities shall be adjusted to final grade in accordance with current City of Dover requirements and practices. This must be included as a note on the plan.
4. No trees may be planted within ten feet (10') of utility infrastructure.
5. No structure may be installed within ten feet (10') of utility infrastructure, please depict all underground utilities and structures on the utility plan sheet to confirm compliance.

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES

SANITATION / STORMWATER / STREETS / WATER / WASTEWATER / GENERAL

1. None.

ADVISORY COMMENTS TO THE APPLICANT

WATER

1. The City of Dover water system is available to this site. The developer is responsible for all costs associated with extending and providing service to the proposed development.
2. Prior to plan approval, the water system plans must be submitted to the Division of Public Health, Office of Drinking Water for review and approval. The owner/developer will be responsible for providing all completed forms and plan sets to the City of Dover as required for submission to the Office of Drinking Water. Plans will not be submitted to the Office of Drinking Water until review has been completed by our office.
3. Hydrant flow testing is currently only performed three (3) times per year during system wide flushing operations. The applicant must call the Department of Public Works directly to schedule these tests. This applies to both existing hydrants as well as those proposed for the site.
4. Impact fees will be required for each residence that is constructed.

WASTEWATER

1. The City of Dover sanitary sewer system is available to this site. The developer is responsible for all costs associated with extending and providing service and capacity to the proposed development.
2. Prior to plan approval, it may be required to submit the sanitary sewer system plans to the DNREC, Division of Water Resources, Surface Water Discharges Section for review and approval. The owner/developer is responsible for providing all application fees, completed forms and plan sets directly to DNREC.
3. Profiles of the sanitary sewer main must be provided with the construction plans. All water, sanitary sewer and storm sewer crossings must be shown on the profiles.
4. The existing manhole must be core drilled and an approved (by our office) pipe to manhole connector must be used to construct the connection for installation of the sewer main. The existing manhole flow channel must be reconstructed accordingly.
5. Impact fees will be required for each residence that is constructed.

GENERAL

1. The applicant is advised that depending upon the size of the existing water service and sanitary sewer lateral to be abandoned, flowable fill may be required.
2. Construction plans will not be reviewed by our office unless all previous comments have been clearly addressed within the plan set and accordingly identified within an itemized response letter and with the Water/Wastewater Initial Plan Submission Checklist, which can be obtained from the following website: https://imageserv9.team-logic.com/mediaLibrary/198/WaterWastewaterHandbookFinal_1.pdf, page 88.

SANITATION / STORMWATER / STREETS

1. None.

IF YOU HAVE ANY QUESTIONS OR NEED TO DISCUSS ANY OF THE ABOVE COMMENTS, PLEASE CALL THE ABOVE CONTACT PERSON AND THE PLANNING DEPARTMENT AS SOON AS POSSIBLE.

CITY OF DOVER ELECTRIC

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

STAFF D.A.C. MEETING DATE: MAY 27, 2026

APPLICATION:	**Bay Village Residential Planned Neighborhood Design: Subdivision Plan**
FILE #:	**SB-26-02**
REVIEWING AGENCY:	**City of Dover Electric Department**
CONTACT PERSON:	**Shawn Burgett, Engineering Services & System Operations Superintendent**
CONTACT PHONE #:	**302-674-7568**
CONTACT EMAIL #:	**sburgett@dover.de.us**

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:

CITY AND STATE CODE REQUIREMENTS

ELECTRIC

THE PROPOSED DEVELOPMENT WILL REQUIRE SIGNIFICANT COORDINATION WITH THE CITY OF DOVER ELECTRIC DEPARTMENT FOR ELECTRIC SERVICE DESIGN, INCLUDING PRIMARY DISTRIBUTION ROUTING, SWITCHGEAR LOCATION, TRANSFORMER PLACEMENT, METER CONFIGURATION, STREET LIGHTING, AND FUTURE EXPANSION CONSIDERATIONS. BASED ON PRELIMINARY REVIEW, THE LAYOUT APPEARS WORKABLE AND PRELIMINARY UTILITY COORDINATION IS ALREADY UNDERWAY; HOWEVER, ADDITIONAL LOAD INFORMATION AND CONTINUED DESIGN COORDINATION WILL BE REQUIRED TO COMPLETE FINAL SERVICE EVALUATION, PRIMARY DISTRIBUTION DESIGN, AND TRANSFORMER SIZING. UPDATED ELECTRIC LOAD INFORMATION AND COMPLETED LOAD SHEETS SHALL BE SUBMITTED PRIOR TO FINAL DESIGN AND ARE REQUIRED TO EVALUATE SERVICE NEEDS, TRANSFORMER SIZING, AND PRIMARY DISTRIBUTION REQUIREMENTS. TRANSFORMER LOCATIONS, UTILITY ACCESS, AND REQUIRED EASEMENTS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF DOVER ELECTRIC DEPARTMENT. THE OWNER/DEVELOPER SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH PROVIDING ELECTRIC SERVICE TO THE SITE, INCLUDING ANY REQUIRED UPGRADES, EXTENSIONS, OR MODIFICATIONS OF ELECTRIC FACILITIES.

1. The roadway and curbing must be in.
2. The right-of-way must be within 6" of final grade.
3. The property corners must be staked.
4. Owner is responsible for locating all existing underground electric, communications and water facilities.
5. Owner is responsible for installing all conduits and equipment pads per the City of Dover Engineering Department specifications.
6. Owner is responsible for site and/or street lighting.

7. Meter locations will be determined by City of Dover Engineering Department.
8. Load sheets and AutoCAD compatible DXF or DWG diskettes of site plans, including driveways, are required prior to receiving approved electrical construction drawings.
9. Any relocation of existing electrical equipment will be engineered by the City of Dover Electric Department. The developer may be required to perform a portion of the relocation work. Any work performed by the City of Dover will be at the owner's expense.
10. Prior to construction, owner is responsible for granting an easement to the City of Dover Electric Department. Easement forms will be furnished and prepared by the City of Dover Electric Engineering Department.
11. ***Fees will be assessed upon final site plans. The owner will be responsible for fees assessed prior to construction. Owner is required to sign off plans prepared by the Electric Department.***
12. Must maintain 10' clearance around all electrical equipment, unless pre-approved by the City of Dover Electric Engineering Department.
13. Prior to the completion of any/all designs and estimates, the owner is responsible for providing the Electric Engineering Department with a physical address of the property.
14. All Engineering and design for Dover Electric will be engineered upon final approved plans. All Engineering work will be furnished by the City's Electric Engineering Department.
15. The City of Dover Electric Department reserves the right to require system upgrades, extensions, or off-site improvements as necessary to maintain system reliability and capacity.
16. All electric system design and installation shall comply with applicable City standards, NEC requirements, and utility best practices as determined by the City of Dover Electric Department.

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES

ELECTRIC

1. Owner must give the City of Dover Electric Department three (3) months' notice prior to construction. Owner is responsible for following the requirements outlined in the City of Dover's Electric Service Handbook. The handbook is available on the website at the following link: https://evogov.s3.amazonaws.com/media/27/media/13108.pdf.

ADVISORY COMMENTS TO THE APPLICANT

ELECTRIC

1. Updated electric load information and completed load sheets shall be submitted prior to final design and are required for transformer sizing, system impact review, service evaluation, and development of primary distribution and service cost estimates. Current load sheets can be found at the following link: https://www.cityofdover.com/media/Electric%20Department/COD%20Electric%20Load%20Sheet.pdf.
2. Construction timelines are subject to material lead times, system conditions, and City of Dover Electric Department workload.

IF YOU HAVE ANY QUESTIONS OR NEED TO DISCUSS ANY OF THE ABOVE COMMENTS, PLEASE CALL THE ABOVE CONTACT PERSON AND THE PLANNING DEPARTMENT AS SOON AS POSSIBLE.

SB-26-02

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

D.A.C. MEETING DATE: 05/27/26 as Revised

CITY OF DOVER FIRE MARSHAL

APPLICATION: Bay Village Residential Planned Neighborhood Design Subdivision Plan

FILE #: SB-26-02 REVIEWING AGENCY: City of Dover, Office of the Fire Marshal

CONTACT PERSON: Jason Osika, Fire Marshal PHONE #: (302) 736-4457
josika@dover.de.us

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 ADDRESS BY THE APPLICANT:

CITY AND STATE CODE REQUIREMENTS:

1. Proposed occupancy classification is residential.

2. All access roadways shall be paved and be a minimum of 20 feet clear width for two-way traffic and 14 feet clear width for one-way traffic. The paved width of access roadway shall be measured from edge of parking spaces, or face of curb for vertical curb and back of curb for mountable curb, or edge of pavement if there is no curbing.(2021 Delaware State Fire Prevention Regulations, 705, Chapter 5, 5.2)

3. Emergency access to rear building areas compliant with City of Dover Code (Appendix B- Zoning, Article 5- Supplementary Regulations, Section 17);

   all four stories and greater buildings require 24ft fire lane at the rear.

   All two to three story apartment structures require an 18ft Secondary Fire Lane at the rear.

   All townhouses (3-8 units with no fire protection) require a 16ft alley or 18ft secondary fire lane at the rear.

4. Multiple Access Roads shall be provided when a fire department access road (fire lane) is determined by the Fire Marshal to be impaired by vehicle congestion, condition of terrain, climatic conditions, or other factors that could limit access such as placement of fire hose from fire equipment.

5. Street width shall be in accordance with City of Dover Code of Ordinances, Appendix A, Article VII, Section A. 13,

Residential areas
24 feet wide with no parking,
30 feet wide with parking on one side, or
36 feet wide with parking on both sides

Commercial areas
26 feet wide with no parking,
32 feet wide with parking on one side, or
38 feet wide with parking on both sides

Alley
12 feet wide

6. Any dead-end road more than 300 feet in length shall be provided with a turnaround or cul-de-sac as outlined in the 2021 Delaware State Fire Prevention Regulations 705, chapter 5, 2.3.

7. Speed Reduction Devices must be approved, please see City of Dover Ordinance Chapter 98-10 in reference to this process.

8. Fire hydrants shall be installed per the requirements of City of Dover Public Utilities Water/Wastewater Handbook, NFPA requirements (NFPA 1, 18.5.2 and 18.5.3), and Delaware State Fire Prevention Regulations (702, Chapter 6, 5.11) and City Ordinance Sec 46-9 (f).

   Hydrants spacing shall be every 600 feet.

9. All fire hydrants shall be marked as prescribed within the appropriate section of this regulation and as illustrated by the appropriate figures of this regulation.

   All fire hydrants shall have minimum of four-inch (4") solid yellow demarcation lines to define specific areas, where fire hydrants are located along a curb line with permitted parking, the area between the fire hydrant and the street or fire lane shall be stenciled with four inch (4") demarcation lines and the words "NO PARKING", demarcation lines shall be measured from the center line of the fire hydrant and extend for a distance 15 feet on both sides.

   Where fire hydrants are located in parking lots or other areas susceptible to blockage by parked vehicles they shall be treated as follows: fire hydrants shall be protected in all directions for a distance of seven feet (7') with barriers or curbing, Minimum four-inch (4") diameter steel bollards filled with concrete and marked yellow shall be installed at the outermost corners of the fire hydrant demarcation area. The minimum height of the bollard shall be 36 inches above the finished grade of the adjacent surface, and the steamer connection of all fire hydrants shall be positioned so as to be facing the edge of the street, or traffic lane.
   (2021 Delaware State Fire Prevention Regulations, 705, Chapter 6, 2)
   The owner is responsible if the hydrant is private.

10. Hydrant barrels shall be provided with reflective material, such as paint, durable for highway/roadway markings or a reflective tape of a minimum of 2" in width around the barrel under the top flange, hydrant bonnets shall be color coded based on the following criteria: class AA 1500 GPM - painted light blue, class A 1,000 GPM -1499 GPM - painted green, class B 500 - 999 GPM - painted orange, class C 250 - 499 GPM - painted red, class D under 250 GPM - painted black.

(2021 Delaware State Fire Prevention Regulations 703, Chapter 3. 4)
The owner is responsible if the hydrant is private.

11. Hydrants are to be Darling Co. B-62-B Breakaway https://american-usa.com/products/valves-and-hydrants/fire-hydrants/5-1-4-american-darling-b-62-b-5

12. Every house, building or structure used or intended for use as living quarters or as a place for conducting business, and having any wall facing or abutting any public or private street or alley, shall have displayed on that wall, in legible, easily read characters which are of contrasting color to the background, the proper street number for such house, building, or structure in accordance with the following:

    One-family and two-family residential structures, height, the number shall measure a minimum of four inches in height, *location*, the number shall be placed on the house above or to the left or right of the front entrance, *color*, the number shall be contrasting to the background color, *Arabic numerals*, all numbers shall be Arabic numerals.

    Multiple-family dwellings, measurements, the number shall measure a minimum of six inches when identifying individual apartments with exterior doors, and 12 inches when identifying buildings with apartment complexes where there are two or more buildings not assigned street addresses. Individual buildings with street addresses shall have numbers measuring six inches, *location*, numbers shall be placed either in the center of the building or on the street end of the building so as to be visible from either the public or private street or from the parking lot, *color*, numbers shall be contrasting to the background color, *Arabic numerals*, all numbers used shall be Arabic numerals.

    Commercial, industrial and office buildings, height, the numbers shall measure a minimum of 12 inches in height, *location generally*, numbers shall be placed either in the center of the building or on the street end of the building so as to be visible from either the public or private street or from the parking lot,

    property line or driveway, should the building be located far enough from a public or private road so that the numbers are not clearly visible from the street, then the street address shall also be posted on the property at or near the property line or driveway to said building,

    color; each building, numbers shall be contrasting to the background color and shall be placed on each building in the complex,

    Arabic numerals, all numbers used shall be Arabic numerals,

    Shopping centers. Shopping centers consisting of two or more stores shall have a tenant or suite number affixed to the front of the tenant space and on the outside of the rear door which corresponds with that tenant space. Numbers shall measure six inches in height.
    (City of Dover Code of Ordinances, 98-344)

13. Project to be completed per approved Site Plan.

14. Full building and fire plan review is required.

15. Construction or renovations cannot be started until building plans are approved.

16. Building cannot be occupied by the public until a Certificate of Occupancy is obtained.

17. The following is City Ordinance, Appendix B-Zoning, Article 8 Enforcement and Penalties:

Section 1. - Building permits.

No building or structure in any district shall be erected or structurally altered without a building permit duly issued upon application to the building inspector. No building permit shall be issued unless the proposed construction or use is in full conformity with all the provisions of this ordinance. Any building permit issued in violation of the provisions of this ordinance shall be null and void and of no effect, without the necessity for any proceedings for revocations or nullification thereof, and any work undertaken or use established pursuant to any such permit shall be unlawful (see section 4 for penalties).

1.1 No building permit shall be issued for the construction or alteration of any building upon a lot without frontage upon, or legal permanent access to, a public street improved to the satisfaction of the planning commission, or without access to a public sewer.

1.2 No building permit shall be issued for any building where the site development plan of such building is subject to approval by the planning commission, except upon approval of such plans approved by the said commission.

1.21 No building permit shall be issued for any building in a subdivision unless the subdivision plot has been approved by the planning commission.

1.3 No building permit shall be issued for a building to be used for any conditional use in any zone where such use is allowed only with approval of the planning commission, unless and until such approval has been duly granted by the said commission.

(Ord. of 7-12-1993, § 3)

ADDITIONAL / SPECIFIC REQUIREMENTS TO OBTAIN APPROVAL:

1. The plan shows areas with no parking and parking on one side. Please ensure areas where parking is not allowed is properly marked.
2. Per an email dated 06/04/26 with a revised site plan, the projects proposal for emergency access for the rear of the townhouses is in compliance with the Fire Marshal's Office.
3. Please confirm that hydrants are spaced every 600'
    a. It appears that Seagrass Ln needs a hydrant
    b. Can the hydrant at the dead end near Quietwater be moved to the corner of the road?

APPLICABLE CODES LISTED BELOW (NOT LIMITED TO):

2021 NFPA 1 Fire Code (NFPA; National Fire Protection Association)
2021 NFPA 101 Life Safety Code (NFPA; National Fire Protection Association)
2019 NFPA 72 National Fire Alarm and Signaling Code (NFPA; National Fire Protection Association)
2019 NFPA 13 Installation of Sprinkler Systems (NFPA; National Fire Protection Association)
2009 IBC (International Building Code)
Latest editions of all other NFPA Codes as defined by the Delaware State Fire Prevention Regulations
2021 Delaware State Fire Prevention Regulations
City of Dover Code of Ordinances

***If you have any questions or need to discuss any of the above comments, please call the above contact person listed.**

From: Mobley, Will (DelDOT)
To: Melson-Williams, Dawn
Cc: Jones, Tijah (DelDOT)
Subject: EXTERNAL: Re: Staff DAC Meeting of May 27, 2026 - Agenda and Quick Look
Date: Wednesday, May 27, 2026 10:28:32 AM

WARNING: 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.

Here are the comments from DelDOT for the applications discussed in the DAC Meeting.

S-26-11 Delaware State University Football Stadium Plaza at 1200 N Dupont Hwy

- The applicant has already met with DelDOT. They have requested and received a Letter of No Contention. No further action required with the Department.

SB-26-02 Bay Village Residential Planned neighborhood Design : Subdivision Plan

- Have the applicant schedule a pre-submittal meeting with DelDOT.
- Call out on plans that internal streets are Municipal owned/maintained.
- Applicant has completed a Traffic Impact Study with the Department.
    - Please note that the project shares frontage with Garrison Oak Technical Park. Both parties are responsible for frontage improvements. Suggest having coordination between the two entities for path forward.

Sincerely,

Will T Mobley III, PMP
Division of Economic Development, DELDOT
Interim Kent County Review Coordinator
Phone (302)-760-2409
Will.mobley@delaware.gov

From: Melson-Williams, Dawn <DMelson@dover.de.us>
Sent: Wednesday, May 20, 2026 5:16 PM
To: Lyon, Jason <jlyon@DOVER.DE.US>; Osika, Jason (CJ) <josika@dover.de.us>; Burgett, Shawn <sburgett@DOVER.DE.US>; Ridgeway, Jr, Roger <roger.ridgeway@DOVER.DE.US>; Mobley, Will (DelDOT) <will.mobley@delaware.gov>; Baker, Cullen (DNREC) <cullen.baker@delaware.gov>; Malcolm Jacob <Malcolm.jacob@doverkentmpo.org>; Matt Jordan DAFB <matthew.jordan.9@us.af.mil>; jhughart@chpk.com <jhughart@chpk.com>; Webb, Elaine Z. (DNREC) <Elaine.Webb@delaware.gov>; Ann Marie Townshend <annmarie.townshend@rossitg.com>
Cc: Melson-Williams, Dawn <dmelson@DOVER.DE.US>
Subject: Staff DAC Meeting of May 27, 2026 - Agenda and Quick Look

DAC Members:

Please see the attached Agenda for the City of Dover Development Advisory Committee Meeting of May 27, 2026 at 9:00am. The Planning Office will be completing the distribution of the plan set documents tomorrow to those agencies receiving plan sets. I have attached a quick view of each Application and a copy of the proposed Ordinance (Text Amendment on Clean Hydrogen Production Facilities).

Thank you,

Dawn Melson-Williams, AICP
Principal Planner
City of Dover, Delaware
Department of Planning & Inspections
(302) 736-7196 Planning Office phone
(302) 736-4217 fax
dmelson@dover.de.us

KENT CONSERVATION DISTRICT

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

CITY OF DOVER
DEVELOPMENT ADVISORY COMMITTEE
APPLICATION REVIEW COMMENTARY
JUNE 2026

APPLICATION: Bay Village Residential Planned Neighborhood Design: Subdivision Plan

FILE #: SB-26-02

REVIEWING AGENCY: Kent Conservation District

CONTACT PERSON: Cullen Baker

PHONE: (302) 608 – 5370

EMAIL: stormwater@kentcd.org

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

CITY AND STATE CODE REQUIREMENTS:

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

ADVISORY COMMENTS TO THE APPLICANT:

1. A pre-application meeting was held with the applicants and KCD on 4/28/26
2. Please note the Kent Conservation District will not review an application more than three times. If after the third review the plan is still not found to be approvable, the application will be denied, and a new application with review fees are to be re-submitted to continue a detailed plan review.
3. As a reminder, the Kent Conservation District is required to verify that a Notice of Intent (NOI) for Stormwater Discharges Associated with Construction Activity under a NPDES General Permit has been received by DNREC prior to District approval.
4. A letter of no objection to recordation will be provided once the detailed Sediment and Stormwater Management Plan has been approved.

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

ADVISORY BRIEF

D.A.C. MEETING DATE: 6/3/2026

Dover/Kent County Metropolitan Planning Organization

SB-26-02 Bay Village Residential Planned Neighborhood Design: Subdivision Plan

FILE # SB-26-02 REVIEWING AGENCY: Dover/Kent County MPO

CONTACT PERSON: Malcolm Jacob PHONE #: (302) 387-6030

Attached, please find comments submitted by Dover Kent MPO for each of the current City of Dover Development Advisory Committee (DAC) applications. These comments are a part of the MPO's ongoing goals of promoting transportation safety and connectivity within the region. They are submitted in accordance with the support given by the MPO Council on November 6, 2024.

Issues of concern to the MPO are effective transit, reducing the amount of vehicle emissions by shortening or eliminating trips, and facilities for alternative modes of transportation, including bicycle and pedestrian access. The MPO considers the bicycle facilities required by the City of Dover to be the standard for all applications, not to be waived.

City of Dover Planning Commission
Subdivision Plan Review

SB-26-02 Bay Village Residential Planned Neighborhood Design: Subdivision Plan

The site plan includes many of the improvements necessary for a walkable neighborhood. The sidewalk network extends throughout the neighborhood, and there are also crosswalks at each of the intersections. Crosswalks should always be accompanied by ADA curb ramps to provide accessibility for pedestrians. Along the property's frontage with White Oak Road, a shared use pathway is proposed, as well as striping for bicycle use. One improvement not shown in the plan is a crosswalk running across White Oak Road and connecting to Garrison Oak Drive. This improvement should be included, as it would provide pedestrians with a safe connection to the sidewalks on the north side of the road. A set of Rectangular Rapid Flashing Beacons (RRFBs) would also be beneficial towards safety at this location.

In terms of vehicular connections, the site plan includes two proposed entrances to the neighborhood. This will help improve access between White Oak Road and the neighborhood, reducing congestion during peak hours, while also having benefits for emergency vehicles. The stub street on the south end of the property is also useful, as it will allow for the creation of new connections with adjacent parcels in the future. It is recommended that signage be added at the

stub street that reads “Street Connection to Future Development”, which will indicate to residents the planned use of the stub street.

The inclusion of rear-lot alleys in the plan is something Dover Kent MPO supports. This feature will have numerous benefits for the neighborhood, such as increased front yard green space, an improved pedestrian environment, rear-lot access for off-street parking, and more streamlined trash storage and pick-up. Rear-lot alleys, if implemented properly, are ideal for high-density and attached housing communities such as this.

The curbing within the neighborhood should consist of “Type 1” vertical curbs that are 6” in height. The use of this type of curbing should be specified within the site plan. Vertical curbs are an important measure for preventing vehicles from parking on the sidewalks, which will help in keeping the pathways clear for pedestrian use. By contrast, continuous “Type 2” roll curb will enable cars to park on the sidewalk, and so it should not be permitted in this situation.

It should be noted that the parcel to the west of the subject property is featured in the *Dover Air Cargo Freight Access Study*, which examined possible transportation improvements needed to support economic growth on the east side of SR1 between Dover Air Force Base (DAFB) and White Oak Road. The Horsepond Road Extension, one of the recommended projects, would extend Horsepond Road between White Oak Road and S. Little Creek Road. The northern terminus of the road would connect with the western entrance to Garrison Oak Business and Technology Center.[1] Once completed, this project is expected to help take trucks off of local residential roads in Dover. It is currently included in DelDOT’s Capital Transportation Program (CTP), and it is in the Preliminary Engineering (PE) phase. Although the project will not conflict directly with the subject property, compatible uses should be kept in mind throughout the process. White Oak Road is a minor collector road that sees considerable truck traffic headed to and from Garrison Oak, which emphasizes the need for sidewalks along the property’s frontage and other necessary safety improvements.

Finally, site plans within proximity to Dover Air Force Base should avoid conflicting uses. These may include building tall structures, creating glint and glare (such as from lighting, solar fields, and artificial bodies of water), attracting large numbers of migratory birds, and operating Unmanned Aircraft Systems (UAS) in the area. Conflicting uses are described in greater detail in the 2023 *Dover Air Force Base Compatible Use Plan*.[2] Note that even if the subject property does not fall within the DAFB Airport Environs Overlay Zone (AEOZ), the applicant should work closely with DAFB throughout the process to ensure the planned uses will be compatible with Base operations.

If you have any questions or need to discuss any of the above comments, please call the above contact person and the Planning Department as soon as possible.

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[1] *Dover Air Cargo Freight Access Study - Planning and Environmental Linkage (PEL) Report*. Dover/Kent County MPO (2021). https://doverkentmpo.delaware.gov/files/2021/09/Dover-Air-Cargo-Freight-Study-PEL_final.pdf#page=22.

[2] “Dover Air Force Base Compatible Use Study” (webpage). Dover Air Force Base (DAFB) and Delaware Department of Transportation (DelDOT). https://deldot.gov/projects/archived/dafb/.

April 30, 2026
Revised: June 4, 2026

City Of Dover
Department of Planning & Inspections
15 Loockerman Plaza
Dover, DE 19903
302.736.7196
Attn: Dawn Melson-Williams

Re: Bay Village PND - Waiver Request for Rear Alley Requirement (Lots 1-20)
S. White Oak Road
Dover, DE 19903
Tax Parcel #04-05-06800-01-0600-00001
Verdantas Project Number 34677

Dear Ms. Melson-Williams:

On behalf of the Bay Village project, we respectfully request a waiver from the requirements of Appendix A, Article VI, Section 13.8 of the City of Dover Zoning Ordinance, which requires all townhouses to be provided with rear access alleys unless the Planning Commission finds that alleys are infeasible for the development or that the design of the townhouses precludes their suitability. This waiver request applies solely to Lots 1 through 20 within the Bay Village development.

Rear access alleys for these lots are infeasible and unsuitable due to site-specific design, lot configuration, and circulation constraints. These lots are bounded by White Oak Road and by the newly developed subdivision street. The proposed townhouse layout for Lots 1–20 fronts an internal roadway and is configured to function with front-loaded access. Introducing rear access alleys would require additional right-of-way width, pavement, and grading that would disrupt the planned site layout and result in inefficient circulation and unnecessary impervious coverage.

The design addresses emergency access concerns through a continuous 16-foot-wide open rear yard along Lots 1–20. This open rear yard provides clear and unobstructed access for emergency response and maintenance purposes while avoiding the impacts associated with a paved alley. The units will also have firewalls between units as well as non-combustible exterior siding on units 1-20 meeting Article 5, Section 17 of the Zoning Ordinance. Adequate vehicular, pedestrian, and emergency access is maintained through the proposed design.

In response to City staff comments regarding refuse handling, the updated plan includes a designated pedestrian access system to the rear of the lots. A walkway will be provided to allow residents of interior townhouse units to access the rear yard area. This feature will enable owners to easily transport their refuse containers from the front to the rear of their units. Trash and recycling containers will be stored in the rear yards and will be appropriately screened to minimize visibility and maintain the overall appearance of the development. This approach provides a functional and visually appropriate solution for refuse storage and collection without

the need for a rear alley. Importantly, this setup eliminates the need for owners to trespass on adjoining lots, allowing everyone to manage their refuse containers comfortably and respectfully.

Utility services will be accommodated through the proposed front-loaded design and coordinated within the internal street network, consistent with the remainder of the development. The proposed layout maintains adequate access for service providers without the need for additional rear infrastructure.

The proposed layout for Lots 1–20 is consistent with the purpose and intent of the RM-2 zoning district and aligns with the code-compliant design approach utilized for the remaining approximately 230 residential units within the Bay Village development.

Approval of the requested waiver will not adversely affect the public health, safety, or welfare, nor will it negatively impact adjacent properties or the surrounding neighborhood. The proposed design provides adequate access, circulation, emergency accommodation, and functional solutions for refuse storage and utilities while maintaining a cohesive development pattern. For these reasons, we respectfully request that the Planning Commission find that rear access alleys are infeasible and unsuitable for Lots 1–20 and approve a waiver from the requirements of Appendix A, Article VI, Section 13.8 for this limited portion of the Bay Village project.

Thank you for your consideration. Please contact us should you have any questions or require additional information.

Sincerely,

Verdantas



Benjamin Kulp
Project Manger
bkulp@verdantas.com

June 4, 2026

City Of Dover
Department of Planning & Inspections
15 Loockerman Plaza
Dover, DE 19903
302.736.7196
Attn: Dawn Melson-Williams

Re: Bay Village PND - Emergency Rear Access Narrative
S. White Oak Road
Dover, DE 19903
Tax Parcel #04-05-06800-01-0600-00001
Verdantas Project Number 34677

Dear Ms. Melson-Williams:

Lots 1–20 of the Bay Village development have been designed in consideration of the requirements of Article 5, Section 17 of the City of Dover Zoning Ordinance, which governs emergency access and fire lane provisions.

In lieu of traditional rear access alleys, the proposed design for Lots 1–20 incorporates open rear yard areas that provide clear and unobstructed access for emergency response activities. This design approach maintains effective emergency access consistent with the requirements of the code while avoiding the operational and physical constraints associated with paved alley construction.

The site layout demonstrates that the units on Lots 1–20 are supported by compliant emergency access through a combination of internal roadways and direct rear yard accessibility. The open rear access, while not required, will be designed per figure 17.1 of Dover code to provide a “subgrade emergency access” to provide a supported subgrade section for fire apparatuses, reinforcing consistency with code expectations.

