



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

August 18, 2015

Response Dated: September 10, 2015

Mr. Mark Davidson
Pennoni
18072 Davidson Drive
Milton, DE 19968

RE: PLUS review 2015-07-06; Beach Walk

Dear Mark,

Thank you for meeting with State agency planners on July 22, 2015 to discuss the proposed plans for the Beach Walk project. According to the information received, you are seeking review of a site plan for 64 residential units on 7.83 acres along Rt. 1 in Sussex County.

Please note that changes to the plan, other than those suggested in this letter, could result in additional comments from the State. Additionally, these comments reflect only issues that are the responsibility of the agencies represented at the meeting. **The developers will also need to comply with any Federal, State and local regulations regarding this property. We also note that as Sussex County is the governing authority over this land, the developers will need to comply with any and all regulations/restrictions set forth by the County.**

Strategies for State Policies and Spending

- This project is located in Investment Level 1 according to the *Strategies for State Policies and Spending*. Investment Level 1 reflects areas that are already developed in an urban or suburban fashion, where infrastructure is existing or readily available, and where future redevelopment or infill projects are expected and encouraged by State policy.

Code Requirements/Agency Permitting Requirements

Department of Transportation – Contact Bill Brockenbrough 760-2109

- Per Section 2.2.2.1 of the Development Coordination Manual, Traffic Impact Studies (TIS) are warranted for developments generating more than 500 vehicle trip ends per day or 50 vehicle trip ends per hour in any hour of the day. From the plan accompanying the PLUS application, we estimate that the development would generate 436 vehicle trip ends per day on a typical weekday. For the weekday morning and evening peak hours, we calculate 36 and 42 vehicles per hour, respectively. Based on any of these three volumes, this project would not warrant a TIS.

We would also like to note that the proposed project will generate less Traffic (5,160 ADT less than the present use) with a 89% decrease and therefore will provide for less traffic volume to the adjacent roadways, such as Terrace Road and Delaware Route One.

- The site access on Route 1 must be designed in accordance with DelDOT's Development Coordination Manual (formerly the Standards and Regulations for Subdivision Streets and State Highway Access), which is available at <http://www.deldot.gov/information/business/subdivisions/changes/index.shtml>. Terrace Road is a City-maintained street so the design of the entrance there is under City jurisdiction.

The applicant and Engineer have met with Del DOT in Dover and in the field and have discussed and prepared the upgrades to the Delaware Route One Entrance.

Terrace Road is NOT a City Maintained Road and is currently a State Maintained Road. The applicant and the engineer have met with DelDOT in Dover and in the field and have prepared and submitted the upgrades to a portion of Terrace road presented in the submitted plans.

- The site plan for this development is currently being reviewed by DelDOT for issuance of a Letter of No Objection to Recordation (LONOR) in accordance with Chapter 3 of the Development Coordination Manual.

NOTED.

- Referring to Section 4.3 of the Development Coordination Manual, the Construction Stage review fee shall be assessed to this project.

NOTED AND PAID.

- Referring to Section 4.3 of the Development Coordination Manual, an entrance plan shall be prepared prior to issuing entrance approval. The following information will be required for Entrance Plan review:
 - Copy of the Construction Stage Fee Calculation Form
 - Copy of the Construction Review Fee
 - Gate-Keeping Checklist – Entrance Plan
 - Entrance Plan Review Checklist
 - Entrance Design Checklist
 - Application for Commercial Entrance Permit
 - Pipe/Angle Spreadsheet (if applicable)
 - Entrance Photo
 - Entrance Plan
 - SWM Report, Calculations and DA Maps
 - Sediment & Stormwater Management Project Design & Review Checklist

NOTED, SUBMITTED AND PAID.

Department of Natural Resources and Environmental Control – Michael Tholstrup 735-3352

TMDLs

- The project is located in the low nutrient reduction zone of the greater Inland Bays watershed. In this watershed, Total Maximum Daily Load (TMDL) pollutant reduction targets have been developed by the State of Delaware (under the auspices of Section 303(d) of the 1972 Federal Clean Water Act) for nutrients (e.g., nitrogen, phosphorus), and bacteria. A TMDL is the maximum level of pollution allowed for a given pollutant below which a “water quality limited waterbody” can assimilate and still meet State water quality standards (e.g., dissolved oxygen, nutrients, and bacteria; *State of Delaware Surface Water Quality Standards, as amended July 11, 2004*) to the extent necessary to support use goals such as, swimming, fishing, drinking water and shell fish harvesting. The TMDL for the *low reduction* zone of the Inland Bays watershed calls for 40 percent reduction in nitrogen and phosphorus from baseline conditions. The TMDL also calls for a 40 percent reduction (17 percent for marine waters) in bacteria from baseline conditions. Please view the following web link for further information on the regulatory requirements and technical analysis involved in the development of the specific TMDLs: <http://www.dnrec.delaware.gov/swc/wa/Pages/WatershedAssessmentTMDLs.aspx>

The Inland Bays Pollution Control Strategy (PCS) and the accompanying regulations were finalized by order of the DNREC Secretary on October 2008. The PCS regulations can be reviewed at <http://regulations.delaware.gov/documents/November2008c.pdf>. Background information about the PCS with guidance documents and mapping tools can be retrieved from http://www.dnrec.state.de.us/water2000/Sections/Watershed/ws/ib_pcs.htm

At present, the site drains, un-treated, into Silver Lake and to the DelDOT closed drainage system along Delaware Route One. This project will provide for additional open space as well as a stormwater management treatment system that will provide the state required water quality measures prior to existing the property.

Water Supply

- The project information sheets state water will be provided to the project by the City of Rehoboth Beach via a central water system. DNREC records indicate that the project is located within the public water service area granted to the City of Rehoboth Beach under Certificate of Public Convenience and Necessity 99-CPCN-04.
- Should dewatering points be needed during any phase of construction, a dewatering well construction permit must be obtained from the Water Supply Section prior to construction of the well points. In addition, a water allocation permit will be needed if the pumping rate will exceed 50,000 gallons per day at any time during operation.
- All well permit applications must be prepared and signed by licensed water well contractors, and only licensed well drillers may construct the wells. Please factor in the necessary time for processing the well permit applications into the construction schedule. Dewatering well permit applications typically take approximately four weeks to process, which allows the necessary time for technical review and advertising.

NOTED.

Sediment and Stormwater Program

- A detailed sediment and stormwater plan will be required prior to any land disturbing activity taking place on the site. Contact the reviewing agency to schedule a project application meeting to discuss the sediment and erosion control and stormwater management components of the plan as soon as practicable. The site topography, soils mapping, pre- and post-development runoff, and proposed method(s) and location(s) of stormwater management should be brought to the meeting for discussion. The plan review and approval as well as construction inspection will be coordinated through the Sussex Conservation District. Contact Jessica Watson at the Sussex Conservation District at (302) 856-2105 for details regarding submittal requirements and fees.

A detailed sediment and stormwater plan has been submitted to the Sussex conservation District for review. a pre-application meeting was also completed prior to submission. At present, we have received comments and are addressing to re-submit for final approval.

