CITY OF DOVER BOARD OF ADJUSTMENT
AGENDA
Wednesday, October 19, 2016 at 9:00 AM

City Hall Council Chambers
15 Loockerman Plaza, Dover, Delaware

ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF MINUTES of September 21, 2016 Meeting

OLD BUSINESS

Applicant #V-16-06
1310-1324 Forrest Avenue. Margaret H. Johnson has requested a variance from the requirements of *Zoning Ordinance* Article 3 §27.66 pertaining to the maximum allowed height of buildings located with the COZ-1 (Corridor Overlay Zone). Subject property is zoned C-2A (Limited Central Commercial Zone) and subject to the COZ-1. Tax Parcels are ED-05-076.10-01-01.00-000, ED-05-076.10-01-02.00-000, ED-05-076.10-01-03.00-000, ED-05-076.10-01-04.00-000, ED-05-076.10-01-04.01-000. The owner of record is Margaret H. Johnson. *At its meeting of June 15, 2016 the Board of Adjustment conducted a public hearing but deferred action.*

NEW BUSINESS

Applicant #V-16-13
640 South Governors Avenue. William F. Holden, Sr. and Carolie C. Holden on behalf of Holden Leasing LLC has requested a variance from the requirements of Article 5 §4.7 of the *Zoning Ordinance* pertaining to the number of permitted wall signs for property located on an Urban Minor Arterial in order to allow the installation of a wall sign on the south side of the building. Subject property is zoned C-3 (Service Commercial Zone). Tax Parcel: ED-05-077.13-01-40.00-000. The owner of record Holden Leasing LLC.

Applicant #V-16-14
277-293 N DuPont Highway. Cellco Partnership dba Verizon Wireless has applied to the Board of Adjustment for a variance from the requirements of Article 4 §4.15 of the *Zoning Ordinance* pertaining to maximum permitted building height in order to allow construction of a 125 foot telecommunications monopole and associated facilities. Subject property is zoned SC-2 (Community Shopping Center Zone). Tax Parcel: ED-05-068.14-01-03.01-000. The owner of record is MDR Dover, LP.

ADJOURN

29 Del.C. § 10004(e)(2)
THE AGENDA ITEMS MAY NOT BE CONSIDERED IN SEQUENCE. THIS AGENDA IS SUBJECT TO CHANGE TO INCLUDE THE ADDITION OR THE DELETION OF ITEMS, INCLUDING EXECUTIVE SESSIONS.

CITY OF DOVER
BOARD OF ADJUSTMENT MINUTES
September 21, 2016

A Regular Meeting of the City of Dover Board of Adjustment was held on Wednesday, September 21, 2016 at 9:10 A.M. with Chairman Sheth presiding. Members present were Chairman Sheth, Mr. Hufnal, Mr. Keller and Colonel Ericson. Mr. Senato was absent.

Staff members present were Mrs. Townshend, Mrs. Purnell, Mr. Diaz, Mr. Cook and City Solicitor Nick Rodriguez.

APPROVAL OF AGENDA

Mrs. Townshend stated that application V-16-06 could be removed from the agenda because there is no action at this point that needs to be taken by the Board.

Responding to Colonel Ericson's question whether the removal of the application was requested by the applicant. Mrs. Townshend replied that the application was deferred because the City was going to pursue an ordinance amendment. At the current time the ordinance amendment is stalled. It will remain deferred until it is resolved.

Responding to Colonel Ericson's question whether it was for the COZ zoning, Mrs. Townshend replied yes.

Mr. Keller moved to approve the agenda as submitted with the continuation to defer the Old Business Item V-16-06 due to no updates, seconded by Mr. Hufnal and unanimously carried 4-0. Mr. Senato was absent.

APPROVAL OF THE REGULAR BOARD OF ADJUSTMENT MEETING MINUTES OF AUGUST 21, 2016

Mr. Hufnal moved to approve the meeting minutes of August 21, 2016 with the necessary corrections, seconded by Mr. Keller and unanimously carried 4-0. Mr. Senato was absent.

OPENING REMARKS CONCERNING DEVELOPMENT APPLICATION

Mrs. Townshend, Director of Planning and Community Development stated that the meeting today will be conducted in accordance with the agenda. There are two (2) agenda items: One (1) deferred item under Old Business, and one (1) new item under New Business. The application file will be read, and the floor will be opened for questions of the applicant by the Board and for public testimony. If the Board needs to consult the City Solicitor, they will recess to discuss legal matters. If the applicant must leave, they can contact the Planning Office at 736-7196 to learn of the Board's decision. A formal notice of the decision will be mailed to the applicants. Approved variances expire after one year if the approved project has not commenced.

All public notice for the new application on this agenda was completed in accordance with code requirements. The meeting agenda was posted in accordance with Freedom of Information Act requirements.

Mrs. Townshend stated that as it relates to application V-16-06 that was deferred on June 15, 2016 by the Board of Adjustment, there was some concern by the Board that the applicant did not necessarily demonstrate that the criteria for the variance was met. The applicant was going to come back with either a revised request or additional information. Ultimately, an ordinance was brought forward sponsored by two (2) members of City Council that would have negated the need for a variance. It has gone through the final reading and public hearing process. City Council tabled the ordinance and there was no action. She does not know if there are plans to have it as an agenda item in the near future. She would recommend deferring continuing to defer any action on the application and removing it from the agenda.

Responding to Mr. Hufnal' s question if the application was removed from the agenda would the applicant need to resubmit a new application, Mrs. Townshend replied no, because it is still deferred. It was not deferred to a specific date.

Responding to Colonel Ericson's question whether the applicant was aware that the application was on the agenda for today, Mrs. Townshend replied that they were not notified because given the status of the ordinance, action would not be taken. In response to Mr. Keller's question regarding public notice, Mrs. Townshend stated that there was no mailed notice, it was only the published agenda.

Chairman Sheth suggested keeping application V-16-06 on the agenda until further notice.

Colonel Ericson stated that a complete hearing was conducted on application V-16-06 and the applicant was asked to return with better justification. He asked if the Board could vote to complete the process. Mrs. Townshend stated that the Board should give the applicant until next month to do so since they were awaiting the outcome of the ordinance. She will notify the applicant to inform them that the Board will take final action on the agenda item at the October 2016 meeting. Therefore, if the applicant has supplemental information it can be provided at that time.

Colonel Ericson stated his understanding that City Council opposed to the ordinance change. Mrs. Townshend concurred and replied that there were a number of statements by residents in opposition to the ordinance amendment.

City Solicitor stated that he did not think it would be a good idea to act on the application since it is before City Council, there was opposition, and City Council did not take action on the ordinance. He agreed with giving the applicant notice that final action would be taken at the October 2016 meeting.

Mrs. Townshend stated that her concerns would be acting where we have not notified the applicant that there is an intent to act on the application.

Mr. Hufnal commented that he had reservations that the Board application should be tabled today, but to vote on an item that pertains to an ordinance that the City Council is reviewing would not be good on behalf of the Board until City Council has made a final decision.

Responding to Mr. Keller's question whether the applicant's options were to appear, gain an approval of the variance request, denial, or if the applicant could request removal of the application, thereby avoiding denial that would set them back to a year before they could resubmit. Mrs. Townshend and Mr. Sheth noted this was correct.

Mr. Keller moved to continue deferment on application V-16-06 lands of Margaret H. Johnson until further notice based on the comments made today, information provided by Mrs. Townshend and additionally the knowledge that the City Council is currently addressing a proposed ordinance which is in some suspense by virtue of a tabling. The motion was seconded by Mr. Hufnal and was unanimously carried 4-0. Mr. Senato was absent.

NEW BUSINESS

100 North DuPont Highway. Wells Fargo Bank has requested an area variance from the requirements of *Zoning Ordinance* Article 6 Sections 3.4, 3.6, and 3.11 pertaining to minimum parking space size, requirement for curbing, and the maximum number of parking spaces in order to perform site improvements relating to parking and traffic circulation on the subject property. Subject property is zoned C-4 (Highway Commercial Zone). Tax Parcels ED-05-068.18-01-26.00-000, ED-05-068.18-01-27.00-000, ED-05-068.18-01-24-00-000. The owners of record are Paul & Justine Davis Revocable Trust Agreement and Kings Highway Land Partners LLC.

Exhibits for the Record: Staff Report and plans submitted by the applicant. Legal Notice was published in the Delaware State News – on September 11, 2016. The public was notified in accordance with regulations.

Chairman Sheth asked for clarity regarding him being in partnership (vested interest) with the joint property at Kings Highway. He wanted to make sure there was no conflict of interest. Mrs. Townshend stated that it is subject to the application because it is the location where the proposed parking would be located. Chairman Sheth not vote on the application.

Mr. Cook gave a brief overview of the application.

Exhibits

Maps & Site Plan A, B & C (existing condition and proposed)

Responding to Colonel Ericson's question whether there was a safety issue or concern in and near the drive thru area, Mr. Cook replied he would let the applicant respond to the question, but what is being proposed in terms of the depth is no different from what is currently existing. Mrs. Townshend replied that she did not believe it was different from what is currently there now, because there is the ability to overhang a front bumper which gains some length that can be

utilized in front of parking spaces. The drive aisle is wide enough that if there is a little bit of overhang it does not create a safety problem. There is 18 feet that is likely related to fire access. The parking code only requires 10 feet which is not practical and does not provide for access for emergency vehicles. There is enough room so it does not create any real obstructions.

Responding to Colonel Ericson's question about the width of the driveway, Mrs. Townshend replied that it is 16 feet.

Representative: Mr. Thomas Pugsley Jr., Civil Engineer for North Star Design.

Mr. Thomas Pugsley Jr. was sworn in by Mr. Rodriguez.

Responding to Colonel Ericson's question regarding which angle parking space is going to be 16.65 feet, Mr. Cook replied the ones along the DuPont Highway frontage.

Responding to Mr. Keller's question regarding the angled parking spaces near US13 if there was any sort of barrier at the property line between the end of the parking space and US13, Mr. Cook replied that other than the concrete parking barrier, no. He does not believe that there is a curb. The parking lot is flush with the sidewalk and this is one of the reasons for the variance so that vehicles are not overhanging into the sidewalk. They have the concrete bumpers set back from the property line a fair amount.

Responding to Mr. Keller's question that there is currently sidewalk along US13 in the right-of-way, Mr. Cook replied yes, but it is narrow.

Mr. Keller responded to Mrs. Townshend's comment that by moving a vehicle fully forward until the wheels touch the bumper, you will have 2-3 feet of vehicle over the bumper so it could help overcome the shorter depth of the angle parking space of 16.65 feet. Mr. Cook concurred and stated that they recommend and require the parking bumpers in situations where there is a Planning Commission application most of the time, particularly if the Planning Commission decides to waive curbing. There is no technical standard in terms of how far back from the front of the space that concrete bumper has to be. It is a good concrete point as to what is the functional area of the space verses what is the actual dimension. From a Staff perspective they recommend approval of the variance for the reduction in the minimum parking space size to permit the parking spaces along North DuPont to measure 16.65 feet in length measured from the proposed locations of the concrete bumpers. The available depth of the parking spaces is limited by the existing conditions on the property including the existing building's location as well as the requirements related to the width of the drive aisle.

Mr. Keller asked for clarification of the dimension of the drive thru lane, Mr. Pugsley replied that the width is 16 feet.

Mr. Keller commented and questioned again regarding his previous comments and Colonel Ericson's point, that there was a potential for bumpers or trailers to extend into the drive aisle, and if this was reasonable, Mr. Cook replied that they feel that in terms of that concern there is not really a change from the existing condition. There are larger and deeper spaces available on Maple

Parkway. Mrs. Townshend suggested that some of the spaces could be assigned for compact vehicles.

Mr. Pugsley stated that due to the angle of the parking in front of the bumper (wheel stop), there is a large triangular area and the right side of the parking space gets close property line, so there may be a little over hang. If a vehicle parks counter clockwise then they will probably lean more to the left side of the parking space. There will not be that much of an encroachment into the right-of-way. Technically they are only about 1.3/5 feet short of what is required by the ordinance. The majority of the parking space is in compliance. It is the one side that is a little less than the 18 feet and this is the reason for the variance request. He feels that it will not be an issue. Since they are building cars lower so they could put in lower wheel stops, 4-inch instead of a 6-inch so that it would allow for a vehicle to drive overhang the wheel stops. He would like to have a larger wheel stop so that it is clearly visible and does not become a tripping hazard just in case there is no vehicle. We could also look at a lower profile that would allow vehicles to overhang so that the front end is not damaged.

Responding to Mr. Keller's questions whether there were any intentions to stripe at the rear of the solid lines delineating the parking space, Mr. Pugsley replied that it had not been proposed, but it certainly something that could be done. They could put one line going across the whole back designating where the isle begins.

Mr. Keller suggested if the lines were stripped yellow it could be cautionary so that people would not stop just for a minute to run in the bank to make a deposit in the through lane. Mr. Pugsley replied that they could do that.

Mr. Cook continued with the overview of the application. There is provision that the Planning Commission can waive the requirement for curbing if there is a portion of the parking area where there is a demonstrated need to convey stormwater.

Mr. Cook asked for verbal clarification from the applicant whether the new construction on lot 24 in the rear had curbing shown, Mr. Pugsley replied correct.

Responding to Mr. Cook's clarification that the applicant was not requesting any curb waiver pertaining to the new construction. Mr. Pugsley replied no, at this time they are still working with the adjacent team regarding stormwater. If they had anything it would be a small (3 or 4 foot) curb cut to allow stormwater to go through in two (2) locations, but he thinks they are going with inlets.

Chairman Sheth excused himself from the meeting.

Mr. Cook stated that if something changes and there needs to be curb waiver for the new construction on the portion of lot 24, there is the Planning Commission mechanism to do this.

Responding to Mr. Keller's question whether the variance request for reduction of parking space size is only for the angled parking spaces along North DuPont Highway and not the ones along Maple Parkway, Mr. Cook replied correct.

Mr. Cook stated that the shared parking agreement with lot 24 is a reasonable solution to accommodate the parking for Wells Fargo.

Mr. Pugsley stated that he read the letter and he concurred with Staff Findings and request that the relief be granted.

Responding to Vice Chairman Ericson's question whether Wells Fargo envisioned the number of employees increasing to more than 24 over time, Mr. Pugsley replied that it may increase by 1 or 2 employees if things are shifted, but the building is packed at the current time, at its limit and well built-out.

Representative: Mr. Charles T. Hall, Representative for Wells Fargo.

Mr. Charles T. Hall was sworn in by Mr. Rodriguez.

Responding to Mr. Keller's question whether the shared parking agreement was currently enforced for proposed lot 24. Mr. Hall replied that the shared parking agreement will formally be enforced. He is the project manager overseeing the construction. The lease negotiator is also working through it with Lidl (the supermarket). Mr. Pugsley replied that there is an informal agreement that will be implemented, but it will not be enforced until all the approvals take place.

Responding to Mr. Hufnal's question whether all the land was leased by Wells Fargo, Mr. Hall replied yes, it is all leased land.

Mr. Keller commented regarding the proposed grocery store and if there was any idea of the timing of improvements. Mrs. Townshend replied that it has gone before the Planning Commission and is currently in the post Planning Commission phase. It also depends on how quickly the applicant moves forward.

Mr. Keller commented that he was glad to see raised curbing around lot 24 and 25 spaces of parking. This will keep some definition to the parking area, especially if you ultimately have joint users to the grocery stores, bank, and employees. You don't have edges of pavement being worn away or violated with just driving across the grass as well as the drainage concerns.

Responding to Mr. Keller's question whether the drive thru lane 16-foot width meet the requirements with the fire zone. Mrs. Townshend replied that based on the size of the building it does not require a formal fire lane, but in the case where a fire lane is required 16-feet is considered a secondary fire lane. Therefore, it does provide for adequate access.

Mr. Hufnal commented that the plan for lot 24 with the revised entrance off of Maple Parkway and the additional parking at the bank is a great improvement for that area. The angled parking has been there for over ten (10) years. It has provided adequate service, but new improvement with the parking in the back is going to be a big benefit.

Vice Chairman Ericson opened the public hearing.

Vice Chairman Ericson closed the public hearing after seeing no one wishing to speak.

Vice Chairman Ericson questioned if there was any additional correspondence for the record. There was none.

Mr. Keller commented that although Chairman Sheth decided to removed himself from hearing or participating in the comments should we ask if there are any members present who had a conflict of interest.

Vice Chairman Ericson questioned if there was any member present who had a conflict of interest and there was none.

Mr. Keller moved to approve the area variance application V-16-12 pertaining to minimum parking space size, requirement of curbing, and the maximum number of off-street parking spaces in order to perform site improvements relating to parking and traffic circulation on the subject property, Staff recommendations, and information at hand based upon the presentation, and the supplemental testimony by the Civil Engineering firm and Representative of Wells Fargo. The motion was amended by Mr. Hufnal to include the maximum number of parking spaces to 43. The amended motion was seconded by Mr. Keller and unanimously carried 3-0. Chairman Sheth was recused from the meeting and Mr. Senato was absent.

Mr. Hufnal moved to adjourn the meeting, seconded by Mr. Keller and unanimously carried 3-0. Mr. Senato was absent and Chairman Sheth was recused.

Meeting adjourned at 10:08 A.M.

Sincerely,

Maretta Savage-Purnell
Secretary

City of Dover

Board of Adjustment

October 19, 2016

V-16-13

Location:	640 South Governors Avenue
Applicant:	William F. Holden, Sr. and Carolie C. Holden
Owner:	Holden Leasing LLC
Tax Parcel:	ED-05-077.13-01-40.00-000
Application Date:	September 13, 2016
Present Zoning:	C-3 (Service Commercial Zone)
Road Classification Per Sign Ordinance:	Urban Minor Arterial
Present Use:	Automobile Dealership, sales & service
Proposed Use:	No Change
Reviewed By:	Bill Cook, Planner I
Variance Type:	Area Variance
Variance Requested:	Increase in the allowed number of wall signs for a property located on an Urban Minor Arterial street to allow the applicant to have a total of 7 wall signs.

