

**CITY OF DOVER, DELAWARE
PLANNING COMMISSION
Monday, December 18, 2023 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 December 18, 2023 will be held as an In-Person Meeting at City Hall in City Council Chambers. The public is welcome to attend in person. The Meeting will also be provided as a Virtual Meeting using WebEx, an audio/visual conferencing system as an electronic means of communication. See participation information below to join by phone or computer.

**PUBLIC PARTICIPATION INFORMATION
City of Dover Planning Commission Meeting of December 18, 2023**

Dial by Phone: 1-650-479-3208

Access code: 253 636 59542 (Password: 3683772)

Join Online: <https://bit.ly/PCMeeting12182023>

Webinar Number: 2536 365 9542

Event 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 Minutes of November 20, 2023

COMMUNICATIONS & REPORTS

Meeting Reminder: The next Planning Commission regular meeting date is scheduled for Tuesday, January 16, 2024 at 7:00 PM.

Update on City Council Actions

Department of Planning & Inspections Updates

Education and Training Opportunities

2. The following courses are offered by the University of Delaware's Institute for Public Administration. Contact the Planning Office for registration.
 - *Advanced Land Use Law* - Wednesday, December 20, 2023, 10:00AM to Noon via Zoom.
 - *Planning 101: Planning Your Community's Future* - Wednesday, January 17, 2024, 9:00AM to Noon at Kent County Levy Court, 555 S. Bay Road, Dover.
 - *Introduction to Land-Use Law* - Wednesday, February 7, 2024, 10:00AM to Noon via Zoom.

SPECIAL RECOGNITION

3. Resolution for the Service of Mr. Robert D. Hartman on the Planning Commission.

OPENING REMARKS CONCERNING MEETING PROCEDURES FOR APPLICATIONS

OLD BUSINESS

Request Extension of Planning Commission Approval

4. C-21-08 Royal Farms at 1205 McKee Road - Request for One-year Extension of Planning Commission approval granted on December 20, 2021 for a Conditional Use Site Plan and associated Minor Subdivision Plan Application for construction of a 5,154 SF Retail Store (Convenience Store) and associated fuel pumps. The Application includes associated site improvements and a 1,248 SF Accessory building to serve as a drive-through Car Wash. The property is currently zoned C-2A (Limited Central Commercial Zone) and is subject to COZ-1 (Corridor Overlay Zone). The proposed Lot 1 is 2.545 +/- acres (110,854 SF) and is the location of the proposed development. The proposed Lot 2 is 0.870 +/- acres (37,897 SF) and is currently not subject to a design proposal. The Site overall currently consists of 3.415 +/- acres (148,751 SF) and is located at the northeast corner of the intersection of McKee Road and College Road. The owner of record is Two Farms Inc. Property Address: 1205 McKee Road. Tax Parcel Number: ED-05-067.00-02-51.00-000. Council District 4.

NEW APPLICATIONS

5. S-23-22 Walker Road Apartments at Guinn property – Public Hearing and Review of a Site Development Application for the construction of two (2) three story, garden style apartment buildings consisting of twenty four (24) units each for a total of 48 units. Also proposed are a clubhouse, parking lot improvements, and three (3) outdoor recreation areas. The property is zoned RM-2 (Medium Density Residence Zone). The subject site consists of one parcel totaling

6.83 acres +/- located on the north side of Walker Road and west of Independence Boulevard. The owner of record is the Arthur Guinn Estate, and the equitable owner is Tyrone Pierre. Property Address: unaddressed parcel on Walker Road. Tax Parcel: ED-05-067.18-01-71.00-000. Council District 4. *For Consideration: Active Recreation Area Plan.*

6. SB-23-03 Revised Stonebrook East Planned Neighborhood Design at McKee Road and W. Denneys Road - Public Hearing and Review of a Revised Subdivision Plan to increase the number of townhouses from 87 to 103 townhouses (increase of 16 townhouse units) and to decrease the number of garden apartment units from 168 to 138 garden apartment units (decrease of 30 units). This development known as Stonebrook East Planned Neighborhood Design (PND) proposes 241 dwelling units, recreational areas, open space, and stormwater management areas. The property is zoned RM-1 (Medium Density Residential Zone) and approved as a PND (Planned Neighborhood Design Option). The site is on the northeast corner of McKee Road and W. Denneys Road. Property Address: intersection of McKee Road and West Denneys Road. Property Owners: Hanae Harmony Properties and Stonebrook East 168 LLC. Tax Parcels: ED-05-057.03-01-01.00-000 to ED-05-057.03-01-92.00-000. Council District 1. *PND - Alternative Design Standards Requests: Townhouse Units – To permit a minimum lot width of 20 feet and reduction of minimum lot area. Garden Apartments - To permit four (4) stories, a 48-foot building height, and an average thirty five (35) dwelling units per building.*
Planning Commission granted conditional approval of a Conditional Use Application C-07-01 for the Conceptual Plan for Stonebrook East Planned Neighborhood Design Development on February 20, 2007. Planning Commission also granted conditional approval for the Preliminary Subdivision Plan SB-07-07 for Stonebrook East PND on November 19, 2007 and Final Record Plan approval was given on September 28, 2010. A previous plan for revision of SB-21-05 Stonebrook East PND was never finalized.

NEW BUSINESS

ADJOURN

Posted Agenda: December 8, 2023

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
NOVEMBER 20, 2023**

The Meeting of the City of Dover Planning Commission was held on Monday, November 20, 2023 at 7:00 PM as an In-Person Meeting and also using the phone/videoconferencing system WebEx. The Meeting Session was conducted with Chair Mrs. Maucher presiding. Members present were Mr. Cooper, Mr. Roach (virtual), Mrs. Denney, Mr. Hartman, Mr. Baldwin, Dr. Jones, Mr. Reaves, Mrs. Welsh, and Mrs. Maucher.

Staff members present were Mrs. Dawn Melson-Williams, Ms. Katherine Oehmke, Mr. Jason Lyon (virtual), and Mrs. Kristen Mullaney.

APPROVAL OF AGENDA

Mrs. Welsh moved to approve the Agenda as submitted, seconded by Dr. Jones and the motion was carried 9-0.

APPROVAL OF MEETING MINUTES OF OCTOBER 16, 2023

Mrs. Denney moved to approve the Planning Commission Meeting Minutes of October 16, 2023, seconded by Mrs. Welsh and the motion was unanimously carried 9-0.

COMMUNICATIONS & REPORTS

Mrs. Melson-Williams stated that the next Planning Commission regular meeting is scheduled for Monday, December 18, 2023, at 7:00PM in the City Hall Council Chambers.

Mrs. Melson-Williams provided an update on the regular City Council and various Committee meetings held on October 23 & 24, 2023 and November 13 & 14, 2023.

Mrs. Melson-Williams stated that we currently have two positions that are open in our Department. A Planner II position and the Director of Planning & Inspections are open and posted. In recent weeks, we have had a new Code Enforcement Officer join us: Mr. David Sherman.

Mrs. Melson-Williams stated that included in the packet were two upcoming trainings that are provided through the University of Delaware's Biden School of Public Policy, the Institute for Public Administration. The first being "Advanced Land Use Law". It is a Zoom meeting to be held on December 20, 2023. Moving into the new year, they will start their planning series with "Planning 101". This will be an in-person meeting held at the Kent County Levy Court Building on January 17, 2023 and that is a 9:00AM-noon time frame. If you are a Planning Commission member and are interested in attending one or both of those items, please see Planning Staff and they will get you registered. We do have some training monies to assist in your education training. If you have been through them before, it doesn't hurt to go through them again.

Mrs. Melson-Williams stated that they are focused on the update on the C-2 (Central Commercial Zone) Code Amendments Project for potential revisions to the *Zoning Ordinance* for C-2 (Central Commercial Zone). As a result of the *Transforming Downtown Dover Master Plan*, the City Staff and a Work Group have been focused on looking at potential changes to the

C-2 (Central Commercial Zone). In October, they held some stakeholder meetings and in the last month have reported to City Council a list of potential revisions to that section of our Code focused on uses, building height, parking and some other miscellaneous potential revisions. At this point, we have the marching orders to start drafting text for the formal process of text amendments so they are in the process of doing so. They hope to bring to City Council Committee, a report with those proposed text amendments to begin the formal ordinance review process. Ultimately, it will be referred to the Planning Commission for your review and recommendation as part of that formal review process. Look for that to come your way after the first of the year.

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

Pending Development Application:

S-23-19 Windward Ridge Apartments on West Denneys Road – Continued Review of a Site Development Application for the construction of thirteen (13) garden style apartment buildings consisting of eleven (11) buildings containing twenty-four (24) units and two (2) buildings containing eighteen (18) units for a total of 300 apartment units. Also proposed are twelve (12) garage buildings, a Club House with Pool, walking paths, parking, and other site improvements. Two (2) existing single family detached dwellings will remain on separate lots after a Minor Lot Line Adjustment Plan to reconfigure the three properties. The properties are zoned RM-2 (Medium Density Residence Zone) and partially subject to the SWPOZ (Source Water Protection Overlay Zone). The subject site consists of three parcels totaling 40.12 acres +/- located on the north side of West Denneys Road and west of but not adjacent to Carlisle Drive. The owners of record are George L. Craig Jr. and Deborah J. Craig; Robert G. Keller and Gloria K. Keller; and Bruce A. Burkett and the equitable owner is Jack Lingo Asset Management, LLC. Property Addresses: 57 Rocky Road, 4085 West Denneys Road, and an unaddressed parcel on West Denneys Road. Tax Parcels: ED-05-056.00-01-02.00-000, ED-05-056.00-01-03.00-000, and ED-056.00-01-04.00-000. Council District 1. *Review of Active Recreation Area. Waiver Requests: Partial Elimination of Sidewalk and Subdivision Waiver of Requirement for Two Connections to Public Street. This subject area was annexed with Application AX-22-03 Lands of Craig, Keller, and Burkett: Annexation of Three Parcels on West Denneys Road. At the October 16, 2023 Meeting, the Planning Commission conducted a Public Hearing and then deferred action on Application S-23-19 seeking additional information.*

Representative: Ms. Pam Scott, Saul Ewing; Mr. Charlie Barnett, Morris & Ritchie Associates; Mr. Doug Motley, Jack Lingo Asset Management, Mr. Joe Calogero, The Traffic Group

Mrs. Denney moved that they continue to review of application S-23-19 Windward Ridge Apartments Project, seconded by Mrs. Welsh and the motion was carried 9-0 by roll call vote.

Mrs. Melson-Williams stated that this application is for a project that proposes a complex of thirteen garden style apartment buildings and also a series of garage buildings. There are active recreation amenities in the form of a Clubhouse with pool, walking paths, a tot lot and some other improvements. This application began review at the October meeting of the Planning Commission. At that time, a public hearing was conducted and closed on the application. The Planning Commission, at that meeting, deferred action on the application seeking some additional information. First, she wants to highlight a couple of things about the project itself. It is located on the north side of West Denneys Road and involves a Minor Lot Line Adjustment to actually recreate three tracts of land. Two of the tracts have existing single family residences that will remain and the third becomes a larger tract for the development of this apartment complex. The project itself is meeting the parking requirement for apartments. They do have two Waiver Requests. One is the partial elimination of sidewalk which is to eliminate the sidewalk along the portions of the properties that are where the single family residences are to remain. The second Waiver Request is related to a provision of our Subdivision Regulations where there is a requirement for two connections to a public street. The DAC Report was previously entered into the record and still remains which includes the narrative and Planning Office review and then the review comments from the series of Development Advisory Committee member. The Planning Staff is recommending approval of both of the Waiver Requests regarding the sidewalk and the requirement to waive the requirement for two connections to a public street. In preparation for this meeting, we did receive additional information from the applicant focused on the transportation related aspects of this project. It is a letter of summary with attachments and this was distributed to the members of the Planning Commission last week as an addition to their meeting packet. Specifically, there is a letter of November 14, 2024 on this project that provides a traffic coordination summary that was prepared by Morris & Ritchie Associates and includes three attachments. It included the Traffic Impact Study scoping meeting minutes from November 2022, the Area-Wide Study Fee and Off-site Improvements Memo of August 2023, and an additional copy of the DelDOT application review commentary (otherwise known as their DAC comments). Additionally, they also included an email of November 14, 2023 that was received from the DelDOT plan reviewer assigned to the City of Dover who is Michael Vandevander. His email included attachments of the pre-submittal meeting notes for the project that was held as a conference call in July 2023 and also another copy of that Area-Wide Study Fee and Off-site Improvements Memorandum from August 2023.

Ms. Scott stated that as Mrs. Melson-Williams indicated, they did provide a letter to the Planning Commission dated November 14, 2023 which was our attempt to address a number of the issues that arose during the October 16, 2023 Planning Commission meeting that really were focused on issues involving DelDOT; both with respect to the DelDOT requirements with respect to the review of this project as well as the location of the proposed access for this project and the Waiver Request that they are making with respect to requesting that only one entrance be provided in connection with this project. She doesn't know whether this letter may have caused any additional questions from the Planning Commission as to the information that we have provided. If so, they would certainly be happy to answer any of those questions at this time.

Mr. Hartman stated that he didn't see anything newly disclosed or any new information from the actual submittal.

Dr. Jones asked if there was an attempt at all to meet with the residents about their concerns about the project. There were quite a few comments regarding safety in that area and access and so forth. Do you know if there was any attempt to meet with the residents? Responding to Dr. Jones, Ms. Scott stated that she doesn't believe that there was outside of the hearings that have occurred to date with respect to this project. She thinks that she would say that she knows that a lot of the concerns that were raised had to do with traffic. This project is obviously being proposed to have an entrance on a State maintained highway, West Denneys Road. Because of that, they are largely subject to having to meet DelDOT's rules and regulations with respect to access and with respect to any other requirements that they may have about this project. They have met all of those requirements. She believes that Mrs. Melson-Williams indicated that one of the things that was received was an email from the gentleman from DelDOT. He was following up on the preliminary review meeting that they had with DelDOT with respect to the proposed access to this site. In any event, Mr. Vandevander stated that "the proposed entrance for this subdivision is located at a position that provides the most sight distance in each direction. The Department is in support of a single access point. This will provide the safety ingress/egress to the site, and maximize the use of the sight distance." DelDOT will not entertain the concept of having a second access on West Denneys Road mainly because of the fact that we only have about 390 feet of frontage on West Denneys Road and that does not provide enough distance between the two possible entrance locations in DelDOT's opinion, for that to be safe access with two separate entrance points. What they have done is, they have worked with them to design an entrance which they have determined to be safe and appropriate with respect to this particular project. Beyond that, she knows that there was some questions about did they or did they not have to do a Traffic Impact Study. The short answer to that is no we did not. The reason is because there is a provision in DelDOT's handbook that essentially provides that even though there are some requirements for a Traffic Impact Study that they may in fact fall within; DelDOT has the authority to rather than require a TIS, to require that they pay an Area-Wide Study Fee. In this particular instance, that was the decision made by the Department of Transportation. That was also made in accordance with the City of Dover because the City of Dover had the opportunity during the course of those conversations to request a TIS and the City of Dover was comfortable with what DelDOT was proposing with respect to the Area-Wide Study Fee.

Ms. Scott asked to hand out some information to the Commissioners (the Handout was excerpts from the Development Coordination Manual.) They are specific provisions from DelDOT's *Development Coordination Manual*. These are specific provisions with respect to the requirements for Traffic Impact Studies and then also the specific provisions as they relate to the Area-Wide Study Fee. As she stated, they have requested the Waiver with the respect to providing two entrances. Clearly in the information that has been received and has been provided in the record that you have been given, there is no other ability to provide a second access on any other street. The only option for a second access would be on West Denneys Road and again, that is a decision that relies solely within the jurisdiction and authority of the Department of Transportation. She does understand that there are some concerns that the one of the objectives of the Planning Commission is to ensure the safety and welfare of the general public. But she doesn't think that at the end of the day, that supersedes DelDOT's authority with respect to the design, access and control of the roads that they are responsible to maintain under Title 17 of the *Delaware Code*. She believes that the Waiver that they are requesting, meets the requirements of your Code with respect to there being unnecessary hardship and exceptional practical difficulty

in being able to meet that requirement because as she said, they really don't have any options for providing that second access for this particular project.

Mr. Hartman stated that as late as the DAC Meeting of October 16, 2023, DelDOT said it was still offering if the local land use authority requires it, it would require a TIS. We are the local land use authority and from what you say, we are not. Responding to Mr. Hartman, Ms. Scott stated that she believes that the local land use authority in that instance was the Planning Department who attended those meetings and had the communications with DelDOT and who clearly indicated in the minutes in the DAC Meeting that they were not requiring a Traffic Impact Study.

Mr. Hartman stated that the cut off is 2,000 vehicles a day. We have here, two (2) short of 2,000 vehicles a day so he is calling in to question our Planning Office's agreement with this. He doesn't understand why they offered an Area-Wide Study Fee based on the comments from the residents. The residents are worried about accidents because there are 1,998 vehicles a day that is two (2) short of what would require a Traffic Impact Study. Plus, there is only one access. That, in his mind, would require a Traffic Impact Study or something to look at the area and none of that was done. Last week, he asked the Planning Office if they were part of the local land use authority and she answered in the affirmative. Responding to Mr. Hartman, Ms. Scott stated that what she would point to again is, while there are provisions in *DelDOT's Coordination Manual* about when a TIS is required, clearly Section 2.2.2.2 (which is one of the pages that she provided the Commission), states that "notwithstanding those requirements if a development will generate a net increase of fewer than 2,000 vehicles per day and fewer than 200 vehicles in any hour of any day, the applicant has not been required to conduct a TIS under certain provisions, the applicant may be permitted in lieu of conducting a TIS, to contribute funds equal to a certain amount as an area-wide study fee." Again, that is DelDOT's call potentially, as to whether they think that whatever additional information would be generated as a result of TIS for this project is such information that they need or whether they don't need that information and instead, prefer to have these additional funds to look at other aspects of this project.

Mr. Hartman stated that they are paying almost \$20,000 for the fee. You are paying the time it's taking for us to consider this and you are paying an attorney here tonight. How much would it have costed you to do a TIS at the very beginning? Responding to Mr. Hartman, Ms. Scott stated that is not really the question. The question is, is the regulating agency requiring that and they are not. They have rules and regulations that they follow which we are also following and in that vein, they are following very specifically what they told us they are requiring with respect to access to the roadways that are within their jurisdiction. They will be making other improvements to the roadways and she thinks Mr. Barnett mentioned that the last time that he was here. As part of the entrance approval process that they also still have to go through with DelDOT, there will be other improvements that they are going to have to make.

Mr. Barnett stated that they did speak about this a little bit last time. To clarify a little bit and he will ask Mr. Joe Caloggero with The Traffic Group to yell at him if he over speaks and he can get in to fix these specific comments. As he tried to elaborate in the latest letter submitted, during the Scoping Meeting that was held on November 2022, there was more to the meeting than just deciding whether or not a fee can take a place of a Traffic Impact Study. What happens in that

meeting is DelDOT, the Traffic Engineer themselves, and the City Planning Office looked at what is typically done in a Traffic Impact Study. They looked at the various surrounding intersections, portions of the roads that are nearby the site, and the traffic that would be generated by the development. They make a determination of whether or not they think that these proposed improvements are going to impact those intersections. For the traffic at those surrounding intersections and the existing traffic on those roads, it is not just a blind number that if you are a couple trips under this limit, you don't have to do any work. That is not the case but he wonders if there is a misunderstanding of the difference between the Area-Wide Study Fee and what has to get done as part of a development that falls underneath that category and a full Traffic Impact Study and a development that has to be underneath that. It does not prevent them from having to do any off-site improvements. It does not prevent the developer from having to pay into any improvements for surrounding intersections or other upgrades that aren't directly involved with the entrance. It doesn't keep them from needing to improve certain portions of West Denneys Road along the front of their subdivision. It doesn't do any of those things. It doesn't cut any corners. It doesn't shortcut a process or a safety factor or any of those kinds of design elements that need to get done. It merely looks at what's in the surrounding area, what DelDOT knows about intersections, what their existing traffic numbers say about those intersections, and determines does this project require further studies for those intersections? Do we know enough about them and do we know enough about how much traffic is going to be coming that we know what to anticipate and we know what to require that developer to do as part of this subdivision? That is the answer that they came up with at that meeting.

Dr. Jones stated that she is reading that DelDOT's decision is clear that a TIS is not required for this project. She would ask the applicant to address the concern that it may not be required but does that mean that it wasn't feasible. Responding to Dr. Jones, Ms. Scott stated that a Traffic Impact Study, in her experience, is only performed when the Transportation Department and/or the local jurisdiction require it. It is an expensive undertaking. She is not aware of, for the most part, applicants developing a piece of property are not going to perform that study unless DelDOT specifically requests it or the local jurisdiction does.

Dr. Jones stated that her concern would be that Mrs. Melson-Williams was privy to all of the concerns that were raised during the last meeting. she thinks that the minutes indicated that she pretty much went along with the decision or she sort of influenced the decision or she was not in opposition to the decision to not have the TIS. Responding to Dr. Jones, Mrs. Melson-Williams stated the City of Dover Planning Staff typically has a representative try to attend any kind of scoping meeting that occurs with a project. As mentioned by Mr. Barnett, there is a discussion of traffic in the area, what intersections are within so many intersections of the subject site, and any known issues in the area. In this case, we are talking about a State maintained road at the edge of the community. There was obviously a decision that there will be improvements made to the road section that's in front of the project site in order to accommodate the entrance and its various turn lanes. Planning Staff, in general, did not feel that a TIS would bear out anything that wasn't already going to probably happen as part of their entrance plan review process. There will be off-site improvements that are required for this project just like any other subdivision project. There are improvements that have happened over the years. Two of the closest main intersections are already signalized. So, if some of those DelDOT off-site improvements trigger paying into signal agreements and she thinks that one of those are actually mentioned in some of

their letters already, then those improvements and participation will have to happen. They are on the hook for making the necessary improvements on their segment of West Denneys Road. We do have other projects for development further to the east of here that have gone through the process and will be making intersection and their own entrance improvements. We cannot deal with things that were built a number of years ago such as the entrance to Carlisle Village; it is not in the City. But the additional subdivisions along that corridor that have already have been built, had to make improvements to the segment of road there. So they felt comfortable that them going the Area-Wide Study route was feasible in this instance because they would be still making improvements as required to meet this type of road segment for this type of entrance under the provisions that are established by DelDOT.

Mr. Hartman stated those improvements that are envisioned have mostly to deal with the aspect of just one entrance. It's not dealing with the amount of traffic at the 1,998 vehicles per day. Responding to Mr. Hartman, Mrs. Melson-Williams stated that she is not a traffic engineer. The improvements that they will have to design for their entrance are much more in the traffic engineering world. It deals with the section of road, the travel lanes, the need for turn lanes, deceleration and acceleration lanes, and the form of the road itself. There are a number of things that from a traffic engineering standpoint they will have to improve on this segment of the road. DelDOT would deal with how the rest of the roadway, if there are other additional improvements beyond the frontage of the subject site. You may want to direct a question to the applicant since they do have their traffic engineer with them this evening to understand a little bit more about how that Entrance Plan review process works and what types of improvements could be anticipated here.

Mr. Caloggero stated that he is with The Traffic Group and is the Vice President, Professional Engineer, professional traffic operations engineer, and a professional transportation planner. He has been doing projects in Delaware since 2000. He has worked very close with DelDOT and a lot of the local municipalities. He did, prior to this evening, his own independent study based on data that he could obtain. As they are going through the process for a Scoping Meeting, they will look at the peak hour trips. He knows that it has been mentioned about 2,000 daily trips but they are also looking at the peak hour trips. There are 116 peak hour trips in the morning and about 150 peak hour trips in the evening. The peak hour in the morning is typically one hour between 7-9AM and in the evening it is one hour between 4-6PM. They have a national manual and it's from numerous studies of different types of residential developments that will provide you calculations to determine how many trips this development would expect on a regular basis. They could be higher some days or they could be lower. But in general, these are the numbers that were calculated. When we look at 116 in the morning, it's 2 per minute; so, one car every 30 seconds. In the evening, it is 150; so it would be just over 2 per minute but less than 3 per minute. We look at that and we look at the roadway network. West Denneys Road has two traffic signals on either end of the development and that provides gaps. As the traffic signals allow traffic to come on West Denneys Road, they come in platoons and then there are gaps. That's when traffic can exit the site accordingly. It is great that there are two signalized intersections on each side. That, in itself, provides a necessary safety feature. Site distance is outstanding in this area. There is over 560 feet in one direction and 660 feet in the other direction. He is not saying that people travel at 60 MPH but it allows for people to make decisions if people traveling at 60 MPH on West Denneys Road and someone were to pull out. That safety feature is built in. They

did another evaluation based on traffic counts that they were able to obtain from DelDOT from 2019 and it shows what is called the volume to capacity ratio. This type of road based on national standards can accommodate 1,700 vehicles in 1 hour. Today, based on 2019 data, they had a maximum of 250 so the volume to capacity ratio was 15% in the worst peak hour of the road. So, there is plenty of available capacity for this development to utilize without over burdening this section of road. In his professional opinion, a lot of the reasons why a Traffic Impact Study wasn't necessary is that DelDOT had this information. They talked about it in the Scoping Meeting and he thinks they would have found acceptable levels of service. That is the reason that DelDOT requests a check. They pay them the money and they can take that money and use it for a different study that may have more needs than this area. He knows that it may not suit the needs exactly for this hearing today, but in general they are looking at that money and how can they maybe fix something else or can they study something that is really worthwhile to really make improvements that have an issue. Those are all the reasons why, in his opinion, that a Traffic Impact Study was not required. This is all information that DelDOT had at their fingertips that they provided to him.

Mr. Hartman asked if they could explain the 250 trips per hour a little more. Does that include the proposed development and all the five developments that are around there? Responding to Mr. Hartman, Mr. Caloggero stated that he looked at existing. He was provided traffic counts from 2019 in September when schools were in session. In the peak hour, there were 250 vehicles traveling in one hour along West Denneys Road between McKee Road and Kenton Road. That takes up 15% of the capacity of the road.

Mr. Reaves stated that where this development is and you talk about the lights that give a gap to the traffic; however, the traffic that comes down McKee Road over the bridge, there is no light there for that traffic to stop. It just continues on through that intersection. Responding to Mr. Reaves, Mr. Caloggero stated that on either end of the two major DelDOT roads, there are traffic signals.

Mr. Reaves stated that what he is saying is, the traffic that is going from McKee Road to Kenton Road comes around that curve. There is no traffic light that stops that traffic so it just continues through. The only traffic that would be stopped is the traffic that is waiting for a left turn. Everyone coming from McKee Road from the bridge would not be stopping so that would not give a complete gap in that particular situation. Responding to Mr. Reaves, Mr. Caloggero stated that from the amount of trips that are on that part of the road and he is going back to capacity, it is only 15% absorbed. So, there are a lot of other times where those gaps are available because it's not a free flow. It is not coming down Route 1 when there is a race and traffic gets backed up and you can't get in and out. They are looking at a two-lane road with traffic signals on either end. They kind of meter how traffic flows through the area and there is going to be natural gaps from those meters. There is not a lot of traffic volume on that road today as well; so, there will be gaps to turn left to come out.

Mr. Reaves stated that the traffic comes down from that road, all traffic does not stop at a traffic light. He needs to make that clear for the record. All traffic does not stop at two lights on either end of the road. You have to make that crystal clear. Let's just say for all intents and purposes, the traffic that comes from Delaware Tech does not stop at all at the traffic light. It has no

significance to the traffic that is traveling down that road at that particular time. There is no gap that is created by that traffic that comes from that direction. He also has a follow up to a question that was proposed to the applicant. The question was about communication to the existing homes in that particular area. What was the communication, if anything, with the residents that currently have properties in that area? Also, following up to that, what would be the impact to those residents during the construction and getting out to the road because there is a particular easement after the construction is completed? Responding to Mr. Reaves, Mr. Barnett stated that he is not sure of specific individual communication to those residents other than the public notices that were sent out on behalf of these meetings as well as the ones that were sent out approximately one year ago with the annexation was done to bring these parcels into the City of Dover.

Mr. Reaves stated that what he is trying to ascertain from the applicant is what type of impact would your development's construction create for those residents that are currently there and how do you plan to mitigate any inconvenience to those residents that are there currently? After the project is completed, how will they be able to access the road? Responding to Mr. Reaves, Ms. Scott asked if he was talking about the residents of Carlisle Village.

Mr. Reaves stated that he is talking about the existing properties that are in that location. Responding to Mr. Reaves, Mr. Caloggero asked if he meant the two single family homes that are going to stay?

Mr. Reaves stated yes. Responding to Mr. Reaves, Mr. Caloggero stated that there have been continual communications with the applicant and the developer with those individuals. Their access will be fully open and maintained through the construction process. As you can see on the screen as well, the nearest home will still have driveway access as work is being done behind them in the development. And then, the other residents to the west, their driveway will still have access to West Denneys Road the entire time. As West Denneys Road is improved, turn lanes are put in, the lanes are going to be widened, shoulders are going to be created, paved shoulders for bicycle and pedestrian traffic. As those things are done, those will be phased and DelDOT will do them under their standards. They will probably close one half of the lane down with flaggers as that work is done and it will be staged in segments so that they can still have full access at all times. He doesn't believe that any discussions have been made or any requests have been made for them to have any other access during that time.

Mr. Reaves stated that in regard to the traffic that comes from the Del-Tech side. Has there been any communication with DelDOT as far as changing that traffic regulatory symbol from a yield sign to a stop sign and how would that impact your traffic if that was the case? That would create a significant gap in traffic. Responding to Mr. Reaves, Mr. Caloggero stated that he isn't exactly sure where Mr. Reaves is referencing.

Mr. Barnett stated that the intersection of McKee Road and West Denneys Road is something that DelDOT did list in their correspondence. He thinks that it is included as Attachment B to the letter that he most recently provided that the developer will be required to aid in the improvements to that light and intersection at McKee Road and West Denneys Road.

Mr. Caloggero stated that the intersection in question was at Scarborough Road and DE Route 15/ McKee Road. They have what is a south bound free right turn and there was concern about the safety of that area. This is a great comment and this leads to why an Area-Wide Study Fee would be important because that Area-Wide Study Fee could be used to study this intersection which has a safety concern. But more than likely, that would not have been in their Traffic Study. That would be something to suggest that they let DelDOT know that maybe you would like to see that intersection studied for safety improvements.

Mrs. Welsh stated that she wants to express concern. Throughout this whole thing, she has had significant concerns about safety, as other people have mentioned, because she drives this road maybe four or five times a week. It is daunting. That “S” curve that is right where this development is planned. She read the information here that the single access point is the safest ingress and egress and she can see that. She can see that versus the two points. It also says that it will provide the safest ingress/egress to the site and maximize the use of the sight distance. To her, this is the safest that they can make it, but the unsaid thing was “safe”. She thanks them for the information about the 500 feet in one direction and 600 feet in the other direction because that gives a better understanding of the distance that it is there. She can see much more about the safety that you are providing for the entrance. Tonight’s meeting where Mrs. Melson-Williams said that DelDOT will be working to provide other road improvements. She hopes that with the turn lanes that she mentioned and maybe some other improvements that aren’t really on the table right now but could be on the table that will do a little bit more to alleviate the anxiety about the situation and where it is. She will say that she travels that road three to four times a week and it really is intimidating going around that curve. Responding to Mrs. Welsh, Mr. Barnett stated that as part of the entrance improvements and what they will be required to do to West Denneys Road immediately in front at the entrance there is, DelDOT’s discussion and the engineering hasn’t been done yet. But the curves will be softened a little bit as they widen it. It is the intent to make that a safer transition for people not just coming and going from the subdivision but the through traffic will also have further sight distances and the road grades and the widening of the lanes will make that a safer travelway as well.

Mrs. Welsh stated that the softening of the curves is exactly what she was hoping to hear. Responding to Mrs. Welsh, Mr. Barnett stated that they don’t have specific details on that yet just because it hasn’t been done but as they move forward with DelDOT that is what will be designed.

Mrs. Denney stated that she also sits on a Board for the County and frankly, many times when this type of discussion comes up, she is sitting here thinking, “DelDOT, great theory.” But in the practical application rarely does anybody do the speed limit. You can put up all the stop signs that you want and very few young people (i.e. college students) are running out of a class trying to get to a job or another class now at another campus. It used to be what they called in her young days the “California roll” but now they just run them. She lives on State Street and she could be a millionaire probably if every time somebody leaving college now especially coming or going, just didn’t stop. She just holds her breath, and it is not good for her blood pressure either. She really thinks that all of this sounds neatly buttoned up but the practical application of this is that there is a danger. She knows that the lawyers and the engineers, practical application is not what you apply but especially when you come out onto Saulsbury Road out of Kenton

Road especially at certain times a day. By the way, it is not what you guys consider peak hours. A lot of that is based upon when the classes get out. Trying to get from Kenton Road and merge on Saulsbury Road, these are issues that are huge and to her, they are dangerous. She just wants to add those comments. Not everybody that travels those roads are seasoned drivers either. (Note: It is unclear which roads she was referring to as Kenton Road and Saulsbury Road do not intersect.)

Dr. Jones stated that when Mrs. Melson-Williams gave her report regarding outcomes of City Council meetings, did you say that the Active Recreation Area has been approved? Responding to Dr. Jones, Mrs. Melson-Williams stated that as part of a review of a residential development, there is an Active Recreation Area Plan. That Active Recreation Area Plan is reviewed by the City Council Parks, Recreation and Community Enhancement Committee for their technical expertise related to active recreation. The Committee reports to City Council their findings and then those findings related to the Active Recreation Area Plan, (technically that Report) is adopted by City Council. As part of the Consent Agenda on the City Council Meeting of October 23, 2023, the Report from the Parks and Recreation and Community Enhancement Committee on this project's Active Recreation Area Plan was approved or accepted. That Active Recreation Area Report is part of the review packet that was provided to the Planning Commission. It focuses specifically on the active recreation components. In this case, they have a variety of amenities and meet the minimum size requirement for Active Recreation Area for a project of this size.

Mrs. Maucher noted that for Application S-23-19 Windward Ridge Apartments on West Denneys, a public hearing was conducted during the meeting of October 16, 2023; therefore there is no public hearing tonight.

Mrs. Welsh moved to approve S-23-19 Windward Ridge Apartments on West Denneys inclusive of the Waiver Request for the partial elimination of sidewalk and the Subdivision Waiver of the requirement for two connections to the public street, seconded by Mr. Cooper and the motion was carried 5-4 by roll call vote. Mrs. Welsh voting yes; as she said previously, she still have concerns safetywise and she is hoping that the plans that the applicant has for alleviating some of those concerns will actually come to fruition with the construction of this project. Mr. Cooper voting yes; for the reasons previously stated. Mr. Roach voting yes; for the reasons previously stated. Mrs. Denney voting no; she does have the same concerns with regard to safety matters and she would rather wait to vote on this with a yes vote once she absolutely have written on paper and in the plan, what steps are going to be taken, how and when. She doesn't feel like she can make a "yes" vote on a promise to do a little more and maybe fix a little more. She wants something that comes from DelDOT that says this is what's happening because it is truly in her opinion, even with the softening of the curve, that it is a public safety issue. We have accidents there all the time and they had testimony to that at the last meeting. People get hurt and people get killed. Mr. Hartman voting no; in recognition of what was just said. Mr. Baldwin voting yes; based on the Staff recommendation and the study from DelDOT to make this project happen. Dr. Jones voting no; she is not in favor because she does have some concerns as have been raised by fellow Commissioners and she would have thought that there would have been some kind of attempt to meet with those very concerned residents to alleviate some of their concerns and fears about the safety of that area. Mr. Reaves voting no; with regards to some of the concerns that

they have for the safety of that intersection and he also agrees with the understanding of having the concessions in writing as to what is going to be actually done as far as DelDOT and the softening of the curve and the line of sight that comes from the Kenton Road area. Mrs. Maucher voting yes; based on the DAC Report and the additional information provided by the applicant this evening and the clarification of the information available to us and she thinks that the suggested road improvements should alleviate a lot of the concerns. It is not going to cure bad driving but the applicant is doing what it can.

NEW APPLICATIONS

C-23-02 Mt. Zion AME Church Building Addition at 101 North Queen Street (and 107 North Queen Street) - Public Hearing and Review of a Conditional Use Site Plan for an addition (1,402 SF footprint) to the Place of Worship (Church) building. The subject properties are zoned RG-1 (General Residence Zone). The properties totaling 11,500 SF are located at the northeast corner of N. Queen Street and Fulton Street. The owner of record for both parcels is A.M.E. Church of Dover. Property Addresses: 101 N. Queen Street and 107 N. Queen Street. Tax Parcels: ED-05-076.08-03-37.00-000 and ED-05-076.08-03-38.00-000. Council District 4. *The site was granted a variance to increase the area permitted to be covered by buildings (Board of Adjustment Application V-23-04).*

Representative: Mr. Tim Metzner, Davis, Bowen and Friedel; Reverend Dr. Erika Crawford, Mt. Zion AME Church

Dr. Jones recused herself from this application as this is her church.

Mr. Roach recused himself from this application as this is his church.

Ms. Oehmke stated that this application is a Conditional Use Application to expand their conditional use on their building with an addition that has a 1,402 SF footprint. Last month, they went before the Board of Adjustment and were granted relief from the setbacks and impervious restrictions. The addition will house two floors of offices and multi-use spaces. It is connected to the sidewalk system. It is on a corner. There are two handicapped spots in front of the building as well as twenty-five spots across the street and an additional six spaces on the next corner down. The architecture of the building is consistent with what was built originally in 1959.

Mr. Metzner stated that he is here on behalf of Mt. Zion AME Church for the Conditional Use Site Plan Application for the building addition on the existing parcel. Also with him tonight is Reverend Dr. Erica Crawford. As was previously stated, they are proposing a 1,402 SF building addition onto the existing parcel. The addition provides additional office space and storage in the basement area. It is much needed for the current use. What they are also proposing is to bring the ADA entrance close to the street. As was previously stated, this is a corner lot and it has sidewalks fronting on both sides of the street. The ADA accessible parking spaces are on street directly in front and as you are looking at the screen, it is at the bottom right. There is the proposed ADA accessible ramp and then the parking spaces are directly to the right of that. The building addition is in the middle on the screen and it also provides the ability to keep the entrance into the building a safe and secured entrance. At the back of the sanctuary, the existing entrance that is to remain is at the top right corner of the screen. The existing ADA entrance was, as you are looking at the screen, where the proposed building is at the bottom center on the left

hand side. You had two separate entrances and from a safety standpoint that was a little concerning. So by adding this addition, it provides a more secured location for the entrance. Water and sewer services are City of Dover. This will need to be sprinklered so they will be providing sprinklers to the existing and proposed additions to bring it into the most current Fire Code. The existing architecture is brick and that is consistent with other churches in the immediate area. Their proposed addition will mirror the existing architecture as well. The addition remains within the same footprint (the outer footprint of the existing building). They are not encroaching any closer to the property line to the north or toward the road than what the existing building currently is positioned. The alley in the rear does have trash service there. They do have the trash receptacles in a fenced area hidden back there so the trash is handled in the rear. Per the DAC comments, the Church is not opposed to adding the additional bicycle spaces per the recommendation in the DAC.

Rev. Dr. Crawford stated that in addition to what was already shared, it will also allow them to have senior citizen bathrooms on the same level as the sanctuary which they are not able to do at this time. When our seniors leave worship, they cut through the entire sanctuary to use the elevator downstairs and sometimes it works and sometimes it doesn't. It will also allow them to have funerals at the church. They don't have a ramp that will allow caskets to come into the church. So for families that do not have people young enough to carry the casket, they cannot have their funeral in our church.

Mrs. Maucher opened the public hearing.

Ms. Sharon Mosley – 109 N Queen Street Dover, DE 19904

Ms. Mosley stated that she was listening to the gentleman explain the new addition and she thinks that he may have answered her question. Just for clarification, she noticed that there was a Variance granted for this particular project. Her question is, are there any changes in the distance between the property lines and our property which is north? Responding to Ms. Mosley, Mrs. Melson-Williams stated that yes, there was a Variance related to this application that was reviewed by the City's Board of Adjustment. That application was related to the amount of building coverage of the site. The Board of Adjustment increased the amount of area of the lot that can be covered by the main church building. For the project, as noted by Mr. Metzner, the building addition is not getting any closer to that north property line than existing church already is. If we go to one of the site plans, there is kind of a rear portion of the building that is closer to that north property line and the addition does not get any closer than that.

Ms. Deborah Fisher – (unknown)

Ms. Fisher entered a question into the chat. She is an owner or representative of a property in the area. She asked if the addition is two-stories. Responding to Ms. Fisher, Mrs. Melson-Williams stated sort of. It is very similar to the existing church where there is a basement level and then an elevated first floor section.

Mr. Metzner stated that there is a basement floor and then the first floor is actually elevated and then the addition is just the single floor matching the first floor of the existing building. But the first floor is elevated. The roof elevation is consistent with the adjacent properties but there is a basement and a single first floor.