Additionally, these 20 units will be utilizing non-combustible siding along with fire rated party walls between each unit as required by this portion of the code. Accordingly, the Lots 1–20 layout exceeds the requirements of Article 5, Section 17 by providing safe, reliable, and unobstructed emergency access, while supporting the overall design objectives of the Planned Neighborhood Development.

Please contact us should you have any questions or require additional information.

Sincerely,

Verdantas



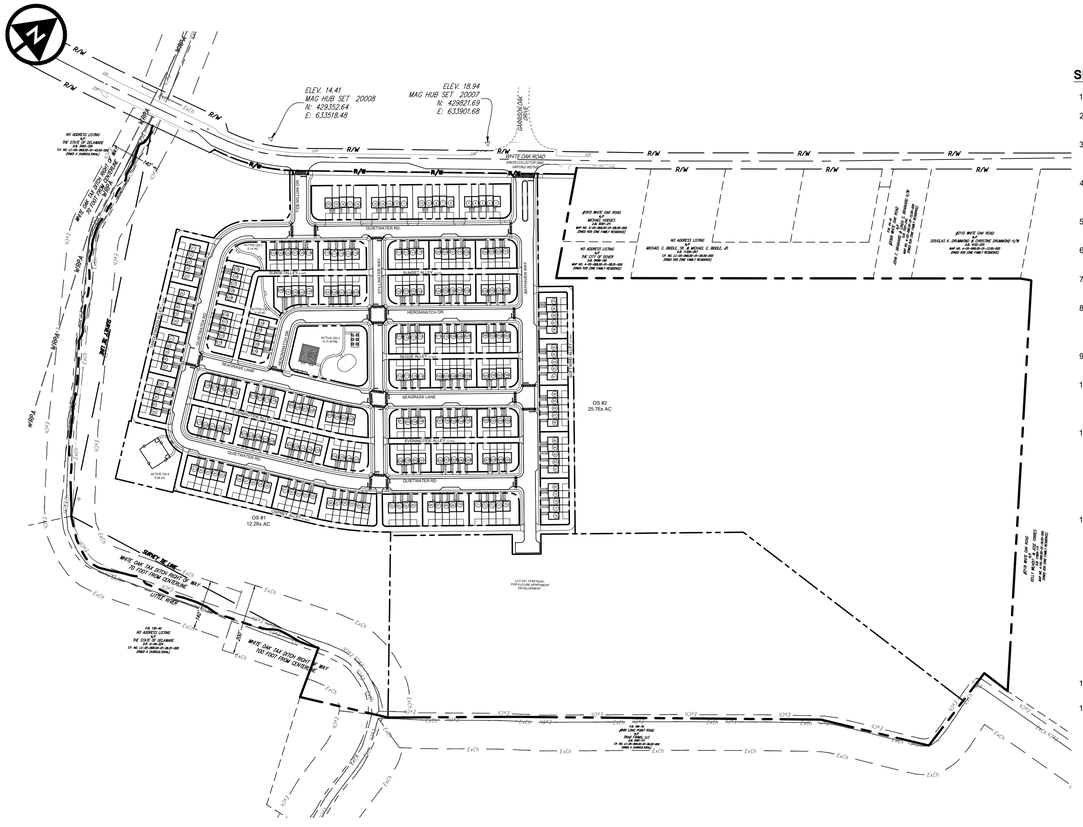
Benjamin Kulp
Project Manger
bkulp@verdantas.com

PRELIMINARY SUBDIVISION PLAN
BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD
CITY OF DOVER~KENT COUNTY~DELAWARE

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAN IS TO CREATE A PLANNED NEIGHBORHOOD DEVELOPMENT WITH 250 TOWNHOUSES. A PORTION OF THE SITE WILL BE SUBDIVIDED OUT FOR THE POSSIBLE DEVELOPMENT OF A 200 UNIT APARTMENT COMPLEX. THE APARTMENT DEVELOPMENT IS NOT PART OF THIS DEVELOPMENT PLAN.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STATE OCCUPATIONAL SAFETY LAWS AND THE CITY OF DOVER CODE AND STANDARD SPECIFICATIONS, MOST CURRENT EDITION. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 AND ALL RULES AND REGULATIONS THERETO APPURTENANT.
3. EXISTING UTILITIES ARE SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, BUT THE COMPLETENESS OF ACCURACY OF THE SAME IS NOT GUARANTEED. THE CONTRACTOR SHALL DETERMINE THE LOCATION AND ELEVATION OF EXISTING UTILITIES AT HIS OWN EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGES AND REPAIRS TO EXISTING UTILITIES DURING CONSTRUCTION.
4. THE EXISTING UTILITIES SHOWN WERE TAKEN FROM THE BEST AVAILABLE RECORDS. THE CONTRACTOR SHALL CONTACT MISS UTILITY OF DELMARVA (1-800-282-8555) TO VERIFY THEIR EXACT LOCATION PRIOR TO THE START OF ANY CONSTRUCTION. ANY DAMAGE INCURRED TO ANY UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTORS' EXPENSE. IF THE CONTRACTOR RELIES ON THE UTILITY LOCATIONS SHOWN HEREON, HE DOES SO AT HIS OWN RISK AND WILL NOT BE ENTITLED TO ADDITIONAL COMPENSATION DUE TO THE DELAYS FROM SAID RELIANCE.
5. A FINAL TRAFFIC IMPACT STUDY LETTER WAS RECEIVED BY VERDANTAS FROM DELDOT ON DECEMBER 18,2025.
6. DELAWARE REGULATIONS PROHIBIT THE BURIAL OF CONSTRUCTION DEMOLITION DEBRIS, INCLUDING TREES AND STUMPS ON CONSTRUCTION SITES. ANY SOLID WASTES FOUND DURING EXCAVATION MUST BE REMOVED AND PROPERLY DISPOSED.
7. A WETLAND EVALUATION WAS CONDUCTED BY VERDANTAS IN OCTOBER 2022 AND WETLANDS WERE FOUND ON THE SITE. WETLAND FLAGGING WAS LOCATED AS PART OF THE BOUNDARY SURVEY.
8. FLOODPLAINS ARE PRESENT ON SITE PER FEMA MAP PANEL 10001C0186J LAST REVISED 7/7/2014. THEY ARE SHOWN ON THE PLANS PER THIS MAPPING.
9. ALL HANDICAPPED PARKING DEMARCATION, STALLS AND BUILDINGS ACCESSIBLE ROUTES SHALL COMPLY WITH THE AMERICANS WITH DISABILITIES ACT AND ANSI A117.1-1998 ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES.
10. BEFORE THE CONTRACTOR CAN BEGIN CONSTRUCTION, HE MUST OBTAIN THE PROPER PERMITS AND/OR APPROVALS FROM THE CITY OF DOVER, KENT CONSERVATION (KCD), DELAWARE DEPARTMENT OF TRANSPORTATION (DELDOT), AND OTHER APPROPRIATE FEDERAL, STATE, CITY, AND COUNTY AGENCIES.
11. ALL CONSTRUCTION METHODS AND MATERIALS SHALL BE ACCORDING TO THE CITY OF DOVER AND DELDOT STANDARDS AND CONSTRUCTION SPECIFICATIONS.
12. ALL FIRE LANES, FIRE HYDRANTS, AND FIRE DEPARTMENT CONNECTIONS SHALL BE MARKED IN ACCORDANCE WITH THE STATE FIRE PREVENTION REGULATIONS.
13. ALL WORK WITHIN STATE MAINTAINED ROAD RIGHT-OF-WAYS SHALL MEET THE REQUIREMENTS AS SET FORTH IN THE CURRENT REVISION OF THE STANDARD SPECIFICATIONS FOR THE ROAD AND BRIDGE CONSTRUCTION, BY THE DELAWARE DEPARTMENT OF TRANSPORTATION (DELDOT).
14. TRAFFIC AND SAFETY CONTROL SHALL BE MAINTAINED DURING CONSTRUCTION IN CONFORMANCE WITH THE CURRENT VERSION OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DE MUTCD) FOR CONSTRUCTION AND MAINTENANCE OPERATIONS.
15. ALL PROPOSED SIGNS (PYLON SIGNS, MONUMENT SIGNS) ARE SUBJECT TO A SEPARATE CITY OF DOVER PERMIT AND IS ALSO SUBJECT TO A COMPREHENSIVE UNIFIED SIGN PLAN.
16. STORMWATER MANAGEMENT SEDIMENT/EROSION CONTROL SHALL BE IN ACCORDANCE WITH THE CURRENT DELAWARE SEDIMENT AND STORMWATER REGULATIONS BY THE DELAWARE DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENTAL CONTROL (DNREC).
17. CONTRACTOR SHALL REFER TO ARCHITECTURAL/STRUCTURAL DRAWINGS OF PROPOSED BUILDING FOOTPRINTS. THE PROPOSED BUILDING FOOTPRINTS, AS SHOWN ON SITE PLAN, SHOULD ONLY BE USED AS A REFERENCE TO THE ABOVEMENTIONED PLANS.
18. WATER, SANITARY SEWER, AND STORM DRAIN PIPES AND STRUCTURES PROPOSED LOCATED WITHIN DEDICATED PUBLIC RIGHT-OF WAY ARE INTENDED FOR DEDICATION TO THE CITY OF DOVER.
19. THE SITE CONTRACTOR SHALL NOTIFY THE CITY OF DOVER DEPARTMENT OF PUBLIC WORKS AT 302-736-7025 48 HOURS PRIOR TO THE START OF CONSTRUCTION. A REPRESENTATIVE FROM THE CITY OF DOVER DEPARTMENT OF PUBLIC WORKS MUST OBSERVE AND APPROVE ALL CITY OWNED WATER AND SANITARY SEWER INTERCONNECTIONS AND TESTING. ALL WATER TAPS MUST BE PERFORMED BY A CITY OF DOVER APPROVED CONTRACTOR. THE PROPOSED LOCATION FOR THE WATER CONNECTION MAY NEED TO BE ADJUSTED IN THE FIELD DUE TO CONDITIONS OF THE EXISTING MAIN. POSSIBLE CONDITIONS THAT WOULD REQUIRE TAPPING RELOCATION INCLUDE PROXIMITY TO PIPE JOINTS, OTHER TAPS, CONCRETE ENCASEMENTS, CONFLICT WITH OTHER UTILITIES, AND THE LIKE. TEST HOLES MUST BE PERFORMED BY THE CONTRACTOR TO DETERMINE THE BEST TAPPING LOCATION OR FOR ANY WORK REQUIRED BY THE CONTRACTOR TO MAKE AN APPROPRIATE AND LAWFUL CONNECTION.
20. PART II, CHAPTER 180, ARTICLE III, SECTION 180-10 OF THE CODE OF KENT COUNTY REQUIRES THAT "NO PERSON SHALL DISCHARGE OR CAUSE TO BE DISCHARGED ANY STORMWATER, SURFACE WATER, UNCONTAMINATED GROUNDWATER, ROOF RUNOFF, SUBSURFACE DRAINAGE, UNCONTAMINATED NONCONTACT COOLING WATER OR UNPOLLUTED INDUSTRIAL PROCESS WATERS TO ANY SANITARY SEWER", THIS SHALL INCLUDE CONDESATE. SECTION 11-231 OF THE CITY OF DOVER CODE DEFINES STORM SEWER AS "ANY SYSTEM USED FOR CONVEYING RAIN WATER, SURFACE WATER, CONDENSATE, COOLING WATER OR SIMILAR LIQUID WASTES, EXCLUSIVE OF SEWAGE." THE CONTRACTOR, DEVELOPER, OWNER AND DESIGNERS SHALL ENSURE DURING CONSTRUCTION THAT NO ILLEGAL DISCHARGES TO THE SANITARY SEWER SYSTEM ARE CREATED WITH THE SITE IMPROVEMENTS.
21. BOUNDARY AND TOPOGRAPHIC SURVEY DATA SHOWN HERE WAS PREPARED BY TRANSITION ENGINEERING SURVEYING IN OCTOBER 3, 2022. AERIAL TOPOGRAPHY WAS PROVIDED BY COOPER AERIAL SURVEYS ON AUGUST 27, 2022.
22. IF THE APPROVED PLAN NEEDS TO BE MODIFIED, ADDITIONAL SEDIMENT AND STORMWATER CONTROL MEASURES MAY BE REQUIRED AS DEEMED NECESSARY BY THE KENT CONSERVATION DISTRICT.
23. ALL OPEN SPACES AND STORMWATER MANAGEMENT FACILITIES SHALL BE MAINTAINED BY THE PROPERTY OWNER WITH THE RESPONSIBILITY OF THE MAINTENANCE TO BEGIN AT THE COMPLETION OF THE PROJECT UPON FINAL ACCEPTANCE BY THE CITY, DELOT, AND KCD. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN THE STORMWATER MANAGEMENT FACILITIES UNTIL THE PROPERTY OWNER TAKES OVER RESPONSIBILITY OF THE MAINTENANCE.
24. ANY GAS FIRED HVAC EQUIPMENT MUST BE EQUIPPED WITH EMERGENCY CUT OFF SWITCHES REMOTELY LOCATED.
25. ADDRESS NUMBERS OF AT LEAST 12 INCHES IN HEIGHT MUST BE PLACED ON THE STREET SIDE OF THE BUILDING VISIBLE FROM THE STREET, IS REQUIRED.
26. ANY NATURAL OR LP GAS BOTTLES, METERS, REGULATORS, ETC. MUST HAVE IMPACT PROTECTION.

SHEET LIST TABLE	
SHEET No.	SHEET TITLE
C-001	INDEX SHEET
C-002	NOTES
C-101	OVERALL EXISTING CONDITIONS
C-102	EXISTING CONDITIONS
C-201	OVERALL SITE PLAN
C-202	SITE PLAN
C-203	RECREATION AREA PLAN
C-301	UTILITY PLAN
C-401	GRADING PLAN
C-501	POST-DEVELOPMENT SWM PLAN
C-601	SIGNAGE AND STRIPING PLAN
C-901	CONSTRUCTION DETAILS
C-902	CONSTRUCTION DETALS
C-903	CONSTRUCTION DETAILS
C-904	TYPICAL ROAD SECTION
L-101	OVERALL LANDSCAPE PLAN
L-102	LANDSCAPE PLAN
L-103	LANDSCAPE NOTES AND DETAILS


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MAG HUB SET 20008
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E: 633518.48
ELEV. 18.94
MAG HUB SET 20007
N: 429821.69
E: 633901.68
WHITE OAK ROAD
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WATER UTILITY NOTES:

1. HYDRANT CONNECTIONS BY THE CONTRACTOR ARE PROHIBITED. THIS METHOD MAY NOT BE UTILIZED DURING ANY PHASE OF THE PROJECT.
2. ANY EXISTING WATER LINES NOT TO BE UTILIZED BY THE PROPOSED FACILITY MUST BE PROPERLY ABANDONED AT THE MAINS IN ACCORDANCE WITH THE CITY OF DOVER DEPARTMENT OF WATER & WASTEWATER SPECIFICATIONS AND REQUIREMENTS.
3. THE SITE CONTRACTOR SHALL CONTACT THE CITY OF DOVER WATER & WASTEWATER CONSTRUCTION MANAGER AT (302) 736-7025 PRIOR TO THE START OF CONSTRUCTION. A REPRESENTATIVE FROM THE CITY OF DOVER DEPARTMENT OF WATER & WASTEWATER MUST OBSERVE AND APPROVE ALL CITY OWNED WATER AND SANITARY SEWER INTERCONNECTIONS AND TESTING. ALL WATER TAPS MUST BE PERFORMED BY A CITY OF DOVER APPROVED CONTRACTOR. THE PROPOSED LOCATION FOR THE WATER CONNECTION MAY NEED TO BE ADJUSTED IN THE FIELD DUE TO CONDITIONS OF THE EXISTING MAIN. POSSIBLE CONDITIONS THAT WOULD REQUIRE TAPPING RELOCATION INCLUDE PROXIMITY TO PIPE JOINTS, OTHER TAPS, CONCRETE ENCASEMENTS, CONFLICT WITH OTHER UTILITIES, AND THE LIKE. TEST HOLES MUST BE PERFORMED BY THE CONTRACTOR TO DETERMINE THE BEST TAPPING LOCATION. THE CITY OF DOVER WILL NOT BE HELD RESPONSIBLE FOR FIELD CONDITIONS REQUIRING ADJUSTMENT OF THE TAPPING LOCATION OR FOR ANY WORK REQUIRED BY THE CONTRACTOR TO MAKE AN APPROPRIATE AND LAWFUL CONNECTION.
4. ALL NON-METALLIC WATER LINES (MAINS AND SERVICES) SHALL BE INSTALLED WITH A TRACER WIRE AND IDENTIFICATION TAPE. THE WIRE SHALL BE A MINIMUM OF TWELVE (12) GAUGE BLUE COATED SOLID COPPER WIRE, WRAPPED AROUND THE PIPE, AND EXTENDING UP INTO ALL VALVE AND CURB BOXES. THE IDENTIFICATION TAPE SHALL BE SIX-INCHES (6") WIDE, LAID ONE FOOT (1') ABOVE THE PIPE, WITH THE FOLLOWING TEXT: "CAUTION: BURIED WATER LINE BELOW".
5. THERE SHALL BE TWO (2) SCENARIOS FOR MARKER BALLS TO BE INSTALLED:
   - 5.1. SCENARIO 1: 3M MARKER BALLS, MODEL 1423-XR, OR APPROVED EQUAL SHALL BE INSTALLED AT EVERY MECHANICAL JOINT ON THE WATER MAIN AND AT EVERY SERVICE LINE CONNECTION TO THE WATER MAIN AND ALL BENDS ON THE SERVICE LINE.
   - 5.2. SCENARIO 2: 3M MARKER BALLS, MODEL 1423-XR-ID, OR APPROVED EQUAL SHALL BE INSTALLED AT EVERY DEPRESSION AND UTILITY CONFLICT. THIS MARKER BALL SHALL BE PROGRAMMED TO PROVIDE SPECIFIC DEPTH INFORMATION OF THE INFRASTRUCTURE. A DEPARTMENT OF WATER & WASTEWATER (DWW) INSPECTOR SHALL BE PRESENT WHEN THESE MARKER BALLS ARE INSTALLED.

WASTEWATER NOTES:

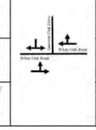
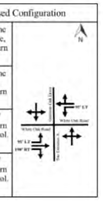
1. ANY EXISTING SANITARY SEWER LINES NOT TO BE UTILIZED BY THE PROPOSED FACILITY MUST BE PROPERLY ABANDONED AT THE MAINS IN ACCORDANCE WITH THE CITY OF DOVER DEPARTMENT OF WATER & WASTEWATER SPECIFICATIONS AND REQUIREMENTS.
2. PART II, CHAPTER 180, ARTICLE III, SECTION 180-10 OF THE CODE OF KENT COUNTY REQUIRES THAT "NO PERSON SHALL DISCHARGE OR CAUSE TO BE DISCHARGED ANY STORMWATER, SURFACE WATER, UNCONTAMINATED GROUNDWATER, ROOF RUNOFF, SUBSURFACE DRAINAGE, UNCONTAMINATED NONCONTACT COOLING WATER OR UNPOLLUTED INDUSTRIAL PROCESS WATERS TO ANY SANITARY SEWER", THIS SHALL INCLUDE CONDENSATE. SEC. 110-231 OF THE CITY OF DOVER CODE DEFINES STORM SEWER AS "…ANY SYSTEM USED FOR CONVEYING RAIN WATER, SURFACE WATER, CONDENSATE, COOLING WATER OR SIMILAR LIQUID WASTES, EXCLUSIVE OF SEWAGE." THE CONTRACTOR, DEVELOPER, OWNER AND DESIGNERS SHALL ENSURE DURING CONSTRUCTION THAT NO ILLEGAL DISCHARGES TO THE SANITARY SEWER SYSTEM ARE CREATED WITH THE SITE IMPROVEMENTS.
3. ALL SANITARY SEWER MAINS SHALL TERMINATE AT MANHOLES BETWEEN CONSTRUCTION PHASES. THIS MAY REQUIRE SEWER LINES TO EXTEND BEYOND THE PROPOSED PHASE LINES TO THE NEXT MANHOLE.
4. MINIMUM SLOPE CRITERIA SHALL MEET TEN STATES STANDARDS. PROVIDE FLOW CALCULATIONS TO JUSTIFY SIZING OF THE SEWER MAINS, SHOWING THAT VELOCITY REQUIREMENTS ARE MET. WAIVER REQUESTS MUST BE APPROVED BY THE DEPARTMENT OF WATER & WASTEWATER.
5. THE DESIRED LOCATION FOR SEWER MAINS IS UNDER THE CENTERLINE OF THE STREET. ONE-TENTH OF A FOOT (0.1') DROP MUST BE PROVIDED ACROSS ALL MANHOLES. THE MINIMUM SLOPE FOR EIGHT-INCH (8") SANITARY SEWER PIPE IS 0.004 FEET/FEET. MINIMUM COVER IS 3.0 FEET.
6. SANITARY SEWER MANHOLES SHALL BE SPACED NO MORE THAN 400 FEET APART.
7. THE MINIMUM SIZE OF ALL SANITARY SEWER LATERALS SHALL BE SIX-INCH (6").
8. THE SIZE, LENGTH, SLOPE, TYPE AND FLOW DIRECTIONS MUST BE SHOWN ON ALL EXISTING AND PROPOSED SANITARY SEWER LINES. RIM AND INVERT ELEVATIONS MUST BE LABELED ON ALL SANITARY STRUCTURES.
9. THE DOWNSTREAM PUMP STATION MUST BE EVALUATED BY THE DEVELOPER / ENGINEER TO VERIFY IT CAN HANDLE THE ADDITIONAL EFFLUENT FLOW.
10. A SEVEN AND ONE HALF FEET (7.5') WIDE EASEMENT IS RETAINED ALONG ALL SIDE AND REAR LOT LINES, TO BE UNOCCUPIED BY BUILDING, FOR UTILITIES, DRAINAGE AND SANITARY SEWER PURPOSES. EXCEPT WHERE LOTS ARE DIVIDED FOR ANY REASON WHATSOEVER, SAID EASEMENTS SHALL FALL ALONG THE ACTUAL SIDE AND REAR LOT LINES AS CONVEYED. A FIFTEEN FEET (15') WIDE UTILITY EASEMENT IS RETAINED ALONG ALL REAR LINES OF LOTS ABUTTING THE PROJECT BOUNDARY AND OTHER OPEN SPACES." A TEN FEET (10') WIDE UTILITY EASEMENT IS REQUIRED ALONG ALL FRONT YARD LOT LINES FOR UTILITY INSTALLATION. WHEN A WATER, SEWER, OR STORM SEWER MAIN IS NOT LOCATED IN THE RIGHT OF WAY, IT SHALL BE LOCATED WITHIN FIVE FEET (5') OF THE CENTER OF A TWENTY FEET (20') WIDE UTILITY EASEMENT.
11. ALL EXISTING UTILITIES SHALL BE ADJUSTED TI FINAL GRADE IN ACCORDANCE WITH CURRENT CITY OF DOVER REQUIREMENTS AND PRACTICES.

GENERAL NOTES:

1. STANDARD CITY OF DOVER SIDEWALK, AS PER CHAPTER 98, ARTICLE IV OF THE DOVER CODE OF ORDINANCES, SHALL BE REQUIRED TO BE INSTALLED ALONG THE ENTIRE PUBLIC STREET FRONTAGE OF A PROPERTY. WHERE FRONTAGE SIDEWALK EXISTS BUT DOES NOT MEET THE STANDARDS OF CHAPTER 98, ARTICLE IV, THE SIDEWALK SHALL BE RE-LAID TO MEET THE STANDARDS. SIDEWALK SHALL INCLUDE BARRIER-FREE ACCESS RAMPING AT POINTS OF INTERSECTION WITH STREET CROSSINGS AND AT OTHER LOCATIONS SO AS TO AFFORD REASONABLE BARRIER-FREE PEDESTRIAN MOVEMENT AND SITE ACCESS.
2. IN ACCORDANCE TO APPENDIX A, ARTICLE VI, SECTION B.3, ALL SIDEWALKS SHALL ASCEND FROM THE CURBSTONE TO THE BUILDING LINE AT THE RATIO OF ONE-QUARTER OF AN INCH TO THE FOOT. NOTHING IN THIS SECTION SHALL BE CONSTRUED TO AFFECT ANY PAVEMENT PREVIOUSLY LAID BY ORDER OF THE CITY COUNCIL, UNTIL IT IS TAKEN UP AND RELAID.
3. IT SHALL BE UNLAWFUL FOR ANY PERSON TO ALTER THE CURB OF ANY STREET SO AS TO CREATE A CURB DEPRESSION FOR THE PURPOSE OF PERMITTING VEHICLES TO ENTER ONTO OR EXIT FROM THE CITY STREETS, WITHOUT A PERMIT ISSUED BY THE CITY MANAGER.

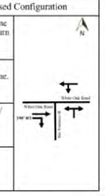
TRAFFIC IMPACT STUDY (TIS) RECOMMENDATIONS, COMPLETED BY McCORMICK TALOR INC. DATED DECEMBER 18, 2025:

1. THE DEVELOPER SHALL IMPROVE THE STATE-MAINTAINED ROAD ON WHICH THEY FRONT (WHITE OAK ROAD), WITHIN THE LIMITS OF THEIR FRONTAGE. THE IMPROVEMENTS SHALL INCLUDE BOTH DIRECTIONS OF TRAVEL, REGARDLESS OF WHETHER THE DEVELOPER'S LANDS ARE ON ONE OR BOTH SIDES OF THE ROAD. "FRONTAGE" MEANS THE LENGTH ALONG THE STATE RIGHT-OF-WAY OF A SINGLE PROPERTY TRACT WHERE AN ENTRANCE IS PROPOSED OR REQUIRED. IF A SINGLE PROPERTY TRACT HAS FRONTAGE ALONG MULTIPLE ROADWAYS, ANY SEGMENT OF ROADWAY INCLUDING AN ENTRANCE SHALL BE IMPROVED TO MEET DELDOT'S FUNCTIONAL CLASSIFICATION CRITERIA AS FOUND IN SECTION 1.1 OF THE DEVELOPMENT COORDINATION MANUAL AND ELSEWHERE THEREIN, AND/OR IMPROVEMENTS ESTABLISHED IN THE TRAFFIC OPERATIONAL ANALYSIS AND/OR TRAFFIC IMPACT STUDY. "SECONDARY FRONTAGE" MEANS THE LENGTH ALONG THE STATE RIGHT-OF-WAY OF A SINGLE PROPERTY TRACT WHERE NO ENTRANCE IS PROPOSED OR REQUIRED. THE SEGMENT OF ROADWAY MAY BE UPGRADED BY IMPROVING THE PAVEMENT CONDITION OF THE EXISTING ROADWAY WIDTH. THE PAVEMENT MANAGEMENT SECTION AND SUBDIVISION SECTION WILL DETERMINE THE REQUIREMENTS TO IMPROVE THE PAVEMENT CONDITION.
2. THE DEVELOPER SHOULD CONSTRUCT THE FULL-MOVEMENT SITE ENTRANCE A ON WHITE OAK ROAD, OPPOSITE GARRISON OAK DRIVE (EAST). THE PROPOSED CONFIGURATION IS SHOWN IN THE TABLE BELOW.

Approach	Current Configuration		Approach	Proposed Configuration	
Eastbound White Oak Road	One shared left turn/through lane.		Eastbound White Oak Road	One left turn lane one through lane, and one right-turn lane.	
Westbound White Oak Road	One shared through/right turn lane		Westbound White Oak Road	One left turn lane and one shared through/right turn lane.	
Northbound	Approach does not exist.		Northbound Site Entrance A	One shared left/ through/right turn lane. Stop control.	
Southbound Garrison Oak Drive	One shared left/ right turn lane. Stop control.		Southbound Garrison Oak Drive	One shared left/ through/right turn lane. Stop control.	

AT THE PROPOSED SITE ENTRANCE A INTERSECTION, SPERATE TURN LANES ARE WARRANTED ON BOTH WHITE OAK ROAD APPROACHES BASED ON DELDOT'S AUXILIARY LANE WORKSHEET. INITIAL RECOMMENDED MINIMUM TURN-LANE LENGTHS (EXCLUDING TAPERS) INCLUDE A 190-FOOT RIGHT-TURN LANE ON EASTBOUND WHITE OAK ROAD, AND A 95-FOOT LEFT-TURN LANE ON WESTBOUND WHITE OAK ROAD THE DEVELOPER OF THE GARRISON OAK TECHNICAL PARK WILL CONSTRUCT A 95-FOOT LEFT-TURN LANE ON EASTBOUND WHITE OAK ROAD. THE DEVELOPER SHOULD COORDINATE WITH DELDOT'S DEVELOPMENT COORDINATION SECTION TO DETERMINE FINAL TURN LANE LENGTHS AND OTHER DESIGN DETAILS DURING THE SITE PLAN REVIEW.

3. DEVELOPER SHOULD CONSTRUCT THE FULL-MOVEMENT SITE ENTRANCE B ON WHITE OAK ROAD, APPROXIMATELY 600 FEET WEST OF GARRISON OAK DRIVE (EAST). THE PROPOSED CONFIGURATION IS SHOWN IN THE TABLE BELOW.

Approach	Current Configuration		Approach	Proposed Configuration	
Eastbound White Oak Road	One through lane.		Eastbound White Oak Road	One through lane and one right-turn lane.	
Westbound White Oak Road	One through lane.		Westbound White Oak Road	One shared left turn/through lane.	
Northbound	Approach does not exist.		Northbound Site Entrance B	One shared left/ right turn lane. Stop control.	
Southbound	Approach does not exist.		Southbound	No change.	