Air Quality

- The applicant shall comply with all applicable Delaware air quality regulations. Please note that the following regulations in Table 1 – Potential Regulatory Requirements may apply to your project:

Table 1: Potential Regulatory Requirements	
Regulation	Requirements
7 DE Admin. Code 1106 - Particulate Emissions from Construction and Materials Handling	Use dust suppressants and measures to prevent transport of dust off-site from material stockpile, material movement and use of unpaved roads. Use covers on trucks that transport material to and from site to prevent visible emissions.
7 DE Admin. Code 1113 – Open Burning	Prohibit open burns statewide during the Ozone Season from May 1-Sept. 30 each year. Prohibit the burning of land clearing debris. Prohibit the burning of trash or building materials/debris.
7 DE Admin. Code 1135 – Conformity of General Federal Actions to the State Implementation Plan	Require, for any “federal action,” a conformity determination for each pollutant where the total of direct and indirect emissions would equal or exceed any of the de minimus levels (See Section 3.2.1)
7 DE Admin. Code 1141 – Limiting Emissions of Volatile Organic Compounds from Consumer and Commercial Products	Use structural/ paint coatings that are low in Volatile Organic Compounds. Use covers on paint containers when paint containers are not in use.
7 DE Admin. Code 1144 – Control of Stationary Generator Emissions	Ensure that emissions of nitrogen oxides (NO _x), non-methane hydrocarbons (NMHC), particulate matter (PM), sulfur dioxide (SO ₂), carbon monoxide (CO), and carbon dioxide (CO ₂) from emergency generators meet the emissions limits established. (See section 3.2). Maintain recordkeeping and reporting requirements.
7 DE Admin. Code 1145 – Excessive Idling of Heavy Duty Vehicles	Restrict idling time for trucks and buses having a gross vehicle weight of over 8,500 pounds to no more than three minutes.

Regulation 21 Section 10 – Emission Standards for Hazardous Air Pollutants, Asbestos	Ensure no visible residue of asbestos materials remains in the work area after all asbestos materials are removed in accordance with NESHAP. Display DANGER signs whenever airborne asbestos may be present in accordance with NESHAP and OSHA Use wet removal techniques. Dispose of all asbestos containing waste in clearly labeled sealed containers and store in a secure location awaiting transport to an authorized disposal facility, not to exceed a period of 45 days.
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For a complete listing of all Delaware applicable regulations, please look at our website:

<http://www.awm.delaware.gov/AQM/Pages/AirRegulations.aspx>.

NOTED. In addition we are providing significant amount of new vegetation in the form of open lawns and landscaping of plants, flowers and trees. All of this together and in combination with new home construction, and the reduction in vehicles for the site will help in mitigating air quality regulations for the State of Delaware.

Delaware State Fire Marshall’s Office – Contact Duane Fox 739-4394

At the time of formal submittal, the applicant shall provide; completed application, fee, and three sets of plans depicting the following in accordance with the Delaware State Fire Prevention Regulation:

Fire Protection Water Requirements:

- Where a water distribution system is proposed for single-family and two-family dwellings it shall be capable of delivering at least 500 gpm for 1-hour duration, at 20-psi residual pressure. Fire hydrants with 1000 feet spacing on centers are required.
- The infrastructure for fire protection water shall be provided, including the size of water mains.

Accessibility:

- All premises, which the fire department may be called upon to protect in case of fire, and which are not readily accessible from public roads, shall be provided with suitable gates and access roads, and fire lanes so that all buildings on the premises are accessible to fire apparatus.
- Fire department access shall be provided in such a manner so that fire apparatus will be able to locate within 100 ft. of the front door.
- The use of speed bumps or other methods of traffic speed reduction must be in accordance with Department of Transportation requirements.
- The local Fire Chief, prior to any submission to our Agency, shall approve in writing the use of gates that limit fire department access into and out of the development or property.

Gas Piping and System Information:

- Provide type of fuel proposed, and show locations of bulk containers on plan

Required Notes:

- Provide a note on the final plans submitted for review to read “ All fire lanes, fire hydrants, and fire department connections shall be marked in accordance with the Delaware State Fire Prevention Regulations”

- Name of Water Supplier
- Proposed Use
- National Fire Protection Association (NFPA) Construction Type
- Details for the required 2-hr separation wall between dwellings on the Two-Family dwelling units shall be shown on site plans
- Maximum Height of Buildings (including number of stories)
- Provide Road Names, even for County Roads

NOTED and Completed as required. We have met with the fire marshal's office to review the project and have submitted the plans for their review, comment and/or approval.

State Historic Preservation Office – Contact Terrence Burns 736-7404

- There are no known archaeological sites or National Register-listed property on this parcel. However, if there will any development, on this parcel, the developer should still be aware of the Unmarked Human Burials and Human Skeletal Remains Law of 1987 (Delaware Code: Title 7, Chapter 54), which pertains to the discovery and disposition process of such remains.

Abandoned or unmarked family cemeteries are very common in the State of Delaware. They are usually in rural or open space areas, and sometimes near or within the boundary of an historic farm site. Even a marked cemetery can frequently have unmarked graves or burials outside of the known boundary line or limit. Disturbing unmarked graves or burials triggers the Delaware's Unmarked Human Burials and Human Skeletal Remains Law (7 Del. C. Ch. 54), and such remains or discoveries can result in substantial delays while the procedures required under this law are carried out. If there is a discovery of any unmarked graves, burials or a cemetery, it is very costly to have them archaeologically excavated and the burials moved. The Division of Historical & Cultural Affairs recommends that owners and/or developers have a qualified archaeological consultant investigate their project area, to the full extent, to see if there is any unmarked cemetery, graves, or burial sites. In the event of such a discovery, the Division of Historical & Cultural Affairs also recommends that the plans be re-drawn to leave the full extent of the cemeteries or any burials on its own parcel or in the open space area of the development, with the responsibility for its maintenance lying with the landowner association or development. If you would like to know more information pertaining to unmarked human remains or cemeteries, please check the following websites for additional information:

www.history.delaware.gov/preservation/umhr.shtml and
www.history.delaware.gov/preservation/cemeteries.shtml.

Therefore, prior to any demolition or ground-disturbing activities, the developer may want to hire an archaeological consultant to examine the parcel for any potential archaeological site or archaeological resources, such as cemetery, burial site, or unmarked human remains.

NOTED.

Recommendations/Additional Information

Department of Transportation – Contact Bill Brockenbrough 760-2109

- Part of the basis for installing the signal at the present shopping center access was the traffic volumes associated with that shopping center. With the change from a shopping center to a building of five residential condominiums, those volumes will be greatly reduced. Therefore the

developer should be aware that DeIDOT may remove their signalized access, leaving the building with right-turn only access opposite a signalized T intersection.

There are still several commercial properties to the south connected to the entrance that is a part of the BeachWalk redevelopment project. These properties connect through a shared access across properties and have the potential to use the signal to go southbound on Route One.

During several meetings with DeIDOT in Dover and at the site; it was noted that the signal serves a broader purpose than just the shopping center. It is a means of safer turning movements for the Spring Lake Residential property across the highway. There is potential in the future for the vacant land in front of Spring Lake to be developed either with more residential units or possible as commercial. Also, Spring Lake connects to the adjacent road way system that could allow for other developments and area traffic to access northbound Route One safely from the signal intersection.

- Please be advised that as of August 1, 2015, all new plan submittals and re-submittals, including major, minor and commercial plans, shall be uploaded via the PDCA (Planning Development Coordination Application) with any review fee paid online via credit card or electronic check. Guidance on how to do this is available on our website at <http://www.deldot.gov/information/business/subdivisions/>.

NOTED.

Department of Natural Resources and Environmental Control – Michael Tholstrup 735-3352

Soils Assessment.

- The soil mapping units mapped on subject parcel is Greenwich-Urban land complex. Greenwich-Urban land complex is a well-drained soil mapping unit that, generally, has few limitations for development (Figure 1).

As a part of the stormwater design for the project, soil boring tests were performed and have been submitted along with the stormwater design to the Sussex Conservation District.



Additional information on TMDLs and water quality.

- Compliance with the specified TMDL nutrient and bacterial reduction requirements specified for the Inland Bays watershed can be facilitated by adherence to the strategies and requirements described in the Inland Bays PCS, and the implementation of the following recommended best management practices (BMPs):
 - Maintain as much of the existing open space as possible. We further suggest additional native tree and native herbaceous plantings - wherever possible – to create additional environmentally-friendly open space.

There is little to no open space presently on the property. This is an existing shopping center that will be redeveloped as a residential project as a matter of right under the Rehoboth Zoning Code. This redevelopment will allow for additional open space that calculates to approximately 1.7-acres.