Ms. Fisher asked if it was higher than the rear addition that is already there. Responding to Ms. Fisher, Mrs. Melson-Williams stated that it does appear that it may be slightly taller but it is not an additional story.

Mrs. Maucher closed the public hearing.

Mrs. Denney stated that she looks at this project and she thinks that it is a good project and it is good that the community needs more space and access for their handicapped and seniors.

Mrs. Denney moved to approve C-23-02 Mt. Zion AME Church Building Addition at 101 North Queen Street (and 107 North Queen Street), seconded by Mr. Hartman as he thinks that it is a good project and it is appropriate for the immediate area and should not have adverse impacts on the future developments and the motion was carried 7-0 by roll call vote with Mr. Roach and Dr. Jones recused. Mrs. Denney voting yes; according to her motion. Mr. Hartman voting yes; in agreement with the motion. Mr. Baldwin voting yes; for the project. Mr. Reaves voting yes; for reasons previously stated. Mrs. Welsh voting yes; for reasons stated. Mr. Cooper voting yes; for the reasons stated in the motion. Mrs. Maucher voting yes; based on the Planning Staff recommendations. It is a good project and she is particularly pleased to see the fire protection added to both the existing church and the new addition.

S-23-20 Cold Storage Warehouse at 451 Garrison Oak Drive - Public Hearing and Review of a Site Development Plan for a 165,000 SF Warehouse with associated site improvements. The site is located at Lot 8 of the Garrison Oak Business & Technology Park. The property is zoned IPM-2 (Industrial Park Manufacturing Zone – Business and Technology Center) and partially subject to the SWPOZ (Source Water Protection Overlay Zone: Tier 2 Primary Wellhead Protection Area). The property of 11.53 acres is located on the south side Garrison Oak Drive. The owner of record is the City of Dover; and the equitable owner is SLS Equity Partners. Property Address: 451 Garrison Oak Drive. Tax Parcel: LC-05-068.00-02-08.00-000. Council District 3. *Waiver Requests: Partial Elimination of Upright Curbing and Reduction of Parking Requirement. For Consideration: Performance Standards Review Application. The site was granted two variances to reduce setbacks related to building height and to increase the maximum lot coverage to 71% (Board of Adjustment Application V-23-05).*

Representative: Mr. Jonathan Street, Becker Morgan Group

Mrs. Melson-Williams stated that this project is located at 451 Garrison Oak Drive. This is Lot 8 in the Garrison Oak Business & Technology Center. As shown on the screen, it's kind of in the northern portion of the interior loop of Garrison Oak Drive. The property is zoned IPM-2 (Industrial Park Manufacturing Zone – Business and Technology Center) and subject to the SWPOZ (Source Water Protection Overlay Zone: Tier 2 Primary Wellhead Protection Area). The project does have a couple of Waiver Requests with it. One is the partial elimination of upright curbing which Planning Staff reviews related to stormwater management planning on the site. The second Waiver Request is for Planning Commission's consideration and that is for the reduction of the parking requirement for the project. The parking requirement in the IPM-2 (Industrial Park Manufacturing Zone – Business and Technology Center) is either based on a floor area rate or an employee count. Believing that the floor area count probably would govern

in the case of this, the rate would require 207 parking spaces. They are seeking a reduction of just about 50% to reduce that. Their plan is showing a series of vehicle parking spaces to the east of the building or to the left of the building for the regular vehicle parking. With this being a warehouse building, the southern edge or the part of the project to the bottom of the page is a truck dock system area where there are a series of truck docks at the building and then a series of truck and trailer parking spaces on the opposite side of the drive aisle. Access to the site is through two points linking onto Garrison Oak Drive. There is a drive aisle circulation around the entire building and through the parking lot areas. They are also providing bicycle parking as part of their project. This project did go through the Board of Adjustment for two Variances related to the project. One was related to building height. Specially, building height in the IPM-2 (Industrial Park Manufacturing Zone – Business and Technology Center) is governed by the distance of that building element to the property line. The Variance that they were granted will allow the building height of up to 100 feet to be less than that from the property lines. Specifically at this point, it looks to be 88 feet from the front yard and as close to 60 feet on the side yard. In addition, the second Variance that the Board of Adjustment approved for this project is to allow an increase in the maximum lot coverage from 65% to 71% for the property. With that increase in lot coverage, they will have to manage that in part with a stormwater management facility that is to be located on the project site. The overall industrial park has a regional system that manages a lot coverage of 65%. So they will have to do some quantity management for this project specifically. The project has existing sidewalks and will have connecting sidewalks leading into the site. There is a need for dumpsters on the site that they will have to identify for the project. It does have a tree planting requirements and they are fitting them with a good number of plantings along the southern area of the site which is open space and limited from further development because of a slight edge in the 100-year flood plain along that boundary. The project itself does also have building architecture that has been provided. It is a metal building that is rather tall with the central part of it being the area that is cold storage. There is a corner of the building that would serve more as office space and is more decorative in nature when it comes to the details of that architecture. The last item associated with this Site Plan is a Performance Standards Review Application. They have outlined in letter format their approaches to the series of objectionable elements and have determined that these are not expected with this type of project development. The Planning Office, in addition to the other DAC agencies, have provided initial comments on the project site. She will note that the Planning Staff in their recommendations has granted approval to that upright curbing waiver. They are recommending approval of the reduction of the parking requirement given the expected operations of this type of facility and they have found that the Performance Standards Review Application sufficiently demonstrates the intent to comply with those restrictions. They did note a potential concern with the building architecture. This is a very large building and may have large expanses of what appear to be blank walls but there may be ways to address that through material selections and/or color to animate that wall in other fashions. They have also noted that they encourage planning for electric vehicles. Our Code does not currently have requirements but it is always easier to plan for such infrastructure at the beginning during construction rather than later.

Mr. Street stated that what we are looking at here is our graphic representation of the Site Plan itself for what is known as a cold storage building. These facilities are usually regional. We will take a step back and kind of look at what a cold storage building is. These are regional centers

that distribution companies use to distribute normally food, but things that are stored cold to further the supply chain. Dover is kind of centrally located in the state and in the peninsula itself, but we are just far enough away from Philadelphia and the Baltimore area that they can use this as a jumping point to go further down the peninsula and use this kind of a transfer center. These centers are located throughout the country, but they are not located in every large municipality. They are usually centrally located. The 100-foot height is kind of a sweet spot that they use for not only their automation but their efficiency with heating and cooling of the area itself. To address one of the concerns from Staff was the building façade and this is probably the worst side of it because it's just a blank wall. What they have done is kind of integrated some colors on the vertical panels to kind of break that wall up itself. This side of the building that we are looking at actually addresses White Oak Road. The other side of the building with the large wall actually addresses the Garrison Energy Center and the Solar Park itself. So it is not visible from the DelDOT right-of-way of White Oak Road because it is tucked back in the facility itself. They have received all of Planning Staff's comments and the DAC comments. They don't have any objection to the comments themselves. They are fine with addressing those. As stated, the Variances were approved. The slide shows an example of one of the facilities. It is the Dole facility down in Georgia. You can see that large expanse in the center of the building. One of the reasons for the variance is truck parking. Truck parking is essential to these. The next slide shows one of the best kept secrets in Dover, the Hirsch Industries Factory on the intersection of Scarborough Road and McKee Road. They manufacture most of the filing cabinets that anyone buys across the country. They are a huge distributor. They have done a couple projects for them and one of their issues is trailer storage which is why they were asking for the Variance. They go to 71% impervious. The next slide shows Kraft Foods and the lower part of the screen shows trailer storage. Trailer storage is important to these kinds of facilities because they need those trailers to be there located on site. He knows with both of these facilities, they actually have trailer storage off-site as well. If you drive south on Route 13, you may notice on the northbound side that there is an empty storage facility for nothing but trailer storage. It is not associated with any facility; it is just in the middle of the County. The next slide shows the same type of facility located in Washington State. Again, you have a large white box and it is hard to get away from this type of facility because they use the white to reflect more sunlight than absorbing it because they are using it for cold storage. Again, you can see trailer storage and parking on the site itself.

Mrs. Melson-Williams stated that the image in the hand-out was what was included in the visual on screen that shows an ombre affect to the paneling in that it goes from white to various shades of gray. That is shown on the north elevation and then wrapping around on the site elevations as well.

Mrs. Maucher asked if there was an estimation of how many truck trips there will be per day. Responding to Mrs. Maucher, Mr. Street stated that the ITE which is the National Traffic Organization that they use to generate these estimations of traffic, it estimated somewhere in the neighborhood of 640 trips. The Garrison Oak Technical Park is a City road. So the Technical Park has two entrances onto the DelDOT road itself. It estimated 600+ trips.

Mrs. Maucher asked if that number was per day. Responding to Mrs. Maucher, Mr. Street stated yes, that is in and out.

Mrs. Maucher asked if there was an estimation of the full time jobs that might be available. Responding to Mrs. Maucher, Mr. Street stated that the numbers aren't hard yet. They are somewhere in the neighborhood of 40-50. You have office staff and you have the staff that operates and utilizes the warehouse itself, but those numbers aren't finalized yet.

Mrs. Maucher stated that she knows that there was a question about electric vehicles but what about other renewable technologies. She thinks the State just passed a law for buildings over 50,000 SF have to be solar ready. She didn't know if there was any intention for other renewable technologies, especially with that vast expanse of rooftop. Responding to Mrs. Maucher, Mr. Street stated that that has been discussed to make it solar ready. A comment came from Staff because of previous projects with higher electricity costs. That has been discussed but again, they are in early stages of the planning process itself. They are in step 1 and that comes later in step 2, 3 or 4.

Mrs. Maucher opened the public hearing.

Mr. Zack Prebula - Kent Economic Partnership

Mr. Prebula stated that the Kent Economic Partnership recently commissioned a study that they call the Rockport 2.0. It identified the target industries shaping the future for Kent County and Dover. The study identified warehousing and logistics as major players in the economic landscape for Dover. Through their office, they have seen numerous requests for large warehousing and logistics spacing but their current inventory falls short. A lot of the local companies in the area will go to other states like Maryland and Pennsylvania for their cold storage needs. They firmly believe that these Site Plans and Waiver Requests are instrumental in positioning Dover to thrive in the warehousing and logistics sector. They respectfully ask the Planning Commission to approve this project.

Mr. Dave Sweeney – representative of Protective Properties, LLC (115 Garrison Oak Drive)

Mr. Sweeney stated that he is the managing partner of Protective Properties, which owns Lot 13 and is the business manager for Advantech at Garrison Oak Technology Park. He does have a few questions on the project. He saw the renderings that were provided. Certainly, with a building of that size and purpose, there is going to be a significant amount of cooling equipment. Where is the intent to place the cooling equipment. Responding to Mr. Sweeney, Mr. Street stated that typically the cooling equipment for these buildings is located on the roof.

Mr. Sweeney asked if that was taken into account with the variance request for the height. Responding to Mr. Sweeney, Mr. Street stated yes.

Mr. Sweeney stated that he see that they have done some planning on the truck parking and he appreciates the commentary that was provided. Will the truck parking on property be open 24/7? Currently there is a challenge with tractor trailer traffic in the business park essentially after hours with them parking on the road. Responding to Mr. Sweeney, Mr. Street stated that he doesn't know the operating hours. The facility, as they have planned right now is gated for everything in the back, but he doesn't have an answer on the operation hours for the facility itself.

Mr. Sweeney stated that he would like the Commission to recognize that as the Technology Park is migrating from a facility or a park focused on technology manufacturing to eventually warehouse and distribution, it needs to ensure that it doesn't have stacks and stacks of tractor trailers clogging up the road that serves all of the other tenants in the park. Responding to Mr. Sweeney, Mrs. Melson-Williams stated that the streets of Garrison Oak Technical Park, (Garrison Oak Drive) are only for travel. It is not wide enough for tractor trailer parking. There has been an issue out there that the City has strived to address from that enforcement perspective, but that road section was not designed for on-street parking of truck facilities.

Mr. Street stated that that is why the tractor trailer parking is so important. That is why we went for the Variance to get the additional space so that they could have additional parking.

Mr. Sweeney stated that he couldn't agree more with Mr. Street. He thinks that it is a very astute point as long as the tractor trailer parking is available when the tractor trailers arrive. What he sees in other business parks throughout the country is that the tractor trailers que up when they arrive at whatever hour of the day that they arrive. He thinks that it would be relevant to ensure that some of that parking was accessible when the trucks arrive. You also referenced traffic which he thinks was a large quantity of projected trips. He realizes that they are using estimates provided by industry experts. When they developed their parcel in the industrial park, they went back and forth with DelDOT on numerous occasions to confirm a Traffic Impact Study was not required and they were told that they were essentially the last trip that would be allowed under the limit of requiring a Traffic Impact Study. Has a Traffic Impact Study been performed for the Technology Park to support this plan or any of the other? Responding to Mr. Sweeney, Mrs. Melson-Williams stated that the park overall had initial construction of its entrances onto White Oak Road under a DelDOT review process. The process established a threshold for at a certain point of traffic generation that there will be a requirement for a Traffic Impact Study and the City has been in recent conversations with DelDOT about where we stand with traffic generation based on the lots that have been developed and are proposed for development. The City is working through that. The City would be the one that would need to complete a Traffic Impact Study which would identify if there are additional improvements that are necessary to White Oak Road to carry the traffic generation of this overall industrial park. It would not be the burden of an individual facility. The City Manager's Office and Planning Office have been in conversations with DelDOT Planning Staff regarding that matter.

Mrs. Maucher closed the public hearing.

Mrs. Welsh moved to approve S-23-20 Cold Storage Warehouse at 451 Garrison Oak Drive in addition to the Waiver Request for the partial elimination of upright curbing and the reduction of the parking requirement and also including the Performance Standards Review Application, seconded by Mrs. Denney and the motion was carried 9-0 by roll call vote. Mrs. Welsh voting yes; the project looks to be well thought out and it complies with the zoning. Mr. Cooper voting yes. Mr. Roach voting yes. Mrs. Denney voting yes; she believes that it is an appropriate project for that area and very well thought out. She thinks that they pretty much covered all of the bases. Mr. Hartman voting yes; based on the DAC Report and the presentation by the applicant. Mr. Baldwin voting yes. Dr. Jones voting yes. Mr. Reaves voting yes. Mrs. Maucher voting yes;

based on the DAC Report.

S-23-21 BHD Operations Facility at 250 Garrison Oak Drive - Public Hearing and Review of a Site Development Plan for a 6,000 SF Office Building with 4,000 SF Truck Maintenance Garage, parking and storage area for collection trucks and containers, a refueling station, and with associated site improvements. The site is located at Lot 11 of the Garrison Oak Business & Technology Park. The property is zoned IPM-2 (Industrial Park Manufacturing Zone – Business and Technology Center). The property of 10.755 acres is located on the west side of Garrison Oak Drive. The owner of record is Trash Gurls, Inc. Property Address: 250 Garrison Oak Drive. Tax Parcel: LC-05-068.00-02-11.00-000. Council District 3. *For Consideration: Performance Standards Review Application.*

Representative: Mr. Jim Eriksen, Solutions IPEM; Mr. Paul Pierce, President of Blue Hen Disposal

Mrs. Melson-Williams stated that this is another Site Development Plan that is a little bit further west in the Garrison Oak Business and Technology Center on Lot 11. If you take the first entrance to Garrison Oak Drive this lot will be between the Uzin Utz Manufacturing Facility and the Solar Park field. This address is specifically 250 Garrison Oak Drive. It is zoned IPM-2 (Industrial Park Manufacturing Zone – Business and Technology Center). In this case, it is also subject to the Performance Standards Review Application. This is noted as an office building with truck maintenance garage. BHD is Blue Hen Disposal; however, this is an operations facility meaning the trucks live here when they are not out collecting trash and/or recycling. Trash and recycling are not brought to this location for disposal. It goes to the appropriate disposal and landfill entities. The trucks leave here in the morning or at some point during the day and then come back empty to park here overnight. The office facility also had two areas of parking. There is a small area on the south side and then a larger vehicle parking area to the north which is up on the plan that would allow for employee parking. The trucks themselves are in a work yard area and the truck maintenance facilities is accessed from that work yard. Additionally, there is a diesel refueling station, specifically for these trucks. So, the maintenance and refueling is for their fleet only. The project has sidewalks already along the frontage and connecting sidewalks leading into the project site. There is not a loading space requirement based on the size of this building, but they are also providing bicycle parking opportunities at the project site. The project does have the two connections to Garrison Oak Drive. One is meant to really serve the truck entrance and the work yard and the other one to the vehicle parking area. They are managing their own dumpster collection process here on the site for just what is generated here. From a landscaping standpoint, they are concentrating most of their plantings to the western portion of the property. There is some areas in that location that are also within the floodplain but their development does not include those areas in particular. Planning Staff did provide review comments as did the other regulatory agencies regarding this project. They also submitted a rather detailed Performance Standards Review Application narrative that really describes how this site functions and that the objectionable elements are not anticipated for this site. Planning Staff has found that it sufficiently demonstrates the intent to comply with those restrictions of our Code.

Mr. Eriksen stated that as always the City Staff has done a great job putting together a very comprehensive report for this application. He just wanted to provide a little more detail for

benefit of the Commission as they consider this application. As Staffed has already described, this application is to provide for the maintenance and operations facility for Blue Hen Disposal. The Site Plan shows a 6,000 SF office building with an attached 4,000 SF maintenance garage. The site also has a large fenced in area for parking with collection vehicles as well as storage for containers. It is important to note that there will be no storage or disposal of the collected waste on the site. Generally, the drivers will come into the site in the morning, pick up their collection vehicles, run their collection routes, and then all waste collected throughout the day will be taken to a landfill or a Delaware Solid Waste Authority transfer station prior to the trucks returning to the facility. Then the drivers will leave for the evening. Additionally, there will be a corporate office and maintenance garage with administrative staff and mechanics who will work onsite during normal business hours. The screen shows an aerial image of the site vicinity. The site is located on Garrison Oak Drive and the parcel is an individual lot within the Garrison Oak Business and Technology Center Subdivision which is a business and technology park. The next slide shows a little bit more of a zoomed in area. As you can see here, there are existing entrances to the Park that were installed with the development of the Park itself. The parcel is zoned IPM-2 (Industrial Park Manufacturing Zone – Business and Technology Center). The proposed plan is a permitted use within the IPM-2 (Industrial Park Manufacturing Zone – Business and Technology Center) and the use is in character with the adjoining parcels' anticipated or existing use within the park. The next slide is taken out of the *Comprehensive Plan* and it shows that the parcel is shown as an Industrial use within the Land Development Use Map. The next slide shows the *2020 Delaware State Strategies Map* and it identifies this parcel an Investment Level 2. Area. There is a small finger of Out-Of-Play Area that comes up in the existing ditch along the rear of the parcel. With all of these items considered the parcel is appropriate for development for the proposed use. The development primarily consists of parking areas; both traditional parking towards the front of the site as well as a yard area in the rear of the site for parking and collection vehicles and container storage. The rear area is accessible by a large gate and the garage and fuel tanks will only be utilized by the Blue Hen Disposal vehicles. Fuel tanks will be designed and installed in accordance with all applicable Delaware State Fire Marshal's, City of Dover and Delaware Department of Natural Resources regulations. The next slide shows the landscaping plan and you can see that there is a fenced in area around the yard area for security purposes and there will be landscaping provided along the rear of the property as well as the southern side yard area. He just wants to point out that the northern side yard area is not showing any landscaping and that is to avoid any potential interference with the operations of the solar farm which is on the adjoining parcel. The site provides adequate parking for the use and also has an area for bike parking. The impervious area coverage for the site is within the maximum coverage allowed in the IPM-2 (Industrial Park Manufacturing Zone – Business and Technology Center) and adequate lighting is provided in both yard areas as well as the typical parking areas. Their application did include a detailed compliance statement for the Performance Standards Review portion of the Code. He doesn't want to spend too much time going into details on those items but he can certainly answer any questions. He also wants to note that there is a Phase II area shown on these plans and he just wants to clarify the intention is to have that area inside the fenced in area from the beginning but it is simply not to put in the pavement millings or other improvements within that footprint. It will be engineered with the development of the Site Plan, but it will be shown as a Phase II to be completed at a future date when the developer deems it appropriate. To wrap up his presentation, the Site Plan generally complies with or has the ability to comply with the City of Dover

requirements. There were some agency comments during the DAC Review but the comments may be addressed with relatively minor site plan adjustments or additional notations and details that will be provided during the engineering of the Site Plan.

Mrs. Denney stated that she is naïve to the industry. Obviously it says that there will be no odor or oil. Once they dispose of the solid waste, do they go through some process to be cleaned? Responding to Mrs. Denney, Mr. Eriksen stated yes. It is not necessarily daily but it is obviously frequently. All of the gunk and junk at the bottoms of the truck would create bigger maintenance for the company; so, it obviously behooves them to clean it regularly in addition to just obvious general cleanliness as well.

Mrs. Denney questioned that not every night are they returning already washed. Responding to Mrs. Denney, Mr. Pierce stated that he is the President of the Blue Hen Disposal's local operation in Camden and he is looking to move out to this location. They don't clean inside the trash body of the truck as often. When that stuff gets pushed out, it is so packed in there and it basically forces everything out of the back of the truck. Now there are areas that collect inside and his guys open up doors on the side and clean them out on daily basis. If that stuff packs in the backs of the trucks, it causes more maintenance problems than anything. Outside gets maintained more frequently. The inside, there is really nothing left once it goes to the landfill or recycling center.

Mrs. Maucher asked if that occurs at the site or does it occur somewhere else? Responding to Mrs. Maucher, Mr. Pierce stated that it occurs at the landfill. When they push the material off, they actually have a spot at the landfill for the trucks to clean out while they are still there.

Mrs. Maucher asked where the exterior is done. Responding to Mrs. Maucher, Mr. Pierce stated that it would be done at the site.

Dr. Jones asked if there is an anticipated number of new employees. Responding to Dr. Jones, Mr. Pierce stated that they currently have 26. They started out 7 years ago with maybe 4 employees and now they are up to 26. They run 15 collection trucks every day. 15 of them are drivers and the others are mechanics and office staff.

Dr. Jones asked that with a new facility, are you going to maintain basically where you are? Responding to Dr. Jones, Mr. Pierce stated that they are always looking to expand.

Mrs. Maucher asked if they were closing the current site. Responding to Mrs. Maucher, Mr. Pierce stated yes.

Mrs. Maucher asked if the refueling tanks are going to be under ground or above ground. Responding to Mrs. Maucher, Mr. Pierce stated that it is a 20,000 gallon above ground tank.

Mrs. Maucher asked for the maintenance yard, is that inside or outside? Responding to Mrs. Maucher, Mr. Pierce stated that it is inside. Three shop bays are within that building for the trucks to pull in to be repaired and then they will go out into the parking area when they are done.

Mrs. Maucher asked if there was containment for any oils, grease or things like that. Responding

to Mrs. Maucher, Mr. Pierce stated yes.

Mrs. Maucher opened the public hearing.

Mr. Zack Prebula - Kent Economic Partnership

Mr. Prebula stated that he is the business developer and he focuses a lot on the business retention and expansion for Kent County. This is a great example of Delaware companies expanding. This would be a good use of the business park as it shows that they are here to help support the local companies in any way that they see fit. They ask the Commission to please support this project.

Mr. Dave Sweeney – representative of Protective Properties LLC (115 Garrison Oak Drive)

Mr. Sweeney stated that he has a couple of quick questions. The cleaning question was going to be a question of his as well. You focused on the cleaning of the trucks but did you also reference that there will be containers stored here. He is envisioning kind of a dumpster or a construction container. Responding to Mr. Sweeney, Mr. Pierce stated yes, they have approximately 136 large construction dumpsters. Most of those are out at customer's locations so between 30-50 of those containers would probably be stored onsite but as empty containers.

Mr. Sweeney asked if they would be cleaned onsite. Responding to Mr. Sweeney, Mr. Pierce stated that they don't wash them out. They get dumped at the landfill like the trucks do.

Mr. Sweeney asked what their plans for Phase II are. Responding to Mr. Sweeney, Mr. Pierce stated that would just be for as the company grows, additional truck parking, and container storage.

Mr. Sweeney asked if they know how many trips they plan to estimate a day. Responding to Mr. Sweeney, Mr. Pierce stated that he thinks it is 135 trips. They run 15 trucks a day and there are 26 employees. The employees would come to work, drive their truck, bring their truck back and then the employees would depart.

Mr. Sweeney stated that he knows he asked this question previously but he was going to ask about a Traffic Impact Study. We just talked about an estimated 600 tractor trailers a day into the park from the previous applicant and now another 135 trips that are not all tractor trailers. White Oak Road as it sits today can't handle that traffic. Responding to Mr. Sweeney, Mrs. Melson-Williams stated that she will also note that for this application that for the overall industrial park there is a threshold at which time a Traffic Impact Study must be completed to the satisfaction of DelDOT and the appropriate steps taken for any identified improvements. The City Manager's Office and the Planning Office has been meeting with DelDOT in regards to that question of where we are with trip generation based on existing built and proposed builds in the Garrison Oak Business and Technology Center.

Mr. Sweeney stated that it seems a little out of order but he appreciates the presentation. It looks like a very nice site.

Mrs. Maucher closed the public hearing.

Mrs. Welsh moved to approve S-23-21 BHD Operations Facility at 250 Garrison Oak Drive inclusive of the consideration of the Performance Standards Review Application, seconded by Dr. Jones and the motion was carried 8-0 by roll call vote. Mrs. Welsh voting yes; it seems to be great that the company is expanding and moving to a new location. It seems to be a good use for the business park. Mr. Cooper voting yes. Mr. Roach voting yes. Mrs. Denney voting yes; she thinks it's a great project and she thinks it fits well. She used to manage the Town of Camden and when she see this growing, she thinks it's a wonderful thing. Mr. Hartman voting present. Mr. Baldwin voting yes; based on previous statements. Dr. Jones voting yes; congratulations on the growth. Mr. Reaves voting yes; based on previous statements in the motion. Mrs. Maucher voting yes; based on the DAC comments and Staff review comments.

NEW BUSINESS

Meeting adjourned at 9:33 PM.

Sincerely,

**Kristen Mullaney
Secretary**

The **Institute for Public Administration** presents

Advanced Land Use Law



COURSE INSTRUCTOR

Max Walton, Esq.

Connolly Gallagher LLP.

December 20, 2023
10:00 a.m. to NOON

VIA ZOOM MEETING

*Registration in advance is required.
After registering, you will receive a
confirmation email with information
about joining the webinar.*

\$20 Registration Fee

● REGISTER ONLINE

**[www.bidenschool.udel.edu/
ipa/events/upcoming](http://www.bidenschool.udel.edu/ipa/events/upcoming)**

This course focuses on advanced land use law in Delaware and expands upon the material presented in our introduction to land use law course.

This course will highlight the recent land use case law from the past year that may affect municipalities statewide. Participants will learn about both national court decisions and Delaware court decisions affecting local land use.

This session qualifies for credit toward the Certificate in Local Government Leadership and the Certificate for Planning Education.

Contact Sean O'Neill (oneill@udel.edu) with questions about this event.

AICP members can earn 3 Certification Maintenance (CM) credits and 1.5 Law credits for this activity. More information about AICP's CM program can be found at www.planning.org/cm.



UNIVERSITY OF DELAWARE
**BIDEN SCHOOL OF PUBLIC
POLICY & ADMINISTRATION**

The **Institute for Public Administration** presents

Introduction to Land-Use Law



COURSE INSTRUCTOR

Max Walton, Esq.

Partner
Connolly Gallagher, LLP



COURSE INSTRUCTOR

Edward O'Donnell, AICP

Senior Fellow, IPA
University of Delaware

FEBRUARY 7, 2024
10:00 a.m. to NOON

VIA ZOOM MEETING

*Registration in advance is required.
After registering, you will receive a
confirmation email with information
about joining the webinar.*

\$20 Registration Fee

● REGISTER ONLINE

**[www.bidenschool.udel.edu/
ipa/events/upcoming](http://www.bidenschool.udel.edu/ipa/events/upcoming)**

This course focuses on Land Use Law in Delaware. It begins a review of the basic principles governing land-use law. Topics include police power, delegation of authority, nuisances, due process, equal protection, just compensation, vagueness, and vested rights. Participants will then learn about Delaware court decisions affecting local land use.

Course topics will include:

- Basic terms and concepts
- A summary of tools
- Zoning, subdivision, and site-plan review
- Other approaches to land-use control

This session qualifies for credit toward the Certificate in Local Government Leadership and the Certificate for Planning Education.

Contact Sean O'Neill (oneill@udel.edu) with questions about this event.



UNIVERSITY OF DELAWARE
**BIDEN SCHOOL OF PUBLIC
POLICY & ADMINISTRATION**

Planning 101: Planning Your Community's Future



COURSE INSTRUCTOR

David Edgell, AICP

Director
Office of State Planning Coordination



COURSE INSTRUCTOR

Edward O'Donnell, AICP

Senior Fellow, IPA
University of Delaware



COURSE INSTRUCTOR

Max Walton, Esq.

Partner
Connolly Gallagher, LLP

JANUARY 17, 2024
9:00 a.m. to NOON

Check-in begins at 8:30 a.m.

Kent County Levy Court

Room 220
555 S Bay Rd, Dover, DE 19901

\$55 Registration Fee

Includes refreshments

 **REGISTER ONLINE**

[www.bidenschool.udel.edu/
ipa/events/upcoming](http://www.bidenschool.udel.edu/ipa/events/upcoming)

Planning 101 provides valuable information for all elected officials who consider and act upon comprehensive plans, land use and zoning matters, and other growth issues. Planning and zoning commissioners, board of adjustment members, and those who take part in community planning and land-development matters will enjoy this course.

Course topics will include:

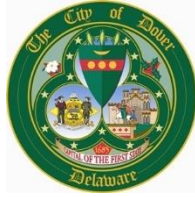
- Delaware planning and zoning statutory requirements
- The elements of a comprehensive plan
- The basics of land use control
- The role of the planning & zoning commissioner

This session qualifies for credit toward the Certificate in Local Government Leadership and the Certificate for Planning Education.

Contact Sean O'Neill (oneill@udel.edu) with questions about this event.



UNIVERSITY OF DELAWARE
**BIDEN SCHOOL OF PUBLIC
POLICY & ADMINISTRATION**



Resolution

***Whereas, Robert Dennis Hartman** became a member of the City of Dover Planning Commission on August 12, 2019 and has served with diligence and distinction in this capacity as an advocate for sound land use planning in the public interest; and,*

***Whereas, Robert Dennis Hartman** has played a role in ensuring fundamental fairness and careful forethought in the planning and development of the Capital City through his service on the Planning Commission; and,*

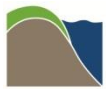
***Whereas, Robert Dennis Hartman** served in the position of Vice-Chair of the Planning Commission since his election to the position on July 19, 2021 through the present; and,*

***Whereas, Robert Dennis Hartman** has influenced the pattern and appearance of development in Dover through his contributions to the creation of the City's 2019 Comprehensive Plan and to ensure compliance with the Plan as adopted; his participation in the review and implementation of the 2021 Comprehensive Rezoning Project; his concerns for the public's health, safety, and welfare when considering applications; and,*

***Whereas, Robert Dennis Hartman** completed his term of service on the City of Dover Planning Commission on November 20, 2023.*

***Now Therefore Be It Resolved That,** the City of Dover Planning Commission does hereby express its sincere appreciation to **Robert Dennis Hartman** for his faithful and diligent service to the Citizens of the City of Dover as an active member of the City of Dover Planning Commission and extends its very best wishes to **Robert Dennis Hartman**.*

Andrea Maucher
Planning Commission Chair



December 1, 2023

Ms. Dawn Melson-Williams, AICP
Principal Planner
City of Dover
Department of Planning & Inspection
15 Loockerman Plaza
Dover, DE 19901

RE: Application No. C-21-08
Conditional Use Site Plan Application – Royal Farms Retail Store
Extension Request
Tax Parcel No. ED-05-067.00-02-51.00-000
City of Dover, Delaware
Project No. 12770CA (Duffield)

Dear Ms. Melson-Williams:

Duffield Associates, LLC (Duffield) is writing this letter, on behalf of Two Farms, Inc., to request an extension of the Planning Commission decision for conditional approval of the Conditional Use Site Plan for the Royal Farms Retail Store (Convenience Store). The decision made at the December 20, 2021 Planning Commission meeting allowed for the construction of a one-story 5,154 square foot retail building (convenience store), with Fuel Pumps, a 1,248 square foot car wash, and accompanying site improvements. Per the Notice of Decision, the Site Development Plan C-21-08 has until December 20, 2023, to start authorized construction.

Over the past two years since the approval was issued, the property owner has been working on Site Development Plans for the development. This includes obtaining approvals from Delaware Department of Transportation (DelDOT) for the proposed entrance for the retail store, as well as approvals from Kent Conservation District for the Sediment and Stormwater Management Plans for the project. Plans were nearing approval when negotiations with DelDOT were required for roadway improvements. Those negotiations are on-going.

In accordance with City of Dover Code of Ordinances, we hereby request a one-year extension for Site Development Plan to start authorized construction.

Please do not hesitate to contact us, if you have any questions or comments regarding the above request. We appreciate your consideration of this request.

Very truly yours,

DUFFIELD ASSOCIATES, LLC

K. James Taylor, Jr., P.E.
Senior Project Manager



DATA SHEET FOR SITE DEVELOPMENT PLAN REVIEW

DEVELOPMENT ADVISORY COMMITTEE MEETING OF December 6, 2023

PLANNING COMMISSION MEETING OF December 18, 2023

Plan Title: Walker Road Apartments, S-23-22

Plan Type: Site Development Plan and Active Recreation Area Plan

Location: North side of Walker Road and west of Independence Boulevard

Address: Unaddressed off Walker Road

Tax Parcel: ED-05-067.18-01-71.00-000

Owner: Arthur Guinn Estate

Equitable Owner/Developer: Tyrone Pierre

Site Area: 6.83 acres +/-

Zoning: RM-2 (Medium Density Residence)

Current Use: Vacant Land (Open Land, Woodland, and Stormwater Pond Area)

Proposed Use: Garden Style Apartments (Multi-family Community)
Dwelling Units: 48 units

Parking: Required: 115 spaces
Proposed: 119 spaces

Water and Sewer: City of Dover

For Consideration: Active Recreation Area Plan
Recreation Area: Required – 10,000 SF
Provided – 11,663 SF

Waiver Requests: None

CITY OF DOVER
DEVELOPMENT ADVISORY COMMITTEE
APPLICATION REVIEW COMMENTARY
D.A.C. MEETING DATE: December 6, 2023

APPLICATION: Walker Road Apartments

FILE #: S-23-22

REVIEWING AGENCY: City of Dover Planning

CONTACT PERSON: Katherine Oehmke, Planner I

PHONE #: (302) 736-7196

I. PLAN SUMMARY:

This application is for Review of a Site Development Plan Application for the construction of two (2) 3-story garden style 24-unit apartment buildings with a Clubhouse and active recreation areas. Also proposed are 119 parking spaces, landscaping, recreation areas, and other site improvements. The project area of 6.83 +/- acres is zoned RM-2 (Medium Density Residence Zone). The property is located on the north side of Walker Road and west of Independence Boulevard. The owner of record is Arthur Guinn Estate and equitable owner/developer is Tyrone Pierre. Property is currently unaddressed on Walker Road. Tax Parcel: ED-05-067.18-01-71.00-000. Council District 4. *For Consideration: Active Recreation Area Plan.*

Existing Property:

With the overall 6.83-acre property, the property has frontage on Walker Road. The lot consists of 4.12 acres of woodlands and is otherwise a vacant lot. A stormwater drainage pond in the southeast corner and there is an existing drainage ditch and wetland area that runs north from the pond. The site entrance to Walker Road has 2 residential houses on either side. The larger portion of the property is between a townhouse development (Village at McKee Branch) and another apartment complex (Liberty Court). The plan is showing an "L" shaped wetlands area near the entrance as well as along the back property line that crosses over into the neighboring property.

Previous Applications:

This reviewer was not able to find any previous development plans. The property appears to have been in the same family for some time, with it passing hands twice since 2015 due to will succession.

Surrounding Land Uses

The surrounding parcels are a mix of residential, recreational, and institutional. The property to the immediate west is ROS (Recreational Open Space) containing picnic tables and recreational

spaces associated with the townhouse development which is zoned RG-2 (General Residence Zone). The townhouses were redeveloped (S-13-18 Redevelopment of Walker Woods) in 2015-2017 and are currently owned by the Milford Housing Development Corporation. The adjacent parcel to the north is zoned IO (Institutional and Office Zone) and contains a building used by a public assembly use.

The apartments to the east were redeveloped in 2017 on the site of former apartments and are currently zoned RM-2 (Medium Density Residence Zone). The project was S-16-22 Redevelopment of Liberty Court Apartments.

II. PROJECT DESCRIPTION:

The Site Development Plan as submitted by the applicant for the Walker Road Apartments consists of two (2) garden style apartment buildings with active recreation areas. This information is provided to show how the Site Plan submitted is achieving the aims set out in the *Zoning Ordinance*, Article 5 Section 10: Open space, recreation, and other public facilities. The proposed area of recreation is 11,663 SF in size.

III. ZONING REVIEW:

This property is zoned as RM-2 (Medium Density Residential Zone) with a portion fronting on Walker Road. The RM-2 zone allows for a variety of housing unit types ranging from single family detached dwellings, duplexes, multiplexes, and townhouses to garden apartments. This project proposes a density of 7.02 dwelling units per acre. The Bulk Standards for the RM-2 are outlined by housing type in *Zoning Ordinance*, Article 4 Section 4.8. The RM-2 zone has a maximum gross residential density limitation of eight dwelling units per acre.

IV. PARKING SUMMARY:

The parking requirement for apartments is based on a rate of two (2) parking spaces per dwelling unit plus 0.25 space per dwelling unit for visitor parking. Based on the number of dwelling units (48 units), this site would require 108 parking spaces. The leasing office area is subject to a parking rate of 1/300 SF; and must be identified by size to confirm compliance. The plans submitted identify a total of 119 parking spaces located around the perimeter of the complex and including handicapped accessible parking spaces near each building.

Bicycle Parking

Bicycle parking is required at a ratio of one space for every twenty parking spaces. If the site is required to have 115 vehicle parking spaces, then six (6) bicycle parking spaces are required. The site plans submitted identify two (2) bike rack locations, for a total of 8 bike spaces. No further details are provided.

Upright Curbing

The upright cubing for parking lots and drive isles is required by the requirements of the Article 6 Section 3.6(b) of the *Zoning Ordinance*. Locations and type of curbing must be clarified on the Site Plan; it appears to include curbing.

V. SITE CONSIDERATIONS:

Access

The access to this Apartment Complex is off Walker Road between two residential single-family lots. The access drive is 32 feet wide. The entrance is subject to an Entrance Plan review with DelDOT.

Rear Emergency Access

Rear Emergency Access is required for some residential dwelling types. According to Article 5, Section 17 of the *Zoning Ordinance*, an 18 ft. wide Secondary Fire Lane or 18 ft. wide subgrade emergency access lane is required for Apartments that are 2-3 stories to serve as rear access. This is to provide access to rear building areas. The plan calls for 24-foot-wide drive aisle all around the complex and it goes to the middle of the 2 buildings but leaves a segment that does not go through of about 60 feet. The Fire Marshal's Office will also evaluate these fire protection measures as related to the fire lane requirements of the applicable Fire Codes.

Lighting

Staff counted eighteen (18) light poles on the Site Plan between the buildings, parking lots and entrance. No further details are listed. There does not appear to be lighting listed for the recreational areas or the offices inside the Clubhouse.

Sidewalks

A sidewalk exists along the frontage of Walker Road and will be changed to accommodate the site entrance. A sidewalk is shown along the west side only of the entrance drive leading into the site. Sidewalks are shown on the plans between the parking lots and the building access points. There is a sidewalk that connects 5 entrance/exit points of the Clubhouse to the parking lot. Staff would like to see direct sidewalk connections to the recreational areas. There should be a sidewalk leading to the dumpster in the northwest corner of the parking lot.

Dumpsters

The Dumpster requirement for apartments is two Dumpsters for the first 48 units and one Dumpster for each additional 24 units or fraction thereof. Based on 48 apartment units, a total of two (2) Dumpsters are required. There is a single dumpster space for each building drawn on the site plans at the back end of the parking lot. There must be space for both trash and recycling containers in these Dumpsters. It is noted that these dumpsters areas are enclosed by a 7-foot brick wall and gates for trash and recycling.

VI. BUILDING ARCHITECTURE:

The architectural renderings show garden style apartments with six over six windows. Some units have balconies. The stairwells have large arched openings on the upper level. The roofline is pitched gable. The lower levels are mostly masonry, with the rest showing as typical horizontal siding. Faux shutters flank the windows on the second and third levels. The Clubhouse rendering depicts a similar style architecture. The long roofline is again gabled with decorative round gable vents. There are varied heights and depths of surface to show visual interest. There is brick along most of the bottom half of the surface and at the front section where the main entrance sits. The rest appears to be horizontal siding. The windows are six over six with a 3-

light transom. Boxed wood columns are on both the front and rear elevations near entrances. The front door has a flared decorative metal transom.