AT THE PROPOSED SITE ENTRANCE B INTERSECTION, A RIGHT-TURN LANE IS WARRANTED ON THE EASTBOUND WHITE OAK ROAD APPROACH BASED ON DELDOT'S AUXILIARY LANE WORKSHEET, INITIAL RECOMMENDED MINIMUM TURN-LANE LENGTH (EXCLUDING TAPER) INCLUDE A 190-FOOT RIGHT-TURN LANE ON EASTBOUND WHITE OAK ROAD. THE DEVELOPER SHOULD COORDINATE WITH DELDOT'S DEVELOPMENT COORDINATION SECTION TO DETERMINE FINAL TURN LANE LENGTHS AND OTHER DESIGN DETAILS DURING THE SITE PLAN REVIEW.

4. THE DEVELOPER SHALL COMPLETE AN OBSTRUCTION EVALUATION NOTIFICATION FORM AND SUBMIT IT TO THE DELDOT OFFICE OF AERONAUTICS DUE TO THE SITE'S PROXIMITY TO A PUBLIC-USE AIRPORT; THE FORM AND RELATED GUIDANCE ARE AVAILABLE AT
   HTTPS://DELDOT.GOV/PROGRAMS/AERONAUTICS/INDEX.SHTML?DC=AIRPORTLANDUSE
   THE DEVELOPER SHALL ALSO FILE NOTICE OF THE PROPOSED CONSTRUCTION OR ALTERATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA) IN ACCORDANCE WITH 14 CFR PART 77 USING THE NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION FORM AVAILABLE AT:
   HTTPS://WWW.FAA.GOV/FORMS/INDEX.CFM/GO/DOCUMENT.INFORMATION/DOCUMENTID/186273
   DOCUMENTATION OF BOTH SUBMISSIONS, ALONG WITH ANY DETERMINATIONS OR REQUIRED MITIGATION, SHALL BE PROVIDED TO DELDOT DURING THE SITE PLAN REVIEW. ADDITIONAL INFORMATION IS AVAILABLE FROM THE OFFICE OF AERONAUTICS AT DELDOT_AERONAUTICS@DELAWARE.GOV.
5. THE FOLLOWING BICYCLE AND PEDESTRIAN IMPROVEMENTS SHOULD BE INCLUDED:
   - a. PER THE DELDOT DEVELOPMENT COORDINATION MANUAL SECTION 5.2.9.2, BICYCLE LANES ARE REQUIRED WHERE RIGHT-TURN LANES ARE BEING INSTALLED.
   - b. APPROPRIATE BICYCLE SYMBOLS, DIRECTIONAL ARROWS, PAVEMENT MARKINGS, AND SIGNING SHOULD BE INCLUDED ALONG BICYCLE FACILITIES AND TURN LANES WITHIN THE PROJECT LIMITS.
   - c. A MINIMUM 15-FOOT-WIDE PERMANENT EASEMENT FROM THE EDGE OF THE FINAL DETERMINEDRIGHT-OF-WAY SHOULD BE DEDICATED TO DELDOT WITHIN THE SITE FRONTAGE ALONG WHITE OAK ROAD. ALONG THE FRONTAGE, A MINIMUM OF A 10-FOOT WIDE SHARED-USE PATH SHOULD BE CONSTRUCTED. THE SHARED-USE PATH SHOULD MEET AASHTO AND ADA STANDARDS AND SHOULD HAVE A MINIMUM OF A FIVE-FOOT BUFFER FROM THE ROADWAY. AT THE PROPERTY BOUNDARIES, THE SHARED-USE PATH SHOULD CONNECT TO THE ADJACENT PROPERTY OR TO THE SHOULDER IN ACCORDANCE WITH DELDOT'S DEVELOPMENT COORDINATION MANUAL. THE DEVELOPER SHALL COORDINATE WITH DELDOT'S DEVELOPMENT COORDINATION SECTION THROUGH THE PLAN REVIEW PROCESS TO DETERMINE THE DETAILS OF THE SHARED-USE PATH DESIGN AND CONNECTIONS/TERMINATIONS AT OR BEFORE THE BOUNDARIES OF THE PROPERTY.
   - d. ADA COMPLIANT CURB RAMPS AND CROSSWALKS SHOULD BE PROVIDED AT ALL PEDESTRIAN CROSSINGS, INCLUDING ALL SITE ENTRANCES. TYPE 3 CURB RAMPS ARE DISCOURAGED.
   - e. INTERNAL SIDEWALKS FOR PEDESTRIAN SAFETY AND TO PROMOTE WALKING AS A VIABLE TRANSPORTATION ALTERNATIVE SHOULD BE CONSTRUCTED WITHIN THE DEVELOPMENT. THESE SIDEWALKS SHOULD EACH BE A MINIMUM OF FIVE-FEET WIDE (WITH A MINIMUM OF A FIVE-FOOT BUFFER FROM THE ROADWAY) AND SHOULD MEET CURRENT AASHTO AND ADA STANDARDS. INTERNAL SIDEWALKS IN THE DEVELOPMENT SHOULD CONNECT TO THE PROPOSED SHARED-USE PATH ALONG THE SITE FRONTAGES

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5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL. 302-239-6634

VERONICA M. DUBE, P.E.
STATE: DELAWARE P.E. #14062

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
BRK	MC	VMD	34677

CH'KD BY	DATE

No.	REVISION
	PRELIMINARY NOT FOR CONSTRUCTION

CITY OF DOVER~KENT COUNTY~DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

PRELIMINARY SUBDIVISION PLAN NOTES

DATE APRIL 30, 2026

SCALE NO SCALE

SHEET C-002

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SOIL DATA		
NAME	DESCRIPTION	HYDROLOGIC SOIL GROUP
CsA	CROSIADORE SILT LOAM, 0-2% SLOPES	C/D
LeB	LEIPSIC SILT LOAM, 2-5% SLOPES	C
OtA	OTHELLO SILT LOAM, 2-5% SLOPES, MID-ATLANTIC COASTAL PLAIN	C/D
TeA	TENT SILT LOAM, 0-2% SLOPES	C/D
Za	ZEKIAH SANDY LOAM, FREQUENTLY FLOODED	B/D

LEGEND (EXISTING)

- PROPERTY LINE
- R/W — RIGHT-OF-WAY LINE
- DITCH CENTERLINE
- PCC OFF-SITE CURB
- WETLANDS BUFFER
- EDGE OF WETLANDS
- TREE LINE
- 100YR — 100-YEAR FLOODPLAIN
- EDGE OF WATERWAY
- ADJOINER LINE
- TAX DITCH R.O.W.
- WRPA — WATER RESOURCE PROTECTION AREA
- W — WATER MAIN
- Fm — SANITARY FORCE MAIN
- SA — SANITARY MAIN
- 16 — COUNTOURS
- OtA (C/D) / CsA (C/D) — SOIL LINE W/ SOIL TYPES
- WOODLAND TO BE REMOVED
- BRUSH TO BE REMOVED
- T.B.R. — TO BE REMOVED

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CITY OF DOVER-KENT COUNTY-DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

PRELIMINARY SUBDIVISION PLAN
OVERALL EXISTING CONDITIONS

DATE: APRIL 30, 2026

SCALE: 1" = 100'

SHEET: C-101

100 0 100 200
DRAWING SCALE 1" = 100'

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CITY OF DOVER~KENT COUNTY~DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

PRELIMINARY SUBDIVISION PLAN
EXISTING CONDITIONS - DEMO PLAN

No.	REVISION	CHK'D BY DATE
	PRELIMINARY NOT FOR CONSTRUCTION	
-		

DESIGNED BY: BRK
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PROJECT NO.: 34677

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SHEET: C-102
SCALE: 1" = 60'
DATE: APRIL 30, 2026

LEGEND (EXISTING)

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- DITCH CENTERLINE
- PCC OFF-SITE CURB
- WETLANDS BUFFER
- EDGE OF WETLANDS
- TREE LINE
- 100-YEAR FLOODPLAIN
- EDGE OF WATERWAY
- ADJOINER LINE
- TAX DITCH R.O.W.
- WATER RESOURCE PROTECTION AREA
- WATER MAIN
- SANITARY FORCE MAIN
- SANITARY MAIN

LEGEND (PROPOSED)

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- PCC ON-SITE CURB
- ROAD CENTERLINE
- STORMWATER AREA
- TREE LINE
- FENCE LINE
- 100 YEAR FLOODPLAIN

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BRK	MC	VMD	34677

CHK'D BY DATE

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CITY OF DOVER-KENT COUNTY-DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

PRELIMINARY SUBDIVISION PLAN
OVERALL SITE PLAN

DATE: APRIL 30, 2026

SCALE: 1" = 100'

SHEET: C-201

DRAWING SCALE 1" = 100'

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WHITE OAK ROAD
MINOR COLLECTOR (N66)
VARYING WIDTHS

10' SHARED USE PATH

PROP. SWM
0.59 AC

TIDEWILLOW DR.

16 FT. WIDE CLEAR SPACE EASEMENT

PARALLEL PARKING (TYP)

QUIETWATER RD.

ACTIVE OS-1
0.14 AC

BENCHES TYP.

SUNSETALLEY 16' WIDE

ACTIVE OS-2
0.16 AC

STILLWATER WAY

SUNSET ALLEY 16' WIDE

BAYHAVEN WAY

HERONWATCH DR.

TANGLEWOOD ALLEY 16' WIDE

QUIETWATER RD

HERONWATCH DR

ACTIVE OS-3
0.73 ACRE

ADA ACCESSIBLE TABLE

PAVILION TABLES

ASPHALT PAVEMENT

BASKETBALL HALF COURT

TOT LOT

MAILBOX CLUSTER

BIKE RACK

BENCHES TYP.

SEAGRASS LANE

SEDGE ALLEY 16' WIDE

SOFTWIND ALLEY 16' WIDE

EVENINGTIDE ALLEY 16' WIDE

QUIETWATER RD

OSPREY ALLEY 16' WIDE

PROPOSED DOG PARK
3,000 SF
100' X 40'

BENCHES TYP.

BIKE RACK

ACTIVE OS-4
0.58 AC

ADA CURB RAMPS TYP.

OS #2
25.76± AC

PROP. SWM
0.23 AC

OS #1
12.28± AC

PROP. SWM
0.32 AC

LOT 251 15.8410±AC
FOR FUTURE APARTMENT
DEVELOPMENT

RIPARIAN BUFFER

SURVEY TIE LINE

LIMIT OF NON-TIDAL WETLANDS

LEGEND (EXISTING)

- PROPERTY LINE
- R/W — RIGHT-OF-WAY LINE
- DITCH CENTERLINE
- PCC OFF-SITE CURB
- RBA — METLANDS BUFFER
- EDGE OF WETLANDS
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- LOT LINE
- PCC ON-SITE CURB
- ROAD CENTERLINE
- STORMWATER AREA
- TREE LINE
- FENCE LINE
- 100YR — 100 YEAR FLOODPLAIN

TYPICAL TOWNHOUSE CLUSTER
NOT TO SCALE

29' TYP.
20' TYP.
2' OFFSET BETWEEN TOWNHOUSES, TYP.
2' WIDE GRAVEL STONE
TRASH ENCLOSURE, TYP.
18'x18' ASPHALT DRIVEWAY, TYP.

DRAWING SCALE
60 0 60 120
1" = 60'

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REVISION

No. -

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CITY OF DOVER-KENT COUNTY-DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

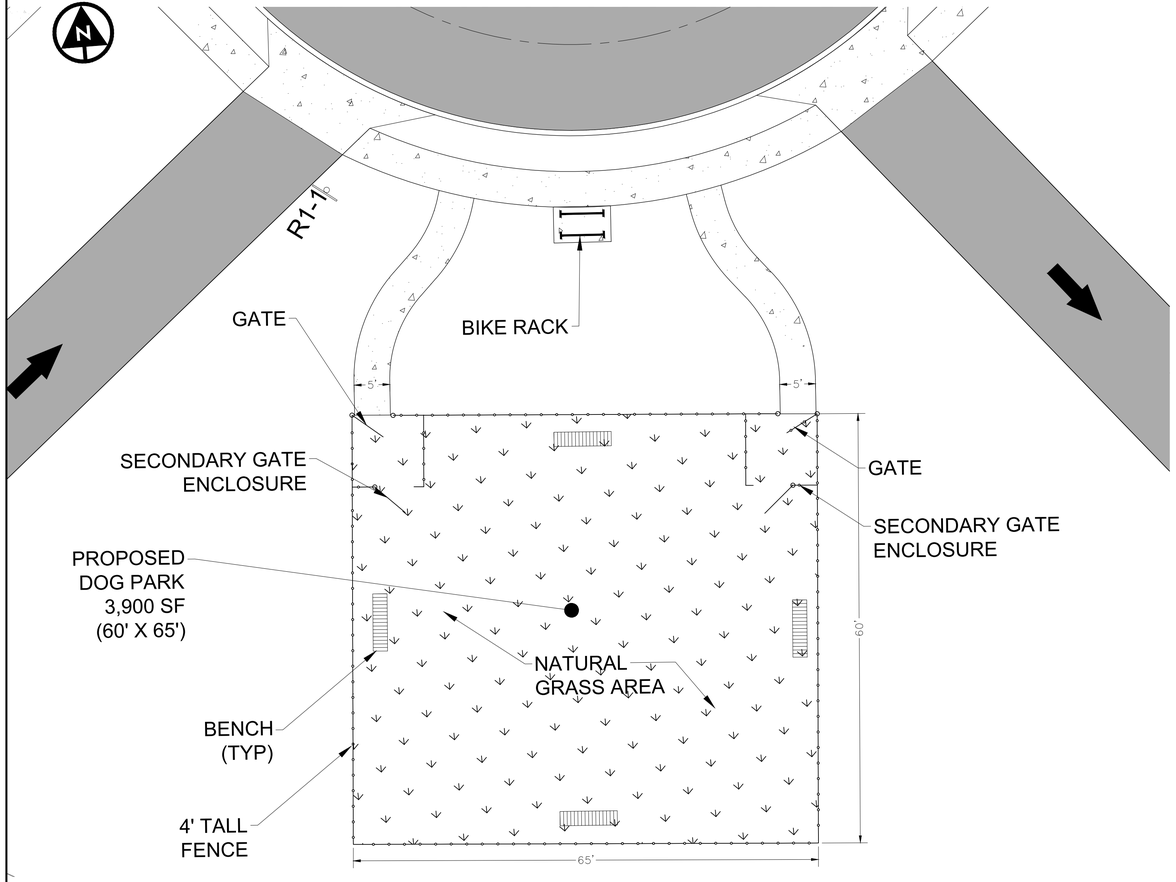
PRELIMINARY SUBDIVISION PLAN SITE PLAN

DATE
APRIL 30, 2026

SCALE
1" = 60'

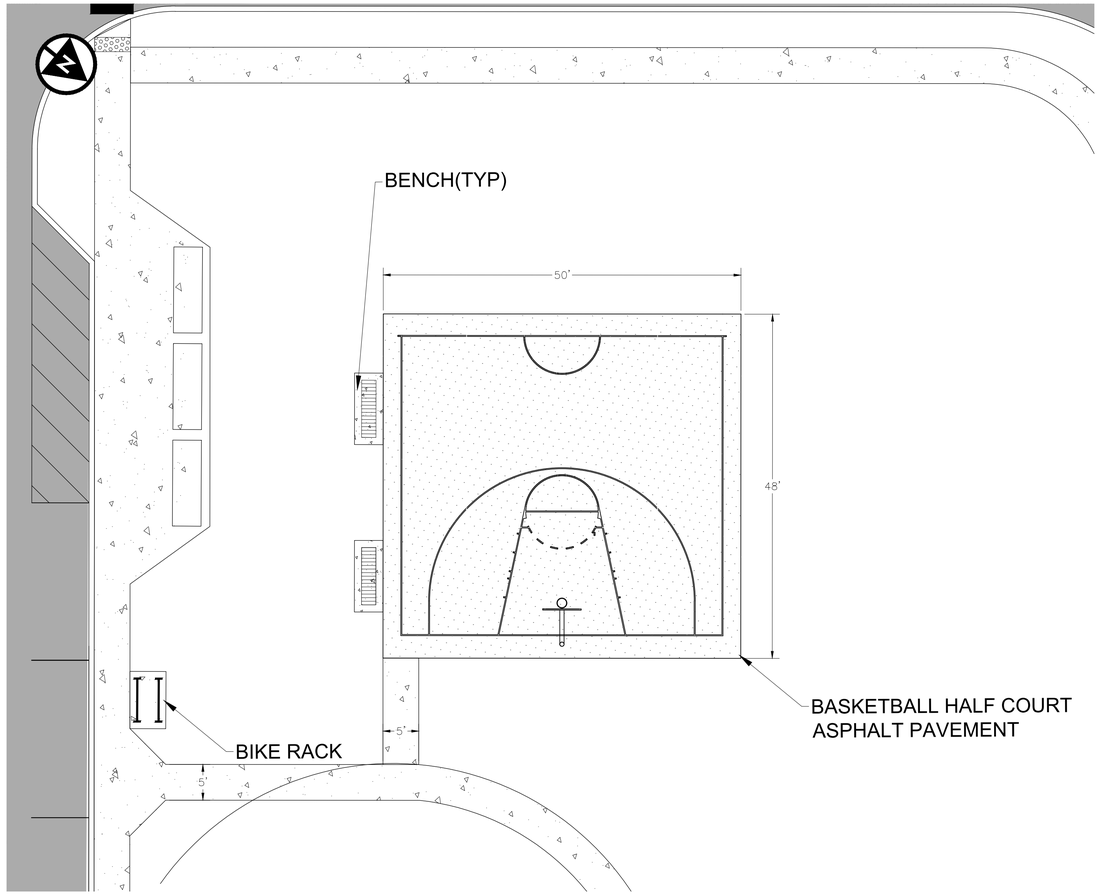
SHEET
C-202

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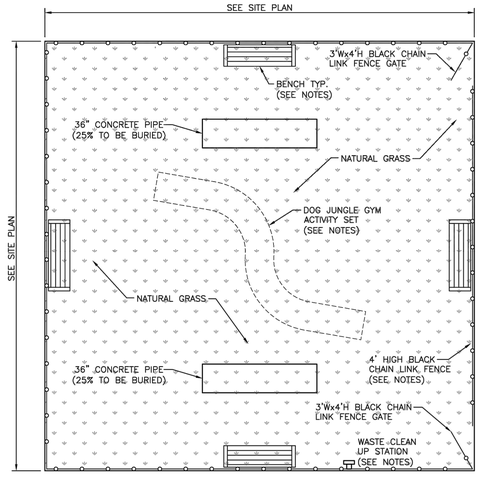
PLAN VIEW: DOG PARK

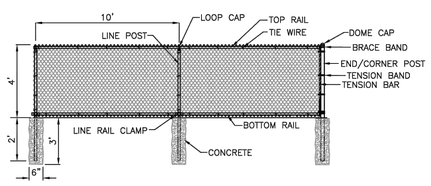
SCALE: 1" =10'



PLAN VIEW: BASKETBALL HALF COURT

SCALE: 1" =10'





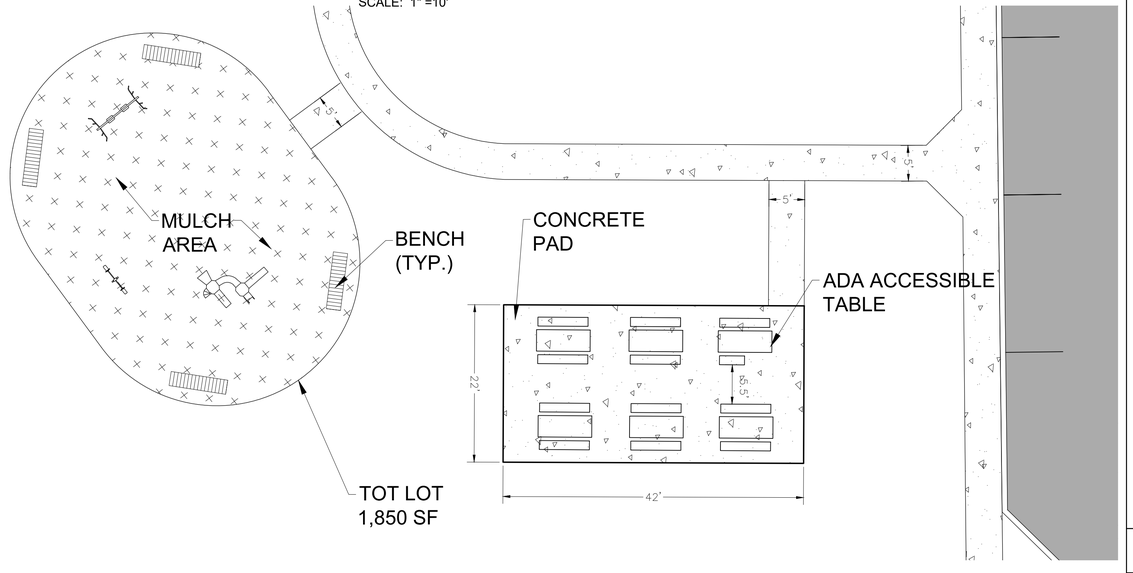
FENCE DETAIL

NOTES:

1. SEE MANUFACTURERS SPECIFICATIONS FOR INSTALLATION OF CHAIN LINK FENCE AND GATE.
2. SEE MANUFACTURERS SPECIFICATIONS FOR INSTALLATION OF DOG JUNGLE GYM AND ACTIVITY SET.
3. BENCH STYLE AND COLOR TO BE DETERMINED BY THE PROPERTY OWNER.
4. SEE SITE PLAN FOR ELECTRIC SERVICE LOCATION TO DOG PARK AREA.

DETAIL: DOG PARK AND FENCE DETAIL

SCALE: NONE



PLAN VIEW: TOT LOT AND PAVILION TABLES

SCALE: 1" =10'

10 0 10 20
DRAWING SCALE 1" =10'

verdantas
5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL. 302-239-6634

VERONICA M. DUBE, P.E.
STATE: DELAWARE P.E. #14062

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
BRK	MC	VMD	34677

CH'D BY DATE

No.	REVISION
-	PRELIMINARY NOT FOR CONSTRUCTION

CITY OF DOVER~KENT COUNTY~DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

PRELIMINARY SUBDIVISION PLAN RECREATION AREA PLAN

DATE APRIL 30, 2026

SCALE 1" =10'

SHEET C-203

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WHITE OAK ROAD
MINOR COLLECTOR (N66)
VARYING WIDTHS

PROPOSED CONNECTION TO EXISTING SANITARY MANHOLE ON WHITE OAK RD

PROPOSED CONNECTION TO EXISTING WATER MAIN ON WHITE OAK RD CONTRACTOR MUST UTILIZE "POWERSEAL 3490AS" TAPPING SLEEVE AND VALVE

PROPOSED 8" DR-18 PVC WATER MAIN (TYP.)

PROPOSED 8" VALVE (TYP)

PROPOSED HYDRANT VALVE (TYP.)

PROP. SWM
0.59 AC

PR. 6" SDR-35 LATERAL (TYP)

PROPOSED FIRE HYDRANT

16 FT. WIDE CLEAR SPACE EASEMENT

SANITARY CLEANOUT (TYP)

CURB STOP (TYP)

TIDEWILLOW DR.

QUIETWATER RD.

ACTIVE OS-1
0.14 AC

SUNSETALLEY 16' WIDE

SUNSET ALLEY 16' WIDE

STILLWATER WAY

BAYWAVE WAY

ACTIVE OS-2
0.1

HERONWATCH DR.

ACTIVE OS-3
0.73 ACRE

SEDGE ALLEY 16' WIDE

SOFTWIND ALLEY 16' WIDE

TANGLEWOOD ALLEY 16' WIDE

QUIETWATER RD

SEAGRASS LANE

EVENINGTIDE ALLEY 16' WIDE

ACTIVE OS-4
0.58 AC

OSPREY ALLEY 16' WIDE

OS #1
12.28± AC

OS #2
25.76± AC

PROP. SWM
0.23 AC

PROP. SWM
0.32 AC

SURVEY TIE LINE

WHITE OAK TAX DITCH RIGHT OF WAY
70 FOOT FROM CENTERLINE

LIMIT OF NON-TIDAL WETLANDS

75' RIPARIAN BUFFER

50' RIPARIAN BUFFER

RIPARIAN BUFFER

LOT 251 15.8410±AC
FOR FUTURE APARTMENT
DEVELOPMENT

WATER MAIN STUB AND TEMPORARY BLOW-OFF VALVE FOR SERVICE TO APARTMENT COMPLEX (BY OTHERS)

SANITARY SEWER MAIN STUB FOR SERVICE TO APARTMENT COMPLEX (BY OTHERS)

LEGEND (EXISTING)

- PROPERTY LINE
- R/W — RIGHT-OF-WAY LINE
- DITCH CENTERLINE
- PCC OFF-SITE CURB
- RBA — WETLANDS BUFFER
- EDGE OF WETLANDS
- TREE LINE
- 100YR — 100-YEAR FLOODPLAIN
- EDGE OF WATERWAY
- ADJOINER LINE
- TAX DITCH R.O.W.
- WRPA — WATER RESOURCE PROTECTION AREA
- W — WATER MAIN
- Fm — SANITARY FORCE MAIN
- SA — SANITARY MAIN

LEGEND (PROPOSED)

- PROPERTY LINE
- R/W — RIGHT-OF-WAY LINE
- LOT LINE
- PCC ON-SITE CURB
- ROAD CENTERLINE
- STORMWATER AREA
- TREE LINE
- FENCE LINE
- 100YR — 100YR — 100 YEAR FLOODPLAIN
- Ss — Ss — SANITARY SEWER LATERAL
- SA — SA — SANITARY SEWER MAIN
- SANITARY CLEANOUT
- W — W — WATER MAIN
- Ws — Ws — WATER SERVICE LATERAL
- WATER CURB STOP
- FIRE HYDRANT

DRAWING SCALE 1" = 60'

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5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL. 302-239-6634

VERONICA M. DUBE, P.E.
STATE: DELAWARE P.E. #14062

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PRELIMINARY NOT FOR CONSTRUCTION

CITY OF DOVER-KENT COUNTY-DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

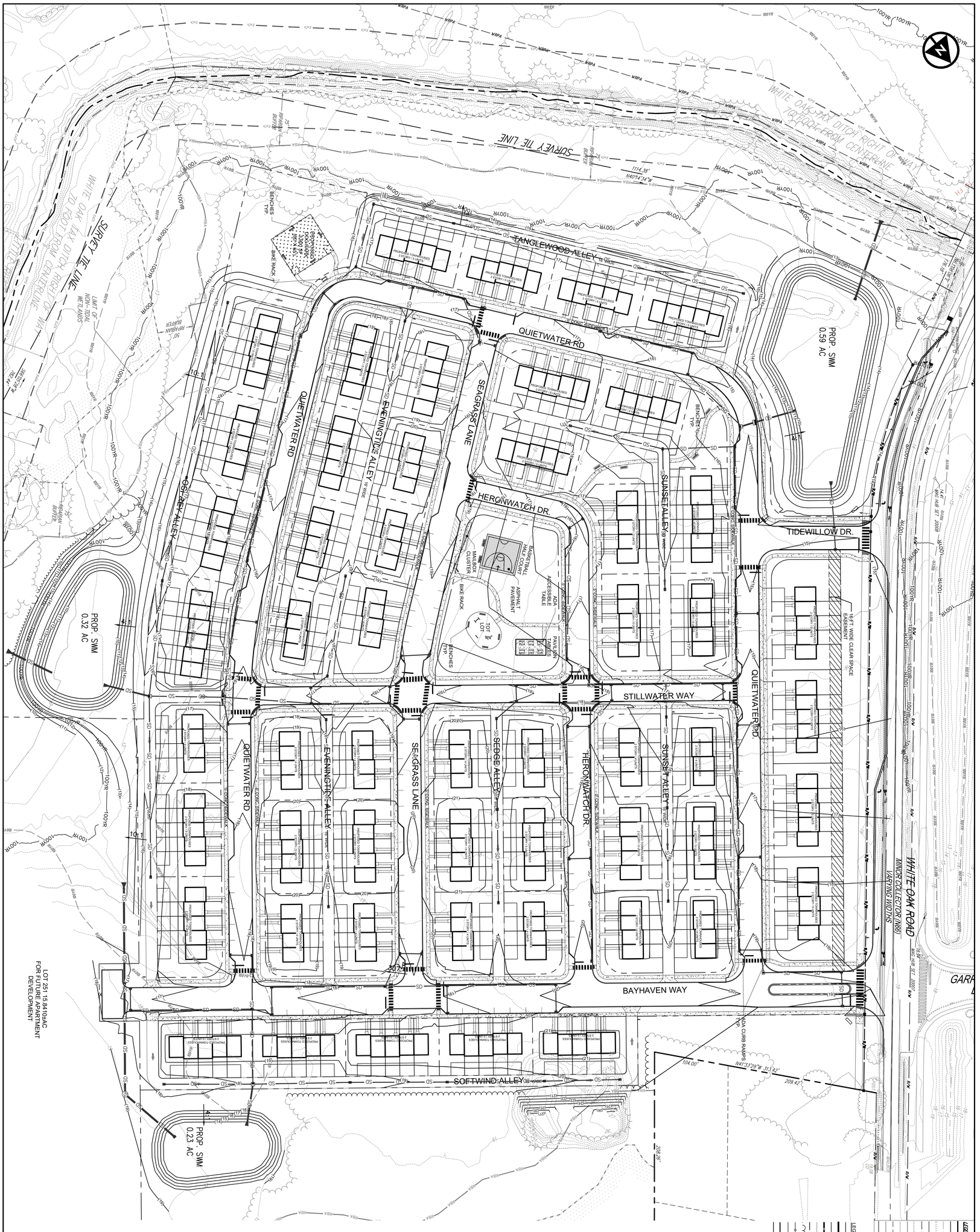
PRELIMINARY SUBDIVISION PLAN UTILITY PLAN

DATE APRIL 30, 2026

SCALE 1" = 60'

SHEET C-301

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CITY OF DOVER~KENT COUNTY~DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

PRELIMINARY SUBDIVISION PLAN
GRADING PLAN

No.	REVISION	CHK'D BY DATE
	PRELIMINARY NOT FOR CONSTRUCTION	
-		

DESIGNED BY: BRK
DRAWN BY: MC
CHECKED BY: VMD
PROJECT NO.: 34677

VERONICA M. DUBE, P.E.
STATE: DELAWARE P.E. #14062

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5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL. 302-239-6634

DATE: APRIL 30, 2026
SCALE: 1" = 60'
SHEET: C-401

QUANTITY MANAGEMENT			
POA-1			
	RPV	CV	FV
PRE	24.24 CFS	56.06 CFS	112.89 CFS
POST	19.63 CFS	41.76 CFS	111.83 CFS

PRE-DEVELOPMENT SUMMARY			
POA	DRAINAGE AREA	AREA (ACRES)	CN
POA-1	DA-1	16.173	86
	DA-2	43.263	83
	DA-3	10.184	88
	DA-4	8.556	79
TOTAL		78.176	

POST-DEVELOPMENT SUMMARY			
POA	DRAINAGE AREA	AREA (ACRES)	CN
POA-1	DA-1	5.005	86
	DA-2	28.925	81
	DA-3	10.184	88
	DA-4	8.56	79
	DA-5	11.766	91
	DA-6	10.014	90
	DA-7	3.722	92
TOTAL		78.176	

SOIL DATA		
NAME	DESCRIPTION	HYDROLOGIC SOIL GROUP
CsA	CROSIADORE SILT LOAM, 0-2% SLOPES	C/D
LeB	LEIPSIC SILT LOAM, 2-5% SLOPES	C
OtA	OTHELLO SILT LOAM, 2-5% SLOPES, MID-ATLANTIC COASTAL PLAIN	C/D
TeA	TENT SILT LOAM, 0-2% SLOPES	C/D
Za	ZEKIAH SANDY LOAM, FREQUENTLY FLOODED	B/D

LEGEND

- RIGHT-OF-WAY LINE
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- 100 YEAR FLOODPLAIN
- WETLANDS
- WETLAND BUFFER
- EDGE OF WATER
- CENTERLINE OF DITCH
- CONTOUR ELEVATION
- SPOT ELEVATION
- SOIL BOUNDARY, TYPE, HSG
- VEGETATION LINE
- TREE LINE
- DRAINAGE AREA DIVIDE
- TIME OF CONCENTRATION PATH
- DRAINAGE AREA
- POINT OF ANALYSIS

DA-1 AREA = 5.005± AC. CN = 86 TC = 6 MIN

DA-5 AREA = 11.766± AC. CN = 91 TC = 6 MIN

DA-2 AREA = 28.925± AC. CN = 81 TC = 6 MIN

DA-7 AREA = 3.722± AC. CN = 92 TC = 6 MIN

DA-6 AREA = 10.014± AC. CN = 90 TC = 6 MIN

DA-4 APPARENT SUMP AREA AREA = 8.556± AC. CN = 79 TC = 6 MIN

DA-3 AREA = 10.184± AC. CN = 88 TC = 36.5 MIN

PROP. SWM 0.59 AC

PROP. SWM 0.32 AC

PROP. SWM 0.23 AC

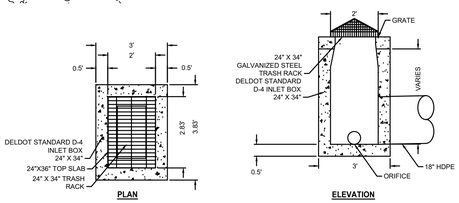
LOT 251 15.8410±AC FOR FUTURE APARTMENT DEVELOPMENT

100 LF SHEET FLOW, WOODS LIGHT UNDERBRUSH, @ 0.0081 FT/FT

542 LF SHALLOW CONC. FLOW, CULTIVATED STRAIGHT ROWS @ 0.0075 FT/FT

DA-4 DISCHARGE TO DITCH LOCATION

POA-1



NOTE:
CONTRACTOR SHALL PROVIDE SHOP DRAWINGS TO THE ENGINEER FOR REVIEW AND APPROVAL TWO WEEKS PRIOR TO FABRICATION.