- Use green-technology storm water management and rain gardens (in lieu of open-water management structures) as BMPs to mitigate or reduce nutrient and bacterial pollutant runoff increases that often track post-development increases in surface imperviousness. Please

contact Lara Allison at (302) 739-9939 for further information about the possibility for installing a rain garden(s) on this parcel.

With the redevelopment of the property stormwater quality will now be handled onsite prior to being conveyed through the existing closed system for the property.

- Calculate post-construction surface imperviousness with all forms of created (or constructed) surface imperviousness (e.g., rooftops, driveways, parking lots, sidewalks, open-water storm water management structures, ponds, and roads) included in the calculation. Omission of any of the above-stated forms of surface imperviousness will result in an underestimate of the actual post-development surface imperviousness and associated environmental impacts.
- Since this project will create additional surface imperviousness that will increase the probability for increased flooding and increased pollutant load runoff impacts to adjoining streams and wetlands in the greater Inland Bays watershed - we strongly encourage the applicant mitigate these said impacts through the employ of pervious paving materials – wherever practicable - instead of conventional asphalt and concrete. We particularly recommend the applicant consider pervious paving materials for all designated parking areas.

The project will NOT create additional surface imperviousness. The impervious surfaces will be decreased by 10% over what is currently on the property. The redevelopment of this property to residential does mitigate impacts to the downstream conveyance systems.

- Assess nutrient and bacterial pollutant loading at the preliminary project design phase. To this end, the Watershed Assessment Section has developed a methodology known as the “Nutrient Load Assessment protocol.” The protocol is a tool used to assess changes in nutrient loading (e.g., nitrogen and phosphorus) resulting from the conversion of individual or combined land parcels to a changed land use(s); thus providing applicants and governmental entities with quantitative information about the project’s impact(s) on baseline water quality. We strongly encourage the applicant/developer use this protocol to help them design and implement the most effective BMPs.

NOTED and described above.

Additional information on air quality.

- According to the application, an undetermined amount of “open space,” will remain after the project is complete. However, the DNREC Division of Air Quality (DAQ) notes that the site plan appears to show no set aside for this use. The property appears to be fully pervious with the exception of each home’s allotted yard space.
- The existing property has access to well-connected sidewalks and bike lanes along DE Route 1. These provisions extend well into Rehoboth, both north and south. However, there are no such provisions on Terrace Road, where a main entrance is planned for this project. The applicant notes that neither sidewalks nor bike paths will be added as part of this project. DNREC reminds the applicant that City of Rehoboth Beach code requires property frontages to include sidewalks at a minimum of 5 feet wide.

- DNREC encourages developers and builders to consider all sustainable growth practices in their design, and we believe that the air quality impacts associated with the project should be completely considered. New homes may emit, or cause to be emitted, additional air contaminants into Delaware’s air, which will negatively impact public health, safety and welfare. These negative impacts are attributable to:
 - Emissions that form ozone and fine particulate matter; Delaware currently violates federal health-based air quality standards for ozone.
 - The emission of greenhouse gases which are associated with climate change, and
 - The emission of air toxics.
- Air emissions generated from new homes include emissions from the following activities:
 - Area sources such as painting, maintenance equipment and the use of consumer products like roof coatings and roof primers.
 - The generation of electricity, and
 - All transportation activity.
- Based on the information provided, the three air emissions components (i.e., area, electric power generation, and mobile sources) were quantified. Table 2 – Projected Air Quality Emissions represents the actual impact BeachWalk may have on air quality.

Table 2: Projected Air Quality Emissions for BeachWalk					
Emissions Attributable to BeachWalk (Tons per Year)	Volatile Organic Compounds (VOC)	Nitrogen Oxides (NOx)	Sulfur Dioxide (SO ₂)	Fine Particulate Matter (PM _{2.5})	Carbon Dioxide (CO ₂)
Area source emissions	2.0	0.2	0.2	0.2	7.9
Power emissions	*	0.8	2.7	*	396.5
Mobile emissions	2.9	3.0	0.1	*	1862.0
Total emissions	4.9	4.0	5.0	0.2	2266.4

(*) Indicates data is not available.

Note that emissions associated with the actual construction of the residential community, including automobile and truck traffic from working in, or delivering products to the site, as well as site preparation, earth moving activities, road paving and other miscellaneous air emissions, are not reflected in the table above.

- DNREC encourages sustainable growth practices that:
 - Control sprawl;
 - Preserve rural and forested areas;
 - Identify conflicting land use priorities;
 - Encourage growth on previously developed sites and denser communities while at the same time protect our diminishing land base;
 - Coordinate transportation, environment, and climate protection plans with land use plans; and
 - Demonstrate that communities can achieve the qualities of privacy, community, and contact with nature without degrading the natural environment or generating unacceptable environmental costs in terms of congestion, use of natural resources, or pollution.
- Additional measures may be taken to substantially reduce the air emissions identified above. These measures include:
 - **Constructing with only energy efficient products.** Energy Star qualified products are up to 30% more energy efficient. Savings come from building envelope upgrades, high performance windows, controlled air infiltration, upgraded heating and air conditioning systems, tight duct systems and upgraded water-heating equipment. Every percentage of energy efficiency translates into a percent reduction in pollution. The Energy Star Program is an excellent way to save on energy costs and reduce air pollution.
 - **Offering geothermal and/or photo voltaic energy options.** These systems can significantly reduce emissions from electrical generation and from the use of oil or gas heating equipment.
 - **Constructing with high albedo, high solar reflectance materials.** This includes roofing and hardscape. These materials help to reduce heat island impacts and, by extension, help to minimize the potential for localized ground-level ozone formation. These materials also help reduce demands on air conditioning systems and save on energy costs.
 - **Providing shade for parking areas.** Approaches may include architectural devices, vegetation, or solar panels. Providing shade for parking areas helps to reduce heat island impacts, and, by extension, helps to minimize the potential for localized ground-level ozone formation. Such measures can also have the additional benefit of channeling or infiltrating stormwater.
 - **Providing charging stations for plug-in electric vehicles.** This measure helps to reduce localized air pollution by supporting the use of non-gasoline powered vehicles. Please refer to the US Department of Energy's website for electric vehicle readiness information: http://www1.eere.energy.gov/cleancities/electric_vehicle_projects.html. Several charging stations already exist in Rehoboth Beach and nearby Lewes.
 - **Encouraging the use of safe multimodal transportation.** This measure can significantly reduce mobile source emissions. For every vehicle trip that is replaced by the use of a sidewalk or bike path, 7 pounds of VOC and 11.5 pounds of NO_x are reduced each year.
 - **Using retrofitted diesel engines during construction.** This includes equipment that is on-site as well as equipment used to transport materials to and from site.

- **Using pre-painted/pre-coated flooring, cabinets, fencing, etc.** These measures can significantly reduce the emission of VOCs from typical architectural coating operations.
- **Planting trees in vegetative buffer areas, particularly those between the site and nearby residential areas.** Native trees reduce emissions by trapping dust particles and replenishing oxygen. Trees also reduce energy emissions by cooling during the summer and by providing wind breaks in the winter, whereby reducing air conditioning needs by up to 30 percent and saving 20 to 50 percent on fuel costs.

The BeachWalk project proposes to plant 240 new trees; 32 Shrubs and over 1000 Flowering Perennials as shown on submitted plans to the City of Rehoboth and to State Planning Office.

This is a partial list, and there are additional things that can be done to reduce the impact of the development. The applicant should submit a plan to the DNREC DAQ which address the above listed measures, and that details all of the specific emission mitigation measures that will be incorporated into the BeachWalk project. The Division of Air Quality point of contact is Rachel Yocum, and she may be reached at (302) 739-9402 or Rachel.yocum@state.de.us.

