



DATA SHEET FOR CONDITIONAL USE/MASTER PLAN REVIEW
DEVELOPMENT ADVISORY COMMITTEE MEETING OF APRIL 8, 2026
PLANNING COMMISSION MEETING OF APRIL 20, 2026

Plan Title: Bay Village Residential Planned Neighborhood Design (C-26-02)

Plan Type: Planned Neighborhood Design Option
Conceptual Plan (Conditional Use)

Tax Parcel: LC-05-68.00-01-06.00-000

Owner: Bay Village of Dover, LLC

Site Area: 79.14 +/- acres

Present Use: Vacant (agriculture)

Proposed Use: Planned Neighborhood Design Option
Residential – 250 Townhouse Units
With Future Apartment Complex of 200 units

Density: 5.72 dwelling units per acre (average for total site)

Off Street Parking: Required – 2 parking spaces per dwelling unit (Townhouse)
Provided - 2 parking spaces per dwelling unit (Townhouse)

Sewer & Water: Proposed City of Dover

Zoning Classification: RM-2 (Medium Density Residence Zone)
SWPOZ (Source Water Protection Overlay Zone): Tier 2 – Primary
Wellhead Protection Area

Comprehensive Plan: Residential Medium Density

Waivers Requested: PND – Alternative Design Standards for Lot Width and Lot Area

For Consideration: Active Recreation Area Plan

CITY OF DOVER

DEVELOPMENT ADVISORY COMMITTEE

APPLICATION REVIEW COMMENTARY

D.A.C. MEETING DATE: April 8, 2026

APPLICATION: Bay Village Residential – Planned Neighborhood Design – Conditional Use/Master Plan with Subdivision

FILE #: C-26-02REVIEWING AGENCY: City of Dover PlanningCONTACT PERSON: Dawn Melson-Williams, AICPPHONE #: (302) 736-7010

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

I. PLAN SUMMARY:

This Application is Review of a Conditional Use/ Master Plan for a Planned Neighborhood Design Application and Major Subdivision Plan. The Plan proposes to establish a Planned Neighborhood Design Development on 79.14 acres +/- of land known as Bay Village. The subject property is located on the south side of White Oak Road, east of State Route 1 and across from the Garrison Oak Business and Technology Center (industrial park). This subject property is currently in agricultural cultivation with areas of woodland and wetlands with Special Flood Hazard Areas (floodplains) adjacent to the Little River/Tax Ditch system. The property is zoned RM-2 (Medium Density Residence Zone) and subject to the SWPOZ (Source Water Protection Overlay Zone) Tier 2 – Primary Wellhead Protection Area. Tax Parcel: ED-00-68.00-01-06.00-000.

The applicant proposes the construction of a development consisting of 250 townhouse units. Additionally, the applicant has reserved a 15.84 +/- acre lot for the construction of apartments in a future phase of development. (Note: Submissions have listed 380 units for the apartment complex and this submission of 200 unit.) Access to the site would be provided from two entrances off White Oak Road. The development parcel includes areas located in the Special Flood Hazard Area (1% Annual Chance Flood / 100-year floodplain), wetlands, a tax ditch network, and woodland areas. A portion of the development area is within the Source Water Protection Overlay Zone: Tier 2 - Primary Wellhead Protection Area. The project completed a Traffic Impact Study (TIS) with DelDOT and will be pursuing a CLOMR - Conditional Letter of Map Revisions with FEMA related to the Special Flood Hazard Area.

Previous Applications for Bay Village PND parcel

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

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

Preliminary Land Use Services Review (PLUS)

This application was reviewed during March 2024 by the Preliminary Land Use Services as required by the City of Dover’s Memorandum of Understanding (MOU). This MOU requires that residential developments containing 125 or more dwelling units complete the PLUS Review process prior to application submission. See attached PLUS Review Comment Letter (to be attached for Planning Commission Packet). A requirement of the PLUS process is the submittal of a response letter; a Response Letter was submitted dated February 9, 2026.

II. Comprehensive Plan Recommendations

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

Residential Medium Density	R-10 (One Family Residence) R-8 (One Family Residence) R-7 (One Family Residence) RM-1 (Medium Density Residence) RM-2 (Medium Density Residence) RG-1 (General Residence) RG-2 (General Residence) RG-3 (Group Housing) RGO (General Residence and Office) MH (Manufactured Housing) C-1 (Neighborhood Commercial)
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Further described in the *Comprehensive Plan*, the Land Use Category of Residential Medium Density is associated with residential development of a maximum gross density of eight (8) dwelling

units per acre in a variety of housing types (see pages 12-4 and 12-5). The White Oak Road Area is specifically described as related to the Residential Medium Density Land Use.

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

Recommendation for Residential Medium Density

Residential Medium Density land uses involve a maximum gross density of eight (8) dwelling units per acre. This type of development may include single family houses on smaller lots, duplexes, townhouses, and some apartments. Some Manufactured Home Park developments would also be considered Residential Medium Density. Medium density residential uses are permitted in the following zoning districts: R-8 (One Family Residence Zone), R-7 (One Family Residence Zone), RM-1 (Medium Density Residence Zone), RM-2 (Medium Density Residence Zone) planned to reflect the historic patterns and mix of land uses common to Dover's early development, RG-1 (General Residence Zone), RG-2 (General Residence Zone), RG-3 (Group Housing Zone), RGO (General Residence and Office Zone), and MH (Manufactured Housing Zone).