DETAIL: **TYPICAL OUTFALL STRUCTURE SECTION**

SCALE: **1" = 3'**

100 0 100 200
DRAWING SCALE 100

verdantas
5400 LIMESTONE ROAD
WILMINGTON, DE 19808
PHONE: 302.239.6634
FAX: 302.239.8485

VERONICA DUBE, P.E. PER: 14092 STATE: DELAWARE

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
MAM	MAM/JAM	VMD	14208

CHK'D BY DATE

No.	REVISION
	PRELIMINARY NOT FOR CONSTRUCTION

CITY OF DOVER ~ KENT COUNTY ~ DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

POST-DEVELOPMENT SWM PLAN

APPLICATION NO.

DATE 02/19/2026

SCALE 1" = 100'

SHEET **C-501**

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WHITE OAK ROAD
MINOR COLLECTOR (N66)
VARYING WIDTHS

10' WIDE WHITE CROSSWALK
10' SHARED USE PATH
PROPOSED SUBDIVISION SIGN
STOP SIGN (R1-1)
16 FT. WIDE CLEAR SPACE EASEMENT
16' WHITE STOP BAR SEE THIS SHEET
4" WHITE PARKING STRIPING (TYP)
5' WHITE CROSSWALK SEE THIS SHEET (TYP)
12' WHITE STOP BAR SEE THIS SHEET

PROP. SWM
0.59 AC

ACTIVE OS-1
0.14 AC
ACTIVE OS-2
0.16 AC
ACTIVE OS-3
0.73 ACRE
ACTIVE OS-4
0.58 AC

OS #1
12.28± AC
OS #2
25.76± AC

PROP. SWM
0.32 AC
PROP. SWM
0.23 AC

TIDEWILLOW DR
QUIETWATER RD.
STILLWATER WAY
BAYHAVEN WAY
HERONWATCH DR.
SUNSETALLEY 16' WIDE
SUNSET ALLEY 16' WIDE
SEDGE ALLEY 16' WIDE
SOFTWIND ALLEY 16' WIDE
EVENINGTIDE ALLEY 16' WIDE
OSPREY ALLEY 16' WIDE
ANGLEWOOD ALLEY 16' WIDE
QUIETWATER RD
HERONWATCH DR.
SEAGRASS LANE
EVENINGTIDE ALLEY 16' WIDE
QUIETWATER RD
QUIETWATER RD
STOP SIGN (R1-1)
STOP SIGN (R1-1)
STOP SIGN (R1-1)
STOP SIGN (R1-1)
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STOP SIGN (R1-1)
STOP SIGN (R1-1)
STOP SIGN (R1-1)

SURVEY TIE LINE
RIPARIAN BUFFER
75' RIPARIAN BUFFER
50' RIPARIAN BUFFER
LIMIT OF NON-TIDAL WETLANDS
"STREET CONNECTION FOR FUTURE DEVELOPMENT" SIGN
LOT 251 15.8410±AC FOR FUTURE APARTMENT DEVELOPMENT

LEGEND (EXISTING)

- PROPERTY LINE
- R/W — RIGHT-OF-WAY LINE
- DITCH CENTERLINE
- PCC OFF-SITE CURB
- RBA — WETLANDS BUFFER
- EDGE OF WETLANDS
- TREE LINE
- 100YR — 100-YEAR FLOODPLAIN
- EDGE OF WATERWAY
- ADJOINER LINE
- TAX DITCH R.O.W.
- WRPA — WATER RESOURCE PROTECTION AREA
- W — WATER MAIN
- FM — SANITARY FORCE MAIN
- SA — SANITARY MAIN

LEGEND (PROPOSED)

- PROPERTY LINE
- R/W — RIGHT-OF-WAY LINE
- LOT LINE
- PCC ON-SITE CURB
- ROAD CENTERLINE
- STORMWATER AREA
- TREE LINE
- FENCE LINE
- 100YR — 100 YEAR FLOODPLAIN

DETAIL: WHITE STOPBAR
SCALE: NOT TO SCALE

DETAIL: WHITE CROSSWALK
SCALE: NOT TO SCALE
NOTE: PERMANENT MARKINGS SHALL BE HOT THERMOPLASTIC.

STOP
SIGN SIZE: 36" X 36"
COLOR: LEGEND AND BORDER: WHITE (REFLECTORIZED)
BACKGROUND: RED (REFLECTORIZED)
DETAIL: STOP SIGN (R1-1)
SCALE: NONE

60 0 60 120
DRAWING SCALE 1" = 60'

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5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL: 302-239-6634

VERONICA M. DUBE, P.E.
STATE: DELAWARE P.E. #14062

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
BRK	MC	VMD	34677

CHK'D BY DATE

REVISION

No.

PRELIMINARY NOT FOR CONSTRUCTION

CITY OF DOVER~KENT COUNTY~DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

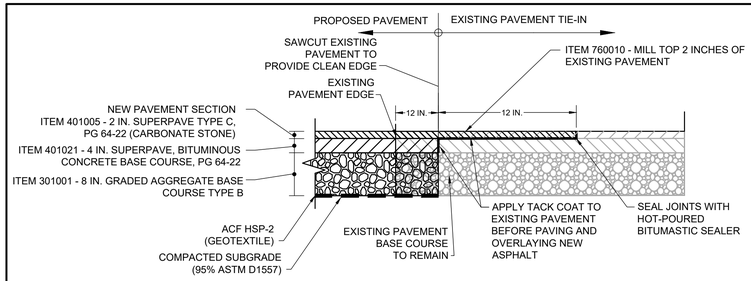
PRELIMINARY SUBDIVISION PLAN SIGNAGE AND STRIPING PLAN

DATE APRIL 30, 2026

SCALE 1" = 60'

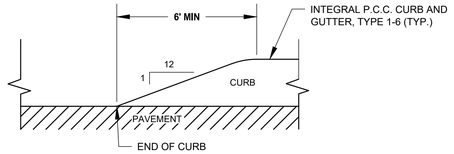
SHEET C-601

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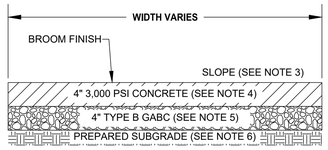
DETAIL: PAVEMENT SECTION / TIE-IN

SCALE: NOT TO SCALE



DETAIL: CURB END TRANSITION

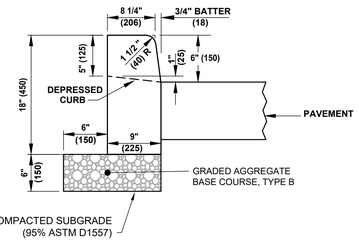
SCALE: NOT TO SCALE



NOTES:
1. MARK IN 5-FOOT SQUARES, USE CORK EXPANSION JOINTS AT INTERVALS NOT GREATER THAN 20 FEET.
2. CONCRETE SIDEWALKS SHALL BE CONSTRUCTED AS PER DELDOT SPECIFICATIONS.
3. MINIMUM SIDEWALK CROSS SLOPE = 1%
   MAXIMUM SIDEWALK CROSS SLOPE = 2%
   TYPICAL SIDEWALK CROSS SLOPE = 1.5%
4. STANDARD SIDEWALK SHALL BE 4 INCHES THICK. DEPRESSED AND TRANSITION SIDEWALK SHALL BE 6 INCHES THICK.
5. STONE AGGREGATE BELOW CONCRETE SIDEWALK SHALL BE TYPE B GABC. THICKNESS OF GABC SHALL BE 4 INCHES FOR STANDARD SIDEWALK AND 6 INCHES FOR DEPRESSED AND TRANSITION SIDEWALK.
6. PROOF ROLL SUBGRADE, COMPACT TO 95% DENSITY (ASTM D-1557)

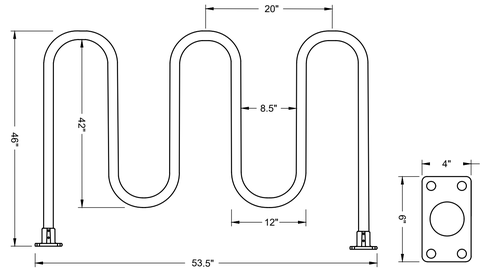
DETAIL: SIDEWALK SECTION

SCALE: NOT TO SCALE



DETAIL: PCC CURB, TYPE 1-6 (ON-SITE)

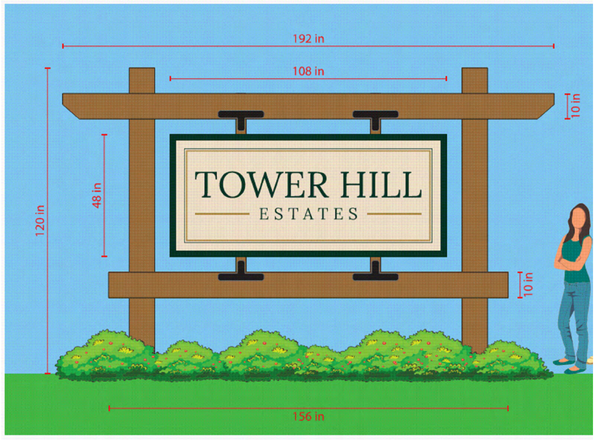
SCALE: NOT TO SCALE



MADE OF ROLLED ALUMINUM:	1 1/2" SCHEDULE 40 ALUMINUM WITH 1 7/8" O.D.
STANDARD LENGTHS:	60" SECTION FITS UP TO 5 BIKES
STANDARD HEIGHT:	46"
INSTALLATION OPTIONS:	SURFACE MOUNT
FINISHING OPTIONS:	STANDARD CLEAR ANODIZED
MANUFACTURED BY:	IDEAL SHIELD 2525 CLARK ST DETROIT, MI 48209 PHONE: 1-866-825-8659

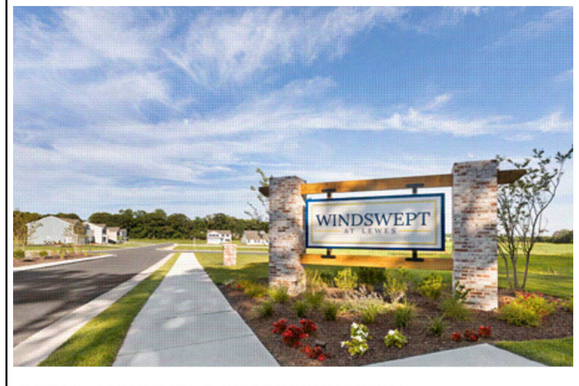
DETAIL: STANDARD BICYCLE RACK

SCALE: NOT TO SCALE



DETAIL: MONUMENT SUBDIVISION SIGN**

SCALE: NOT TO SCALE

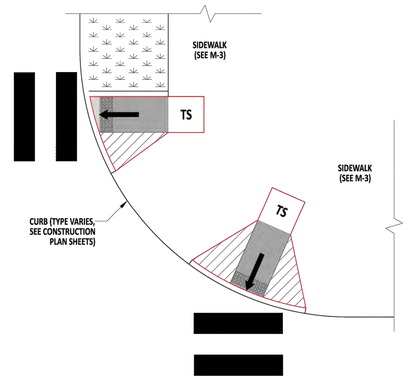


DETAIL: MONUMENT SUBDIVISION SIGN**

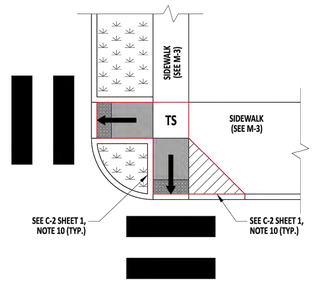
SCALE: NOT TO SCALE

**NOTE:
THE MONUMENT SIGN DETAILS SHOWN ARE PROVIDED FOR BASIS OF DESIGN AND ILLUSTRATIVE PURPOSES ONLY.
THE GRAPHICS AND DIMENSIONS ARE CONCEPTUAL AND INTENDED TO REPRESENT THE GENERAL SIGN TYPE, STYLE, AND PLACEMENT. FINAL MONUMENT SIGN DESIGN, DIMENSIONS, MATERIALS, CONSTRUCTION DETAILS, FOUNDATIONS, AND MOUNTING METHODS WILL BE PROVIDED UNDER SEPARATE COVER AND ARE SUBJECT TO FURTHER COORDINATION AND APPROVAL.

SCALE : NTS



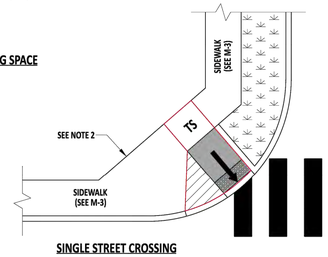
DUAL STREET CROSSINGS WITH SEPARATE TURNING SPACES



DUAL STREET CROSSINGS WITH SHARED TURNING SPACE

LEGEND

TS TURNING SPACE	TRIANGULAR AREA
RAMP	DETECTABLE WARNING SURFACE
BLENDED TRANSITION	FLARED SIDE
CROSSWALK STRIPING	LIMIT OF 6" MIN. SIDEWALK OVER 6" GABC
BUFFER OR OTHER NON-WALKABLE SURFACE	



SINGLE STREET CROSSING

NOTES:
1). SEE DETAIL C-2, SHEET 1 FOR GENERAL PEDESTRIAN CONNECTION NOTES AND ELEMENT REQUIREMENTS.
2). LOCATE THE BACK OF PEDESTRIAN PATH IN A MANNER THAT ALLOWS FOR THE INSTALLATION OF A TURNING SPACE AT THE TOP OF THE PERPENDICULAR CURB RAMP.
3). SEE DETAIL C-2, SHEET 3 FOR DWS PLACEMENT.

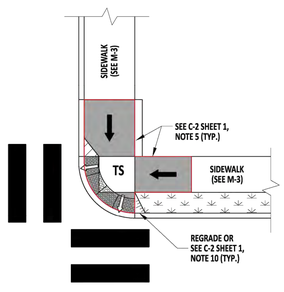
PEDESTRIAN CONNECTION, TYPE 1: PERPENDICULAR CURB RAMPS
DUAL APPROACH LAYOUT ALTERNATIVES

DelDOT		PEDESTRIAN CONNECTION, TYPE 1						
	RECOMMENDED (ENGINEERING SUPPORT) 12/22/2023	STANDARD NO.	C-2 (2024)	SHT.	2	OF	8	REVIEWED (DEPUTY DIRECTOR - DESIGN) 22 December 2023
								APPROVED (CHIEF ENGINEER) 01/11/2024

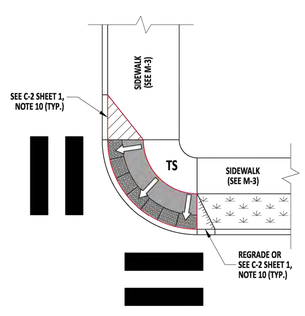
DETAIL: CURB RAMP, TYPE 1

SCALE: NONE

SCALE : NTS



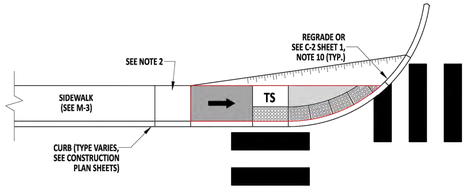
DEPRESSED CORNER WITH SHARED TURNING SPACE



CORNER BLENDED TRANSTION WITH SIDEWALK

LEGEND

TS TURNING SPACE	TRIANGULAR AREA
RAMP	DETECTABLE WARNING SURFACE
BLENDED TRANSITION	FLARED SIDE
CROSSWALK STRIPING	LIMIT OF 6" MIN. SIDEWALK OVER 6" GABC
BUFFER OR OTHER NON-WALKABLE SURFACE	



SINGLE APPROACH DEPRESSED CORNER

NOTES:
1). SEE DETAIL C-2, SHEET 1 FOR GENERAL PEDESTRIAN CONNECTION NOTES AND ELEMENT REQUIREMENTS.
2). INSTALL A TURNING SPACE IF A TURNING MOVEMENT IS REQUIRED TO ENTER OR EXIT THE RAMP. IF A TURNING SPACE IS REQUIRED, THE MINIMUM DEPTH IS 6" OF SIDEWALK OVER 6" OF GABC.
3). PLACE THE DWS AT THE BACK OF CURB ALONG THE ENTIRE LENGTH OF THE DEPRESSED CURB.

PEDESTRIAN CONNECTION, TYPE 4: DEPRESSED CORNERS

DelDOT		PEDESTRIAN CONNECTION, TYPE 4						
	RECOMMENDED (ENGINEERING SUPPORT) 10/15/2024	STANDARD NO.	C-2 (2025)	SHT.	6	OF	8	REVIEWED (DEPUTY DIRECTOR - DESIGN) 23 October 2024
								APPROVED (CHIEF ENGINEER) 10/25/2024

DETAIL: CURB RAMP, TYPE 4

SCALE: NONE

verdantas
5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL. 302-239-6634

VERONICA M. DUBE, P.E.
STATE: DELAWARE P.E. #14062

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
BRK	MC	VMD	34677

CHK'D BY DATE

No.	REVISION
	PRELIMINARY NOT FOR CONSTRUCTION

CITY OF DOVER–KENT COUNTY–DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

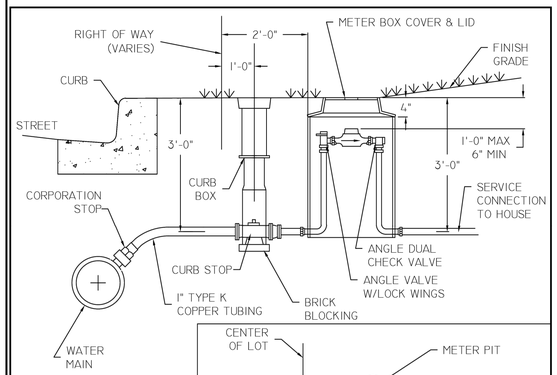
PRELIMINARY SUBDIVISION PLAN CONSTRUCTION DETAILS

DATE APRIL 30, 2026

SCALE NONE

SHEET C-901

\\verdantas.com\dfs\project files\aa-bz\bvh\34677 - bay village residential development\cad\gd-details-34677.dwg 4/30/2026 9:43 AM



ADJUSTABLE CURB BOX
TYLER UNION SERIES 6500-92
BUFFALO TYPE, COMPLETE
(NO SUBSTITUTION)

1"COPPER PIPE OUTLET
MUELLER H-15000, H-15008
CORPORATION STOP ASSEMBLY

MUELLER ORI SEAL CURBSTOP
H-10291 I.P. I.P.
H-15176 C.T. I.P.
H-15201 C.T. C.T.

*: 1"SERVICE CONNECTION IS MINIMUM SIZE AS PER CITY OF DOVER REQUIREMENTS.

ALL WATER SERVICES FROM THE MAIN TO THE CURB STOP TO BE COPPER OF APPROPRIATE SIZE.

A DUAL METER PIT SHALL BE MANDATORY FOR ALL SERVICES THAT INCLUDE A DOMESTIC SERVICE AND AN IRRIGATION SERVICE.

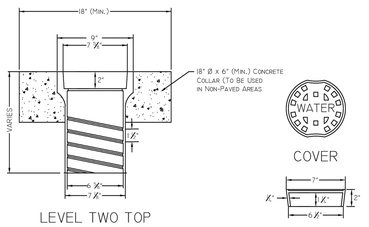
City of Dover

RESIDENTIAL WATER SERVICE & METER PIT INSTALLATION

DEPARTMENT OF PUBLIC UTILITIES

DRAWN: JAL	DATE: 12-09-03
CKD: RJH/REM	SCALE: NONE
APRVD: SJD	DWG. NO: W-1

DETAIL: SERVICE AND METER INSTALLATION
SCALE: NOT TO SCALE



ACCEPTABLE VALVE BOX
- TYLER UNION SERIES 6860, CAST IRON THREE-PIECE VALVE BOX (NO SUBSTITUTION)

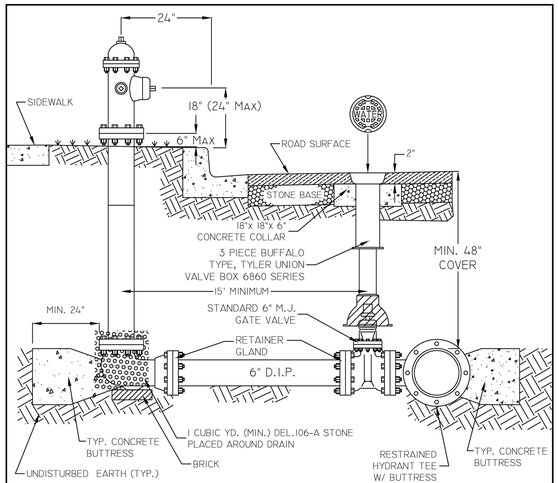
City of Dover

VALVE BOX - SCREW TYPE

DEPARTMENT OF PUBLIC UTILITIES

DRAWN: JAL	DATE: 04.30.08
CKD: RJH/REM	SCALE: NTS
APRVD: SJD	DWG. NO: W-2

DETAIL: VALVE BOX
SCALE: NOT TO SCALE



DOG-LEG FIRE HYDRANT DETAIL
N.T.S.

NOTES:
1. ALL CONCRETE TO BE CLASS "B" MIX.
2. A MINIMUM SPACING OF 15 FEET MUST BE MAINTAINED BETWEEN THE HYDRANT AND VALVE. FOR DOG-LEG APPLICATIONS, SEE INSET.
3. INSTALL STONE AROUND VALVE TO SUPPORT THE VALVE AND VALVE BOX.
4. ALL FITTINGS SHALL BE WRAPPED IN POLYETHYLENE PRIOR TO PLACEMENT OF CONCRETE BUTTRESS.
5. MAXIMUM SPACING BETWEEN FIRE HYDRANTS IS 600 LF.

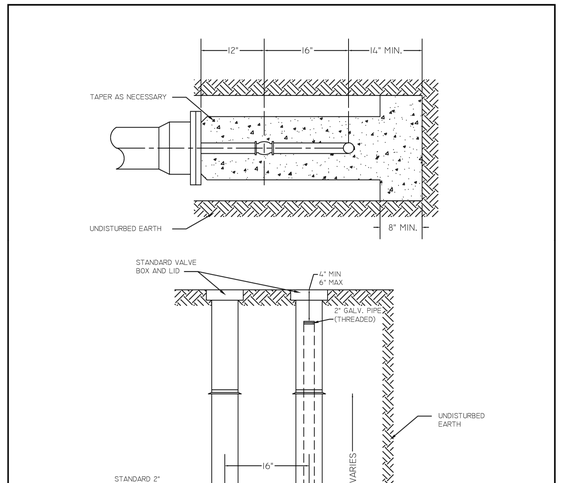
City of Dover

FIRE HYDRANT & VALVE BOX DETAIL

DEPARTMENT OF PUBLIC UTILITIES

DRAWN: JAL	DATE: 04.30.08
CKD: RJH/REM	SCALE: NTS
APRVD: SJD	DWG. NO: W-5

DETAIL: FIRE HYDRANT AND VALVE BOX
SCALE: NOT TO SCALE



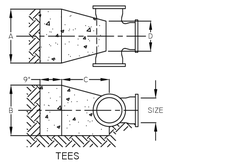
City of Dover

2" BLOW-OFF ASSEMBLY FOR WATER MAINS

DEPARTMENT OF PUBLIC UTILITIES

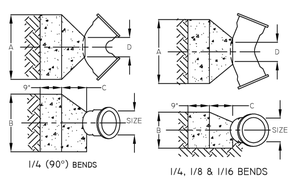
DRAWN: JAL	DATE: 04.30.08
CKD: RJH/REM	SCALE: NTS
APRVD: SJD	DWG. NO: W-5

DETAIL: 2" BLOW-OFF ASSEMBLY FOR WATER MAINS
SCALE: NOT TO SCALE



SIZE OF BEND	DIMENSIONS A	B	C	D	CONC. CYD
6"	2'-6"	1'-0"	1'-3"	1'-0"	0.15
8"	3'-0"	2'-0"	1'-4"	1'-0"	0.33
12"	4'-0"	3'-0"	1'-10"	1'-4"	0.86
16"	5'-0"	4'-0"	2'-9"	1'-10"	1.95
20"	6'-0"	5'-0"	4'-0"	2'-6"	3.98

DETAIL OF STANDARD
THRUST BLOCKS FOR TEES & Y'S
NOT TO SCALE



SIZE OF BEND	DEGREE OF BEND	DIMENSIONS A	B	C	D	CONC. CYD
6"	90°	2'-6"	1'-9"	1'-0"	0'-9"	0.23
8"	90°	3'-4"	2'-6"	1'-0"	1'-2"	0.44
12"	90°	5'-0"	3'-0"	1'-4"	1'-8"	0.90
16"	90°	5'-6"	4'-6"	2'-0"	2'-3"	1.94
6"	45°	2'-4"	1'-8"	0'-10"	0'-9"	0.19
8"	45°	2'-4"	2'-0"	1'-0"	1'-4"	0.27
12"	45°	3'-6"	2'-6"	1'-4"	1'-4"	0.53
16"	45°	5'-0"	3'-0"	1'-9"	2'-0"	1.07
20"	45°	6'-0"	3'-9"	2'-0"	2'-0"	1.65
6"	22-1/2°	2'-0"	1'-6"	0'-9"	0'-9"	0.14
8"	22-1/2°	2'-2"	1'-6"	0'-9"	1'-2"	0.16
12"	22-1/2°	2'-6"	2'-0"	1'-0"	1'-4"	0.27
16"	22-1/2°	3'-4"	2'-6"	1'-9"	1'-2"	0.58
20"	22-1/2°	4'-0"	3'-0"	2'-0"	1'-8"	0.88
6"	11-1/4°	2'-0"	1'-3"	0'-9"	0'-9"	0.12
8"	11-1/4°	2'-0"	1'-3"	0'-9"	1'-2"	0.12
12"	11-1/4°	2'-3"	1'-9"	1'-0"	1'-4"	0.22
16"	11-1/4°	3'-0"	2'-3"	1'-6"	1'-4"	0.44
20"	11-1/4°	3'-6"	2'-6"	1'-6"	1'-8"	0.53

DETAIL OF STANDARD
THRUST BLOCKS FOR BENDS
NOT TO SCALE

STANDARD NOTES::
1. ALL FITTINGS SHALL BE RAPPED IN POLYETHELYNE PRIOR TO PLACEMENT OF BUTTRESS.
2. CARE MUST BE EXCERCISED IN THE PLACING OF CONCRETE TO INSURE THAT SUFFICIENT SPACE IS ALLOWED FOR THE TIGHTENING AND OR REMOVAL OF ALL BOLTS IN THE MECHANICAL JOINT.
3. ALL REACTION BACKING TO BE A MINIMUM OF 3500 P.S.I. (CLASS"B") CONCRETE.
4. ALL REACTION BACKING TO EXTEND TO UNDISTURBED EARTH.