Delaware State Fire Marshall's Office – Contact Duane Fox 739-4394

- Preliminary meetings with fire protection specialists are encouraged prior to formal submittal. Please call for appointment. Applications and brochures can be downloaded from our website: www.statefiremarshal.delaware.gov, technical services link, plan review, applications or brochures.

As noted above, a preliminary meeting has already taken place with Duane Fox and plans have been submitted for approval.

Sussex County – Contact: Janelle Cornwell 855-7878

- A portion of the property is located within Sussex County. At the PLUS meeting it was suggested that the applicant talk to the City of Rehoboth and consider annexation to reduce any potential conflicts of having the property located between two jurisdictions.

As with most municipalities, there are scattered parcels contiguous with municipal boundaries similar to this that are only used for access to in-town sites. This parcel has been used solely for the purpose of access to the proposed development site and no change in its use is requested or contemplated. The applicant will consider annexation if a change in use makes annexation appropriate.

- Sewer and water service is provided to the parcel by the City of Rehoboth Beach. Contact the City of Rehoboth Beach for information regarding sewer and water service. For questions regarding these comments, contact Rob Davis, Sussex County Engineering Department at (302) 855-7820.

We have met with the City of Rehoboth about the water and sewer and are addressing their comments for the project.

- In addition to these comments, a letter from Brandy Nauman, Sussex County Housing Coordinator & Fair Housing Compliance Officer is attached to this letter.

Noted.

Following receipt of this letter and upon filing of an application with the local jurisdiction, the applicant shall provide to the local jurisdiction and the Office of State Planning Coordination a written response to comments received as a result of the PLUS process, noting whether comments were incorporated into the project design or not and the reason therefore.

Thank you for the opportunity to review this project. If you have any questions, please contact me at 302-739-3090.

Sincerely,

Constance C. Holland, AICP
Director, Office of State Planning Coordination

CC: Sussex County

Attachment

Thank you for your comments regarding this proposed application for residential condominium development of this single commercially-zoned lot. We believe that our responses above in “RED” provides the necessary clarification to the agency comments as well as to the comments received from those present at the July 22, 2015 PLUS meeting. No significant changes to the plans have been made at this time except for some minor amendments that addressed brief comments from the City of Rehoboth. I have attached a copy of the amended cover sheet and Sheet CS1001 for your records.

Respectfully Submitted,

PENNONI ASSOCIATES INC.



Mark H. Davidson, AVP
Principal Land Planner

Enclosures:

Pc: City of Rehoboth Beach
D.K. Monigle – Applicant
Dennis L. Schrader, Esquire – Morris James Wilson Halbrook & Bayard
Carlton Savage, PE – Pennoni
George Cardwell, AICP – Pennoni
Peter Stone, RLA - Pennoni

Beach Walk

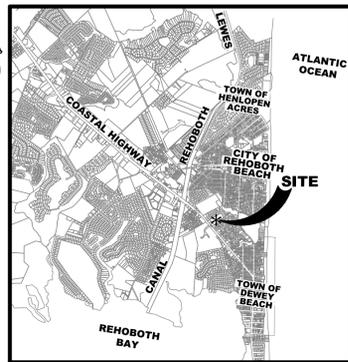
RESIDENTIAL CONDOMINIUM DEVELOPMENT

APPLICATION # _____

SITE PLAN

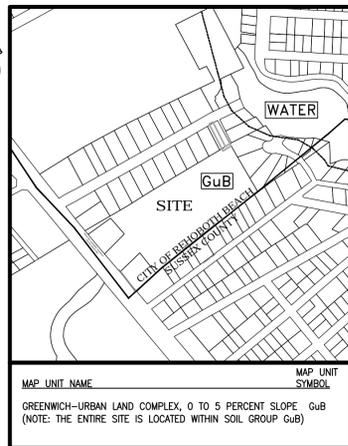
CITY OF REHOBOTH BEACH
SUSSEX COUNTY, DELAWARE
JUNE 2015

08/24/15	2	REVISED PER REHOBOTH COMMENTS	CRS
05/12/14	1	DELDOT COMMENTS	
DATE	NO.	CORRECTION/REVISION/ADDENDUM	APPROVAL

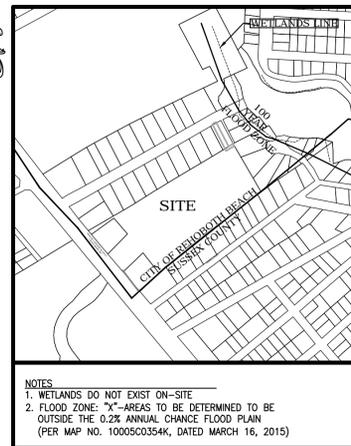


LOCATION MAP
SCALE: 1"=1 MILE

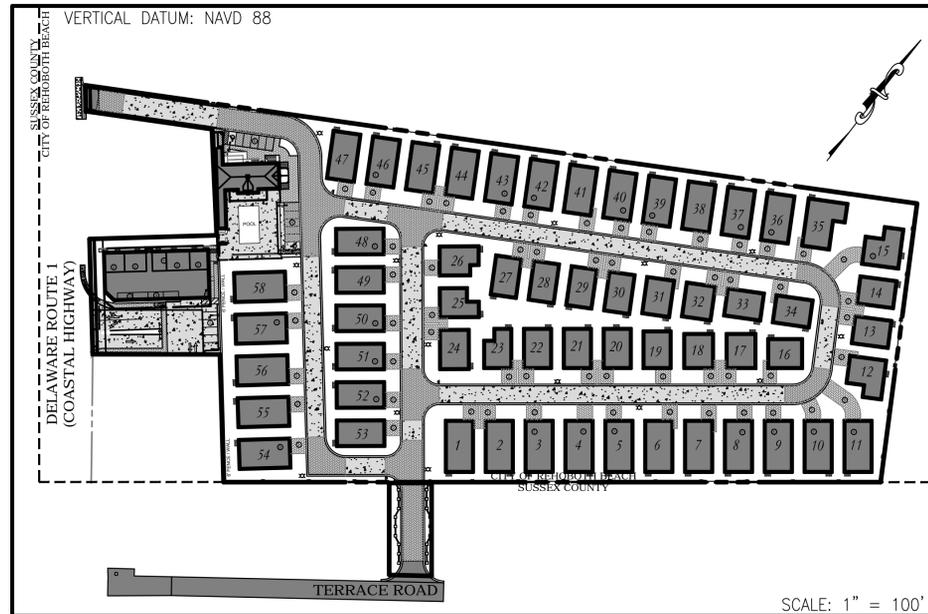
Pennoni



SOILS MAP
SCALE: 1"=500'



FLOOD MAP
SCALE: 1"=500'



SITE DATA

TAX MAP ID : 334-20.09-7.00
ZONING : C-1 CENTRAL COMMERCIAL DISTRICT (CITY OF REHOBOTH BEACH)
MR MEDIUM RESIDENTIAL (SUSSEX COUNTY)
EXISTING USE : SHOPPING CENTER
PROPOSED USE : RESIDENTIAL CONDOMINIUM
TOTAL SITE AREA : ± 7.83 AC. (TOTAL)
± 7.709 AC. (CITY OF REHOBOTH - C-1 ZONING)
± 0.125 AC. (SUSSEX COUNTY - MR ZONING)

ZONING REQUIREMENTS
MINIMUM LOT AREA : 5,000 SQ. FT.
ALLOWABLE DWELLING UNITS : 7.71 AC. X 43,560 SQ. FT. / 5,000 = 67 UNITS
PROPOSED DWELLING UNITS : 63 UNITS
MINIMUM LOT WIDTH : 50'

MAXIMUM LOT COVERAGE
RESIDENTIAL USES : 50 %
COMMERCIAL USES : 100 % OF NET LOT AREA
PROPOSED LOT COVERAGE (AREA COVERED BY BUILDING OR STRUCTURE):
TOTAL LOT AREA : 7.71 AC. X 43,560 SQ. FT. = 335,835.5 SQ. FT.
TOTAL LOT COVERAGE (PROPOSED) : 125,444 SQ. FT.
PERCENT LOT COVERAGE : 37.65%

PROPOSED FLOOR AREAS
RESIDENTIAL (SINGLE FAMILY-DETACHED) FLOOR AREA : 179,709 SQ. FT.
RESIDENTIAL (SINGLE FAMILY-ATTACHED) FLOOR AREA : 21,736 SQ. FT.
CLUBHOUSE (PRIVATE CLUB) FLOOR AREA : 7,200 SQ. FT.
TOTAL : 208,645 SQ. FT.