VII. TREE PLANTING AND LANDSCAPE PLAN:

Zoning Ordinance, Article 5 Section 16 lays out the requirements for tree planting and preservation. A new project is required to provide tree planting at a rate of one (1) tree per 3,000 SF of “Development Area”. *Zoning Ordinance* Article 5, Section 16 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.

According to plans, there are 4.12 acres of existing woods, and they propose to remove 1.85 acres of these woods (45%) to make way for the building site. An area of 2.27 acres of woodland is to remain. Based on a total site area of 6.82 acres with 2.27 acres of woodlands, the remaining 4.56 acres is subject to the tree planting requirement at a rate of one tree per 3,000 SF.

Based on the number of acres for this development site, the minimum required number of trees if rounded is 67. The Site Plans do not show a landscaping plan for tree planting. *Zoning Ordinance*, Article 5, Section 16 outlines what guidelines to use for designing the landscape plan. This plan will need to be expanded to clearly identify the detailed information.

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 wetland areas. A 100-foot setback is required; however, this can be reduced to 50 feet with implementation of a Riparian Buffer or reduced to 30 feet with bank stabilization. Adjacent to the wetlands, the plan shows a 50-foot riparian buffer where existing woodland vegetation will be maintained.

VIII. ACTIVE RECREATION AREA

Active Recreation Area Plan Review

The *Zoning Ordinance*, Article 5 Section 10 sets out requirements to preserve areas of open space within residential developments which are designed to provide buffer spaces between developing areas, to preserve existing natural and historic features and to establish a network of open spaces within the built environment to provide a balance between developed and undeveloped lands, wildlife habitat conservation, the preservation of scenic view corridors, and to provide residents opportunities to engage in passive recreational activities. *Zoning Ordinance*, Article 5 Section 10.11 notes the purpose of providing Recreation Areas.

Article 5 §10.1 Recreation areas.

10.11 Purpose. The purpose of this section is to ensure that active recreation areas are provided as an integral design element within residential developments and that such facilities are of an adequate scale in relation to the size of the residential development and which provide residents with a variety of active recreational pursuits.

This project qualifies for the “Small development” exemption which sets the Active Recreation Area rate at 150 SF per dwelling unit or a minimum of 10,000 SF of area. The applicant has shown on the submitted plan that there will be three (3) active outdoor recreation areas, and a

Clubhouse with leasing offices. These areas are labeled as basketball half court, volleyball court, and active recreation area. No specific plans for the inside of the Clubhouse are provided. See the Active Recreation Area Plan Review Report for a detailed review.

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) Active Recreation Area: The applicant is responsible for providing an Active Recreation Area of a minimum of 10,000 SF. The Plans Applicant has provided information indicating they intend to provide 11,663 SF of Active Recreation Area including the Clubhouse with leasing office.
 - a) Any revisions to the Active Recreation Area must be incorporated into the plan drawing and data/notes listings throughout the plan set.
 - b) The Active Recreation Area is scheduled to be reviewed by the Council Committee of the Whole: Parks, Recreation & Community Enhancement Committee on December 12, 2023.
 - c) Review comments of the Active Recreation Area is amended to this report by reference.
 - d) This plan will need to be expanded to clearly identify the detailed information.
- 2) Upright Curbing: Upright curbing shall be provided around all parking and driving areas in accordance with the requirements of the *Zoning Ordinance* unless a waiver is granted by the City Planner. Clarify the type of curbing proposed.
- 3) Sheet C-1 - Cover Sheet:
 - a) Please correct the FEMA Firm Panel number. I show it should be 10001C0166H and add date.
 - b) Staff has counted 119 parking spaces broken down by 113 regular and 6 handicapped.
 - c) Provide a breakdown of the Clubhouse with recreation and leasing space. Leasing space is not active recreation, and the active recreation square footage will need to be adjusted.
 - d) Active Recreation Area should be provided at 150 square feet per unit, totaling 10,000 SF.
 - e) The owner's address should have the street name corrected to read "WINTERGREEN".
 - f) The tree planting calculations should read "1 tree per 3,000 SF of Development area".
 - g) Correct the zoning of the property to the left of the property to be RG-2. Also correct the properties to the north, both should be zoned "IO".
 - h) Entrance signs are subject to a separate Sign Permit.
 - i) Reference the specific easement for the DelDOT Stormwater collection area.
 - j) Label size of wetland areas. See section above on Wetlands.
- 4) Provide details for Dumpster Enclosure, bike rack, curbing, sidewalks, and other site features.
- 5) Any Erosion & Sediment Control Plans and Stormwater Management Plans granted approval by the Kent Conservation District must reflect the Site Plan layout and design conditionally

approved by the Planning Commission and be following the *Zoning Ordinance* and technical review requirements of other agencies.

- 6) The Plan must provide rear emergency access to each of the apartment buildings. The applicant will work with the Fire Marshal's Office to confirm that the current proposal satisfies this requirement by making any necessary revisions.
- 7) Setbacks: The applicant should be aware that the sport courts require a setback of 30 feet per *Zoning Ordinance*, Article 5, Section 10.156. The recreational courts will need to be moved back to comply with the *Zoning Ordinance*.
- 8) Ensure that sidewalk interconnections around the site include a connection to the dumpsters on the property.
- 9) Landscape Plan: A Landscape Plan must be prepared in accordance with the provisions of *Zoning Ordinance*, Article 5 Section 15 and 16.
 - a) This project will require 67 tree plantings based on the current non-woodland area.
 - b) As the woodland areas are further evaluated, the Plan must continue to comply with the woodland clearing limitation of less than 50%.
- 8) Final Plan Set: The Final Plan Set must include notes documenting any action taken by the Planning Commission regarding any requested waivers and must list any additional conditions of approval.
- 9) Entrance Plan: An Entrance Plan must be developed for DelDOT review as Walker Road is a state-maintained road.
- 10) Additional review comments may be provided in the future as more detailed plan sheets are developed.

X. 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 listed in subsections 2.21 to 2.28.

1. Sidewalks at entrance: A sidewalk path is only noted on one side of the entrance drive. There should be a path on both sides of the entrance as the existing sidewalk along Walker Road leads to amenities in both directions i.e., adjacent neighborhoods, bus stop, services, etc.

2. Woodland Areas – The Woodland areas in corner islands and center landscaped areas between buildings are not likely to still be considered woodlands due to impacts of development. These areas are better served as planting areas for new trees.
3. Bicycle Parking: Planning Staff would encourage some bicycle parking facilities to be either covered or otherwise provided at locations interior to the Apartment Buildings.
4. Electric Vehicle Charging: Planning Staff encourages this project to include the installation of Electric Vehicle Charging Stations in its parking lot. Currently, the *Zoning Ordinance* does not require them, but many other jurisdictions have implemented such requirements. Electric Vehicle Charging Stations formats include EV-Capable, EV-Ready, and EV-Installed. The plan labels 4 parking spaces as EV; identify format.

XI. ADVISORY COMMENTS TO THE APPLICANT:

- 1) The Planning Commission should act upon the request for any waivers as part of any motion regarding this project application, or as a separate motion as necessary. Note: All waivers are at the discretion of the Planning Commission. The Commission may approve or deny waiver requests.
- 2) If major changes and revisions to the Site Development Plan occur in the finalization of the Site Plan, please contact the Department of Planning and Inspections. Examples include relocation of site components like paving and increases in floor area/unit count. These changes may require resubmittal for review by the Development Advisory Committee, Planning Commission, or other agencies and commissions making recommendations regarding the Plan.
- 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 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 the other commenting agencies. Upon determination that the Plan is complete and all agency approvals have been received, copies of the Plan may be submitted for final endorsement (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 Chief Building Inspector and City of Dover Fire Marshal for 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 development or ground disturbing activities on the site the appropriate site inspections and permits are required. This includes activities to remove existing trees/vegetation, the import of fill dirt, etc.
- 7) The addresses for the new buildings proposed on the property will need to be confirmed with the City's Tax Assessment Office.
- 8) 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.
- 9) The applicant shall be aware that Site 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. Building Permits will be required for each building.
- 10) 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.
- 11) Please provide a name for the apartment complex. Planning Staff needs to ensure no duplications within 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: NOVEMBER 29, 2023



APPLICATION: Walker Road Apartments at Guinn Property
FILE #: S-23-22
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

1. The proposed plan will require private trash collection services. A note to this effect is to be added to the plan. Dumpster locations should also be provided on the plan.

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 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.
3. Please be advised that easements will not be provided for the stormwater infrastructure on this site, it shall be privately maintained.

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 street network is to be private and will not be maintained by the City of Dover.
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.

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. Please be advised that effective May 1, 2022, water mains can now be constructed using DR 18 PVC pipe.
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. Please call out that the connection to the water main shall be accomplished with a Powerseal 3490AS tapping sleeve and valve.
8. Each building shall have one (1) water service.
9. The water infrastructure within the development shall be privately maintained.
10. 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. Due to the height of the garden apartments, a double check valve backflow prevention assembly will be required on each building, please note on plans. The certificate of occupancy will not be provided until the city has proof that the assembly has been installed and tested by a certified tester.
11. 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 valves.

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. 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 mains 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. The downstream pump station must be evaluated by the developer / engineer to verify it can handle the additional effluent flow. If improvements are required for the pump station, the cost shall be the responsibility of the developer.
9. The wastewater infrastructure within the development will be privately maintained.

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. 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. 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.

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

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

D.A.C. MEETING DATE: 11/29/23

APPLICATION: Walker Road Apartments at Guinn Property

FILE #: S-23-22 REVIEWING AGENCY: City of Dover, Office of the Fire MarshalCONTACT PERSON: Jason Osika, Fire Marshal
josika@dover.de.usPHONE #: (302) 736-4457

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 (apartments)
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 75% and clearly shown on the plans.

Perimeter Access minimum width shall be 10 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 35% 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. 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.

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, and Delaware State Fire Prevention Regulations. City Ordinance Sec 46-9 (f).

5.1.1 Hydrant spacing as shown in the Fire Flow Tables shall be used as a general rule. Hydrants shall be located at the direction of the State Fire Marshal so as to minimize friction in fire hose. All hydrant spacing shall be located along available roads or at the direction of the State Fire Marshal. This measurement shall be calculated by way of accessible thoroughfare(s) from the building to be protected to the hydrant and may not necessarily be a radius. 5.1.3 Additional hydrants shall be provided when the State Fire Marshal deems it necessary based on the configuration of the site, building(s), exposures, construction, occupancy, and/or specific hazard(s).

Fire Flow table 2, hydrant spacing shall be 800 feet on center for one and two family detached dwellings, other residential, rowhouses and townhouses, assembly, health care, business, education, storage, industrial, mercantile, and mini storage. (702, Chapter 6)
NFPA 1

18.5.2 detached one- and two-family dwellings, fire hydrants shall be provided for detached one- and two-family dwellings in accordance with both of the following: 1. the maximum distance to a fire hydrant from the closest point on the building shall not exceed 600 feet 2. the maximum distance between fire hydrants shall not exceed 800 feet.

18.5.3 buildings other than detached one- and two-family dwellings, fire hydrants shall be provided for buildings other than detached one- and two-family dwellings in accordance with both of the following 1. The maximum distance to a fire hydrant from the closet point on the building shall not exceed 400 feet 2. The maximum distance between fire hydrants shall not exceed 500 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 3 In 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)

23. Fire Department Connection is to be a 5-inch storz 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. 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)

27. 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)

28. 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)

29. 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)

30. 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

31. 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
32. 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)
33. 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.
34. Project to be completed per approved Site Plan.
35. Full building and fire plan review is required.
36. 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.

37. Construction or renovations cannot be started until building plans are approved.
38. 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.
39. Building cannot be occupied by the public until a Certificate of Occupancy is obtained.
40. 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. Please confirm that building 2 is the same as building 1 regarding measurements (ex 15' between building and parking)
2. Please confirm item # 11 listed above is in compliance.
3. Fire hydrants need to be shown as outlined in item #17 listed above.
4. Note, City Ordinance, Appendix B, Article 5, Section 17, figure 17.1 regarding subgrade emergency access lanes.

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.**

CITY OF DOVER ELECTRIC
DEVELOPMENT ADVISORY COMMITTEE
APPLICATION REVIEW COMMENTARY

STAFF D.A.C. MEETING DATE: Nov 29, 2023

APPLICATION: Walker Road Apartments at Guinn Property
FILE #: S-23-22
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

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. Developer may be required to perform a quantity of the relocation. 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.

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. Provide load sheets if the new load requirements will change as soon as possible to verify proper sizing of transformers and creation of primary fee estimates. Current load sheets can be found at the following link: <https://www.cityofdover.com/media/Electric%20Department/COD%20Electric%20Load%20Sheet.pdf>.

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

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APPLICATION: Walker Road Apartments

FILE#: S-23-22

REVIEWING AGENCY: DelDOT

CONTACT PERSON: Michael Vandevander

PHONE#: 302-760-2141

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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:

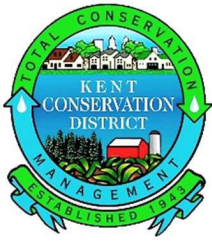
CITY & STATE CODE REQUIREMENTS:

No person, firm, corporation or the like shall construct, open, reconstruct, maintain, modify or use any crossing or entrance onto a state-maintained highway, street or road, including any drainage modifications leading into or carried by the highway drainage system, without first having complied with standards and regulations adopted by the Department and having obtained a permit issued by the Department. Please contact the Delaware Department of Transportation - Development Coordination section to begin permit process.

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES:

ADVISORY COMMENTS TO THE APPLICANT:

1. The developer will need a pre-submittal meeting to discuss the development with DelDOT. A trip generation diagram will need to be completed.



KENT CONSERVATION DISTRICT

Item 5.

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

**CITY OF DOVER
DEVELOPMENT ADVISORY COMMITTEE
APPLICATION REVIEW COMMENTARY
DECEMBER 2023**

APPLICATION: Walker Road Apartments at Guinn property

FILE #: S-23-22

REVIEWING AGENCY: Kent Conservation District

CONTACT PERSON: Kate Owens

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 5,000 square feet, 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 facilities must be provided on the Record Plan.

ADVISORY COMMENTS TO THE APPLICANT:

1. The existing pond located on private property is not an approved stormwater facility and can not be utilized for stormwater management without prior authorization and approval from Kent Conservation District.
2. There may be a conflict of jurisdiction with the existing pond. The pond is located within a DelDOT easement and is used for DelDOT drainage. Please contact DelDOT for the pond design and as-built details.
3. 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
APPLICATION REVIEW COMMENTARY
D.A.C. MEETING DATE:

**Dover/Kent
County
Metropolitan
Planning
Organization**

APPLICATION: S-23-22 Walker Road Apartments at Guinn Property

FILE # S-23-22

REVIEWING AGENCY: Dover/Kent County MPO

CONTACT PERSON: Malcolm Jacob

PHONE #: (302) 387-6030

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
Project Review

S-23-22 Walker Road Apartments at Guinn Property

- 1) Barrier-free access curb ramps shall be provided at all Sidewalk/Vehicular Drive intersections to include the Site Entrance, internal Driveway Corners, Marked Crosswalks, and at all Access Aisles serving ADA compliant parking spaces. Construction details for ADA parking and curb ramp installations should be included in Construction Plan Documents.
- 2) It is recommended that Sidewalk be provided on both sides of the Entrance Drive (Plan reflects west side only).
- 3) It is recommended that Sidewalk be extended to the Dumpster Enclosure located in the northwesterly portion of the Site.
- 4) School buses generally pick-up along Walker Road at designated stops. There is also a transit shelter at Liberty Court adjoining this site to the east which may serve transit needs for this complex.

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.





DATA SHEET FOR RECREATION PLAN REVIEW
Review of Active Recreation Area Plan

PARKS, RECREATION AND COMMUNITY ENHANCEMENT COMMITTEE
MEETING OF December 12, 2023
PLANNING COMMISSION MEETING of December 18, 2023

Plan Title: Walker Road Apartments, S-23-22

Plan Type: Site Development Plan and Active Recreation Area Plan

Location: North side of Walker Road and west of Independence Boulevard

Address: Unaddressed off Walker Road

Tax Parcel: ED-05-067.18-01-71.00-000

Owner: Arthur Guinn Estate

Equitable Owner/Developer: Tyrone Pierre

Site Area: 6.83 acres +/-

Zoning: RM-2 (Medium Density Residence)

Current Use: Vacant Land (Open Land, Woodland, and Stormwater Pond Area)

Proposed Use: Garden Style Apartments (Multi-family Community)

Dwelling Units: 48 units

Parking: Required: 115 spaces
Proposed: 119 spaces

Water and Sewer: City of Dover

For Consideration: Active Recreation Area Plan

Recreation Area: Required – 10,000 SF
Provided – 11,663 SF

I. PROJECT SUMMARY:

This application is for Review of a Site Development Plan Application for the construction of two (2) 3-story garden style 24-unit apartment buildings with a Clubhouse and active recreation areas. Also proposed are 119 parking spaces, landscaping, recreation areas, and other site improvements. The project area of 6.83 +/- acres is zoned RM-2 (Medium Density Residence Zone). The property is located on the north side of Walker Road and west of Independence Boulevard. The owner of record is Arthur Guinn Estate and equitable owner/developer is Tyrone Pierre. Property is currently unaddressed on Walker Road. Tax Parcel: ED-05-067.18-01-71.00-000. Council District 4. *For Consideration: Active Recreation Area Plan.*

II. ACTIVE RECREATION AREA PLAN SUMMARY:

The Site Development Plan as submitted by the applicant for the Apartment Complex notes four Active Recreation features consisting of a basketball court, a volleyball court, a Clubhouse and an Active Recreation area.

This project qualifies for consideration as a “small development” and its exemption option for recreation area calculations found in *Zoning Ordinance*, Article 5, Section 10.514. This subject property is less than 10 acres in size and has a density of 7.02 dwelling units per acre. The Active Recreation Area is required at a rate of 150 SF per unit or 10,000 SF (0.23 acres), whichever is greater. With this project of forty-eight (48) units, the Active Recreation Area requirement calculates to 7,200 SF which is less than the 10,000 SF. The Active Recreation Areas proposed are shown on the overall Site Plan, and the calculations are provided in the Data Column on page C-1. See Summary Table below of Active Recreation Areas.

Active Recreation Area (Article 5 §10.514)	
<i>Required</i>	<i>Provided on Plan</i>
150 S.F. per dwelling unit or 0.23 acre (10,000 SF) whichever is greater to be provided on site. 48 DU = 7,200 SF (0.23 +/- ac) Required = 10,000 SF <i>Provided: 11,663 SF*</i> <i>*Need detailed size of office area in the Clubhouse to confirm</i>	- Basketball half court (2,500 SF) - Volleyball Court (1,800 SF) - Unspecified Recreation Area (3,750 SF) - Clubhouse (3,613 SF)* subject to area future adjustment as part of building is to be the Leasing Office

Article 5 §10.151	<i>Accessible</i>	There are sidewalks connecting the Clubhouse to the sidewalk system for the rest of the property. There is also a connection from the sidewalk network to the Basketball Court. There should be a connection to the other 2 recreation areas outlined on the plan.
10.152	<i>Pedestrian oriented</i>	Other than the sidewalks around the parking lot, there are not any recreational walking paths.
10.153	<i>Age Oriented</i>	The four types of recreation areas are outlined in the plans. The activity specifics are not listed for the Clubhouse or the Active Recreation open area. There are not any child aged playgrounds shown on the plan.
10.154	<i>Parking</i>	Parking is provided for the buildings on an outer loop perimeter of the drive aisle through the property. The recreation is shown all on the west side of the property. There are parking spaces adjacent to recreation areas and Clubhouse.
10.155	<i>Walking, jogging and biking trails</i>	There are 2 bike racks on the site plan, each can hold 4 bikes. The requirement is 1 bike space for every 20 car spaces (Article 6, Section 3 of the <i>Zoning Ordinance</i>). 6 minimum bike spaces should be provided in total. There are a total of 8 bike spaces provided.
10.156	<i>Setbacks</i>	The recreation areas on these site plans will need to be moved inward to conform to the 30' setback requirement for game courts.
10.157	<i>Landscaping</i>	The site requires 67 trees and there is an appropriate number listed on the plan data column. Specific tree species will need to be identified on the plans and signed off by a Landscape Architect as per <i>Zoning Ordinance</i> . • The woodland areas to remain are shown. • There is no Landscape Plan provided for the new tree planting. A placement map of the Landscape Plan will be required.
10.158	<i>Area</i>	The breakdown of the allotted recreation areas is listed on the site plans. We will need clarification on the Clubhouse building interior and the area used for recreation versus that for leasing office area.

III. REVIEW PROCESS

The Planning Office has prepared this Active Recreation Area Report outlining the Recreation Area proposal. The Parks, Recreation and Community Enhancement Committee will need to consider the proposed Active Recreation Area and make a recommendation. The Planning Commission must act to accept the Recreation Area Plan as part of the Site Plan review process.

The Parks, Recreation and Community Enhancement Committee will review the Recreation Area Plan at their meeting on December 12, 2023. The Planning Commission Public Hearing and Review of the Site Development Plan S-23-22 is scheduled for December 18, 2023.

IV. CODE CITATIONS:

Dover Code of Ordinances, Appendix B – Zoning, Article 5 – Supplementary Regulations, Section 10 – Open Space, Recreation and Other Public Facilities (select excerpts).

Article 5 Section 10

Section 10. - Open space, recreation, and other public facilities.

The City of Dover shall require the reservation of open space, recreation, and other public facilities in accordance with the provisions of this section as a condition of approval for all one-family dwelling, two-family dwelling and multiple-family dwelling residential developments requiring conditional use approval, site development plan approval, or land subdivision approval by the City of Dover Planning Commission.

10.1 Recreation areas.

10.11 Purpose. The purpose of this section is to ensure that active recreation areas are provided as an integral design element within residential developments and that such facilities are of an adequate scale in relation to the size of the residential development and which provide residents with a variety of active recreational pursuits.

10.12 Dedication required. The commission shall require the dedication or reservation of recreation areas, and the subsequent construction of recreation facilities of a character, extent and location suitable to the needs created by a development for recreation facilities as defined and in accordance with the design guidelines set forth.

10.13 Definition. The following are illustrative of the types of recreation areas and subsequent facilities that shall be deemed to serve active recreational needs and therefore to count toward satisfaction of the recreation area requirements of this section: tennis courts, handball courts, racquetball courts, swimming pools, saunas and exercise rooms, meeting or activity rooms within clubhouses, baseball and soccer fields, basketball courts, volleyball courts, swings, slides and play apparatus, and developed walking, jogging or biking trails.

10.14 *Recreation area review....*

10.15 *Design guidelines...*

10.16 Area required. All residential developments shall provide recreational areas in a size equal to 275 square feet per dwelling unit or one-half acre of land, whichever is greater. In no case shall the commission require that more than ten percent of the gross area of the development be so dedicated or reserved when the gross area is greater than five acres.

10.5 Exemption to recreation and open space dedication.

10.514 Residential developments of ten (10) or fewer acres with a density over six units per acre. These developments shall be exempt from the area requirements set forth in section 10.16, but shall be required to provide 150 square feet of active recreation area per dwelling unit or 10,000 square feet of active recreation area, whichever is greater. If the commission determines that the construction of some or all of the required active recreation area is not practical or desirable, the commission shall require a cash-in-lieu donation for the active recreation area determined as not practical or desirable. Cash-in-lieu amount shall be in accordance with subsection 10.173 of this article.

V. STAFF RECOMMENDATIONS

The following are comments and recommendations from staff of the Planning Office following review of the Active Recreation Area Plan.

- 1) Recreation Areas: As a residential development, there is a requirement for Active Recreation area(s). Staff Recommends the following regarding these Recreation Areas:
 - a) Sport Courts:
 - i. The recreation areas outlined for specific sports should indicate the materials used for court areas.
 - ii. Adjust location of court surfaces to ensure 30 feet setback is complied with.
 - b) Clubhouse:
 - i. There should be specifics on what recreation or activities can transpire in the Clubhouse.
 - ii. List size of areas with clubhouse as Leasing Office area does not count.
 - iii. Connecting these areas to the walking paths would allow for wheelchair and stroller access.
 - c) Active Recreation Area:
 - i. Provide details for the unspecified active recreation area as to if it will be open lawn area or have amenities.
- 2) Bicycle Parking: Bicycle parking should be located at every one of the Apartment Buildings. If any Bike Parking facilities are proposed internal to the buildings, then the Plans should note as such.
 - i) Staff recommend adding bike racks near each recreation amenity.
- 3) Pedestrian Connectivity: Staff notes that the sidewalk system should be extended specifically to all recreation areas where necessary near handicapped parking. Sidewalk intersections, etc.
 - a) Sidewalks should be provided on both sides of the entrance drive to the complex. The current plan only provides sidewalks on the west side of the entrance.
 - b) Sidewalks should be added to the Volleyball Court and the Active Recreation area.
 - c) Sitting benches could also be added to the recreation areas.
- 4) Sidewalk Curb Cuts: No curb cuts or ramps are shown on sidewalks or near street crossings; add accessible ramps.
- 5) Adequate Lighting for the Site: It appears in the plan that light fixtures are present around the parking areas. There should be light fixtures added to sufficiently light the recreation areas. Please detail the light fixtures to be used.
- 6) Landscaping: Provide a landscape plan. Specific tree species will need to be identified on the plans and signed off by a Landscape Architect as per *Zoning Ordinance*. Additionally, it appears that the parking islands may be counted towards the woodlands areas not to be cleared. It will be difficult for construction crews to avoid these areas given their location and

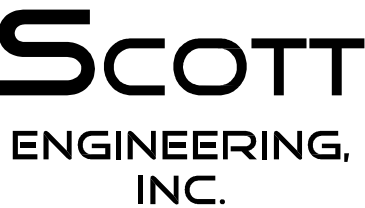
proximity to the development area. It would be better for these areas to be used for tree planting and landscaping requirements.

VI. ADVISORY COMMENTS

- 1) This Site Development Plan set depicting the Recreational Areas are to include appropriate improvements, plans, and details of the Active Recreation Area as approved.
- 2) There shall be provisions which ensure that the community 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 space i.e., a Homeowners Association or other property management entity. The organization shall be responsible for maintenance, insurance, and taxes on the community space.
- 3) In the event, that major changes and revisions to the Plan occur in the finalization of the Plan contact the Planning Office. Examples include reorientation of buildings, relocation of site components, changes in floor area or unit count, or design revisions impacting Active Recreation Areas. These changes may require resubmission for review by the Development Advisory Committee, Planning Commission, or other agencies and commissions making recommendations in regard to the plan.
- 4) The Parks, Recreation, and Community Enhancement Committee shall submit to the Planning Commission a report detailing the recommendations as to the Recreation Area Plan.

Attachments:

- Site Plan S-23-22 Walker Road Apartments Sheet C-1
- Building Rendering



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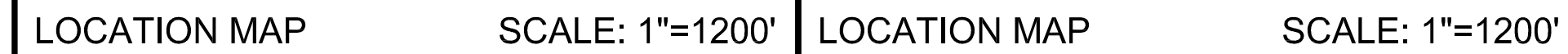
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DATE _____

SITUATE IN: CITY OF DOVER. EAST DOVER HUNDRED. KENT COUNTY. STATE OF DELAWARE

SURVEYED BY:	S.E.I.
DESIGNED BY:	G.R.S.
DRAWN BY:	G.R.S.
CHECKED BY:	G.R.S.
SCALE:	1" = 40'
DATE:	11/03/23
DWG. NO:	3207

C-1

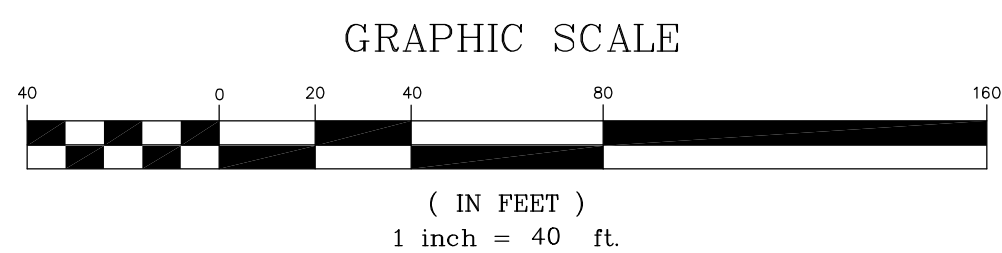


NOTE:

1. ALL STORMWATER RUNOFF IS TO BE DIRECTED TO THE EXISTING POND AT THEM SOUTHEAST CORNER OF THE SITE LOCATED IN THE DELDOT STORWATER EASEMENT PER THE KENT CONSERVATION DISTRICT.

NOTE:

1. ALL STORMWATER RUNOFF IS TO BE DIRECTED TO THE EXISTING POND AT THEM SOUTHEAST CORNER OF THE SITE LOCATED IN THE DELDOT STORWATER EASEMENT PER THE KENT CONSERVATION DISTRICT.



I _____ HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN ON THIS PLAN, THAT THE PLAN WAS MADE AT MY DIRECTION, AND THAT I ACKNOWLEDGE THE SAME TO BE BY ACT AND DESIRE THE PLAN TO BE DEVELOPED AS SHOWN IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

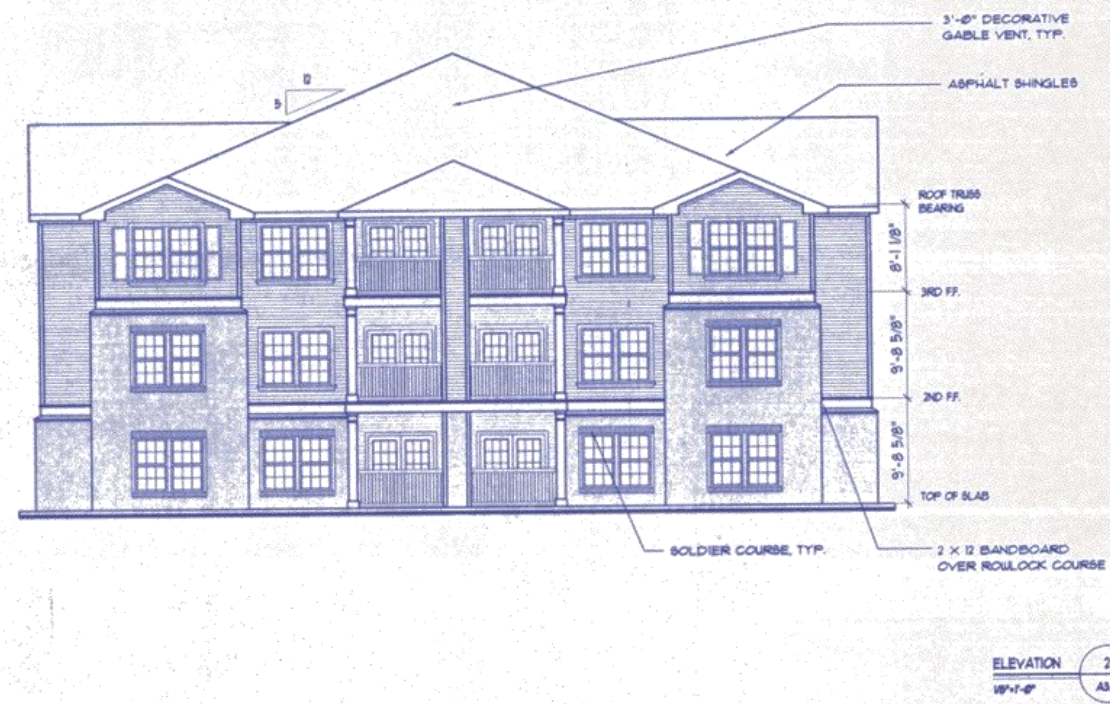
OWNER'S SIGNATURE

DATE

I, GREGORY R. SCOTT, P.E., CERTIFY THAT I AM A REGISTERED 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.

GREGORY R. SCOTT, P.E.

DATE



A RESIDENTIAL COMMUNITY
WALKER ROAD APARTMENTS
DOVER, DE
N.T.S.



A RESIDENTIAL COMMUNITY
 WALKER ROAD APARTMENTS CLUBHOUSE
 DOVER, DE
 N.T.S.

DATA SHEET FOR REVISED SUBDIVISION PLAN REVIEW

DEVELOPMENT ADVISORY COMMITTEE MEETING OF December 6, 2023

PLANNING COMMISSION MEETING OF December 18, 2023

Plan Title: Stonebrook East Planned Neighborhood Design, SB-23-03
Plan Type: Revised Subdivision Plan

Previous Applications: Stonebrook East Planned Neighborhood Design, C-07-01 and SB-07-07
Revised Stonebrook East Planned Neighborhood Design, SB-21-05

Applicant/Owner: Stonebrook East 168, LLC

Property Location: Northeast corner of McKee Road and W. Denney's Road

Tax Parcels: ED-05-057.03-01-01.00 through 92.00

Existing Parcel Area: Area totaling 45.75 acres +/-

Present Use: Vacant

Proposed Use: Planned Neighborhood Design (PND) Option

Number of Dwelling Units: 103 Townhouses (+16)
138 Garden Apartments (-30)
241 Total Dwelling Units (decrease of 14)

Sewer/Water: City of Dover

Zoning Classification: RM-1 (Medium Density Residence Zone)
PND (Planned Neighborhood Design)

Waivers Approved: PND – Alternative Design Standards for Townhouse Units and Garden Apartments (previous bulk standards requests)
Sidewalks: Combined Placement and Alternative Materials
Reduction in Street Radius from 150 ft. to 90 ft.

Waiver Requested: PND – Alternative Design Standards for Townhouses: Minimum Lot Width of 20 feet and Reduction of Minimum Lot Area
PND – Alternative Design Standards for Garden Apartments: Increased number of stories to 4 stories; Increase building height to 48 feet; and Allow an average of 35 dwelling units per building

CITY OF DOVER
DEVELOPMENT ADVISORY COMMITTEE
APPLICATION REVIEW COMMENTARY
D.A.C. MEETING DATE: December 6, 2023

APPLICATION: Revised Stonebrook East Planned Neighborhood Design at McKee Road and W. Denneys Road – Revised Subdivision Plan

FILE #: SB-23-03 REVIEWING AGENCY: City of Dover Planning

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

I. PLAN SUMMARY

This Application is the Review of a Revised Subdivision Plan to increase the number of townhouses from 87 to 103 townhouses (increase of 16 townhouse units) and to decrease the number of garden apartment units from 168 to 138 garden apartment units (decrease of 30 units). This development known as Stonebrook East Planned Neighborhood Design (PND) proposes 241 dwelling units, recreational areas, open space, and stormwater management areas. The property is zoned RM-1 (Medium Density Residential Zone) and approved as a PND (Planned Neighborhood Design Option). The site is on the northeast corner of McKee Road and W. Denneys Road. Property Address: intersection of McKee Road and West Denneys Road. Property Owners: Hanae Harmony Properties and Stonebrook East 168 LLC. Tax Parcels: ED-05-057.03-01-01.00-000 to ED-05-057.03-01-92.00-000. Council District 1. The submission includes a series of PND - Alternative Design Standards Requests.

II. PREVIOUS APPLICATIONS

A Conditional Use C-07-01 for a conceptual plan for a Planned Neighborhood Design (PND) was approved by the Planning Commission in February 2007. Shortly after on November 19, 2007, a Subdivision Plan (SB-07-07) was presented to Planning Commission for Stonebrook East PND and was approved with Alternative Design Standards for both townhouses and garden apartments. A Final Revised Record Plan was approved by the Planning Office on September 29, 2010 which superseded a previous Record Plan approved on November 26, 2008 after returning to Planning Commission for approval of revised building architecture and placement of the garden apartments in April of 2008. The Final Approved PND Plan consisted of 87 Townhomes (labeled as Lots 1 to 87) and 168 Garden Apartments for a total of 255 units, streets, and open space including active recreation spaces in the form of a pool and clubhouse, basketball court, tot lot and gazebo.

In August 2021, the City of Dover Planning Commission granted conditional approval of a Revised Subdivision Plan SB-21-05 Stonebrook East Planned Neighborhood Design (PND). The Plan consisted of a proposal for 103 townhomes and four apartment buildings with a total of 138 garden apartment units along with a 2,500 SF clubhouse, swimming pool, basketball court, tot lot, and community garden. However, no action was taken to finalize this plan revision.

III. PROJECT DESCRIPTION – Revised Subdivision Plan

The subject development site is located on the northeast corner at the intersection of McKee Road and W. Denney's Road. The property is bordered on the east side by the Fork Branch of the St. Jones River and has significant wetlands in its north and east areas. A large portion of the property is also in the flood hazard area. Access to the site is off of McKee Road (to align with Stonebrook West PND entrance) and off of W. Denneys Road (to align with Grinding Wheel Drive entrance to Mill Creek neighborhood). This Revised Subdivision Plan proposes to increase the number of townhouse lots by 16 from 87 lots to 103 lots. Townhouse Lots 1 through 87 were previously approved as part of SB-07-07. The applicant also wishes to decrease the number of garden apartments from 168 units to 138 units within a series of four buildings. A series of garage building structures are also shown in the apartment area. The garden apartments are to remain on one parcel. The Active Recreation Area includes a Clubhouse, tot lot, game court, and other open space areas; see Active Recreation Area discussion.

Preliminary Land Use Review (PLUS)

This application was reviewed during July 2006 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. The PLUS Review Comment Letter and the applicant's response letter for this project are on file in the Planning Office.

IV. PLANNED NEIGHBORHOOD DESIGN OPTION:

The applicant is seeking approval under the Planned Neighborhood Design Option (see *Zoning Ordinance* Article 3, Section 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 July 24, 2006. The City Council determined that the proposed project was of a design and type that warranted further review by the Planning Commission. The submittal of the Conceptual Plan to the Planning Commission for Conditional Use review and public hearing was the second step in the process and was completed in February 2007 under the file # C-07-01. Stonebrook East PND was approved as a Preliminary Subdivision Plan during the Planning Commission Meeting of November 19, 2007. The Final Plat was approved as an administrative function on November 26, 2008 and later revised and approved on September 29, 2010.

It is important to keep in mind that this proposal does not involve a rezoning of the land. The Planned Neighborhood Design Option is plan specific. The land would remain zoned RM-1. The following are permitted in a Planned Neighborhood Design: single family detached dwellings, one family lot line dwellings, duplexes, multiplex dwellings, townhouses, patio houses, garden apartments, and mid-rise apartments. 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-1 zoning is six (6) dwelling units per acre. The proposed changes shown on this Subdivision Plan (SB-23-05) put the open space at 74.25% with a density of 5.265dwelling units per acre.

PND - Approved Alternative Design Standards and Requested Changes

The applicant requested adjustments to the required design standards of a Planned Neighborhood Design in the RM-1 zoning district as part of the Conceptual Subdivision Plan Application. During

the Conceptual Plan approval stage of 2007, Planning Commission granted approval of the Alternative Design Standards. Article 3 §24.5 of the *Zoning Ordinance* permits the Planning Commission to grant such adjustments. The following tables present the Alternative Design Standards approved for this project of Stonebrook East PND and the changes requested by unit type.

Bulk Standards: Planned Neighborhood Design Option			
Housing Type	Townhouses	Townhouses	Townhouses
	PND per Zoning Ordinance	Approved (2007)	Requested (2023)
Average Lot Area	2,200 S.F.	2,000 S.F.	2,000 S.F.
Minimum Lot Area	2,000 S.F.	1,800 S.F.	1,870 S.F.
Lot Width	22'	22'	20'
Lot Depth	80'	80'	80'
Off-Street Parking	2 spaces per unit	2 spaces per unit	2 spaces per unit
Building Setback from Street	20'	22'	22'
Building Setback from Property Line	10'	10'	10'
Building Spacing	30'	20'	20'
Building Height	35' and 3 stories	42' and 3.5 stories	35' and 2-3 stories
Lot Coverage	75%	85%	85%
Dwelling Units Per Building (Maximum)	8	8	8

Bulk Standards: Planned Neighborhood Design Option				
Housing Type	Garden Apartments	Garden Apartments	Garden Apartments	Garden Apartments
	PND per Zoning Ordinance	Approved (2007)	Approved 2021 (SB-21-05)	Requested 2023 (SB-23-02)
Average Lot Area	1,800 S.F.	1,800 S.F.	1,800 S.F.	1,800 S.F.
Minimum Lot Area	1,800 S.F.	1,800 S.F.	1,800 S.F.	1,800 S.F.
Lot Width	100' per building	100' per building	100' per building	100' per building
Lot Depth	125' per building	125' per building	125' per building	125' per building
Off-Street Parking	2 spaces per unit	1.5 spaces per unit	1.5 spaces per unit	2.0 spaces per unit
Building Setback from Street	50'	27'	27'	27'
Building Setback from Property Line	50'	15'	15'	15'
Building Spacing	50'	15'	15'	15'
Building Height	35' and 2 stories	45' and 3.5 stories	48' and 4 stories	48' and 4 stories
Lot Coverage	60%	65%	65%	60%
Dwelling Units Per Building	24	24	35	35

*Building separation distance reduced to 15' in a request to amend the PND Design Standards on 4/12/2008.