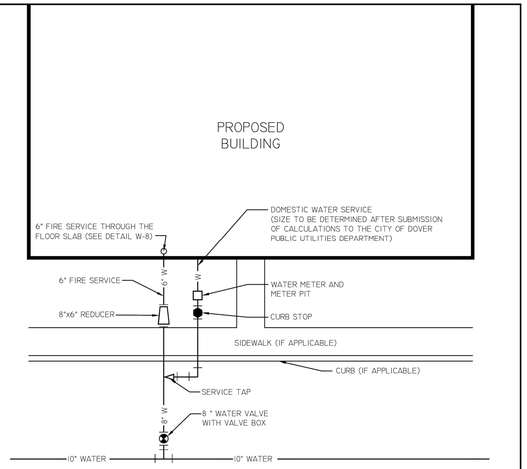
City of Dover

BUTTRESSES - FOR WATER MAINS

DEPARTMENT OF PUBLIC UTILITIES

DRAWN: JAL	DATE: 04.30.08
CKD: RJH/REM	SCALE: NTS
APRVD: SJD	DWG. NO: W-6

DETAIL: BUTTRESSES FOR WATER MAINS
SCALE: NOT TO SCALE



NOTES:

1. THE PURPOSE OF THIS DETAIL IS TO ILLUSTRATE A TYPICAL FIRE SERVICE CONNECTION. THE DESIGNER SHALL BE RESPONSIBLE FOR MODIFICATIONS OF THIS DETAIL PER THEIR PARTICULAR SITE PLAN.
2. THE CITY OF DOVER PUBLIC UTILITIES DEPARTMENT RESERVES THE RIGHT TO MODIFY THIS DETAIL PER THE LAYOUT OF THE SITE.

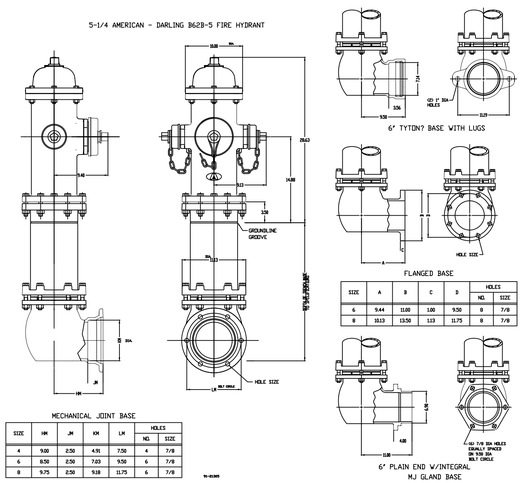
City of Dover

DOMESTIC AND FIRE SERVICE CONNECTION

DEPARTMENT OF PUBLIC UTILITIES

DRAWN: JAL	DATE: 04.30.08
CKD: RJH/REM	SCALE: NTS
APRVD: SJD	DWG. NO: W-7

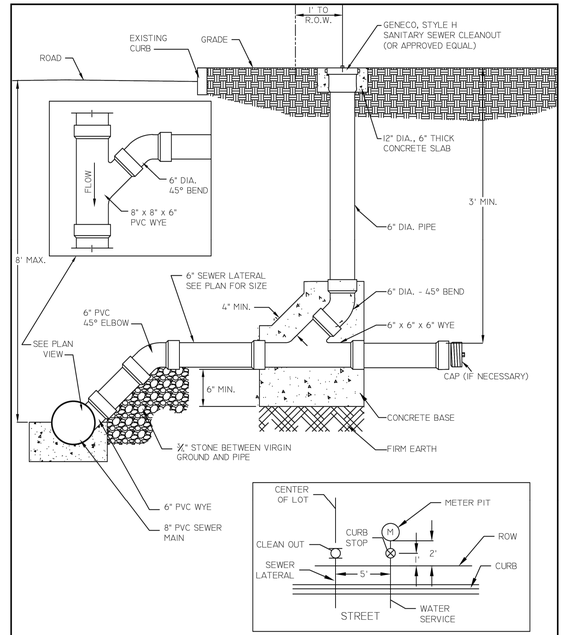
DETAIL: DOMESTIC AND FIRE SERVICE CONNECTION
SCALE: NOT TO SCALE



SIZE	A	B	C	D	HOLES NO.	HOLES SIZE
6	9.44	11.00	1.00	9.50	8	7/8
8	10.13	13.50	1.13	11.75	8	7/8

SIZE	HM	JM	KM	LM	HOLES NO.	HOLES SIZE
4	9.00	2.50	4.91	7.50	4	7/8
6	8.50	2.50	7.03	9.50	6	7/8
8	9.75	2.50	9.18	11.75	6	7/8

DETAIL: FIRE HYDRANT
SCALE: NONE



City of Dover

RESIDENTIAL SEWER LATERAL DEPTH UP TO 8'

DEPARTMENT OF PUBLIC UTILITIES

DRAWN: JAL	DATE: 01.05.09
CKD: RJH/REM	SCALE: NTS
APRVD: SJD	DWG. NO: WW-1

DETAIL: SEWER LATERAL
SCALE: NOT TO SCALE

verdantas
5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL. 302-239-6634

VERONICA M. DUBE, P.E.
STATE: DELAWARE P.E. #14062

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
BRK	MC	VMD	34677

CK'D BY DATE

REVISION

PRELIMINARY NOT FOR CONSTRUCTION

No.

CITY OF DOVER-KENT COUNTY-DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

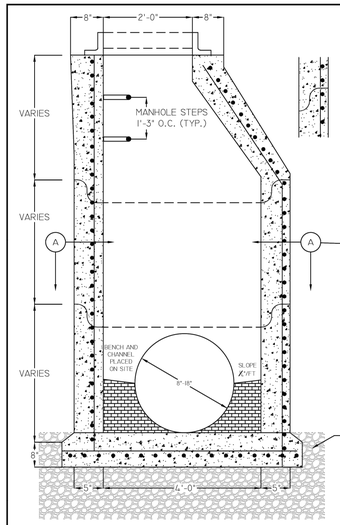
PRELIMINARY SUBDIVISION PLAN CONSTRUCTION DETAILS

DATE: APRIL 30, 2026

SCALE: NONE

SHEET: C-902

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CITY OF DOVER STANDARD CAST IRON FRAME & COVER BY CONTRACTOR ADJUST TO GRADE AS REQUIRED.

O-RING JOINT
O-RING JOINT CONFORMS TO A.S.T.M. SPECIFICATIONS C361 AND C443, LATEST REVISION.

MANHOLE DESIGN SPECIFICATIONS CONFORMS TO: "PRECAST REINFORCED CONCRETE MANHOLE SECTIONS - A.S.T.M. DESIGNATION C478", LATEST REVISION.

LIFT-PIN HOLES IN ALL PIECES FOR HANDLING

SEE SECTION ON SHEET WW-6

CONCRETE COMPRESSIVE STRENGTH 4,000 P.S.I.

PIPE OPENINGS AS REQUIRED FOR PIPE DIAMETERS 8" THROUGH 18"

AASHTO 57 STONE FOUNDATION UNDER ALL MANHOLES - 12" DEEP, EXTEND 12" BEYOND MANHOLE EXTERIOR WALL.

CHANNELING/ALL WASTEWATER MANHOLES - PRE-CAST

BOTTOM OF MANHOLE TO BE CHANNELED AND BENCHED. MINIMUM CHANNEL DEPTH TO BE HALF THE DIAMETER OF INLET OR THROUGH-PIPE. CHANNELS TO BE SMOOTH, CONCRETE, AND SEMI-CIRCULAR IN SECTION.
WHERE BRICK CHANNEL IS USED, INVERT SHALL BE BRICK LAID ON EDGE.
SUBJECT TO APPROVAL OF CITY OF DOVER PUBLIC UTILITIES DIRECTOR, PRECAST CHANNELS MAY BE UTILIZED WITH THE UNDERSTANDING THAT IF ALIGNMENT OF FLOW IS OFF, CHANNEL WILL BE REMOVED AND BRICK CHANNEL INSTALLED TO CORRECT FLOW.

City of Dover

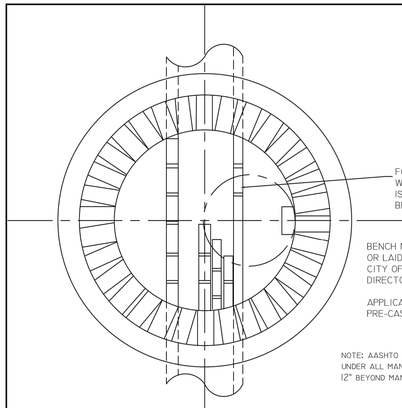
MANHOLE TYPE I

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	12.01.08
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WW-3

DETAIL: MANHOLE TYPE 1

SCALE: NOT TO SCALE



SECTION A-A
(SEE SHEETS WW-3 AND WW-4)

FOR BRICK CHANNEL: WHERE BRICK CHANNEL IS USED, INVERT SHALL BE BRICK LAID ON EDGE.

BENCH MAY BE BRICK LAID ON EDGE OR LAID FLAT, AS SPECIFIED BY THE CITY OF DOVER PUBLIC UTILITIES DIRECTOR.

APPLICABLE TO BUILT-UP AND PRE-CAST MANHOLES.

NOTE: AASHTO 57 STONE FOUNDATION UNDER ALL MANHOLES - 12" DEEP, EXTEND 12" BEYOND MANHOLE EXTERIOR WALL

CHANNELING/ALL WASTEWATER MANHOLES - PRE-CAST

BOTTOM OF MANHOLE TO BE CHANNELED AND BENCHED. MINIMUM CHANNEL DEPTH TO BE HALF THE DIAMETER OF INLET OR THROUGH-PIPE. CHANNELS TO BE SMOOTH, CONCRETE, AND SEMI-CIRCULAR IN SECTION.
WHERE BRICK CHANNEL IS USED, INVERT SHALL BE BRICK LAID ON EDGE.
SUBJECT TO APPROVAL OF CITY OF DOVER PUBLIC UTILITIES DIRECTOR, PRECAST CHANNELS MAY BE UTILIZED WITH THE UNDERSTANDING THAT IF ALIGNMENT OF FLOW IS OFF, CHANNEL WILL BE REMOVED AND BRICK CHANNEL INSTALLED TO CORRECT FLOW.

City of Dover

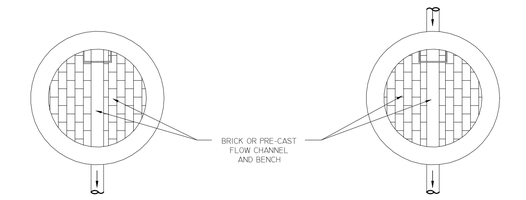
MANHOLE-PLAN VIEW

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	12.01.08
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WW-6

DETAIL: MANHOLE

SCALE: NOT TO SCALE



ORIGINAL DETAIL PROVIDED BY KENT COUNTY DEPARTMENT OF PUBLIC WORKS

City of Dover

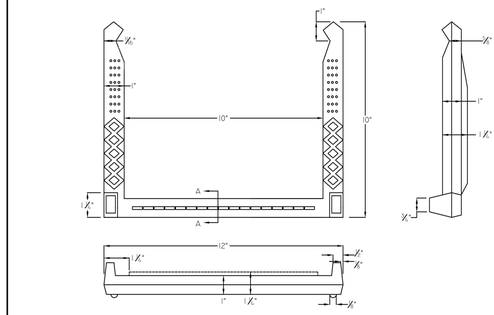
FLOW CHANNEL PATTERNS

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	03.03.09
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WW-7

DETAIL: FLOW CHANNEL PATTERNS

SCALE: NOT TO SCALE



STEPS SHALL BE PLACED INTO WET CONCRETE WALL DURING MANUFACTURE OR MORTED INTO HOLES AFTER CONCRETE HAS SET.

SECTION A-A
POLYPROPYLENE PLASTIC
NO. 3 DEFORMED STEEL ROD

City of Dover

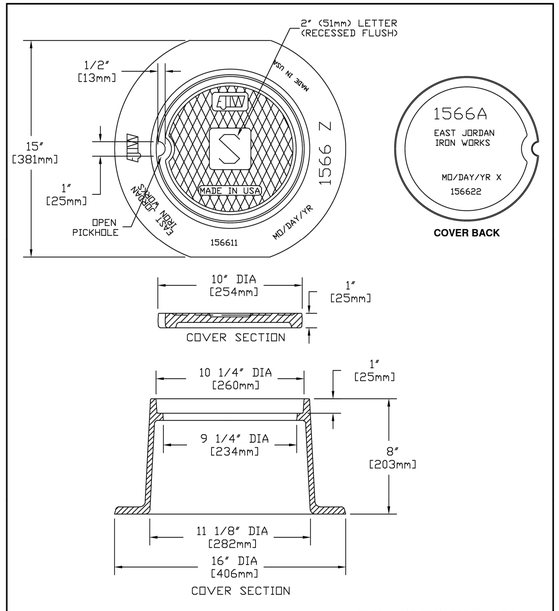
MANHOLE STEPS

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	01.05.09
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WW-8

DETAIL: MANHOLE STEPS

SCALE: NOT TO SCALE



DETAIL HAS BEEN PROVIDED BY EAST JORDAN IRON WORKS, INC.

City of Dover

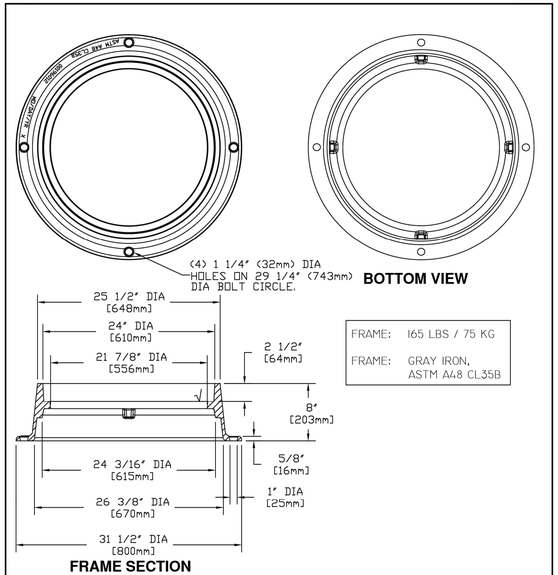
SANITARY SEWER CLEANOUT DETAIL

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	12.01.08
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WW-9

DETAIL: SANITARY SEWER CLEANOUT

SCALE: NOT TO SCALE



FRAME:	165 LBS / 75 KG
FRAME:	GRAY IRON, ASTM A48 CL35B

ORIGINAL DETAIL PROVIDED BY EAST JORDAN IRON WORKS, INC.

City of Dover

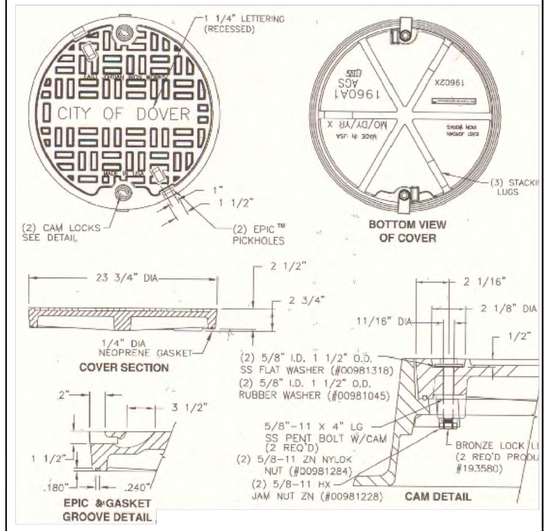
MANHOLE FRAME

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	12.01.08
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WW-10

DETAIL: MANHOLE FRAME

SCALE: NOT TO SCALE



DETAIL HAS BEEN PROVIDED BY EAST JORDAN IRON WORKS, INC.

City of Dover

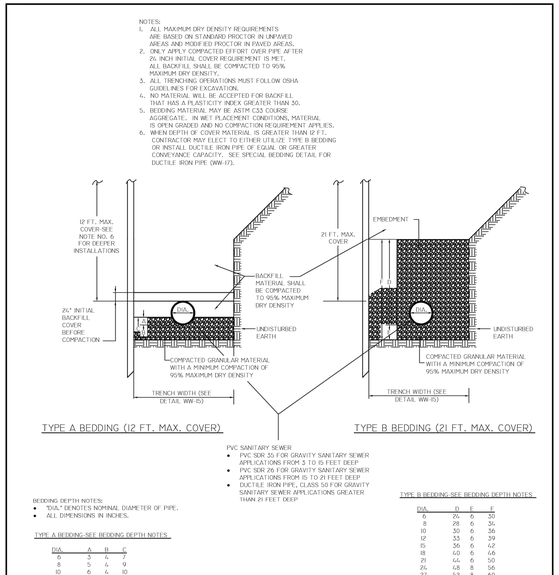
MANHOLE COVER-LOCKING

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	12.01.08
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WW-12

DETAIL: MANHOLE COVER - LOCKING

SCALE: NOT TO SCALE



DIA.	A	B	C
6	3	4	7
8	5	4	9
10	6	4	10
12	7	4	11
15	9	4	13
18	11	5	16
21	13	6	19
24	14	7	21
27	16	8	24
30	18	10	28

DIA.	D	E	F
6	24	6	30
8	28	6	34
10	30	6	36
12	33	6	39
15	36	6	42
18	40	6	46
21	44	6	50
24	48	8	56
27	52	8	60
30	56	10	66

City of Dover

SPECIAL BEDDING AND EMBEDMENT FOR PVC SANITARY SEWER PIPE

DEPARTMENT OF PUBLIC UTILITIES

DRAWN:	JAL	DATE:	03.03.09
CKD:	REM/RJH	SCALE:	NTS
APRVD:	SJD	DWG. NO:	WW-16

DETAIL: BEDDING AND EMBEDMENT FOR PVC PIPE

SCALE: NOT TO SCALE

verdantas
5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL. 302-239-6634

VERONICA M. DUBE, P.E.
STATE: DELAWARE P.E. #14062

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
BRK	MC	VMD	34677

CHK'D BY
DATE

REVISION

No.

PRELIMINARY NOT FOR CONSTRUCTION

CITY OF DOVER-KENT COUNTY-DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

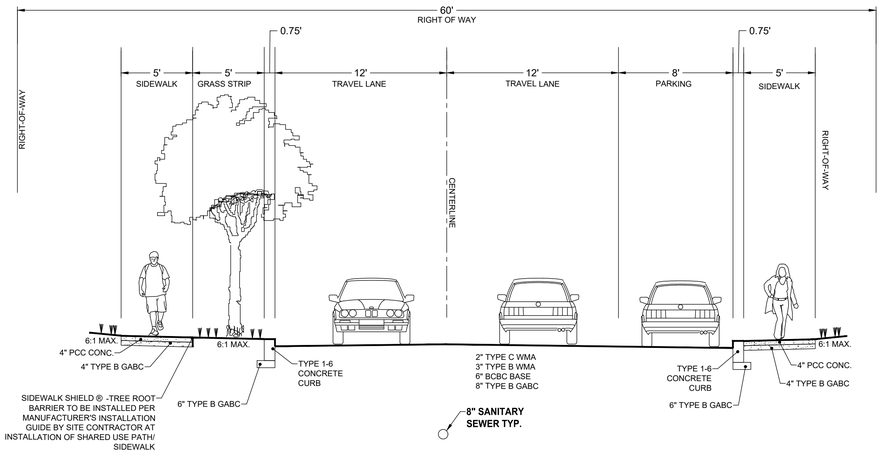
PRELIMINARY SUBDIVISION PLAN CONSTRUCTION DETAILS

DATE
APRIL 30, 2026

SCALE
NONE

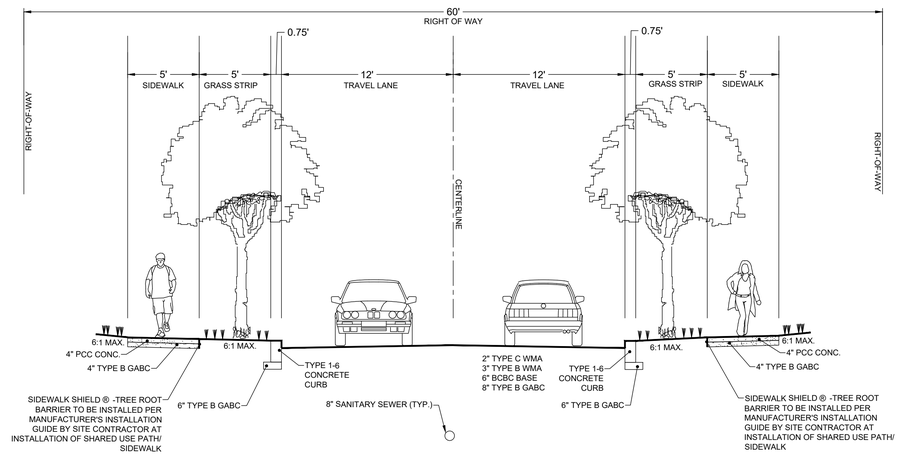
SHEET
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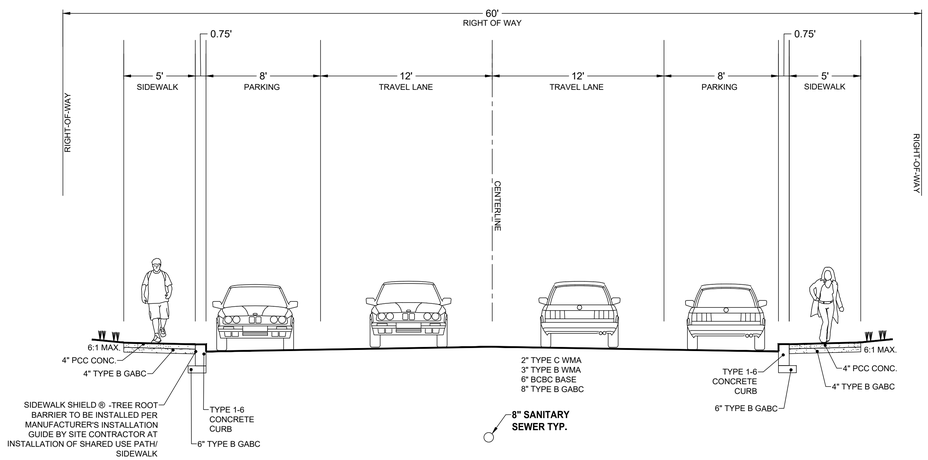
DETAIL: TYPICAL SECTION 32' WIDE ROADWAY - PARKING RIGHT

SCALE: 1" = 5'



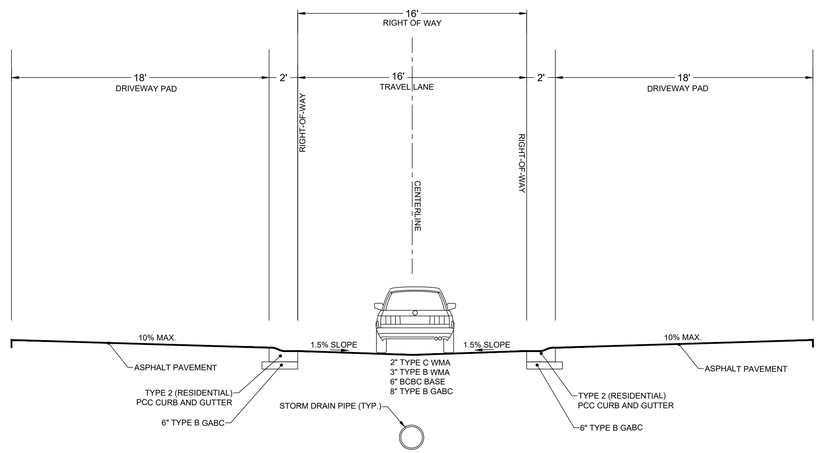
DETAIL: TYPICAL SECTION 24' WIDE ROADWAY

SCALE: 1" = 5'



DETAIL: TYPICAL SECTION 40' WIDE ROADWAY - PARKING BOTH SIDES

SCALE: 1" = 5'



DETAIL: TYPICAL SECTION 16' ALLEY

SCALE: 1" = 5'

5' 0 5' 10'

DRAWING SCALE 1" = 5'

verdantas
5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL: 302-239-6634

VERONICA M. DUBE, P.E.

STATE: DELAWARE P.E. #14062

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
BRK	MC	VMD	34677

CH'D BY	DATE

No.	REVISION

PRELIMINARY
NOT FOR
CONSTRUCTION

CITY OF DOVER~KENT COUNTY~DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

PRELIMINARY SUBDIVISION PLAN
TYPICAL ROAD SECTION

DATE APRIL 30, 2026

SCALE 1" = 5'

SHEET C-904

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TREE PRESERVATION AND DENSITY REQUIRMENTS:

• TOTAL LOT AREA:	2,739,488 SF±	62.89± AC
• EXISTING WOODLAND AREA:	1,015,358 SF±	23.31± AC
• EXISTING WOODLANDS TO BE REMOVED:	22,845 SF ±	0.52 ± AC
• EXISTING WOODLANDS TO BE PRESERVED:	993,115 SF ±	22.79 ± AC
• TOTAL NON-WOODLAND AREA:	1,746,756 SF±	40.10± AC
• DENSITY: 1 TREE PER 3,000 SF OF NON-WOODLAND LOT AREA: (1,746,756 SF / 3,000 SF = 582.3)	583 TREES REQUIRED	
• PROPOSED TREES:	583 TREES PROPOSED	

PLANT SCHEDULE

KEY	TOTAL	UNIT	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	SPACING	REMARKS
			CANOPY TREES					
ARO	25	EA	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	2.0" CAL	B&B / #20	AS SHOWN	
ARR	48	EA	ACER RUBRUM 'RED SUNSET'	RED SUNSET RED MAPLE	2.0" CAL	B&B / #20	AS SHOWN	
BN	68	EA	BETULA NIGRA	RIVER BIRCH	2.0" CAL	B&B / #20	AS SHOWN	
GT	80	EA	GLEDITSIA TRICANTHOS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	2.0" CAL	B&B / #20	AS SHOWN	
LT	35	EA	LIRIODENDRON TULIPIFERA	TULIP TREE	2.0" CAL	B&B / #20	AS SHOWN	
NS	4	EA	NYSSA SYLVATICA	BLACK GUM	2.0" CAL	B&B / #20	AS SHOWN	
QB	32	EA	QUERCUS BICOLOR	SWAMP WHITE OAK	2.0" CAL	B&B / #20	AS SHOWN	
QP	45	EA	QUERCUS PHELLOS	WILLOW OAK	2.0" CAL	B&B / #20	AS SHOWN	
TA	86	EA	TILIA AMERICANA 'BOULEVARD'	BOULEVARD AMERICAN LINDEN	2.0" CAL	B&B / #20	AS SHOWN	
TOTAL	423							
			UNDERSTORY TREES					
AC	9	EA	AMELANCHIER CANADENSIS 'ROBIN HILL'	ROBIN HILL SERVICEBERRY	1.5" CAL	B&B / #15	AS SHOWN	3-STEM MIN.
CC	12	EA	CERCIS CANADENSIS	EASTERN REDBUD	1.5" CAL	B&B / #15	AS SHOWN	
CV	6	EA	CHIONANTHUS VIRGINICUS	WHITE FRINGETREE	1.5" CAL	B&B / #15	AS SHOWN	3-STEM MIN.
MV	11	EA	MAGNOLIA VIRGINIANA	SWEETBAY MAGNOLIA	1.5" CAL	B&B / #15	AS SHOWN	3-STEM MIN.
TOTAL	38							
			EVERGREEN TREES					
IO	18	EA	ILEX OPACA 'JERSEY KNIGHT'	JERSEY KNIGHT HOLLY	6' HT.	B&B /#15	AS SHOWN	
PS	23	EA	PINUS STROBUS	EASTERN WHITE PINE	6' HT.	B&B /#15	AS SHOWN	
TO	81	EA	THUJA OCCIDENTALIS ' GREEN GIANT'	GREEN GIANT ARBORVITAE	6' HT.	B&B /#15	AS SHOWN	
TOTAL	122							

LEGEND

- EXISTING TREE LINE
- PROPOSED TREE LINE
- PROPOSED CANOPY TREE
- PROPOSED EVERGREEN TREE
- PROPOSED UNDERSTORY TREE
- PROPOSED SHRUB

WHITE OAK ROAD
MINOR COLLECTOR (M66)
VARYING WIDTHS

GARRISON OAK DRIVE

NO ADDRESS LISTING N/F THE STATE OF DELAWARE D.B. 3065-329 T.P. NO. LC-05-068.00-01-40.00-000 ZONED A (AGRICULTURAL)

#1910 WHITE OAK ROAD N/F MICHAEL HODGES D.B. 6001-211 MAP NO. 4-05-068.00-01-08.00-000 ZONED R20 (ONE FAMILY RESIDENCE)

NO ADDRESS LISTING N/F THE CITY OF DOVER D.B. 8498-190 MAP NO. 4-05-068.00-01-08.01-000 ZONED R20 (ONE FAMILY RESIDENCE)

NO ADDRESS LISTING N/F MICHAEL C. BIDDLE, SR. & MICHAEL C. BIDDLE, JR. D.B. 11326-267 T.P. NO. LC-05-068.00-01-09.00-000 ZONED R20 (ONE FAMILY RESIDENCE)

#2068 WHITE OAK ROAD N/F JOHN F. BRANNARD & LINDA S. BRANNARD H/W D.B. 2237-345 MAP NO. 4-05-068.00-01-12.00-000 ZONED R20 (ONE FAMILY RESIDENCE)

#2110 WHITE OAK ROAD N/F DOUGLAS K. DRUMMOND & CHRISTINE DRUMMOND H/W D.B. 4122-225 MAP NO. 4-05-068.00-01-13.00-000 ZONED R20 (ONE FAMILY RESIDENCE)

#2118 WHITE OAK ROAD N/F KELLY WILHOIT & JOSE TORRES D.B. 1989-171 MAP NO. 4-05-068.00-01-14.00-000 ZONED R20 (ONE FAMILY RESIDENCE)

#999 LONG POINT ROAD N/F TRIAD FARMS, LLC D.B. 5501-111 T.P. NO. LC-05-069.00-01-06.00-000 ZONED A (AGRICULTURAL)

P.B. 130-40 NO ADDRESS LISTING N/F THE STATE OF DELAWARE D.R. 0-49-224 T.P. NO. LC-05-068.00-01-06.01-000 ZONED A (AGRICULTURAL)

PROP. SWM 0.59 AC

PROP. SWM 0.32 AC

PROP. SWM 0.23 AC

OS #1 12.28± AC

OS #2 25.76± AC

LOT 251 15.8410±AC FOR FUTURE APARTMENT DEVELOPMENT

EXISTING WOODLANDS

LIMIT OF NON-TIDAL WETLANDS

SURVEY TIE LINE

75' RIPARIAN BUFFER

50' RIPARIAN BUFFER

TIDEWILLOW DR

QUIETWATER RD.