MAXIMUM FLOOR AREA RATIO (FAR) - PER CODE AND USE
TIER 1 USES : NOT TO EXCEED 0.60
TOTAL : NOT TO EXCEED 2.00
MIXED USE BUILDINGS : AVERAGE NOT TO EXCEED 50% GROSS LOT AREA

ALLOWABLE FLOOR AREA RATIO (FAR) - BASED ON AREA WITHIN CITY OF REHOBOTH BEACH (TIER 1 USES)
PARCEL AREA = 7.71 AC. X 43,650 SQ. FT. = 335,835.5 SQ. FT.
335,835.5 SQ. FT. X 0.60 = 201,501.3 (TIER 1 USES)
(TOTAL USES)
PARCEL AREA = 7.71 AC. X 43,650 SQ. FT. = 335,835.5 SQ. FT.
335,835.5 SQ. FT. X 2.00 = 671,671.0 (TOTAL)

PROPOSED FLOOR AREA RATIO (FAR)
TIER 1 USES (FAR)
RESIDENTIAL FLOOR AREA : 201,445 SQ. FT.
RESIDENTIAL (SINGLE FAMILY-ATTACHED) FLOOR AREA : 21,736 SQ. FT.
PARCEL AREA = 7,7097 AC. X 43,650 SQ. FT. = 335,835.5 SQ. FT.
201,445 SQ. FT. / 335,835.5 SQ. FT. = 0.600 (TIER 1 FAR)
TOTAL (FAR)
PARCEL AREA = 7,7097 AC. X 43,560 SQ. FT. = 335,835.5 SQ. FT.
208,645 SQ. FT. / 335,835.5 SQ. FT. = 0.621 (TOTAL FAR)

MAXIMUM BUILDING HEIGHT
TIER 1 USES : 35' OR 2 1/2 STORIES
TIER 2/3 USES : 42' OR 4 STORIES
SETBACK REQUIREMENTS:
FRONT SETBACK : TIER 1 USES : 10'
TIER 2/3 USES : NONE
REAR SETBACK : TIER 1 USES : 10'
TIER 2/3 USES : NONE

*** WHERE THE BOUNDARY LINE DIVIDING A COMMERCIAL AND RESIDENTIAL DISTRICT IS A REAR PROPERTY LINE, THERE SHALL BE A REAR YARD ON THE LOT IN THE COMMERCIAL DISTRICT OF AT LEAST FIVE FEET. THE REAR YARD OF THE LOT IN THE COMMERCIAL DISTRICT SHALL BE BOUNDED BY A SCREEN IN ORDER TO SHIELD OR OBSCURE THE LOT FROM THOSE IN THE ADJUTING RESIDENTIAL DISTRICT.
SIDE SETBACK
USES IN R-1 : 6' EACH / 16' AGGREGATE
ALL OTHER TIER 1 USES : 10' EACH / 20' AGGREGATE
TIER 2/3 USES : NONE
*** WHERE THE BOUNDARY LINE DIVIDING A COMMERCIAL AND RESIDENTIAL DISTRICT IS A SIDE PROPERTY LINE, THERE SHALL BE A SIDE YARD ON THE LOT IN THE COMMERCIAL DISTRICT OF AT LEAST FIVE FEET. THE SIDE YARD OF THE LOT IN THE COMMERCIAL DISTRICT SHALL BE BOUNDED BY A SCREEN IN ORDER TO SHIELD OR OBSCURE THE LOT FROM THOSE IN THE ADJUTING RESIDENTIAL DISTRICT.

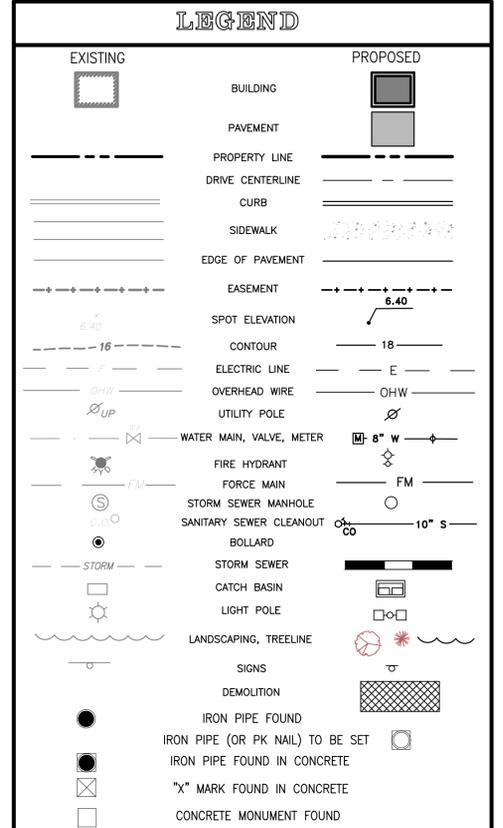
EXISTING IMPERVIOUS CALCULATION:
TOTAL LOT AREA : 7.71 AC. (335,835 SQ. FT.)
TOTAL IMPERVIOUS (EXISTING) : ±294,612 SQ. FT.
PERCENT IMPERVIOUS AREA : 87.73%
PROPOSED IMPERVIOUS CALCULATION:
TOTAL LOT AREA : 7.71 AC. (335,835.5 SQ. FT.)
TOTAL IMPERVIOUS (PROPOSED) : ± 261,399 SQ. FT.
PERCENT IMPERVIOUS AREA : 77.84%

PARKING REQUIRED:
RESIDENTIAL (SINGLE FAMILY - DETACHED) : 58 UNITS
X 2 PER DWELLING UNIT : 116 SPACES REQUIRED
RESIDENTIAL (SINGLE FAMILY - ATTACHED) : 5 UNITS
X 2 PER DWELLING UNIT : 10 SPACES REQUIRED
CLUBHOUSE (PRIVATE CLUB) : 7,200 SQ. FT.
X 1 PER 400 SQ. FT. : 18 SPACES REQUIRED
TOTAL : 144 SPACES REQUIRED

PARKING PROVIDED:
RESIDENTIAL (SINGLE FAMILY - DETACHED) : 116 SPACES
X 2 PER DRIVEWAY : 23 SPACES
+ GARAGE : 23 SPACES
+ ADDITIONAL DRIVEWAY : 7 SPACES
RESIDENTIAL (SINGLE FAMILY - ATTACHED) : 10 SPACES (9 GARAGE)
CLUBHOUSE (PRIVATE CLUB) : 19 SPACES
TOTAL : 175 SPACES PROVIDED (+31 SPACES)

WATER : CITY OF REHOBOTH BEACH
SEWER : CITY OF REHOBOTH BEACH
FIRE DISTRICT : CITY OF REHOBOTH BEACH
SCHOOL DISTRICT : CAPE HENLOPE
VERTICAL DATUM : NAVD 88
WASTE MANAGEMENT (REAR YARD) : (FSD) FIRST STATE DISPOSAL