The Land Development Plan recommends that Residential Medium Density uses be permitted near existing and planned service and employment centers and in locations well supported by transportation infrastructure and mass transit services. Areas identified as Medium Density Residential can be looked at as potential receiving areas under a transfer of development rights program. Areas in the northern portion of the City are appropriate for Residential Medium Density development.

White Oak Road Area: Residential Medium Density

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

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

The *Comprehensive Plan* establishes stated goals for various types of land uses within the City limits. The stated goal for Residential Land Uses is "to develop and maintain an adequate supply of housing of varying type, size, and densities that are aesthetically pleasing and located within

neighborhoods designed or redesigned to promote convenience, conservation, and access to the greater community, but which are properly buffered through distance and landscaping from incompatible land uses” (see page 12-3). One of the goals outlined in Chapter 11 – Housing & Community Development is to “Encourage Balanced Housing Opportunities for all Residents of the City.”

In reviewing this request, Planning Commission should consider both the land use recommendations and the stated Residential Land Use Goals of the Comprehensive Plan in determining the appropriateness of a Planned Neighborhood Development at the proposed location.

III. PLANNED NEIGHBORHOOD DESIGN OPTION:

The applicant is seeking approval under the Planned Neighborhood Design (PND) Option (see *Zoning Ordinance*, Article 3 §24.1(a)). The Ordinance sets forth a three-step review and approval process. As the first step in the review process, the developer presented the concept in a general sketch plan to the City Council on February 23, 2026 (MI-26-03). The City Council determined that the proposed project was of a design and type that warranted further review by the Planning Commission. This submittal of the Conditional Use/Master Plan to the Planning Commission for Conditional Use review and public hearing is the second step in the process. Step three is the review and public hearing of the Preliminary Subdivision Plan/Site Plan for the development which includes more details.

The Planned Neighborhood is intended to “...encourage superior residential environments through a unified planning process ...” by allowing the Planned Neighborhood Design Option in the R-20, R-15, R-10, R-8, RM-1 and RM-2 zones through the Conditional Use process. The PND must present a superior community design that would not be possible under conventional zoning and is in accordance with the goals and policies of the Comprehensive Plan. The Conditional Use/Master Plan shall reflect general layout of streets, open space, and housing areas and types.

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

Request for Alternative Design Standards for Bay Village Residential PND

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

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

The following table presents the Design Standards of the *Zoning Ordinance* for a Planned Neighborhood Design in comparison to the applicant’s request for Alternative Design Standards for the Bay Village Residential PND specifically for the Townhouse units.

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

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

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

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

Zoning Ordinance Article 3 Section 29

29.51 *Uses prohibited:*

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

Tier 2- Primary Wellhead Protection Area Lands are additionally subject to specific rules for

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

IV. SITE CONSIDERATIONS

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

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

Lots identified on the Plan Sheet C-201 as 101, 113, 114, 148, 160, 161, 173, 174, 186, 187, 199, 217, 218, 237, 238, and 250 show buildings that encroach into setback requirements.

The applicant is seeking alternative design standards allowed within a PND for lot coverage and lot width. Lots are generally proposed at a 20 foot to 35-foot width and an 80 foot to 90-foot depth. And it appears that the applicant is also seeking alternative design standards/relief for building setbacks. Please update the application to clarify this.

Special Flood Hazard Area (1% Annual Chance Flood/ 100-year floodplain)

Zoning Ordinance, Article 5 §11.21 provides that all Special Flood Hazard Areas, including 100-year floodplains, remain as natural open space except for the construction of roads authorized by the City of Dover and/or the Delaware Department of Transportation. Natural open space is defined as an area of land that excludes buildings, structures, and impervious surface from being constructed on or located within the area. This would preclude the construction of homes or associated improvements within these areas. Lots identified on the Plan Sheet C-201 as 55, 56, 57, 58, and 59 have a portion of their property within the 100-year floodplain.

The Plan set must depict the location of the 100-year floodplain as the line is depicted on the FIRM Panel. (see attached FIRMette Map). See also Revised Sheet C-101 (in 11x17 size) that depicts the current location of the 100-year floodplain. While the applicant has gathered better elevation data for the existing elevations on the property, this data for the location of the floodplain can only be used if submitted and accepted through the LOMC (Letter of Map Change) process with FEMA.

The applicant has indicated that they are pursuing a Conditional Letter of Map Revision (CLOMR) through FEMA related to the Special Flood Hazard Area. They are preparing to make this submission and have submitted information to the City of Dover for the community's

signature. Unless the CLOMR is granted as submitted, any areas that remain in the floodplain are required to remain as natural open space.

Streets and Sidewalks

Two connections to the existing street network are required by the *Land Subdivision Regulations* based on the total number of units and lots (250 lots are proposed). With the creation of one hundred and fifty (150) dwelling units or twenty lots (20), a second connection to existing streets is required (*Land Subdivision Regulations*, Article VI §A.8). The entrance from White Oak Road into Bay Village is proposed to be aligned with the east entrance to the Garrison Oak Business and Technology Center (industrial park) on Garrison Oak Drive. The second entrance is proposed approximately 550 feet west of the entrance south of Garrison Oak Drive. The plan presents an alley right-of-way of 16 feet which meets the minimum requirement to accommodate extra space for movement within the alleys without impact to individual properties.

The street and alley names within the development will need to be approved by Kent County Mapping/911 Addressing Section in conjunction with the City of Dover.