SUNSETALLEY 16' WIDE

SUNSET ALLEY 16' WIDE

HERONWATCH DR.

SEDGE ALLEY 16' WIDE

SEAGRASS LANE

EVENINGTIDE ALLEY 16' WIDE

OSPREY ALLEY 16' WIDE

STILLWATER WAY

BAYHAVEN WAY

SOFTWIND ALLEY 16' WIDE

JUNG BRIDGE ALLEY

ACTIVE OPEN SPACE 0.73 ACRES

BASKETBALL HALF COURT

PROPOSED DOG PARK 3,900 SF (87 X 45')

N38°03'05"E 677.21'

N47°59'00"E 30.87'

S47°59'00"W 1148.22'

S38°31'10"W 850.07'

S51°29'01"W 310.40'

S72°27'41"W 82.28'

S51°05'23"W 252.19'

S51°05'26"W 780.44'

DRAWING SCALE 1" = 100'

verdantas
5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL: 302-239-6634

INGRID KOHLER, RLA
STATE DELAWARE RLA # 51-0010671

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
JJL	JJL	IK	34677

CH'KD BY DATE

No.	REVISION
	PRELIMINARY NOT FOR CONSTRUCTION

CITY OF DOVER-KENT COUNTY-DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

PRELIMINARY SUBDIVISION PLAN
OVERALL LANDSCAPE PLAN

DATE: APRIL 30, 2026

SCALE: 1" = 100'

SHEET: L-101

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CITY OF DOVER~KENT COUNTY~DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

PRELIMINARY SUBDIVISION PLAN
LANDSCAPE PLAN

No.	REVISION	CHK'D BY DATE
	PRELIMINARY NOT FOR CONSTRUCTION	
-		

DESIGNED BY	JJL
DRAWN BY	JJL
CHECKED BY	IK
PROJECT NO.	34677

INGRID KOHLER, RLA

STATE: DELAWARE RLA #: S1-0010671

verdantas
5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL. 302-239-6634

SHEET	SCALE	DATE
L-102	1" = 60'	APRIL 30, 2026

LANDSCAPE SPECIFICATIONS

GENERAL REQUIREMENTS

COMPLETE SERVICES AND CONSENT: PROVIDING ALL LABOR, MATERIALS, SERVICES AND FEES NECESSARY TO FULLY EXECUTE THE CONSTRUCTION OR COMPLETELY CARRY OUT THE IMPLEMENTATION OF THE PROJECT AS OUTLINED IN THE PROJECT DOCUMENTS IS TO BE CONSIDERED PART OF THE CONTRACTOR'S SCOPE OF WORK. CONTRACTOR(S) AGREE TO BE BOUND BY THE TERMS AND REQUIREMENTS OF THE PROJECT DOCUMENTS.

STANDARDS COMPLIANCE: ALL WORK IS TO CONFORM TO THE PROJECT DOCUMENTS AND REFERENCED STANDARDS. STANDARDS REFERENCED ARE THE LATEST EDITION UNLESS OTHERWISE INDICATED.

UTILITY LOCATIONS: THE CONTRACTOR IS REQUIRED TO LOCATE ALL UTILITIES BEFORE PERFORMING ANY WORK, BY CONTACTING THE NATIONAL CALL BEFORE YOU DIG NUMBER AT 811. EXISTING UTILITY LOCATIONS AND UNDERGROUND FEATURES, IF SHOWN, ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. COMPLETENESS AND ACCURACY OF THE LOCATION, DEPTH AND NATURE OF UNDERGROUND UTILITIES OR FEATURES IS NOT KNOWN OR GUARANTEED. THE CONTRACTOR IS TO VERIFY THE LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES AND STRUCTURES, INCLUDING PRIVATE UTILITIES, BEFORE THE START OF WORK. THE CONTRACTOR IS TO EMPLOY HAND DIGGING AS PRUDENT WHEN IN CLOSE PROXIMITY TO SUSPECTED UTILITIES OR STRUCTURES. ANY NECESSARY ADJUSTMENTS TO SPECIFIED LOCATIONS OF PROPOSED ELEMENTS DUE TO UTILITY CONFLICTS SHALL REQUIRE APPROVAL BY OWNER OR OWNER'S REPRESENTATIVE PRIOR TO IMPLEMENTATION.

LAWS, CODE COMPLIANCE AND RESPONSIBILITY: ALL LAWS AND CODES OF GOVERNING AUTHORITIES ARE TO BE ADHERED TO DURING THE WORK. THE CONTRACTOR IS TO BRING ANY DISCREPANCIES TO THE OWNER OR OWNER'S REPRESENTATIVE PRIOR TO ADVANCING WORK.

PERMITS, LICENSES AND INSPECTIONS: PERMITS AND LICENSES, INCLUDING BUT NOT LIMITED TO ANY STATE OR LOCAL CONTRACTOR'S LICENSES, ARE TO BE SECURED BY THE CONTRACTOR PRIOR TO THE START OF WORK. THE CONTRACTOR IS TO COORDINATE INSPECTIONS AS REQUIRED WITH REVIEWING AUTHORITIES.

MEANS AND METHODS: MEANS AND METHODS OF EXECUTING THE WORK ARE THE RESPONSIBILITY OF THE CONTRACTOR AND UNDER THE CONTRACTOR'S CONTROL, EXCEPT WHERE THE PROJECT DOCUMENTS SPECIFY IN WRITING A PARTICULAR MEANS OR METHOD.

FAMILIARITY: THE CONTRACTOR IS TO BECOME FAMILIAR WITH THE SITE AND PROJECT DOCUMENTS PRIOR TO COMMENCING WORK. ANY ISSUES WITH SITE CONDITIONS, PRODUCTS, MATERIALS, SPECIFICATIONS, OR OTHER ITEMS THAT MAY ADVERSELY IMPACT THE WORK ARE TO BE BROUGHT TO THE OWNER OR OWNER'S REPRESENTATIVE ATTENTION BEFORE PROCEEDING WITH THE WORK.

CHANGES: NO CHANGES MAY BE MADE BY OTHERS TO THE DESIGN OR SPECIFICATIONS. CHANGES MAY BE REQUESTED TO THE OWNER OR OWNER'S REPRESENTATIVE IN WRITING. CHANGES APPROVED WILL BE PROVIDED AS A WRITTEN CHANGE ORDER AND MAY REQUIRE ADDITIONAL TIME IF OTHER THIRD PARTY INPUT IS NEEDED. CORRECTIONS DUE TO CONTRACTOR ERROR OR OMISSION ARE NOT CHANGES AND ARE TO BE PROMPTLY REMEDIED AT THE CONTRACTOR'S SOLE EXPENSE AND WITHOUT ANY ADDITIONAL COMPENSATION.

SITE MANAGEMENT: JOB SITE SAFETY IS THE RESPONSIBILITY OF THE CONTRACTOR AND/OR CONSTRUCTION MANAGER. THE SITE IS TO BE MAINTAINED AT ALL TIMES IN A CLEAN AND SAFE CONDITION. THE CONTRACTOR IS RESPONSIBLE FOR COMPLETE CLEAN UP AND FINISHED CONDITIONS OF THE WORK. NO CONSTRUCTION DEBRIS, OR OTHER MATERIAL IS TO BE LEFT ON SITE, ON ADJACENT PROPERTY OR IN PUBLIC AREAS. ANY SERVICES OR DISPOSAL FEES FOR CLEAN UP OF MATERIALS OR DEBRIS LEFT BY CONTRACTORS WILL BE BILLED TO THE CONTRACTORS THAT LEFT THE DEBRIS AT RETAIL RATES, INCLUDING BUT NOT LIMITED TO: HAULING, LABOR, MATERIALS AND/OR ADMINISTRATION SERVICES. ALL CONTRACTORS ARE RESPONSIBLE FOR TURF RESTORATION IN ANY AREAS AFFECTED BY THEIR ACTIVITIES. PAVEMENTS ARE TO BE KEPT CLEAN AND THE WORK AREA MANAGED IN AN ORDERLY, SAFE CONDITION. DAILY CLEAN UP OF THE SITE IS REQUIRED, INCLUDING BUT NOT LIMITED TO: CLEARING THE CONSTRUCTION AREA OF TOOLS AND SECURING MATERIALS. COMPLETED WORK IS TO BE PROTECTED FROM DAMAGE DUE TO OPERATIONS BY THE CONTRACTOR, OTHER CONTRACTORS AND TRADES, AND TRESPASSERS. DUST MUST NOT ACCUMULATE ON PLANTS, BUILDINGS OR OTHER COMPLETED WORK, AND ARE TO BE RINSED OFF PLANTS AT LEAST DAILY. DAMAGED PROPERTY SHALL BE TREATED, REPAIRED, OR REPLACED AS DIRECTED BY THE LANDSCAPE ARCHITECT AT THE CONTRACTOR'S SOLE EXPENSE AND WITHOUT ANY ADDITIONAL COMPENSATION.

ORDERING AND SHIPPING: MATERIALS ARE TO BE ORDERED ALLOWING SUFFICIENT TIME FOR SHIPPING TO AVOID DELAYING WORK. NOTIFY THE OWNER OR OWNER'S REPRESENTATIVE OF ANY DELAYS IN ADVANCE. ALL MATERIALS ARE TO BE PROTECTED FROM DAMAGE OR DETERIORATION DURING DELIVERY AND WHILE STORED AT THE SITE. UPON ARRIVAL ALL MATERIALS ARE TO BE INSPECTED BY THE CONTRACTOR TO VERIFY THAT THE ITEMS SHIPPED ARE CORRECT AS ORDERED AND INTACT.

MATERIAL STOCKPILING: MATERIAL STOCKPILING SHALL OCCUR IN DESIGNATED AREAS ONLY. ANY MATERIALS REQUIRING STOCKPILING THAT ARE NOT ADDRESSED IN THE PROJECT DOCUMENTS SHALL REQUIRE APPROVAL BY THE OWNER OR OWNER'S REPRESENTATIVE BEFORE PLACEMENT AT THE PROJECT SITE.

LAYOUT: MINOR FIELD ADJUSTMENTS TO PLANTING LAYOUT MAY BE REQUIRED TO AVOID UNFORESEEN UNDERGROUND OR OVERHEAD UTILITY CONFLICTS.

DISPOSAL: SURPLUS AND WASTE MATERIAL, INCLUDING BUT NOT LIMITED TO: EXCESS SUBSOIL, UNSUITABLE SOIL, TRASH, AND DEBRIS, IS TO BE REMOVED AND LEGALLY DISPOSED OF OFF THE OWNER'S PROPERTY.

ANNOTATIONS: PROJECT DOCUMENTS ARE ANNOTATED TO RELATE CONDITIONS AT SPECIFIC LOCATIONS AND ALSO TO SHOW GENERAL REQUIREMENTS THROUGHOUT. ANNOTATIONS THAT INCLUDE THE DESIGNATION "TYPICAL" ("TYP.") INDICATE CONDITIONS THAT ARE TO BE REITERATED IN ALL REPEATED INSTANCES OF THE SAME CIRCUMSTANCE OR CONFIGURATION UNLESS INDICATED OTHERWISE.

PLANTING SPECIFICATIONS

SOILS AND AMENDMENTS: FURNISHED TOPSOIL SHALL HAVE CHARACTERISTICS SIMILAR TO HEALTHY, EXISTING TOPSOIL ON THE PROJECT SITE, IF PRESENT. ALL SOIL AMENDMENTS ARE TO BE FREE OF STONES ONE (1) INCH OR LARGER IN ANY DIMENSION, ROOTS, PLANTS, SODS, STONES, TRASH, GLASS, CLAY LUMPS, AND OTHER EXTRANEOUS MATERIALS HARMFUL TO PLANT GROWTH OR PERSONS PERFORMING LANDSCAPE WORK. PLANTING BACKFILL MIX SHALL BE ONE PART EXISTING TOPSOIL, ONE PART FURNISHED TOPSOIL AND , ONE PART SOIL ADDITIVE (HUMUS, SPAGHNUM PEAT OR COMPOSTED MANURE). UNAPPROVED TOPSOIL OR SOIL AMENDMENTS BROUGHT TO THE SITE SHALL BE REMOVED BY THE CONTRACTOR AT NO ADDITIONAL COST. SOILS AND AMENDMENTS ARE NOT TO BE USED OR MOVED IF FROZEN OR MUDDY.

NURSERY STOCK STANDARDS: ALL PLANT MATERIALS ARE TO BE PROVIDED AS SPECIFIED. FURNISH NURSERY-GROWN PLANTS CONFORMING TO THE MOST RECENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK OF THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION ANSI Z60.1, AND PERENNIAL PLANT ASSOCIATION STANDARDS, WITH HEALTHY ROOT SYSTEMS. PLANTS ARE TO BE WELL-SHAPED, FULLY BRANCHED, HEALTHY, VIGOROUS STOCK FREE OF DISEASES, INSECTS, LARVAE, AND DEFECTS SUCH AS KNOTS, SUN SCALD, INJURIES, ABRASIONS, AND DISFIGUREMENT. PLANTS SHALL BE THE BEST QUALITY AVAILABLE IN FORM, NUMBER OF BRANCHES, COMPACTNESS, AND SYMMETRY. PLANTS PRUNED TO ACHIEVE THE SPECIFIED SIZE ARE UNACCEPTABLE. BALLED AND BURLAPPED PLANTS SHALL HAVE A SOLID ROOT BALL, HELD IN PLACE BY BURLAP AND ROPE. CONTAINER PLANTS SHALL BE WELL ROOTED AND HAVE FIRM SOIL, BUT NOT BE ROOT BOUND IN THE POT.

SUBSTITUTIONS: NO SUBSTITUTIONS SHALL BE PERMITTED, EXCEPT BY WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE PRIOR TO THE PURCHASE OR DELIVERY OF MATERIALS.

PLANTING AND MAINTENANCE OPERATIONS: PLANTING AND MAINTENANCE OPERATIONS PER ANSI A300 AND THESE PROJECT DOCUMENTS.

QUALIFIED PERSONNEL: ALL PEST, DISEASE, INVASIVE PLANT AND FOREST ASSESSMENTS SHALL BE PERFORMED BY A FORMALLY TRAINED PROFESSIONAL WITH PERTINENT SUBJECT MATTER EXPERTISE. ALL CHEMICAL TREATMENTS, INSECT, DISEASE AND FERTILIZATION SHALL PERFORMED BY CERTIFIED APPLICATORS.

HANDLING: TREES AND SHRUBS ARE TO BE FRESHLY DUG. CENTRAL LEADERS OF TREES ARE NEVER TO BE CUT. ALL MATERIALS ARE TO BE PROTECTED FROM DAMAGE OR DETERIORATION DURING DELIVERY AND WHILE STORED AT SITE. BUDS, BARK, BRANCHES, FLOWERS, AND ROOT SYSTEMS ARE TO BE PROTECTED FROM SUN SCALD, DRYING, WHIPPING, SCRAPING AND OTHER HANDLING AND TYING DAMAGE. SPECIAL PRECAUTIONS SHALL BE TAKEN TO PROTECT TREE TRUNKS DURING TRANSPORT FROM SHIFTING, SWAYING, AND WORKING LOOSE FROM ROOT BALL. TREES AND SHRUBS SHALL NOT BE BENT OR BIND-TIED IN SUCH A MANNER AS TO DESTROY THEIR NATURAL SHAPE OR STRIP THE BARK. ONLY WOVEN TARPS INTENDED FOR HORTICULTURAL USE ARE TO BE USED AS A PROTECTIVE COVERING DURING DELIVERY, PROTECTING ALL BUDS AND BRANCH TIPS, ESPECIALLY ON MAIN LEADERS. TREES AND SHRUBS ARE NOT TO BE DROPPED. BALLED AND BURLAPPED STOCK IS TO BE MOVED ONLY BY THE ROOT BALL, AND CONTAINER PLANTS ONLY BY THE CONTAINER TO AVOID DAMAGE. DO NOT STOCKPILE PLANT MATERIALS ON SITE. DELIVERIES ARE TO BE SCHEDULED TO ARRIVE AFTER SITE PREPARATIONS FOR PLANTING HAVE BEEN COMPLETED AND PLANTS ARE TO BE INSTALLED UPON DELIVERY. IF PLANTING IS DELAYED MORE THAN SIX (6) HOURS AFTER DELIVERY, PLANTING MATERIALS ARE TO BE PLACED IN AN APPROVED STOCKPILE LOCATION, IN THE SHADE, PROTECTED FROM WEATHER AND MECHANICAL DAMAGE, AND ARE TO HAVE THEIR ROOTS KEPT MOIST. ADDITIONALLY, BALLED AND BURLAPPED STOCK IS TO BE COVERED WITH DOUBLE GROUND HARDWOOD BARK OR ROOT MULCH. PLANT MATERIAL IS NOT TO BE REMOVED FROM CONTAINERS OR BURLAPPING UNTIL PLANTING IS UNDERWAY. PLANTS SHALL BE INSTALLED WITHIN (72) HOURS OF DELIVERY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SCHEDULE, ORDER, HANDLE, STORE, AND INSTALL THE PLANT MATERIAL.

PLANTING SEASONS: PERFORM OPERATIONS DURING PLANTING SEASONS WHEN SOIL MOISTURE AND WEATHER CONDITIONS ARE SUITABLE, WHEN THE TEMPERATURE IS ABOVE 32 F, AND THE SOIL IS NOT FROZEN. CEASE OPERATIONS WHEN CONDITIONS ARE UNSUITABLE.

SPRING PLANTING SEASON. FEBRUARY 1 THROUGH JUNE 30. DO NOT INSTALL PLANTS IN JULY.
FALL PLANTING SEASON. AUGUST 1 THROUGH DECEMBER 31. DO NOT INSTALL PLANTS IN JANUARY.

MODIFICATION REQUEST. SUBMIT A WRITTEN MODIFICATION REQUEST TO INSTALL PLANTS OUTSIDE OF ACCEPTABLE PLANTING SEASONS LISTED ABOVE TO THE OWNER / ENGINEER. THE ENGINEER IN CONSULTATION WITH THE LANDSCAPE ARCHITECT WILL EVALUATE THE REQUEST. IF GRANTED, NOTICE OF THE APPROVED MODIFICATION WILL BE RETURNED WITHIN 14 DAYS AFTERWARDS.

DRAINAGE: ALL PLANTING AREAS TO BE TESTED FOR POSITIVE DRAINAGE. EXCAVATIONS ARE TO BE FILLED WITH WATER AND ALLOWED TO PERCOLATE OUT BEFORE POSITIONING TREES AND SHRUBS. NOTIFY THE LANDSCAPE ARCHITECT OF ANY AREAS THAT EVIDENCE WATER SEEPAGE OR RETENTION IN TREE OR SHRUB PITS AT TESTING, OR AT ANY TIME DURING PLANTING OPERATIONS. DO NOT PROCEED WITH INSTALLATION UNTIL UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED.

CONTINUOUS BED PREPARATION: PRIOR PLACEMENT OR INCORPORATION OF SOIL AMENDMENTS, CONTINUOUS PLANTING BEDS ARE TO BE LOOSENED TO A MINIMUM DEPTH OF SIX (6) INCHES.

A THREE (3) INCH LAYER OF ACCEPTABLE SOIL AMENDMENTS IS TO BE PLACED OVER ALL CONTINUOUS BEDS TO RECEIVE NEW PLANTINGS. ACCEPTABLE SOIL AMENDMENTS ARE TO BE WORKED INTO THE TOPSOIL AT THE BOTTOM OF THE AMENDMENT ZONE TO CREATE A TRANSITION LAYER, AND THEN ADDITIONAL SOIL AMENDMENTS ARE TO BE PLACED TO MEET THICKNESSES, GRADES, AND ELEVATIONS SPECIFIED AFTER LIGHT ROLLING AND NATURAL SETTLEMENT. STONES LARGER THAN ONE AND A HALF (1-1/2) INCHES IN ANY DIMENSION AND STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEOUS MATERIALS ARE TO BE REMOVED. THE SURFACE OF THE PLANTING AREA IS TO BE SHALLOW TILLED TO A MINIMUM DEPTH OF 6 INCHES, AND FINE GRADED PRIOR TO SETTING PLANTS. SOIL AMENDMENT OPERATIONS ARE NOT TO IMPEDE OR ALTER EXISTING OR PROPOSED DRAINAGE PATTERNS, OR CREATE DRAINAGE PROBLEMS.

PREPARED PLANTING SOIL: "PREPARED PLANTING SOIL" INDICATED IN THE PLANTING DETAILS IS TO BE DEFINED AS FOLLOWS:

AS BACKFILL SOIL AND SOIL SAUCERS FOR TREES AND SHRUBS: 80% IMPORTED TOPSOIL, 20% ACCEPTABLE SOIL AMENDMENTS PER THE "SOILS AND AMENDMENTS" PARAGRAPH. FOR GROUNDCOVER, PERENNIALS AND IN ALL CONTINUOUS PLANTING BEDS: PER THE "CONTINUOUS BED PREPARATION" PARAGRAPH.

PLANT PLACEMENT: ALL PLANTS SHALL BE SET AT AN ELEVATION SUCH THAT FINISHED CONDITIONS, ESPECIALLY THE ROOT COLLAR, WILL BEAR THE SAME RELATIONSHIP TO THE FINISHED GRADE AS IT DID IN THE NURSERY. PLANTING HOLES ARE TO HAVE VERTICAL SIDES AND THE BOTTOM OF EXCAVATION IS TO BE SLIGHTLY RAISED AT THE CENTER TO ASSIST DRAINAGE WHILE PROVIDING A FIRM BASE FOR THE PLANT TO STAND PLUMB. HARD SUBSOIL IN THE BOTTOM OF THE EXCAVATION IS TO BE LOOSENED. WHEN CONDITIONS DETRIMENTAL TO PLANT GROWTH ARE ENCOUNTERED, SUCH AS RUBBLE FILL, WASTE CONCRETE AND MASONRY WORK SPOILS, CONSTRUCTION DEBRIS, ADVERSE DRAINAGE CONDITIONS, OR OBSTRUCTIONS, NOTIFY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE BEFORE PLANTING. EXCAVATIONS FOR PLANTING HOLES SHALL BE ADEQUATE FOR HEALTHY ROOT GROWTH AND STRUCTURAL PLANT SUPPORT AS SHOWN IN THE PLANTING DETAILS.

TREES AND SHRUBS ARE TO BE PLANTED AND REMAIN PLUMB AND IN THE CENTER OF THE PLANTING HOLE OR TRENCH WITH THE TOP OF THE ROOT BALL RAISED ABOVE THE ADJACENT FINISH GRADES AS SPECIFIED. BURLAP IS TO BE REMOVED WITHOUT PULLING OR OTHER TECHNIQUES THAT WILL CAUSE DAMAGE. WIRE BASKETS ARE TO BE CUT FROM THE TOP 1/3 OF THE ROOT BALLS LEAVING SQUARE (NOT POINTED) CUTS, BUT NOT REMOVED FROM UNDER THE ROOT BALLS. REMOVED BURLAP, CUT WIRE BASKETS AND ROPE ARE TO BE DISPOSED OF OFF SITE, AND NEVER BURIED IN THE PLANTING HOLES. PLANTING STOCK IS NOT TO BE USED IF THE ROOT BALL IS CRACKED OR BROKEN AT ANY TIME DURING PLANTING OPERATIONS. CONTAINERS ARE TO BE REMOVED CAREFULLY SO AS NOT TO DAMAGE ROOT BALLS. IF CONTAINER PLANTS ARE ROOT BOUND, ROOTS ARE TO BE FREED WITH A SHARP BLADE USING A MAXIMUM OF 4 VERTICAL CUTS. BACKFILL IS TO BE PLACED IN LAYERS TO SETTLE BACKFILL AND ELIMINATE GROSS VOIDS AND LARGE AIR POCKETS. THE PLANTING HOLE IS TO BE WATERED THOROUGHLY WHEN APPROXIMATELY 1/2 BACKFILLED BEFORE PLACING THE REMAINDER OF BACKFILL TO ENSURE SETTLING AND PROPER WATERING. BACKFILL IS TO BE FIRMED FOR STEADYING PLANTS BY DIGGING BAR OR OTHER SMALL DIAMETER HAND TOOL TAMPING METHODS IN A SPACED MANNER SUITABLE FOR THE SIZE OF THE PLANT AND EXCAVATION AROUND THE ENTIRE ROOT BALL TO STABILIZE THE PLANT SUCCESSFULLY, BUT NOT WITH FEET OR OTHER BROAD SURFACE METHODS THAT CAN CRUSH ROOTS AND OVER-COMPACT PLANTING SOIL. WATERING IS TO BE REPEATED UNTIL A SLIGHT PUDDLING OCCURS ON THE SURFACE. A FIRM SAUCER MOUND 3 TO 6 INCHES HIGH IS TO BE PROVIDED USING BACKFILL SOIL AROUND THE OUTER RIM OF THE PLANTING HOLE.

GROUNDCOVER IS TO BE SPACED IN STAGGERED ROWS WITH SPACING AS SPECIFIED. PLANTING HOLES ARE TO BE LARGE ENOUGH TO ALLOW SPREADING OF ROOTS, AND BACKFILLING WITH PLANTING SOIL. AIR POCKETS ARE TO BE ELIMINATED AROUND ROOTS WHEN PLANTING. SOIL IS TO BE LEFT IN A SMOOTH, FINE GRADED CONDITION. WATERING IS REQUIRED AFTER PLANTING AND WATERING OPERATIONS ARE TO OCCUR IS SUCH A WAY AS TO PREVENT COVERING PLANT CROWNS WITH WET SOIL. GROUNDCOVER OR HERBACEOUS PLANTS ARE NOT TO BE PLANTED DIRECTLY OVER THE ROOT BALLS OF WOODY PLANTS OR IN MULCH.

PLANTING SPECIFICATIONS (CONTINUED)

PLANT LOCATIONS AND UTILITIES: THE EDGE OF PLANTING HOLE EXCAVATIONS ARE TO BE A MINIMUM OF FIVE LATERAL FEET (5') FROM ALL UTILITIES. CENTERS OF TREES ARE TO BE PLACED A MINIMUM OF EIGHT FEET (8') FROM ALL UTILITIES. TREES ARE NOT TO BE PLANTED UNDER OVERHEAD UTILITIES, CABLES, OR INFRASTRUCTURE. PLANTS ARE TO BE PLACED SO THE MATURE PLANT SPREAD WILL NOT INTERSECT WITH ANY OVERHEAD UTILITIES, CABLES, OR INFRASTRUCTURE. TREES IN PARKING BAY MEDIANS OR PARKING ISLANDS ARE TO BE CENTERED IN THE SPACE BETWEEN THE CURBS UNLESS OTHERWISE INDICATED ON THE PLAN. ANY UTILITIES INSTALLED AFTER PLANTINGS HAVE BEEN INSTALLED ARE TO CONFORM TO THE REQUIREMENTS OF THIS PARAGRAPH.

TREES ADJACENT TO CARTWAYS: ALL TREES PLANTED ADJACENT TO VEHICULAR CARTWAYS, PARKING FACILITIES, AND PEDESTRIAN CARTWAYS ARE TO BE BRANCHED AT 8' ABOVE FINISHED PAVEMENT. BRANCHING HEIGHT IS TO BE CULTIVATED IN THE NURSERY AND NOT ACHIEVED BY PRUNING ON-SITE OR JUST PRIOR TO SHIPPING AND DELIVERY. ALL TRUNK PRUNING CUTS ARE TO FULLY HEALED WITH COMPLETE WOUND CLOSURE OF THE TREE'S OWN NATURAL BARK/WOUND WOOD. NO WOUND PAINT OR DRESSING SUBSTANCES/MATERIALS ARE PERMITTED.

TYING AND GUYING: TYING AND GUYING SHALL BE INSTALLED AS INDICATED ON TREE PLANTING DETAILS. IF TYING OR GUYING IS REQUIRED, INSTALL IMMEDIATELY AFTER PLANTING. TIES AND GUYS ARE TO REMAIN FOR NO MORE THAN ONE (1) YEAR, AND ARE TO BE REMOVED SOONER IF FEASIBLE.