Project Description
The applicant is requesting an area variance from the requirements of the sign regulations in *Zoning Ordinance* Article 5 §4.7 to allow an increase in the maximum number of walls signs for a property with frontage on an Urban Minor Arterial street, located in a non-residential zoning district, and not located adjacent to residential zoning districts or residential uses. The maximum number of wall signs permitted is two (2). There are six (6) wall signs on the building which are considered legal non-conforming. The applicant is requesting an additional wall sign to bring the total number of wall signs to seven (7). The existing and proposed signage is shown in the photographs provided by the applicant in **Exhibit B**.

The property is located at 640 South Governors Avenue and is occupied by Holden Motors, Inc. The business consists of a single commercial building on a lot with frontage on South Governors Avenue. An additional abutting lot has frontage on South New Street and provides vehicle parking and sales area.

Adjacent Zoning and Land Use
A Zoning Map exhibit (**Exhibit A**) prepared by staff is attached to this report showing the subject property location and surrounding zoning.

The subject property is zoned C-3 (Service Commercial Zone). The immediately adjacent properties on the block between South Governors Avenue and South New Street are a mix of automobile-related sales and service businesses, medical office uses, and other commercial sales & services. Properties on the east side of South Governors Avenue are mostly zoned IO (Institutional and Office Zone). Properties on the west side of South New Street are a mix of C-3, CPO (Commercial and Professional Office Zone), C-1A (Limited Commercial Zone), and ROS (Recreational and Open Space Zone).

Surrounding businesses and uses are best illustrated in **Exhibit C** provided by the applicant which shows a location map and photographs of the surrounding area and businesses.

Code References
Permitted Signage
The City of Dover sign regulations found in *Zoning Ordinance* Article 5 §4 determine the allowable number, type and dimensional characteristics of signage on a property according to:

- The type of use
- Proximity to residential uses
- Classification of roads on which the property has frontage

The subject property is considered a non-residential use and in a non-residential zone as defined by Article 12 ("Definitions") of the *Zoning Ordinance.* C-3 (Service Commercial Zone) is among the non-residential zones specified. The property is not adjacent to residential uses or zones.

The City of Dover sign regulations distinguish three (3) types of roads for purposes of determining allowable signage. South Governors Avenue is an "Urban Minor Arterial" as defined by Article 5 §4.3:

> *Urban minor arterials:* Delaware (DE) Route 8 (including all alternative names); McKee Road; Saulsbury Road; College Road; North Street (from Saulsbury Road to the western city limits); Kenton Road (from College Road to DE Route 8); State Street (from Walker Road north to US Route 13 and Wyoming Avenue south to the southern city limits); Loockerman Street; Leipsic Road; Webbs Lane, New Burton Road, Scarborough Road, Walker Road and Governors Avenue (from Division Street to the southern city limits) are considered to be urban minor arterials under the provisions of this section.

Table 1 below shows the maximum number, sign area, height, and minimum required setbacks and exclusion zones for signs on the subject site. The signage requested by the applicant is included in the table for comparison.

Table 1
Allowed Signage
Urban Minor Arterial
Non-Residential Uses Not Adjacent to Residential Districts or Uses

Sign Type	Number Permitted	Max. Size	Max. Height	% of Total Wall Area	Setback (R.O.W.)	Exclusion Zone
Allowed Signage*						
Wall &	2/frontage	64 S.F.	N/A	< = 15%	N/A	N/A
Monument or Post and Panel OR	1/entrance	64 S.F.	7 feet	N/A	5 feet	20 feet
Post	1/frontage	16 S.F.	7 feet	N/A	5 feet	10 feet

* Excerpt from "Sign Table" found in *Zoning Ordinance* Article 5 §4.7.

Definitions

When reviewing wall signage, the following definitions are important:

> *Frontage:* For the purposes of this section, the term "frontage" refers to a parcel's property line along a right-of-way, be it public or private, excluding alleys and service drives that are abutting residential properties. The parcel must be directly adjacent to the right-of-way for it to be considered to have frontage.

Wall area: For purposes of calculating wall area, the calculations shall include the height of the wall from ground level to the roofline (mansard roofs also count as wall area), multiplied by the width of the wall (including all architectural features).

Wall sign: Any sign, other than a projecting sign, which is attached to or painted on any wall of any building and projects from the plane of the wall less than 18 inches. A sign attached to the lower slope or face of a mansard roof, canopy, or awning shall be considered a wall sign for purposes of this ordinance. For purposes of this section only, a "wall" shall include any permanent architectural extension of a wall, including parapets, even if such extension projects beyond or above the enclosed portions of the building. Canopy, marquee, and awning signs are all types of wall signs.

Sign: Any device visible from a public place whose essential purpose and design is to convey either commercial or noncommercial messages by means of graphic presentation of alphabetic or pictorial symbols or representations.

Sign area: The area of the smallest geometric figure, or the sum of the combination of regular geometric figures, which comprise the sign face. The area of any double-sided or "V" shaped sign shall be the area of the largest single face only. The area of a sphere shall be computed as the area of a circle. The area of all other multiple-sided signs shall be computed as 50 percent of the sum of the area of all faces of the sign.

Sign face: The surface upon, against or through which the sign copy is displayed or illustrated, not including structural supports, architectural features of a building or sign structure, nonstructural thematic or decorative trim, or any areas that are separated from the background surface upon which the sign copy is displayed by a distinct delineation, such as a reveal or border.

Unified Comprehensive Sign Plans

Zoning Ordinance Article 5 §4.8.A specifies the purpose and criteria for Unified Comprehensive Sign Plans which may be submitted for review and approval by the Planning Commission if conditions are met. Such plans allow flexibility in allowed signage criteria, including the number of signs. However, the subject property does ***not*** qualify for this type of plan because the street type, number of buildings on the lot, and linear frontage criteria are not met.

Applicant's Existing Signage

Table 2 summarizes the existing and proposed wall signage on the property including dimensions, location, and permit information. Six (6) wall signs were installed under permit #11-1046 issued on August 18, 2011.

Comments by Staff on that permit note that the new signs were permitted as replacements for existing signs. The then-existing signs were considered legal non-conforming, and the new replacement signs could be placed on the building as long as the total sign area did not exceed the sign area already on the site, and the total number of signs did not exceed the existing number of signs.

Applicant's Proposed Signage

The applicant proposes a 21 SF wall sign on a portion of the south wall of the building. Refer to Table 2 for description and dimensions. A rendering of the proposed sign and a picture of the wall is shown on the fourth page of Exhibit B.

Table 2
Existing and Requested WALL Signage
640 South Governors Avenue (Holden Motors, Inc.)

Ref.	Sign Description & Location	Dimensions H x W	Sign Area	% Wall Area	Permit	
					#	Issued
Existing Signage*						
1	Internally illuminated sign "Chrysler" Building front wall	28" x 12'	28 SF		11-1046	8/18/2011
2	Internally illuminated sign "Dodge" Building front wall	15" x 12'	15 SF		11-1046	8/18/2011
3	Internally illuminated sign "Jeep" Building front wall	33.5" x 8' 5"	28.73 SF		11-1046	8/18/2011
4	Internally illuminated sign "Ram" Building front wall	38" x 12'	38 SF		11-1046	8/18/2011
5	Internally illuminated sign "Holden" Building front wall	24" x 10' 2"	20.8 SF		11-1046	8/18/2011
6	"Service & Parts, Body Shop" Sign over door adj. to south wall	27" x 9' 2"	< 5 SF		11-1046	8/18/2011
		Existing Total:	**135.5 SF**	**< 5%** (aggregate)		
Requested Signage						
	Internally illuminated sign "Express Lane" South-facing wall of building	27" x 9' 2"	21 SF	< 1.3%		

* Signs are legal non-conforming as to number and area. See report narrative.

Exceptional Practical Difficulties Tests

Zoning Ordinance Article 9 §2 dictates the specific powers and duties of the Board of Adjustment with regard to granting variances. Specifically the Board must determine:

> 2.1 Variance – The board shall have the authority to authorize variances from provisions of the Zoning Ordinance that are not contrary to public interest where the board determines that a literal interpretation of the Zoning Ordinance would result in undue hardship or exceptional practical difficulties to the applicant. In granting variances, the board shall determine that the spirit of the Zoning Ordinance is observed and substantial justice is done.
>
> 2.11 Area Variance. A variance shall be considered an area variance if it relates to bulk standards, signage regulations, and other provisions of the Zoning Ordinance that address lot layout, buffers, and dimensions. In considering a request for an area variance, the board shall evaluate the following criteria and document them in their findings of fact:
>
> > (a) the nature of the zone in which the property lies;
> > (b) the character of the immediate vicinity and the contained uses therein;
> > (c) whether, if the restriction upon the applicant's property were removed, such removal would seriously affect neighboring properties and uses; and
> > (d) whether, if the restriction is not removed, the restriction would create unnecessary hardship or exceptional practical difficulty for the owner in his efforts to make normal improvements in the character of that use of the property that is a permitted use under the provisions of the Zoning Ordinance.

Review of Application

As part of the application, the applicant was asked to summarize how the requested variance relates to the criteria.

For this application, to save space and reduce report pages, please refer to the responses submitted by the applicant in Exhibit D.

1. The nature of the zone in which the property lies.

   Staff Response:
   The C-3 (Service Commercial Zone) allows a wide variety of commercial and retail uses, including motor vehicle sales or service, and numerous types of services. Business and professional offices are also permitted, including medical offices. Restaurants can be found in a variety of zones. Freestanding signs and generous wall signage is typical of businesses located on highway corridors such as DuPont Highway in order to identify businesses and provide easy wayfinding to drivers in this busy commercial corridor.

2. The character of the immediate vicinity and the contained uses therein.

   Staff Response:
   The character of the surrounding area is a mix of commercial, service, and medical office uses. Staff concurs with the applicant's description. Also refer to the photographs

submitted by the applicant in Exhibit C. Most of the commercial uses within the area typically have wall signs, and monument signs are common.

Staff notes that many properties in the vicinity have existed for a long time and thus may have numerous legal non-conformities related to signage. Examples shown in Exhibit C include:

- Shore Distributors, 650 S. Governors Ave. (Legal non-conforming as to number of signs)
- Benchmark Transmission, 716/718 S. Governors Ave. (The freestanding pylon is legal non-conforming as to sign type and height)
- Good News Health Foods/ New Life Spinal Care, 741 S. Governors Ave. (The signs on the front are legal non-conforming. Roof signs are not a permitted sign type.)
- Spence's Bazaar, 550 S. New St., (Numerous non-conformities.)
- Manlove Auto Parts, 630 S. New St., (The freestanding pylon is legal non-conforming as to sign type and height.)

The mix of uses and buildings is reflective of a former highway corridor that has transitioned over the long period of time after Route 13 was built to bypass Dover.

3. Whether, if the restriction upon the applicant's property were removed, such removal would seriously affect neighboring properties and uses.

Staff Response:
The applicant has not provided supporting information or arguments as to any adverse effects to neighboring properties and uses. However, Staff believes that the proposed signage would not affect neighboring properties and uses. The proposed signage is in character with the use of the property as an automobile dealership, and is not out of character with the numerous types of signage found among surrounding properties.

4. Whether, if the restriction is not removed, the restriction would create unnecessary hardship or exceptional practical difficulty for the owner in his efforts to make normal improvements in the character of that use of the property that is a permitted use under the provisions of the *Zoning Ordinance*.

Staff Response:
The applicant has stated that the additional sign is a program requirement related to their franchise agreement, and that the inability to obtain signage would create an exceptional practical difficulty to make normal improvements to the character of the use of the property as an automobile dealership (sales and service).

Staff notes that property does not qualify for consideration of a Unified Comprehensive Signage Plan. Such plans allow for flexibility in the Sign Regulations related to number,

area, or type of signage, subject to Planning Commission review and approval. The property does not qualify because:

- It has only one (1) building. Only properties such as campuses or complexes with three (3) or more buildings under common ownership and management may apply for a Unified Comprehensive Signage Plan.
- It is located on South Governors Avenue, an Urban Minor Arterial. Only businesses or institutions having more than 400 linear feet of frontage on an Urban *Principal* Arterial may apply for a Unified Comprehensive Signage Plan.

The building and its use as an automobile dealership has been in existence for a long time. Most, if not all, other (new) automobile dealerships in Dover are located on DuPont Highway, an Urban Principal Arterial. The majority of those dealerships located in City limits have Unified Comprehensive Signage Plans. These plans can be amended administratively in some cases, or significant changes can be reviewed by the Planning Commission via plan amendments. Thus there is some flexibility to accommodate changes to branding, or changes required by dealer programs without having to return to the Planning Commission. Holden Motors, Inc. does not qualify for a Unified Comprehensive Signage Plan because there is only one building on the property, and the location is not on an Urban Principal Arterial street, thus the establishment does not have the ability to obtain signage in the same way that most similar establishments in Dover do.

Referencing Table 1, wall signs are permitted on Urban Minor Arterials. Two (2) signs per frontage may be installed on any wall of a building on the lot. The area of each wall sign on an Urban Minor Arterial shall not exceed the lesser of fifteen percent (15%) of the wall area, or 64 SF per sign. Therefore, the Sign Regulations allow the property to have two (2) wall signs totaling 128 SF in sign area.

As noted in Table 2, the existing wall signage consists of six (6) wall signs totaling 135.5 SF. While the number of signs exceeds that which is permitted, the total sign area is less than 5% of the wall area.

The applicant seeks to add another sign to bring the total to (7) wall signs totaling 156.5 SF.

Staff notes that the business occupies two (2) separate parcels as shown in the Zoning Map Exhibit (Exhibit A). While the building is on the parcel fronting on South Governors Avenue, there is another parcel used as lot area that has frontage on South New Street. While the building is visible and accessible from either street, the property is not entitled to additional wall signage based on the South New Street frontage, because the building is not located on that. If the Sign Regulations permitted the South New Street frontage to be counted, the business would be entitled to two (2) additional wall signs, 32 SF per sign

(total 64 SF). When added to the signage permitted for South Governors Avenue, this would bring the total to four (4) signs totaling 192 SF.

Variance Recommendations

Staff recommends approval of the variance related to the additional wall sign for reasons as follows:

- Additional signage would not be out of character with the use. Automobile dealerships that sell multiple brands typically have signage with the logos of each brand, as well as the dealer name and additional signage identifying specific functions ("Sales," "Service," etc.)
- The applicant does not have the ability to apply for a Unified Comprehensive Signage Plan to obtain additional signage.
- The inability to obtain signage may put the business at a competitive disadvantage.
- The business has a unique condition (two parcels) that the *Zoning Ordinance* does not accommodate. To a layperson the site would appear to have frontage on two different streets, and would thereby be entitled to additional signage, but the *Zoning Ordinance* determines that the site only has one frontage.
- Staff finds that while the number of signs (existing and proposed) exceeds the number of signs that would be permitted by the *Zoning Ordinance*, the total sign area is not out of character with the use, or the provisions of the Sign Regulations pertaining to wall signage on an Urban Minor Arterial street.

Advisory Comments to the Applicant:

- If granted, variances become null and void if work has not commenced within one (1) year of the date the variance was granted. At present there is no provision for extension.
- All signs require a Sign Permit. Staff notes permit #16-1237 has been applied for.

