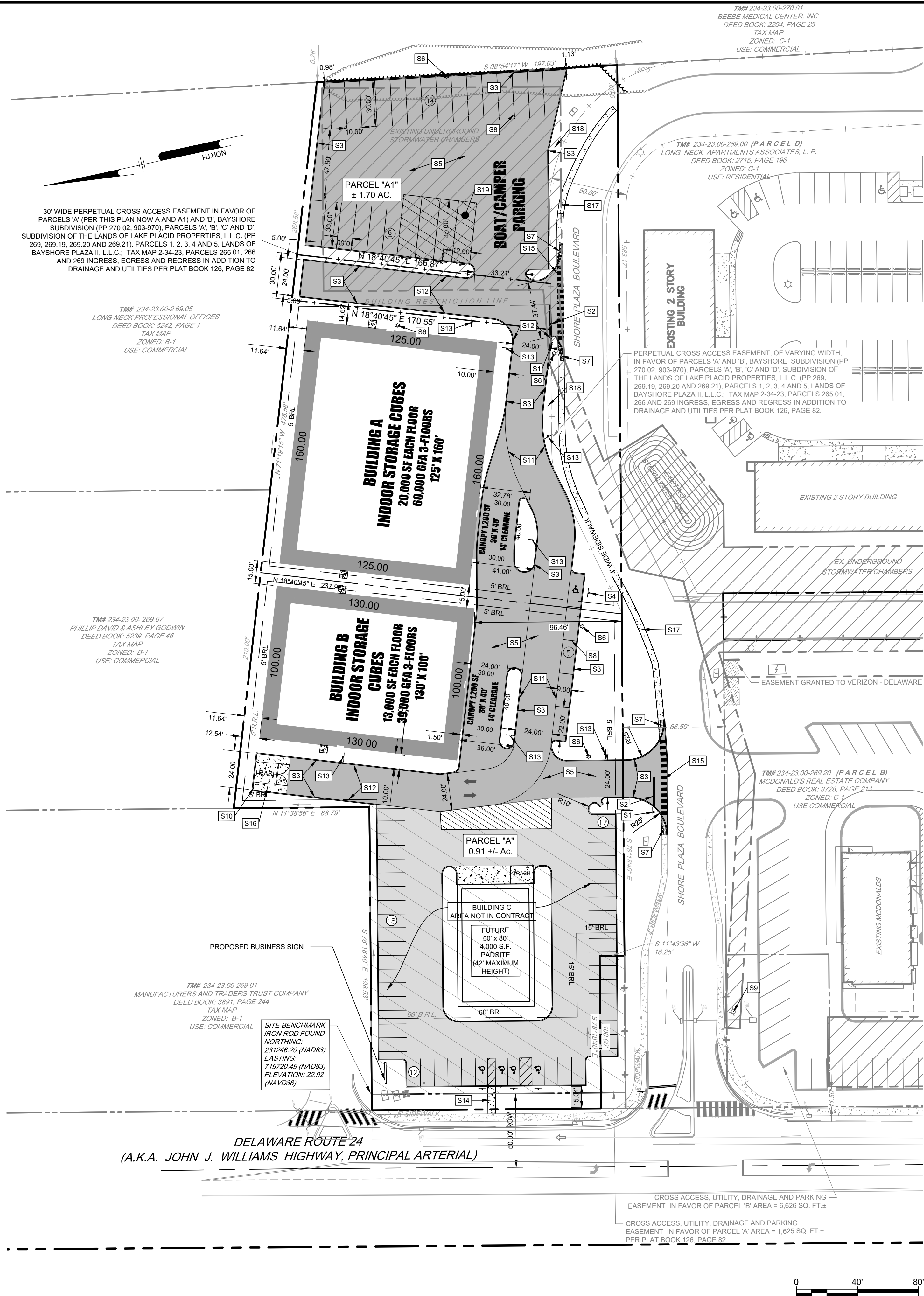


U:\Account\LESSB\LESSB24001 - Long Neck Project\CS3006 - SHEET 24001.dwg PLOTTED: 3/17/2025 1:58 PM BY: Ryan Sneed PROJECT STATUS: —