Potential Waiver Request: Sidewalks

The development will include pedestrian oriented amenities with sidewalks along all internal streets and a shared-use path along White Oak Road. The width and materials of the proposed sidewalks and shared-use path are not specified. It appears no sidewalk is proposed on the frontage of White Oak Road east of the east entrance and on the east side of A Boulevard. A waiver request would need to be submitted for these areas to

V. Parking

Article 4 § 4.11 requires that two off-street parking spaces are required for each townhouse unit. According to the data column, 500 off-street parking spaces will be provided. On street parking is depicted on certain sides of the streets and is listed as 110 overflow spots. Please provide the dimensions for the required off-street parking spaces on each lot.

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

VI. BUILDING ARCHITECTURE – General

The applicant initially submitted an example of the townhouse units in the subdivision shown as three-story units only. The rest of the surface material appears to be vinyl siding; however, the materials are not specified in a legend. Additionally, architectural renderings only show townhouse units with a garage on the front of the structure. The plan depicts many townhouse units with driveways/parking pads along alleys that would be accessed from the rear. The architectural format of the dwelling and any garage must match the intended lot layouts.

The applicant submitted updated architectural rendering of a two-story townhouse units without a garage. These units feature vinyl siding in horizontal and board-and-batten vertical formats, asphalt shingle roofs with select detailed turned gable, windows with shutters, and small shed roofs over each entry door. The side elevations of the end units are not depicted.

Rear Emergency Access Requirements

Rear Emergency Access is required for some residential dwelling types. According to Article 5, Section 17 of the *Zoning Ordinance*, either an alley of 16 feet or an open rear yard of 16-foot width is required for Townhouses of three to five units (depending on if fire protected) to serve as rear access. A majority of the proposed development layout includes a rear alley.

The series of Lots 1-20 along D Avenue does not include a rear alley. There is an open space area with proposed tree plantings between the lots and White Oak Road to their north. This series of lots is not currently compliant with the Rear Emergency Access provisions. This must be addressed through redesigning the area or with a future request for a Waiver of Rear Emergency Access requirements.

VII. OPEN SPACE/ RECREATION PLAN

Twenty-five percent of the total PND site area must be set aside and preserved for open space. A total of 26.83 acres +/- of open space is planned for the development. This exceeds the requirement for 25% open space (19.68 acres). As part of the open space, 1.66 acres to serve as the Active Recreation area is shown for the Townhouse units' development are only.

Recreation area for this project is required at a rate of 275 square feet per dwelling unit or 0.5 acre of land, whichever is greater. Based on 250 dwelling units, 68,750 SF of recreational area is required. The recreational component must be reviewed by the Parks, Recreation and Community Enhancement Committee for a recommendation prior to consideration of the Preliminary Subdivision Plan/ Site Plan by Planning Commission. This Review has been scheduled for the Council Committee of the Whole: Parks Recreation and Community Enhancement Committee Meeting of April 14, 2026. A separate Active Recreation Area Plan Review Report is attached.

VIII. TREE PLANTING AND LANDSCAPE PLAN

Article 5 §16.6 requires a tree density of one tree per 3,000 SF for nonwoodland areas. The subject site contains 1,385,100 SF of nonwoodland area, thereby requiring at least 462 trees. The Plan exceeds this requirement by proposing 476 trees. For new trees to be counted toward the required tree density, they must be of a species and size as set forth in the table of trees approved by the planning commission and kept on file in the office of the city planner or be of an alternate species found acceptable by the commission. The Landscape Plan depicts the planting locations of a mix of canopy, evergreen, and understory trees with shrubs. The applicant must specify the species of trees that are proposed for planting.

Wetlands & Buffering

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

IX. CITY AND STATE CODE REQUIREMENTS:

The subject proposal has been reviewed for code compliance, plan conformity, and completeness in accordance with this agency's authority and area of expertise. The following items have been identified as elements which need to be addressed by the applicant.

- 1) Plan Sheet C-001 Data Column:
 - a) Update Item 6 to indicate the proposed zoning as RM-2 with the Planned Neighborhood Design (PND).
 - b) Update Item 11 to include the unit of measurement for the proposed minimum lot area and to specify the actual percentage of open space provided. List compliance of overall PND area requirement.
 - c) Update Items 11 and 12 to reflect RM-2 in the "proposed" column heading.
 - d) Update Item 12 to include the correct the minimum lot area per dwelling unit as required by code: 2,000 SF. Add a row for the average minimum lot area per dwelling unit which is 2,200 SF for townhouses in the PND. See Article 4 §4.11. Indicate the proposed average minimum lot area.
 - e) Trash and Recycling for the residential Townhouse units can be provided by the City of Dover.
- 2) Sheet C-101:
 - a) Clarify which 100-year floodplain is being shown as it does not appear to match the line of the FIRM Panel. The plan set needs to distinguish the current and proposed locations of the floodplain. An updated Plan Sheet C-101 was provided to show the Special Flood Hazard Area per the FIRM Panel.
 - b) Clarify the trees and vegetation areas to be removed. You may use shading for areas to be removed.
- 3) For Plan Sheets C-201, C-202, and C-301, update the 100-year floodplain label on the proposed legend to include symbology.
- 4) Plan Sheet C-202:
 - a) Specify the width and materials of the proposed sidewalks and shared-use paths.
 - b) The minimum required off-street parking dimensions are nine (9) feet in width and 18 feet in length. Please provide dimensions and labels for the required off-street parking.
 - c) Clearly label the locations of curb ramps.
 - d) Alleys are labeled as 16 feet wide. Please specify whether this is a 16' right-of-way or roadway. Per the subdivision code, alleys are to be a minimum of 12' of roadway and 16' of right-of-way.
- 5) Adjust the legend on Plan Sheet C-302 to avoid overlaying labels on the last two items.
- 6) On the Landscape Plan sheets, please indicate the species of trees and shrubs proposed for planting. Ensure that the location of street trees do not interfere with utilities or sidewalk.
- 7) Update the data columns on the plan sheets to reflect SWPOZ (Source Water Protection Overlay Zone: Tier 2 – Primary Wellhead Area) and add this zoning line the plan sheets.