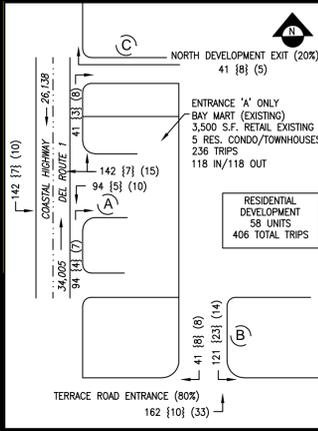
**NOTE: WETLANDS DO NOT EXIST ON SITE



GENERAL NOTES:

- DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL WORK MUST BE PERFORMED IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AS AMENDED AND ALL RULES AND REGULATIONS THERETO APPURTENANT.
- TOPOGRAPHIC & BOUNDARY SURVEY PERFORMED BY PENNONI ASSOCIATES INC, MILTON, DELAWARE.
- THE CONTRACTOR SHALL TAKE PRECAUTIONS TO LOCATE PROPERTY LINES AND RIGHT OF WAY LINES PRIOR TO CONSTRUCTION AND AVOID CONSTRUCTION ACTIVITIES ON PRIVATE PROPERTY AND/OR RIGHTS OF WAYS WHERE SAID CONSTRUCTION IS PROHIBITED. THE CONTRACTOR MAY CONDUCT CONSTRUCTION ACTIVITIES ON PRIVATE PROPERTY PROVIDED IF HE HAS OBTAINED PRIOR WRITTEN PERMISSION FROM THE PROPERTY OWNER AND HAS SUBMITTED A COPY OF SAID WRITTEN PERMISSION TO THE CITY OF REHOBOTH BEACH.
- FINAL SET OF APPROVED CONSTRUCTION PLANS AND SPECIFICATIONS SHALL BE MAINTAINED ON THE JOB SITE AT ALL TIMES. FAILURE TO COMPLY WITH THIS PROVISION SHALL BE CONSIDERED CAUSE TO STOP THE WORK.
- THE CONTRACTOR SHALL MAINTAIN ONE COMPLETE SET OF CONSTRUCTION DRAWINGS ON WHICH HE SHALL NOTE, IN RED, THE ALIGNMENTS AND INVERTS OF ALL UNDERGROUND UTILITIES INSTALLED OR ENCOUNTERED DURING THE PROSECUTION OF THE WORK. ALL DISCREPANCIES BETWEEN THE PLAN LOCATIONS AND ELEVATIONS OF BOTH THE EXISTING AND PROPOSED UTILITIES SHALL BE SHOWN ON THE AS-BUILT DRAWINGS TO BE MAINTAINED BY THE CONTRACTOR IN THE FIELD.
- THE CONTRACTOR SHALL OPEN ONLY THAT SECTION OF TRENCH OR ACCESS PITS WHICH CAN BE BACKFILLED AND STABILIZED AT THE END OF EACH WORKING DAY. STEEL PLATES SHALL BE USED ON ANY TRENCH OR ACCESS PITS WHICH MUST REMAIN OPEN OVERNIGHT. THIS REQUIREMENT DOES NOT APPLY TO AREAS COMPLETELY CLOSED AND SECURE FROM VEHICULAR OR PEDESTRIAN TRAFFIC.
- ALL UTILITY MATERIALS, INSTALLATION, TESTING AND INSPECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF REHOBOTH BEACH STANDARD SPECIFICATIONS, LATEST EDITION.
- THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL MATERIALS FOR APPROVAL TO THE CITY OF REHOBOTH BEACH AND OWNER'S ENGINEER, PRIOR TO COMMENCEMENT OF CONSTRUCTION. MATERIALS ORDERED AND INSTALLED PRIOR TO REVIEW AND ACCEPTANCE WILL BE AT THE CONTRACTOR'S RISK.
- THE CONTRACTOR SHALL USE ONLY NEW MATERIALS, PARTS, AND PRODUCTS. ALL MATERIALS SHALL BE STORED SO AS TO ASSURE THE PRESERVATION OF THEIR QUALITY AND FITNESS FOR THE INTENDED WORK.
- ROUTINE PERIODIC INSPECTIONS DURING CONSTRUCTION WILL BE PROVIDED BY THE OWNER AND THE CITY. THESE INSPECTIONS DO NOT RELIEVE THE CONTRACTOR FROM HIS OBLIGATION AND RESPONSIBILITY FOR CONSTRUCTING ALL WORK IN STRICT ACCORDANCE WITH ALL STANDARDS AND SPECIFICATIONS AND CONSTRUCTION DOCUMENTS.
- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS AND ORDERS OF ANY PUBLIC BODY HAVING JURISDICTION. THE CONTRACTOR SHALL ERECT AND MAINTAIN, AS REQUIRED BY THE CONDITIONS AND PROGRESS OF THE WORK, ALL NECESSARY SAFEGUARDS FOR SAFETY AND PROTECTION.
- THE CONTRACTOR SHALL NOTIFY THE FOLLOWING, TWO (2) WEEKS PRIOR TO THE START OF CONSTRUCTION:
- SUSSEX CONSERVATION DISTRICT
- DELAWARE POWER ELECTRIC COMPANY
- PENNONI ASSOCIATES INC.
- THE CONTRACTOR SHALL PROVIDE SEDIMENT CONTROL MEASURES TO PROTECT STOCKPILE AREAS AND STORAGE AREAS. ALL AREAS USED BY THE CONTRACTOR FOR STAGING OPERATIONS SHALL BE FULLY RESTORED BY THE CONTRACTOR UPON COMPLETION OF THE PROJECT. IF THE STAGING AREA IS PAVED, IT SHALL BE RESTORED TO ITS ORIGINAL CONDITION. IF THE STAGING AREA IS UNPAVED, IT SHALL BE RE-GRADED, TOPSOILED, SEEDING AND MULCHED TO THE SATISFACTION OF THE ENGINEER. ALL COSTS ASSOCIATED WITH RESTORATION OF THE STAGING AREA SHALL BE AT THE CONTRACTOR'S EXPENSE. IF THE ENGINEER DETERMINES THAT A SATISFACTORY STAND OF GRASS DOES NOT EXIST AT THE TIME OF FINAL INSPECTION, ALL COSTS ASSOCIATED WITH RE-ESTABLISHING A SATISFACTORY STAND OF GRASS SHALL BE AT THE CONTRACTOR'S EXPENSE.
- EQUIPMENT AND/OR STOCKPILE MATERIAL SHALL NOT BE STORED IN THE DRIPLINE AREA OF ANY TREE.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY SEED AND MULCH FOR ALL AREAS WHERE SOIL IS EXPOSED AND SILT FENCE IS NOT SPECIFIED, BY THE CLOSE OF EACH BUSINESS DAY.
- THE CONTRACTOR SHALL MAINTAIN PUBLIC ROADS AND STREETS IN A BROOM SWEEP CONDITION AT ALL TIMES.
- DELAWARE REGULATIONS PROHIBIT THE BURN OF CONSTRUCTION DEMOLITION DEBRIS, INCLUDING TREES AND STUMPS ON CONSTRUCTION SITES. ANY SOIL WASTE FOUND DURING THE EXCAVATION FOR STRUCTURE AND UTILITY LINES ON AND OFF SITE MUST BE REMOVED AND PROPERLY DISCARDED. ANY REMEDIAL ACTION REQUIRED IS THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL REMOVE AND IMMEDIATELY REPLACE, RELOCATE, RESET OR RECONSTRUCT ALL OBSTRUCTIONS IN THE WORK AREA, INCLUDING, BUT NOT LIMITED TO, MAILBOXES, SIGNS, LANDSCAPING, LIGHTING, PLANTERS, CURLETS, DRIVEWAYS, PARKING AREAS, CURBS, FENCES, OR OTHER NATURAL OR MAN-MADE OBSTRUCTIONS. TRAFFIC CONTROL, REGULATORY, WARNING AND INFORMATION SIGNS SHALL REMAIN FUNCTIONAL AND VISIBLE TO THE APPROPRIATE LANE OF TRAFFIC AT ALL TIMES, WITH THEIR RELOCATION KEPT TO A MINIMUM DISTANCE.
- ALL INTERNAL DRIVES ARE PRIVATE AND ARE NOT FOR PEDICTION.
- BUILDINGS SHOWN ON PLAN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL SIZE AND SHAPE OF EACH BUILDING WILL VARY WITH MODEL SELECTION.