SITE INFORMATION:

SITE ADDRESS:
BAYSHORE PLAZA, PARCEL A
TAX MAP # 234-23.00-269.19

OWNER:
LONGNECK HOLDINGS, L.L.C.
20560 COURTNEY WAY,
REHOBOTH BEACH, DE 19971

ENGINEER:
PENNONI ASSOCIATES, INC.
18072 DAVIDSON DRIVE
MILTON DE, 19968

KEYED NOTES

- S1 STOP SIGN (R1-1) 36" X 36" & BLADE (SEE DETAIL 1/CS6001)
- S2 16" WIDE WHITE STOP BAR (THERMO STRIPING)
- S3 DELDOT PCC CURB, TYPE 1-6, TYP. ALL (DETAIL 5/CS6001)
- S4 ADA SPACE WITH SIGN MOUNTED ON POST, TYP. ALL (ADA, DETAIL 3 & 4/CS6001)
- S5 LIGHT DUTY PAVEMENT (DETAIL 6/CS6001)
- S6 PARKING LOT LIGHT POLE, SEE SITE LIGHTING PLAN CS2201
- S7 ADA RAMP TYPE 1 REFER TO DELDOT STANDARD CONSTRUCTION DETAIL C-2 SEE DETAILS 4-7/CS6002.
- S8 5" WIDE WHITE PAINTED PARKING STRIPE, TYP. ALL
- S9 EXISTING FIRE HYDRANT
- S10 PROPOSED CONCRETE DUMPSTER PAD TO BE ENCLOSED WITH A 7" HIGH CMU WALL MATCHING THE EXTERIOR FINISH OF THE BUILDING. GATE TO BE OF SOLID MATERIAL. (REFER TO ARCH. PLANS)
- S11 4" YELLOW SOLID DEMARCATION LINE (TYP.)
- S12 BEGIN/END TOP OF FACE OF CURB TO BE PAINTED YELLOW PER THE STATE OF DELAWARE FIRE MARSHAL REGULATIONS.
- S13 NO PARKING SIGN PER THE STATE OF DELAWARE FIRE MARSHAL REGULATIONS.
- S14 PROPOSED SIDEWALK CONNECTING TO THE SITE TO BE CONSTRUCTED BY THE OWNER WHEN FUTURE PAD SITE IS CONSTRUCTED. (DETAILS 7/CS6001)
- S15 5' WIDE CROSSWALK, 2' WIDE WHITE STRIPING SEPARATED BY A 2' SPACE
- S16 HEAVY DUTY CONCRETE (DETAIL 9 / CS6001)
- S17 CONCRETE SIDEWALK, NO CURBING TO MATCH EXISTING SIDEWALK AT ENTRANCE. CONFIRM WITH OWNER. (DETAILS 7/CS6001)
- S18 PROPOSED PARKING LOT VEGETATIVE SCREENING, REFER TO LANDSCAPE PLAN, SHEET CS2001
- S19 PROPOSED 40' X 12' LOADING ZONE AND ASSOCIATED SIGN (4)

BAYSHORE PLAZA, PARCEL A

(S-17-50)
INDIAN RIVER HUNDRED
SUSSEX COUNTY, DE
TAX MAP #234-23.00-269.19

RECORD SITE PLAN

LONGNECK HOLDINGS, LLC
20560 COURTNEY WAY
REHOBOTH BEACH, DE 19971

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 EXTENSIONS 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	LESSB24001
DATE	2024-05-22
DRAWING SCALE	1"=40'
DRAWN BY	EOC/PL
APPROVED BY	AMD