Previously the Planning Commission found them to be in harmony with the spirit of the Planned Neighborhood Design Option and granted approval to these Alternative Design Standards for Stonebrook East PND. These bulk standards govern the layout and design of the overall subdivision. The following are the requested Alternative Design Standards for the Townhouse and Garden Apartments are what is under review with the Revised Subdivision Plan SB-23-03:

Townhouses:

- Reduce minimum lot width from 22 feet to 20 feet
- Reduce minimum lot area

Garden Apartments:

- Increased building height from previously approved 45 feet to 48 feet.
- Increased number of stories from previously approved 3.5 stories to 4 stories
- Increased average number of dwelling units per building from previously approved 24 units to 35 units per building

V. PARKING SUMMARY:

The parking requirement for apartments is based on a rate of two (2) parking spaces per dwelling unit plus 0.25 space per dwelling unit for visitor parking (*Zoning Ordinance*, Article 6 §3.1). Based on the number of dwelling units (138 apartment units), this site would require 311 parking spaces for that rate. The plans submitted request a parking rate of 2.0 spaces per apartment unit as the minimum for a PND apartment unit. The plan identifies a total of 171 surface parking spaces located as part the apartment complex area flanking the drive aisles and including handicapped accessible parking spaces near each building. There are 40 additional parking spaces identified near the adjacent Clubhouse building. There are also a series of five (5) garage buildings with an unknown number of spaces.

Bicycle Parking

Bicycle parking is required at a rate of one bicycle parking space for every 20 vehicle parking spaces. This rate would be applied to the parking spaces for the apartment buildings. The location of bicycle parking is not currently shown on the plans; however, the type of bicycle parking rack that will be provided is displayed in the construction details.

VI. SITE CONSIDERATIONS

The tract of land totaling 45.75 acres +/- exceeds the requirement that a PND shall be a minimum of twenty (20) acres. The subject site is located on the north side of Denney's Road and east of McKee Road, north of the Mill Creek subdivision. The proposed Stonebrook West PND is located west of the subject site, across McKee Road. This project for Stonebrook East PND would create a neighborhood of mixed types of residential dwellings which differs from the single-family detached homes and duplex home subdivision of Mill Creek (26 single family detached and 14 duplexes) to the south. The design presented consists of townhouse units and garden apartment style buildings.

Site Access Streets

Two connections to the existing street network are required by the *Land Subdivision Regulations* based on the total number of units and lots (241 units are proposed). With the creation of one hundred and fifty (150) dwelling units or twenty (20) lots, a second connection to existing streets is

required (*Land Subdivision Regulations*, Article VI §A.8). The entrance from Denneys Road into Stonebrook East is aligned with the entrance street of Grinding Wheel Drive into Mill Creek. The entrance from McKee Road is aligned with a proposed entrance into the Stonebrook West PND.

The street names within the development were previously approved by Kent County Mapping/911 Addressing Section in conjunction with the City of Dover. The minimum right-of-way for alleys is 16 feet; however, the plan presents an alley right-of-way of 20 feet (with a paved width of 14 feet) which exceeds this requirement to accommodate extra space for movement within the alleys without impact to individual properties.

The street network of streets and alleys accommodating the townhomes largely remains the same. The newly proposed townhouses are to front on Rochester Drive with an alley to the rear other parking areas near the Clubhouse. The plan seems to show that the streets and alleys in the subdivision will be dedicated to the City of Dover but the parking lot areas and drive aisles around the apartment buildings will be privately maintained and not intended for dedication.

Dumpsters

Dumpsters are required for apartment complexes at a rate of two for the first 48 apartment units and then an additional dumpster for each additional 24 apartments or fraction thereof. The Revised Subdivision Plan shows that for the 138 garden apartments six (6) dumpsters would be required. The applicant is proposing to have eight dumpsters in the areas of the apartment buildings and the Clubhouse. Proposed dumpsters are to be constructed of block walls surrounded by chain-link fence with tan slats and gates to match.

Sidewalks

Zoning Ordinance, Article 5 Section 18.3 requires that sidewalk be installed on both sides of the streets in a subdivision. Such sidewalks are also required to have access ramps at points of intersection with street crossings and at other locations so as to afford reasonable pedestrian movement and site access. Sidewalks are shown along all roadways except for along one side of Millais Drive where a waiver was previously granted (see below). Sidewalks are also shown throughout the area that is to accommodate the Garden Apartments and the Clubhouse and other recreational amenities. The plan also shows a multi-modal path proposed along the frontages of both McKee Road and W. Denneys Road.

Previously Approved Waivers

Approved Waiver: Sidewalks – Partial Elimination of Sidewalk/ Combined Placement and Alternative Materials

In 2007, a waiver was granted by the Planning Commission to allow for the construction of a ten-foot multi-modal path of bituminous materials in place of sidewalk along Denneys Road in accordance with DelDOT standards. This waiver also eliminated the requirement for sidewalks along the interior roadway of the site (along the south and west sides of Millais Drive) which would have been parallel to the multi-modal path and in some areas in very close proximity. The bituminous material proposed for the multi-modal path once required a waiver but is now an accepted material and pathway format as a result of *Zoning Ordinance* changes.

Approved Waiver: Reduction of Street Radius

In 2007, the Planning Commission granted a waiver for the reduction of the street radius from 150 feet to 90 feet to accommodate the proposed street network. This Revised Plan SB-23-03 does not alter the general street network layout other than adding Alley E (to east of new Townhouse lots).

VII. BUILDING ARCHITECTURE

The applicant submitted examples of typical Townhouses in the subdivision. The two-story townhome renderings show a mix of horizontal and vertical (vinyl) siding, shingled roofing, windows with shutters, small turned gable feature at the roof line, and small portico over the front door. The side elevations of the end unit are not depicted. These Townhouses are proposed to have a rear parking pad area off the Alley. Clarify the number of stories for the units as the plan lists three stories but a three story version is not depicted. Also, one rendering places the unit very close to the sidewalk rather than presenting on front setback/front yard lawn area.

The Garden Apartment buildings are shown as 4-story buildings with horizontal siding and shingled gable roof. A covered porch walkway is shown on all four floor levels across the entire front of the building with an elevator shaft wrapped with stairwell in the center and a covered stairwell at both ends. Each apartment unit is accessed directly from this walkway. The first level of the walkway is elevated above ground; it shows (on the floor plan) three steps leading to the first level, but the Site Plan shows a ramp system at this center point. The Site Plan also shows areas labeled “storage” on the rear and/or ends of the Apartment Building; clarify this area as it is not shown on the floorplans.

This project adds a series of Garage buildings in the apartment complex area; however, no architecture was provided for them.

Rear Emergency Access

Rear emergency access is required for various residential dwelling types including apartments. Article 5 Section 17 of the *Zoning Ordinance* outlines these requirements. For an apartment building that is four stories or greater a 24 ft. Primary Fire Lane is required. The plans show adequate access for three out of the four garden apartment buildings. Apartment Building D can become compliant with a slight adjustment in its location. (See Fire Marshal Comments).

VIII. SPECIAL FLOOD HAZARD AREAS

Flood Hazard Area

The *Zoning Ordinance*, Article 5 §11.21 requires that flood hazard areas (100-year floodplain) remain as open natural areas with no impervious surfaces. These properties are found on the FEMA FIRM Panel of Kent County Delaware Map Number 10001C0154H effective date May 5, 2003. Portions of the subject property are within the Special Flood Hazard Area (100-year floodplain/ 1% chance of annual flooding) as Zone AE; it is found in the northern and eastern portions of the site in the vicinity of the Fork Branch. The floodplain areas are not proposed for development.

IX. TREE PLANTING AND LANDSCAPE PLAN

Zoning Ordinance, Article 5 Section 16 lays out the requirements for tree planting and preservation. A large portion of the overall property is considered woodland (735,733 SF +/-). The Plan shows that 719,643 SF +/- of the existing woodlands is to be preserved. A tree density requirement of one tree per 3,000 SF of non-woodland lot area is required. This project has a total non-woodland area

of 1,242,126 SF thus requiring 414 trees to be planted. The concept presented on the landscape plan indicates a mix of street trees and tree plantings near the recreational areas, at the perimeter areas of the apartment complex, and on the residential lots. Trees plantings proposed along McKee Road and West Denneys road frontage screening the subdivision.

The development proposes to use a mix of deciduous shade and ornamental trees and evergreen trees including the following kinds of trees in their plan: Hedge Maple, Armstrong Red Maple, Thornless Honey Locust, Bloodgood Planetree, Village Green Zelkova, American Holly, Eastern Red Cedar, Norway Spruce, White Pine, Arborvitae, Red Sunset Maple, Pin Oak, Eastern Redbud, Shadblow Serviceberry, White Fringetree, and Sweetbay Magnolia.

Wetlands

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. A 100-foot setback from wetlands is required. The setback may be reduced to fifty feet (50) from the top of bank if a riparian buffer of native vegetation is maintained (*Zoning Ordinance*, Article 5 §11.222(a)). Adjacent to the wetlands, the plan shows a 50 foot riparian buffer where existing woodland vegetation will be maintained.

X. OPEN SPACE / ACTIVE RECREATION PLAN

Twenty-five percent of the total site area must be set aside and preserved for open space when a project is developed under the Planned Neighborhood Design (PND) option. A total of 16.71 acres +/- of open space is planned for the development not including the preserved woodland area (17.31 acres +/-). This exceeds the requirement for 25% open space (11.44 acres). As part of the open space, 8.24 acres +/- are to serve as Active Recreation Area.

Recreational 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 241 dwelling units, 66,275 S.F. (1.52 acres) of recreational area is required. The recreational component has not changed since it was accepted by the Parks, Recreation and Community Enhancement Committee for a recommendation on November 13, 2007 apart from the addition of a Community Garden area.

The key components of the Active Recreation Area are:

- Community Center Area
 - Clubhouse: 2,500 S.F. building
 - Hard surface court: 84' x 50' for basketball
 - Swimming pool: 72' x 32' with patio area
 - Play Area for Small Children: 'Tot Lot' and Play Structure
 - Community Garden: 40' x 60' (Added since the original approval of the Subdivision Plan)
- Southern Community Park Area
 - Lawn Area / Open Green
 - Gazebo and walking path

XI. 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) Alternative Bulk Standards were granted to the proposed PND project by the Planning Commission as part of Conceptual Plan submission (C-07-01). A note should appear on the plan which details when the original Waiver for Alternative Bulk Standards was granted (February 19, 2007) and the Code citation (Article 3 §24.5 of the *Zoning Ordinance*). After Planning Commission acts on the new waiver requests, a note will also have to be added detailing that action.
 - a. Waiver Request for Townhouses include:
 - Minimum Lot Width of 20 feet
 - Reduction of Minimum Lot Area
 - b. Waiver Requests for Garden Apartments include:
 - Increased building height from previously approved 45 feet to 48 feet.
 - Increased number of stories from previously approved 3.5 stories to 4 stories
 - Increased average number of dwelling units per building from previously approved 24 to 35

Please confirm that these are the only Alternative Bulk Standards being sought. Check the building spacings, lot coverage, and other setbacks. Check Site Data column on Sheet C-001.

- 2) Active Recreation Area: The applicant is responsible for providing an Active Recreation Area of a minimum of 66,275 SF (rate for 241 units). The Plans Applicant has provided information indicating the Active Recreation Areas.
 - a. Any revisions to the Active Recreation Area must be incorporated into the plan drawing and data/notes listings throughout the plan set.
 - b. The Active Recreation Area will not require review by the Council Committee of the Whole: Parks, Recreation & Community Enhancement Committee as the proposed amenities remain unchanged.
- 3) Upright curbing shall be provided around all parking and drive aisle areas in accordance with the requirements of the *Zoning Ordinance* unless a waiver is granted by the City Planner. Clarify the type of curbing proposed in apartment complex areas.
- 4) Please clarify the format of Alley E to the east of the Townhouse Lots (fronting on the east side of Rochester Drive).
 - a. The parking spaces at the rear of the units do not appear to be located on the individual lots. Revise as these lots are not compliant with the parking requirements of two spaces per lot.
 - b. Define the area of the right-of-way for Alley E and if it's to be dedicated to the City of Dover.
- 5) Clarify the concrete pad areas found along the alleys and the indent on the adjacent lots. This is not an acceptable method of trash collection container storage, and the City will likely not take dedication of these areas.

- 6) Sheet C-100 - in the Data Column (and where in other similar data column in plan set):
 - a. General Notes #1: Remove or clarify the term condominium reference.
 - b. Check spelling in all notes.
 - c. General Notes #4. Remove pylon as sign type not allowed here.
 - d. General Note #26: Complete information on dates.
 - e. All notes for the waivers and Alternative Bulk Standards should clearly list when approved. The one note reference (at the end of Stie Data Column) has incorrect date and file number.
 - f. Add waiver previously approved regarding sidewalk and street radius.
 - g. Add the calculation for required bicycle parking. Bicycle parking is required at one bicycle parking space for every 20 car spaces. The parking spaces used in this calculation will only include the spaces provided for the apartment buildings and around the clubhouse. Show location on plan.
 - h. Revise Note #21 as the entire site is not within Flood Zone X.
- 7) Sheet C-101 – Existing Conditions/Demolition Plan:
 - a. The 40' PND Buffer for homes can be removed as that is no longer a requirement of the Code.
 - b. This sheet is the only sheet that shows easements. Please clarify if the water and storm drain easements shown as being extinguished are to be redrawn in different locations. This removal must be shown on the Record Plan if already recorded.
 - c. Please show any other proposed easements.
 - d. Clarify (label) the 500-year floodplain line shown.
 - e. Add reference to Tree Protection notes found in Landscape Plan set.
- 8) Sheet C-201 – Site Plan:
 - a. The townhouses show a setback along the street of 20 feet. The proposed setback listed on the Cover Sheet is 30 feet. The approved Alternative Design Standard is a 22-foot setback from the street. Please clarify which is correct.
 - b. Label parking space courts and number of spaces in garages.
 - c. Each townhouse unit will require a connecting sidewalk from the street frontage sidewalk to the building.
 - d. Remove the line in the center of the roadways and other places which appear to divide the plan; makes drawing confusing.
 - e. Ensure lot lines are clearly depicted.
- 9) Sheet C-301 – Utility Plan:
 - a. Identify if Community Garden has a water source.
 - b. See Department of Water & Wastewater comments regarding potential Water Tank reservation area.
 - c. Check General Utility Notes #9 and 10 as these may only apply to the apartment complex lot.
- 10) Sheet C-601 – Signage and Striping Plan:
 - a. Striping and Signage Construction Notes items are not labeled on this sheet but may be shown in large scale plan sheets series.

- b. List Alleys by name. The Public Works has a naming convention based on adjacent streets.
- c. Add no parking signage along streets where not allowed.

11) Sheet L-101 – L-106:

- a. Sheet L-101: Correct zoning to RM-1 for residual woodland tract.
- b. Be sure all trees are placed on definitive lots, and none are planted on the property line.
- c. Ensure there are no conflicts of tree planting locations with lighting and underground utilities as not all line and/or services laterals may be shown.
- d. Check Street/Alley light placements as some are in the street or in lot parking spaces.
- e. Please verify the correct number of plants is shown in the planting schedule that is reflected on the plans. Recheck tree counts for the following: Armstrong Red Maple, Red Sunset Maple, Bloodgood Plane Tree, and Shadblow Serviceberry.

12) Sheet FM-101 – Fire Marshal Plan:

- a. The sheet has multiple overprints and duplications (of Lot number labels).
- b. Revise per Fire Marshal comments including locating fire hydrants, fire lanes, etc.
- c. Revise Note number 3 about the flood zone. The entire site is not in flood zone X.

13) Parking:

- a. Be sure that any parking is a minimum of 15 feet from any apartment building. The northwest corner of Apartment Building D appears to be less than 15 feet from the edge of the parking area.
- b. Include parking counts on the plan in the areas where parking is shown.
- c. Identify number of parking spaces per garage building.

14) Please show additional connectivity to the tot lot, basketball court and clubhouse to the existing sidewalk network. Show accessibility to community recreation features including the gazebo.

15) Please detail any lighting proposed for this site. Show locations to ensure parking lot and walkway/paths have adequate lighting and include any lights on the buildings.

16) Rear Emergency Access is required for all apartment buildings. Adjust Apartment Building D to comply with distancing requirements of the fire lanes and while maintaining compliant with the front yard setback.

17) A separate Record Plan Set will have to be reviewed and approved for recordation with the subdivision of additional Townhouse lots and alley. The Record Plan Set must document and identify any existing and proposed easements for cross access, utilities, drainage, etc. associated with the revised subdivision of these lots.

18) The Final Record Plat submission must include requirements described in Dover Code of Ordinances, Appendix A: Land Subdivision Regulations, Article IV, C. Plat and any additional requirements of the Planning Commission.

- a. The formal Record Plan will need to be recorded upon completion of the approval process with any corrections identified by the reviewing agencies.

- 19) Signs are subject to a separate review and approval process in the City of Dover. Per the Sign regulations a monument sign or a post and panel sign may be placed at the entrance of certain size limitations.
- 20) Any Erosion & Sediment Control Plans and Stormwater Management Plans granted approval by the Kent Conservation District 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.
- 21) The Final Plan set must include notes documenting any action taken by the Planning Commission regarding any requested waivers and must list any additional conditions of approval.
- 22) Additional review comments may be provided in the future as more detailed plans are developed.

XII. 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) Waiver: Alternative Design Standards for Townhouse Units: Staff recommends approval of the proposed bulk standards for the Townhouse units for a lot width of 20 feet. This lot width is seen in other areas of the City. Also, the end unit lots would allow for a wider unit based on the lot size and format.
- 2) Waiver: Alternative Design Standards for Garden Apartments: Staff recommends approval of the changes to the bulk standards requested for Garden Apartments. The requested change in height to allow for four stories and a maximum of 48 feet is only a half story and three foot (3) increase from what the plan is currently approved for. The number of dwelling units per building is being increased from 24 to 35 units this combined with the increased height will help increase the density on the site while maintaining the open space.
- 3) EV Parking: Planning Staff encourages this project to include the installation of Electric Vehicle Charging Stations in its parking areas for the multi-family units. Currently, the *Zoning Ordinance* does not require them, but many other jurisdictions have implemented such requirements and there also may be State Code requirements for Electric Vehicle Charging Stations. Electric Vehicle Charging Stations formats include EV-Capable, EV-Ready, and EV-Installed.
 - a. Ensure some of the EV spaces are handicapped accessible.
 - b. Clarify if the garage spaces offer EV charging opportunities.

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.

XIII. ADVISORY COMMENTS TO THE APPLICANT:

- 1) The Planning Commission should act upon the request for any waivers as part of any motion regarding this project application, or as a separate motion as necessary. Note: All waivers are at the discretion of the Planning Commission. The Commission may approve or deny waiver requests. The Subdivision Waiver requires review and action by the Council Committee of the Whole: Safety Advisory and Transportation Committee and City Council.
- 2) In the event, that major changes and revisions to the Revised 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 agencies making recommendations in regard to the plan.
- 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 Revised 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. Upon determination that the Plan is complete and all agency approvals have been received, copies of the 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 have an effect on the adjacent property owners and nearby travel lanes. Any work requiring the closing or rerouting of traffic should be coordinated as to offer the least amount of inconvenience.
- 7) For building new construction, the requirements of the building code and the fire code must be complied with. Consult with the Chief Building Inspector and City of Dover Fire Marshal for 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.
- 8) The addresses for the new buildings proposed on the property will need to be confirmed with the City's Tax Assessment Office. Each apartment building will be addressed.
- 9) The applicant/developer shall be aware that prior to any ground disturbing activities on the site the appropriate site inspections and permits are required.
- 10) Prior to initiation of construction activities at the site other agencies may require notification. The applicant is advised that the project will require a City of Dover Pre-Construction meeting

in order to coordinate the project and due to the project scope, which includes infrastructure to be dedicated to public use.

- 11) The applicant shall be aware that Final Subdivision Plan approval does not represent a Building Permit, Sign Permit, and associated construction activity permits. A separate application process is required for review and approvals for development activity 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: NOVEMBER 29, 2023



APPLICATION: Revised Stonebrook East: Planned Neighborhood Design
at McKee Road and W. Denneys Road

FILE #: SB-23-03

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. Please indicate if you would like the stormwater infrastructure privately owned on the parcels that are proposing apartment buildings.

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.

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 apartment building, condo building or clubhouse. 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. Due to the height of the garden apartments, a double check valve backflow prevention assembly will be required on each building, please note on plans.
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 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.
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.
13. Please indicate if you would like the water infrastructure privately owned on the parcels that are proposing apartment buildings. Depending on the answer, additional requirements may be required.

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. Please confirm that your intention is to have all the wastewater infrastructure privately owned.
11. Sizing calculations shall be provided for each apartment building, condo building or clubhouse.
12. Please indicate if you would like the wastewater infrastructure privately owned on the parcels that are proposing apartment buildings.

13. 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.

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES

WATER

1. The City of Dover has engaged in preliminary conversations with a previous owner of this project to purchase an easement just north of Rochester Drive in this development. The purpose of this easement is to site an elevated water storage tower. The City would like to have this option in the future. The water main that is traveling down Millais Drive and eventually connecting to the main at Grinding Wheel Drive will need to be upgraded to a twelve-inch (12") Class 52 cement lined ductile iron pipe or DR 18 PVC pipe. The City will be willing to pay the cost differential between the proposed water main size (eight inches (8")) and the twelve-inch (12") requested for this portion of infrastructure.
2. Please depict the future location of this water tower on the plans so no other amenities (trees, playground, etc) is installed in the area.

SANITATION / STORMWATER / STREETS / 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. Provide a materials listing table for proposed water mains and services, proposed sanitary sewer mains and services. A table listing all infrastructure elements to be dedicated to the City of Dover must also be provided on the plans.
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: Nov 29, 2023

APPLICATION: Revised Stonebrook East Planned Neighborhood Design at
McKee Road and W. Denneys Road

FILE #: SB-23-03

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

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. Developer may be required to perform a quantity of the relocation. 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.

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. Provide load sheets as soon as possible for proper sizing of transformers and creation of primary fee estimates. Fillable load sheets are available on the website at the following link:
<https://www.cityofdover.com/media/Electric%20Department/COD%20Electric%20Load%20Sheet.pdf>.

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

D.A.C. MEETING DATE: 11/29/23 Revised 12/6/2023

APPLICATION: Revised Stonebrook East Planned Neighborhood Design at McKee Rd and W Denneys Rd

FILE #: SB-23-03

REVIEWING AGENCY: City of Dover, Office of the Fire Marshal

CONTACT PERSON: Jason Osika, Fire Marshal
josika@dover.de.us

PHONE #: (302) 736-4457

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 (townhouses and apartments) and assembly (clubhouse) and storage 9garages)
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% for apartments, 50% for storage (garages) 25% if sprinklered and N/A for townhouses and assembly and clearly shown on the plans.

Perimeter Access minimum width shall be 10 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 75% for apartments and 50% for assembly (clubhouse) 25% if sprinklered) 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. 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.

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, and Delaware State Fire Prevention Regulations. City Ordinance Sec 46-9 (f).
 - 5.1.1 Hydrant spacing as shown in the Fire Flow Tables shall be used as a general rule. Hydrants shall be located at the direction of the State Fire Marshal so as to minimize friction in fire hose. All hydrant spacing shall be located along available roads or at the direction of the State Fire Marshal. This measurement shall be calculated by way of accessible thoroughfare(s) from the building to be protected to the hydrant and may not necessarily be a radius. 5.1.3 Additional hydrants shall be provided when the State Fire Marshal deems it necessary based on the configuration of the site, building(s), exposures, construction, occupancy, and/or specific hazard(s).
 - Fire Flow table 2, hydrant spacing shall be 800 feet on center for one and two family detached dwellings, other residential, rowhouses and townhouses, assembly, health care, business, education, storage, industrial, mercantile, and mini storage. (702, Chapter 6)

NFPA 1

18.5.2 detached one- and two-family dwellings, fire hydrants shall be provided for detached one- and two-family dwellings in accordance with both of the following: 1. the maximum distance to a fire hydrant from the closest point on the building shall not exceed 600 feet 2. the maximum distance between fire hydrants shall not exceed 800 feet.

18.5.3 buildings other than detached one- and two-family dwellings, fire hydrants shall be provided for buildings other than detached one- and two-family dwellings in accordance with both of the following 1. The maximum distance to a fire hydrant from the closet point on the building shall not exceed 400 feet 2. The maximum distance between fire hydrants shall not exceed 500 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. Apartments required clubhouse TBD, 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. Apartments required, clubhouse TBD, 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 3 In 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)

23. Fire Department Connection is to be a 5-inch sturtz 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. 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)
27. Apartments required, 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)

28. 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)

29. 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)

30. 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

31. 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
32. 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)

33. 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.
34. Project to be completed per approved Site Plan.
35. Full building and fire plan review is required.
36. 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.
37. Construction or renovations cannot be started until building plans are approved.
38. 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.
39. Building cannot be occupied by the public until a Certificate of Occupancy is obtained.
40. 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. Additional information is needed regarding the assembly (clubhouse) to determine all requirements.
2. Please confirm that there is 15' between the building and parking as outlined in item # 6 listed above. (Revised Comment 12/6/2023)
3. Apartment D needs rear access as outlined in item # 11 listed above.
4. Fire hydrants need to be shown and follow item # 15 listed above.
5. Signage plan S-5 list one way, is this taking place?
6. Please ensure that the landscape plan does not interfere with the Fire Lanes and/or Perimeter Access
7. Fire Marshal Plan data item # 12 states proposed buildings to have sprinklers. Are the townhouses being sprinklered as well?

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.**

CITY OF DOVER
DEVELOPMENT ADVISORY COMMITTEE
APPLICATION REVIEW COMMENTARY

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APPLICATION: StoneBrook East

FILE#: SB-23-03

REVIEWING AGENCY: DelDOT

CONTACT PERSON: Michael Vandevander

PHONE#: 302-760-2141

=====

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 & STATE CODE REQUIREMENTS:

No person, firm, corporation or the like shall construct, open, reconstruct, maintain, modify or use any crossing or entrance onto a state-maintained highway, street or road, including any drainage modifications leading into or carried by the highway drainage system, without first having complied with standards and regulations adopted by the Department and having obtained a permit issued by the Department. Please contact the Delaware Department of Transportation - Development Coordination section to begin permit process.

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES:

ADVISORY COMMENTS TO THE APPLICANT:

1. The developer will need a coordination/pre-submittal meeting to discuss the development with DelDOT. The Developer will be required to submit revised entrance plans meeting current specifications for approval.



KENT CONSERVATION DISTRICT

Item 6.

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

CITY OF DOVER DEVELOPMENT ADVISORY COMMITTEE APPLICATION REVIEW COMMENTARY DECEMBER 2023

APPLICATION: Stonebrook East: PND at McKee Road and W. Denny's Road

FILE #: SB-23-03

REVIEWING AGENCY: Kent Conservation District

CONTACT: Kate Owens

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

A sediment and stormwater plan approved to comply with previous regulations where construction has not commenced by December 31, 2019 shall expire and a new plan in compliance with the regulations shall be submitted to the Kent Conservation District for review and approval before commencement of construction [DSSR §1.3.2.1].

CITY AND STATE CODE REQUIREMENTS:

- 1) A pre-application meeting is required.
- 2) An approved detailed sediment and stormwater management plan is required prior to any disturbance taking place. Please submit a detailed plan application, review fee, completed checklist, stormwater report, and plan set to Kent Conservation District for review and approval.
- 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 facilities must be provided on the Record Plan.

ADVISORY COMMENTS TO THE APPLICANT:

1. Most current detailed plan review fee schedule, application, and checklist can be found at www.kentcd.org/services/sediment-stormwater/design-permitting
2. Adequate stormwater drainage conveyance must be provided in alley ways.
3. A letter of no objection will be provided upon the approval of the detailed sediment and stormwater management plan.

CITY OF DOVER
DEVELOPMENT ADVISORY COMMITTEE
APPLICATION REVIEW COMMENTARY
D.A.C. MEETING DATE:

**Dover/Kent
County
Metropolitan
Planning
Organization**

APPLICATION: SB-23-03 Revised Stonebrook East PND

FILE # SB-23-03

REVIEWING AGENCY: Dover/Kent County MPO

CONTACT PERSON: Malcolm Jacob

PHONE #: (302) 387-6030

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
Project Review

SB-23-03 Revised Stonebrook East PND

- 1) Plan appears to provide very good pedestrian accommodation and circulation with Barrier-free ADA compliant access ramping at all Sidewalk/Vehicular Drive intersections and marked crosswalks. The Plan does not include curb ramping for the Frontage Pedestrian Facility at the intersection of Denny and McKee Roads. Will this ramping be added?
- 2) The Plan includes a Standard Five (5) Bicycle Rack Detail, but does not indicate proposed locations for installation. It is recommended that a Bike Rack be installed adjacent to the Community Building and/or Gazebo along with additional installations located to support each Apartment Building.
- 3) Consideration should be given for designation/installation of locations for school bus stop and installation of a central transit shelter within the community.

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.



November 3, 2023

Via Hand Delivery

Ms. Dawn E. Melson-Williams, AICP
Principal Planner
City of Dover
15 Loockerman Plaza
Dover, DE 19901

RE: Project No. 13053.CA (Duffield)
Site Development Plan – Stonebrook East
Tax Parcel No. ED05-057.03-01-01.00 to 92.00
Dover, Kent County, DE

Dear Ms. Melson-Williams:

Duffield Associates, LLC (Duffield) is pleased to submit our Site Development Plan for Stonebrook East.

The project site is located at the northeast intersection of McKee Road and West Denneys Road, in the City of Dover, Kent County, Delaware. The site is comprised of Tax Parcel Nos. ED05-057.03-01-01.00 to 92.00 consisting of approximately 45.75 acres and is currently zoned RM-1 (Medium density residence zone).

The site is situated on existing farm field, adjacent to other residential subdivisions along West Denneys Road. This site was previously approved in 2010 for 87 townhomes and 168 garden apartments. This revised project is proposing to develop 103 townhouses and 138 garden apartments. The site will be following the Planned Neighborhood Design option (PND) as listed in the City of Dover's Zoning Code. This will require a conditional use approval from the planning commission.

This project previously was reviewed by the Planning Commission as application SB-21-05 and was previously approved with applications C-07-01 and SB-7-07.

The following waivers are being requested, consistent with the previous application (SB-21-05).

1. To permit 4 story garden apartments (2 stories allowed).
2. To permit 48-foot building height of garden apartments (35 feet allowed).
3. To permit an average 35 dwelling units per building of garden apartments (maximum average of 24 dwelling units per building allowed).

The project is also requesting an alternative design standard for Planned Neighborhood Design. The lot configurations for the townhomes have been proposed so that the minimum lot width has been reduced from 22 feet to 20 feet. These changes increase the previously requested minimum lot area; therefore, the alternative design standard that is being requested at this time is to permit a minimum lot width of 20 feet (22 feet required by Code).

Ms. Dawn E Melson-Williams, AICP
Project No. 13053CA (Duffield)
Stonebrook East
November 3, 2023
Page 2

Coordination with DelDOT is ongoing. An Area Wide Study Fee in lieu of a Traffic Impact Study was approved by both the City and DelDOT. Entrance Plans for West Denny's Road are currently in review with DelDOT. The McKee Road Entrance will be submitted to DelDOT in the coming months, as well as the required pedestrian and signal improvements at the McKee Road and West Denny's Road intersection.

Architectural elevations and renderings have been provided. A meeting was previously held with Kent Conservation District regarding stormwater management. Another meeting will be held prior to submission of the Sediment & Stormwater Management Plans.

Please do not hesitate to contact us, if you have any questions or comments with regard to the above items. We appreciate your review of this project.

Very truly yours,

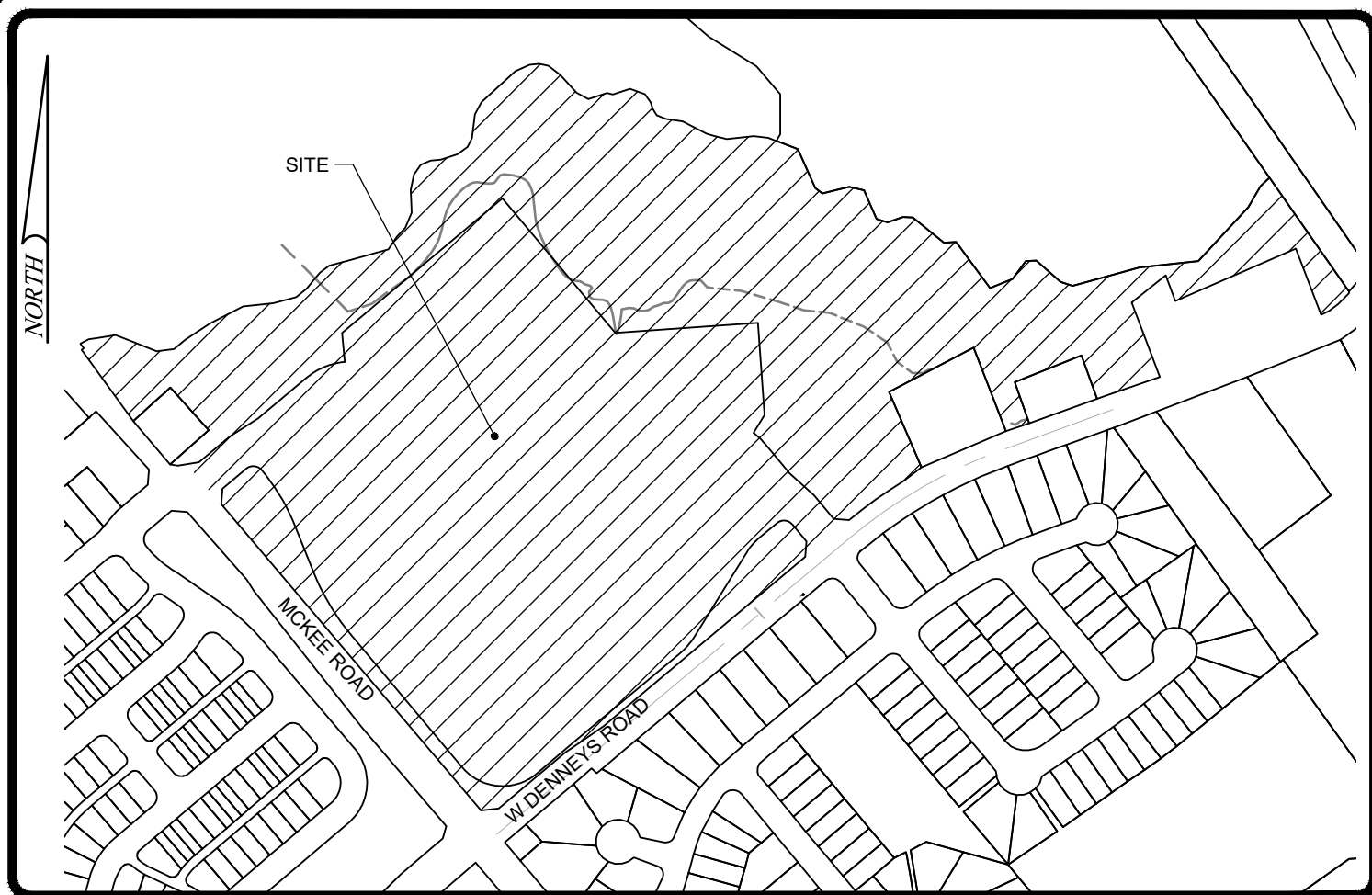
DUFFIELD ASSOCIATES, LLC



K. James Taylor, Jr., P.E.
Senior Project Manager

KJT:mjr

Duffield\Share\Projects\13000\13053\CA\Correspondence\Exports\Dover\2023-11-03 (Site Development Plan)\13053CA.1123-Dover-SitePlan.COR.docx



LOCATION MAP

SCALE: 1" = 400'

GENERAL NOTES:

- THE PURPOSE OF THIS PLAN IS TO CONSTRUCT 103 TOWNHOMES AND 138 GARDEN APARTMENTS, SUBDIVISION STREETS, CONDOMINIUM APARTMENT PARKING WITH ASSOCIATED DRIVE ISLES, AND A CLUBHOUSE WITH COMMUNAL RECREATION AREA.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STATE OCCUPATIONAL SAFETY LAWS AND THE CITY OF DOVER ROAD CODE AND STANDARD SPECIFICATIONS, MOST CURRENT EDITION.
- 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.
- 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.
- INTERIOR ROADS WILL BE DEDICATED TO THE CIT OF DOVER, PARKING AND OTHER PAVED AREAS WILL BE PRIVATELY OWNED AND MAINTAINED AND ARE NOT INTENDED FOR DEDICATION.
- 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.
- 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.
- THIS DRAWING DOES NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 AND ALL RULES AND REGULATIONS THERETO APPURTENANT.
- 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 APPROPRIATE STATE AND COUNTY AGENCIES.
- ALL CONSTRUCTION METHODS AND MATERIALS SHALL BE ACCORDING TO THE CITY OF DOVER AND THE STATE OF DELAWARE STANDARDS AND CONSTRUCTION SPECIFICATIONS.
- ALL FIRE LANES, FIRE HYDRANTS, AND FIRE DEPARTMENT CONNECTIONS SHALL BE MARKED IN ACCORDANCE WITH THE STATE FIRE PREVENTION REGULATIONS.
- 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).
- TRAFFIC AND SAFETY CONTROL SHALL BE MAINTAINED DURING CONSTRUCTION IN CONFORMANCE WITH THE CURRENT VERSION OF THE DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR CONSTRUCTION AND MAINTENANCE OPERATIONS.
- ALL PROPOSED SIGNAGE (PYLON SIGNS, MONUMENT SIGNS) IS SUBJECT TO A SEPARATE CITY OF DOVER PERMIT.
- 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).
- 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 ABOVE MENTIONED PLANS.
- WATER SUPPLY AND SANITARY SEWER LINES PROPOSED BY THIS PLAN ARE PRIVATE AND SHALL BE MAINTAINED BY THE OWNER. STORM DRAINS WITHIN THE R-O-W WILL BE DEDICATED TO THE CITY OF DOVER.
- THE SITE CONTRACTOR SHALL NOTIFY THE CITY OF DOVER DEPARTMENT OF UTILITIES CONSTRUCTION MANAGER AT 302-736-7070 PRIOR TO THE START OF CONSTRUCTION. A REPRESENTATIVE FROM THE CITY OF DOVER DEPARTMENT OF PUBLIC UTILITIES 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.
- 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, CONDENSATE, OR UNPOLLUTED INDUSTRIAL PROCESS WATERS TO ANY SANITARY SEWER. THE CONTRACTOR/DEVELOPER SHALL ENSURE DURING CONSTRUCTION THAT NO ILLEGAL DISCHARGES TO THE SANITARY SEWER SYSTEM ARE CREATED WITH THE SITE IMPROVEMENTS.
- BOUNDARY AND TOPOGRAPHIC SURVEY DATA SHOWN HERE WAS PREPARED BY TRANSITION ENGINEERING SURVEYING DATED JUNE 1, 2021.
- A PORTION OF THIS SITE IS LOCATED WITHIN FLOOD ZONE X AS DEPICTED ON FEMA MAP #10001C0154H, DATED MAY 5, 2003.
- A WETLAND EVALUATION WAS CONDUCTED BY DUFFIELD ASSOCIATES IN JULY 2021 AND WETLANDS WERE FOUND ON THE SITE.
- ADDRESS NUMBERS OF AT LEAST 12 INCHES IN HEIGHT MUST BE PLACED ON THE STREET SIDE OF THE BUILDING VISIBLE FROM THE STREET, 2 REQUIRED.
- ANY NATURAL OR LP GAS BOTTLES, METERS, REGULATORS, ETC. MUST HAVE IMPACT PROTECTION.
- MEDIANS LOCATED WITHIN THE STREETS ARE TO BE MAINTAINED BY THE DEVELOPER/HOME ONER'S ASSOCIATION.
- A TRAFFIC IMPACT STUDY WAS PERFORMED BY DUFFIELD ASSOCIATES, LLC AND ITS REVIEW WAS ACCEPTED BY DELDOT ON XXX. THE IMPROVEMENT CONTAINED IN THE TRAFFIC IMPACT STUDY SHALL BE IMPLEMENTED ACCORDING TO THE OWNER/APPLICANT PER DELDOT DISCRETION.
- 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, GRAINAGE AND SANITARY PURPOSES. EXCEPT WHERE LOT LINES ARE DIVIDED FOR ANY REASON WHATSOEVER, SIAD EASEMENTS SHALL FALL ALONG THE ACTUAL SIDE AND REAR LINES OF LOTS ABUTTING THE PROJECT BOUNDARY AND OTHER OPEN SPACES.