GUIDE TO ATTACHMENTS

Exhibit	Description/Author	# Pages
A	Zoning Exhibit Map (Staff)	1
B	Map and Photographs of Holden Motors Inc. site, showing existing signage (Applicant)	6
C	Map and Photographs of surrounding businesses and uses (Applicant)	14
D	Board of Adjustment Criteria Responses (Applicant)	5

GUIDE TO ATTACHMENTS

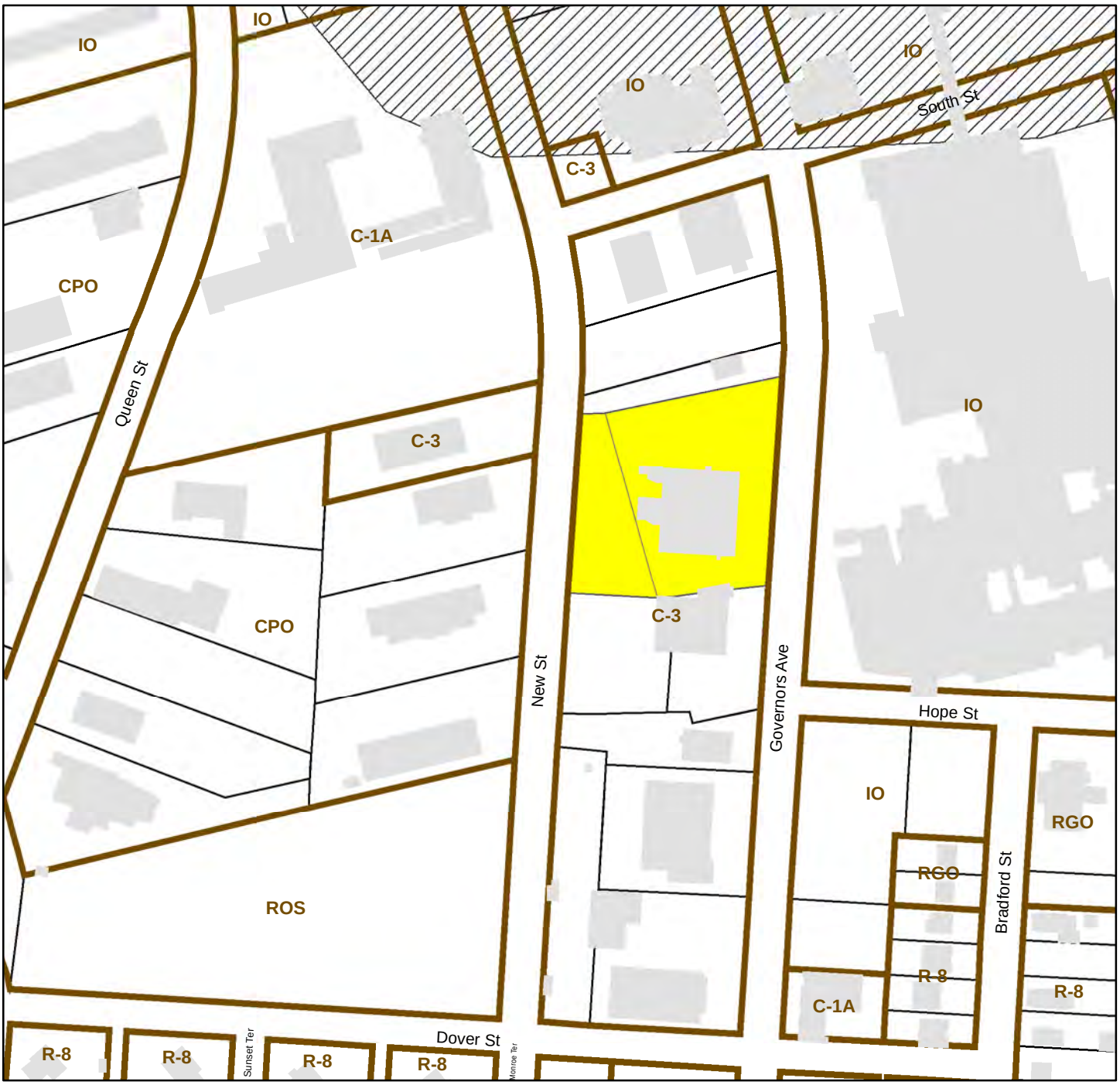
Exhibit	Description/Author	# Pages
A	Zoning Exhibit Map (Staff)	1
B	Map and Photographs of Holden Motors Inc. site, showing existing signage (Applicant)	6
C	Map and Photographs of surrounding businesses and uses (Applicant)	14
D	Board of Adjustment Criteria Responses (Applicant)	5

City of Dover

Department of Planning & Inspections

Exhibit A

Application No.: V-16-13



Title: Holden Motors Inc Signage
Street
Address: 640 S Governors Ave
Parcel ID: ED-05-077.13-01-40.00-000
ED-05-077.13-01-41.00-000
Zoning: C-3 (Service Commercial Zone)
Owner: Holden Leasing LLC
Date: 10/10/2016

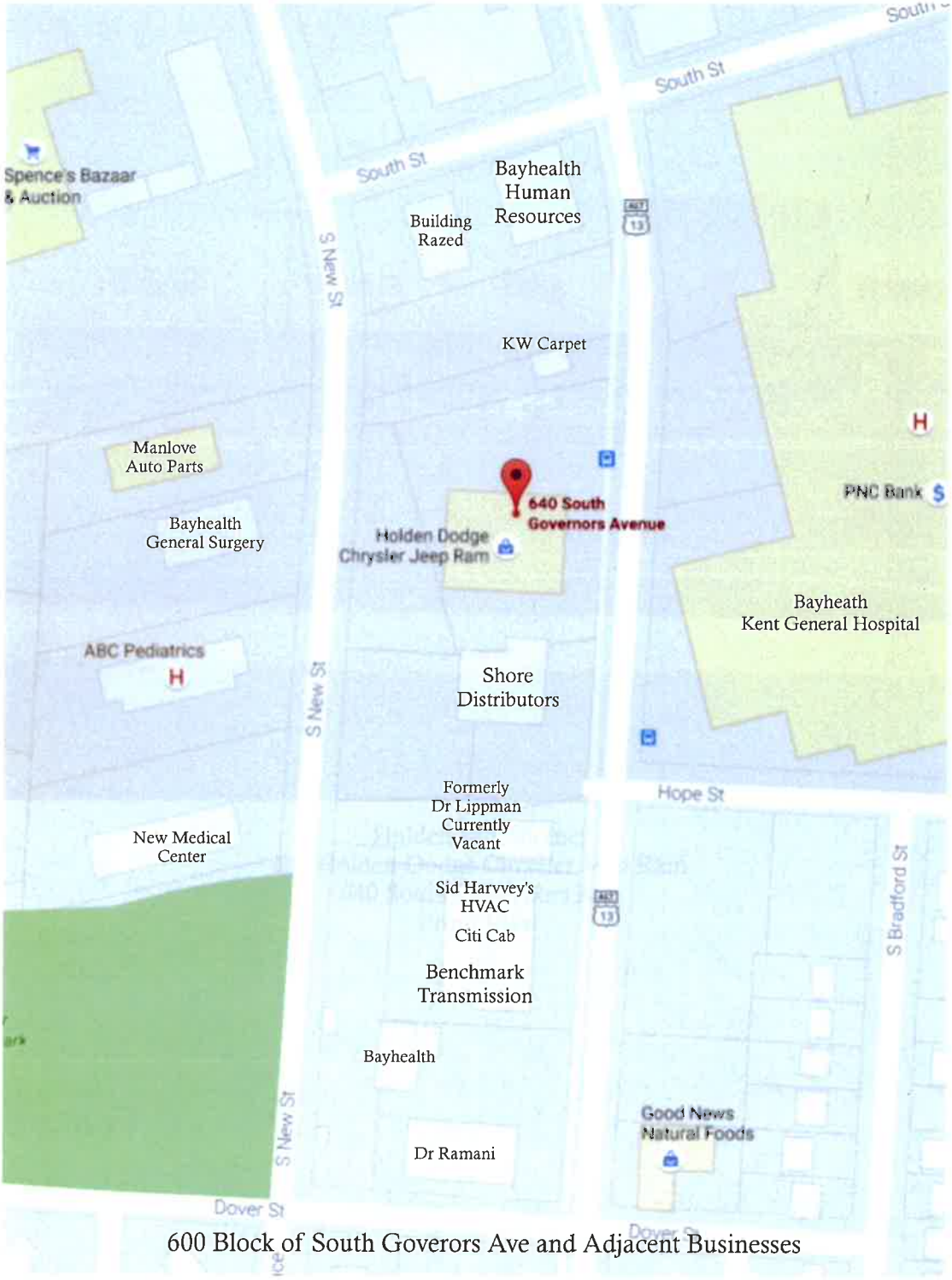
N
W E
S

Legend

- 2012 Buildings
- Zoning
- Dover Parcels
- Subject Property

0 125 250 500 Feet

EXHIBIT # B



600 Block of South Goverors Ave and Adjacent Businesses



Holden Motors Inc.
dba Holden Dodge Chrysler Jeep Ram
640 South Governors Ave
Front View



Holden Motors Inc.
dba Holden Dodge Chrysler Jeep Ram
640 South Governors Ave
South Side View



Proposed Signage Location. South Side of Building



Rendering of Proposed Signage



Holden Motors Inc.
dba Holden Dodge Chrysler Jeep Ram
640 South Governors Ave
North Side View



Holden Motors Inc.
dba Holden Dodge Chrysler Jeep Ram
640 South Governors Ave
Rear View

EXHIBIT # C









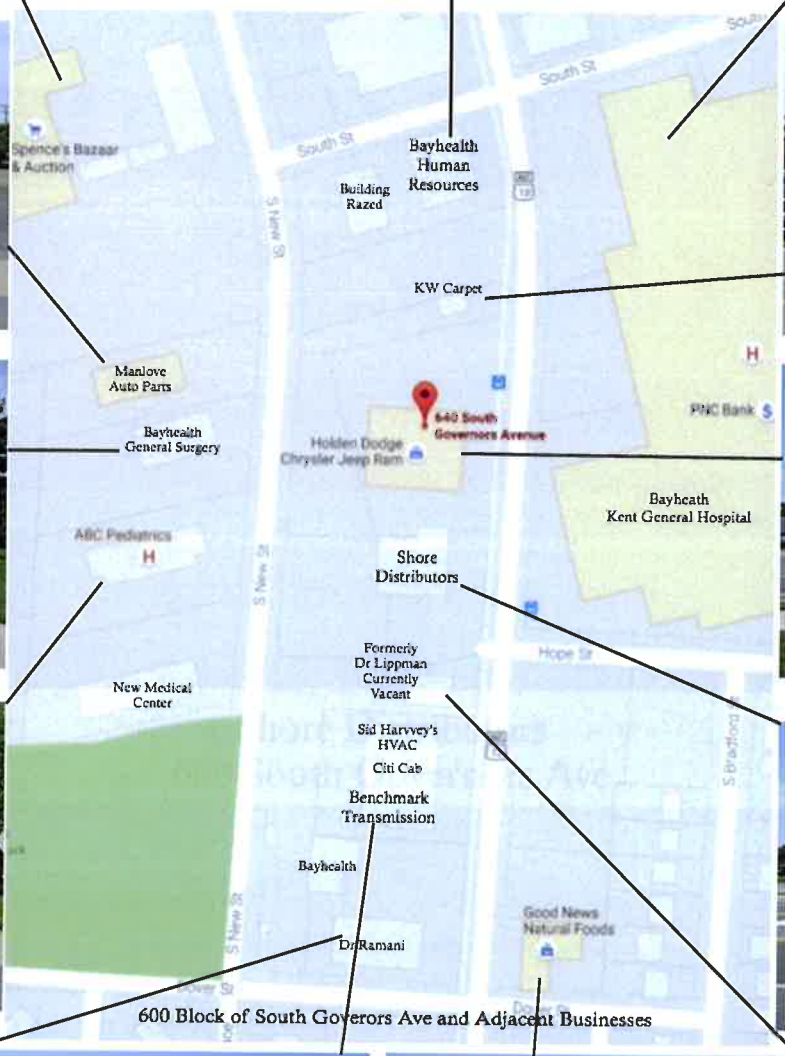












600 Block of South Goverors Ave and Adjacent Businesses











South Side

Shore Distributors
650 South Governors Ave



Front and Back

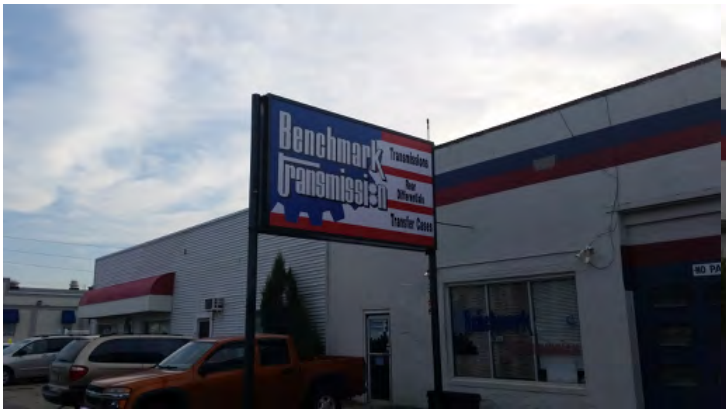


Dr Lippman's (Currently Vacant)
712 South Governors Ave





Benchmark Transmission / Sid Harvey's HVAC / City Cab Taxi
718 / 716 South Governors Ave







Dr Ramani / Bayhealth
742 South Governors Ave





Good News Health Foods / New Life Spinal Care
741 South Governors Ave

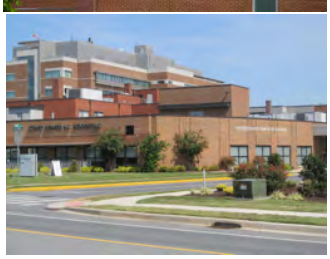




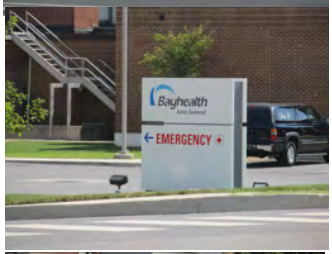
Bayhealth Kent General Hospital
640 South State Street













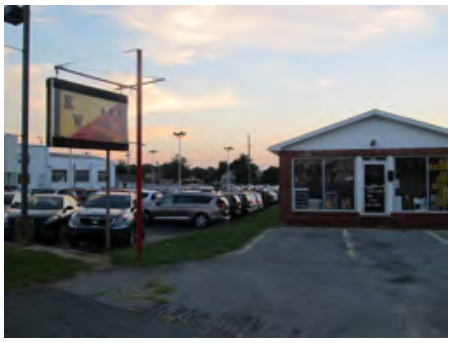








KW Carpet
624 South Governors Ave









Bayhealth Human Resources
600 South Governors Ave



Spences Bazaar
550 South New Street





Manlove Auto Parts
630 South New Street







Bayhealth General Surgery
724 South New Street





ABC Pediatrics
740 South New Street





New Medical Center
748 South New Street



Exhibit D

1. The nature of the zone in which the property lies;

Mixed Commercial and Medical Professional.

2. The character of the immediate vicinity and the contained uses therein;

Holden Motors inc. dba Holden Dodge Chrysler Jeep is located on the west side of South Governors Ave approximately half way between South Street and Dover Street. The nature of our business is the sale and service of new and used automobiles. The adjacent property to our south is Shore Distributors located at 650 South Governors Ave. Shore Distributors is a wholesale plumbing supply and equipment distributor. The next building to the south continuing on the west side of South Governors ave is the former Dr Lippman's office located at 712 South Governors Ave. Dr. Lippman has retired and the building is currently vacant and for sale. We are leasing all but three of the parking spaces in the rear of the building and are using it for additional new vehicle inventory storage and display. Continuing south towards Dover Street the next building has

four street addresses, 716, 718, 720 and 722 South Governors Ave. 720 and 722 are currently vacant. 718 is occupied by Benchmark Transmission. Benchmark Transmission is engaged in the retail service of automobiles specializing in but not limited to transmission repair. 722 is occupied by Sid Harvey's HVAC and the City Cab Taxi company. On corner of South Governors Ave and Dover Street on the west side are Dr. Ramani's office and Bayhealth Administrative Offices. Across the street on the east side is 741 South Governors Ave. This building is occupied by Good News Health Foods which is a retail health food store and Newlife spinal care center. The rest of the block on the east side of South Governors Ave is Bayhealth Kent General Hospital campus.

Adjacent to us to our north located at 624 South Governors Ave is KW Carpet. KW Carpet is a retailer and installer of floor coverings specializing in but not limited to wall to wall carpeting. The next building to the north is Bayhealth Human Resources.

Behind us on New Street continues the mix of Retail, Commercial and Medical Professional. Spences Bazaar located at 550 South New Street is open three days a week and hosts a flea market, an Amish market, a furniture store, a barber shop… Adjacent to Spences Bazaar directly behind us located at 630 South New Street is Manlove Auto Parts. Manlove is a retailer and wholesaler of automotive parts and supplies. Manlove also has an extensive automotive machine shop. The rest of the block is comprised of three medical professional buildings, Bayhealth General Surgery, ABC Pediatrics and New Medical Center. Adjacent to New Medical Center is a city recreational park.

3. If the restriction upon the property were removed there would be no adverse affect on the neighboring properties.

All statements from this point forward, though stated by Holden Motors inc., should be considered by the board of adjustment as being stated by Holden Leasing llc, as the principal owners of each entity are the same.

4. Our property is a new and used car and truck dealer sales and service facility. We are a franchise dealer of Fiat Chrysler Automobiles. We sell and service the brands; Chrysler, Dodge, Jeep and Ram. The requested signage is part of a program requirement by our manufacturer, FCA. The name of the overall program by FCA is Mopar Dealer Rewards. As part of this program FCA specifies criteria that if met by the dealer, the dealer becomes eligible for discounts on parts purchased from FCA. These discounts are substantial and can amount to upwards of $6,000.00 per month if the maximum objective levels are obtained. Examples of the specified criteria are; maintain high level of parts purchased exclusively from FCA, achieve the specified sales goals of Chrysler Service Contracts in the service lane, achieve the specified sales goals of tires purchased from FCA, achieve the specified sales goals of bulk motor oil purchased from FCA, achieve the specified sales goals of synthetic motor oil purchased from FCA, achieve the

specified sales goals of Mopar Accessories purchased from FCA, Be certified as a Mopar Express Lane Dealer. The requested wall sign is a part of the requirements by FCA to be certified as a Mopar Express Lane Dealer. Being denied the requested wall sign variance would greatly impair our ability to achieve the stated goals set forth to us by our manufacturer to become eligible for the discounts on parts purchases from FCA putting us at a competitive disadvantage in our industry.

Please see the attached pages for additional information regarding the nature of the zone in which the property lies.