RP1001

SHEET 2 OF 3

3. NO LANDSCAPING SHALL BE ALLOWED WITHIN RW UNLESS THE PLANS ARE COMPLIANT WITH SECTION 3.7 OF THE DEVELOPMENT COORDINATION MANUAL (DCM).
2. ALL ENTRANCES SHALL CONFORM TO THE DELAWARE DEPARTMENT OF TRANSPORTATION'S (DELDOT'S) CURRENT DEVELOPMENT COORDINATION MANUAL (DCM) AND SHALL BE SUBJECT TO ITS APPROVAL.
3. SHRUBBERY, PLANTINGS, SIGNS AND/OR OTHER VISUAL BARRIERS THAT COULD OBSTRUCT THE SIGHT DISTANCE OF A DRIVER PREPARING TO ENTER THE ROADWAY ARE PROHIBITED WITHIN THE DEFINED DEPARTURE SIGHT TRIANGLE AREA ESTABLISHED ON THIS PLAN. IF THE ESTABLISHED DEPARTURE SIGHT TRIANGLE AREA IS OUTSIDE THE RIGHT-OF-WAY OR PROJECTS ONTO AN ADJACENT PROPERTY OWNER'S LAND, A SIGHT EASEMENT SHOULD BE ESTABLISHED AND RECORDED WITH ALL AFFECTED PROPERTY OWNERS TO MAINTAIN THE REQUIRED SIGHT DISTANCE.
4. UPON COMPLETION OF THE CONSTRUCTION OF THE SIDEWALK OR SHARED-USE PATH ACROSS THIS PROJECT'S FRONTAGE AND PHYSICAL CONNECTION TO ADJACENT EXISTING FACILITIES, THE DEVELOPER, THE PROPERTY OWNERS OR BOTH ASSOCIATED WITH THE PROJECT SHALL BE RESPONSIBLE TO REMOVE ANY EXISTING ROAD TIE-IN CONNECTIONS LOCATED ALONG ADJACENT PROPERTIES, AND RESTORE THE AREA TO GRASS. SUCH ACTIONS SHALL BE COMPLETED AT DELDOT'S DISCRETION, AND IN CONFORMANCE WITH DELDOT'S "SHARED-USE PATH AND/OR SIDEWALK TERMINATION POLICY".
5. DRIVEWAYS WILL NOT BE PERMITTED TO BE PLACED AT CATCH BASIN LOCATIONS.
6. THE DEVELOPER SHALL BE REQUIRED TO FURNISH AND PLACE RIGHT-OF-WAY MONUMENTS IN ACCORDANCE WITH DELDOT'S DEVELOPMENT COORDINATION MANUAL.
7. THE DEVELOPER SHALL BE REQUIRED TO FURNISH AND PLACE RIGHT-OF-WAY MARKERS TO PROVIDE A PERMANENT REFERENCE FOR RE-ESTABLISHING THE RIGHT-OF-WAY AND PROPERTY CORNERS ON LOCAL AND HIGHER ORDER FRONTAGE ROADS. RIGHT-OF-WAY MARKERS SHALL BE SET AND/OR PLACED ALONG THE FRONTAGE ROAD RIGHT-OF-WAY AT PROPERTY CORNERS AND AT EACH CHANGE IN RIGHT-OF-WAY ALIGNMENT IN ACCORDANCE WITH SECTION 3.2.4.2 OF THE DEVELOPMENT COORDINATION MANUAL.
8. A PERPETUAL CROSS ACCESS INGRESS/EGRESS EASEMENT IS SHOWN ON THIS PLAN.