- 8) The sidewalk is missing east of the site entrance at A Boulevard and along part of its frontage along A Boulevard. The applicant has indicated that sidewalks will be added to these areas.
- 9) Add or list the specific conditions of the Traffic Impact Study (TIS) in the plan set.
- 10) For Lots 1-20 on D Avenue, the off-street parking spaces must be fully on the parcel.
- 11) Townhouse Lots 1-20 do not currently comply with the requirements for a rear alley or with the rear emergency access requirements. The lots must be redesigned and/or a waiver request submitted for consideration.
- 12) Ensure the location of the U.S. Postal Service cluster mailbox location on the plan sheets does not impede the sidewalk.
- 13) The Recreational component of the Conceptual Plan must be reviewed by the Parks, Recreation, and Community Enhancement Committee for a recommendation prior to consideration of the Preliminary Subdivision Plan.
 - a) This Active Recreation Plan with the information from this plan submission will be presented to the Council Committee of the Whole: Parks, Recreation and Community Enhancement Committee at their meeting of April 14, 2026.
 - b) A separate Active Recreation Area Report is attached including review comments.
- 14) During the design of the Landscape Plan avoid potential conflicts with tree planting locations, utility lines, and fire hydrant locations.
- 15) Add additional plan sheets to accommodate topography where appropriate. Topography in conjunction with the numerous buffer and setback lines in this subdivision makes plans difficult to read.
- 16) In areas where on-street parking will be employed, extend curbing and sidewalk to shield the beginning and ending of these parking areas from traffic entering the street.
- 17) Identify the White Oak Tax Ditch centerline and maintenance area on all sheets. No structures are permitted within the Tax Ditch maintenance easement.
- 18) Streets should be identified by name both for ease of reference and for preliminary submission to the Kent County Mapping/ 911 Addressing Section for review to ensure they do not conflict with existing street names. The City of Dover will also review the proposed street names. Alley names will also be created as related to the street names, i.e., A Boulevard East Alley.
- 19) A sealed Certification of Accuracy and a Certification of Ownership must be included on the Final Record Plat and Final Construction Plans.
- 20) The proposed street section, layout, and details must be reviewed by the Department of Public Works.

- 21) The Preliminary Subdivision Plan and Record Plan submissions will need to reflect the actions of the Planning Commission regarding the Alternative Design Standards, other waivers, the potential right-of-way dedications, and other plan elements.
- 22) The Preliminary Subdivision Plan shall be prepared in accordance with the requirements specified in Article V, § B of the Land Subdivision Regulations and shall include the following Plan elements:
 - a) Detailed Layout Plan (Streets & Lots) including dimensions;
 - b) Site Utility Plan (Sanitary Sewer & Water Distribution Plan);
 - c) Grading Plan;
 - d) Stormwater Management Plan (Collection System, Quantity/Quality & Outfall Details);
 - e) Tree Preservation & Planting Plan;
 - f) Community Entrance Sign Plan (location, details & dimensions if planned);
 - g) Open Space & Recreation Area Plan;
 - h) Site Details.

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES:

In accordance with the *Zoning Ordinance*, Article 10 §1, the Planning Commission in considering and acting upon Conditional Use Plans may prescribe appropriate conditions and safeguards so that the public health, safety, and welfare, the comfort and convenience of the public in general, and the residents of the immediate neighborhood in particular shall be taken into consideration. These safeguards may to the maximum extent possible further the expressed intent of the *Zoning Ordinance* and the accomplishment of several objectives in particular listed in subsections 1.1 to 1.3.

- 1) Recommendation on the Request for Alternative Design Standards: Staff recommends approval of the Alternative Design standards as requested by the applicant as detailed on pages 4-5 of this report.
 - a) The Planning Staff encourages a greater mix of housing unit types and/or formats (one, two, and three-story units) for this development. Offering one story unit options allows for accessibility options.
- 2) Rear Emergency Access: The proposed Townhouse Lots 1-20 do not currently comply with the requirements for rear alley and rear emergency access requirements. To comply with the City Fire Code and Emergency access requirements, the applicant must determine whether they will install fire suppression systems in the townhouse units or if they will provide an “open rear yard” for the townhouse units abutting White Oak Road. An “open rear yard” is an area of at least 16 feet in width that must be maintained between townhouse buildings which back up to each other. Within this open rear yard, the placement of structures, fences, landscaping or any other obstruction shall be prohibited. Remaining yard areas may be enclosed by fencing and used for the placement of accessory structures, provided that such fencing shall be limited to four feet in height and structures limited to no more than one shed not greater than 10 feet by 10 feet.
 - a) The Lots 1-20 must be redesigned or a Waiver Request regarding the rear alley and rear emergency access provisions must be submitted for consideration. This may be addressed with consideration of the Preliminary Subdivision Plan if this PLD Conditional Use Plan

is successful.