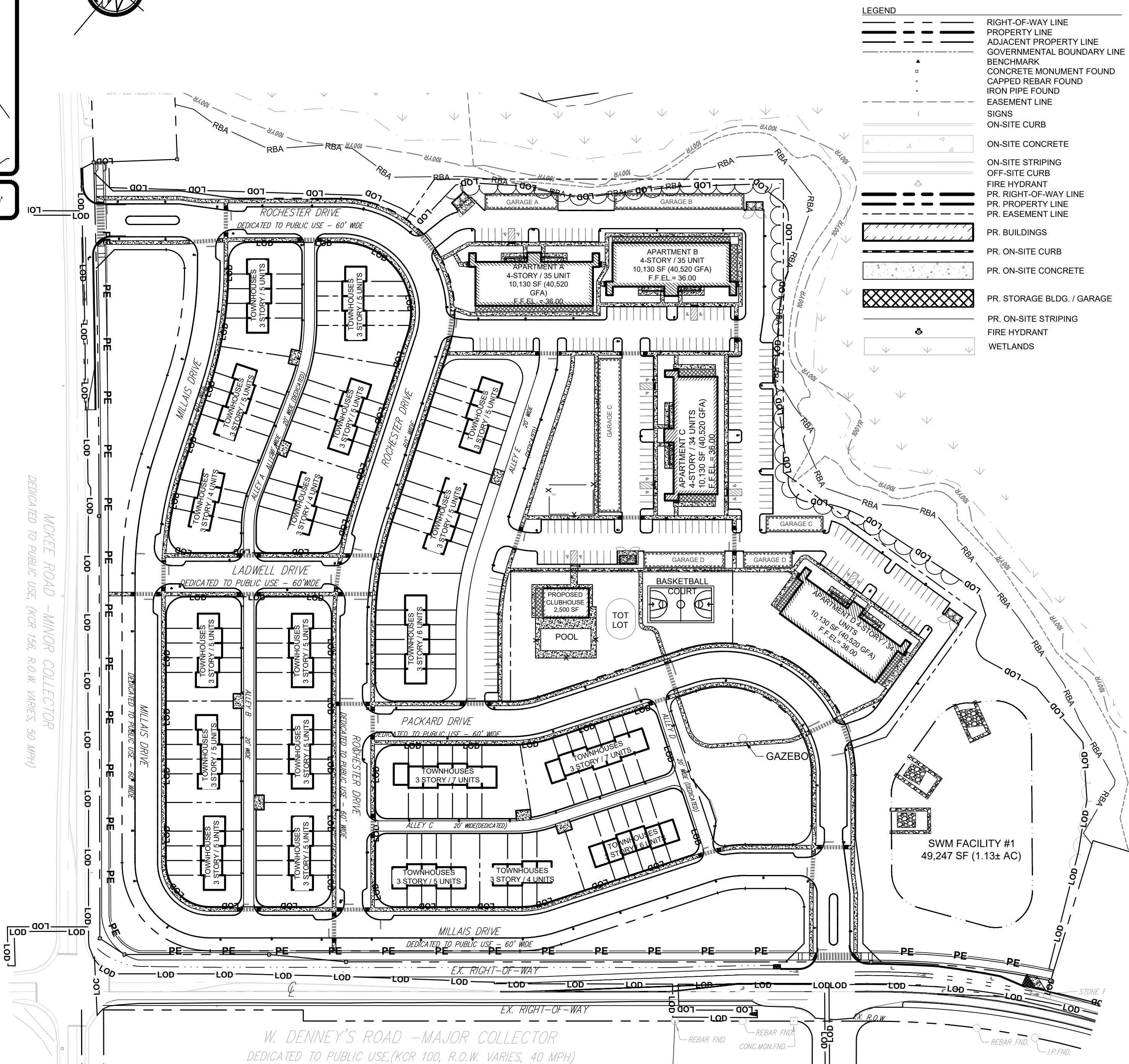
MOCKE ROAD - MINOR COLLECTOR
DEDICATED TO PUBLIC USE, (KCR 156, R.O.W. VARIES, 50 MPH)

100' 0 100' 200'
DRAWING SCALE 1" = 100'

SITE DEVELOPMENT SUBDIVISION PLAN

STONEBROOK EAST

PLANNED NEIGHBORHOOD DESIGN



W. DENNEY'S ROAD - MAJOR COLLECTOR
DEDICATED TO PUBLIC USE, (KCR 100, R.O.W. VARIES, 40 MPH)

SHEET INDEX

C-001	INDEX SHEET
C-101	EXISTING CONDITIONS / DEMOLITION PLAN
C-102-103	SUBDIVISION PLAN
C-201-205	SITE PLAN
C-301-305	UTILITY PLAN
C-306	STORM DRAIN SCHEDULES
C-307-311	STORM DRAIN PROFILES
C-401-409	GRADING PLAN
C-500	COVERSHEET AND GENERAL NOTES
C-601-605	PRE-CONSTRUCTION SITE STORMWATER MANAGEMENT PLAN
C-606-610	CONSTRUCTION SITE STORMWATER MANAGEMENT PLAN
C-611-616	CONSTRUCTION SITE DETAILS AND NOTES
C-617-618	POST-CONSTRUCTION SITE STORMWATER MANAGEMENT PLAN
C-601-605	SIGNAGE & STRIPING PLAN
C-601-605	CONSTRUCTION DETAILS
L-101-105	LANDSCAPE PLAN
L-106	LANDSCAPE DETAILS
LT-201-205	LIGHTING PLAN
LT-206	LIGHTING DETAILS
ENT-001	INDEX SHEET
ENT-101	OVERALL PLAN
ENT-102-103	EXISTING CONDITIONS / DEMOLITION PLAN
ENT-201-202	SITE PLAN
ENT-301-302	UTILITY PLAN
ENT-401-402	GRADING PLAN
ENT-601-602	SIGNAGE & STRIPING PLAN
ENT-601	TYPICAL SECTIONS
ENT-901	CONSTRUCTION DETAILS

28. WAIVERS REQUIRED:

- TO PERMIT 4 STORIES GARDEN APARTMENTS (2 STORIES ALLOWED).
- TO PERMIT 48 FOOT BUILDING HEIGHT OF THE GARDEN APARTMENTS (35 FEET ALLOWED).
- TO PERMIT AN AVERAGE 35 DWELLING UNITS PER BUILDING OF GARDEN APARTMENTS (MAXIMUM AVERAGE OF 24 DWELLINGS UNITS PER BUILDING ALLOWED).

LEGEND

---	RIGHT-OF-WAY LINE
---	PROPERTY LINE
---	ADJACENT PROPERTY LINE
---	GOVERNMENTAL BOUNDARY LINE
---	BENCHMARK
---	CONCRETE MONUMENT FOUND
---	CAPPED REBAR FOUND
---	IRON PIPE FOUND
---	EASEMENT LINE
---	SIGNS
---	ON-SITE CURB
---	ON-SITE CONCRETE
---	ON-SITE STRIPING
---	OFF-SITE CURB
---	FIRE HYDRANT
---	PR RIGHT-OF-WAY LINE
---	PR PROPERTY LINE
---	PR EASEMENT LINE
---	PR BUILDINGS
---	PR ON-SITE CURB
---	PR ON-SITE CONCRETE
---	PR STORAGE BLDG. / GARAGE
---	PR ON-SITE STRIPING
---	FIRE HYDRANT
---	WETLANDS



LOCATION MAP

SCALE: 1" = 800'

SITE DATA:

- APPLICATION NUMBER: ED05-057 03-01-01.00 TO ED05-057 03-01-91.00
- TAX PARCEL NOS: D 6444 0344 D 4975 0133 D 4975 0123
- SOURCE OF TITLE: HANAE HARMONY PROPERTIES
- LEGAL OWNER: 1100 LAGRANGE PARKWAY
NEWARK, DE 19702
HANAE HARMONY PROPERTIES
1100 LAGRANGE PARKWAY
NEWARK, DE 19702
- DEVELOPER: EXISTING: AGRICULTURE
PROPOSED: RESIDENTIAL SUBDIVISION
- PROPERTY USE: RM-1 PND (PLANNED NEIGHBORHOOD DESIGN)
(MEDIUM DENSITY RESIDENCE ZONE)
- ZONING: EXISTING: 45.8239+ AC
PROPOSED: 45.8239+ AC
- SITE ACREAGE: EXISTING: 91
PROPOSED: 107
- NUMBER OF LOTS: EXISTING: 91
PROPOSED: 107
- DATUM: HORIZONTAL: NAD 83 DE STATE PLANE
VERTICAL: NAVD 88
- BENCHMARKS: MAG NAIL SET #3
NORTHING 434144.60±
EASTING 612065.32±
ELEVATION 34.63'
MAG NAIL SET #5
NORTHING 434084.59±
EASTING 612691.58±
ELEVATION 33.18'
- DISTRICT BULK STANDARDS: TOWNHOUSES

	REQUIRED	PROPOSED
MIN AVERAGE LOT AREA	2,200 SF	3,023 SF
MIN LOT AREA	2,000 SF	1,870 SF
MIN LOT DEPTH	80 FT	93.4 FT
MIN LOT WIDTH	22 FT	20 FT
MIN STREET SETBACK	20 FT	20 FT
MIN PROPERTY LINE SETBACK	10 FT	10 FT
MIN BUILDING SPACING	30 FT	20 FT
MAX BUILDING HEIGHT	35 FT	35 FT
MAX NO. STORIES	3	2-3
MAX IMPERVIOUS COVERAGE	75%	51.25%
MAX AVERAGE NO. DWELLINGS	8	6
UNITS PER BUILDING		
MIN STREET SETBACK	50 FT	50 FT
MIN PROPERTY LINE SETBACK	50 FT	50 FT
MIN BUILDING SPACING	50 FT	50 FT
MAX BUILDING HEIGHT	35 FT	48 FT
MAX NO. STORIES	2	4
MAX IMPERVIOUS COVERAGE	60%	57.79%
MAX AVERAGE NO. DWELLINGS	24	35
UNITS PER BUILDING		
MAX GROSS RESIDENTIAL DENSITY = 6 DWELLINGS PER ACRE PROVIDED = 5 DWELLINGS PER ACRE		

	EXISTING	PROPOSED
BUILDINGS	0± SF	[0± AC] (0.00%)
OTHER IMPERVIOUS	0± SF	[0± AC] (0.00%)
WOODLAND	788,978± SF	[18,112± AC] (39.52%)
WETLAND	640,385± SF	[14,701± AC] (39.52%)
OPEN SPACE	1,207,110± SF	[27,714± AC] (60.47%)
TOTAL	1,996,088± SF	[45,823± AC] (100.00%)

	PROPOSED	PROPOSED
BUILDINGS	97,770 ± SF	[2,244± AC] (4.90%)
OTHER IMPERVIOUS	416,344 ± SF	[9,557± AC] (20.86%)
OPEN SPACE	728,012± SF	[16,712± AC] (36.47%)
ACTIVE SPACE	359,028 ± SF	[8,242± AC]
S.W.M.	49,247 ± SF	[1,130± AC]
WOODLAND	753,962 ± SF	[17,308± AC] (37.78%)
WETLAND	640,385 ± SF	[14,701± AC]
TOTAL	1,996,088 ± SF	[45,823± AC] (100.00%)

14. GROSS FLOOR AREA:	103 TOWNHOUSES (59,740 SF)	179,220 GFA
	APARTMENT A (10,130 SF)	40,520 GFA
	APARTMENT B (10,130 SF)	40,520 GFA
	APARTMENT C (10,130 SF)	40,520 GFA
	APARTMENT D (10,130 SF)	40,520 GFA
	TOTAL	100,260 SF 341,300 GFA
15. PARKING REQUIREMENT:	103 TOWNHOUSES @ 2 PER HOUSE =	206 SPACES
	138 GARDEN APARTMENTS @ 2 PER APT=	276 SPACES
	TOTAL REQUIRED	482 SPACES
	TOTAL PROVIDED	533 SPACES INC 18 ADA
16. DUMPSTER REQUIREMENT:	48 UNITS @ 2 FOR FIRST 48 UNITS =	2 DUMPSTERS
	90 ADDITIONAL UNITS @ 1 PER 24 UNITS =	4 DUMPSTERS
	TOTAL REQUIRED	6 DUMPSTERS
	TOTAL PROVIDED	8 DUMPSTERS

- SOURCE OF WATER: CITY OF DOVER
- SOURCE OF SEWER: CITY OF DOVER
- SOURCE OF ELECTRIC: CITY OF DOVER
- SOURCE OF GAS: CHESAPEAKE UTILITIES
- TRASH COLLECTION: CITY OF DOVER. APARTMENT UNITS A, B, C, AND D WILL BE SERVICED BY A PRIVATE CONTRACTOR.

NOTE:
ALTERNATIVE BULK STANDARDS (CODE ARTICLE 3, SECTION 24.5 OF THE ZONING ORDINANCE) WERE GRANTED ON FEBRUARY 19, 2017 TO THIS PROPOSED PND BY THE PLANNING COMMISSION AS PART OF THE CONCEPTUAL PLAN SUBMISSION (C-01-01).

CERTIFICATION OF OWNERSHIP:

I, ZAHID ASLAM, HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN ON THIS PLAN, THAT THE PLAN WAS MADE AT MY DIRECTION, AND THAT I ACKNOWLEDGE THE SAME TO ME BY ACT AND DESIRE THE PLAN TO BE DEVELOPED AS SHOWN IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

DATE

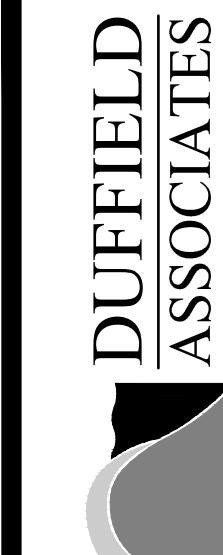
ZAHID ASLAM

HANAE HARMONY PROPERTIES

CERTIFICATION OF PLAN ADOPTION:

I, KENNETH JAMES TAYLOR, JR., P.E., 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.

DATE

KENNETH JAMES TAYLOR, JR., P.E.
REGISTRATION #21144
DUFFIELD ASSOCIATES, INC.

DUFFIELD ASSOCIATES
Soil, Water & the Environment

5400 LIMESTONE ROAD
WILMINGTON, DE 19808-1232
TEL: 302.239.6634
FAX: 302.239.6485

OFFICES IN DELAWARE, MARYLAND,
PENNSYLVANIA AND NEW JERSEY
WEB: HTTP://DUFFIELD.COM
E-MAIL: DUFFIELD@DUFFIELD.COM

CHECKED BY:

KIT

DESIGNED BY:

AR

DRAWN BY:

AR/DP/AMH

FILE NAME:

LG-100-135-CA

KENNETH JAMES TAYLOR, JR., P.E.

STATE: DELAWARE

P.E. #21140

REVISION

No

OWNER: HANAE HARMONY PROPERTIES

DEVELOPER: 1100 LAGRANGE PKWY

NEWARK, DE 19702

PRELIMINARY

NOT FOR

CONSTRUCTION

INDEX SHEET

SITE DEVELOPMENT SUBDIVISION PLANS

STONEBROOK EAST

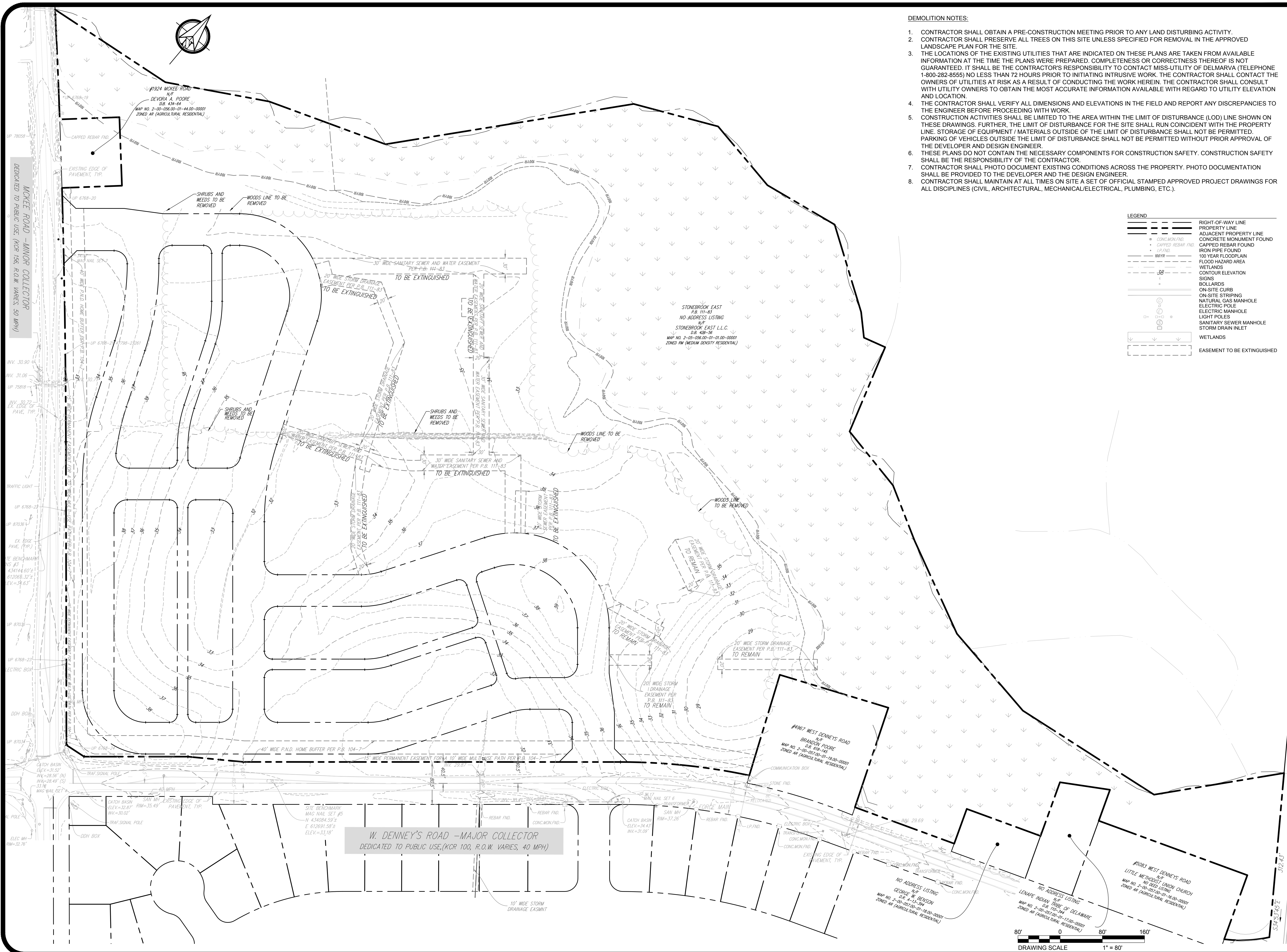
EAST DOVER HUNDRED ~ KENT COUNTY ~ DELAWARE

DATE: NOVEMBER 03, 2023

SCALE: 1" = 100'

PROJECT NO. 13053.CA

SHEET: C-001



DEMOLITION NOTES:

1. CONTRACTOR SHALL OBTAIN A PRE-CONSTRUCTION MEETING PRIOR TO ANY LAND DISTURBING ACTIVITY.
2. CONTRACTOR SHALL PRESERVE ALL TREES ON THIS SITE UNLESS SPECIFIED FOR REMOVAL IN THE APPROVED LANDSCAPE PLAN FOR THE SITE.
3. THE LOCATIONS OF THE EXISTING UTILITIES THAT ARE INDICATED ON THESE PLANS ARE TAKEN FROM AVAILABLE INFORMATION AT THE TIME THE PLANS WERE PREPARED. COMPLETENESS OR CORRECTNESS THEREOF IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT MISS-UTILITY OF DELMARVA (TELEPHONE 1-800-282-8555) NO LESS THAN 72 HOURS PRIOR TO INITIATING INTRUSIVE WORK. THE CONTRACTOR SHALL CONTACT THE OWNERS OF UTILITIES AT RISK AS A RESULT OF CONDUCTING THE WORK HEREIN. THE CONTRACTOR SHALL CONSULT WITH UTILITY OWNERS TO OBTAIN THE MOST ACCURATE INFORMATION AVAILABLE WITH REGARD TO UTILITY ELEVATION AND LOCATION.
4. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ELEVATIONS IN THE FIELD AND REPORT ANY DISCREPANCIES TO THE ENGINEER BEFORE PROCEEDING WITH WORK.
5. CONSTRUCTION ACTIVITIES SHALL BE LIMITED TO THE AREA WITHIN THE LIMIT OF DISTURBANCE (LOD) LINE SHOWN ON THESE DRAWINGS. FURTHER, THE LIMIT OF DISTURBANCE FOR THE SITE SHALL RUN COINCIDENT WITH THE PROPERTY LINE. STORAGE OF EQUIPMENT / MATERIALS OUTSIDE OF THE LIMIT OF DISTURBANCE SHALL NOT BE PERMITTED. PARKING OF VEHICLES OUTSIDE THE LIMIT OF DISTURBANCE SHALL NOT BE PERMITTED WITHOUT PRIOR APPROVAL OF THE DEVELOPER AND DESIGN ENGINEER.
6. THESE PLANS DO NOT CONTAIN THE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. CONSTRUCTION SAFETY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. CONTRACTOR SHALL PHOTO DOCUMENT EXISTING CONDITIONS ACROSS THE PROPERTY. PHOTO DOCUMENTATION SHALL BE PROVIDED TO THE DEVELOPER AND THE DESIGN ENGINEER.
8. CONTRACTOR SHALL MAINTAIN AT ALL TIMES ON SITE A SET OF OFFICIAL STAMPED APPROVED PROJECT DRAWINGS FOR ALL DISCIPLINES (CIVIL, ARCHITECTURAL, MECHANICAL/ELECTRICAL, PLUMBING, ETC.).

LEGEND	
	RIGHT-OF-WAY LINE
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	CONCRETE MONUMENT FOUND
	CAPPED REBAR FOUND
	IRON PIPE FOUND
	100 YEAR FLOODPLAIN
	FLOOD HAZARD AREA
	WETLANDS
	CONTOUR ELEVATION
	SIGNS
	BOLLARDS
	ON-SITE CURB
	ON-SITE STRIPING
	NATURAL GAS MANHOLE
	ELECTRIC POLE
	ELECTRIC MANHOLE
	LIGHT POLES
	SANITARY SEWER MANHOLE
	STORM DRAIN INLET
	WETLANDS
	EASEMENT TO BE EXTINGUISHED



5400 LIMESTONE ROAD
WILMINGTON, DE 19808-1232
TEL: 302.239.6634
FAX: 302.239.6485

OFFICES IN DELAWARE, MARYLAND,
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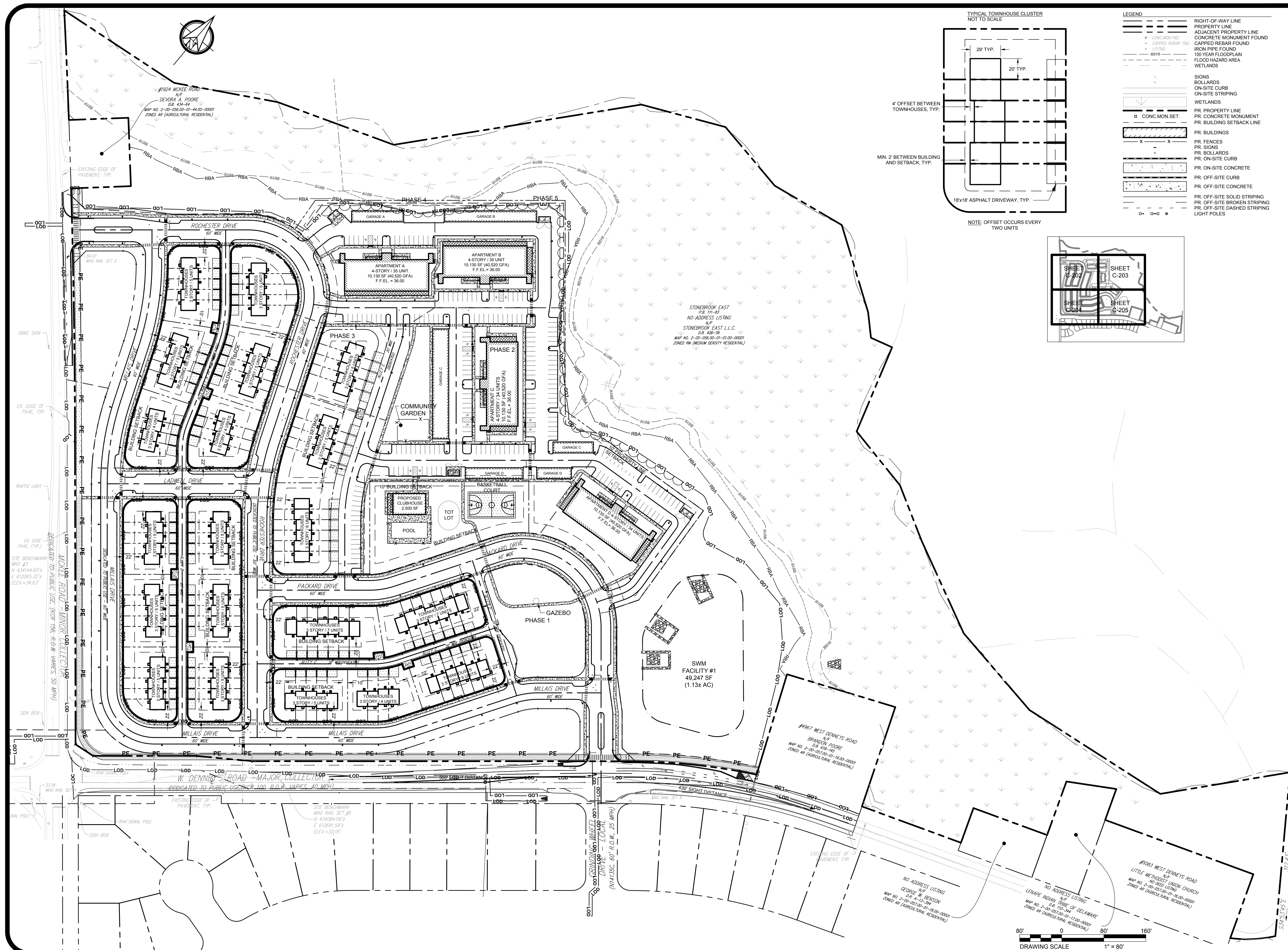
PRELIMINARY
NOT FOR
CONSTRUCTION

SITE DEVELOPMENT SUBDIVISION PLANS
EXISTING CONDITIONS / DEMOLITION PLAN

STONEBROOK EAST

EAST DOVER HUNDRED ~ KENT COUNTY ~ DELAWARE

DATE: NOVEMBER 03, 2023
SCALE: 1" = 80'
PROJECT NO. 13053.CA
SHEET: C-101



TYPICAL TOWNHOUSE CLUSTER
NOT TO SCALE

4' OFFSET BETWEEN TOWNHOUSES, TYP.

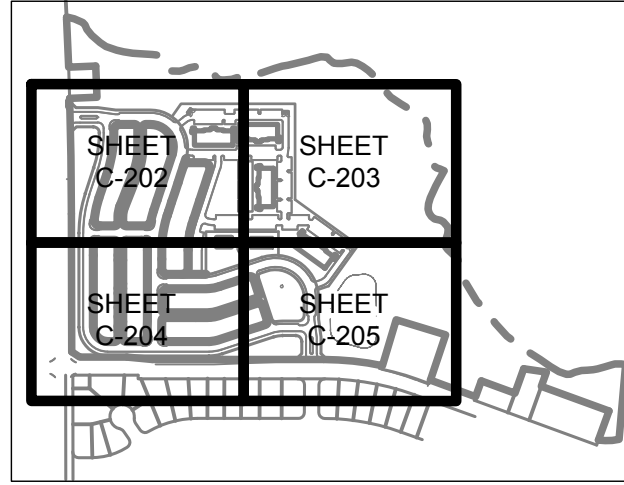
MIN. 2' BETWEEN BUILDING AND SETBACK, TYP.

18'x18' ASPHALT DRIVEWAY, TYP.

NOTE: OFFSET OCCURS EVERY TWO UNITS

LEGEND

- RIGHT-OF-WAY LINE
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- CONCRETE MONUMENT FOUND
- CAPPED REBAR FOUND
- IRON PIPE FOUND
- 100 YEAR FLOODPLAIN
- FLOOD HAZARD AREA
- WETLANDS
- SIGNS
- BOLLARDS
- ON-SITE CURB
- ON-SITE STRIPING
- WETLANDS
- PR. PROPERTY LINE
- PR. CONCRETE MONUMENT
- PR. BUILDING SETBACK LINE
- PR. BUILDINGS
- PR. FENCES
- PR. SIGNS
- PR. BOLLARDS
- PR. ON-SITE CURB
- PR. ON-SITE CONCRETE
- PR. OFF-SITE CURB
- PR. OFF-SITE CONCRETE
- PR. OFF-SITE SOLID STRIPING
- PR. OFF-SITE BROKEN STRIPING
- PR. OFF-SITE DASHED STRIPING
- LIGHT POLES



DUFFIELD ASSOCIATES
Soil, Water & the Environment

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WEB: HTTP://DUFFIELDNET.COM
E-MAIL: DUFFIELD@DUFFIELDNET.COM

DESIGNED BY: KIT
DRAWN BY: AR

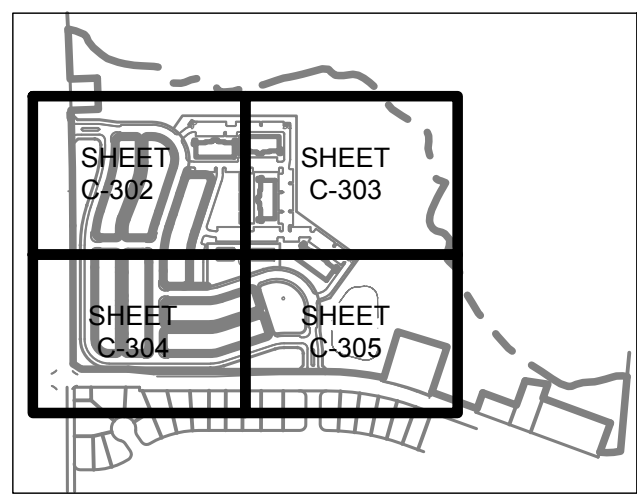
CHECKED BY: AR
DATE:

REVISION

OWNER: HANSE HARMONY PROPERTIES
DEVELOPER: 1000 LAGRANGE PKWY, NEWARK, DE 19702

DATE: NOVEMBER 03, 2023
SCALE: 1" = 80'
PROJECT NO.: 13053.CA
SHEET: C-201

SITE DEVELOPMENT SUBDIVISION PLANS
SITE PLAN - OVERALL
STONEBROOK EAST
EAST DOVER HUNDRED ~ KENT COUNTY ~ DELAWARE



LEGEND (EXISTING):	LEGEND (PROPOSED):
 RIGHT-OF-WAY LINE  PROPERTY LINE  ADJACENT PROPERTY LINE  CONC. MON. FOUND.  CAPPED REBAR FOUND.  IRON PIPE FOUND.  100-YR FLOODPLAIN  FLOOD HAZARD AREA  WETLANDS  WETLAND BUFFER  CENTERLINE OF DITCH  CONTOUR ELEVATION  WETLANDS AREA  BUILDINGS  FENCES  SIGNS  BOLLARDS  ON-SITE CURB  ON-SITE CONCRETE  ON-SITE STRIPING  OFF-SITE CURB  OFF-SITE CONCRETE  OFF-SITE SOLID STRIPING  OFF-SITE BROKEN STRIPING  OFF-SITE DASHED STRIPING  COMMUNICATION LINE  COMMUNICATION MANHOLE  NATURAL GAS MANHOLE  OVERHEAD ELECTRIC LINE  ELECTRIC POLE  UNDERGROUND ELECTRIC LINE  LIGHT POLES  SANITARY SEWER LINE  SANITARY SEWER MANHOLE  SANITARY SEWER FLOW ARROW  STORM DRAIN LINE  STORM MANHOLE  STORM DRAIN FLOW ARROW  STORM DRAIN INLET  WATER MAIN 	 PR. RIGHT-OF-WAY LINE  PR. PROPERTY LINE  PR. BENCHMARK  PR. CONCRETE MONUMENT  PR. CAPPED REBAR  PR. IRON PIPE  PR. EASEMENT LINE  PR. CONTOUR ELEVATION  PR. BUILDINGS  PR. FENCES  PR. SIGNS  PR. BOLLARDS  PR. ON-SITE CURB  PR. ON-SITE CONCRETE  PR. ON-SITE STRIPING  PR. OFF-SITE CURB  PR. OFF-SITE CONCRETE  PR. OFF-SITE SOLID STRIPING  PR. OFF-SITE BROKEN STRIPING  PR. OFF-SITE DASHED STRIPING  PR. COMMUNICATION LINE  PR. COMMUNICATION MANHOLE  PR. NATURAL GAS LINE  PR. OVERHEAD ELECTRIC LINE  PR. ELECTRIC POLE  PR. UNDERGROUND ELECTRIC LINE  PR. LIGHT POLES  PR. SANITARY SEWER LINE  PR. SANITARY SEWER MANHOLE  PR. SANITARY SEWER FLOW ARROW  PR. STORM DRAIN LINE  PR. STORM MANHOLE  PR. STORM DRAIN FLOW ARROW  PR. STORM DRAIN INLET  PR. WATER MAIN

- GENERAL UTILITY NOTES:**
1. HYDRANT CONNECTIONS BY THE CONTRACTOR ARE PROHIBITED. THIS METHOD MAY NOT BE UTILIZED DURING ANY PHASE OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING HYDRANTS. HYDRANTS MUST BE PROPERLY ABANDONED AT THE MAINS IN ACCORDANCE WITH THE CITY OF DOVER DEPARTMENT OF WATER & WASTEWATER SPECIFICATIONS AND REQUIREMENTS.
 2. THE SITE CONTRACTOR SHALL CONTACT THE CITY OF DOVER WATER & WASTEWATER CONSTRUCTION MANAGER AT (302) 736-7025 PRIOR TO THE START OF CONSTRUCTION TO DETERMINE THE LOCATION OF EXISTING WATER & WASTEWATER DEPT. UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR 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, PROXIMITY TO EXISTING UTILITY, OR PROXIMITY TO EXISTING STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE CITY OF DOVER 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 EFFECTIVE CONNECTION.
 3. 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.
 4. ALL EXISTING SEWER LINES NOT TO BE UTILIZED BY THE PROPOSED FACILITY SHALL BE PROPERLY ABANDONED AT THE MAINS. 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 RAINFALL, MELT WATER, OR OTHER NON-INDUSTRIAL WASTEWATER TO A SEWERAGE TREATMENT PLANT OR TO A BODY OF WATER. THE CITY OF DOVER DEVELOPER, OWNER AND DESIGNERS SHALL ENSURE DURING CONSTRUCTION THAT NO ILLEGAL DISCHARGES TO THE SANITARY SEWER SYSTEM ARE CREATED WITH THE SITE IMPROVEMENTS.
 5. ALL EXISTING UTILITY LINES NOT TO BE UTILIZED BY THE PROPOSED FACILITY ARE 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 LOT LINES AND A TEN FEET (10') WIDE UTILITY EASEMENT IS RETAINED ALONG ALL SIDE AND REAR LOT LINES. THE UTILITY EASEMENTS 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.
 6. WATER MAINS (UNDERGROUND) SHALL BE 12" DUCTILE IRON PIPE, 8" CEMENT LINED CLASS 52 DUCTILE IRON PIPE AND 6" CEMENT LINED CLASS 52 DUCTILE IRON PIPE OR 8" CEMENT LINED CLASS 52 DUCTILE IRON PIPE. SPECIFIED OTHERS THAN THE PLAN.
 7. WATER SERVICE LINES SHALL BE 1" TYPE K COPPER PIPE, UNLESS SPECIFIED OTHERWISE ON THE PLAN.
 8. ALL WATER INFRASTRUCTURE IS TO BE PRIVATELY OWNED.
 9. ALL WATER INFRASTRUCTURE IS TO BE PRIVATELY OWNED.
 10. ALL EXISTING UTILITIES SHALL BE ADJUSTED TO FINAL GRADE IN ACCORDANCE WITH CURRENT CITY OF DOVER REQUIREMENTS AND PRACTICES.

DESIGNED BY: AR	CHECKED BY: KIT
DRAWN BY: ARMH	FILE NAME: UG400pys-1053CA

KENNETH JAMES TAYLOR, JR., P.E.