9. THIS COMMERCIAL PARCEL HAS DIRECT FRONTAGE ALONG JOHN J. WILLIAMS HIGHWAY, ROUTE 24, WHICH HAS A FUNCTIONAL CLASSIFICATION OF MINOR COLLECTOR, AS DEFINED BY THE STATE OF DELAWARE'S DEPARTMENT OF TRANSPORTATION. PER SECTION 3.6.1 OF THE DELDOT DEVELOPMENT COORDINATION MANUAL (DCM), IT IS THE DEVELOPER'S RESPONSIBILITY TO EVALUATE NOISE LEVELS AND THEIR IMPACTS ON PROPOSED DEVELOPMENT, FOR PROJECTS ADJACENT TO EXISTING TRANSPORTATION FACILITIES WITH THIS FUNCTIONAL CLASSIFICATION. ROADWAYS WITH THIS CLASSIFICATION CAN BE EXPECTED TO GENERATE ELEVATED LEVELS OF ROAD AND TRAFFIC RELATED NOISE, SIMILAR TO WHAT CAN BE EXPECTED IN URBAN AREAS. A DETAILED NOISE ANALYSIS PER DCM 3.6 IS TYPICALLY RECOMMENDED TO HELP GAUGE THE ACTUAL IMPACTS THAT ROADWAY RELATED NOISE MAY HAVE ON VARIOUS POTENTIAL LAND-USES (SUCH AS THOSE DESCRIBED IN DCM FIGURE 3.6.3.4: NOISE ABATEMENT CRITERIA) WITH THE INCLUSION OF THIS NOTE. THE DEVELOPER IS ACKNOWLEDGING THAT THE PROPOSED SITE AND SUBDIVISION LOCATIONS SHALL BE EXPECTED TO EXCEED THE SPECIFIC MAXIMUM NOISE LEVEL FOR CERTAIN COMMERCIAL AND NON-RESIDENTIAL USES AS SHOWN IN DCM FIGURE 3.6.3.4: THE DEVELOPER'S WAIVER OF THE NOISE ANALYSIS AND REVIEW OF POTENTIAL NOISE MITIGATION MEASURES ARE SUPPORTED BY THE INFEASIBILITY OF APPLYING NOISE MITIGATION MEASURES, BASED ON ENGINEERING CONSIDERATIONS AND FACTORS THAT WOULD LIMIT THE ABILITY TO ACHIEVE SUBSTANTIAL NOISE REDUCTION, RELATED TO THE COMMERCIAL USE OF THE SITE AND/OR BUILDINGS. THIS WAIVER ACKNOWLEDGES THAT THE DECIBEL LEVEL FOR THIS PARCEL MAY EXCEED THE APPLICABLE LIMITS FOR SOME CURRENT OR FUTURE PROPOSED USES. THE USE OF THIS NOTE SIGNIFIES THE SUBDIVISION ENGINEER'S CONCURRENCE WITH WAIVING THE DEVELOPERS' COMPLETION OF A DETAILED NOISE STUDY AND SUBSEQUENT REVIEW OF RESULTING NOISE ABATEMENT FINDINGS OR MITIGATION MEASURES. ANY FUTURE COMPLAINTS RELATING TO EXISTING OR FUTURE NOISE LEVELS IMPACTING LAND-USES ON THIS SITE AND ALONG THIS EXISTING TRANSPORTATION FACILITY SHALL BE THE RESPONSIBILITY OF THE DEVELOPER OR LAND OWNER OR BOTH.