- b) Planning Staff also suggests considering a different housing unit type for Lots 1-20 such as a Duplex unit lot that does not require the rear alley configuration. This will also add variation in housing types to the development.
- 3) Special Flood Hazard Areas: Lots identified on the Plan Sheet C-201 as 55, 56, 57, 58, and 59 (and perhaps others) have a portion of their property within the 100-year floodplain. *Zoning Ordinance*, Article 5 §11.21 provides that all special flood hazard areas, including 100-year floodplains, remain as natural open space except for the construction of roads authorized by the City of Dover and/or the Delaware Department of Transportation. Natural open space is defined as an area of land that excludes buildings, structures, and impervious surface from being constructed on or located within the area. This would also preclude the construction of the patios, cement slabs, sidewalks, and other similar constructions.
 - a) The CLOMR must be accepted in order to allow lots and/or development in certain areas of the site as it will relocate the floodplain areas. The applicant could consider phasing of the development to avoid those areas.
- 4) Lot Setbacks: Lots identified on the Plan Sheet C-201 as 101, 113, 114, 148, 161, 173, 174, 186, 187, 199, 217, 218, 237, 238, and 250 have buildings that surpass the building setback line as defined in Article 4 §4.11. Staff recommends adjusting building location to be within the building setback line.
- 5) Staff recommend exploring the opportunities for participation in a Stormwater Management District for this subdivision to assist with future long-term maintenance of the stormwater facilities.

ADVISORY COMMENTS TO THE APPLICANT:

- 1) This development is near the Garrison Oak Business and Technology Center where the City of Dover has recently completed a Traffic Impact Study (TIS) related to the Garrison Oak Drive entrances. As there are requirements for improvements along the White Oak Road corridor, coordination is required between the City of Dover, DelDOT, and this development.
- 2) The Conditional Use Plan is the second step in the Planned Neighborhood Design process. A Preliminary Subdivision Plan submittal for Planning Commission review and approval and then a Final Record Plat with associated Construction Documents are the next steps in this process.
- 3) A Preliminary Subdivision Plan must be submitted for review and approval by the Planning Commission as outlined in the *Zoning Ordinance* and *Land Subdivision Regulations*.
 - a) This plan will need to indicate the following:
 - i) A preliminary landscape plan which shows the tree plantings planned and woodland clearing and preservation areas.
 - ii) Lot setbacks specific to each parcel
 - iii) Driveway locations
 - iv) Typical housing unit placement by lot
- 4) In the event that major changes and revisions to the subdivision plan occur in the finalization

of the plan, contact the Department of Planning and Inspections. These changes may require resubmittal for review by the Development Advisory Committee, Planning Commission, or other commissions making recommendations in regard to the plan.

- 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 to offer the least amount of inconvenience.
- 7) The applicant/developer shall be aware that prior to any ground disturbing activities on the site the appropriate site inspections and permits are required.
 - a) Add Unmarked Human Remains note (per State Historic Preservation Office PLUS comments.
- 8) Tree protection devices must be installed by the developer and inspected by the Department of Planning and Inspections prior to any grading or clearing activity and before the issuance of building permits for the site.
- 9) The applicant shall be aware that Conditional Use Plan/ Subdivision Plan approval does not represent a Sign Permit, nor does it convey permission to place any sign on the premises. Any proposed site or building identification sign shall require a Sign Permit from the City of Dover prior to placement of any such sign.
- 10) The applicant shall be aware that Conditional Use Plan/Subdivision Plan approval does not represent a Building Permit and associated construction activity permits. A separate application process is required for issuance of a Building Permit from the City of Dover.

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



CITY OF DOVER
DEVELOPMENT ADVISORY COMMITTEE
APPLICATION REVIEW COMMENTARY
STAFF D.A.C. MEETING DATE: APRIL 1, 2026



APPLICATION: Lands of Bay Village Residential Planned Neighborhood Design

FILE #: C-26-02

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

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

CONTACT PHONE #: 302-736-7025

CONTACT EMAIL: jlyon@dover.de.us

THE SUBJECT PROPOSAL HAS BEEN REVIEWED FOR CODE COMPLIANCE, PLAN CONFORMITY AND COMPLETENESS IN ACCORDANCE WITH THIS AGENCY'S AUTHORITY AND AREA OF EXPERTISE.

THE FOLLOWING ITEMS HAVE BEEN IDENTIFIED AS ELEMENTS WHICH NEED TO BE ADDRESSED BY THE APPLICANT:

CITY AND STATE CODE REQUIREMENTS

SANITATION

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

STORMWATER

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

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

6. Provide all stormwater management calculations and erosion and sedimentation control plan as required by Article 5, Section 11.2 and 11.2 of the City of Dover Zoning Ordinance. Ensure that individual lot grading, house locations with finished floor elevations, and driveway locations and grades are provided on the plans in order to verify the adequacy of the design. The provided information should also show adequate conveyance of runoff from each lot.
7. 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 Traffic Impact Study requirements for this development shall be coordinated with the Traffic Impact Study requirements of the Garrison Oak Technical Park on White Oak Road.
3. The current City of Dover standard street section provides for a 3' grass strip between the curb and sidewalk. This standard was administratively revised to meet ADA and FHA compliance with cross slope requirements and to prevent cars from scrapping at driveways. The revised standard utilizes a five feet (5') wide public sidewalk with a five feet (5') wide grass strip behind the curb.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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.
9. 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.
10. Street grades shall not exceed five percent.
11. Street grades shall not be less than one-half percent wherever feasible.
12. 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. Please provide details on type and size of the proposed structures.
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 Water & Wastewater 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 $\frac{3}{4}$ " all thread. All pipes through walls and slabs must be Class 52 cement lined ductile iron pipe. Confirm particulars to meet this requirement with mechanical designer.