TRIP GENERATION - COASTAL HIGHWAY/DEL. ROUTE 1 & TERRACE ROAD (FULL MOVEMENT ENTRANCE, 1 LEFT IN/OUT, 1 RIGHT IN/OUT AND 1 RIGHT TURN OUT ONLY)



TRAFFIC GENERATION DIAGRAM

TRIPS PER WEEKDAY
(TRIPS IN A.M. PEAK HOUR)
(TRIPS IN P.M. PEAK HOUR)

ENTRANCE 'A' ONLY
BAY MART (EXISTING)
3,500 S.F. RETAIL EXISTING
5 RES. CONDO/TOWNHOUSES
236 TRIPS
118 IN/118 OUT

RESIDENTIAL DEVELOPMENT
58 UNITS
406 TOTAL TRIPS

TERRACE ROAD ENTRANCE (80%)
162 {10} (33)

TRIP ENDS VS. DWELLING UNITS ON WEEKDAY
210 Ln(T)=0.92 Ln(X)+2.72 50% ENTERING-50% EXITING
RESIDENTIAL (SINGLE FAMILY DETACHED) : 58 UNITS
Ln(T)=0.92Ln(58)+2.72
T=406 TRIPS/DAY → 203 TRIPS (50% IN/OUT)

TRIP ENDS VS. DWELLING UNITS ON WEEKDAY
230 Ln(T)=0.87 Ln(X)+2.46 50% ENTERING-50% EXITING
RESIDENTIAL (SINGLE FAMILY - ATTACHED) : 5 UNITS
Ln(T)=0.87Ln(5)+2.46
T=48 TRIPS/DAY → 24 TRIPS (50% IN/OUT)

TRIP ENDS VS. 'GROSS FLOOR AREA' ON WEEKDAY
826 Ln(T)=42.78Ln(X)+37.66 50% ENTERING-50% EXITING
BAY MART: 3,500 S.F. (EXISTING OFF-SITE TO REMAIN)
T=42,78(3.5)+37.66
T=188 TRIPS/DAY → 94 TRIPS (50% IN/OUT)

ROAD TRAFFIC DATA:

PRINCIPAL ARTERIAL - DEL ROUTE 1 - COASTAL HIGHWAY
POSTED SPEED LIMIT - 40 MPH
ADIT = 60,143 TRIPS (FROM 2012 DELDOT TRAFFIC SUMMARY)
10 YEAR PROJECTED ADIT = 60,143*(1.02)¹⁰ = 73,314
10 YEAR PROJECTED ADIT + SITE ADIT = 74,442
DIRECTIONAL SPLIT = 58.54% / 43.46% (FAVORING NORTH)
PEAK HOUR = 16,038 X 74,442 = 11,933
TRUCKS & BUSES = 5.12% X 11,933 = 611

ROAD TRAFFIC DATA:

LOCAL ROAD - TERRACE ROAD
POSTED SPEED LIMIT - 25 MPH

SITE TRIPS GENERATED:

SOURCE: ITE TRIP GENERATION MANUAL 9TH EDITION
ITE LUC 210-SINGLE FAMILY DETACHED HOUSING
TRIP ENDS VS. DWELLING UNITS ON WEEKDAY
210 Ln(T)=0.92 Ln(X)+2.72 50% ENTERING-50% EXITING
RESIDENTIAL (SINGLE FAMILY DETACHED) : 58 UNITS
Ln(T)=0.92Ln(58)+2.72
T=406 TRIPS/DAY → 203 TRIPS (50% IN/OUT)

SOURCE: ITE TRIP GENERATION MANUAL 9TH EDITION
ITE LUC 230-RESIDENTIAL CONDOMINIUM/TOWNHOUSE
TRIP ENDS VS. DWELLING UNITS ON WEEKDAY
230 Ln(T)=0.87 Ln(X)+2.46 50% ENTERING-50% EXITING
RESIDENTIAL (SINGLE FAMILY - ATTACHED) : 5 UNITS
Ln(T)=0.87Ln(5)+2.46
T=48 TRIPS/DAY → 24 TRIPS (50% IN/OUT)

SOURCE: ITE TRIP GENERATION MANUAL 9TH EDITION
ITE LUC 826-SPECIALTY RETAIL CENTER
TRIP ENDS VS. 'GROSS FLOOR AREA' ON WEEKDAY
826 Ln(T)=42.78Ln(X)+37.66 50% ENTERING-50% EXITING
BAY MART: 3,500 S.F. (EXISTING OFF-SITE TO REMAIN)
T=42,78(3.5)+37.66
T=188 TRIPS/DAY → 94 TRIPS (50% IN/OUT)

SITE BREAKDOWN:

OVERALL DIRECTIONAL DISTRIBUTION:
ENTRANCE IN:
A - 100% - 236 TRIPS - 60/40 SPLIT FAVORING NORTH
(EXISTING RETAIL TO REMAIN + PROPOSED SINGLE FAMILY ATTACHED)
→ 142 TRIPS (60%)
→ 94 TRIPS (40%)
B - 80% - 162 TRIPS (SINGLE FAMILY - DETACHED ONLY)
→ 142 TRIPS (60%)
→ 94 TRIPS (40%)
C - 20% - 41 TRIPS (SINGLE FAMILY - DETACHED ONLY)

ENTRANCE OUT:
A - 100% - 236 TRIPS - 60/40 SPLIT FAVORING NORTH
(EXISTING RETAIL + PROPOSED SINGLE FAMILY ATTACHED)
→ 142 TRIPS (60%)
→ 94 TRIPS (40%)
B - 80% - 162 TRIPS (SINGLE FAMILY - DETACHED ONLY)
(25% RIGHT OUT/75% LEFT OUT)
→ 41 TRIPS (RIGHT OUT)
→ 121 TRIPS (LEFT OUT)
C - 20% - 41 TRIPS (SINGLE FAMILY - DETACHED ONLY)

210 - SINGLE FAMILY DETACHED HOUSING
AM PEAK HOURS
Ln(T)=0.90Ln(58)+2.74
T = 51 TRIPS → 13/38 TRIPS (25%/75% ENTER/EXIT)

230 - RESIDENTIAL CONDOMINIUM/TOWNHOUSE
AM PEAK HOURS
Ln(T)=0.81Ln(5)+2.26
T = 5 TRIPS → 1/4 TRIPS (17%/83% ENTER/EXIT)

826 - SPECIALTY RETAIL CENTER
AM PEAK HOURS
Ln(T)=0.82Ln(5)+0.32
T = 6 TRIPS → 4/2 TRIPS (67%/33% ENTER/EXIT)

**AM/PM PEAK HOURS ARE TOTALED AND DISTRIBUTED PER PERCENTAGE BREAKDOWN SHOWN ABOVE.

PM PEAK HOURS
Ln(T)=0.81Ln(5)+2.26
T = 5 TRIPS → 1/4 TRIPS (17%/83% ENTER/EXIT)

**AM/PM PEAK HOURS ARE TOTALED AND DISTRIBUTED PER PERCENTAGE BREAKDOWN SHOWN ABOVE.

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DELDOT RECORD PLAN	21 OF 21	CS-9501
LANDSCAPE PLAN	1 OF 2	CS-2001
LANDSCAPE NOTES AND DETAILS	2 OF 2	CS-2002

ENGINEER/SURVEYOR:
PENNONI ASSOCIATES INC.
18072 DAVIDSON DRIVE
MILTON, DELAWARE 19968
PHONE: (302) 684-8030
FAX: (302) 684-8054

OWNER/DEVELOPER:
OCEAN BAY MART INC.
P.O. BOX 422
NASSAU, DELAWARE 19969
PHONE: (302) 381-1024

ENGINEER'S CERTIFICATION

I, CARLTON SAVAGE, HEREBY 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 MY BEST KNOWLEDGE AND BELIEF REPRESENTS GOOD ENGINEERING PRACTICES AS REQUIRED BY THE APPLICABLE LAWS OF THE STATE OF DELAWARE.