1. ALL WORK SHALL COMPLY WITH ALL APPLICABLE STATE, FEDERAL, AND LOCAL CODES. ALL NECESSARY PERMITS SHALL BE OBTAINED BY THE CONTRACTOR AT HIS EXPENSE UNLESS PREVIOUSLY OBTAINED BY OWNER.
2. THE CONTRACTOR SHALL IMMEDIATELY INFORM THE ENGINEER OF ANY DISCREPANCIES OR ERRORS THEY DISCOVER IN THE PLAN.
3. DEVIATION FROM THESE PLANS AND NOTES WITHOUT THE PRIOR CONSENT OF THE OWNER OR HIS REPRESENTATIVE OR THE ENGINEER MAY BE CAUSE FOR THE WORK TO BE REJECTED.
4. ALL MATERIALS SHALL BE NEW AND SHALL BE ASBESTOS AND VERMICULITE FREE.
5. DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK TO BE PERFORMED. IT MUST BE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AS AMENDED AND ALL RULES AND REGULATIONS THERETO APPURTENANT.
6. PRIOR TO CONSTRUCTION, CONTRACTOR TO FIELD LOCATE AND RECORD AND DAMAGE TO EXISTING PAVING, SIDEWALK, CURB OR STRUCTURES NOT TO BE REMOVED OR REPLACED, ENGINEER TO VERIFY LOCATION AND EXTENT OF DAMAGE.
7. DAMAGE TO EXISTING PAVING, SIDEWALK, CURB OR STRUCTURES NOT TO BE REPLACED OR REMOVED DURING CONSTRUCTION SHALL BE IMMEDIATELY REPORTED TO ENGINEER, CONTRACTOR SHALL REPAIR OR REPLACE ALL DAMAGED WORK WITHOUT CHARGE TO THE OWNER.
8. BASED UPON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) NUMBER 10005C0340K, EFFECTIVE DATE MARCH 16, 2015, THE ENTIRE PROPERTY IS LOCATED IN AN AREA DESIGNATED AS FLOOD ZONE "X" (UNSHADED), WHICH IS AN AREA THAT HAS BEEN DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.
9. SUBJECT PROPERTY IS CURRENTLY ZONED "C-1" (GENERAL COMMERCIAL).
10. THE SUBJECT SITE WILL BE CONSTRUCTED AS TWO PHASES. THE FIRST PHASE WILL BE THE WAREHOUSE, THE SECOND PHASE WILL BE THE FUTURE BUILD-OUT OF THE FRONT PAD SITE.
11. TOTAL AREA FOR SUBJECT SITE IS 3.21 ACRES.
12. THE BOUNDARY INFORMATION SHOWN ON THIS PLAT WAS COMPILED FROM DOCUMENTS OF PUBLIC RECORD AND AN UNRECORDED SURVEY BY DC GROUP. ALL PROVIDED EASEMENTS ARE SHOWN AS SHOWN ON THIS PLAN. HOWEVER, THIS PLAT AND SURVEY DOES NOT VERIFY THE EXISTENCE OR NON-EXISTENCE OF RIGHT-OF-WAYS OR EASEMENTS. ADDITIONAL INFORMATION WAS COLLECTED IN MAY 2024 BY PENNON ASSOCIATES INC.
13. SURVEY DATUM: HORIZONTAL: NORTH AMERICAN DATUM 1983 (NAD83/2011);
VERTICAL: NORTH AMERICAN VERTICAL DATUM 1988
14. BUILDING LIGHTING TO BE PROVIDED WITH BUILDING PLANS.
15. ALL SITE LIGHTING SHALL BE DOWNWARD SCREENED AND ARRANGED/INSTALLED TO MINIMIZE GLARE ON PROPERTY IN A RESIDENTIAL AREA. REFER TO SITE LIGHTING PLAN. PROPOSED HEIGHT (30') AND FIXTURE TO BE CONSISTENT WITH EXISTING BAY SHORE PLAZA.
16. NO WETLANDS ARE FOUND TO BE ON SITE PER THE DNRKC NAVMAP ONLINE MAPPING SYSTEM.
17. STORMWATER WILL BE HANDLED BY THE EXISTING UNDERGROUND STORMWATER SYSTEM. THE MAINTENANCE OF THE STORMWATER MANAGEMENT FACILITY WITHIN THE SITE SHALL BE THE RESPONSIBILITY OF THE DEVELOPER.
18. ALL FIRE LANES, EXITS, STANDPIPE AND SPRINKLER CONNECTIONS WILL BE MARKED IN ACCORDANCE WITH STATE FIRE PREVENTION REGULATIONS. BUILDING CONSTRUCTION TO BE WOOD, THREE STORIES AND WILL HAVE SPRINKLERS.
19. FIRE ALARM REQUIRED - THE FIRE ALARM SIGNALING SYSTEM SHALL BE AUTOMATIC, SUPERVISED OFF-SITE, AND SHALL CONSIST OF FULL COVERAGE BY SMOKE DETECTION AND ALARM NOTIFICATION. WHERE SMOKE DETECTION DEVICES WILL NOT FUNCTION BY REASON OF DEVICE LIMITATION, HEAT DETECTION SHALL BE PROVIDED IN THOSE SPECIFIC LOCATIONS FIRE ALARM SIGNALING SYSTEM PLANS AND SPECIFICATIONS SHALL BE SUBMITTED FOR REVIEW.
20. MISS UTILITY SHALL BE NOTIFIED THREE (3) DAYS PRIOR TO EXCAVATION. CALL MISS UTILITY AT 800-282-8555.