12. Please add the following to the plans:

- a. All non-metallic water lines (mains and services) shall be installed with a tracer wire and identification tape. The wire shall be a minimum of twelve (12) gauge blue coated solid copper wire, wrapped around the pipe, and extending up into all valve and curb boxes. The identification tape shall be six-inches (6") wide, laid one foot (1') above the pipe, with the following text: "Caution: Buried Water Line Below".
 - 1.) There shall be two (2) scenarios for marker balls to be installed:
 - a.) Scenario 1: 3M marker balls, model 1423-XR, or approved equal shall be installed at every mechanical joint on the water main and at every service line connection to the water main and all bends on the service line.
 - b.) Scenario 2: 3M marker balls, model 1423-XR-ID, or approved equal shall be installed at every depression and utility conflict. This marker ball shall be programmed to provide specific depth information of the infrastructure. A Department of Water & Wastewater (DWW) Inspector shall be present when these marker balls are installed.

WASTEWATER

1. All wastewater utility components must meet the requirements of the Water Wastewater Handbook, effective date March 22, 2010. Please contact our office for more information.
2. The following notes must be added to the plans:
 - a. Any existing sanitary sewer lines not to be utilized by the proposed facility must be properly abandoned at the mains in accordance with the City of Dover Department of Water & Wastewater specifications and requirements.
 - b. Part II, Chapter 180, Article III, Section 180-10 of the Code of Kent County requires that "no person shall discharge or cause to be discharged any stormwater, surface water, uncontaminated groundwater, roof runoff, subsurface drainage, uncontaminated noncontact cooling water or unpolluted industrial process waters to any sanitary sewer", this shall include condensate. Sec. 110-231 of the City of Dover Code defines storm sewer as "...any system used for conveying rain water, surface water, condensate, cooling water or similar liquid wastes, exclusive of sewage." The contractor, developer, owner and designers shall ensure during construction that no illegal discharges to the sanitary sewer system are created with the site improvements.
3. All sanitary sewer mains shall terminate at manholes between construction phases. This may require sewer lines to extend beyond the proposed phase lines to the next manhole.
4. Minimum slope criteria shall meet Ten States Standards. Provide flow calculations to justify sizing of the sewer mains, showing that velocity requirements are met. Waiver requests must be approved by the Department of Water & Wastewater
5. The desired location for sewer mains is under the centerline of the street. One-tenth of a foot (0.1') drop must be provided across all manholes. The minimum slope for eight-inch (8") sanitary sewer pipe is 0.004 feet/feet. Minimum cover is 3.0 feet.
6. Sanitary sewer manholes shall be spaced no more than 400 feet apart.
7. The minimum size of all sanitary sewer laterals shall be six-inch (6").
8. The size, length, slope, type and flow directions must be shown on all existing and proposed sanitary sewer lines. Rim and invert elevations must be labeled on all sanitary structures.
9. Sanitary sewer laterals shall be shown for each residential lot meeting the following requirements: The sewer laterals shall be six-inch (6") diameter schedule 35 PVC and, where practicable, installed to the center of each lot. Sewer laterals shall be connected directly to the main, not manholes, unless impracticable. Sewer laterals are to be installed one foot (1') beyond the right-of-way line at a typical depth of three feet (3'), preferably not exceeding five feet (5'). Cleanouts shall be installed one foot (1') outside of the right-of-way for each lot.
10. Sizing calculations shall be provided for each apartment building, condo building or clubhouse.
11. The downstream pump station must be evaluated by the developer / engineer to verify it can handle the additional effluent flow.

GENERAL

1. Add the following note to the plans, "A seven and one half feet (7.5') wide easement is retained along all side and rear lot lines, to be unoccupied by building, for utilities, drainage and sanitary sewer purposes. Except where lots are divided for any reason whatsoever, said easements shall fall along the actual side and rear lot lines as conveyed. A fifteen feet (15') wide utility easement is retained along all rear lines of lots abutting the project boundary and other open spaces." A ten feet (10') wide utility easement is required along all front yard lot lines for utility installation. When a water, sewer, or storm sewer main is not located in the right of way, it shall be located within five feet (5') of the center of a twenty feet (20') wide utility easement.
2. The final site plan must be submitted in the following compatible digital formats:
 - a. AutoCAD 2018 (.dwg format).
 - b. Adobe Reader (.pdf format).
3. All existing utilities shall be adjusted to final grade in accordance with current City of Dover requirements and practices. This must be included as a note on the plan.

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES

SANITATION / STORMWATER / STREETS / WATER / WASTEWATER / GENERAL

1. None.

ADVISORY COMMENTS TO THE APPLICANT

WATER

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

WASTEWATER

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

GENERAL

1. 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: APR 1, 2026

APPLICATION: Lands of Bay Village Residential Planned Neighborhood Design

FILE #: C-26-02

REVIEWING AGENCY: City of Dover Electric Department

CONTACT PERSON: Shawn Burgett, Engineering Services & System Operations Superintendent

CONTACT PHONE #: 302-674-7568

CONTACT EMAIL: sburgett@dover.de.us

THE SUBJECT PROPOSAL HAS BEEN REVIEWED FOR CODE COMPLIANCE, PLAN CONFORMITY AND COMPLETENESS IN ACCORDANCE WITH THIS AGENCY'S AUTHORITY AND AREA OF EXPERTISE.