MULCH: ALL INDIVIDUAL PLANTS AND CONTINUOUS PLANTING AREAS ARE TO BE MULCHED WITH DOUBLE GROUND HARDWOOD BARK OR ROOT MULCH, USING THE SAME TYPE OF MULCH, CONSISTENT IN TEXTURE AND COLOR FOR THE ENTIRE PROJECT. MULCH IS TO BE FREE OF FOREIGN MATERIALS. MULCH IS TO BE APPLIED AT A MINIMUM OF TWO (2) INCHES IN DEPTH AND A MAXIMUM OF THREE (3) INCHES, AND IS TO BE LEVELED WITH ADJACENT GRADES. MULCHING IS NOT TO IMPEDE OR ALTER EXISTING OR PROPOSED DRAINAGE PATTERNS OR CREATE DRAINAGE PROBLEMS. MULCH IS NOT TO BE PLACED IN SUCH A WAY AS TO MIGRATE ONTO PAVED SURFACES OR ADJACENT BUILT ELEMENTS. BARK OR ROOT MULCH IS NOT TO BE PLACED AGAINST TRUNKS OR STEMS, OR ALLOWED TO FALL INTO THE CENTERS OF HERBACEOUS PLANTS OR GROUNDCOVER. DYED MULCH IS NOT TO BE USED. ALL UNDERSTORY TREES, SHRUBS, AND HERBACEOUS PLANTS SHOWN AS CONNECTED OR TOUCHING ON THE PLANS ARE TO BE IN CONTINUOUS MULCH BEDS UNLESS OTHERWISE SPECIFIED BY TEXT NOTE OR BED LINES DRAWN ON THE PLANS.

COMPLETION, ACCEPTANCE AND GUARANTEE

INSTALLATION ACCEPTANCE: THE CONTRACTOR WILL REQUEST AT LEAST THREE DAYS (3) DAYS IN ADVANCE, IN WRITING, A INSTALLATION ACCEPTANCE INSPECTION FROM THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE. THE CONTRACTOR SHALL REPLACE ANY PLANTINGS THAT ARE DEAD, OR IN AN UNHEALTHY OR UNSIGHTLY CONDITION, OR HAVE LOST THEIR NATURAL SHAPE DUE TO DEAD BRANCHES, EXCESSIVE PRUNING, INADEQUATE OR IMPROPER MAINTENANCE, OR ANY OTHER CAUSE UNDER THE LANDSCAPE CONTRACTOR'S CONTROL. REPLACEMENT OR CORRECTION OF DEFECTIVE WORK SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND AT THE CONTRACTOR'S EXPENSE. REJECTED MATERIAL WILL BE REMOVED FROM THE PROJECT SITE AND REPLACED AS SOON AS CONDITIONS PERMIT, BUT DURING NORMAL PLANTING SEASON, WITH PLANTS OF THE SAME KIND AND SIZE AS SPECIFIED IN THE PLANT SCHEDULE. USING METHODS SPECIFIED. ANY WORK REQUIRING CORRECTION SHALL BE SUBJECT TO RE-INSPECTION. THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE WILL PROVIDE NOTICE OF FINAL ACCEPTANCE IN WRITING, AFTER REQUIREMENTS ARE FULFILLED AND ACCEPTED.

GUARANTEE: FOLLOWING INSTALLATION ACCEPTANCE, A GUARANTEE PERIOD SHALL COMMENCE FOR THIS PROJECT FOR **A PERIOD OF ONE (1) YEAR**, THE CONTRACTOR SHALL GUARANTEE PLANT MATERIAL AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH. THE GUARANTEE SHALL INCLUDE ALL EXPENSES NECESSARY TO REPLACE DEFECTIVE WORK, INCLUDING THE PURCHASE OF MATERIALS, LABOR AND RENTAL OF ANY REQUIRED SPECIAL EQUIPMENT NECESSARY TO COMPLETE REPLACEMENTS. REPLACEMENT OR CORRECTION OF DEFECTIVE WORK SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOT BE LIABLE FOR VANDALISM OR CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL. CONTRACTOR, IF NOT MAINTAINING THE PROPERTY DURING THE GUARANTEE PERIOD, IS RESPONSIBLE TO INSPECT THE SITE AND WORK AS NEEDED AND ISSUE WRITTEN REPORTS DETAILING ANY ISSUES THAT WOULD NEGATE THE CONTRACTOR'S GUARANTEE.

POST GUARANTEE INSPECTION: AT THE END OF THE GUARANTEE PERIOD, THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE SHALL MAKE AN INSPECTION TO DETERMINE THAT ALL MATERIALS ARE LIVING AND HEALTHY. ANY MATERIAL NOT PASSING THIS INSPECTION SHALL BE SUBJECT TO REPLACEMENT, AND RE-INSPECTION REQUIRING APPROVAL LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE. REPLACEMENT OR CORRECTION OF DEFECTIVE WORK SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND AT THE CONTRACTOR'S EXPENSE. A LIMIT OF ONE REPLACEMENT OF EACH PLANT WILL BE REQUIRED, EXCEPT FOR LOSSES OR REPLACEMENTS DUE TO FAILURE TO COMPLY WITH REQUIREMENTS.

SEEDING AND SODDING SPECIFICATIONS

SUBMITTALS

GENERAL: SUBMIT EACH ITEM TO THE LANDSCAPE ARCHITECT IMMEDIATELY UPON ARRIVAL OR RECEIPT.

SEED AND SOD: SUBMIT A CERTIFICATION FOR EACH SHIPMENT OF SEED OR SOD PRIOR TO INSTALLATION. CERTIFICATION FOR GRASS SEED AND/OR SOD IS TO BE DIRECTLY FROM THE VENDOR AND STATE THE BOTANICAL AND COMMON NAME AND PERCENTAGE BY WEIGHT OF EACH SPECIES AND VARIETY, PERCENTAGE OF PURITY, GERMINATION, AND WEED SEED FOR EACH SHIPMENT. INCLUDE THE YEAR OF PRODUCTION AND DATE OF PACKAGING. SEEDING AND SODDING SHALL BE IN ACCORDANCE WITH THE UNIVERSITY OF DELAWARE COOPERATIVE-EXTENSION (TURF GRASS SELECTION RESOURCES) AND THE DELAWARE EROSION AND SEDIMENT CONTROL HANDBOOK - STANDARD VEGETATIVE STABILIZATION SPECIFICATIONS.

DELIVERY, STORAGE AND HANDLING

GRASS SEED: IS TO BE DELIVERED IN ORIGINAL SEALED, LABELED, AND UNDAMAGED CONTAINERS.

SOD: IS TO BE KEPT MOIST FOR PROTECTION AND TO FACILITATE HANDLING. SOD SHALL BE IN TIGHT ROLLS ON PALLETS AND TRANSPORTED TO STORAGE PILES OR THE POINT OF INSTALLATION WITHOUT BREAKING OR TEARING. SOD MUST BE LOADED ONTO AND UNLOADED OFF OF TRANSPORTING EQUIPMENT BY HAND, CONTAINER, OR PALLET. SOD IS NOT TO BE DUMPED FROM VEHICLES, LOADERS, WHEELBARROWS OR OTHER TRANSPORTING EQUIPMENT.

SEQUENCING AND SCHEDULING

SEE DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENTAL CONTROL'S (DNREC) DELAWARE EROSION & SEDIMENT CONTROL HANDBOOK STANDARD CONSTRUCTION SPECIFICATION DE-ESC-3.4.3 – VEGETATIVE STABILIZATION FOR SEEDING DATES AND ADDITIONAL INFORMATION.

PRODUCTS

GRASS SEED: FRESH, CLEAN, DRY, NEW-CROP SEED COMPLYING WITH THE CURRENT ASSOCIATION OF OFFICIAL SEED ANALYSTS' "RULES FOR TESTING SEEDS" FOR PURITY AND GERMINATION TOLERANCES. WET SEED OR SEED THAT IS MOLDY OR OTHERWISE DAMAGED IN TRANSIT OR STORAGE IS NOT TO BE USED.

SEED MIXTURE: DNREC PERMANENT SEED MIX #7 PER THE DELAWARE EROSION AND SEDIMENT CONTROL HANDBOOK, COMPOSED OF:

TALL FESCUE (TURF-TURF)	150 LB/AC
KENTUCKY BLUEGRASS (BLEND)	20 LB/AC
PERENNIAL RYEGRASS	20 LB/AC

ANY REQUESTS FOR ALTERNATE SEED MIXES ARE TO INCLUDE CULTIVARS FOR TURFGRASS BLENDS PER THE UNIVERSITY OF DELAWARE RECOMMENDATIONS BASED ON THE NATIONAL TURFGRASS EVALUATION PROGRAM STUDY, FOUND AT:

https://www.udel.edu/academics/colleges/canr/cooperative-extension/fact-sheets/turfgrass-selection-delaware/

SOD: HEALTHY, DENSE, FRESHLY CUT, MOIST, WELL-ROOTED SOD GROWN IN SOILS SIMILAR OR COMPLIMENTARY TO THE PROJECT SITE SOILS. SOD IS TO BE FREE OF FUNGI, DISEASES, INFESTATIONS, WEEDS, UNDESIRABLE GRASSES AND OTHER OBSTRUCTIONS TO ESTABLISH HEALTHY LAWN. SOD SHALL BE CUT OUT AT 1 INCH THICK MINIMUM, AND IN UNIFORM STRIPS 12 OR 18 INCHES WIDE BY 36 INCHES LONG, BUT NO LONGER THAN IS CONVENIENT FOR HANDLING.

SOD MIXTURE: SOD TURF SPECIES BLEND TO BE SIMILAR TO TURF SEED MIX. 100% BLUEGRASS SOD IS NOT PERMITTED.

MULCH FOR NEW SEEDED LAWNS: PERFORM MULCHING IN ACCORDANCE WITH THE DELAWARE EROSION AND SEDIMENT CONTROL HANDBOOK,

EXECUTION

SEEDING NEW LAWNS

SEEDING RATES: SEED IS TO BE SOWN AT THE FOLLOWING RATES PER THE DELAWARE EROSION AND SEDIMENT CONTROL HANDBOOK.

FINISHING: AFTER BROADCAST SEEDING, SEEDED AREAS ARE TO RECEIVE A LIGHT ROLLING AND TO BE WATERED WITH A FINE SPRAY.

MULCH AND TACKIFIER: SEEDED AREAS ARE TO BE PROTECTED AGAINST HOT, DRY WEATHER OR DRYING WINDS BY APPLYING MULCH WITHIN 24 HOURS AFTER COMPLETION OF SEEDING OPERATIONS. STRAW IS TO BE SCATTERED UNIFORMLY TO A DEPTH OF 3/16 INCH THICK AND ROLLED SMOOTH. TACKIFIER MATERIAL RECOMMENDED BY THE SEED VENDOR IS TO BE USED UNDER WINDY CONDITIONS OR AS NECESSARY TO STABILIZE SEED AND STRAW.

WATERING: SEED IS TO BE THOROUGHLY WATERED AFTER INSTALLATION, AND DAILY FOR 1 HOUR IN THE EARLY MORNING FOR SEVERAL WEEKS, ADJUS

WHITE OAK ROAD
MINOR COLLECTOR (N66)
VARYING WIDTHS

10' SHARED USE PATH

PROP. SWM #1
0.59 AC

TIDEWILLOW DR.

16 FT. WIDE OPEN REAR ACCESS

PARALLEL PARKING (TYP)

QUIETWATER RD.

ADA CURB RAMPS TYP.

SUNSETALLEY 16' WIDE

SUNSET ALLEY 16' WIDE

STILLWATER WAY

BAYHAVEN WAY

HERONWATCH DR.

ACTIVE OS-1
0.14 AC

BENCHES TYP.

ACTIVE OS-2
0.16 AC

ACTIVE OS-3
0.73 ACRE

ADA ACCESSIBLE TABLE

PAVILION TABLES

BASKETBALL HALF COURT

ASPHALT PAVEMENT

TOT LOT

MAILBOX CLUSTER

BIKE RACK

BENCHES TYP.

TANGLEWOOD ALLEY 16' WIDE

QUIETWATER RD

SEAGRASS LANE

EVENINGTIDE ALLEY 16' WIDE

QUIETWATER RD

OSPREY ALLEY 16' WIDE

SEDGE ALLEY 16' WIDE

SOFTWIND ALLEY 16' WIDE

PROPOSED DOG PARK
0.100 SF
100'x 40'

ACTIVE OS-4
0.58 AC

OS #1
12.28± AC

OS #2
25.76± AC

PROP. SWM #2
0.32 AC

PROP. SWM #3
0.23 AC

LOT 251 15.8410±AC
FOR FUTURE APARTMENT
DEVELOPMENT

SURVEY TIE LINE

LIMIT OF NON-TIDAL WETLANDS

75' RIPARIAN BUFFER

50' RIPARIAN BUFFER

LEGEND (EXISTING)

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- DITCH CENTERLINE
- PCC OFF-SITE CURB
- WETLANDS BUFFER
- EDGE OF WETLANDS
- TREE LINE
- 100-YEAR FLOODPLAIN
- EDGE OF WATERWAY
- ADJOINER LINE
- TAX DITCH R.O.W.
- WATER RESOURCE PROTECTION AREA
- WATER MAIN
- SANITARY FORCE MAIN
- SANITARY MAIN

LEGEND (PROPOSED)

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- PCC ON-SITE CURB
- ROAD CENTERLINE
- STORMWATER AREA
- TREE LINE
- FENCE LINE
- 100 YEAR FLOODPLAIN

TYPICAL TOWNHOUSE CLUSTER
NOT TO SCALE

2' OFFSET BETWEEN TOWNHOUSES, TYP.

20' TYP.

2' WIDE GRAVEL STONE

4' HIGH VINYL FENCE TRASH ENCLOSURE, TYP.

18'x18' ASPHALT DRIVEWAY, TYP.

60 0 60 120
DRAWING SCALE 1" = 60'

verdantas
5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL: 302-239-6634

VERONICA M. DUBE, P.E.
STATE: DELAWARE P.E. #14062

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
BRK	MC	VMD	34677

CHK'D BY / DATE

REVISION

No.

PRELIMINARY NOT FOR CONSTRUCTION

CITY OF DOVER-KENT COUNTY-DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

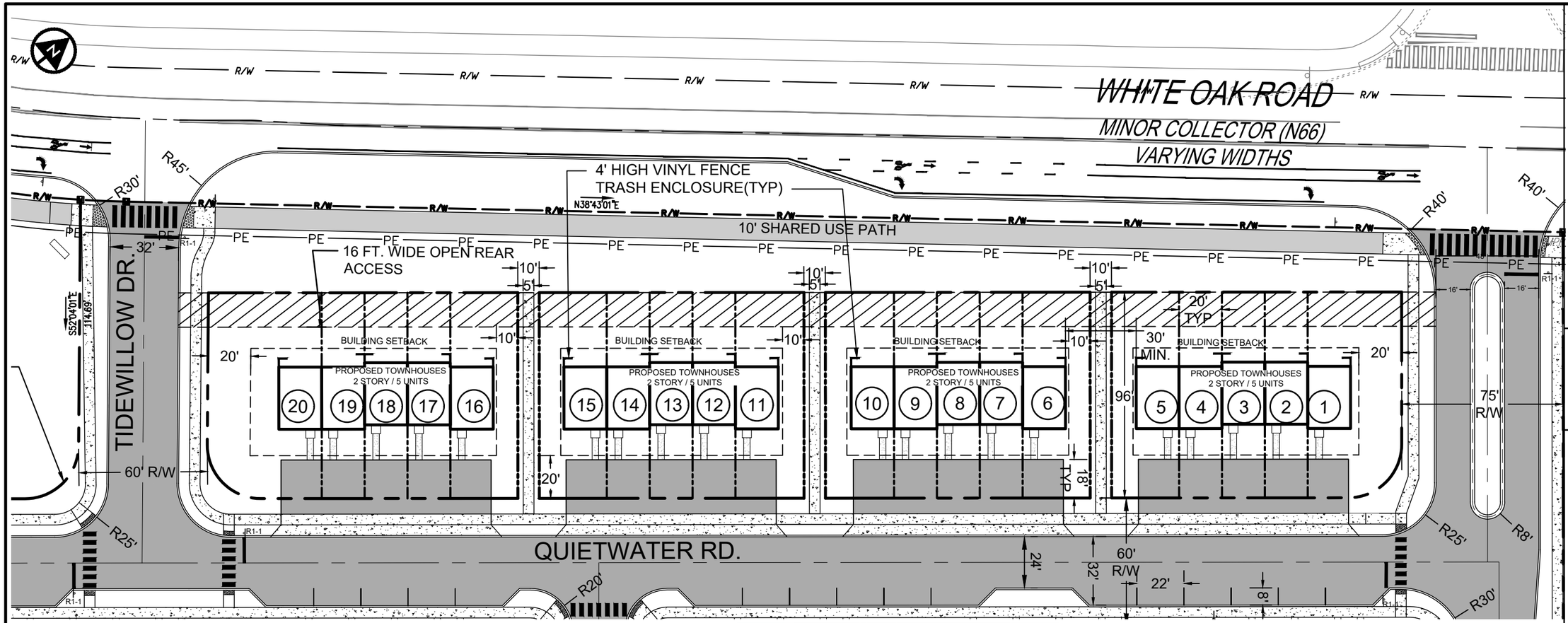
PRELIMINARY SUBDIVISION PLAN SITE PLAN

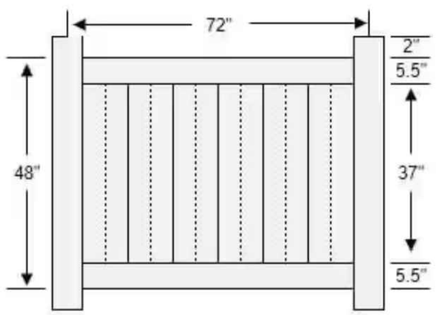
DATE APRIL 30, 2026

SCALE 1" = 60'

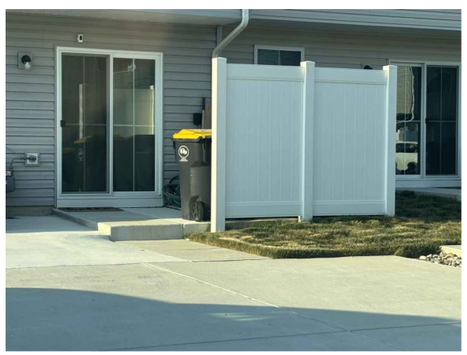
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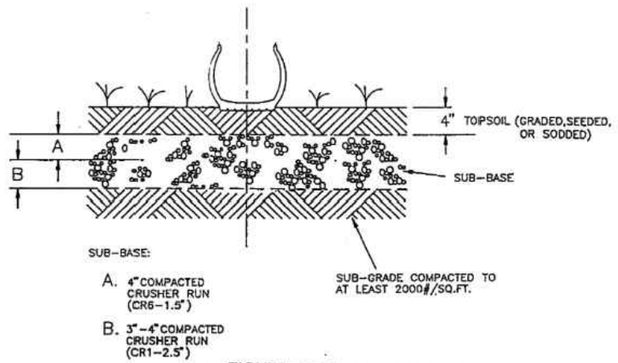
DETAIL: 4' HIGH VINYL TRASH ENCLOSURE
SCALE: NONE



NOTE: SHOWN FOR BASIS OF DESIGN (6' FENCE SHOWN)



NOTE: 4' FENCE TO UTILIZED



DETAIL: OPEN REAR ACCESS SECTION
SCALE: NONE

0 25' 50'
DRAWING SCALE

verdantas
5400 LIMESTONE ROAD
WILMINGTON, DE 19808
TEL. 302-239-6634

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
MC	MC	KJT	34677

CITY OF DOVER-KENT COUNTY-DELAWARE

BAY VILLAGE RESIDENTIAL AT WHITE OAK ROAD

PRELIMINARY SUBDIVISION PLAN

LOTS 1-20 EHIXBIT

DATE
JUNE 4, 2026

SCALE
1" = 50'

SHEET
1 OF 139

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140


141



UNIT C
REVERSE
ELEVATION "B"

UNIT B
PER PLAN
ELEVATION "A"

UNIT A
PER PLAN
ELEVATION "C"

1 B-3 3-UNIT BUILDING SET NO: JUN03

SCALE: 1/8" = 1'-0"



UNIT D
REVERSE
ELEVATION "C"

UNIT C
PER PLAN
ELEVATION "B"

UNIT B
PER PLAN
ELEVATION "A"

UNIT A
PER PLAN
ELEVATION "C"

2 B-3 4-UNIT BUILDING SET NO: JUN04

SCALE: 1/8" = 1'-0"



UNIT E
REVERSE
ELEVATION "C"

UNIT D
PER PLAN
ELEVATION "A"

UNIT C
PER PLAN
ELEVATION "B"

UNIT B
PER PLAN
ELEVATION "A"

UNIT A
PER PLAN
ELEVATION "C"

3 B-3 5-UNIT BUILDING SET NO: JUN05

SCALE: 1/8" = 1'-0"



UNIT F
REVERSE
ELEVATION "C"

UNIT E
PER PLAN
ELEVATION "A"

UNIT D
PER PLAN
ELEVATION "B"

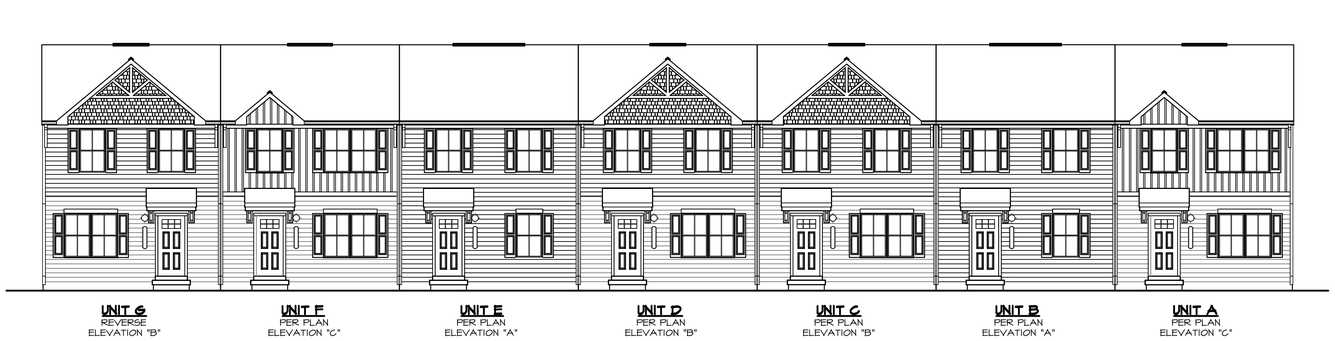
UNIT C
PER PLAN
ELEVATION "B"

UNIT B
PER PLAN
ELEVATION "A"

UNIT A
PER PLAN
ELEVATION "C"

4 B-3 6-UNIT BUILDING SET NO: JUN06

SCALE: 1/8" = 1'-0"



UNIT G
REVERSE
ELEVATION "B"

UNIT F
PER PLAN
ELEVATION "C"

UNIT E
PER PLAN
ELEVATION "A"

UNIT D
PER PLAN
ELEVATION "B"

UNIT C
PER PLAN
ELEVATION "B"

UNIT B
PER PLAN
ELEVATION "A"

UNIT A
PER PLAN
ELEVATION "C"

5 B-3 7-UNIT BUILDING SET NO: JUN07

SCALE: 1/8" = 1'-0"



UNIT H
REVERSE
ELEVATION "B"

UNIT G
PER PLAN
ELEVATION "A"

UNIT F
PER PLAN
ELEVATION "C"

UNIT E
PER PLAN
ELEVATION "A"

UNIT D
PER PLAN
ELEVATION "B"

UNIT C
PER PLAN
ELEVATION "B"

UNIT B
PER PLAN
ELEVATION "A"

UNIT A
PER PLAN
ELEVATION "C"

6 B-3 8-UNIT BUILDING SET NO: JUN08

SCALE: 1/8" = 1'-0"

STANDARD BUILDING CONFIGURATION

REV. NO.	DATE	REMARKS

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NVR
NVR, Inc.
5285 Westview Drive, Suite 100
Frederick, MD 21703

SHEET NO. B-3

MODEL JUNIPER

DRAWING TITLE ELEVATIONS 3,4,5,6,7,8-UNIT BUILDINGS

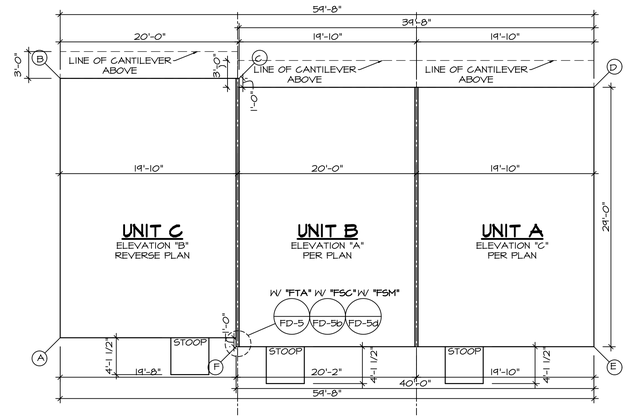
OPTION DESCRIPTION
MAIN LEVEL ENTRY W/ BASEMENT
MAIN LEVEL ENTRY W/ SLAB
NO INTEGRAL GARRAGE

OPTION
FTA
FTS
GIZ

SET NO. ----
VERSION 01
RELEASE NO. ----
DRAWN BY HT
DATE 05/13/21

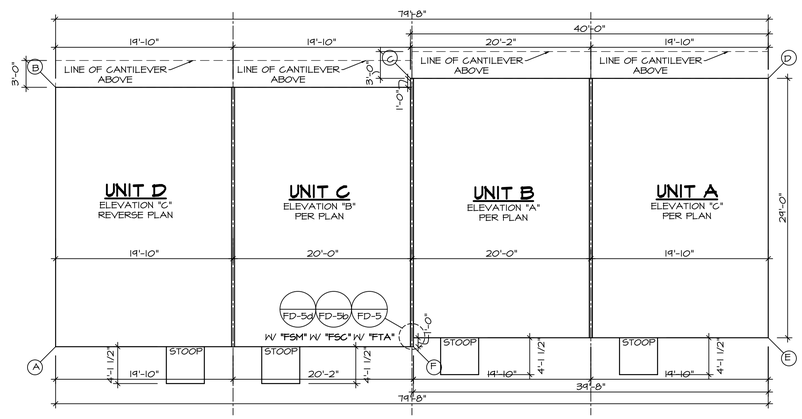
502

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3-UNIT DIAGONALS

	SIDING SIDES
AC	35'-2 3/4"
AD	65'-10 15/16"
BF	35'-10 7/16"
BE	66'-9 7/16"



4-UNIT DIAGONALS

	SIDING SIDES
AC	49'-8 13/16"
AD	85'-1 9/16"
BF	49'-4 7/8"
BE	84'-5 5/16"

1 B-3 **3-UNIT BUILDING** SET NO: JUN03

SCALE: 1/8" = 1'-0"

2 B-3 **4-UNIT BUILDING** SET NO: JUN04

SCALE: 1/8" = 1'-0"

5-UNIT DIAGONALS

	SIDING SIDES
AC	49'-8 13/16"
AD	85'-5 1/4"
AE	103'-9 5/8"
BH	49'-4 7/8"
BG	84'-9 3/8"
BF	103'-9 5/8"

6-UNIT DIAGONALS

	SIDING SIDES
AC	49'-4 7/8"
AD	84'-9 3/8"
AE	123'-1 9/16"
BH	49'-8 13/16"
BG	85'-5 1/4"
BF	123'-1 9/16"

3 B-3 **5-UNIT BUILDING** SET NO: JUN05

SCALE: 1/8" = 1'-0"

4 B-3 **6-UNIT BUILDING** SET NO: JUN06

SCALE: 1/8" = 1'-0"

7-UNIT DIAGONALS

	SIDING SIDES
AC	35'-10 7/16"
AD	67'-1"
AE	104'-1"
AF	142'-10 1/4"
BK	35'-2 3/4"
BJ	66'-4 1/16"
BH	104'-1 7/16"
BG	142'-5 3/8"

5 B-3 **7-UNIT BUILDING** SET NO: JUN07

SCALE: 1/8" = 1'-0"

STANDARD BUILDING CONFIGURATION

NOTES:

1. REFER TO UNIT FOUNDATION DRAWING FOR ADDITIONAL FOUNDATION DIMENSIONS AND DETAILS.
2. REFER TO STANDARD DETAIL FA-1 FOR PARTYWALL DETAILS

Item 3.

REMARKS | REV. NO. | DATE

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NVR
NVR, Inc.
5285 Westview Drive, Suite 100
Frederick, MD 21703

SET NO. ----
VERSION 01
RELEASE NO. ----
DRAWN BY HT
DATE: 05/13/21
OPTION

MODEL JUNIPER
DRAWING TITLE
BUILDING CONFIGURATION
3, 4, 5, 6-UNIT BUILDING
OPTION DESCRIPTION

SHEET NO. B-3

506

N:\NVR\Solves\JUNIPER_JUN00_01_14376\Sheets\Building\B-3_UNIT_STRF.dwg 01/07/26 - 6:55 am

SB-26-02 Bay Village Residential Planned Neighborhood Design: Subdivision Plan

Public Comments:Sset 1 Received through June 5, 2026 12 noon

1. Email from Kathy Wright received 5/27/2026 at 7:42am regarding rear emergency access

From: Kathy home
To: Savage-Purnell, Maretta; Melson-Williams, Dawn
Subject: EXTERNAL: comments on Application SB-26-02 Bay Village Residential Planned Neighborhood Design
Date: Wednesday, May 27, 2026 7:42:51 AM

You don't often get email from kathyud99@aol.com. Learn why this is important

WARNING: 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.

I am a homeowner in Dover and I live within 1.5 miles of the proposed SB-26-02 Bay Village Residential Planned Neighborhood Design.

I would like to express my opposition to the waiver request for the "emergency rear access." Given the quantity of residents (not including guests), the potential for loss of life in a situation where the primary entrance is blocked is too great to provide a waiver on this safety measure.