GUIDE TO ATTACHMENTS

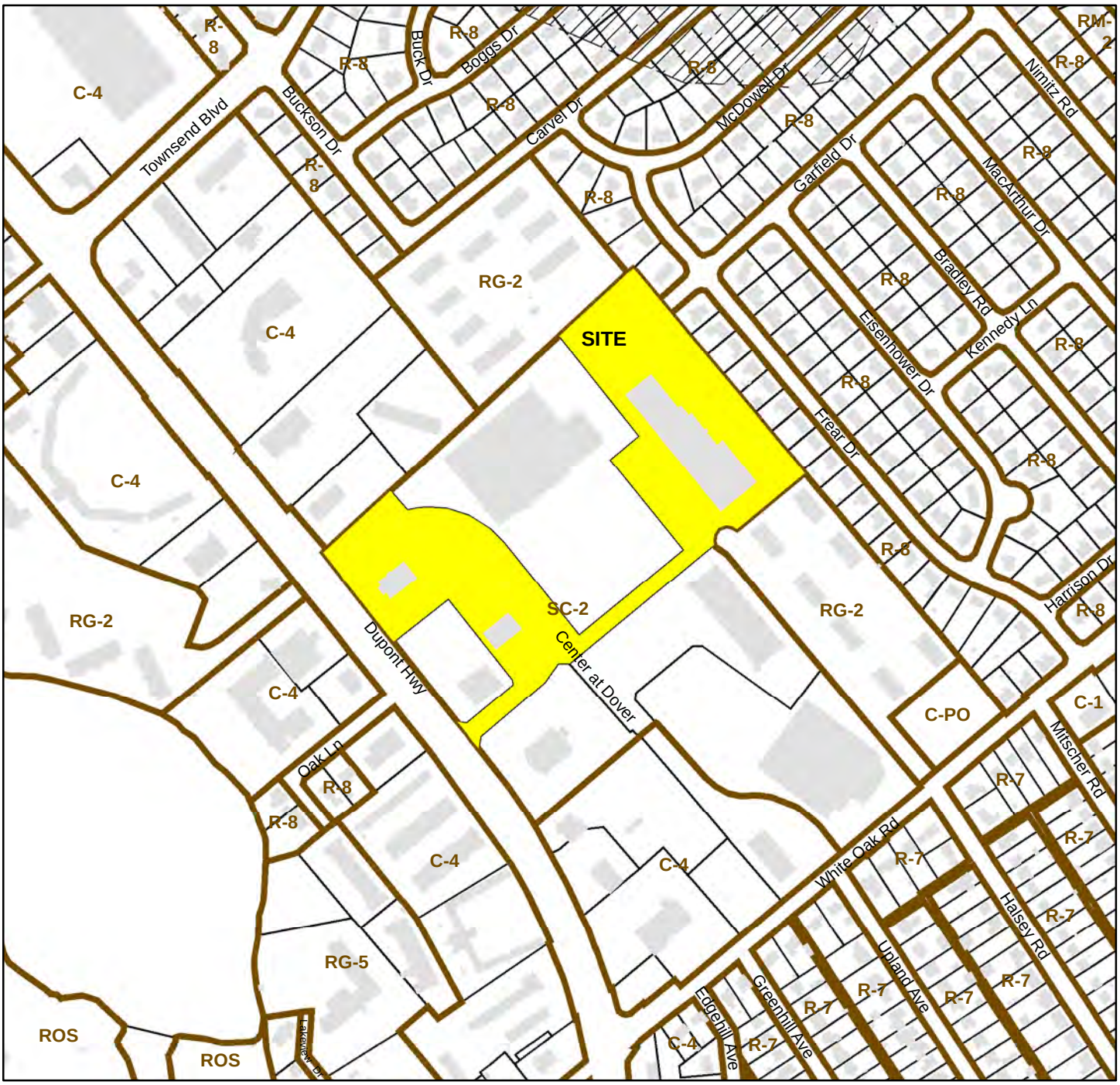
Exhibit	Description/Author	# Pages
A	Zoning Exhibit Map (Staff)	1
B	Site Plans: "DOV- Central Dover" (11" x 17") (Applicant) Pages cited in Report: "Z-1", and "Z-3"	9
C	Board of Adjustment Criteria Responses (Applicant)	3

City of Dover

Department of Planning & Inspections

Exhibit A

Application No.: V-16-14



Title: Cellco Partnership dba Verizon Wireless

Street Address: 277-293 N DuPont Hwy

Parcel ID: ED-05-068.14-01-03.01-000

Zoning: SC-2 (Community Shopping Center Zone)

Owner: MDR Dover, LP

Date: 10/10/2016

N
W E
S

0 250 500 1,000 Feet

Legend

- 2012 Buildings
- Subject Property
- Zoning
- Dover Parcels

Exhibit C

SUPPLEMENT TO BOARD OF ADJUSTMENT APPLICATION

AREA VARIANCE RESPONSES

1. The nature of the zone in which the property lies;

The subject property is at the rear of the shopping center in a retail district of the city.

2. The character of the immediate vicinity and the contained uses therein;

The subject property is surrounded on two sides by a shopping center. On one side is the Town Pointe apartment complex, which is separated from the subject property by a wooden fence and a stand of tall trees. The other side of the property is a reservoir/drainage area with overgrown weeds and trees. On the other side of the trees is a residential neighborhood.

3. Whether, if the restriction upon the applicant's property were removed, such removal would seriously affect neighboring properties and uses; and

The construction of a 125' monopole would not adversely affect neighboring properties and users, because the monopole will be screened by trees and retail buildings. The proposed monopole will benefit neighboring properties and users, by improving telecommunications service. Many residents use mobile phones as their primary telephone, and a high percentage of 911 calls are made from mobile phones.

4. Whether, if the restriction is not removed, the restriction would create unnecessary hardship or exceptional practical difficulty for the owner in his efforts to make normal improvements in the character of that use of the property that is permitted uses under the provisions of the zoning ordinance.

The imposition of a 75' height restriction would result in exceptional practical difficulty to Verizon Wireless. Verizon would not be able to satisfy its service objectives and fill significant gaps in coverage and/or capacity if unable to construct a 125' telecommunications monopole at the subject property. A 75' tall monopole would not provide adequate service, which puts Applicant at a competitive disadvantage, and which does not allow the community to experience appropriate levels of service. The proposed installation is the least intrusive means of correcting service deficiencies.

In recent years, the use of "smart phones" has proliferated exponentially, and many users now use mobile phones as their primary device for voice calls and data. In addition, a large percentage of 911 calls are made from mobile phones. As a result of the growing reliance upon mobile phones, Verizon Wireless is constantly looking for ways to keep up with the ever-increasing demands on its network.

Verizon has a network of wireless antennas throughout Delaware, and this network consists of an interdependent series of towers and other tall structures (each is generally referred to

as a "base station"), which hold the antennas at appropriate heights and distances to allow the base stations to communicate with one another and work together to allow a seamless user experience.

Verizon employs radio frequency engineers to design and upgrade their network capabilities. These engineers develop "search rings" consisting of a geographic area in which a base station needs to be constructed, at an adequate height to provide coverage to the areas within the search ring. Each search ring is given to a site acquisition consultant, who is tasked with looking for tall existing structures within the search ring which are available for use by Verizon, and if no such candidates are available, their next priority is to find a location that is available for Verizon to lease or purchase on which it may build a base station that will provide coverage to the search ring in the least intrusive manner possible.

In the case of the proposed tower at a shopping center known as "The Centre at Dover" at 277-293 N. DuPont Highway, Verizon's radio frequency engineer developed a search ring that is oval shaped and has a diameter of approximately 1,760 feet. This search ring is centered on the parking field behind the AT&T store and in front of the AC Moore store, which are part of The Centre at Dover (the same shopping center in which the proposed tower is to be built). The Centre at Dover encompasses most of the search ring.

The site acquisition consultant explored the feasibility of the following sites:

Luther Towers (70' bldg.)
430 Kings Highway
Dover, DE

Dover Federal Credit Union
255 N. DuPont Highway
Dover, DE

Rite Aid
245 N. DuPont Highway
Dover, DE

Super 8 Motel
348 N. DuPont Highway
Dover, DE

Days Inn
272 N. DuPont Highway
Dover, DE

Super Lodge
246 N. DuPont Highway
Dover, DE 19901

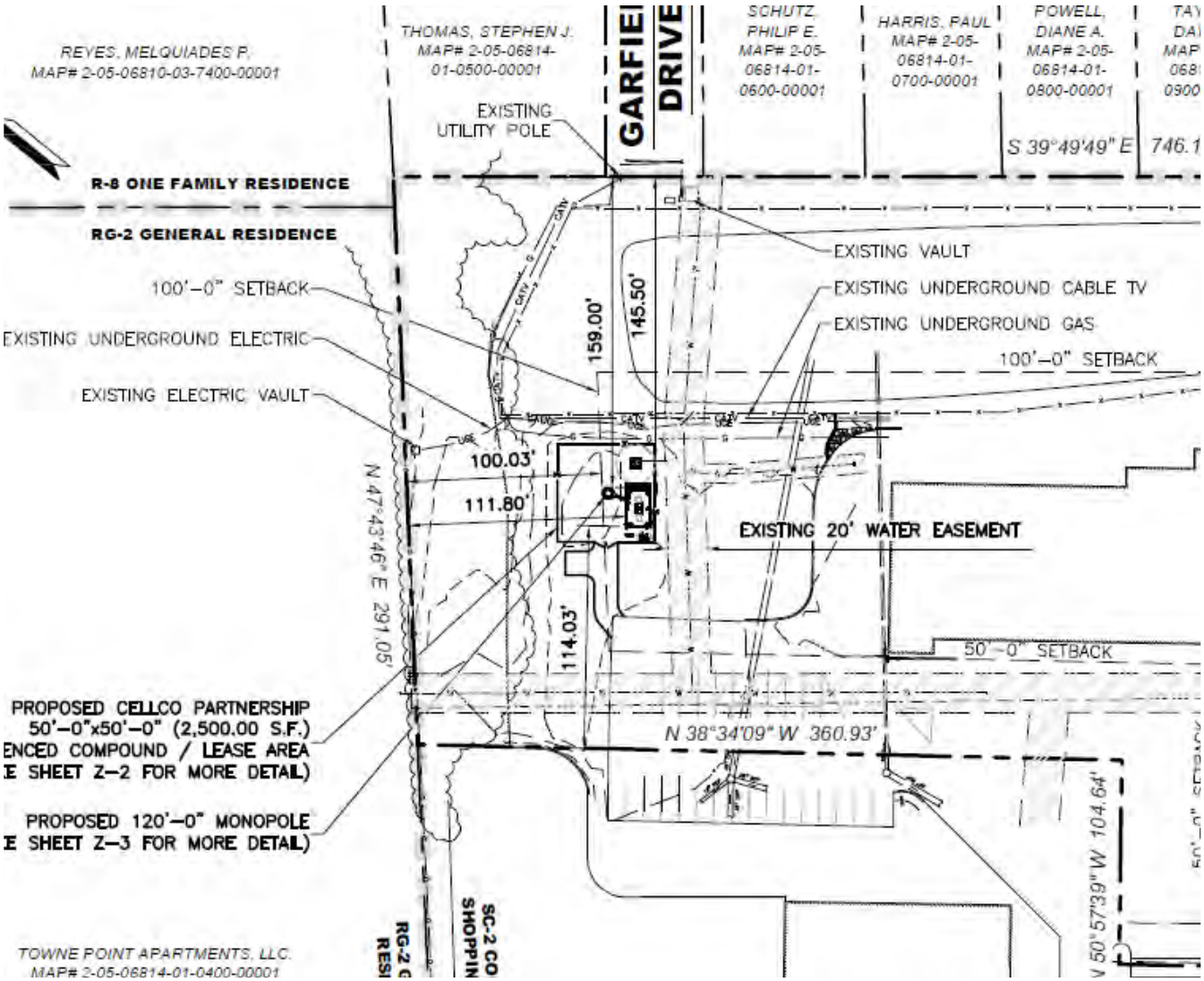
Verizon's radio frequency engineer determined that the Luther Towers site was not compatible with Verizon's network.

The owner of the Dover Federal Credit Union and Rite Aid properties was not willing to lease to Verizon.

The portions of the hotel properties within the search ring were not considered suitable, because of space constraints and their proximity to residential housing without the kind of pre-existing vegetation buffers and elevation changes that effectively buffer the proposed site.

The owner of the proposed site in The Centre at Dover was willing to enter into a lease with Verizon, but only in the specific location for which application is being made (other areas of the center were deemed to potentially interfere with parking needs and flexibility for possible future development).

For the foregoing reasons, the proposed site at The Centre at Dover provides the least intrusive means available to Verizon for addressing its network needs.



Enlargement of portion of Sheet Z-1 to show setbacks from adjacent residential and non-residential zones.

City of Dover
Board of Adjustment

October 19, 2016

V-16-14

Location:	277-293 North DuPont Highway
Applicant/Owner:	Cellco Partnership dba Verizon Wireless MDR Dover, LP
Tax Parcel:	ED-05-068.14-01-03.01-000
Application Date:	September 14, 2016
Present Zoning:	SC-2 (Community Shopping Center Zone)
Present Use:	Portion of shopping center parcel, grass area adjacent to parking, storm water management area, buildings.
Proposed Use:	Telecommunications monopole and associated facilities
Reviewed By:	Bill Cook, Planner I
Variance Type:	Area Variance
Variances Requested:	Allow a structure to exceed the maximum height of 75 feet, allow for an additional 50 feet in height.

Project Description
The applicant is requesting an area variance from the requirements of Article 4 §4.15 of the *Zoning Ordinance* Zoning Bulk and Parking Regulations pertaining to the maximum permitted building height in the SC-2 (Community Shopping Center Zone). Specifically, they are requesting a variance to exceed the maximum height requirement by 50 feet in order to allow construction of a 125 foot telecommunications monopole and associated facilities.

Adjacent Zoning and Land Use
The irregularly shaped 10.82 acre property is addressed as 277-293 North DuPont Highway. A portion of the parcel fronts on North DuPont Highway, site of King Buffet, then includes private

rights of way and extends to the rear where there is a shopping strip with stores such as Jo-Ann Fabric and Crafts, A.C. Moore, and others.

A Zoning Map exhibit (**Exhibit A**) prepared by staff is found in the Appendix of this report showing the subject property location and surrounding zoning. The proposed construction site for the monopole and compound is in the northeast corner of the property between Kohl's and Jo-ann Fabrics and Crafts.

Note that Kohl's and other adjacent stores and restaurants are on separate parcels, also zoned SC-2. Northwest of the proposed compound is Towne Point Apartments, zoned RG-2 (General Residence Zone). Northeast of the proposed compound is the White Oak Farms subdivision, zoned R-8 (One-Family Residence Zone).

Code Citations
Bulk and parking regulations related to height for the SC-2 (Community Shopping Center Zone) are the same as for the C-4 (Highway Commercial Zone) found in *Zoning Ordinance* Article 4 §4.15. The maximum permitted building height in the C-4 zone is 75 feet.

There are no special *Zoning Ordinance* provisions related to communications towers and antennae. Previous zoning interpretation has held that such structures are within the definition of a "building" and therefore such structures must meet the bulk standards of the zone.

If a variance is granted, the project would be subject to Site Development Plan processes, which would require public notice and review by the Planning Commission.

Applicant's Proposed Project
The applicant has submitted eight (9) pages illustrating the proposed plans for the site, found in **Exhibit B** attached. References are made to the sheet numbers on the plans.

The overall site plan, shown on Sheet Z-1 identifies the monopole and compound location placed in the north corner of the property. The monopole and associated equipment comply with the 100 foot required setback from residential zones. The compound is accessed via a driveway proposed to connect with the existing paved parking lot. An elevation view of the compound and monopole height to scale is shown on Sheet Z-3.

The other sheets are available to the Board as general information. Any Site Development Plan will be subject to procedures specified in *Zoning Ordinance* Article 10 §2, and Code Interpretation Memo #4 of January 26, 1999 relating to telecommunications antennae.

Exceptional Practical Difficulties Tests
Zoning Ordinance Article 9 §2 dictates the specific powers and duties of the Board of Adjustment with regard to granting variances. Specifically, the Board must determine:

2.1 Variance – The board shall have the authority to authorize variances from provisions of the Zoning Ordinance that are not contrary to public interest where the board determines that a literal interpretation of the Zoning Ordinance would result in undue hardship or exceptional practical difficulties to the applicant. In granting variances, the board shall determine that the spirit of the Zoning Ordinance is observed and substantial justice is done.

2.11 Area Variance. A variance shall be considered an area variance if it relates to bulk standards, signage regulations, and other provisions of the Zoning Ordinance that address lot layout, buffers, and dimensions. In considering a request for an area variance, the board shall evaluate the following criteria and document them in their findings of fact:

(a) the nature of the zone in which the property lies;
(b) the character of the immediate vicinity and the contained uses therein;
(c) whether, if the restriction upon the applicant's property were removed, such removal would seriously affect neighboring properties and uses; and
(d) whether, if the restriction is not removed, the restriction would create unnecessary hardship or exceptional practical difficulty for the owner in his efforts to make normal improvements in the character of that use of the property that is a permitted use under the provisions of the Zoning Ordinance.

Review of Application

As part of the application, the applicant was asked to summarize how the requested variance relates to the criteria.

For this application, to save space and reduce report pages, please refer to the responses submitted by the applicant in Exhibit C.

1. The nature of the zone in which the property lies.

   Staff Response:
   The SC-2 (Community Shopping Center Zone) permits a variety of retail and service establishments, business, professional and governmental offices, restaurants, hotels, and numerous other uses.

   Commercial telecommunications towers are permitted in the SC-2 zone subject to Site Development Plan approval processes that vary depend on the area of site disturbance. Thus the proposed use is consistent with the nature of the zone.

2. The character of the immediate vicinity and the contained uses therein.

   Staff Response:
   Staff concurs with applicant's response. The visibility at ground level would be primarily from the shopping center properties since at present there is vegetation bordering the residential zones.

3. Whether, if the restriction upon the applicant's property were removed, such removal would seriously affect neighboring properties and uses.

   Staff Response:
   Staff does not believe the granting of a variance would impact neighboring properties negatively. The proposed location as noted on the plans (Exhibit B: Sheet Z-1) at the corner of the site allows for some degree of visual screening of the fenced compound and structures from within the shopping center. Depending on the vantage point within the shopping center, the proposed compound (at ground level) would be screened from view by buildings. There is existing thick vegetation at the perimeter of the shopping center that screens views of the shopping center properties from the adjacent residential areas.