THE FOLLOWING ITEMS HAVE BEEN IDENTIFIED AS ELEMENTS WHICH NEED TO BE ADDRESSED BY THE APPLICANT:

CITY AND STATE CODE REQUIREMENTS

ELECTRIC

THE PROPOSED DEVELOPMENT WILL REQUIRE COORDINATION WITH THE CITY OF DOVER ELECTRIC DEPARTMENT FOR ELECTRIC SERVICE DESIGN, INCLUDING PRIMARY DISTRIBUTION LAYOUT, TRANSFORMER LOCATION, SERVICE ROUTING, AND METER PLACEMENT. BASED ON PRELIMINARY REVIEW, THE OVERALL LAYOUT IS CONCEPTUALLY ACCEPTABLE, SUBJECT TO DETAILED DESIGN REVIEW AND APPROVAL BY THE CITY OF DOVER ELECTRIC DEPARTMENT. THIS PROJECT WILL REQUIRE CONTINUED COORDINATION AS THE DESIGN PROGRESSES. TRANSFORMER LOCATIONS, UTILITY ACCESS, AND ALL REQUIRED UTILITY EASEMENTS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF DOVER ELECTRIC DEPARTMENT. ALL REQUIRED EASEMENTS SHALL BE PROVIDED BY THE DEVELOPER AND RECORDED PRIOR TO CONSTRUCTION. THE OWNER/DEVELOPER SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH PROVIDING ELECTRIC SERVICE TO THE SITE, INCLUDING ANY REQUIRED UPGRADES OR EXTENSIONS OF ELECTRIC FACILITIES. PHASING OF DEVELOPMENT SHALL BE COORDINATED WITH THE CITY OF DOVER ELECTRIC DEPARTMENT TO ENSURE ADEQUATE SERVICE PLANNING AND INFRASTRUCTURE DESIGN.

1. Any relocation or upgrade of existing electrical equipment will be engineered by the City of Dover Electric Department. The developer may be required to perform a portion of the relocation work. Any work performed by the City of Dover will be at the owner's expense.
2. Owner is responsible for locating all existing underground facilities to include electric, water and gas.
3. Owner is responsible for site and/or street lighting.
4. Must maintain 10' clearance around all electrical equipment, unless pre-approved by the City of Dover Electric Engineering Department.
5. 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.

6. All Engineering and design for Dover Electric will be engineered upon receipt of final approved plans. All Engineering work will be furnished by the City's Electric Engineering Department.
7. The City of Dover Electric Department reserves the right to require system upgrades, extensions, or off-site improvements as necessary to maintain system reliability and capacity.
8. All electric system design and installation shall comply with applicable City standards, NEC requirements, and utility best practices as determined by the City of Dover Electric Department.

GENERAL

1. Final site plan must be submitted in a digital format compatible with AutoCAD 2010 (.dwg format) and Adobe Reader (.pdf format), if applicable.

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES

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>.
2. Construction timelines are subject to material lead times, system conditions, and City of Dover Electric Department workload.

ADVISORY COMMENTS TO THE APPLICANT

1. A completed electric load evaluation shall be submitted prior to final design and is required for transformer sizing, system impact review, and development of primary service cost estimates. Current load sheets can be found at the following link:
<https://www.cityofdover.com/media/Electric%20Department/COD%20Electric%20Load%20Sheet.pdf>.

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: 04/01/26

APPLICATION: Lands of Bay Village Residential Planned Neighborhood Design

FILE #: C-26-02 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 townhouses (future 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. All access roadways shall be paved and be a minimum of 20 feet clear width for two-way traffic and **14 feet clear width for one-way traffic**. The paved width of access roadway shall be measured from edge of parking spaces, or face of curb for vertical curb and back of curb for mountable curb, or edge of pavement if there is no curbing.(2021 Delaware State Fire Prevention Regulations, 705, Chapter 5, 5.2)
4. 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.

5. 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.
6. 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

7. Speed Reduction Devices must be approved, please see City of Dover Ordinance Chapter 98-10 in reference to this process.
8. Fire hydrants shall be installed per the requirements of City of Dover Public Utilities Water/Wastewater Handbook, NFPA requirements, 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

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

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

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

(2021 Delaware State Fire Prevention Regulations, 705, Chapter 6, 2)

The owner is responsible if the hydrant is private.

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

(2021 Delaware State Fire Prevention Regulations 703, Chapter 3. 4)

The owner is responsible if the hydrant is private.

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

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

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

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

be contrasting to the background color, *Arabic numerals*, all numbers used shall be Arabic numerals.

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

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

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

Arabic numerals, all numbers used shall be Arabic numerals,

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

13. 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
14. Project to be completed per approved Site Plan.
15. Full building and fire plan review is required.
16. 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.
17. Construction or renovations cannot be started until building plans are approved.
18. 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.
19. Building cannot be occupied by the public until a Certificate of Occupancy is obtained.
20. 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. We are currently in the process of adopting an updated building code which may require residential sprinklers
2. Ensure hydrants are shown and are in accordance with item # 8 listed above regarding spacing
3. Please confirm that the rear access is 16' for all areas
4. There is rear access needed for the townhouses on D Avenue backing up to White Oak Rd
5. Due to the street size, parking will only be allowed on one side of the street in some areas and no parking on others, see item # 6 listed above

APPLICABLE CODES LISTED BELOW (NOT LIMITED TO):