STATE: DELAWARE P.E. #21140

**PRELIMINARY
NOT FOR
CONSTRUCTION**

[illegible]

OWNER/ HANAE HARMONY PROPERTIES
DEVELOPER: 1100 LAGRANGE PKWY

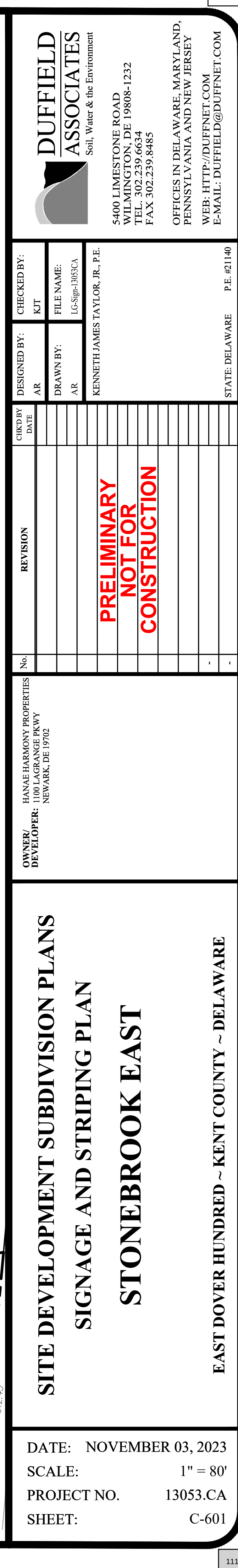
SITE DEVELOPMENT SUBDIVISION PLANS

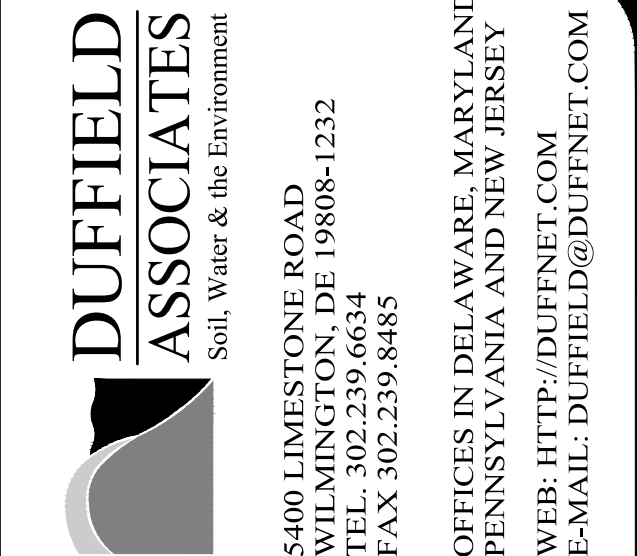
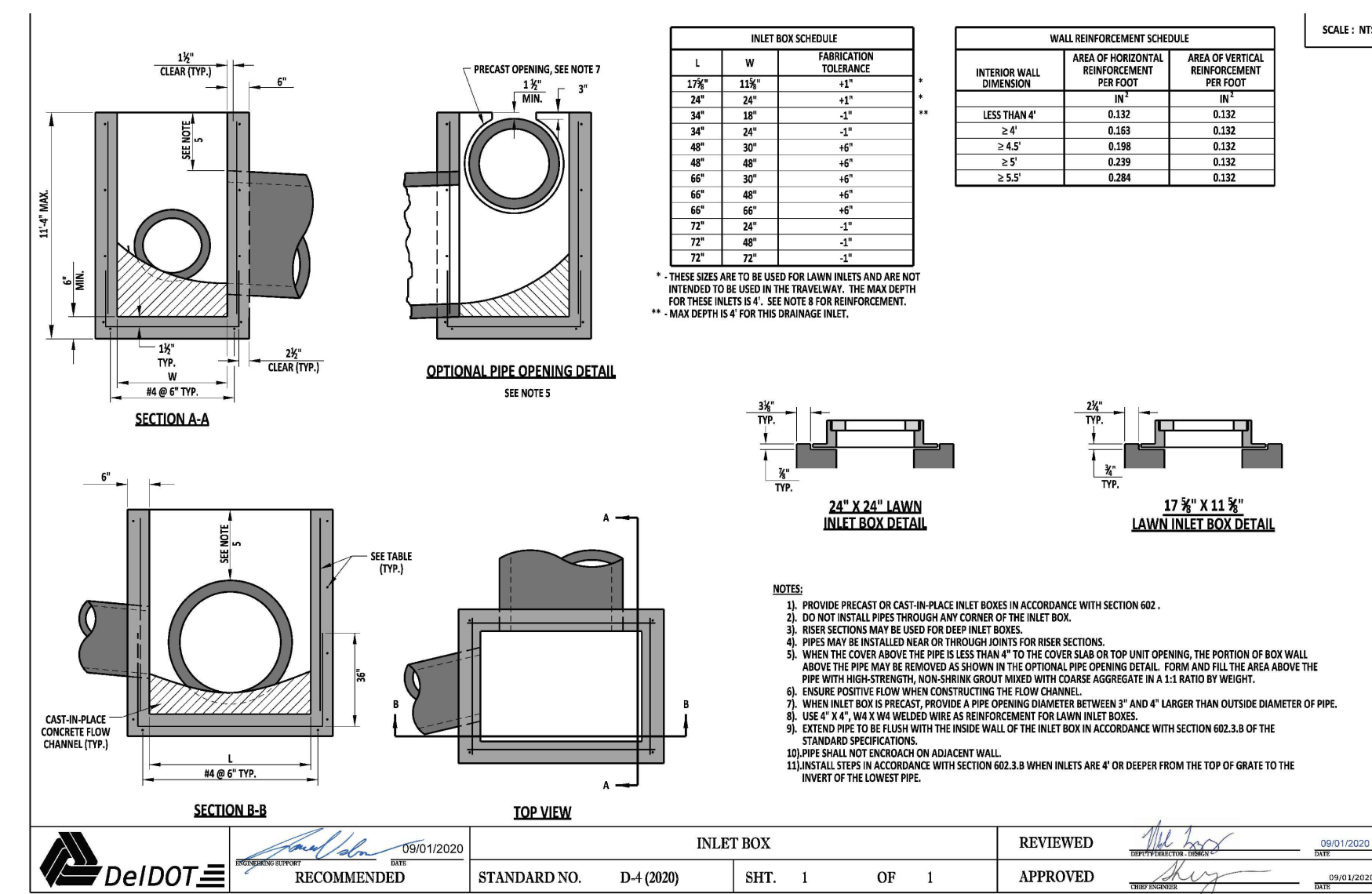
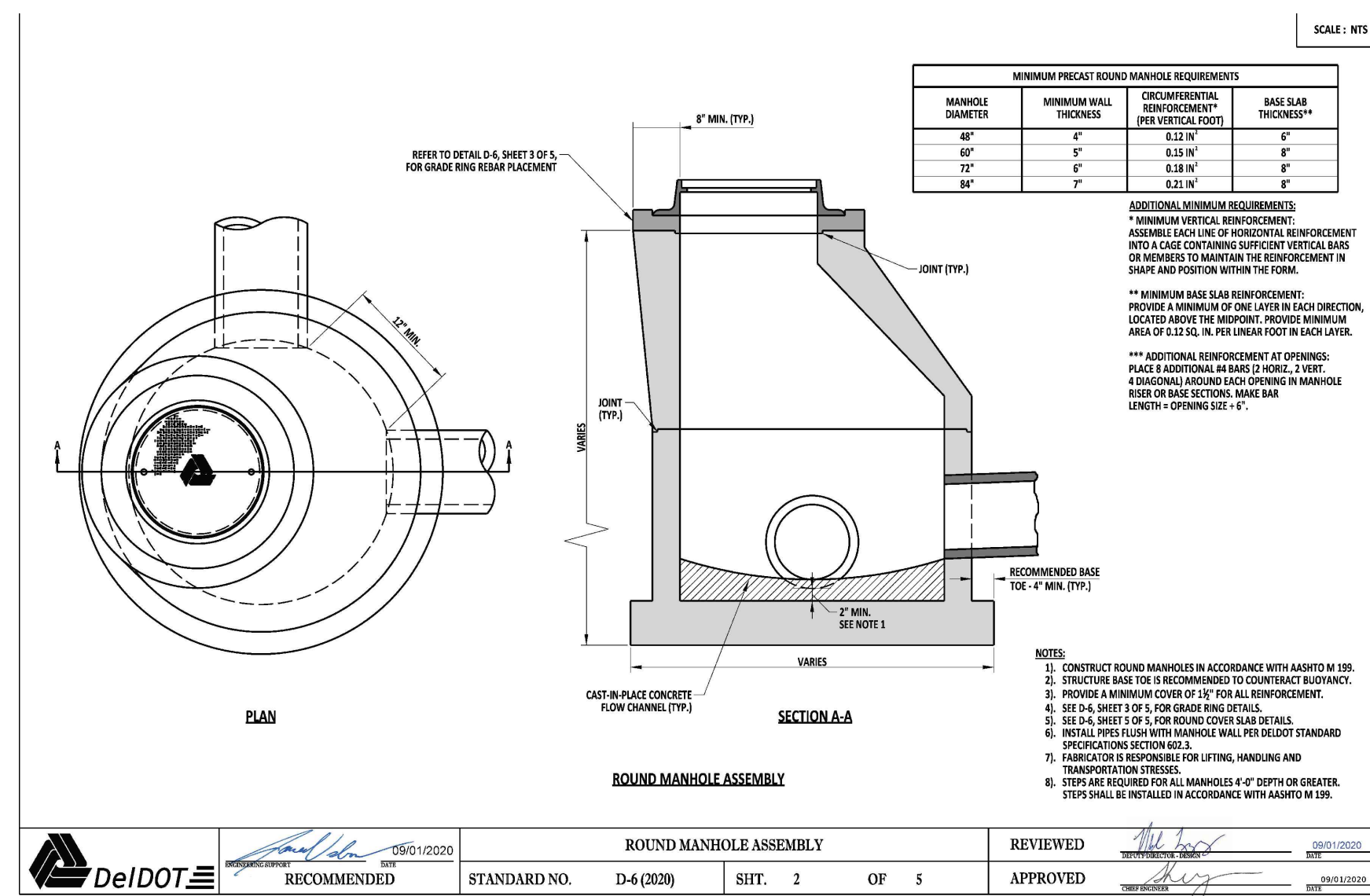
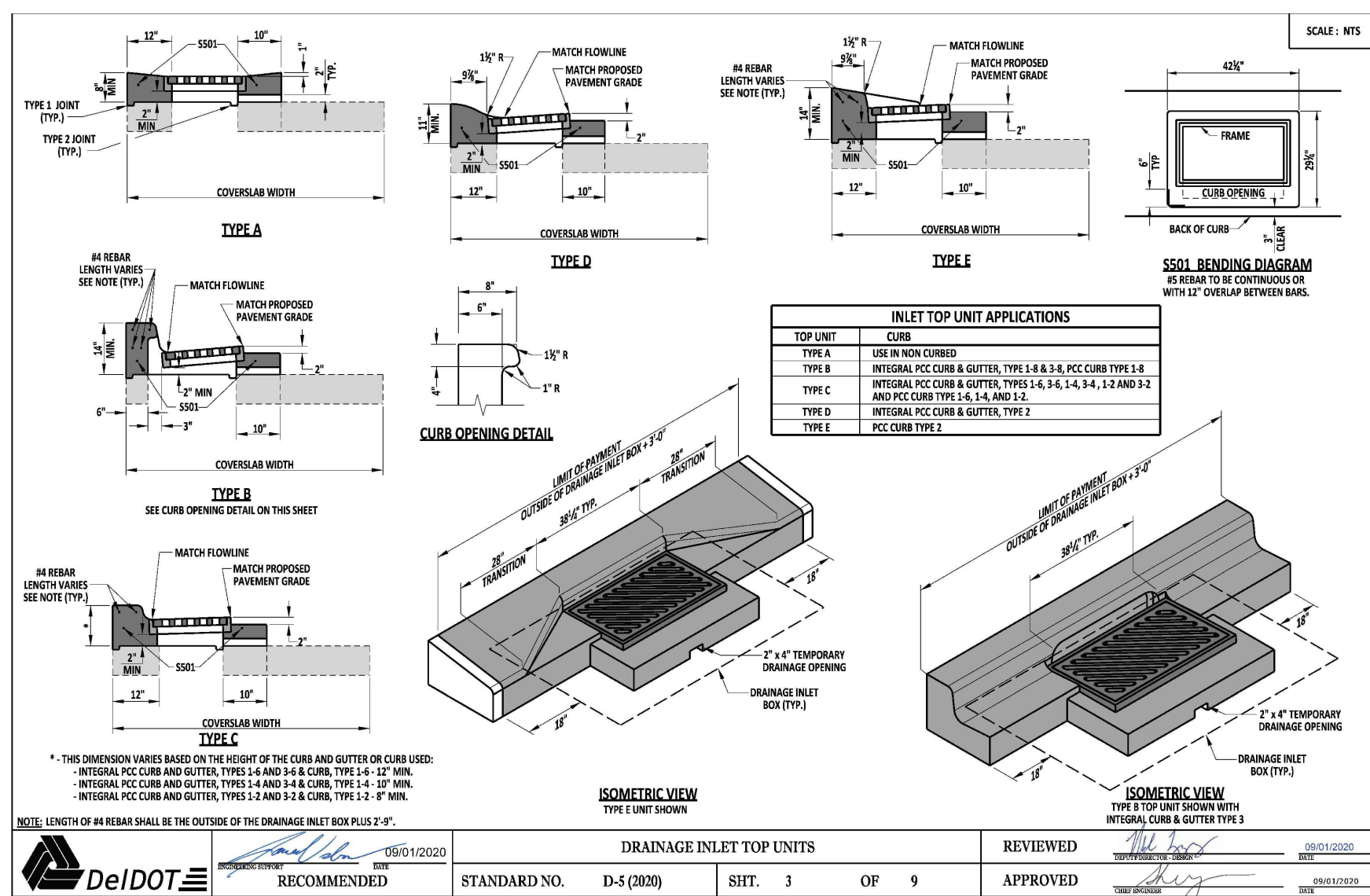
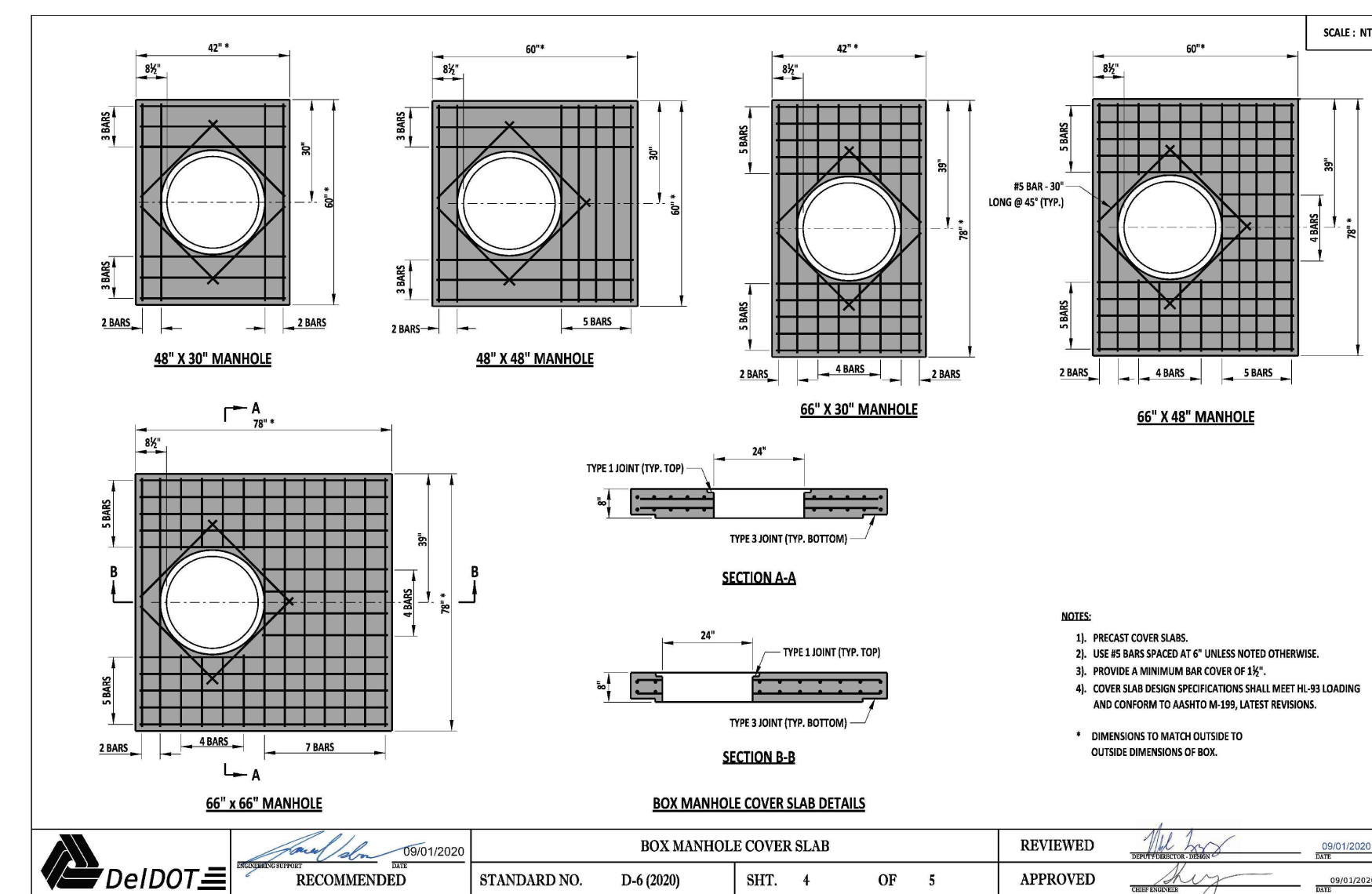
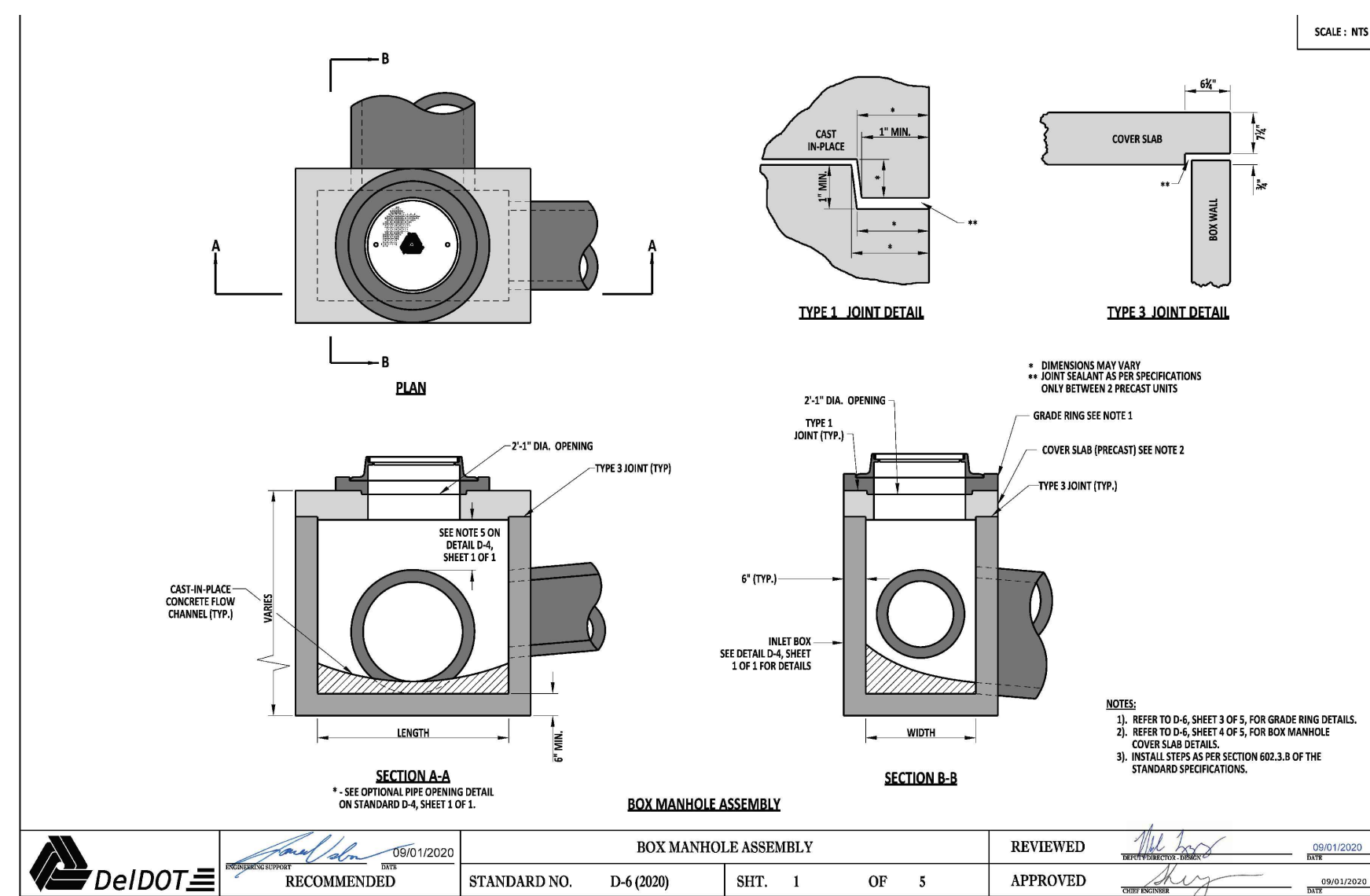
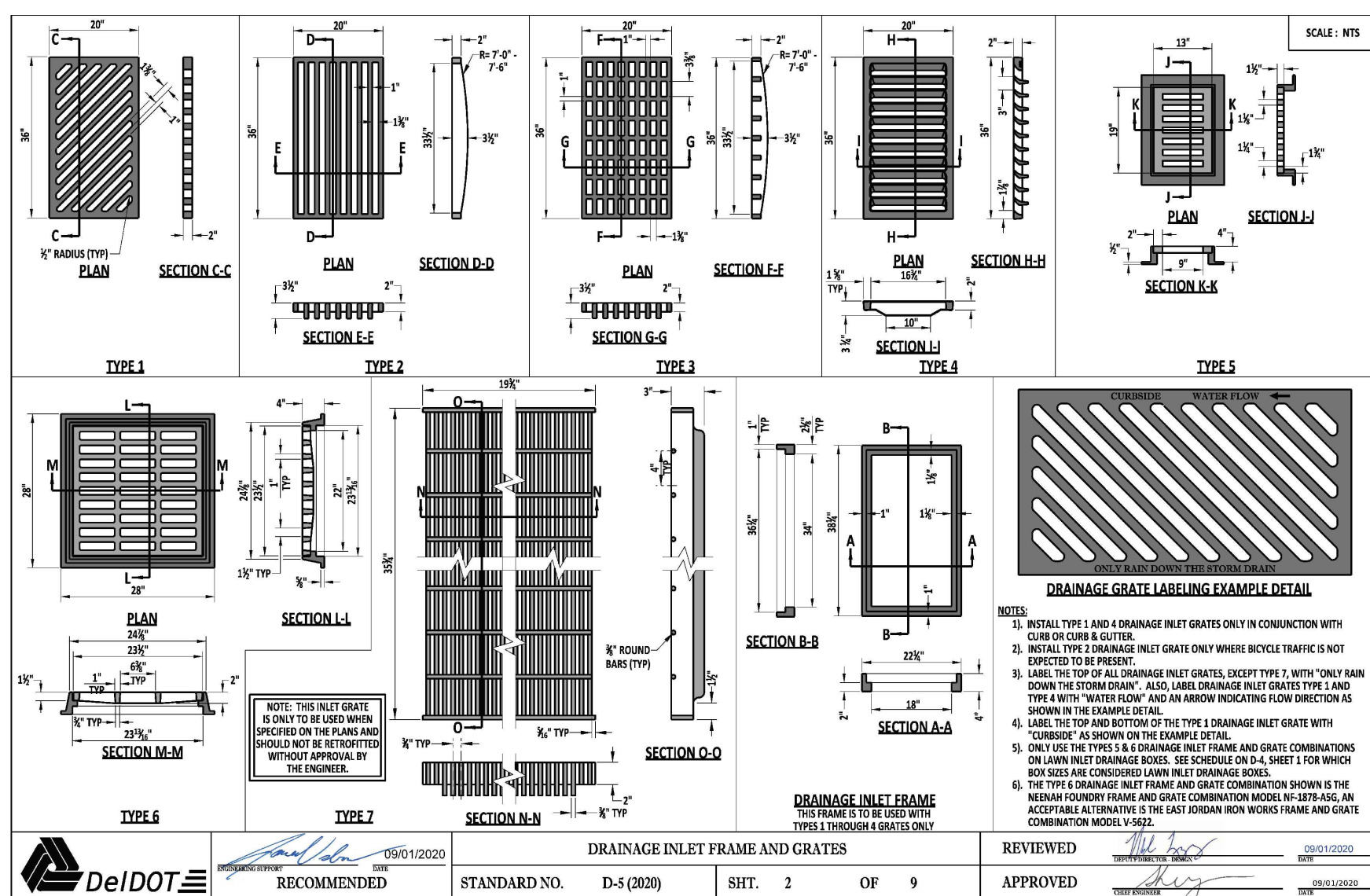
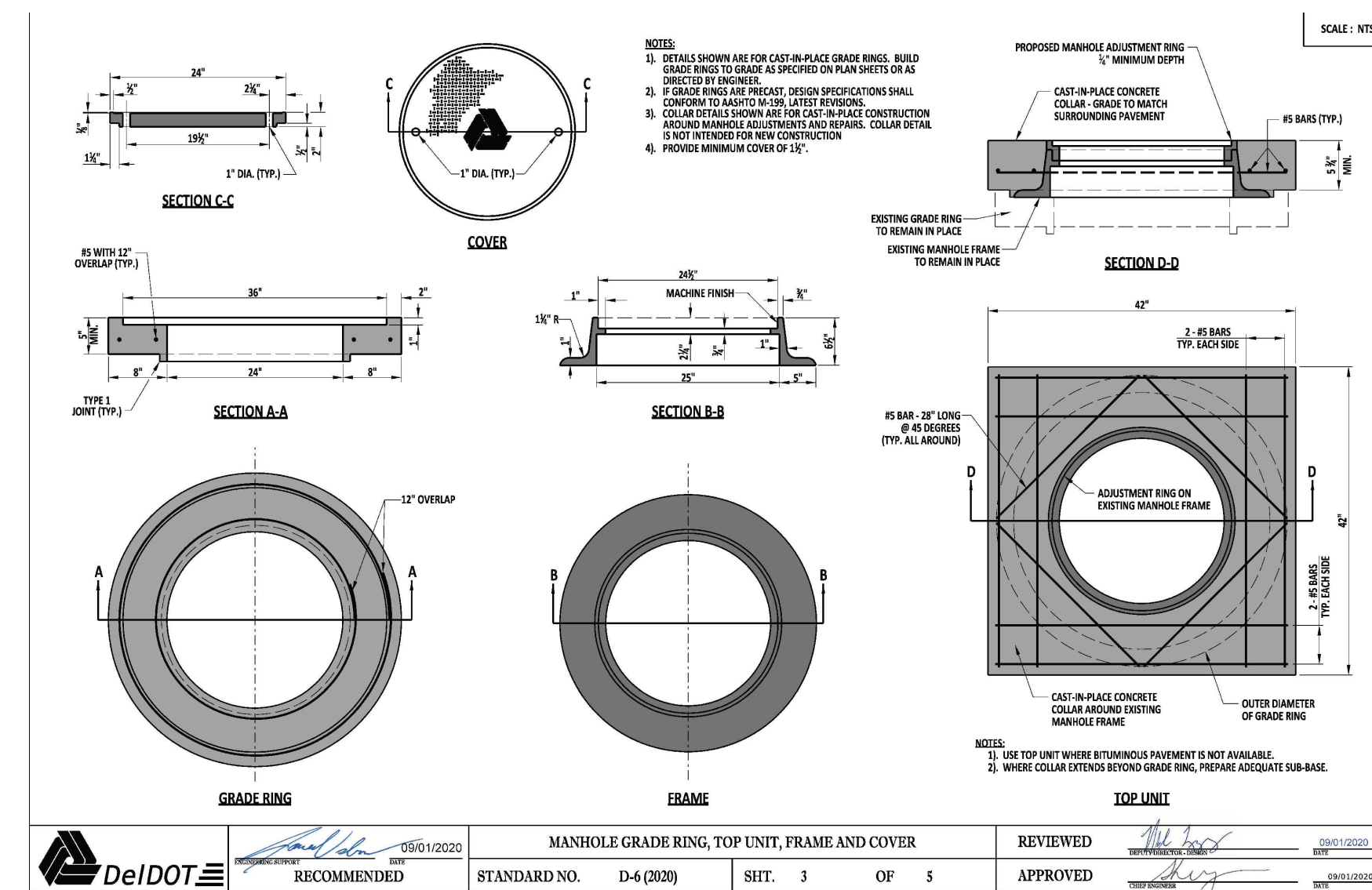
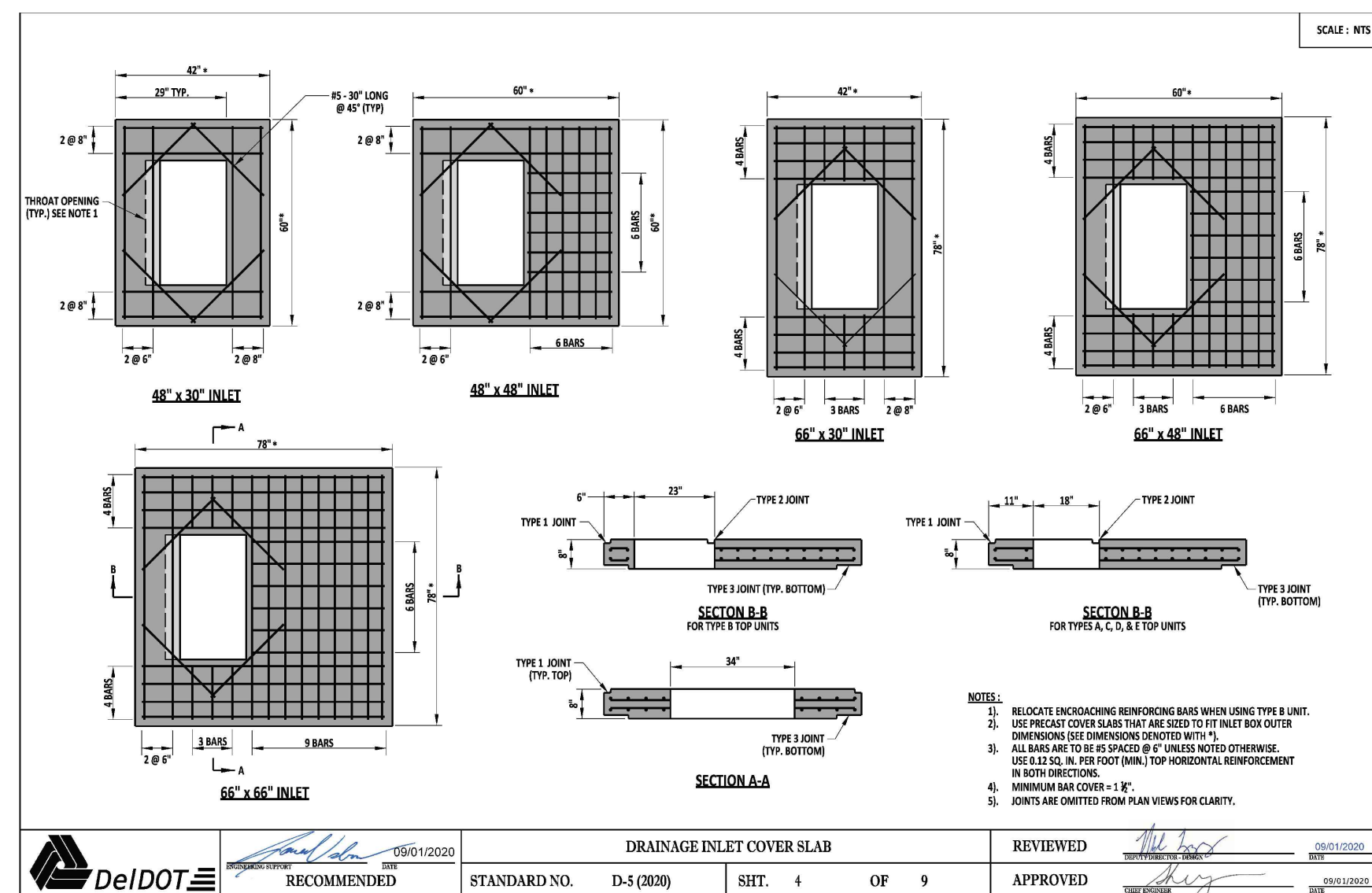
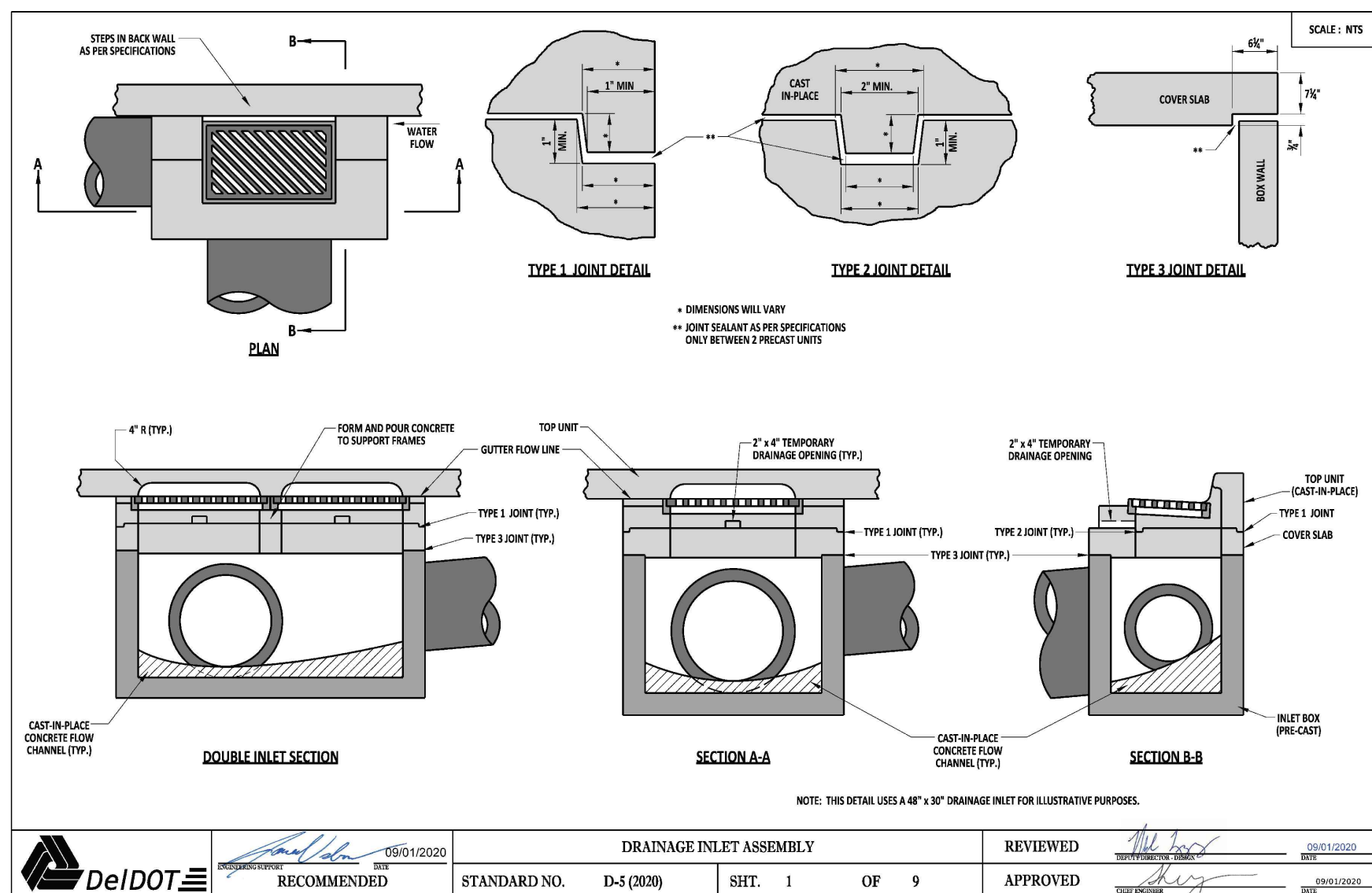
UTILITY PLAN

STONEBROOK EAST

EAST DOVER HUNDRED ~ KENT COUNTY ~ DELAWARE

DATE: NOVEMBER 03, 2023
SCALE: 1" = 80'
PROJECT NO. 13053.CA
SHEET: C-301





CHECKED BY: [Signature]
DESIGNED BY: [Signature]
DATE: 05/01/2020

RECOMMENDED STANDARD NO. D-4 (2020) SHEET 3 OF 5 APPROVED [Signature]

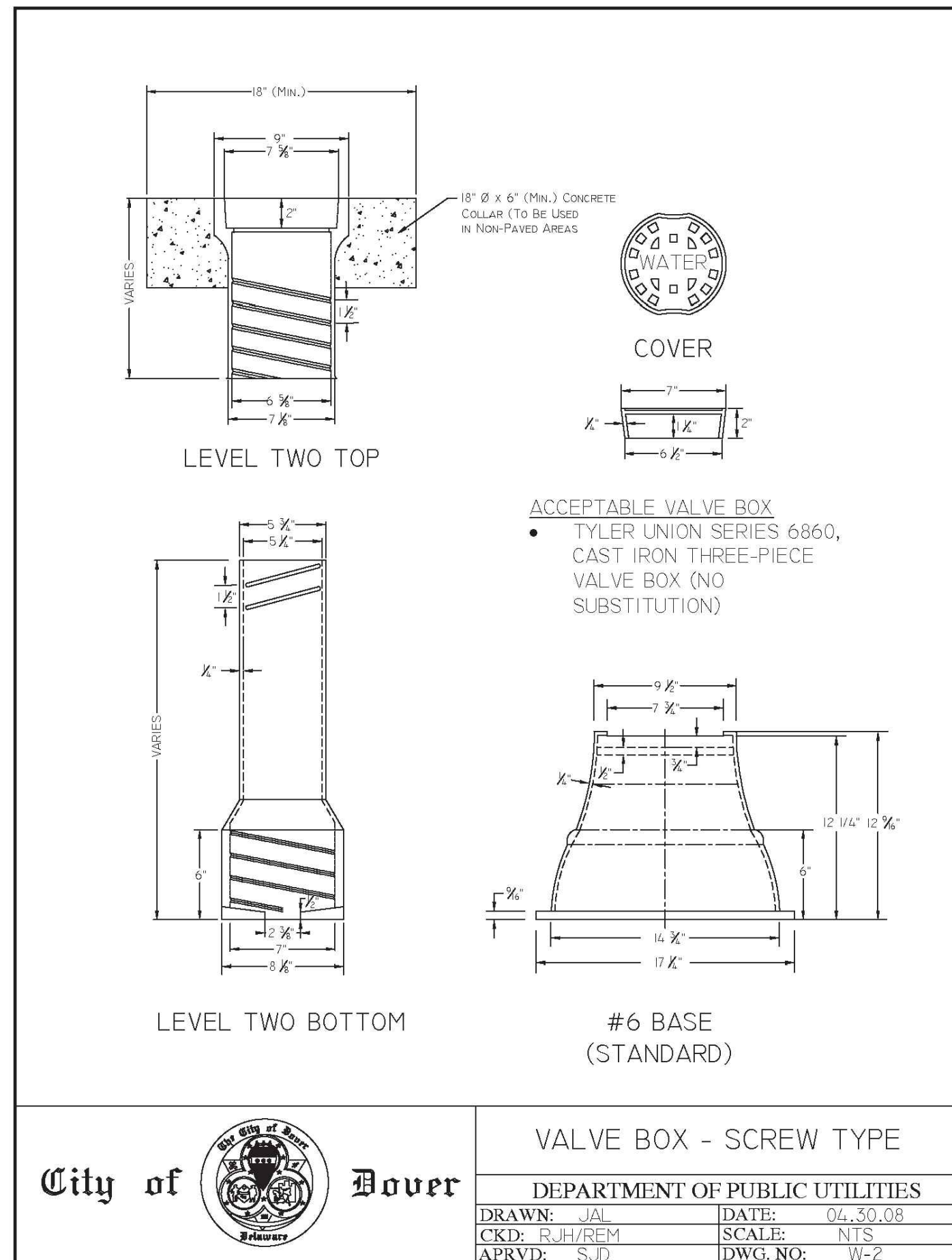
NO.	REVISION	DATE	BY	APP'D
1	PRELIMINARY			
2	NOT FOR CONSTRUCTION			

OWNER: [Signature]
DEVELOPER: [Signature]
DATE: 05/01/2020

RECOMMENDED STANDARD NO. D-5 (2020) SHEET 2 OF 9 APPROVED [Signature]

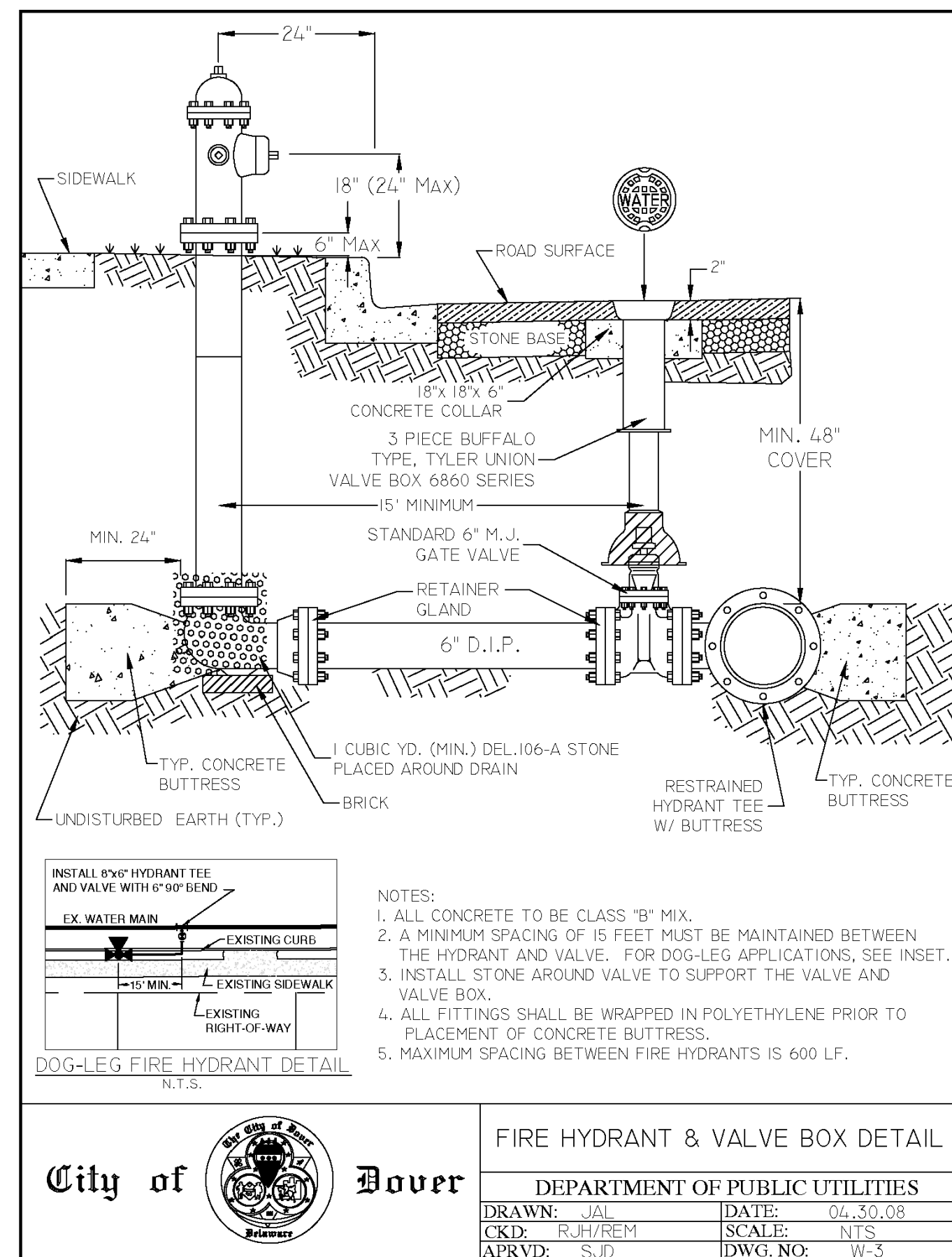
SITE DEVELOPMENT SUBDIVISION PLANS
CONSTRUCTION DETAILS
STONEBROOK EAST
EAST DOVER HUNDRED ~ KENT COUNTY ~ DELAWARE