   The effect upon neighboring properties and uses is difficult to evaluate as it relates to the height of the structure, or the use. The public notice process allows for community feedback. The project will be subject to a second public notice related to the Site Development Plan to be reviewed by the Planning Commission. Staff and the Planning Commission could make future recommendations regarding screening, landscaping, fencing materials, etc, as it relates to the project if there are concerns that could be mitigated.

4. Whether, if the restriction is not removed, the restriction would create unnecessary hardship or exceptional practical difficulty for the owner in his efforts to make normal improvements in the character of that use of the property that is a permitted use under the provisions of the *Zoning Ordinance*.

   Staff Response:
   A Code Interpretation Memo of January 26, 1999 considers telecommunications antennae and associated compounds as a "building" and subject to height requirements and setbacks for the underlying zone. The use is permitted in all zones. Height requirements vary for different zones, but a variance for height is required in most cases to construct such structures.

   Staff cannot comment on the issue of service capacity, but notes that the proposed site is on the east side of town, central to retail, commercial, and residential development, It is also not far from major transportation corridors (Routes 1, 13, 113) where service demand may be significant and other attractions and employment centers such as Dover Mall, Dover International Speedway, and DAFB.

   The denial of a variance may create degradation in service for Verizon Wireless customers in the area, which could be an exceptional practical difficulty if the company were unable to do adequate business in the area. The applicant has stated that an antenna at the 75 foot height limit is technically unfeasible at providing service and would place the company at a competitive disadvantage.

Variance Recommendations:

Staff recommends approval of the area variance for reasons as follows:

- The applicant has demonstrated exceptional practical difficulty as a monopole that complied with the 75 foot height maximum in the zone would not provide adequate service.
- The placement of a monopole and associated compound is in keeping with the permitted uses of the zone, and in keeping with past practice and code interpretation, and is not out of character with the nature of the zone or the surrounding uses.
- The applicant states that the proposal is the least intrusive option to provide the desired service level to customers.

Advisory Comments to the Applicant:

- Improvements to the property are subject to Site Development Plan approval processes and appropriate permits from the City of Dover Planning Department and other agencies.
- Variances become null and void if work has not commenced within one (1) year of the date the variance was granted. At present there is no provision for extension of variance approvals.

GUIDE TO ATTACHMENTS

Exhibit	Description/Author	# Pages
A	Zoning Exhibit Map (Staff)	1
B	Site Plans: "DOV- Central Dover" (11" x 17") (Applicant) Pages cited in Report: "Z-1", and "Z-3"	9
C	Board of Adjustment Criteria Responses (Applicant)	3

GUIDE TO ATTACHMENTS

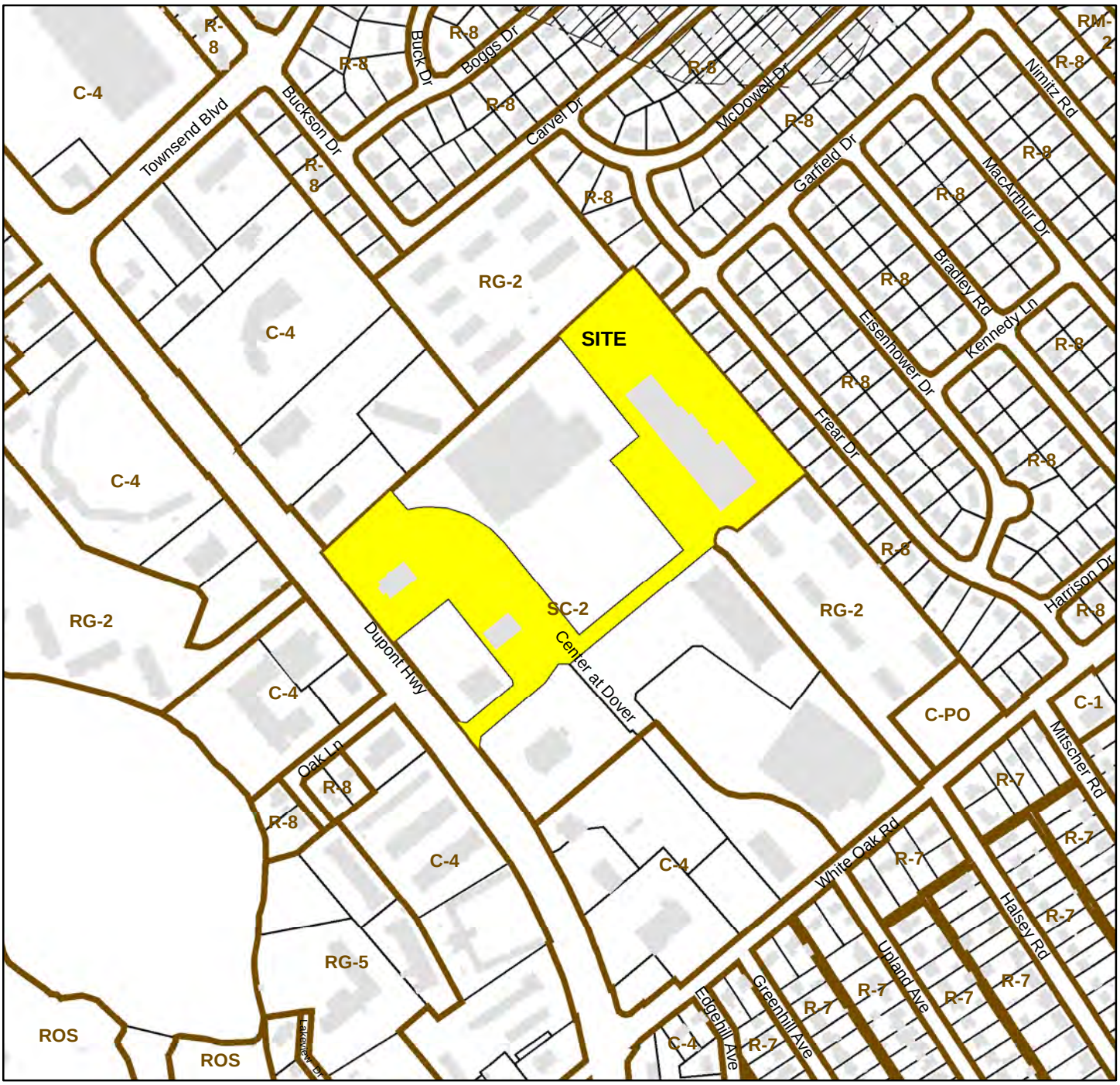
Exhibit	Description/Author	# Pages
A	Zoning Exhibit Map (Staff)	1
B	Site Plans: "DOV- Central Dover" (11" x 17") (Applicant) Pages cited in Report: "Z-1", and "Z-3"	9
C	Board of Adjustment Criteria Responses (Applicant)	3

City of Dover

Department of Planning & Inspections

Exhibit A

Application No.: V-16-14



Title: Cellco Partnership dba Verizon Wireless

Street Address: 277-293 N DuPont Hwy

Parcel ID: ED-05-068.14-01-03.01-000

Zoning: SC-2 (Community Shopping Center Zone)

Owner: MDR Dover, LP

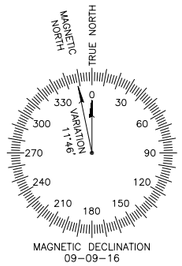
Date: 10/10/2016

N
W E
S

0 250 500 1,000 Feet

Legend

- 2012 Buildings
- Subject Property
- Zoning
- Dover Parcels



MAGNETIC DECLINATION
09-09-16

Exhibit B

NOTE TO GENERAL CONTRACTOR

NO WORK IS TO BE PERFORMED ON THIS SITE WITHOUT REVIEW OF THE APPROVED STRUCTURAL ANALYSIS. IF ANY DISCREPANCIES ARE FOUND THE GENERAL CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING. AT NO TIME WILL ANY ADDITIONAL ANTENNAS BE INSTALLED WITHOUT WRITTEN CONSENT FROM ENGINEER.

STRUCTURAL NOTE:

ADVANTAGE ENGINEERS IS NOT RESPONSIBLE FOR DESIGN OR STRUCTURAL CERTIFICATION OF NEW ANTENNA MOUNTS REQUIRED FOR THE INSTALLATION OF THE PROPOSED EQUIPMENT ASSOCIATED WITH THIS PROJECT. PLEASE REFER TO THE STRUCTURAL ANALYSIS COMPLETED BY OTHERS FOR ALL STRUCTURAL INFORMATION RELATED TO THE ANTENNA MOUNTS.

CELLCO PARTNERSHIP d/b/a
VERIZON WIRELESS

SITE NAME:
DOV-CENTRAL DOVER

NEW BUILD

277-293 NORTH DUPONT HIGHWAY
DOVER, DELAWARE 19901

SITE INFORMATION

SITE NAME:	DOV-CENTRAL DOVER
SITE ADDRESS:	277-293 NORTH DUPONT HIGHWAY DOVER, DELAWARE 19901
JURISDICTION:	CITY OF DOVER KENT COUNTY, DELAWARE
ZONING:	SC2-COMMUNITY SHOPPING CENTER
TAX PARCEL #:	2-05-06814-01-0301-00001
PARCEL SIZE / COMPOUND SIZE:	10.733 ACRES / 2,500 S.F.
SITE COORDINATES:	N 39° 10' 25.33" (NAD 83) W 75° 31' 1.03" (NAD 83)
GROUND ELEVATION:	37.7'± (AMSL)
STRUCTURE TYPE:	MONOPOLE
STRUCTURE HEIGHT:	121'± AGL
OVERALL HEIGHT:	125'± AGL (TOP OF 4' LIGHTNING ROD)
ANTENNA RAD CENTER:	117'± AGL
LANDLORD NAME:	MDR DOVER, LP, CAPITAL INVESTMENT
CONTACT NAME:	ROBERT DE LAPEYROUSE 301-986-0011
LANDLORD ADDRESS:	5454 WISCONSIN AVENUE, SUITE 1265 CHEVY CHASE, MARYLAND 20815
APPLICANT:	CELLCO PARTNERSHIP D/B/A VERIZON WIRELESS 2 VALLEY SQUARE / SUITE 300 512 EAST TOWNSHIP LINE ROAD BLUE BELL, PENNSYLVANIA 19422
APPLICANT CONTACT:	JOHN HERRIOTT (609) 439-1200

CODE ANALYSIS

BUILDING CODE:	IBC 2012
ELECTRICAL CODE:	NEC 2014
FIRE CODE:	NFPA 1 2009, 2012 NFPA 101
USE GROUP:	U (UTILITY)
CONSTRUCTION TYPE:	IIB

PROJECT DESCRIPTION

1. NEW EQUIPMENT SKID AND MONOPOLE TO BE INSTALLED WITHIN NEW FENCED COMPOUND.
2. NEW PROPANE TANK TO BE INSTALLED IN NEW VERIZON WIRELESS LEASE AREA.
3. NEW ANTENNAS AND NEW ANTENNA PLATFORM TO BE INSTALLED ON THE NEW 120'-0" MONOPOLE.
4. TWO (2) NEW HYBRID CABLES TO BE INSTALLED ON THE INTERIOR OF THE NEW MONOPOLE AND ALONG NEW ICE BRIDGE.
5. NEW ELECTRICAL SERVICE TO BE INSTALLED TO EQUIPMENT SKID.
6. NEW TELEPHONE SERVICE TO BE INSTALLED TO EQUIPMENT SKID.
7. NEW GENERATOR TO BE INSTALLED ON NEW EQUIPMENT SKID.



AREA MAP

DOVER, DELAWARE
SCALE: 1" = 1,000'-0"

DIRECTIONS:

FROM VERIZON OFFICE AT 512 EAST TOWNSHIP LINE ROAD, BLUE BELL, PENNSYLVANIA: TURN RIGHT ONTO WALTON ROAD. TURN LEFT ONTO WEST GERMANTOWN PIKE. TAKE RAMP RIGHT FOR I-476 SOUTH TOWARD CHESTER. TAKE RAMP RIGHT FOR I-95 SOUTH TOWARD CHESTER. AT EXIT 11, TAKE RAMP RIGHT FOR I-495 SOUTH TOWARD BALTIMORE / PORT OF WILMINGTON. KEEP STRAIGHT ONTO I-95 S / US-202 SOUTH. AT EXIT 5A-B, TAKE RAMP RIGHT FOR I-95 SOUTH TOWARD NEW CASTLE. AT EXIT 4A, TAKE RAMP RIGHT FOR SR-7 SOUTH / SR-1 SOUTH TOWARD DOVER / BEACHES. BEAR RIGHT ONTO US-13 SOUTH / SR-1 SOUTH / SOUTH DUPONT HIGHWAY. KEEP STRAIGHT ONTO SR-1 SOUTH. AT EXIT 104, TAKE RAMP RIGHT FOR SCARBOROUGH ROAD TOWARD NORTH DOVER. TURN RIGHT ONTO US-13 NORTH / NORTH DUPONT HIGHWAY. TURN BACK ON US-13 SOUTH / NORTH DUPONT HIGHWAY. ARRIVE AT US-13 SOUTH / NORTH DUPONT HIGHWAY. SITE IS ON THE RIGHT HAND SIDE.

SHEET INDEX

DRAWING SHEET	DRAWING TITLE
T-1	TITLE SHEET
Z-1	SITE PLAN
Z-2	COMPOUND PLAN
Z-3	ELEVATION
Z-4	EQUIPMENT SKID DETAILS & NOTES
Z-5	CONSTRUCTION DETAILS
Z-6	GENERATOR DETAILS
Z-7	LP TANK DETAILS
Z-8	ANTENNA PLAN & DETAILS

PROJECT CONTACT INFO

VERIZON WIRELESS ENGINEER:	TARRA GOSNELL
VERIZON WIRELESS RF ENGINEER:	ANDY CHAU
VERIZON WIRELESS OPERATIONS MANAGER:	MIKE PURETTA
VERIZON WIRELESS REAL ESTATE CONTACT:	JOHN HERRIOTT
VERIZON WIRELESS AE CONTACT:	JASON PERTUIT
POWER CONTACT:	DELAWARE ELECTRIC CITY OF DOVER 302-736-7035
TELCO CONTACT:	VERIZON

CELLCO PARTNERSHIP d/b/a
VERIZON WIRELESS

2 VALLEY SQUARE / SUITE 300
512 EAST TOWNSHIP LINE ROAD
BLUE BELL, PENNSYLVANIA 19422

advantage engineers
7070 SAMUEL MORSE DRIVE, SUITE 150
COLUMBIA, MARYLAND 21046
PHONE: (443) 367-0003
FAX: (443) 367-3548

SCHEDULE OF REVISIONS

REV. NO.	DATE	DESCRIPTION OF CHANGES
6		
5		
4		
3		
2		
1		
0	09-09-16	REVISED ZONING
A	08-16-16	ISSUED FOR 90% REVIEW (ZDs)

DRAWN BY:	EV, MM
CHECKED BY:	WJN
SCALE:	NOTED
JOB NO:	M130579.00

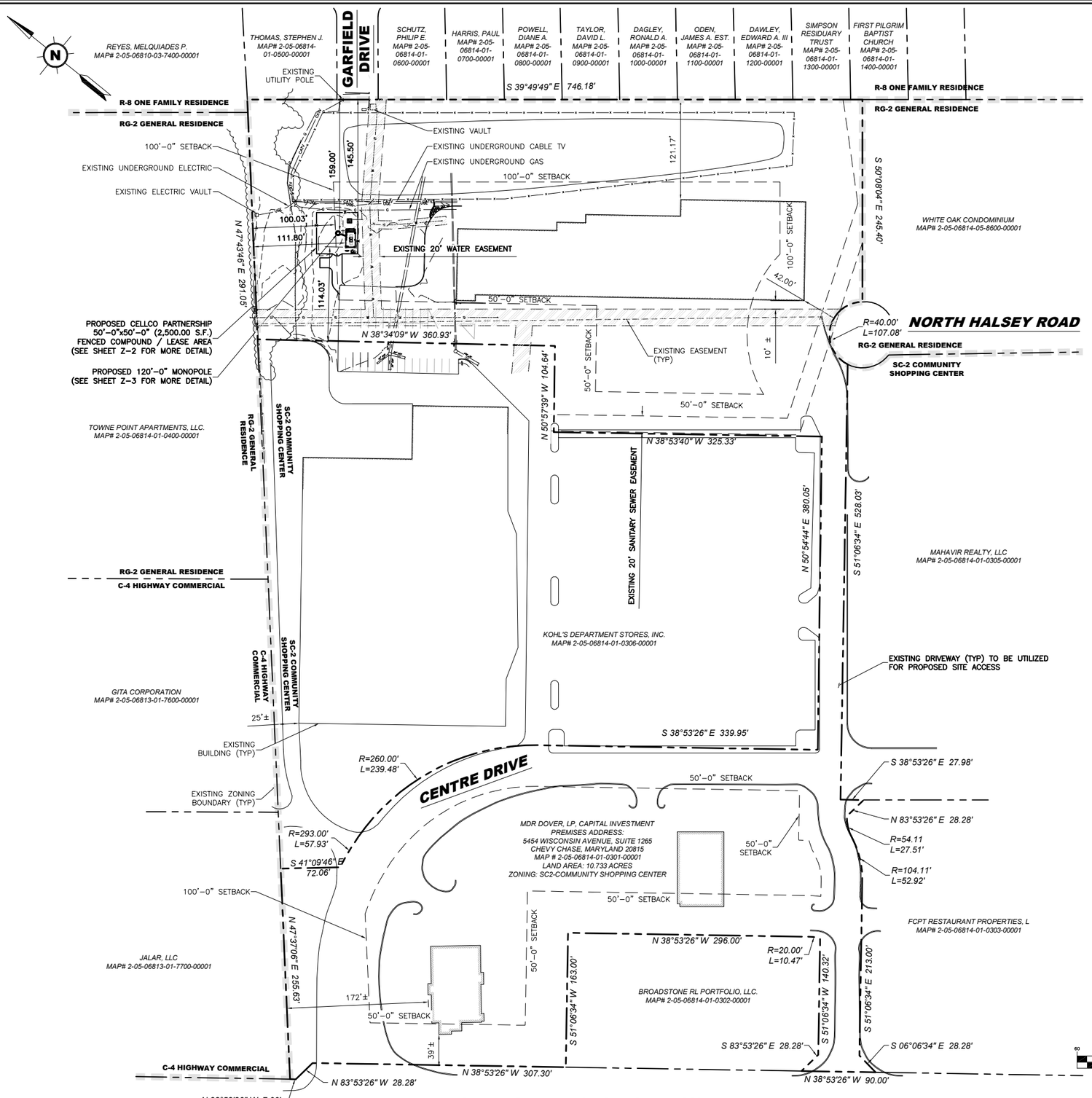
DRAWING TITLE:
TITLE SHEET

DRAWING SHEET:
T-1

SHEET NUMBER:
1 OF 9

SITE INFORMATION:
SITE NAME:
DOV-CENTRAL DOVER
SITE ADDRESS:
277-293 NORTH DUPONT HIGHWAY DOVER, DELAWARE 19901
JURISDICTION:
CITY OF DOVER KENT COUNTY, DELAWARE