(S-17-50)
INDIAN RIVER HUNDRED
SUSSEX COUNTY, DE
TAX MAP #234-23.00-269.19

LONGNECK HOLDINGS, LLC
20560 COURTNEY WAY
REHOBOTH BEACH, DE 19971



BAYSHORE PLAZA. PARCEL A

		1	REVISED PER COUNTY P&Z COMMENTS	NO.	REVISIONS
		10-28-24		DATE	
	ALL DOCUMENTS PREPARED BY PENNINO 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 ORALIZATION OR ADAPTATION BY PENNINO ASSOCIATES FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT USER'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO PENNINO ASSOCIATES. OWNER SHALL INDEMNIFY AND HOLD HARMLESS PENNINO ASSOCIATES FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING FROM SUCH				

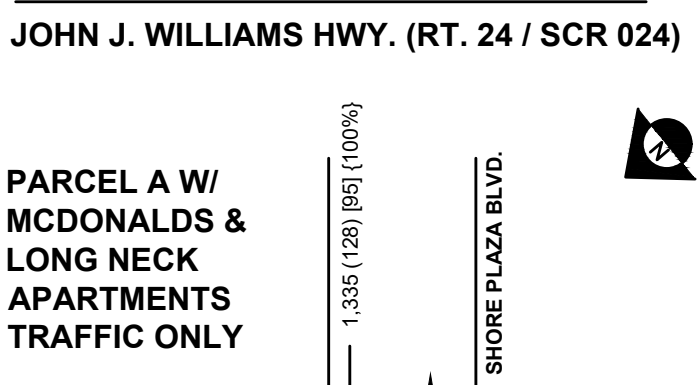
DATE 2024-05-22

DRAWN BY EOC/PI

APPROVED BY _____ AMD

SHEET 3 OF 3

(RT. 9 - LEFT IN, RIGHT IN / RIGHT OUT, NO LEFT OUT)



ADT, PEAK HOUR (A.M.), PEAK HOUR (P.M.), DISTRIBUTION (%)

DESIGN VEHICLE = WB-62 & SU-30

FUNCTIONAL CLASSIFICATION - S024 (JOHN J. WILLIAMS HWY.- RT. 24) -

SITE TRUCK TRAFFIC = 29 TRIPS (5%)

SOURCE: ITE TRIP GENERATION MANUAL 11TH EDITION²

PROPOSED LAND USE:
99,000 SF - MINI WAREHOUSE (ITE 151)
99 KSF - AVG. RATE = 1.45 = 144 TRIPS (WEEKDAY) (72 ENTER / 72 EXIT)
99 KSF - AVG. RATE = 1.77 = 175 TRIPS (SATURDAY) (87 ENTER / 88 EXIT)

PEAK HOUR OF ADJACENT STREET TRAFFIC:
AM: AVG. RATE = 0.09 = 9 TRIPS (WEEKDAY) [59% / 41%] (5 / 4)
PM: AVG. RATE = 0.15 = 15 TRIPS (WEEKDAY) [47% / 53%] (7 / 8)
SAT: AVG. RATE = 0.17 = 17 TRIPS (SATURDAY) [62% / 38%] (11 / 6)