DATE: NOVEMBER 03, 2023
SCALE: NOT TO SCALE
PROJECT NO. 13053.CA
SHEET: C-902



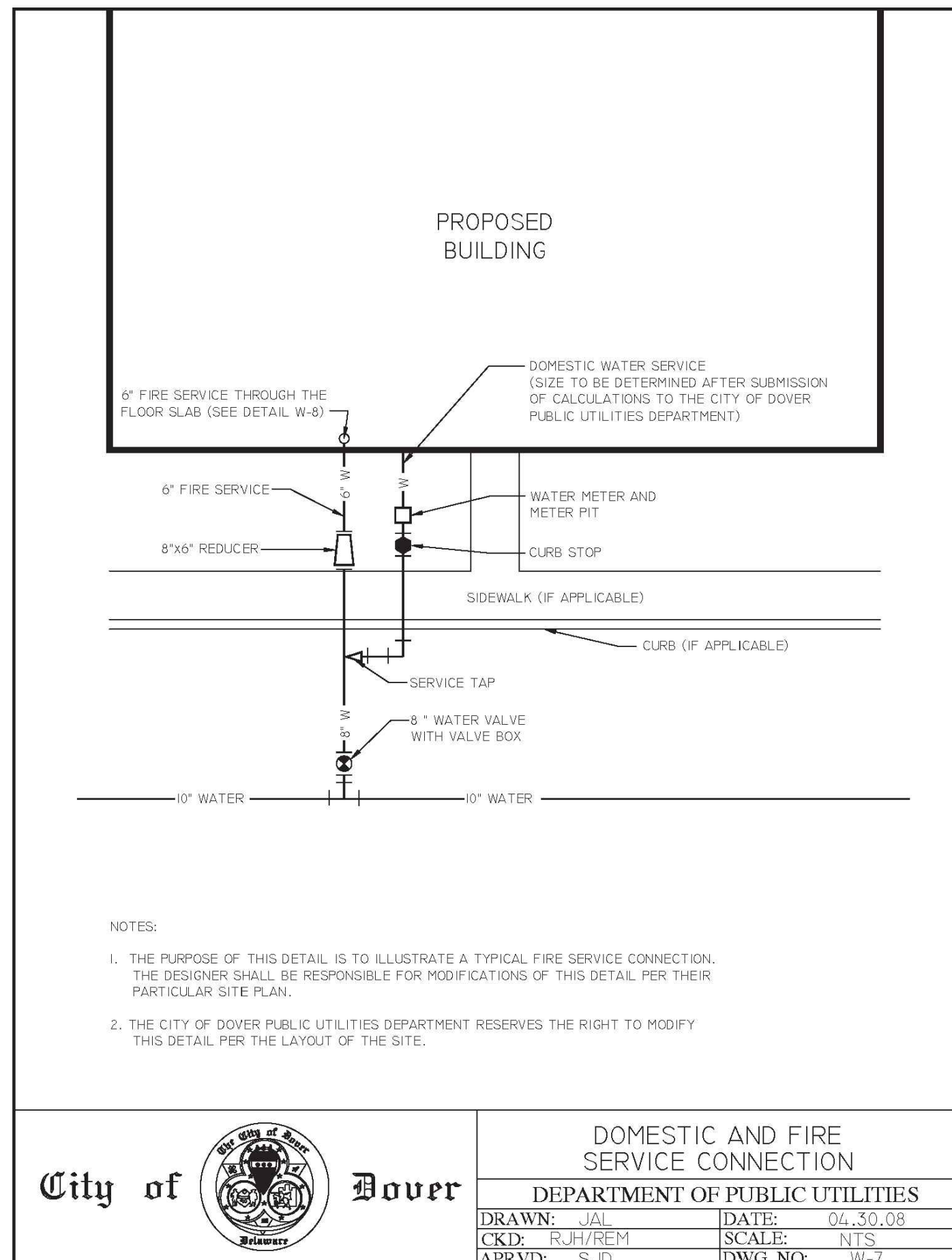
DETAIL: VALVE BOX - SCREW TYPE

SCALE: NONE



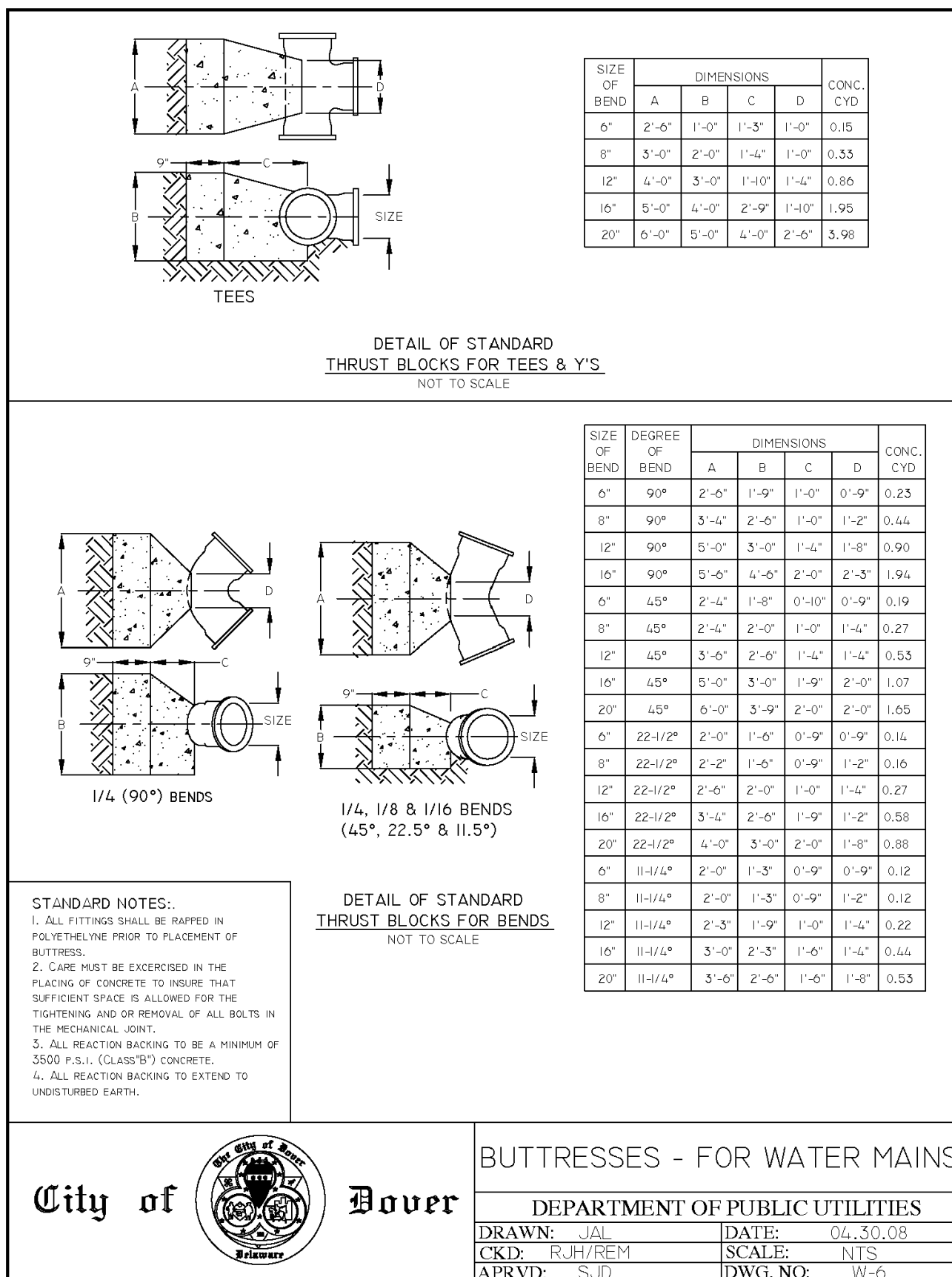
DETAIL: FIRE HYDRANT & VALVE BOX DETAIL

SCALE: NONE



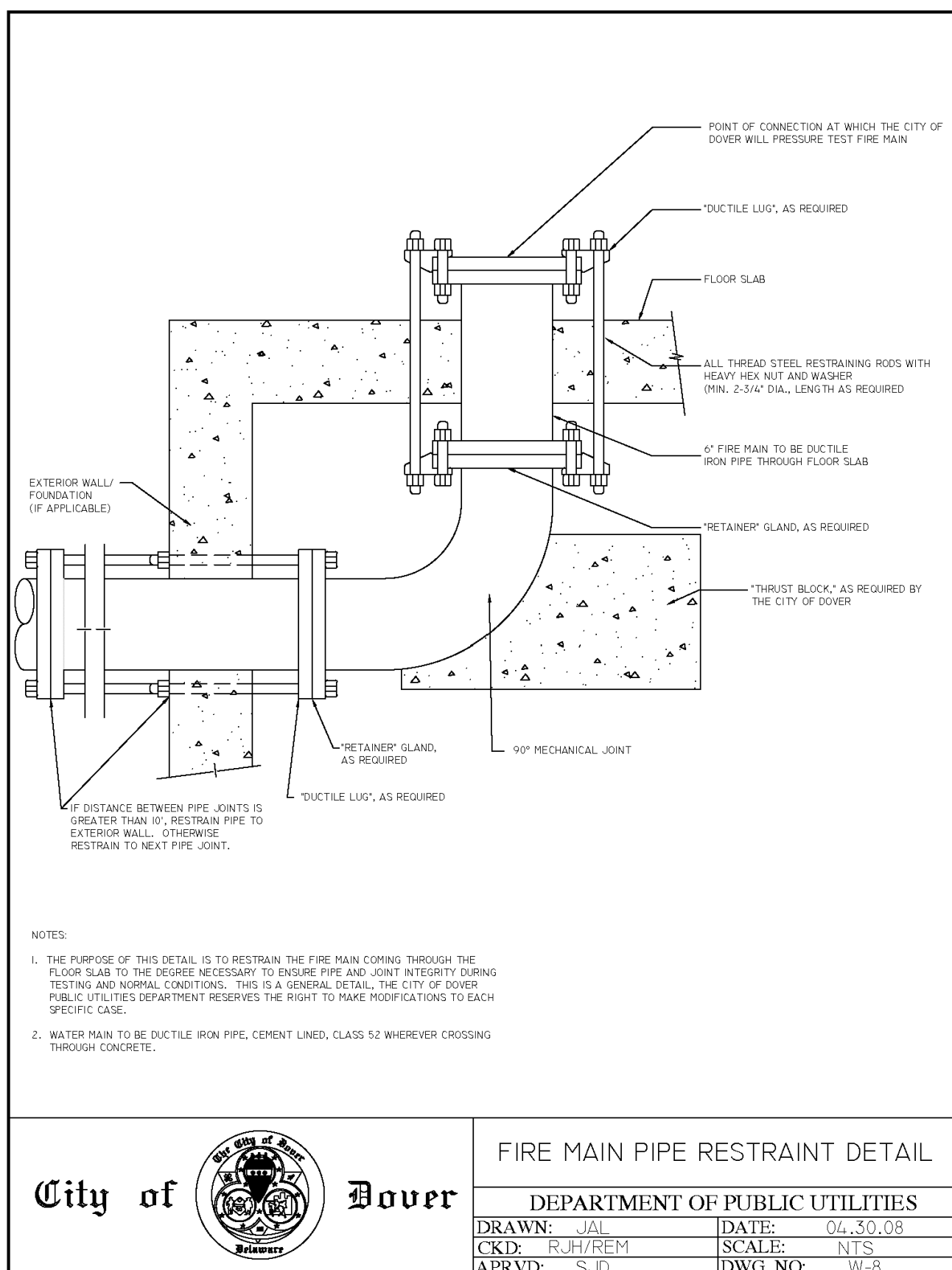
DETAIL: DOMESTIC AND FIRE SERVICE

SCALE: NONE



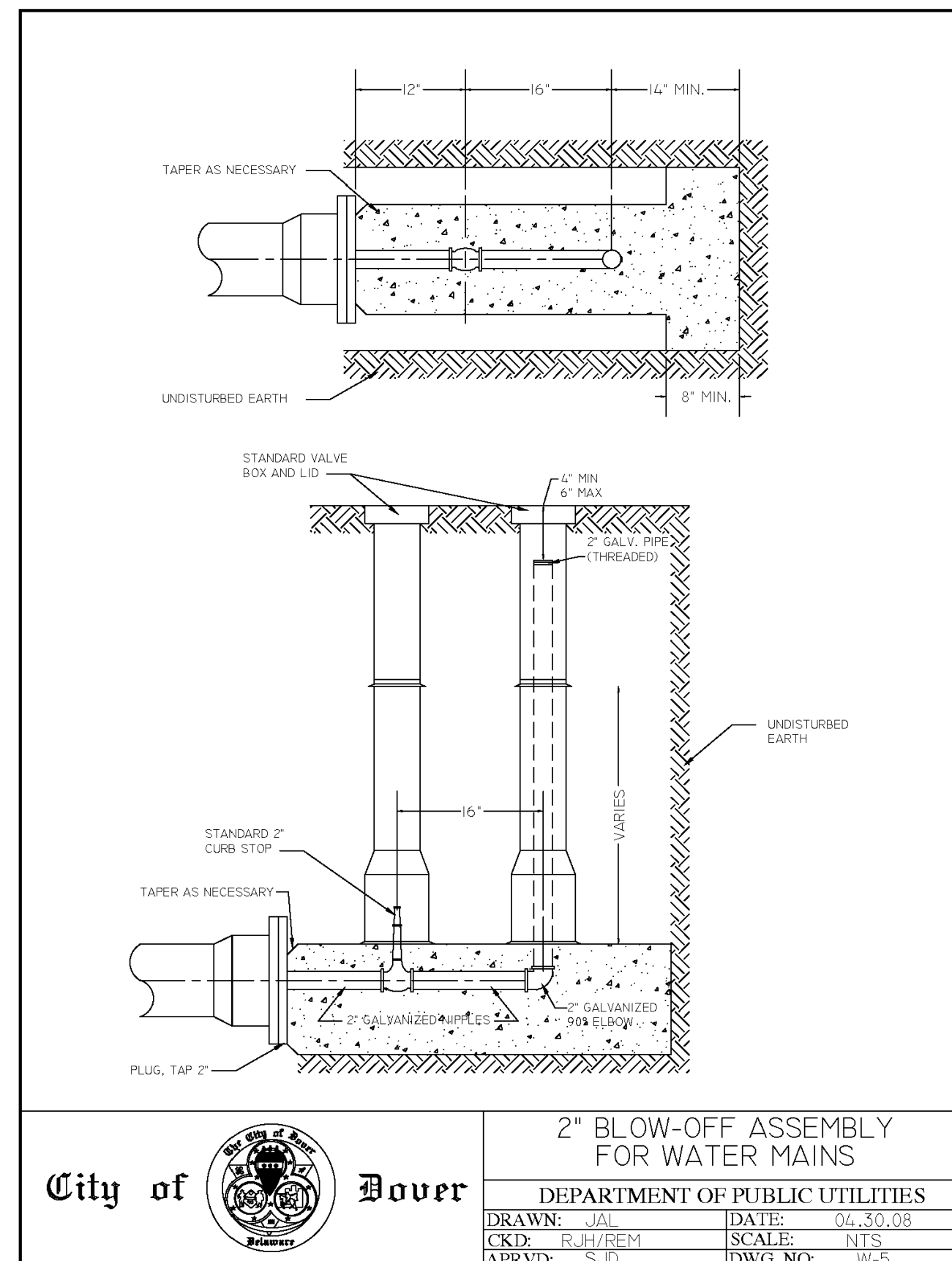
DETAIL: BUTTRESSES - FOR WATER MAINS

SCALE: NONE



DETAIL: FIRE MAIN PIPE RESTRAINT

SCALE: NONE



DETAIL: 2" BLOW-OFF ASSEMBLY FOR WATER MAINS

SCALE: NONE



Soil, Water & the Environment

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FAX: 302.239.8485

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WEB: HTTP://DUFFNET.COM
E-MAIL: DUFFIELD@DUFFNET.COM

CHECKED BY: KIT
DESIGNED BY: AR
DRAWN BY: MH/AR
FILE NAME: LG-Detail 1051CA
KENNETH JAMES TAYLOR, JR., P.E.

REVISION	DATE	BY	DESCRIPTION
1			PRELIMINARY
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OWNER: HANSE HANSON PROPERTIES
DEVELOPER: 1000 LAGRANGE PKWY
NEWARK, DE 19702

SITE DEVELOPMENT SUBDIVISION PLANS
CONSTRUCTION DETAILS
STONEBROOK EAST

EAST DOVER HUNDRED ~ KENT COUNTY ~ DELAWARE

DATE: NOVEMBER 03, 2023
SCALE: NOT TO SCALE
PROJECT NO. 13053.CA
SHEET: C-903

DETAIL: SANITARY SEWER CLEANOUT

SCALE: NONE

DETAIL: CAST IRON SADDLE

SCALE: NONE

DETAIL: TRENCH PAVEMENT WIDTH

SCALE: NONE

DETAIL: MANHOLE - PLAN VIEW

SCALE: NONE

DETAIL: FLOW CHANNEL PATTERNS

SCALE: NONE

DETAIL: MANHOLE STEPS

SCALE: NONE

OWNER/ DEVELOPER:		HANSEHARMONY PROPERTIES 1100 LAGRANGE PKWY. NEWARK DE 19702		NO.		REVISION		CHD BY DATE		DESIGNED BY:		CHECKED BY:	
										AR	KIT		
										DRAWN BY:	FILE NAME:		
										MH/AR	LG-Details: 3053CA		
										KENNETH JAMES TAYLOR, JR., P.E.			
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SITE DEVELOPMENT SUBDIVISION PLANS CONSTRUCTION DETAILS STONEBROOK EAST	EAST DOVER HUNDRED ~ KENT COUNTY ~ DELAWARE
--	--

DATE:	NOVEMBER 03, 2023
SCALE:	NOT TO SCALE
PROJECT NO.	13053.CA
SHEET:	C-904

DETAIL: MANHOLE COVER - LOCKING

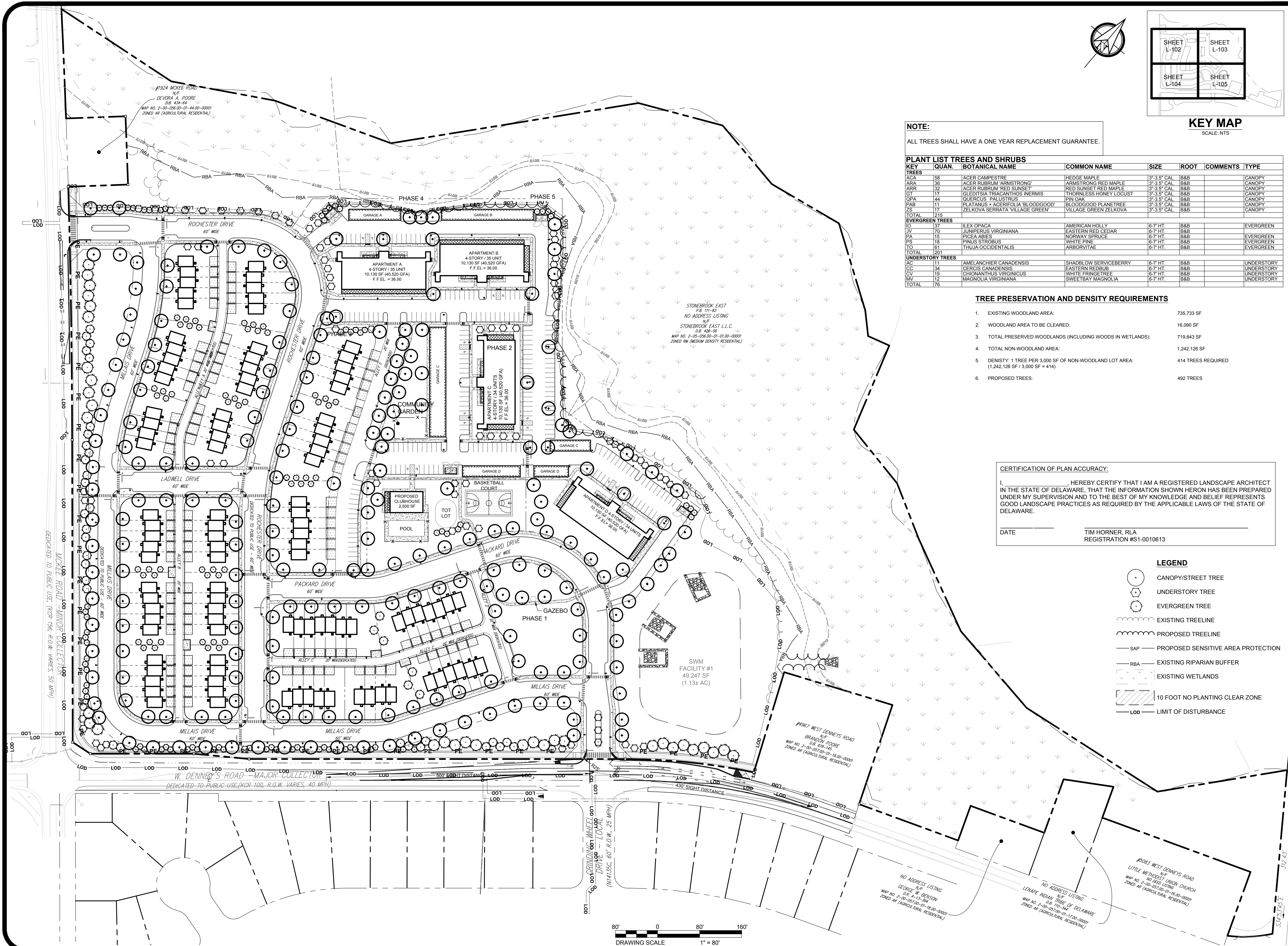
SCALE: NONE

DETAIL: MANHOLE FRAME

SCALE: NONE

DETAIL: MANHOLE TYPE I

SCALE: NONE



NOTE:
ALL TREES SHALL HAVE A ONE YEAR REPLACEMENT GUARANTEE.

PLANT LIST TREES AND SHRUBS							
KEY	QUAN.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS	TYPE
TREES							
ACA	58	ACER CAMPESTRE	HEDGE MAPLE	3'-3.5' CAL	B&B		CANOPY
ARA	36	ACER RUBRUM 'ARMSTRONG'	ARMSTRONG RED MAPLE	3'-3.5' CAL	B&B		CANOPY
ARR	32	ACER RUBRUM 'RED SUNSET'	RED SUNSET RED MAPLE	3'-3.5' CAL	B&B		CANOPY
GT	17	GLADISTIA THRICANTHOS INERMIS	THORNLESS HONEY LOCUST	3'-3.5' CAL	B&B		CANOPY
OPA	44	QUERCUS PAULSTRIS	PIN OAK	3'-3.5' CAL	B&B		CANOPY
PAB	11	PLATANUS x ACERIFOLIA 'BLOODGOOD'	BLOODGOOD PLANETREE	3'-3.5' CAL	B&B		CANOPY
ZS	17	ZELKOVA SERRATA 'VILLAGE GREEN'	VILLAGE GREEN ZELKOVA	3'-3.5' CAL	B&B		CANOPY
TOTAL	215						
EVERGREEN TREES							
IO	37	ILEX OPACA	AMERICAN HOLLY	6-7 HT.	B&B		EVERGREEN
JV	70	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	6-7 HT.	B&B		EVERGREEN
PA	15	PICEA ABIES	NORWAY SPRUCE	6-7 HT.	B&B		EVERGREEN
PS	18	PINUS STROBUS	WHITE PINE	6-7 HT.	B&B		EVERGREEN
TO	61	THUJA OCCIDENTALIS	ARBOVITAE	6-7 HT.	B&B		EVERGREEN
TOTAL	201						
UNDERSTORY TREES							
AC	11	AMELANCHIER CANADENSIS	SHADBLow SERVICEBERRY	6-7 HT.	B&B		UNDERSTORY
CC	34	CERCIS CANADENSIS	EASTERN REDBUD	6-7 HT.	B&B		UNDERSTORY
CV	19	CHIONANTHUS VIRGINICUS	WHITE FRINGETREE	6-7 HT.	B&B		UNDERSTORY
MG	12	MAGNOLIA VIRGINIANA	SWEETBAY MAGNOLIA	6-7 HT.	B&B		UNDERSTORY
TOTAL	76						

TREE PRESERVATION AND DENSITY REQUIREMENTS

- | | |
|--|--------------------|
| 1. EXISTING WOODLAND AREA: | 735,733 SF |
| 2. WOODLAND AREA TO BE CLEARED: | 16,090 SF |
| 3. TOTAL PRESERVED WOODLANDS (INCLUDING WOODS IN WETLANDS): | 719,643 SF |
| 4. TOTAL NON-WOODLAND AREA: | 1,242,126 SF |
| 5. DENSITY: 1 TREE PER 3,000 SF OF NON-WOODLAND LOT AREA:
(1,242,126 SF / 3,000 SF = 414) | 414 TREES REQUIRED |
| 6. PROPOSED TREES: | 492 TREES |

CERTIFICATION OF PLAN ACCURACY:

I, _____, HEREBY CERTIFY THAT I AM A REGISTERED LANDSCAPE ARCHITECT 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 LANDSCAPE PRACTICES AS REQUIRED BY THE APPLICABLE LAWS OF THE STATE OF DELAWARE.

DATE _____ TIM HORNER, RLA
REGISTRATION #S1-0010613

LEGEND

- CANOPY/STREET TREE
- UNDERSTORY TREE
- EVERGREEN TREE
- EXISTING TREELINE
- PROPOSED TREELINE
- SAP - PROPOSED SENSITIVE AREA PROTECTION
- RBA - EXISTING RIPARIAN BUFFER
- EXISTING WETLANDS
- 10 FOOT NO PLANTING CLEAR ZONE
- LOD - LIMIT OF DISTURBANCE



5400 LIMESTONE ROAD
WILMINGTON, DE 19808-1232
TEL: 302.239.6634
FAX: 302.239.8485

OFFICES IN DELAWARE, MARYLAND,
PENNSYLVANIA AND NEW JERSEY
WEB: HTTP://DUFFIELD.COM
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**PRELIMINARY
NOT FOR
CONSTRUCTION**

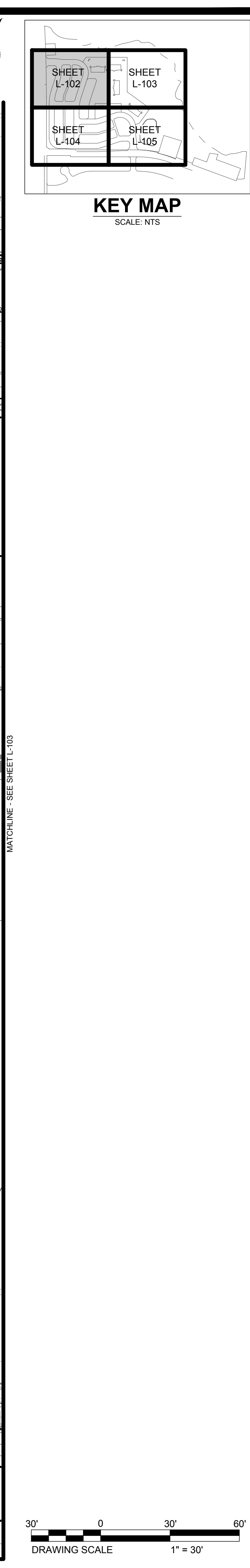
SITE DEVELOPMENT SUBDIVISION PLANS

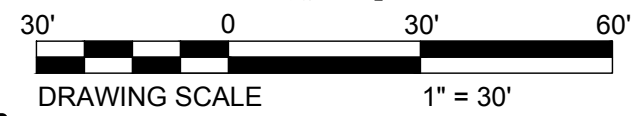
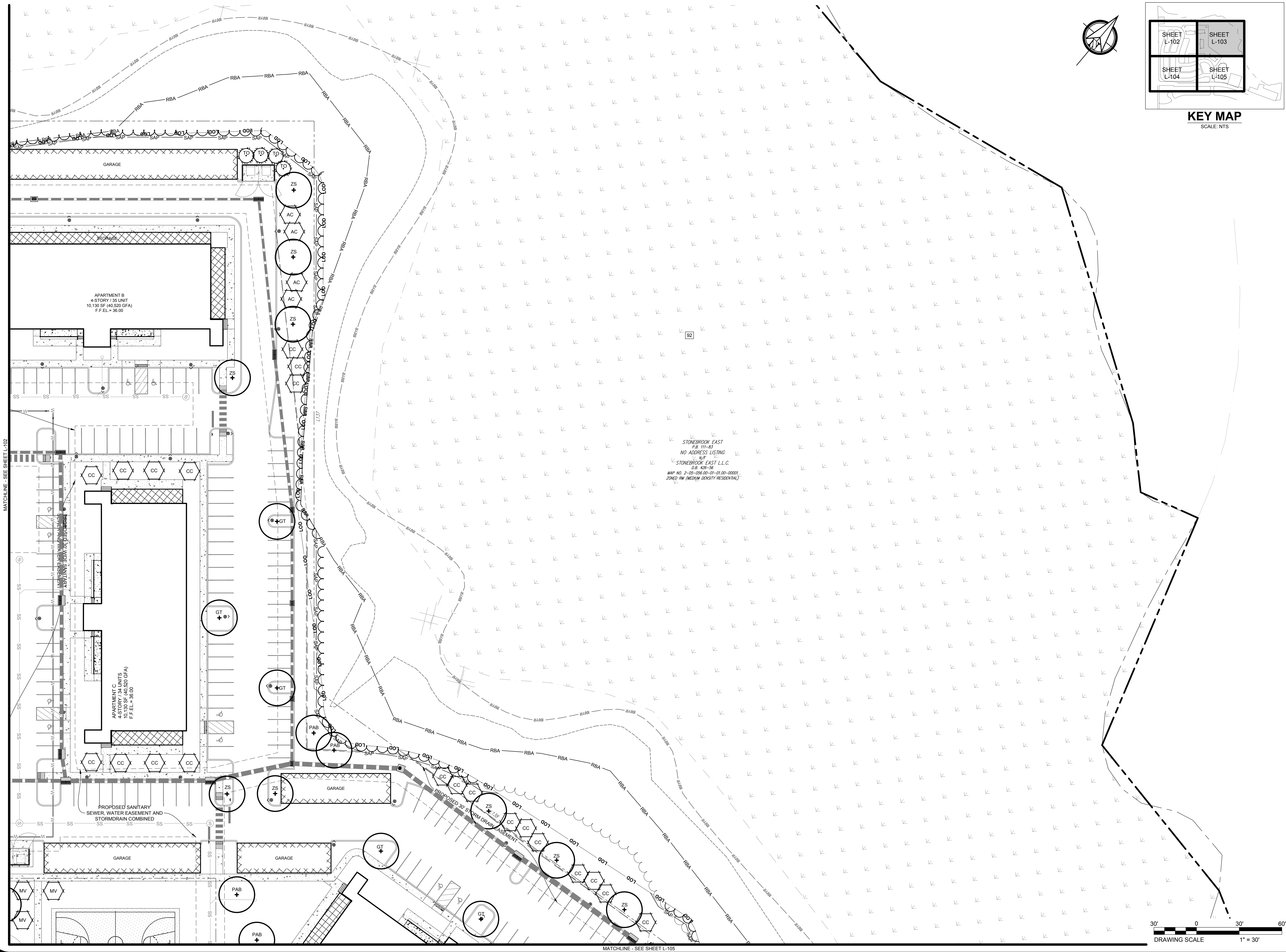
LANDSCAPE PLAN

STONEBROOK EAST

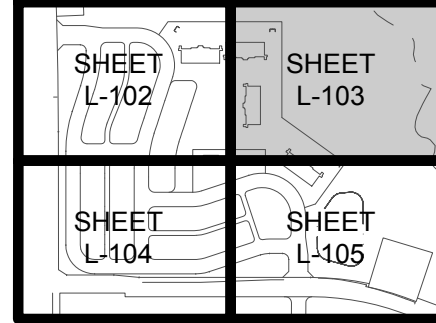
EAST DOVER HUNTER ~ KENT COUNTY ~ DELAWARE

DATE: NOVEMBER 03, 2023
SCALE: 1" = 80'
PROJECT NO. 13053.CA
SHEET: L-101

[illegible]



KEY MAP
SCALE: NTS



SITE DEVELOPMENT SUBDIVISION PLANS

LANDSCAPE PLAN

STONEBROOK EAST

EAST DOVER HUNTER ~ KENT COUNTY ~ DELAWARE

DATE: NOVEMBER 03, 2023
SCALE: 1" = 30'
PROJECT NO. 13053.CA
SHEET: L-103

OWNER/
DEVELOPER: HANAE HARMONY
PROPERTIES LLC, 1000 N. 10TH
ST., NEWARK, DE 19702

PRELIMINARY
NOT FOR
CONSTRUCTION

DESIGNED BY: JIL/AM
DRAWN BY: JIL

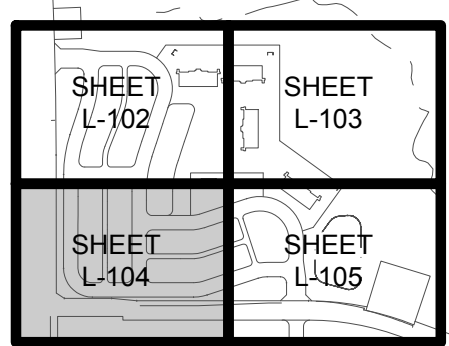
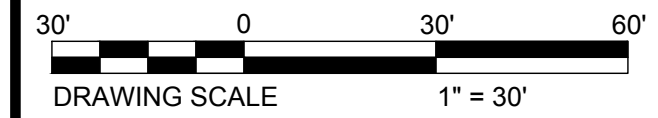
CHECKED BY: TH
FILE NAME: LG-103.DWG

STATE: DELAWARE R.L.A. #S-1000613

DUFFIELD
ASSOCIATES
Soil, Water & the Environment

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WILMINGTON, DE 19808-1232
TEL: 302.239.6634
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KEY MAP
SCALE: NTS

MATCHLINE - SEE SHEET L-105

MATCHLINE - SEE SHEET L-102

W. DENNEY'S ROAD - MAJOR COLLECTOR
DEDICATED TO PUBLIC USE (KCR 100, R.O.W. VARIES, 40 MPH)



**DUFFIELD
ASSOCIATES**

Soil, Water & the Environment

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WILMINGTON, DE 19808-1232
TEL. 302.239.6634
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OFFICES IN DELAWARE, MARYLAND,
PENNSYLVANIA AND NEW JERSEY

WEB: [HTTP://DUFFNET.COM](http://duffnet.com)
E-MAIL: duffield@duffnet.com

JL	TH
DRAWN BY: JL/MH	FILE NAME: LG-Lnd-1383CA

TIM HORNER, R.L.A.

STATE: DELAWARE R.L.A. #ST-0006013

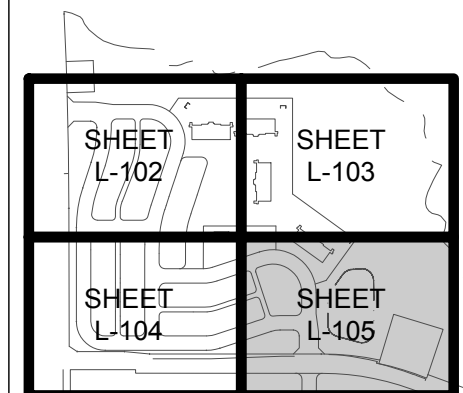
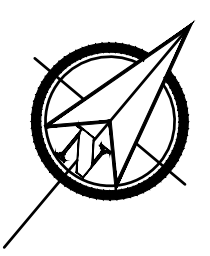
**PRELIMINARY
NOT FOR
CONSTRUCTION**

OWNER/DEVELOPER: HANAE HARMONY PROPERTIES
1100 LAGRANGE PKWY
NEWARK, DE 19702

SITE DEVELOPMENT SUBDIVISION PLANS
LANDSCAPE PLAN
STONEBROOK EAST

EAST DOVER HUNTER ~ KENT COUNTY ~ DELAWARE

DATE: NOVEMBER 03, 2023
SCALE: 1" = 30'
PROJECT NO. 13053.CA
SHEET: L-104



KEY MAP
SCALE: NTS

DUFFIELD ASSOCIATES
Soil, Water & the Environment

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WILMINGTON, DE 19808-1232
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FAX: 302.239.8485

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CHECKED BY:	TH
DESIGNED BY:	JIL
DRAWN BY:	JIL
FILE NAME:	LG-104-105.DWG
DATE:	
PROJECT:	
REVISION:	
NO.	

OWNER/DEVELOPER:	HANAE HARMONY PROPERTIES LLC, 1000 N. WILMINGTON AVENUE, NEWARK, DE 19702
REVISION:	
NO.	

OWNER/DEVELOPER:	HANAE HARMONY PROPERTIES LLC, 1000 N. WILMINGTON AVENUE, NEWARK, DE 19702
REVISION:	
NO.	

SITE DEVELOPMENT SUBDIVISION PLANS
LANDSCAPE PLAN
STONEBROOK EAST

EAST DOVER HUNTER ~ KENT COUNTY ~ DELAWARE

DATE: NOVEMBER 03, 2023
SCALE: 1" = 30'
PROJECT NO. 13053.CA
SHEET: L-105



LANDSCAPE NOTES

- MULCH ALL TREE PITS, PLANT BEDS, AND GROUND COVER AREAS WITH A MINIMUM 3" DEPTH (AFTER SETTLEMENT) OF MULCH OR AS NOTED. SHREDDED HARDWOOD MULCH SHALL BE USED FOR ALL TREE PITS AND SHRUB BEDS.
- THIS DRAWING TO BE USED FOR LANDSCAPE DEVELOPMENT PURPOSES ONLY.
- ALL TREE STAKING, GUYING, AND WRAPPING SHALL BE REMOVED AFTER ONE YEAR.
- ALL SHRUB, FLOWER, AND GROUND COVER BEDS SHALL BE PITCHED OR CROWNED TO ASSURE A MINIMUM SURFACE PITCH OF 3% FOR POSITIVE SURFACE DRAINAGE.
- ALL PROPOSED LANDSCAPE PLANT MATERIAL TO BE A FULL PRICE REPLACEMENT GUARANTEE FOR A PERIOD OF ONE YEAR FROM THE DATE OF ACCEPTANCE, AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM NEGLECT BY OWNER, ABUSE OR DAMAGE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND LANDSCAPE INSTALLER CONTROL. CONTRACTOR, IF NOT MAINTAINING THE PROPERTY DURING THE GUARANTEE PERIOD, SHALL BE RESPONSIBLE FOR MAKING MONTHLY INSPECTIONS AND ISSUING WRITTEN REPORTS DETAILING ANY MAINTENANCE PRACTICES HE OBSERVES WHICH WOULD IN ANYWAY NEGATE HIS GUARANTEE OBLIGATION.
- ALL AREAS BEYOND THE LIMIT OF LAWN/GROUND COVER THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS SHALL BE REPAIRED TO PRE-CONSTRUCTION CONDITION AND/OR TO COMPLY WITH STANDARDS INDICATED ON THE SOIL EROSION AND SEDIMENT CONTROL PLAN.
- ALL TREES ADJACENT TO CURBS (OR EDGE OF PAVEMENT) SHALL BE PLACED 5'-0" AWAY FROM THE CURB FACE MEASURED TO THE CENTERLINE OF THE TREE TRUNK. IF PLACED IN THE MEDIAN ISLAND, THEY SHALL BE CENTERED IN THE SPACE BETWEEN THE CURBS OR AS NOTED ON THE LANDSCAPE PLAN. ALL TREES PLANTED ADJACENT TO PEDESTRIAN WALKWAYS SHALL BE BRANCHED AT 7' INITIALLY.
- NO PLANT MATERIAL ABOVE 24" WILL BE INSTALLED WITHIN ANY APPROVED SIGHT TRIANGLE.
- PLANT BACKFILL MIX SHALL CONTAIN THE FOLLOWING:
1 PART AMENDED TOPSOIL (SCREENED) WITH FERTILIZATION AS REQUIRED BELOW:

AMENDED TOPSOIL: SHALL BE WITHOUT ADMIXTURE OF SUBSOIL OF SLAG AND SHALL BE FREE OF STONES, LUMPS, PLANTS OR THEIR ROOTS, STICKS AND EXTRANEIOUS MATTER, AND SHALL NOT BE MOVED, PLACED OR USED WHILE IN FROZEN OR MUDDY CONDITION. TOPSOIL SHALL HAVE AN ACIDITY RANGE OF pH 5.0 TO 7.0 AND SHALL CONTAIN NOT LESS THAN 5% ORGANIC MATTER AS DETERMINED BY THE "WALKLEY-BLACK METHOD" (COLORIMETRIC VERSION). SUFFICIENT LIMESTONE SHALL BE ADDED TO TOPSOIL USED TO BRING SOIL TO RANGE OF pH 6.0 TO pH 6.5. THERE SHALL BE A MINIMUM OF 12" OF TOPSOIL (AFTER SETTLEMENT) IN ALL PLANT BEDS, OR GROUND COVER AREAS AND 3" IN ALL FINE LAWN, SEEDED AREAS OR AS CALLED FOR. AREAS WHERE PAVING HAS BEEN REMOVED TO PROVIDE LAWN OR PLANTING BED AREA SHALL BE ROTOTILLED TO A DEPTH OF AT LEAST 12 INCHES PRIOR TO PLACING TOPSOIL.

FERTILIZATION: 1. FOR TREES, SHRUBS AND ALL GROUND COVER (HERBACEOUS AND CONIFEROUS): "TERRA-SORB" AG AT THE RATE OF 32 OZ PER CUBIC YARD OF SOIL MIX.