W. JEFFERY NAGORNY, P.E.
DELAWARE PROFESSIONAL ENGINEER
LICENSE # 9553



GENERAL NOTES:

1. THIS PLAN WAS PREPARED USING AN APPROVED PLAN TITLED "EXISTING FEATURES SURVEY, DOV-CENTRAL DOVER" BY ASH ASSOCIATES, INC. DATED 09/16/2015.
2. THE PROPOSED FACILITY WILL CAUSE ONLY A "DE MINIMIS" INCREASE IN STORMWATER RUNOFF. THEREFORE, NO DRAINAGE STRUCTURES ARE PROPOSED.
3. NO NOISE, SMOKE, DUST, OR ODOR WILL RESULT FROM THIS FACILITY.
4. THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. (THERE IS NO HANDICAP ACCESS REQUIRED).
5. THE FACILITY IS UNMANNED AND DOES NOT REQUIRE POTABLE WATER OR SANITARY SERVICE.
6. ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 1988).
7. THE PROPOSED DEVELOPMENT DOES NOT INCLUDE STREET SIGNS OF ANY TYPE.
8. THE PROPOSED DEVELOPMENT DOES NOT INCLUDE OUTDOOR STORAGE OR ANY SOLID WASTE RECEPTACLES.
9. ACCORDING TO THE F.I.R.M. COMMUNITY PANEL #10001C0167H, DATED 05-05-2003, THE PROPOSED SITE IS NOT IN A FLOODPLAIN.

BULK REQUIREMENTS

ZONING DISTRICT:	SC2-COMMUNITY SHOPPING CENTER		
DESCRIPTION	**REQUIRED**	**EXISTING**	**PROPOSED**
MIN. AREA:	15 ACRES	10.733 AC. *	NO CHANGE
MIN. LOT WIDTH	150 FT	336 FT	NO CHANGE
MIN. LOT DEPTH	150 FT	1,023 FT	NO CHANGE
MIN. SETBACK -			
STREET R.O.W.:	50 FT	±39 FT *	NO CHANGE
NON-RESIDENTIAL ZONE:	50 FT	±172 FT *	NO CHANGE
RESIDENTIAL ZONE:	100 FT	±42 FT *	NO CHANGE
MAX. BUILDING HEIGHT:	75 FT/6 STORIES	<75 FT	±125 FT **

* EXISTING LEGAL NON-CONFORMITY
** VARIANCE REQUESTED (TOP OF LIGHTING ROD)

1 Z-1 **SITE PLAN**
SCALE: 1" = 60'-0"

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60ft.
(SCALE BASED ON FULL SIZE 24"x36" SHEETS ONLY)
(DO NOT USE SCALE ON OTHER SIZED DRAWINGS)

811 Know what's **below.** **Call** before you dig.
PROTECT YOURSELF, GIVE THREE WORKING DAYS NOTICE
THIS DRAWING DOES NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 AND ALL RULES AND REGULATIONS THERE TO APPURTENANT.

CELLCO PARTNERSHIP d/b/a
VERIZON WIRELESS

2 VALLEY SQUARE / SUITE 300
512 EAST TOWNSHIP LINE ROAD
BLUE BELL, PENNSYLVANIA 19422

advantage engineers
7070 SAMUEL MORSE DRIVE, SUITE 150
COLUMBIA, MARYLAND 21046
PHONE: (443) 367-0003
FAX: (443) 367-3548

SCHEDULE OF REVISIONS

REV. NO.	DATE	DESCRIPTION OF CHANGES
6		
5		
4		
3		
2		
1		
0	09-09-16	REVISED ZONING
A	08-16-16	ISSUED FOR 90% REVIEW (ZDs)

DRAWN BY:	EV, MM
CHECKED BY:	WJN
SCALE:	NOTED
JOB NO:	M130579.00

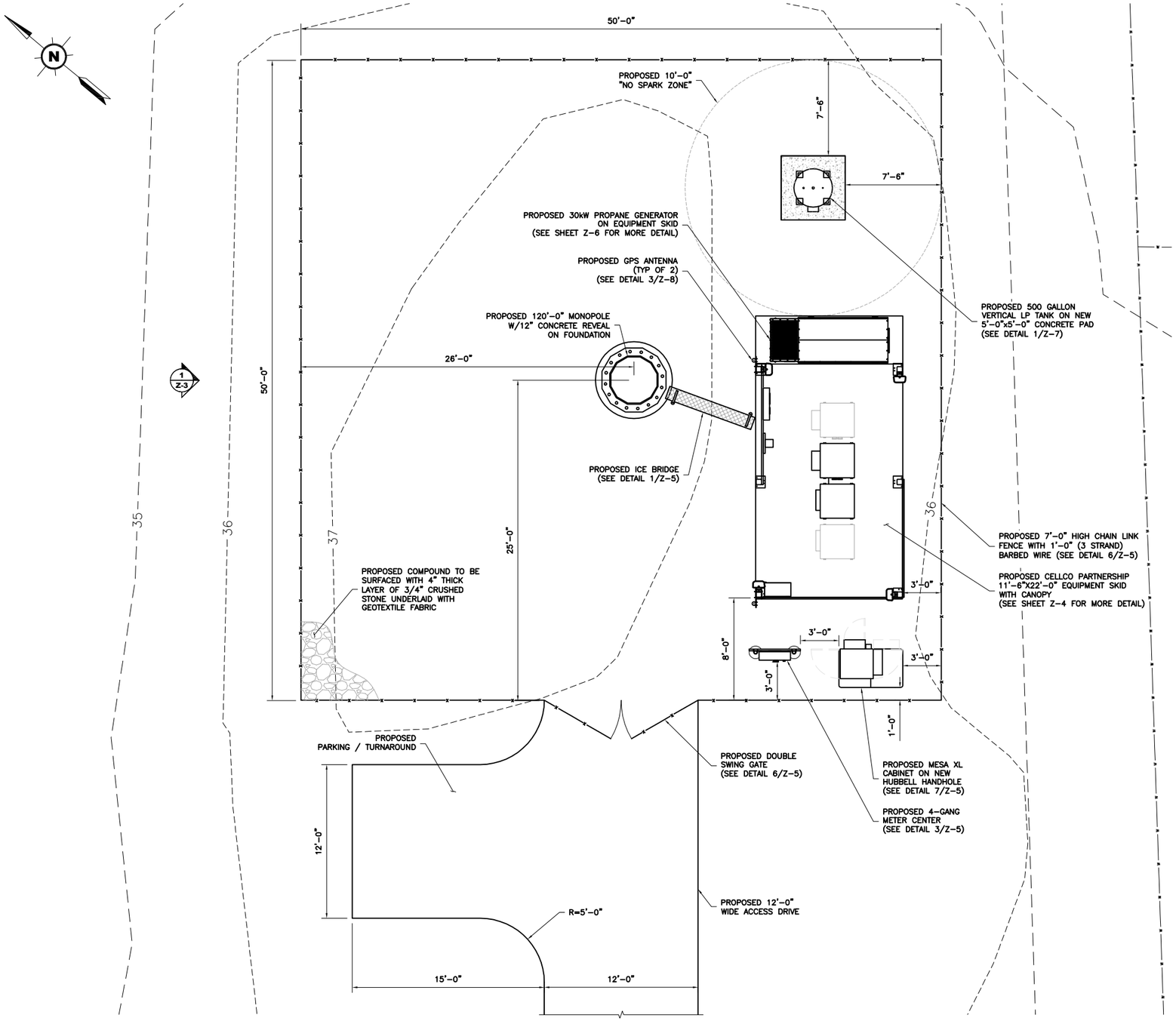
DRAWING TITLE:
SITE PLAN

DRAWING SHEET:
Z-1

SHEET NUMBER:
2 OF 9

SITE INFORMATION:
SITE NAME:
DOV-CENTRAL DOVER
SITE ADDRESS:
277-293 NORTH DUPONT HIGHWAY DOVER, DELAWARE 19901
JURISDICTION:
CITY OF DOVER KENT COUNTY, DELAWARE

W. JEFFERY NAGORNY, P.E.
DELAWARE PROFESSIONAL ENGINEER
LICENSE # 9553



1 Z-2 **COMPOUND PLAN**
SCALE: 1/4" = 1'-0"

GRAPHIC SCALE

4 0 2 4 8 16

(IN FEET)
1/4 inch = 1 ft.

(SCALE BASED ON FULL SIZE 24"x36" SHEETS ONLY)
(DO NOT USE SCALE ON OTHER SIZED DRAWINGS)

GENERAL NOTES

1. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE CODES, ORDINANCES, LAWS AND REGULATIONS OF ALL MUNICIPALITIES, UTILITY COMPANIES OR OTHER PUBLIC AUTHORITIES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND INSPECTIONS THAT MAY BE REQUIRED BY ANY FEDERAL, STATE, COUNTY OR MUNICIPAL AUTHORITIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING SITE IMPROVEMENTS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED AS A RESULT OF CONSTRUCTION OF THIS FACILITY.
4. THE SCOPE OF WORK FOR THIS PROJECT SHALL INCLUDE PROVIDING ALL MATERIALS, EQUIPMENT AND LABOR REQUIRED TO COMPLETE THIS PROJECT. ALL EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
5. THE CONTRACTOR SHALL VISIT THE PROJECT SITE PRIOR TO SUBMITTING A BID TO VERIFY THAT THE PROJECT CAN BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
6. THE PROPOSED FACILITY WILL CAUSE ONLY A "DE MINIMIS" INCREASE IN STORMWATER RUNOFF. THEREFORE, NO DRAINAGE STRUCTURES ARE PROPOSED.
7. NO NOISE, SMOKE, DUST, OR ODOR WILL RESULT FROM THIS FACILITY.
8. THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION (THERE IS NO HANDICAP ACCESS REQUIRED).
9. THE FACILITY IS UNMANNED AND DOES NOT REQUIRE POTABLE WATER OR SANITARY SERVICE.
10. POWER TO THE FACILITY WILL BE MONITORED BY A SEPARATE METER.
11. CONTRACTOR SHALL VERIFY ANTENNA ELEVATION AND AZIMUTH WITH RF ENGINEERING PRIOR TO INSTALLATION.
12. TOWER, MOUNTS AND ANTENNAS ARE DESIGNED TO MEET ANSI/TIA-222-G-2 AS PER IBC 2012 REQUIREMENTS.
13. ALL STRUCTURAL ELEMENTS SHALL BE HOT DIPPED GALVANIZED STEEL.
14. CONTRACTOR SHALL MAKE A UTILITY "ONE CALL" TO LOCATE ALL UTILITIES PRIOR TO EXCAVATING.
15. IF ANY PIPING EXISTS BENEATH THE SITE AREA, CONTRACTOR MUST LOCATE IT AND CONTACT OWNER'S REPRESENTATIVE.
16. CONSTRUCTION TO COMMENCE UPON COMPLETION OF A PASSING STRUCTURAL ANALYSIS. STRUCTURAL ANALYSIS TO BE PERFORMED BY OTHERS.

811 Know what's **below.** **Call** before you dig.

PROTECT YOURSELF, GIVE THREE WORKING DAYS NOTICE

THIS DRAWING DOES NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 AND ALL RULES AND REGULATIONS THERE TO APPURTENANT.

CELLCO PARTNERSHIP d/b/a
VERIZON WIRELESS

2 VALLEY SQUARE / SUITE 300
512 EAST TOWNSHIP LINE ROAD
BLUE BELL, PENNSYLVANIA 19422

advantage engineers
7070 SAMUEL MORSE DRIVE, SUITE 150
COLUMBIA, MARYLAND 21046
PHONE: (443) 367-0003
FAX: (443) 367-3548

SCHEDULE OF REVISIONS

REV. NO.	DATE	DESCRIPTION OF CHANGES
6		
5		
4		
3		
2		
1		
0	09-09-16	REVISED ZONING
A	08-16-16	ISSUED FOR 90% REVIEW (ZDs)

DRAWN BY:	EV, MM
CHECKED BY:	WJN
SCALE:	NOTED
JOB NO:	M130579.00

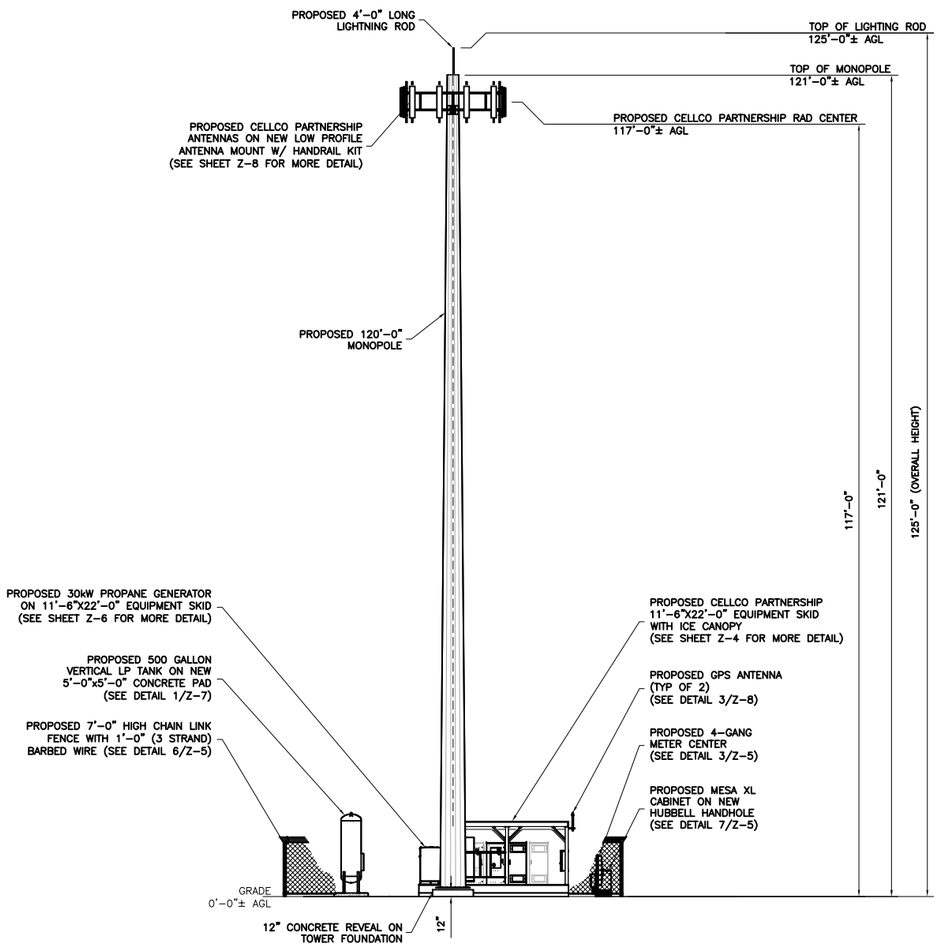
DRAWING TITLE:
COMPOUND PLAN

DRAWING SHEET:
Z-2

SHEET NUMBER:
3 OF 9

SITE INFORMATION:
SITE NAME:
DOV-CENTRAL DOVER
SITE ADDRESS:
277-293 NORTH DUPONT HIGHWAY DOVER, DELAWARE 19901
JURISDICTION:
CITY OF DOVER KENT COUNTY, DELAWARE

W. JEFFERY NAGORNY, P.E.
DELAWARE PROFESSIONAL ENGINEER
LICENSE # 9553



1 Z-3 ELEVATION

SCALE: 1" = 10'-0"

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10ft.
(SCALE BASED ON FULL SIZE 24"x36" SHEETS ONLY)
(DO NOT USE SCALE ON OTHER SIZED DRAWINGS)

CELLCO PARTNERSHIP d/b/a
VERIZON WIRELESS

2 VALLEY SQUARE / SUITE 300
512 EAST TOWNSHIP LINE ROAD
BLUE BELL, PENNSYLVANIA 19422

advantage engineers
7070 SAMUEL MORSE DRIVE, SUITE 150
COLUMBIA, MARYLAND 21046
PHONE: (443) 367-0003
FAX: (443) 367-3548

SCHEDULE OF REVISIONS

REV. NO.	DATE	DESCRIPTION OF CHANGES
6		
5		
4		
3		
2		
1		
0	09-09-16	REVISED ZONING
A	08-16-16	ISSUED FOR 90% REVIEW (ZDs)

DRAWN BY:	EV, MM
CHECKED BY:	WJN
SCALE:	NOTED
JOB NO:	M130579.00

DRAWING TITLE:

ELEVATION

DRAWING SHEET:

Z-3

SHEET NUMBER:

4 OF 9

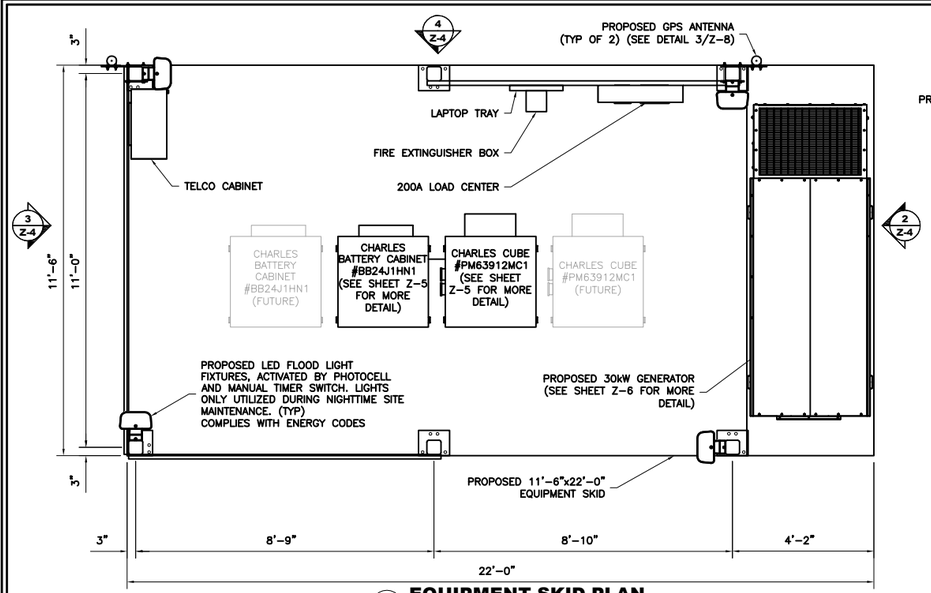
SITE INFORMATION:

SITE NAME:
DOV-CENTRAL DOVER

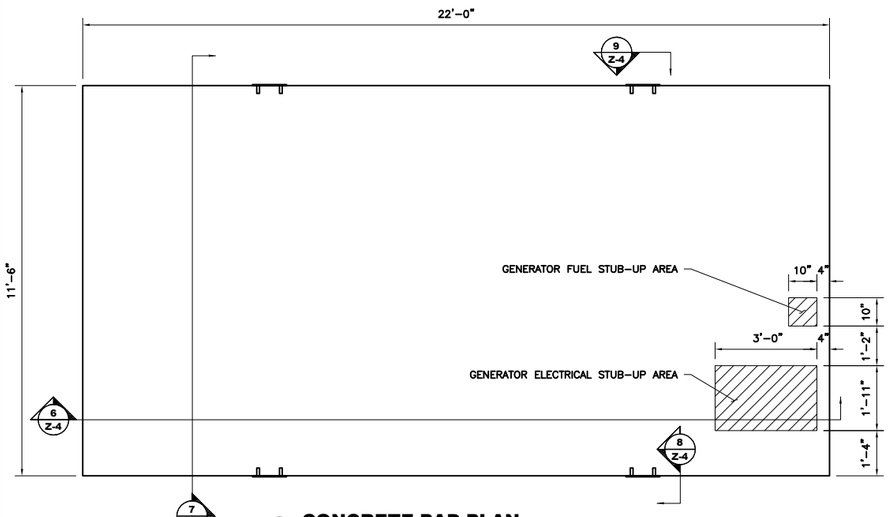
SITE ADDRESS:
277-293 NORTH DUPONT HIGHWAY DOVER, DELAWARE 19901

JURISDICTION:
CITY OF DOVER KENT COUNTY, DELAWARE

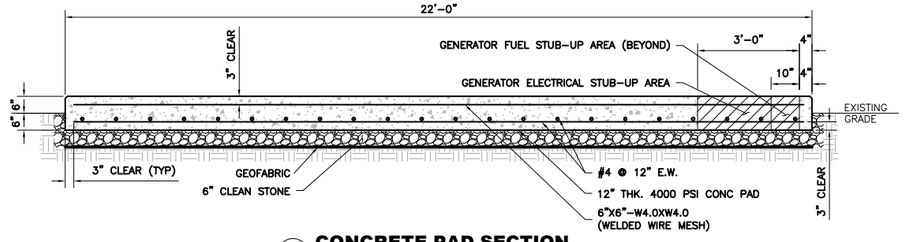
W. JEFFERY NAGORNY, P.E.
DELAWARE PROFESSIONAL ENGINEER
LICENSE # 9553



1 Z-4 EQUIPMENT SKID PLAN
NTS



5 Z-4 CONCRETE PAD PLAN
NTS



6 Z-4 CONCRETE PAD SECTION
NTS

2 Z-4 SKID LEFT ELEVATION
NTS

3 Z-4 SKID RIGHT ELEVATION
NTS

4 Z-4 SKID FRONT ELEVATION
NTS

7 Z-4 CONCRETE PAD SECTION
NTS

Know what's below. Call before you dig.

PROTECT YOURSELF, GIVE THREE WORKING DAYS NOTICE

THIS DRAWING DOES NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 AND ALL RULES AND REGULATIONS THERE TO APPURTENANT.

NOTES

1. ALL FILL/BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY (ASTM D1557).
2. ALL CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH (FC') OF 4000 PSI. CONCRETE WORK SHALL BE PERFORMED IN ACCORDANCE WITH ACI 318-11 "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE (ACI 318-11). REINFORCING STEEL: ASTM A615, GRADE 60, WELDED WIRE FABRIC: ASTM A185. ALL CONCRETE EXPOSED TO THE WEATHER SHALL CONTAIN AN AIR ENTRAINING ADMIXTURE AT A RATE THAT SHALL RESULT IN AN AIR CONTENT OF 6% +\- 1%.
3. PROVIDE 3'-0" #2 AWG COPPER PIGTAIL CAD-WELDED TO LONGEST REBAR MEMBER STUBBED OUT 6" BELOW FINISHED GRADE FOR CONNECTION TO ELECTRICAL GROUNDING SYSTEM.

FOUNDATION NOTES:

1. DESIGN INFORMATION AND GENERAL REQUIREMENTS

1.1 CODES

a. DESIGN CONFORMS TO INTERNATIONAL BUILDING CODE IBC 2012.

b. AMERICAN CONCRETE INSTITUTE "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE," ACI 318-11.

2. EARTHWORK

2.1 FOUNDATIONS

a. FOUNDATIONS HAVE BEEN DESIGNED TO BEAR ON UNDISTURBED RESIDUAL SOILS, CAPABLE OF SAFELY SUPPORTING A NET ALLOWABLE BEARING PRESSURE OF 2000 PSF. IF FOUNDATION CONDITIONS PROVE UNACCEPTABLE AT ELEVATIONS SHOWN, EXCAVATION SHALL BE CARRIED DEEPER AND SHALL BE BACKFILLED WITH LEAN CONCRETE TO PLAN FOOTING BOTTOM, OR REDESIGN OF FOUNDATIONS WILL BE REQUIRED AT THE DIRECTION OF THE ENGINEER.

b. DESIGN, FURNISH AND INSTALL ALL TEMPORARY SHEETING, SHORING AND DRAINAGE NECESSARY TO MAINTAIN THE EXCAVATION AND PROTECT SURROUNDING STRUCTURES AND UTILITIES.

c. THOROUGHLY COMPACT ALL BOTTOM OF FOOTINGS PRIOR TO PLACING ANY CONCRETE.

3. CONCRETE

3.1 FORMWORK

a. CONCRETE CONSTRUCTION SHALL CONFORM TO "SPECIFICATIONS FOR STRUCTURAL CONCRETE FOR BUILDINGS," (ACI 301-89).

b. FORMWORK SHALL CONFORM TO ACI 301 "SPECIFICATIONS FOR STRUCTURAL CONCRETE FOR BUILDINGS."

3.2 REINFORCEMENT

a. REINFORCING STEEL ASTM A615, GRADE 60. WELDED WIRE ASTM A185 (FLAT SHEET). LAPS 40 BAR DIAMETERS UNLESS NOTED. BARS SHALL BE SECURELY HELD IN ACCURATE POSITION BY SUITABLE ACCESSORIES, TIE BARS, SUPPORT BARS, ETC. HOOK LENGTHS SHALL BE 12 BAR DIAMETERS.

b. CONCRETE COVER FOR REINFORCING BARS SHALL BE AS FOLLOWS, UNLESS OTHERWISE NOTED.
FOOTINGS & SLABS CAST AGAINST GROUND . . . . .. 3"
CONCRETE TO BE IN CONTACT WITH GROUND OR WEATHER
AT BARS GREATER THAN #5 . . . . . 2"
AT BARS #5 OR LESS . . . . . 1 1/2"
CONCRETE NOT TO BE EXPOSED TO GROUND OR WEATHER
BEAMS, GIRDERS & COLUMNS . . . . 1 1/2"
SLABS & WALLS . . . . . 3/4"

3.3 CAST-IN-PLACE-CONCRETE

a. MINIMUM 28 DAY CYLINDER STRENGTH AND MAXIMUM SLUMP, PRIOR TO ADDITION OF SUPER PLASTICIZERS, AS FOLLOWS:

		F'c (PSI)	SLUMP
CLASS I	FOOTINGS	3000	3"
CLASS III	INTERIOR ELEVATED SLABS & WALLS	4000	4"
CLASS V	OTHER WORK	4000	4"
CLASS VI	LEAN CONCRETE FOR OVER-EXCAVATION OF FOUNDATIONS	2000	N/A

b. MIX DESIGN TO BE IN ACCORDANCE WITH ACI 318, CHAPTER 5. NO CALCIUM CHLORIDE OR ADMIXTURE CONTAINING CHLORIDES SHALL BE USED IN ANY CONCRETE.

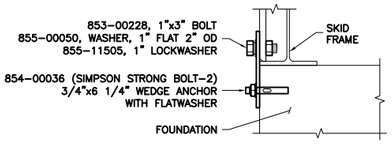
c. COARSE AGGREGATE FOR NORMAL WEIGHT CONCRETE SHALL CONFORM TO ASTM C33 SIZE #57. COARSE AGGREGATE FOR LIGHT WEIGHT CONCRETE SHALL CONFORM TO ASTM C330 GRADED LIGHT WEIGHT CONCRETE SHALL CONFORM TO ASTM C330 GRADED

d. COLD WEATHER PLACEMENT SHALL COMPLY WITH ACI 306.1

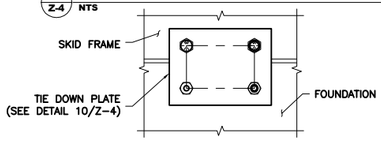
e. HOT WEATHER PLACEMENT SHALL COMPLY WITH ACI 305 R.

f. CHAMFER ALL EXPOSED EDGES 3/4".

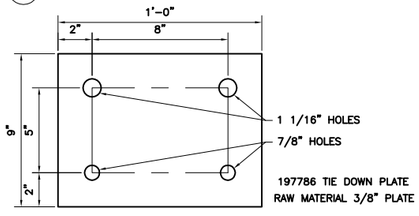
g. THE MAXIMUM TEMPERATURE OF ALL CONCRETE AT DELIVERY TO THE SITE SHALL BE 85'F. TOTAL DELIVERY TIME SHALL BE LESS THAN 75 MIN.



8 Z-4 SKID PLATFORM ATTACHMENT
NTS



9 Z-4 SKID PLATFORM ATTACHMENT
NTS



197786 TIE DOWN PLATE
RAW MATERIAL 3/8" PLATE

10 Z-4 TIE DOWN PLATE DETAIL
NTS

CELLCO PARTNERSHIP d/b/a
VERIZON WIRELESS

2 VALLEY SQUARE / SUITE 300
512 EAST TOWNSHIP LINE ROAD
BLUE BELL, PENNSYLVANIA 19422

advantage engineers
7070 SAMUEL MORSE DRIVE, SUITE 150
COLUMBIA, MARYLAND 21046
PHONE: (443) 367-0003
FAX: (443) 367-3548

SCHEDULE OF REVISIONS

REV. NO.	DATE	DESCRIPTION OF CHANGES
6		
5		
4		
3		
2		
1		
0	09-09-16	REVISED ZONING
A	08-16-16	ISSUED FOR 90% REVIEW (ZDs)

DRAWN BY:	EV, MM
CHECKED BY:	WJN
SCALE:	NOTED
JOB NO:	M130579.00

DRAWING TITLE:
EQUIPMENT SKID DETAILS & NOTES

DRAWING SHEET:
Z-4

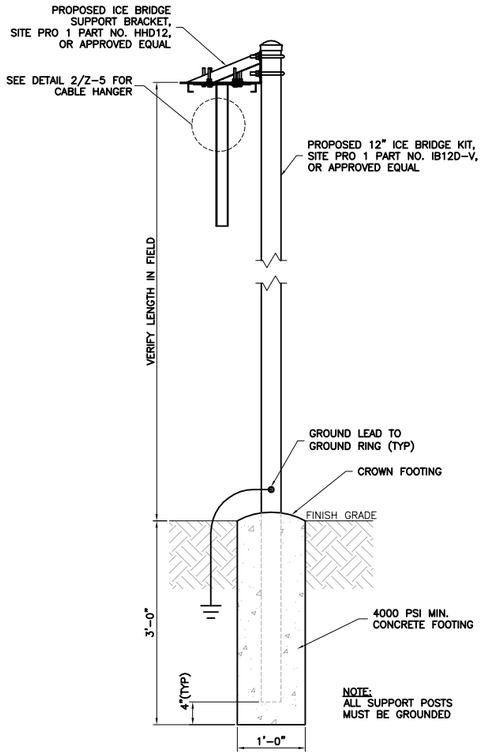
SHEET NUMBER:
5 OF 9

SITE INFORMATION:
SITE NAME:
DOV-CENTRAL DOVER

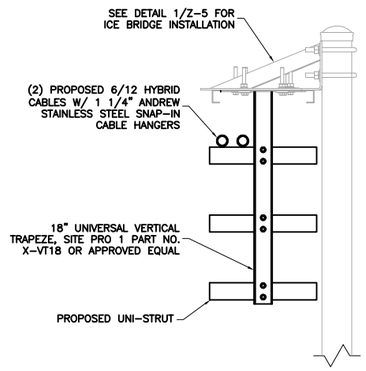
SITE ADDRESS:
277-293 NORTH DUPONT HIGHWAY DOVER, DELAWARE 19901