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

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



KENT CONSERVATION DISTRICT

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

CITY OF DOVER DEVELOPMENT ADVISORY COMMITTEE APPLICATION REVIEW COMMENTARY APRIL 2026

APPLICATION: Lands of Bay Village Residential Planned Neighborhood Design

FILE #: C-26-02

REVIEWING AGENCY: Kent Conservation District

CONTACT PERSON: Cullen Baker

PHONE: (302) 608 - 5370

EMAIL: stormwater@kentcd.org

THE SUBJECT PROPOSAL HAS BEEN REVIEWED FOR CODE COMPLIANCE, PLAN CONFORMITY AND COMPLETENESS IN ACCORDANCE WITH THIS AGENCY'S AUTHORITY AND AREA OF EXPERTISE. THE FOLLOWING ITEMS HAVE BEEN IDENTIFIED AS ELEMENTS WHICH NEED TO BE ADDRESSED BY THE APPLICANT:

Source: 2019 Delaware Sediment and Stormwater Regulations

CITY AND STATE CODE REQUIREMENTS:

1. As the disturbance for this site will exceed 1 acre, a detailed sediment and stormwater management plan must be reviewed and approved by the District prior to any land disturbing activity (i.e. clearing, grubbing, filling, grading, etc.) taking place. The review fee and a completed Application for a Detailed Plan are due at the time of plan submittal to the District's office.
2. 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. An SAS (Stormwater Assessment Study) and Pre-Application Meeting will be required to be held with the Kent Conservation District prior to plan submittal.
2. Please note the Kent Conservation District will not review an application more than three times. If after the third review the plan is still not found to be approvable, the application will be denied, and a new application with review fees are to be re-submitted to continue a detailed plan review.
3. A letter of no objection to recordation will be provided upon approval of the Sediment and Stormwater Management Plan.

From: [Mobley, Will \(DeIDOT\)](#)
To: [Melson-Williams, Dawn](#)
Cc: [Jones, Tijah \(DeIDOT\)](#)
Subject: EXTERNAL: DAC Comments 1 Apr 26 Staff Development Meeting
Date: Wednesday, April 1, 2026 10:03:46 AM

WARNING: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning.

Here are the comments from DeIDOT for the applications discussed in the DAC Meeting 1 April.

1. SB-26-01 Lands of Fuller at 7 Nixon Lane: Minor Subdivision Plan
 - a. No Objection to re-subdivision. If a Letter of No Objection is required, please have engineer/PLS submit Minor Subdivision plans to DeIDOT for review and approval.
2. S-26-06 Lands of Commerce Way QOZB LLC at 175 Commerce Way
 - a. Please have applicant schedule a Pre Submittal Meeting with DeIDOT.
3. C-26-02 Lands of Bay Village Residential Planned Neighborhood Design
 - a. Please have applicant schedule a Pre Submittal Meeting with DeIDOT.

Sincerely,

Will T Mobley III, PMP

Division of Economic Development, DeIDOT

Interim Kent County Review Coordinator

Phone (302)-760-2409

Will.mobley@delaware.gov



KENT CONSERVATION DISTRICT

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

**CITY OF DOVER
DEVELOPMENT ADVISORY COMMITTEE
APPLICATION REVIEW COMMENTARY
APRIL 2026**

APPLICATION: Lands of Bay Village Residential Planned Neighborhood Design

FILE #: C-26-02

REVIEWING AGENCY: Kent Conservation District

CONTACT PERSON: Cullen Baker

PHONE: (302) 608 - 5370

EMAIL: stormwater@kentcd.org

THE SUBJECT PROPOSAL HAS BEEN REVIEWED FOR CODE COMPLIANCE, PLAN CONFORMITY AND COMPLETENESS IN ACCORDANCE WITH THIS AGENCY'S AUTHORITY AND AREA OF EXPERTISE. THE FOLLOWING ITEMS HAVE BEEN IDENTIFIED AS ELEMENTS WHICH NEED TO BE ADDRESSED BY THE APPLICANT:

Source: 2019 Delaware Sediment and Stormwater Regulations

CITY AND STATE CODE REQUIREMENTS:

1. As the disturbance for this site will exceed 1 acre, a detailed sediment and stormwater management plan must be reviewed and approved by the District prior to any land disturbing activity (i.e. clearing, grubbing, filling, grading, etc.) taking place. The review fee and a completed Application for a Detailed Plan are due at the time of plan submittal to the District's office.
2. 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. An SAS (Stormwater Assessment Study) and Pre-Application Meeting will be required to be held with the Kent Conservation District prior to plan submittal.
2. Please note the Kent Conservation District will not review an application more than three times. If after the third review the plan is still not found to be approvable, the application will be denied, and a new application with review fees are to be re-submitted to continue a detailed plan review.
3. A letter of no objection to recordation will be provided upon approval of the Sediment and Stormwater Management Plan.

CITY OF DOVER
DEVELOPMENT ADVISORY COMMITTEE
ADVISORY BRIEF
D.A.C. MEETING DATE: 4/8/2026

**Dover/Kent
County
Metropolitan
Planning
Organization**

C-26-02 Lands of Bay Village Residential Planned Neighborhood Design

FILE # C-26-02

REVIEWING AGENCY: Dover/Kent County MPO

CONTACT PERSON: Malcolm Jacob

PHONE #: (302) 387-6030

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

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

City of Dover Planning Commission
Conditional Use Site Plan Review

C-26-02 Lands of Bay Village Residential Planned Neighborhood Design

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

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



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

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

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

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

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

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

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

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