The emergency rear access is not simply for convenience - it's a life saving measure. It's a standard of neighborhood designs and should not be considered an afterthought or optional. It was also noted in the design that there is a floodplain in the neighborhood so if there is a flood event, it's even more important to have emergency access to the area.

Please stand up for the City code and enforce the requirement of an emergency rear access - someone's life may depend on it.

Kathy Wright

PETITION TO AMEND TEXT of *Zoning Ordinance*
Applicant Development Advisory Committee Meeting of June 3, 2026
Report to the Dover Planning Commission for June 15, 2026

Proposed Changes: Text Amendments to the following:

- *Dover Code of Ordinances,* Appendix B: Zoning *(Zoning Ordinance)*
  - Article 3 – District Regulations, Section 19 – Manufacturing Zone (M)
  - Article 3 – District Regulations, Section 20 – Industrial Park Manufacturing Zone (IPM)
  - Article 3 – District Regulations, Section 20A – Industrial park manufacturing zone- Business and Technology Center (IPM2)
  - Article 3 – District Regulations, Section 20B – Industrial park manufacturing zone- Industrial aviation and aeronautics center (IPM3),
  - Article 12 – Definitions regarding Clean Hydrogen

Summary of Amendments:

This is a series of text amendments to the *Zoning Ordinance* pertaining to clean hydrogen production facilities by amending the *Dover Code of Ordinances*, Appendix B - Zoning by adding a definition for "clean hydrogen" in Article 12 and by amending Article 3, Sections 19, 20, 20A and 20B to allow clean hydrogen production facilities to operate as permitted uses in certain zones and adding supplementary regulations by which these facilities must abide. The zoning districts for clean hydrogen production facilities include the M (Manufacturing Zone), IPM (Industrial Park Manufacturing Zone), IPM2 (Industrial Park Manufacturing Zone – Business and Technology Center), and IPM3 (Industrial Park Manufacturing Zone – Industrial Aviation and Aeronautics Center). Ordinance #2026-10.

File Number: MI-26-06 Text Amendments: Clean Hydrogen Production Facilities

Ordinance Number: #2026-10

I. BACKGROUND ON DEVELOPMENT OF TEXT AMENDMENTS

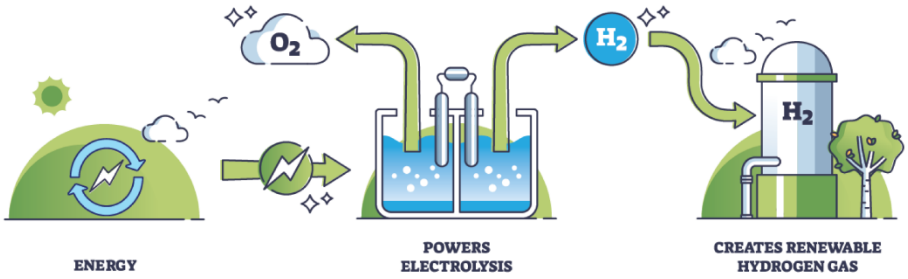
The proposed ordinance amendments to the manufacturing related zones (M, IPM, IPM2, and IPM3) address the City Code revisions needed to allow the manufacturing of clean hydrogen in pursuit of the Mid-Atlantic Clean Hydrogen Hub (MACH2) initiative within the City.

CLEAN HYDROGEN

The recently released 2025 Delaware Climate Action Plan includes strategies related to clean hydrogen production. In particular, regarding clean hydrogen, it is noted that Delaware is exploring the potential uses of hydrogen and that it is the production method of hydrogen fuel that matters. It further states that "only clean hydrogen produced by methods that generate little to no greenhouse gas emissions should be advanced as part of Delaware's strategies to reach net-zero emissions". The following graphic provides further information regarding clean hydrogen.

What is clean hydrogen?

- Produced using low- or zero-emission energy sources, such as renewable electricity from wind, solar or nuclear
  - Defined as 0.45 kilogram (kg) carbon dioxide equivalent (CO2e) or less per kg of hydrogen produced compared to fossil fuels based energy which emits ~53 kg carbon dioxide/MMBtu
- A sustainable feedstock and energy carrier solution to significantly reduce industrial carbon emissions



1 metric tonne of clean hydrogen can displace up to 6.5 metric tonnes of CO_2 emissions

SAFETY

Today, more than 100M metric tons of hydrogen are manufactured throughout the world as a clean energy source. Electrolytic hydrogen is a clean manufacturing process with essentially no waste materials in production. There is NO toxic smoke, soot, or secondary combustion products. Hydrogen is fourteen (14) times lighter than air and readily disperses thus reducing accumulation risks. Although hydrogen has a similar safety profile to natural gas, there are physical differences between hydrogen and natural gas which require different engineering controls, detection and operating practices which are well established in the United States. In fact, there are 1,600 miles of operating hydrogen pipelines in the American Gulf Coast.

MACH2

MACH2 represents a significant opportunity to position Delaware, and Dover specifically, at the forefront of clean energy innovation and advanced manufacturing. As part of a federally supported network of hydrogen hubs, this initiative connects Delaware with southeastern Pennsylvania and southern New Jersey to strengthen regional competitiveness while accelerating the transition to low-emission energy sources. By leveraging Delaware's established manufacturing base and strategic location, MACH2 enhances energy resilience, reduces environmental impacts, and creates a foundation for long-term, sustainable growth.

STATE OF DELAWARE SUPPORT

The State of Delaware has demonstrated strong, bipartisan support for MACH2 across multiple administrations, recognizing its potential for innovation, economic development, and clean energy production. Delaware actively pursued this designation in partnership with the Delaware Prosperity Partnership, with support from the Governor's Office and federal delegation, including funding for feasibility studies and targeted marketing. Securing a role in MACH2 against strong regional competition was a major achievement and the current Meyer administration continues to advance the effort through cabinet-level leadership and over $1M in direct support for early-stage

implementation. This sustained commitment underscores the importance of enabling projects at the local level.

CITY OF DOVER ECONOMY

Due to its central location in Delaware, the City of Dover has the opportunity to be the first Clean Hydrogen Manufacturing site in the State and the region. This delivers substantial economic and community benefits while supporting safe, modern industrial development. The project will generate significant private investment, create hundreds of construction jobs, and establish new permanent skilled positions (approximately thirty-five), while also attracting related industries to the area. Updating City Code to allow hydrogen and oxygen production will enable the deployment of advanced, proven technologies that operate with minimal emissions and strong safety controls. Taking this step positions Dover to capture immediate economic benefits while establishing itself as a leader in the emerging clean energy economy.

PROPOSED ORDINANCE #2026-10

The proposed ordinance adds clean hydrogen production facilities into the manufacturing and industrial zoning districts (zones) and defines them. It is noted that other zoning districts such as the Airport Environs Overlay Zone (Article 3, Section 22) and the Source Water Protection Overlay Zone (Article 3, Section 29) may also determine the compatibility of the clean hydrogen production facilities and the location of such facilities. The development and construction of clean hydrogen production facilities will be subject to other provisions of the *Zoning Ordinance*, State regulations, adopted Building Codes as well as Fire Codes for plan and permit review.

II. TEXT AMENDMENT REVIEW PROCESS

As part of the process of developing the proposed ordinance amendments, review was performed by the City Solicitor in addition to City staff. The formal review process for Text Amendments to the *Zoning Ordinance* is outlined in the City of *Dover Code of Ordinances*, Appendix B – Zoning, Article 10, Section 5. Amendments. Because these are Text Amendments proposed to the *Zoning Ordinance,* a Public Hearing and Recommendation by the Planning Commission is required. This review process began when the proposed Ordinance was presented as a Draft Ordinance to the Council Committee of the Whole – Legislative, Finance, and Administration Committee. It was then forwarded from the Committee and submitted to the City Council for First Reading on May 11, 2026. The City Council has referred the Ordinance #2026-10 to the Planning Commission for a Public Hearing and consideration on June 15, 2026. Then it is scheduled for Final Reading, Public Hearing and Final Action by Council on July 13, 2026. At the meeting the City Council may act to adopt the whole Ordinances, to reject it, or to adopt the Ordinances with amendments. Legal Advertisements were published in the Daily State News on May 29, 2026 and June 5, 2026 giving notice and participation information for the Public Hearings as scheduled.

III. RECOMMENDATION OF PLANNING STAFF:

Review and Recommendations:

As part of the process outlined in *Zoning Ordinance*, Article 10 Section 5, the City Planner must evaluate the following factors when preparing a report on the text amendment request:

> Article 10 § 5.22 *City planner report.* For each proposed zoning text amendment, the city planner shall issue a report to the planning commission and city council, including comments from other reviewing agencies, that evaluates the following factors:

(A) Whether such change is consistent with the aims and principles embodied in the ordinance as to the particular zones concerned; and;

(B) Whether proposed amendment is consistent with the aims of the comprehensive plan of the city.

The City of Dover developed the subject Ordinances in response to the State and regional efforts related to the clean hydrogen industry and the MACH2 program as described above. In developing the Ordinances, the principles and aims of the *Zoning Ordinance* and the *2019 Comprehensive Plan* were considered.

The *2019 Comprehensive Plan* includes Chapter 10: Economic Development Plan which discusses industrial areas in the City (pages 10-4 to 10-7) and the planning for the City's Economic Future. The following are some of the related goals of this Chapter (pages 10-22 to 10-26):

Goal 1: Attract and Retain High-paying Quality Jobs by Targeting Business Sectors that are Best Suited for Dover and Kent County

Successful economic development requires understanding the economic environment, determining opportunities and targets, developing a sound marketing and promotional strategy, and establishing the mechanisms necessary for business retention and recruitment.

Goal 4: Ensure that Land Development, Zoning, Infrastructure and Other Development Requirements Encourage the Economic Development and Uses Desired

Sound economic development and redevelopment is a balance between business opportunities and those regulations and processes designed to promote safe, well-designed, well-planned communities. The intent is to strike that balance between the proper exercise of public policy and a sustainable and viable economy.

Recommendation 10: Review and Modify Regulations to ensure that Desired Uses Are Encouraged

- Be flexible with contemporary zoning provisions that are responsive to emerging technologies and emerging business opportunities and activities, especially in the health care, arts and entertainment, and tourism sectors.
- Implement appropriate zoning and other provisions that support development and expansion of targeted businesses, ensure the appropriateness of uses within respective zones, promote sustainability, encourage balanced growth, promote small businesses and startups, and ensure responsiveness to emerging economic and societal trends.
- Update provisions addressing the growing variety and complexity of home occupations and accessory business activities in residential areas as the line defining traditional work evolves.
- Actively pursue development of ordinances, policies and strategies to address blight, vacancy, abandonment, environmental contamination, and underutilization of business sites and facilities throughout the City.

Goal 5: Actively market the Garrison Oak Business and Technology Center (GOBTC)

Garrison Oak Business and Technology Center (GOBTC) is a City-developed business-ready facility in the City well-suited for larger and technology focused enterprises to help balance the City's options for economic development and job creation. Capitalize on the GOBTC's broad appeal to a larger universe of potential business activities consistent with the original intent of the facility and with the IPM2 zoning district.

The *2019 Comprehensive Plan*, Chapter 12: Land Development Plan discusses goals for various land use types (Land Use Categories). Relative to the proposed Ordinance, the following sections apply. In relation to Industrial Land Uses, they are discussed in the Employment Centers segment (page 12-16 to 12-18).

In relation to Employment Centers, the Plan includes the following goal and policies (page 12-17):

Goal: Employment Centers

Create a more vibrant, growing economy with a broader range of job opportunities through collaborative efforts to market the region, identify potential targets, and respond to opportunities to foster an increase in office and industrial development in appropriate and designated areas.

Policies: Employment Centers

1. Protect existing industrial, office park and manufacturing establishments from encroachment by incompatible land uses which could result in nuisance complaints, hazardous situations, and human conflict.
2. Provide sufficient land area for industrial purposes to enable the expansion of existing industries, the establishments of new facilities, and revitalization of underutilized older industrial sites.
3. Provide for a variety of office park and industrial development opportunities through the designation of areas for small, medium and large establishments within planned industrial parks.
4. Promote alternative modes of accessibility including pedestrian and bicycle facilities, bus shelters and transit stops, and provide incentives for car and van pooling of employees.
5. Create flexible and contemporary industrial zoning provisions that reflect emerging trends in uses, facilities, and business opportunities to meet future needs.

The Planning Office finds that the proposed Ordinances are consistent with the aims and principles of the *Zoning Ordinance* and the zones specifically addressed, as well as with the goals and policies of the *2019 Comprehensive Plan*.

Additionally, the following advisory items are noted.

1) The Planning Office provided an opportunity for the Development Advisory Committee (DAC) members to comment on the proposed Text Amendments at their meetings on

May 27, 2026 and June 3, 2026. Several Departments/Agencies which participate in the DAC process provide comments of "no objection" with regard to the proposed Text Amendments. It is noted that some of these Departments participated in the research into the development of the proposed ordinances.

2) The Proposed Ordinance is also subject to Legal Review by the City Solicitor, which may identify additional clarifications or corrections.

3) The approval of these Text Amendments does not authorize the establishment of the regulated uses at any specific location. Prior to the establishment of a use, the appropriate applications for site development activity plan review, Building Permits, and other construction activity Permits, Business and Occupancy Licensing, etc. of the City of Dover are required.

V. PLANNING COMMISSION REVIEW FOR RECOMMENDATION

This is a request for a zoning text amendment which revises the text in the *Zoning Ordinance*. The Planning Commission as part of their public hearing and review process will provide a recommendation on the zoning text amendment request to City Council. As part of the process outlined in *Zoning Ordinance*, Article 10 Section 5, the Planning Commission must evaluate the following factors when considering the request:

> Article 10 § 5.23 *Report of the planning commission.* Regarding each proposed amendment to the ordinance text, the planning commission shall provide a report to the city council stating a recommended action with regards to the proposed amendment, along with the commission's evaluation of the following factors:
>
> (A) Whether such change is consistent with the aims and principles embodied in the ordinance as to the particular zones concerned; and
>
> (B) Whether such proposed amendment is consistent with the aims of the comprehensive plan of the city.

A Recommendation Report from the Planning Commission will be forwarded to the City Council for their consideration of the Text Amendment Application.

Attachments:

- Development Advisory Committee Comments
- Proposed Ordinance #2026-10

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

STAFF D.A.C. MEETING DATE: MAY 27, 2026

APPLICATION: **Text Amendments: Clean Hydrogen Production Facilities**

FILE #: **MI-26-06**

REVIEWING AGENCY: **City of Dover Department of Public Works and Water & Wastewater**

CONTACT PERSON: **Jason A. Lyon, P.E., Director of Water & Wastewater / Engineering Services**

CONTACT PHONE #: **302-736-7025**

CONTACT EMAIL: **jlyon@dover.de.us**

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:

CITY AND STATE CODE REQUIREMENTS

SANITATION / STREETS / STORMWATER / WATER / WASTEWATER / GENERAL

1. Our office has no objections to the proposed text amendments

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES

SANITATION / GENERAL

1. None.

WATER

1. The owner / developer is responsible for all costs associated with all water infrastructure upgrades or extensions required to provide adequate fire and domestic service and capacity in relation to the project proposed.

WASTEWATER

1. The owner / developer is responsible for all costs associated with all wastewater infrastructure upgrades or extensions required to provide adequate service and capacity in relation to the project proposed.

STREETS / STORMWATER

1. The owner / developer is responsible for all costs associated with all street and stormwater infrastructure upgrades or extensions required to provide adequate service and capacity in relation to the project proposed.

ADVISORY COMMENTS TO THE APPLICANT

SANITATION / STREETS / STORMWATER / WATER / WASTEWATER / GENERAL

1. None

IF YOU HAVE ANY QUESTIONS OR NEED TO DISCUSS ANY OF THE ABOVE COMMENTS, PLEASE CALL THE ABOVE CONTACT PERSON AND THE PLANNING DEPARTMENT AS SOON AS POSSIBLE.

CITY OF DOVER ELECTRIC

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

STAFF D.A.C. MEETING DATE: MAY 27, 2026

APPLICATION:	**Text Amendments: Clean Hydrogen Production Facility**
FILE #:	**MI-26-06**
REVIEWING AGENCY:	**City of Dover Electric Department**
CONTACT PERSON:	**Shawn Burgett, Engineering Services & System Ops Superintendent**
CONTACT PHONE #:	**302-674-7568**
CONTACT EMAIL #:	**sburgett@dover.de.us**

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:

CITY AND STATE CODE REQUIREMENTS

ELECTRIC

1. The Electric Department has reviewed the proposed text amendment regarding Clean Hydrogen Production Facilities. At this time, the Electric Department has no specific objections to the proposed amendment; however, any future clean hydrogen production facility may require coordination with the City of Dover Electric Department regarding electrical load requirements, service availability, infrastructure impacts, and system capacity. The owner/developer may be responsible for any costs associated with required electric system upgrades, extensions, or infrastructure improvements necessary to support the proposed facility.

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES

1. None

ADVISORY COMMENTS TO THE APPLICANT

1. Future development proposals involving clean hydrogen production facilities may require detailed electrical load evaluations and coordination with the City of Dover Electric Department during site planning and engineering review.

IF YOU HAVE ANY QUESTIONS OR NEED TO DISCUSS ANY OF THE ABOVE COMMENTS, PLEASE CALL THE ABOVE CONTACT PERSON AND THE PLANNING DEPARTMENT AS SOON AS POSSIBLE.

MI-26-06

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

D.A.C. MEETING DATE: 05/27/26

CITY OF DOVER FIRE MARSHAL

APPLICATION: Text Amendments Clean Hydrogen Production Facilities

FILE #: MI-26-06 REVIEWING AGENCY: City of Dover, Office of the Fire Marshal

CONTACT PERSON: Jason Osika, Fire Marshal PHONE #: (302) 736-4457
josika@dover.de.us

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 ADDRESS BY THE APPLICANT:

CITY AND STATE CODE REQUIREMENTS:

1. Proposal is a text amendment for zoning for clean hydrogen production facilities. This office has no objections.

ADDITIONAL / SPECIFIC REQUIREMENTS TO OBTAIN APPROVAL:

1. NFPA 2, hydrogen technologies code, 2023 edition has been adopted by the Delaware State Fire Prevention Regulations

APPLICABLE CODES LISTED BELOW (NOT LIMITED TO):
2021 NFPA 1 Fire Code (NFPA; National Fire Protection Association)
2021 NFPA 101 Life Safety Code (NFPA; National Fire Protection Association)
2019 NFPA 72 National Fire Alarm and Signaling Code (NFPA; National Fire Protection Association)
2019 NFPA 13 Installation of Sprinkler Systems (NFPA; National Fire Protection Association)
2009 IBC (International Building Code)
Latest editions of all other NFPA Codes as defined by the Delaware State Fire Prevention Regulations
2021 Delaware State Fire Prevention Regulations
City of Dover Code of Ordinances

***If you have any questions or need to discuss any of the above comments, please call the above contact person listed.**

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

CITY OF DOVER
DEVELOPMENT ADVISORY COMMITTEE
APPLICATION REVIEW COMMENTARY
JUNE 2026

APPLICATION: Text Amendment: Clean Hydrogen Production Facilities

FILE #: MI-26-06

REVIEWING AGENCY: Kent Conservation District

CONTACT PERSON: Cullen Baker

PHONE: (302) 608 – 5370

EMAIL: stormwater@kentcd.org

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

CITY AND STATE CODE REQUIREMENTS:

Kent Conservation District has no objection to a text amendment to the Zoning Ordinances regarding "clean hydrogen".

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

ADVISORY BRIEF

D.A.C. MEETING DATE: 6/3/2026

Dover/Kent County Metropolitan Planning Organization

MI-26-06 Text Amendments: Clean Hydrogen Production Facilities

FILE # MI-26-06 REVIEWING AGENCY: Dover/Kent County MPO

CONTACT PERSON: Malcolm Jacob PHONE #: (302) 387-6030

Attached, please find comments submitted by Dover Kent MPO for each of the current City of Dover Development Advisory Committee (DAC) applications. These comments are a part of the MPO's ongoing goals of promoting transportation safety and connectivity within the region. They are submitted in accordance with the support given by the MPO Council on November 6, 2024.

Issues of concern to the MPO are effective transit, reducing the amount of vehicle emissions by shortening or eliminating trips, and facilities for alternative modes of transportation, including bicycle and pedestrian access. The MPO considers the bicycle facilities required by the City of Dover to be the standard for all applications, not to be waived.

City of Dover Planning Commission
Text Amendment Review

MI-26-06 Text Amendments: Clean Hydrogen Production Facilities

Dover Kent MPO does not have any specific comments on the proposed text amendment. If the amendment is implemented, the MPO will be able to provide comments on individual site plans regarding clean hydrogen facilities as they are reviewed by the Development Advisory Committee. Such facilities are likely to have a variety of transportation impacts, including the transporting of supplies and the need to park and stage vehicles on the property.

If you have any questions or need to discuss any of the above comments, please call the above contact person and the Planning Department as soon as possible.

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

City of Dover

Proposed CITY OF DOVER ORDINANCE #2026 – 10

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF DOVER, IN COUNCIL MET:

That Appendix B – Zoning, Article 3 - District Regulations, Section 19 – Manufacturing zone (M) be amended by inserting the text indicated in **bold, blue font** as follows:

Section 19 – Manufacturing zone (M).

19.1 *Uses permitted*. No building or premises shall be used, and no building or part of a building shall be erected, which is arranged, intended, or designed to be used, in whole or in part, for any purpose, except the following, and in accordance with performance standards procedure as set forth in article 5, section 8 and subject to the site development plan approval as set forth in article 10, section 2:

19.191 **Accessory** Uses:

(a) On-site offices, clinics, food service facilities, recreation facilities and child day care services collocated within the permitted use and limited to exclusive use by employees, and such other accessory uses and structures clearly incidental to, and customary to and associated with the permitted use.

(b) The following uses may be permitted as conditional uses if approved by the planning commission in accordance with the provisions and procedures set forth in article 10, section 1 and any specified requirements set forth below:

(1) Associated retail uses in conjunction with and accessory to a permitted use, provided that the associated retail uses do not occupy more than 30 percent of the gross floor area of the building or group of buildings on a lot. Parking shall be provided at a rate of one parking space per 300 square feet of retail space for the exclusive use of retail customers in addition to the bulk parking requirements of this zoning district for a particular use.

(2) Outside storage which is incidental to the primary uses on the lot, within a completely enclosed and secure area appropriately screened from public view and not in any required setback from property lines.

19.192 Clean hydrogen production facilities for the production of clean hydrogen, as defined in article 12, shall be permitted, subject to compliance with article 5, section 8 (performance standards) and all applicable zoning and environmental regulations.

19.2 *Uses prohibited.* The following uses are specifically prohibited:

19.22 Manufacturing uses involving primary production of the following products from raw materials: asphalt, cement, charcoal, and fuel briquettes; chemicals: aniline dyes, ammonia, carbide, caustic soda, cellulose, chlorine, carbon black and bone black, creosote, hydrogen and oxygen **(except as expressly permitted under section 19.192 relating to clean hydrogen production facilities)**, industrial alcohol, nitrates (manufactured and natural) of an explosive nature, potash, plastic materials and synthetic resins, pyroxylin, rayon yarn, and hydrochloric, nitric, phosphoric, picric, and sulphuric acids; coal, coke and tar products, including gas manufacturing; explosives; fertilizers; gelatin, glue and size (animal); linoleum and oil cloth; matches; paint, varnishes and turpentine; rubber (natural and synthetic); soaps, including fat rendering; [and] starch.

BE IT FURTHER ORDAINED:

That Appendix B – Zoning, Article 3 - District Regulations, Section 20 – Industrial park manufacturing zone (IPM) be amended by inserting the text indicated in **bold, blue font** as follows:

Section 20 – Industrial park manufacturing zone (IPM).

20.1 *Uses permitted.* No building or premises shall be used and no building or part of a building shall be erected, which is arranged, intended or designed to be used, in whole or in part, for any purpose, except the following, and in accordance with performance standards procedure as set forth in article 5, section 8, and subject to site development plan approval as set forth in article 10, section 2:

20.191 Marijuana cultivation facilities, marijuana manufacturing facilities, and marijuana testing facilities, subject to the requirements outlined in article 5, section 24.

20.192 Clean hydrogen production facilities for the production of clean hydrogen, as defined in article 12, shall be permitted, subject to compliance with article 5, section 8 (performance standards) and all applicable zoning and environmental regulations.

20.2 *Uses prohibited.* The following uses are specifically prohibited:

20.22 Manufacturing uses involving primary production of the following products from raw materials: asphalt, cement, charcoal, and fuel briquettes; chemicals: aniline dyes, ammonia, carbide, caustic soda, cellulose, chlorine, and carbon black and bone black, creosote, hydrogen and oxygen **(except as expressly permitted under section 20.192 relating to clean hydrogen production facilities)**, industrial alcohol, nitrates (manufactured and natural) of an explosive nature, potash, plastic materials, and synthetic resins, pyroxylin, rayon yarn, and hydrochloric, nitric, phosphoric, picric, and sulphuric acids: coal, coke, and tar products, including gas manufacturing; explosives; fertilizers; glue, and size (animal); linoleum and oil cloth; matches; paint, varnishes, and turpentine; rubber (natural or synthetic); [and] soaps, including fat rendering.

BE IT FURTHER ORDAINED:

That Appendix B – Zoning, Article 3 - District Regulations, Section 20A – Industrial park manufacturing zone - Business and technology center (IPM2) be amended by inserting the text indicated in **bold, blue font** as follows:

Section 20A – Industrial park manufacturing zone- Business and Technology Center (IPM2).

20A.1 *Uses permitted*. No building or premises shall be used and no building or part of a building shall be erected, which is arranged, intended or designed to be used, in whole or in part, for any purpose, except the following, and in accordance with performance standards procedure as set forth in article 5, section 8, and subject to site development plan approval as set forth in article 10, section 2:

20A.191 Indoor recreation and amusement establishments.

20A.192 Clean hydrogen production facilities for the production of clean hydrogen, as defined in article 12, shall be permitted, subject to compliance with article 5, section 8 (performance standards) and all applicable zoning and environmental regulations.

20A.3 *Uses prohibited.* The following uses are specifically prohibited:

20A.32 Manufacturing uses involving primary production of the following products from raw materials: Asphalt, cement, charcoal, and fuel briquettes; chemicals: aniline dyes, ammonia, carbide, caustic soda, cellulose, chlorine, and carbon black and bone black, creosote, hydrogen and oxygen **(except as expressly permitted under section 20A.192 relating to clean hydrogen production facilities)**, industrial alcohol, nitrates (manufactured and natural) of an explosive nature, potash, and synthetic resins, pyroxylin, rayon yarn, and hydrochloric, nitric, phosphoric, picric, and sulphuric acids; coal, coke, and tar products, including gas manufacturing; explosives, fertilizers, glue, and size (animal); linoleum and oil cloth; matches; paint, varnishes, and turpentine; rubber (natural or synthetic); and soaps, including fat rendering.

BE IT FURTHER ORDAINED:

That Appendix B – Zoning, Article 3 - District Regulations, Section 20B – Industrial park manufacturing zone - Industrial aviation and aeronautics center (IPM3) be amended by inserting the text indicated in **bold, blue font** as follows:

Section 20B – Industrial park manufacturing zone- Industrial aviation and aeronautics center (IPM3).

20B.1 *Uses permitted*. In an IPMC3 zone, no building or premises shall be used and no building or part of a building shall be erected, which is arranged, intended or designed to be used, in whole or in part, for any purpose, except the following, and in accordance with performance standards

procedure as set forth in article 5, sections 8.2 and 8.6, and subject to site development plan approval as set forth in article 10, section 2:

20B.17 Clean hydrogen production facilities for the production of clean hydrogen, as defined in article 12, shall be permitted, subject to compliance with article 5, section 8 (performance standards) and all applicable zoning and environmental regulations.

20B.3 *Uses prohibited.* The following uses are specifically prohibited:

20B.32 Manufacturing uses involving primary production of the following products from raw materials: Asphalt, cement, charcoal, and fuel briquettes; chemicals: aniline dyes, ammonia, carbide, caustic soda, cellulose, chlorine, and carbon black and bone black, creosote, hydrogen and oxygen **(except as expressly permitted under section 20B.17 relating to clean hydrogen production facilities)**, industrial alcohol, nitrates (manufactured and natural) of an explosive nature, potash, and synthetic resins, pyroxylin, rayon yarn, and hydrochloric, nitric, phosphoric, picric, and sulphuric acids; coal, coke, and tar products, including gas manufacturing; explosives, fertilizers, glue, and size (animal); linoleum and oil cloth; matches; paint, varnishes, and turpentine; rubber (natural or synthetic); and soaps, including fat rendering.

BE IT FURTHER ORDAINED:

That Appendix B – Zoning, Article 12 – Definitions, be amended to read as follows:

Clean hydrogen: **Hydrogen gas produced on-site, generating oxygen as a byproduct, through processes that do not involve the direct combustion or use of fossil fuels.**

ADOPTED:

SYNOPSIS

This ordinance amends Appendix B – Zoning of the Dover Code of Ordinances by adding a definition for "clean hydrogen" in Article 12 and amends Article 3 Sections 19, 20, 20A and 20B to allow clean hydrogen production facilities to operate as permitted uses in certain zones and adding supplementary regulations by which these facilities must abide. The zoning districts for clean hydrogen production facilities include the M (Manufacturing Zone), IPM (Industrial Park Manufacturing Zone), IPM2 (Industrial Park Manufacturing Zone – Business and Technology Center), and IPM3 (Industrial Park Manufacturing Zone – Industrial Aviation and Aeronautics Center).

(SPONSORS: ANDERSON and Neil; and DUCA

Action History

04/28/2026 Introduction – Council Committee of the Whole/Legislative, Finance, and Administration Committee

05/11/2026 First Reading and Referral at City Council Meeting

06/15/2026 Scheduled for Public Hearing and Review for Recommendation by Planning Commission

07/13/2026 Scheduled for Public Hearing and Final Action at City Council