2. FOR TREES AND SHRUBS (EXCLUDING CONIFEROUS GROUND COVER): PHC HEALTHY START 3-4-3 ORGANIC FERTILIZER/SOIL CONDITIONER, SHALL BE APPLIED AT 1/2 LB. PER TRUNK DIAMETER (CAL. INCH) FOR TREES. FOR SHRUBS USE THE FOLLOWING TABLE:

PLANT SIZE	RATE CUPS	LBS.	#PLANT BAG
1 GALLON	1/2	1/4	100
5 GALLON	1	1/2	50
15 GALLON	2	1	25
24" BALL/BOX	3	1 1/2	16
36" BALL/BOX	5	2 1/2	10
42" BALL/BOX	6	3	8
54" BALL/BOX	8	4	6
72" BALL/BOX	10	5	5

FOR HERBACEOUS AND CONIFEROUS GROUND COVER: DRY ROOTS 2 SHALL BE APPLIED AT THE FOLLOWING RATES:

CONIFEROUS GROUND COVER:			
PLANT SIZE	RATE CUPS	LBS.	#PLANT BAG
15-18" B&B	1 1/2	3/4	37

HERBACEOUS GROUND COVER: 20LBS./1000 SQUARE FEET.

FOR LAWN AND SEEDED AREAS: 10-6-4 50% ORGANIC FERTILIZER AT THE RATE OF 20LBS. PER 1,000 SQUARE FEET (OR AS REQUIRED BY TOPSOIL ANALYSIS REPORT).

- ALL PLANT MATERIAL MUST COMPLY WITH THE RECOMMENDATIONS AND REQUIREMENTS OF ANSI Z60.1 "STANDARD FOR NURSERY STOCK".
- PLANT QUANTITIES ARE GIVEN FOR COMPARISON PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE FOR CONFIRMING PLANT COUNTS AND SHALL BE RESPONSIBLE FOR PROVIDING ALL PLANT MATERIAL SHOWN ON THE DRAWING. ANY DISCREPANCIES BETWEEN PLANT SCHEDULE QUANTITIES AND PLANS SHALL IMMEDIATELY BE BROUGHT TO THE LANDSCAPE ARCHITECT'S ATTENTION PRIOR TO SUBMISSION OF BID. NO SUBSTITUTIONS OF TYPE OF PLANT MATERIAL OR SIZES OF PLANT MATERIAL WILL BE ACCEPTABLE UNLESS APPROVED BY THE LANDSCAPE ARCHITECT. ANY CHANGES TO AN APPROVED LANDSCAPE PLAN MUST BE AUTHORIZED BY THE LANDSCAPE ARCHITECT.
- APPLY ANTI-DESICCANT PRIOR TO THE ONSET OF WINTER AND AGAIN IN MID-WINTER, USING POWER SPRAY TO PROVIDE AN ADEQUATE FILM OVER TRUNKS, BRANCHES, STEMS, TWIGS, AND FOLIAGE. IF DECIDUOUS TREES OR SHRUBS ARE MOVED IN FULL-LEAF, SPRAY WITH ANTI-DESICCANT AT NURSERY BEFORE MOVING AND AGAIN TWO WEEKS AFTER INSTALLATION.
- ALL PLANTED TREES, SHRUBS, GROUND COVERS AND ANNUAL FLOWERS, SHALL BE MAINTAINED UNTIL FINAL ACCEPTANCE OF THE COMPLETED CONTRACT, OR WHEN INSTALLATION IS ACCEPTED AND MAINTENANCE IS TRANSFERRED TO OWNER. MAINTENANCE SHALL INCLUDE WATERING, CULTIVATING, CONTROL OF INSECTS, FUNGUS, AND OTHER HORTICULTURAL OPERATIONS NECESSARY FOR THE PROPER GROWTH OF ALL PLANT MATERIAL.
- PLANT LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE AND SUBJECT TO FIELD AND UTILITY LOCATIONS.
- PERMANENT SEEDING MIX PER DNREC STANDARD DETAIL DE-ESC 3.4.3. REFER TO SEDIMENT AND STORMWATER PLANS. ALL PERVIOUS AREAS THAT DO NOT RECEIVE SHREDDED HARDWOOD MULCH SHALL BE SEEDED ACCORDING TO THE TABLE BELOW.

PERMANENT SEEDING AND SEEDING DATES (cont.)											
Seeding Mixtures		Seeding Rate ¹	Optimum Seeding Dates ²								Remarks
			A = Acceptable planting period								
Mix No.	Certified Seed ³		Coastal Plain		Piedmont		Alt ⁴				
	Poorly Drained Soils	lbs/Ac	10/1000	2/1	5/1	8/15	3/1	5/1	8/1	10/31	2/1
14	Creeeping Red Fescue	50	1.15	O	A	O	O	A	O		
	Rough Bluegrass or Chewings Fescue	90	2.1	O	A	O	O	A	O		

- When hydroseeding is the chosen method of application, the total rate of seed should be increased by 25%.
- Winter seeding requires 3 tons per acre of straw mulch. Planting dates listed above are average for Delaware. These dates may require adjustment to reflect local conditions.
- All seed shall meet the minimum purity and maximum germination percentages recommended by the Delaware Department of Agriculture. The maximum % of weed seeds shall be in accordance with Section 1, Chapter 24, Title 3 of the Delaware Code.
- Cool season species may be planted throughout summer if soil moisture is adequate or seeded area can be irrigated.
- All leguminous seed must be inoculated.
- Warm season grass mix and Reed Canary Grass cannot be mowed more than 4 times per year.
- Warm season grasses require a soil temperature of at least 50 degrees in order to germinate, and will remain dormant until then.

- ALL PLANTING SHALL BE PLANTED NO LESS THAN 10 FEET (MEASURED FROM CENTER OF TRUNK) OF ANY UNDERGROUND UTILITY OR INFRASTRUCTURE.

TREE PROTECTION NOTES

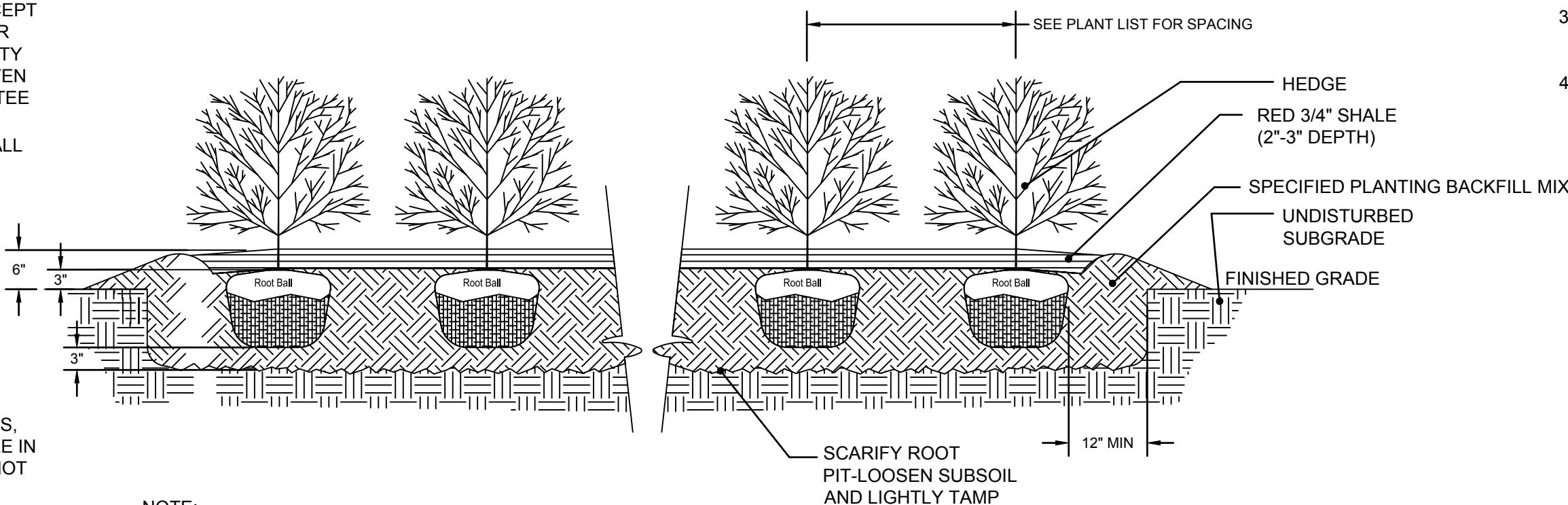
- LIMIT OF WORK LINE TO BE DELINEATED BY SNOW FENCING OR APPROVED EQUAL. ALL TREES IDENTIFIED AS BEING PRESERVED FOR CREDIT SHALL BE FENCED ALONG OR BEYOND THEIR DRIP LINE. SEE TREE PROTECTION DETAIL ON THIS SHEET.
- PROTECTIVE FENCING TO BE SNOW FENCING OR EQUIVALENT TO PROTECT VEGETATION FROM HEAVY MACHINERY OR CONSTRUCTION OPERATIONS.
- PROTECTIVE FENCING TO BE ERECTED BEFORE EXCAVATION AND REMOVED UPON COMPLETION OF GRADING.

CONTRACTOR NOTES

- CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE CODES AND ORDINANCES REGARDING LANDSCAPING.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH A HEALTHY STAND OF GRASS ON ALL SEEDED AREAS.
- GENERAL CONTRACTOR IS TO CLEAN ENTIRE SITE OF ALL CONSTRUCTION DEBRIS AND RAKE ENTIRE SITE.

PLANTING NOTES:

- CROWN OF ROOT BALL SHALL BEAR SAME RELATION (OR SLIGHTLY ABOVE) TO FINISHED GRADE AS IT BORE TO PREVIOUS GRADE.
- DO NOT DAMAGE MAIN ROOTS OR DESTROY ROOT BALL WHEN INSTALLING TREE SUPPORT POSTS.
- REMOVE HOSE AND POST AT END OF GUARANTEE PERIOD (OR NO LONGER THAN 12 MONTHS)
- CONTRACTOR TO PROVIDE PROTECTION AGAINST DEER RUB/RUT WHICH IS NOT DIRECTLY ATTACHED TO TRUNK. (AS APPROVED)

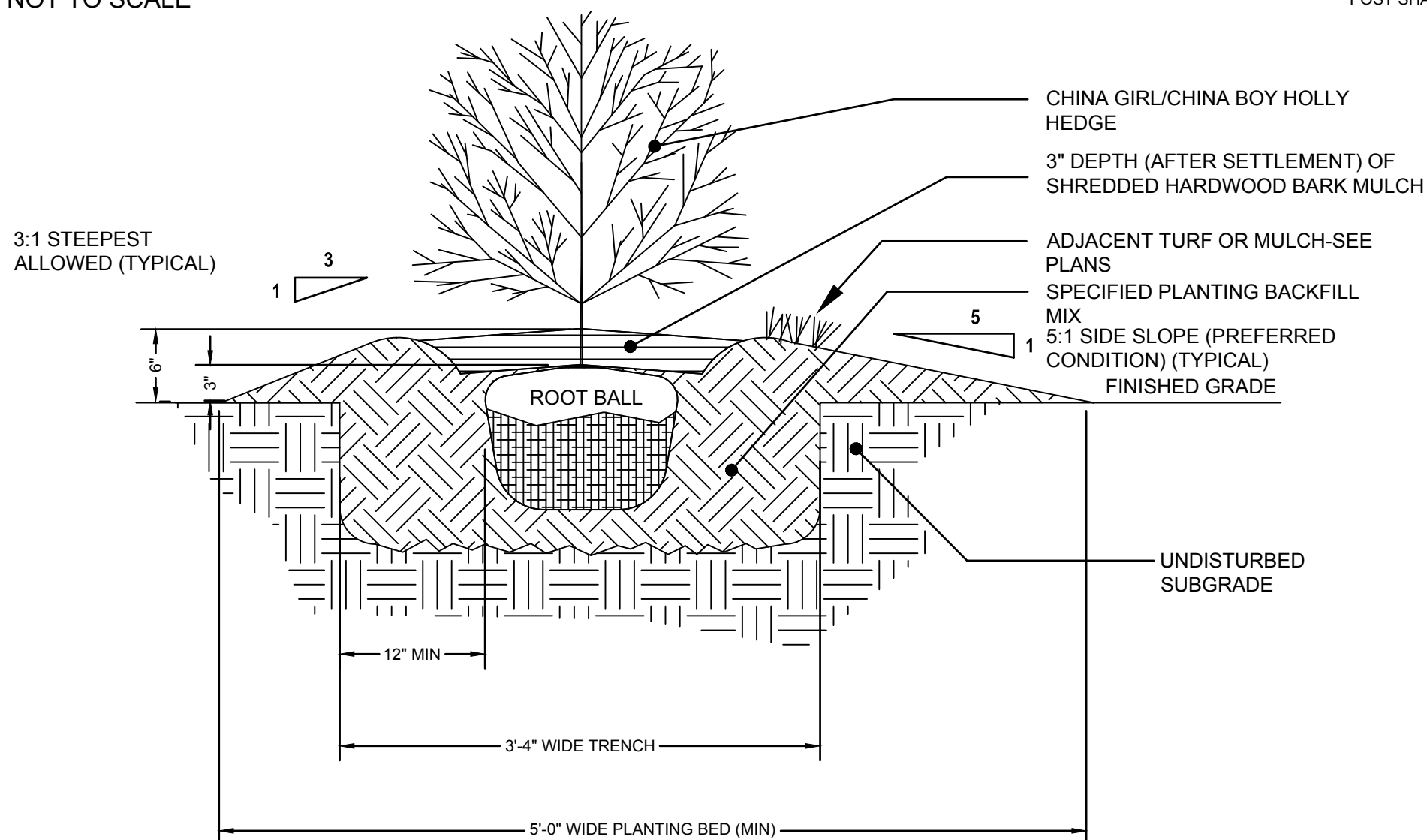


NOTE:

- CROWN OF ROOT BALL TO BE APPROXIMATELY 3" ABOVE EXISTING GRADE.
- REMOVE COLLAR ROPES AND BURLAP FROM TOP 1/3 OF ROOT BALL.
- HEDGE PLANTING TRENCH SHALL BE CONTINUOUS FOR ENTIRE LENGTH OF HEDGE.

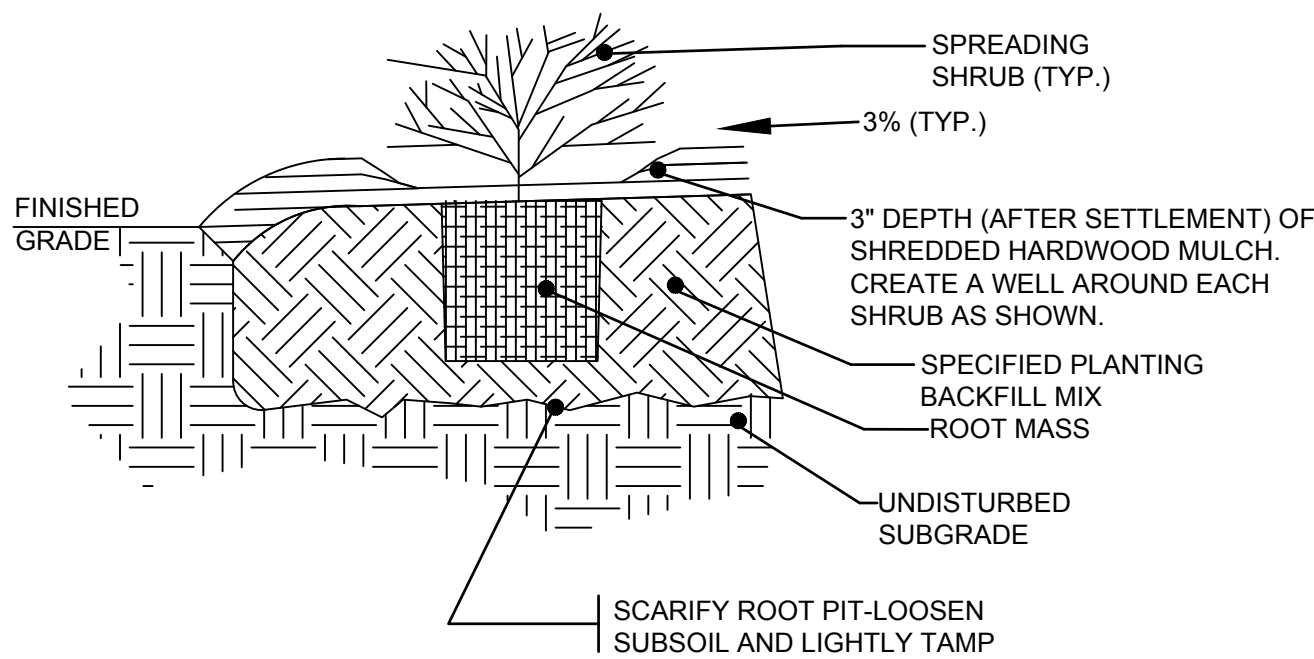
DETAIL: HEDGE PLANTING

SCALE: NOT TO SCALE



DETAIL: HEDGE PLANTING CROSS SECTION

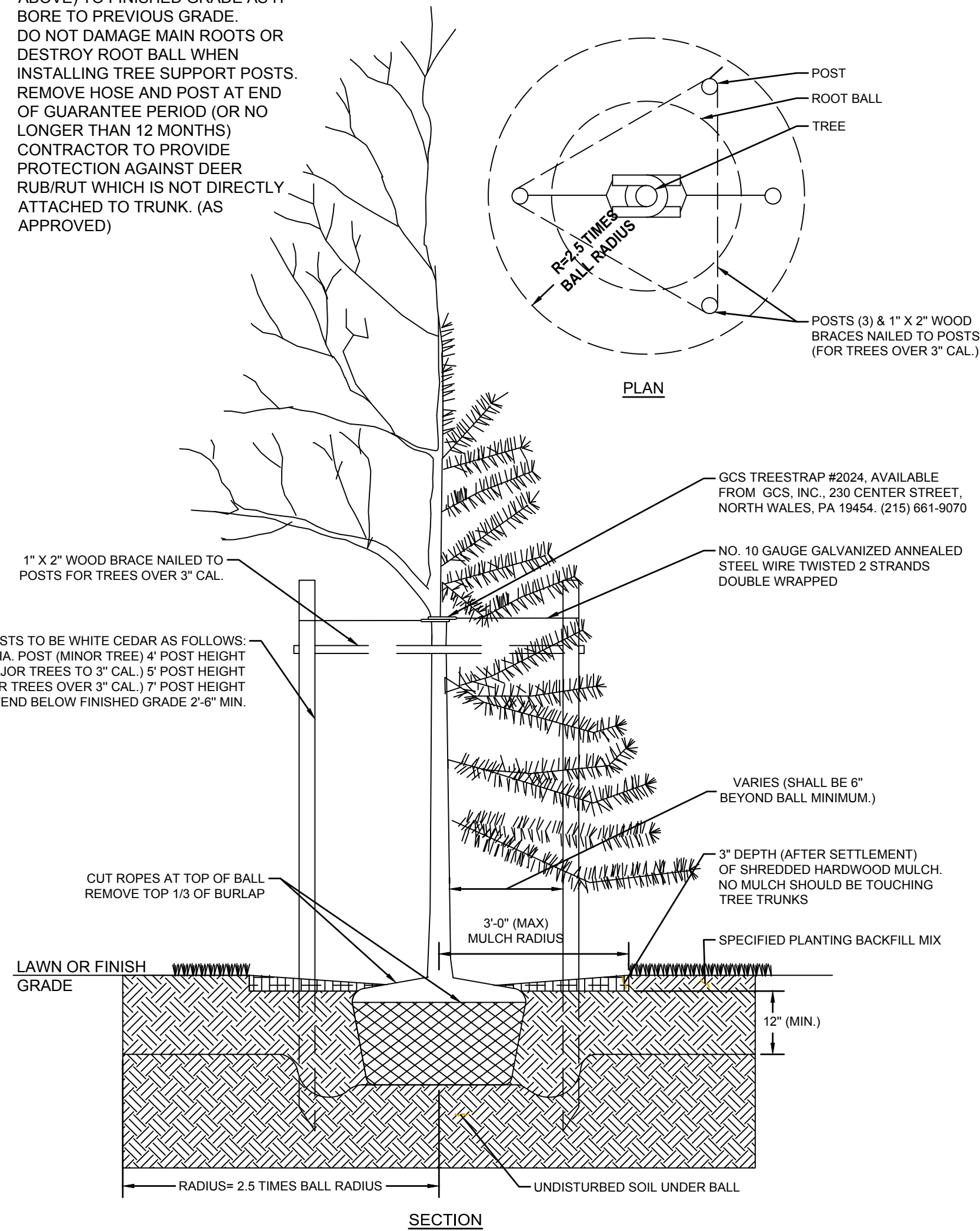
SCALE: NOT TO SCALE



- CROWN OF ROOT MASS TO BE SLIGHTLY ABOVE EXISTING GRADE. IF DRAINAGE IS QUESTIONABLE NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY FOR DECISION.
- FOR BARE ROOT SHRUBS: THIN BRANCHES AND FOLIAGE (NOT ALL END TIPS) BY 1/3 RETAINING NORMAL PLANT SHAPE. (BARE ROOT PLANTS ONLY).
- FOR CONTAINER SHRUBS: REMOVE POT, CHECK ROOT SYSTEM. IF THERE ARE ANY SIGNS OF BEING ROOT BOUND, SLASH ROOT MASS (WITH A SHARP KNIFE) VERTICALLY IN 4 EQUIDISTANT LOCATIONS.
- FOR BALLED AND BURLAPPED SHRUBS: REMOVE COLLAR ROPES AND TOP 1/3 OF BURLAP. 5. CROWN OR FOLIAGE ALL SHRUB BEDS TO ASSURE A MIN. PITCH OF 3%.

SHRUB PLANTING DETAIL

NOT TO SCALE



DETAIL: TREE PLANTING

SCALE: NOT TO SCALE

DUFFIELD ASSOCIATES
Soil, Water & the Environment

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WILMINGTON, DE 19808-1232
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PENNSYLVANIA AND NEW JERSEY
WEB: HTTP://DUFFIELDNET.COM
E-MAIL: DUFFIELD@DUFFIELDNET.COM

CHECKED BY:

DESIGNED BY:

CHECKED BY:

REVISION

No.

OWNER/

DEVELOPER:

HANAE HARMONY

PROPERTIES

NEWARK, DE 19711

NEWARK, DE 19711

NEWARK, DE 19711

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FILE NAME:

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TIM HORNER, R.L.A.

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FIRE MARSHAL PLAN

STONEBROOK EAST

PLANNED NEIGHBORHOOD DESIGN



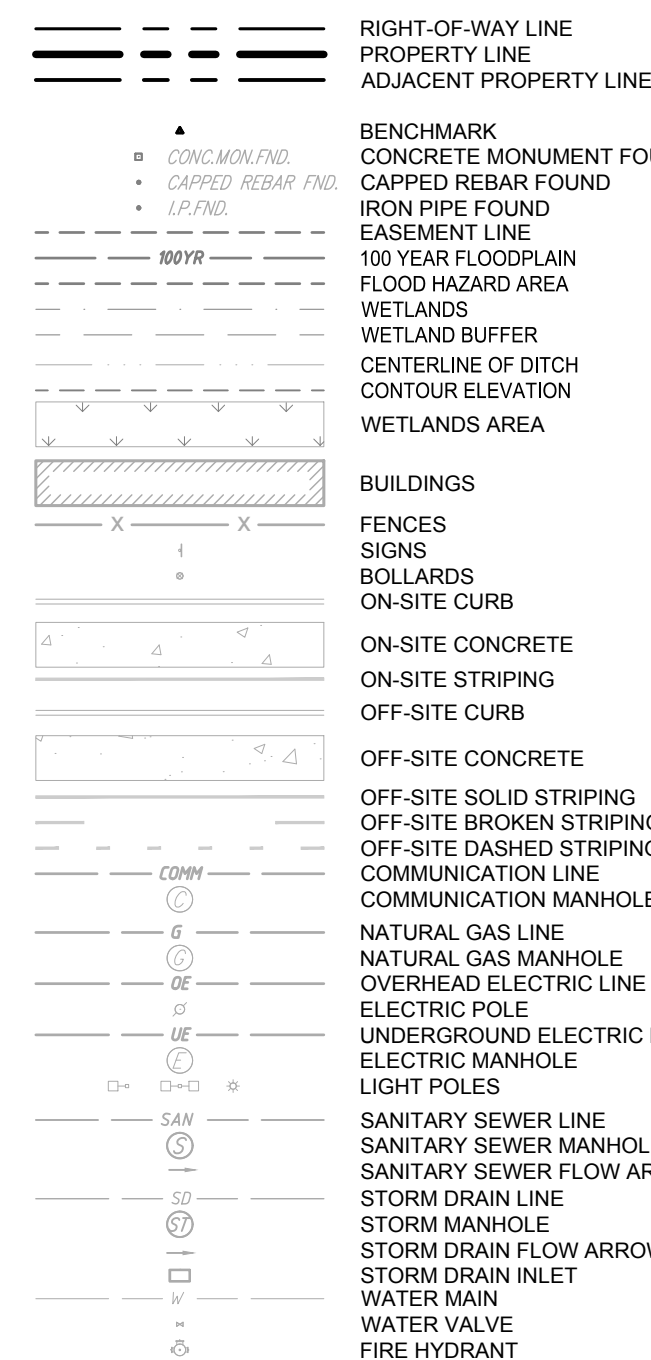
LOCATION MAP

SCALE: 1" = 800'

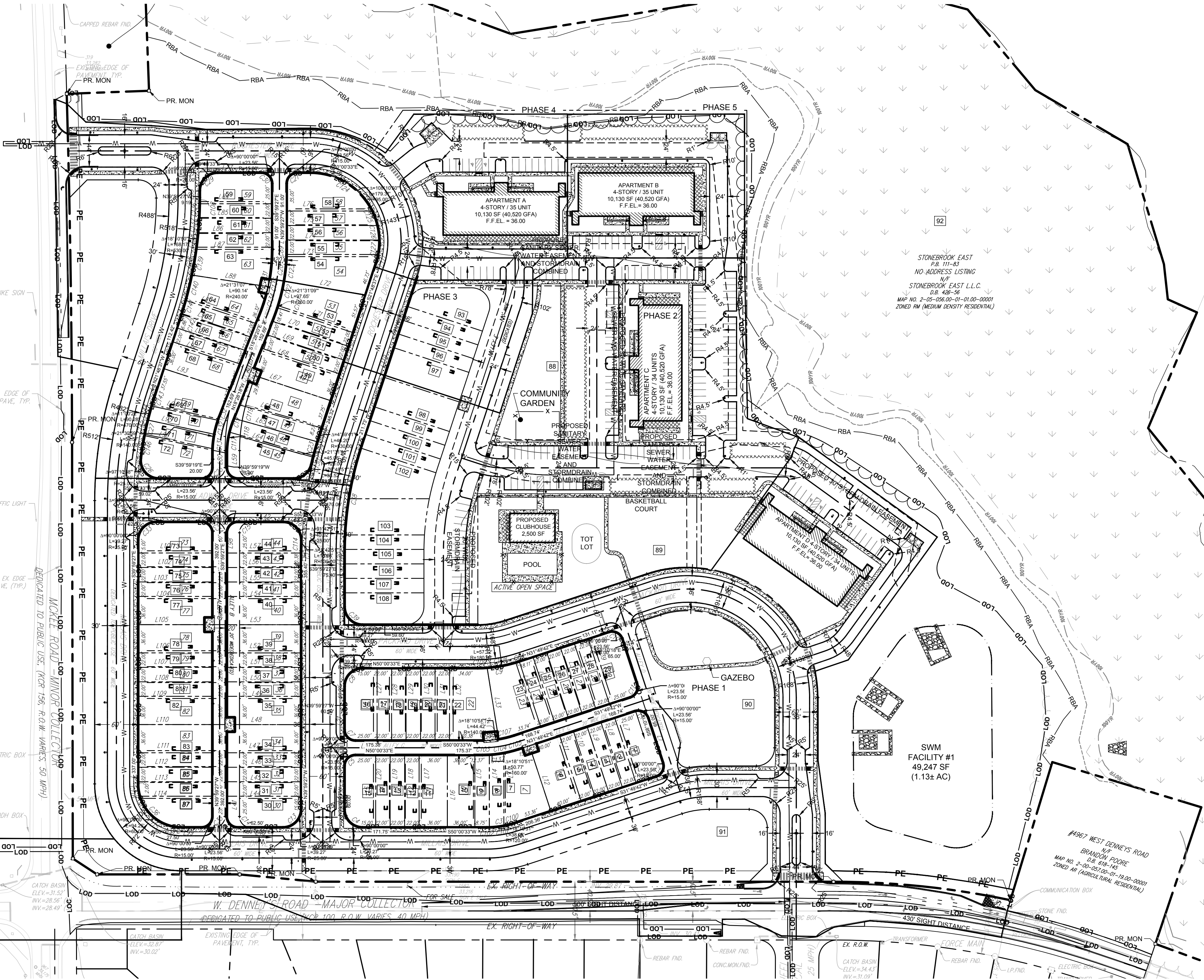
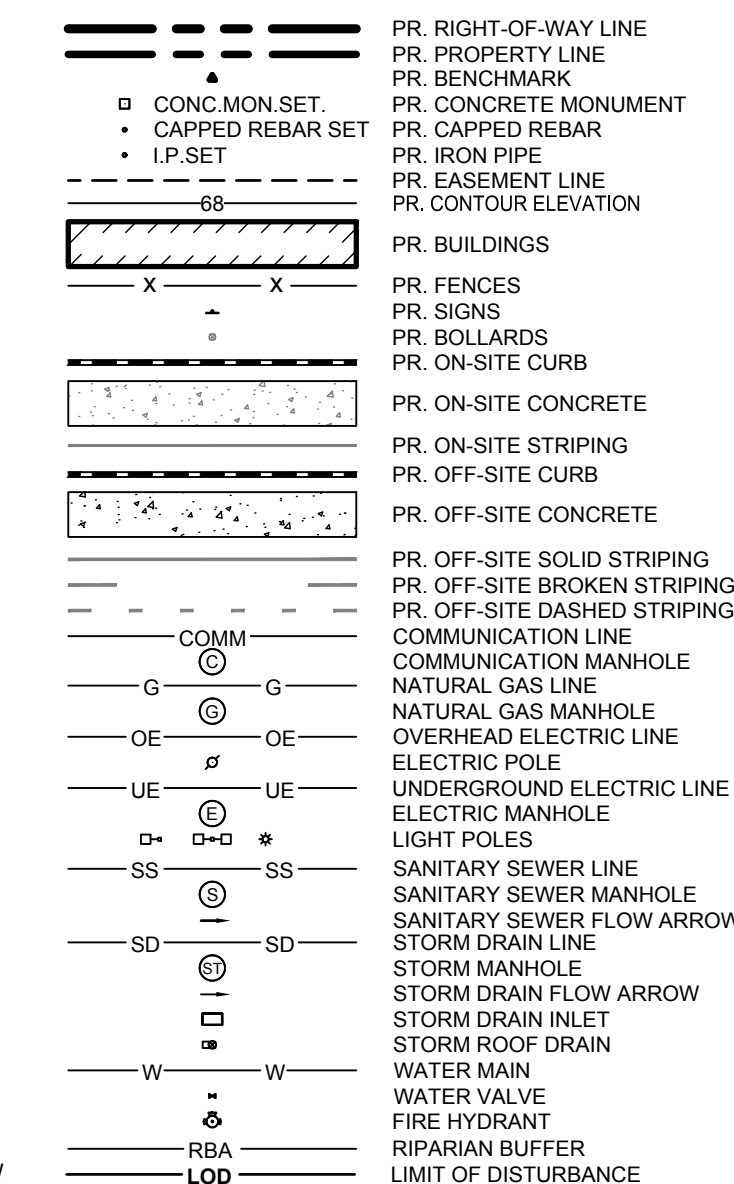
SITE DATA:

- APPLICATION NUMBER:
- TAX PARCEL NOS: ED05-057.03-01-01.00 TO ED05-057.03-01-91.00
- SOURCE OF TITLE: D 6444 0344 D 4975 0133 D 4975 0123
- LEGAL OWNER: HANAE HARMONY PROPERTIES
1100 LAGRANGE PARKWAY
NEWARK, DE 19702
- DEVELOPER: HANAE HARMONY PROPERTIES
1100 LAGRANGE PARKWAY
NEWARK, DE 19702
- PROPERTY USE: EXISTING: VACANT
PROPOSED: RESIDENTIAL SUBDIVISION
- ZONING: RM-1 (MEDIUM DENSITY RESIDENCE ZONE)
- NUMBER OF LOTS: EXISTING: 91
PROPOSED: 107
- FIRE HYDRANTS: EXISTING: 0
PROPOSED: 4
- SOURCE OF WATER: CITY OF DOVER
- SOURCE OF SEWER: CITY OF DOVER
- THE PROPOSED BUILDINGS ARE TO HAVE AUTOMATIC SPRINKLERS.
- NFPA CONSTRUCTION TYPE: TYPE V
- BUILDING HEIGHT: TOWN HOUSES: 3 STORIES OR 35'
GARDEN APARTMENTS: 4 STORIES OR 48'

LEGEND (EXISTING):



LEGEND (PROPOSED):



GENERAL NOTES:

- THE PURPOSE OF THE PLAN IS TO CONSTRUCT A 107 LOT SUBDIVISION WITH TOWNHOUSES AND GARDEN APARTMENTS WITH ASSOCIATED DRIVE AISLES AND PARKING SPACES.
- BOUNDARY AND TOPOGRAPHIC SURVEY DATA SHOWN HERE WAS PREPARED BY TRANSITION ENGINEERING SURVEYING DATED JUNE 1, 2021.
- A PORTION OF THIS SITE IS LOCATED WITHIN FLOOD ZONE X AS DEPICTED ON FEMA MAP #10001C0154H, DATED MAY 5, 2003.
- A WETLAND EVALUATION WAS CONDUCTED BY DUFFIELD ASSOCIATES IN XXXX AND NO WETLANDS WERE FOUND ON THE SITE.
- ANY NATURAL OR LP GAS BOTTLES, METERS, REGULATORS, ETC. MUST HAVE IMPACT PROTECTION.
- NO DEBRIS IS TO BE BURIED ON THIS SITE.
- ALL FIRE LANES, FIRE HYDRANTS, AND FIRE DEPARTMENT CONNECTIONS SHALL BE MARKED IN ACCORDANCE WITH THE STATE FIRE PREVENTION REGULATIONS.

SHEET INDEX	INDEX SHEET
FM-101	SITE PLAN
FM-102	SITE PLAN
FM-103	SITE PLAN
FM-104	SITE PLAN
FM-105	SITE PLAN

CERTIFICATION OF PLAN ACCURACY:

I, KENNETH JAMES TAYLOR, JR., P.E., 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.

DATE

KENNETH JAMES TAYLOR, JR., P.E.
REGISTRATION #21140
DUFFIELD ASSOCIATES, INC.

80' 0 80' 160'
DRAWING SCALE 1" = 80'

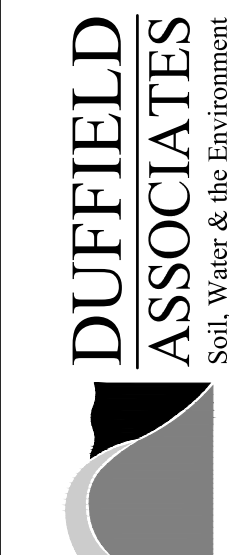
FIRE MARSHALL PLAN

INDEX SHEET

STONEBROOK EAST

EAST DOVER HUNDRED ~ KENT COUNTY ~ DELAWARE

DATE: NOVEMBER 03, 2023
SCALE: 1" = 80'
PROJECT NO. 13053.CA
SHEET: FM-101



5400 LIMESTONE ROAD
WILMINGTON, DE 19808-1232
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OFFICES IN DELAWARE, MARYLAND,
PENNSYLVANIA AND NEW JERSEY
WEB: HTTP://DUFFIELDNET.COM
E-MAIL: DUFFIELD@DUFFIELDNET.COM

DESIGNED BY:

CHECKED BY:

DATE

REVISED

NO.

OWNER:

DEVELOPER:

REVISION

HANA HARMONY PROPERTIES

NEWARK, DE 19702

KENNETH JAMES TAYLOR, JR., P.E.

STATE: DELAWARE

P.E. #21140

REVISIONS	BY



FRONT ELEVATION

SCALE: 1/8"=1'-0"



LEFT SIDE ELEVATION

SCALE: 3/16"=1'-0"

WM BYLTD JR. ARCHITECT, INC.
PO Box 104, Kenton, DE 19955
Phone: 302-653-3550
Cell: 302-359-3313
bill@wjarchitect.com
www.wjarchitect.com



GARDEN APARTMENTS FOR:
Stonebrook East
Street
CITY, STATE XXXX
TAX MAP: XXXXXXXX

ELEVATIONS

DRAWN
B.W.
CHECKED
W.B.
DATE
7/12/2021
SCALE
AS NOTED
JOB NO.
C1490-0621
SHEET

A2.0

OF SHEETS

REVISIONS	BY

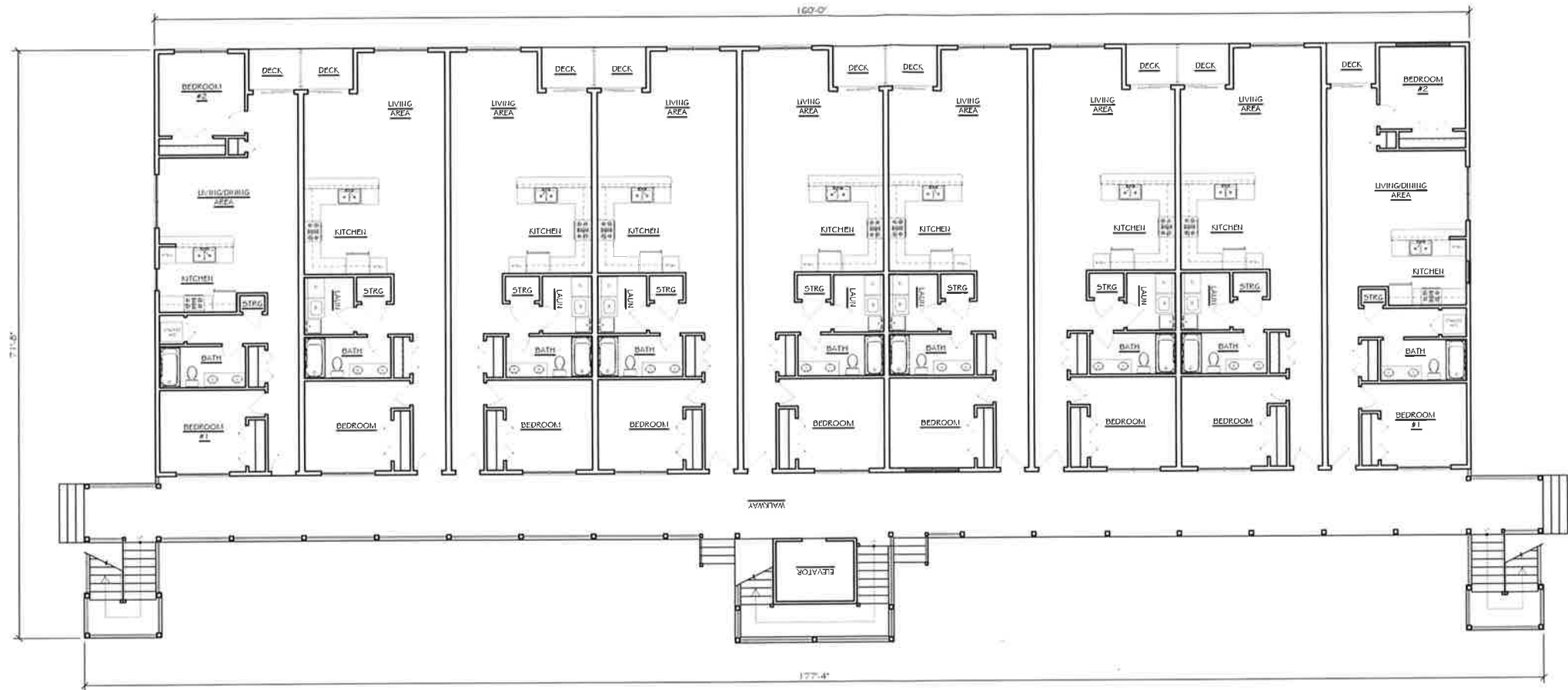
WM BYLER JR. ARCHITECT, INC.
PO Box 104, Kenton, DE 19955
Phone: 302-453-3550
Cell: 302-359-3313
bill@wbjarchitect.com
www.wbjarchitect.com



GARDEN APARTMENTS FOR:
Stonebrook East
street
CITY: STATE XXXX
TAX MAP: XXXXXXXXX

FIRST FLOOR PLAN

DRAWN B.W.
CHECKED W.B.
DATE 7/12/2021
SCALE AS NOTED
JOB NO. C1490-0621
SHEET A1.0
SHEETS



FIRST LEVEL PLAN

SCALE: 3/16"=1'-0"