4,000 SF - HIGH-TURNOVER (SIT-DOWN) RESTAURANT (ITE 932)
4.0 KSF - AVG. RATE = 107.20 = 429 TRIPS (WEEKDAY) (214 ENTER / 215 EXIT)
4.0 KSF - AVG. RATE = 122.40 = 490 TRIPS (SATURDAY) (245 ENTER / 245 EXIT)

PEAK HOUR OF ADJACENT STREET TRAFFIC:
AM: AVG. RATE = 9.57 = 38 TRIPS (WEEKDAY) [55% / 45%] (21 / 17)
PM: AVG. RATE = 9.05 = 36 TRIPS (WEEKDAY) [61% / 39%] (22 / 14)
SAT: AVG. RATE = 11.19 = 45 TRIPS (SATURDAY) [51% / 49%] (23 / 22)

3,500 +/- SF - MCDONALDS - FAST-FOOD RESTAURANT WITH DRIVE-THROUGH (ITE 934)
3.5 KSF - AVG. RATE = 467.48 = 1,636 TRIPS (WEEKDAY) (818 ENTER / 818 EXIT)
3.5 KSF - AVG. RATE = 616.12 = 2,156 TRIPS (SATURDAY) (1,078 ENTER / 1,078 EXIT)

PEAK HOUR OF ADJACENT STREET TRAFFIC:
 AM: AVG. RATE = 44.61 = 156 TRIPS (WEEKDAY) [51% / 49%] (80 / 76)
 PM: AVG. RATE = 33.03 = 116 TRIPS (WEEKDAY) [52% / 48%] (60 / 56)
 AVG. RATE = 55.25 = 193 TRIPS (SATURDAY) [51% / 49%] (99 / 94)

60 UNITS +/- - LONG NECK APARTMENTS - MULTIFAMILY HOUSING (LOW-RISE) (ITE 220)
 60 UNITS - $T=6.41(X)+75.31 = 460$ TRIPS (WEEKDAY) (230 ENTER / 230 EXIT)
 60 UNITS - AVG. RATE = 4.55 = 273 TRIPS (SATURDAY) (137 ENTER / 136 EXIT)

PEAK HOUR OF ADJACENT STREET TRAFFIC:
AM: AVG. RATE = 0.40 = 41 TRIPS (WEEKDAY) [24% / 76%] (10 / 31)
PM: AVG. RATE = 0.51 = 46 TRIPS (WEEKDAY) [63% / 37%] (29 / 17)
AVG. RATE = 0.41 = 25 TRIPS (SATURDAY)

DIRECTIONAL DISTRIBUTION:
EXISTING ENTRANCE MOVEMENT - BAYSHORE PLAZA A ONLY
50% FROM RT. 24 (RIGHT-IN) 143 (13) [14] ENTER
100% TO RT. 24 (RIGHT-OUT) 287 (21) [22] EXIT
50% FROM RT. 24 (LEFT-IN) 143 (13) [15] ENTER

TOTAL NEW TRIPS = 573 ADT (286 IN / 287 OUT)
47 AM PEAK (26 ENTER / 21 EXIT) / 51 PM PEAK (29 ENTER / 22 EXIT)

EXISTING ENTRANCE MOVEMENT - BAYSHORE PLAZA A WITH MCDONALDS AND LONG NECK APARTMENTS

EXISTING ENTRANCE MOVEMENT	
50% FROM RT. 24 (RIGHT-IN)	667 (58) [59] ENTER
100% TO RT. 24 (RIGHT-OUT)	1,335 (128) [95] EXIT
50% FROM RT. 24 (LEFT-IN)	667 (58) [59] ENTER

TOTAL NEW TRIPS = 2,669 ADT (1,334 IN / 1,335 OUT)
244 AM PEAK (116 ENTER / 128 EXIT) / 213 PM PEAK (118 ENTER / 95 EXIT)

TRIPS AND THE ONE TO THE WEST WAS FOR 10,000+/- TRIPS AS A SHOPPING CENTER USE.