CARLTON SAVAGE JR., P.E.
PENNONI ASSOCIATES INC.
DELAWARE REGISTRATION #16457

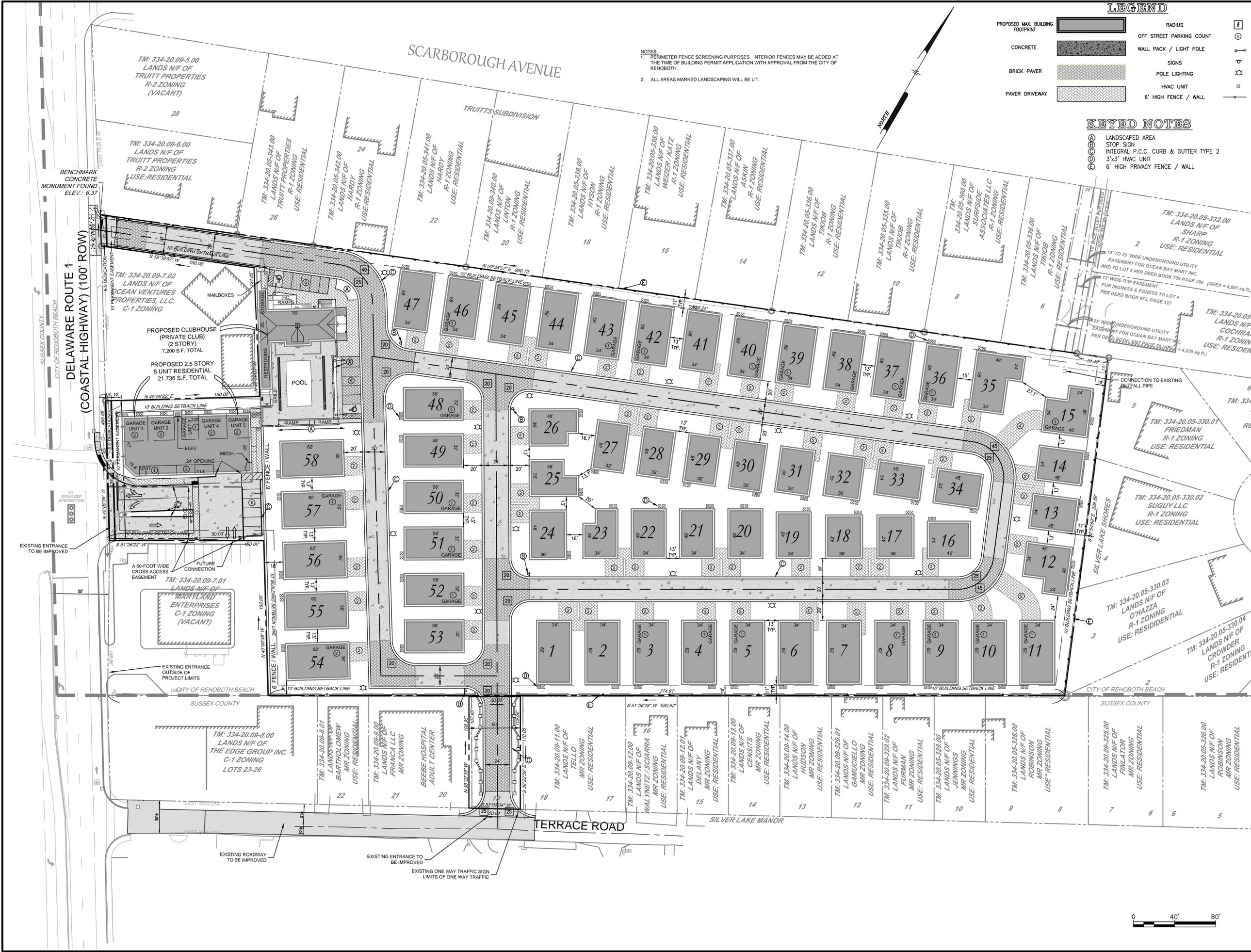
DATE _____

CERTIFICATE OF OWNERSHIP

I, UNDERSIGNED, HEREBY CERTIFY THAT I AM AN AUTHORIZED REPRESENTATIVE FOR THE OWNER OF THE PROPERTY WHICH IS SUBJECT OF THIS PLAN AND THAT THE LAND USE ACTION PROPOSED BY THIS PLAN IS MADE AT MY DIRECTION AND THAT I AUTHORIZE THIS PLAN TO BE APPROVED IN ACCORDANCE WITH THE REGULATIONS OF THE CITY OF REHOBOTH BEACH.

OWNER'S SIGNATURE
OCEAN BAY MART INC.

DATE _____



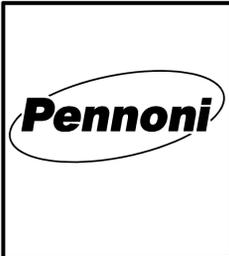
NOTES:
 1. PERIMETER FENCE SCREENING PURPOSES. INTERIOR FENCES MAY BE ADDED AT THE TIME OF BUILDING PERMIT APPLICATION WITH APPROVAL FROM THE CITY OF REHOBOTH.
 2. ALL AREAS MARKED LANDSCAPING WILL BE LIT.

LEGEND

PROPOSED MAX. BUILDING FOOTPRINT	[Symbol]	RADIUS	[Symbol]
CONCRETE	[Symbol]	OFF STREET PARKING COUNT	[Symbol]
BRICK PAVER	[Symbol]	WALL PACK / LIGHT POLE	[Symbol]
PAVER DRIVEWAY	[Symbol]	SIGNS	[Symbol]
		POLE LIGHTING	[Symbol]
		HVAC UNIT	[Symbol]
		6' HIGH FENCE / WALL	[Symbol]

KEYED NOTES

- LANDSCAPED AREA
- ⊙ STOP SIGN
- ⊙ INTEGRAL P.C.C. CURB & GUTTER TYPE 2
- ⊙ 3"x3" HVAC UNIT
- ⊙ 6' HIGH PRIVACY FENCE / WALL



NO.	DATE	REVISIONS	BY
1	5-12-14	DELOT COMMENTS	AUG
2	1-25-14	RESIDENCE LAYOUT REVISION	ANG
3	08-24-15	REVISED PER REBOTH COMMENTS	CRS

ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK

SITE PLAN
 BEACHWALK
 TAX MAP #334-20.09-7.00
 REHOBOTH BEACH, SUSSEX COUNTY, DELAWARE

OCEAN BAY MART INC.
 PO BOX 422
 NASSAU, DELAWARE 19969

Pennoni Associates Inc. Engineers • Surveyors • Planners • Landscape Architects
 18072 Davidson Drive Milton, DE 19968 - 302.664.9030

ALL DOCUMENTS PREPARED BY PENNONI ASSOCIATES ARE INSTRUMENTS OF SERVICE IN RESPECT OF THE PROJECT. THEY ARE NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE BY OWNER OR OTHERS ON THE EXTENSION OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY PENNONI ASSOCIATES FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT OWNERS SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO PENNONI ASSOCIATES, AND OWNER SHALL INDEMNIFY AND HOLD HARMLESS PENNONI ASSOCIATES FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

PROJECT NO.	MGCR1202
SHEET	5 of 21

SCALE	1" = 40'	DATE	2014-02-26
DRAWN BY	MH	APPROVED	CRS
DRAWING NO.	CS1001		