JURISDICTION:
CITY OF DOVER KENT COUNTY, DELAWARE

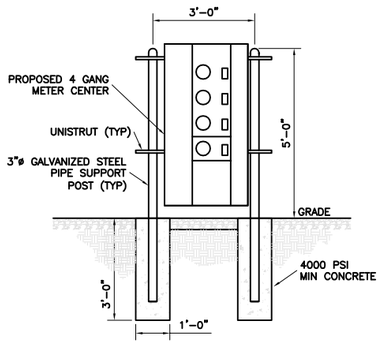
W. JEFFERY NAGORNY, P.E.
DELAWARE PROFESSIONAL ENGINEER
LICENSE # 9553



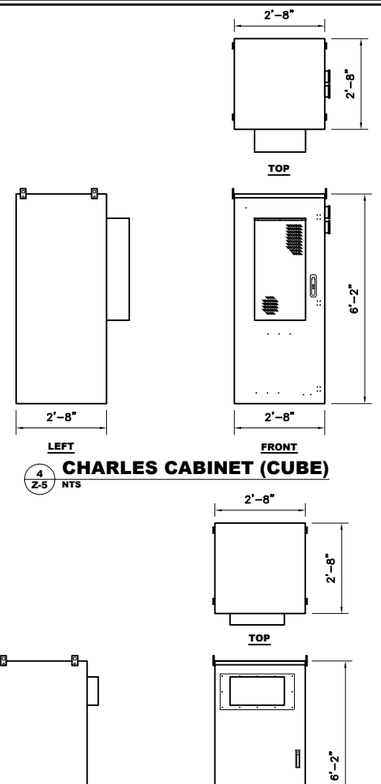
1 Z-5 **ICE BRIDGE SECTION** NTS



2 Z-5 **CABLE SUPPORT SECTION** NTS

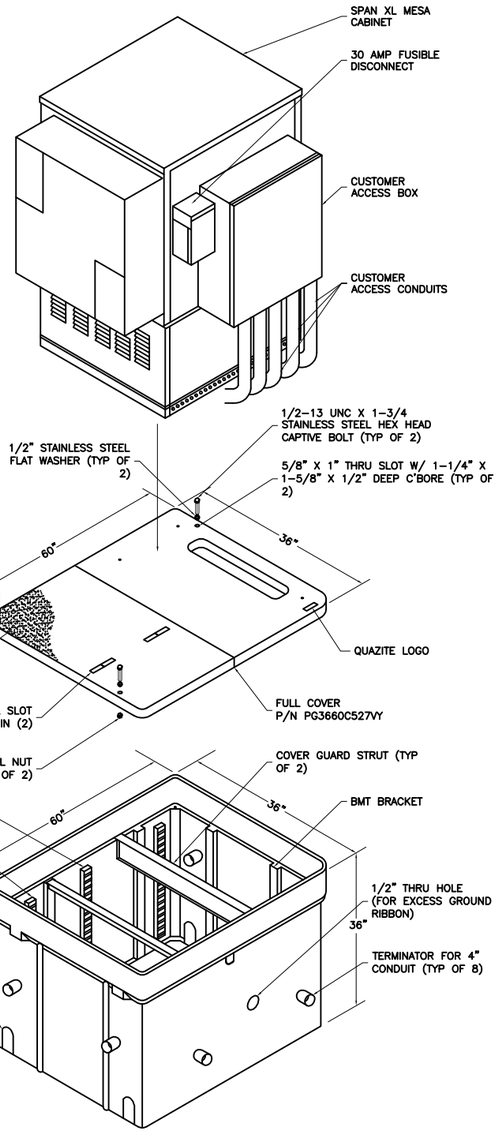


3 Z-5 **UTILITY BACKBOARD DETAIL** NTS

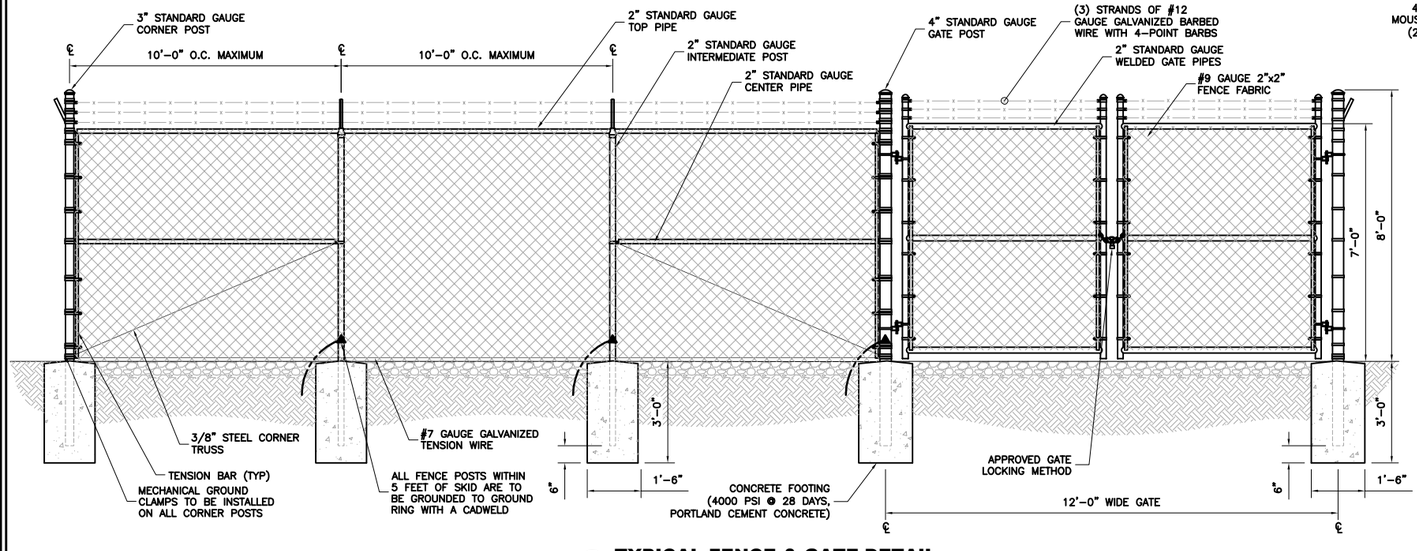


4 Z-5 **CHARLES CABINET (CUBE)** NTS

5 Z-5 **CHARLES BATTERY CABINET** NTS



7 Z-5 **MESA CABINET DETAIL** NTS



6 Z-5 **TYPICAL FENCE & GATE DETAIL** NTS

811 Know what's **below.** **Call** before you dig.

PROTECT YOURSELF, GIVE THREE WORKING DAYS NOTICE

THIS DRAWING DOES NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 AND ALL RULES AND REGULATIONS THERE TO APPURTENANT.

CELLCO PARTNERSHIP d/b/a
VERIZON WIRELESS

2 VALLEY SQUARE / SUITE 300
512 EAST TOWNSHIP LINE ROAD
BLUE BELL, PENNSYLVANIA 19422

advantage engineers
7070 SAMUEL MORSE DRIVE, SUITE 150
COLUMBIA, MARYLAND 21046
PHONE: (443) 367-0003
FAX: (443) 367-3548

SCHEDULE OF REVISIONS

REV. NO.	DATE	DESCRIPTION OF CHANGES
6		
5		
4		
3		
2		
1		
0	09-09-16	REVISED ZONING
A	08-16-16	ISSUED FOR 90% REVIEW (ZDs)

DRAWN BY:	EV, MM
CHECKED BY:	WJN
SCALE:	NOTED
JOB NO:	M130579.00

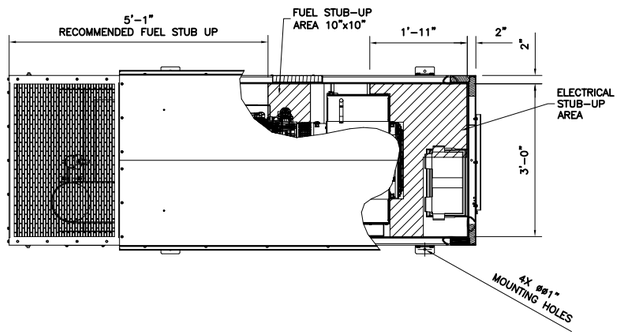
DRAWING TITLE:
CONSTRUCTION DETAILS

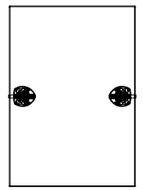
DRAWING SHEET:
Z-5

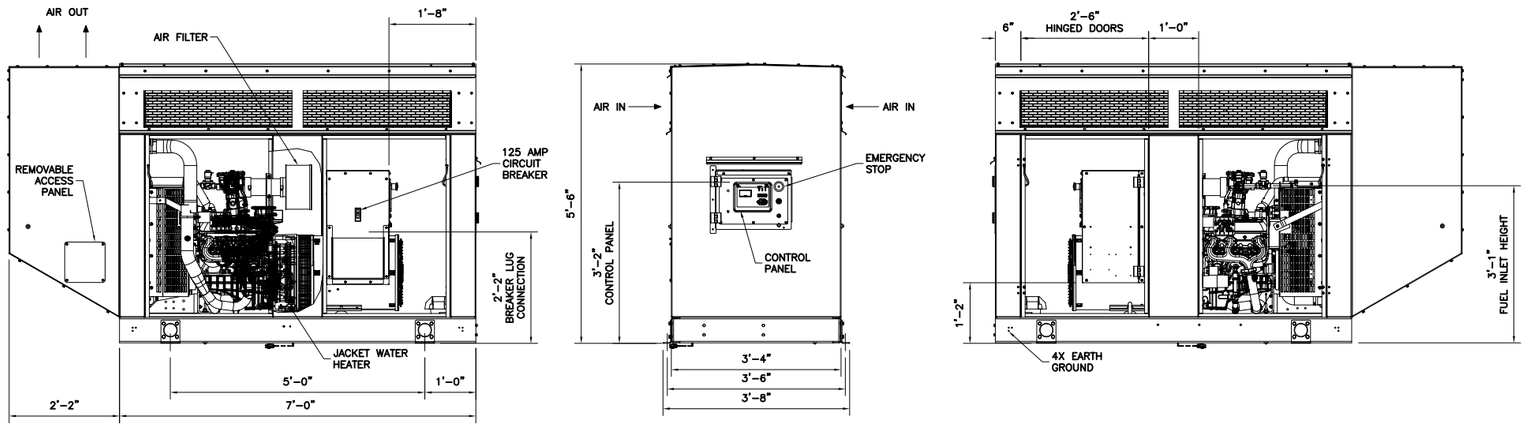
SHEET NUMBER:
6 OF 9

SITE INFORMATION:
SITE NAME:
DOV-CENTRAL DOVER
SITE ADDRESS:
277-293 NORTH DUPONT HIGHWAY DOVER, DELAWARE 19901
JURISDICTION:
CITY OF DOVER KENT COUNTY, DELAWARE

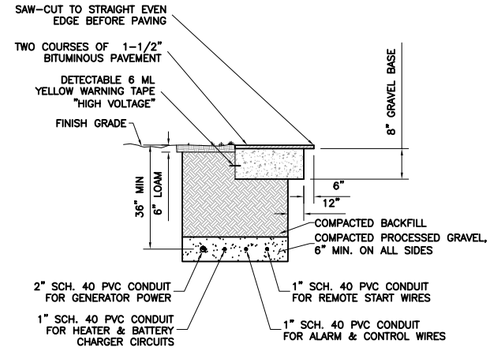
W. JEFFERY NAGORNY, P.E.
DELAWARE PROFESSIONAL ENGINEER
LICENSE # 9553







1 / Z-6 30kW GAS GENERATOR
NTS



NOTE:
EXCAVATE EXISTING SUBGRADE AS REQUIRED TO INSTALL CONDUITS IN ACCORDANCE WITH ALL APPLICABLE LOCAL AND NEC CODES. SEE UTILITY AND SITE PLANS. PROVIDE APPROVED 2'-0"x3'-0" PULL BOXES AS REQUIRED FOR EVERY 250'-0" OF CONDUIT RUN. COORDINATE INSTALLATION W/ ALL UTILITY COMPANIES FOR INTERFACING AT TERMINATION POINTS. PROVIDE FULL LENGTH PULL ROPES (TYP).

2 / Z-6 GENERATOR CONDUIT TRENCH DETAIL
NTS

811
Know what's **below.**
Call before you dig.
PROTECT YOURSELF, GIVE THREE WORKING DAYS NOTICE

THIS DRAWING DOES NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION SHALL BE DONE IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 AND ALL RULES AND REGULATIONS THERE TO APPURTENANT.

CELLCO PARTNERSHIP d/b/a
VERIZON WIRELESS

2 VALLEY SQUARE / SUITE 300
512 EAST TOWNSHIP LINE ROAD
BLUE BELL, PENNSYLVANIA 19422

advantage engineers
7070 SAMUEL MORSE DRIVE, SUITE 150
COLUMBIA, MARYLAND 21046
PHONE: (443) 367-0003
FAX: (443) 367-3548

SCHEDULE OF REVISIONS

REV. NO.	DATE	DESCRIPTION OF CHANGES
6		
5		
4		
3		
2		
1		
0	09-09-16	REVISED ZONING
A	08-16-16	ISSUED FOR 90% REVIEW (ZDs)

DRAWN BY:	EV, MM
CHECKED BY:	WJN
SCALE:	NOTED
JOB NO:	M130579.00

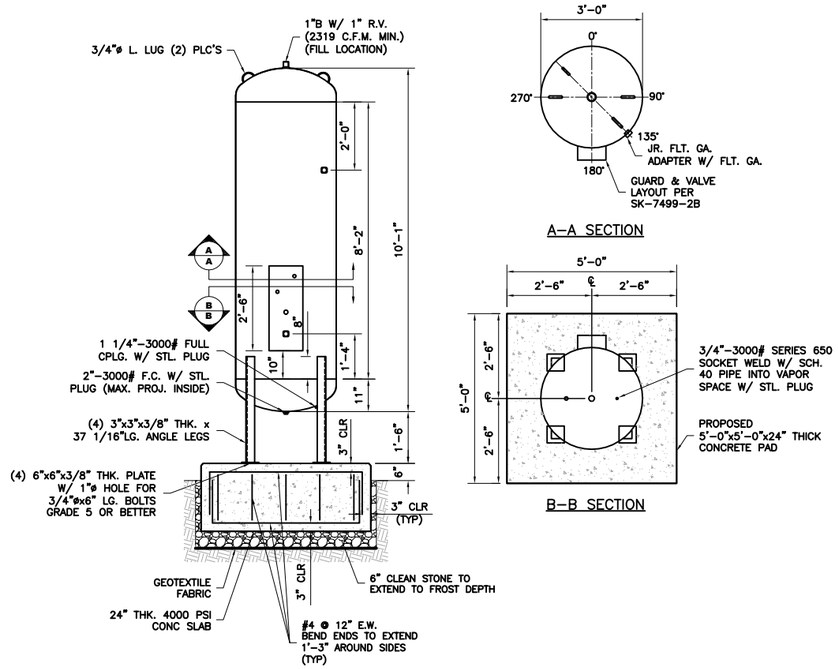
DRAWING TITLE:
GENERATOR DETAILS

DRAWING SHEET:
Z-6

SHEET NUMBER:
7 OF 9

SITE INFORMATION:
SITE NAME:
DOV-CENTRAL DOVER
SITE ADDRESS:
277-293 NORTH DUPONT HIGHWAY DOVER, DELAWARE 19901
JURISDICTION:
CITY OF DOVER KENT COUNTY, DELAWARE

W. JEFFERY NAGORNY, P.E.
DELAWARE PROFESSIONAL ENGINEER
LICENSE # 9553



1 Z-7 **500 GALLON VERTICAL LP TANK DETAIL**
NTS

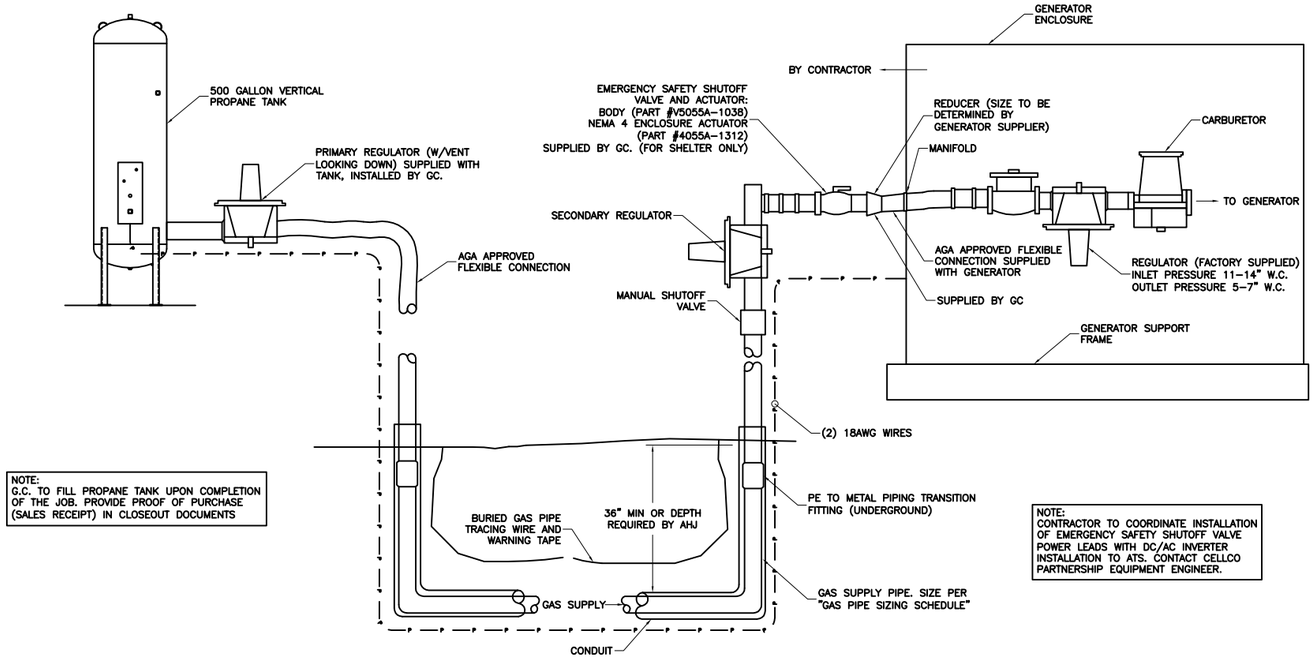
811
Know what's below.
Call before you dig.
PROTECT YOURSELF, GIVE THREE WORKING DAYS NOTICE

THIS DRAWING DOES NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION SHALL BE PERFORMED IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 AND ALL RULES AND REGULATIONS THERE TO APPURTENANT.

LP GAS PIPE SIZING CHART

LENGTH OF PIPE	SIZE OF PIPE								
	1/2"	3/4"	1"	1-1/4"	1-1/2"	2"	2-1/2"	3"	4"
10'-0"	275	567	1071	2205	3307	6221	10140	17990	35710
20'-0"	189	393	732	1496	2299	4331	7046	12510	25520
30'-0"	152	315	590	1212	1858	3465	5695	10110	20620
40'-0"	129	267	504	1039	1559	2992	4778	8481	17300
50'-0"	114	237	448	913	1417	2646	4343	7708	15730
60'-0"	103	217	409	834	1275	2394	3908	6936	14150
80'-0"	89	185	346	724	1086	2047	3329	5908	12050
100'-0"	78	162	307	630	976	1811	2991	5309	10830
125'-0"	69	146	275	567	866	1606	2654	4711	9613
150'-0"	63	132	252	511	787	1496	2412	4281	8736
200'-0"	54	112	209	439	665	1282	2083	3618	7382
250'-0"	48	100	185	390	590	1138	1808	3210	6549
300'-0"	43	90	168	353	534	1030	1637	2905	5927
350'-0"	40	83	155	325	491	947	1505	2671	5450
400'-0"	37	77	144	303	458	887	1404	2492	5084

LP Gas flow is given in thousands of BTU/hr. - One cubic foot of LP Gas = 2516 BTU
This chart refers to low pressure LP, after regulation.
Standard nominal pressure at the burner for LP Gas is 11" of water column.
Pipe length must include additional length for all fittings. Add approximately 5 feet of pipe per fitting.



NOTE:
G.C. TO FILL PROPANE TANK UPON COMPLETION OF THE JOB. PROVIDE PROOF OF PURCHASE (SALES RECEIPT) IN CLOSEOUT DOCUMENTS

NOTE:
CONTRACTOR TO COORDINATE INSTALLATION OF EMERGENCY SAFETY SHUTOFF VALVE POWER LEADS WITH DC/AC INVERTER INSTALLATION TO ATS. CONTACT CELLCO PARTNERSHIP EQUIPMENT ENGINEER.

2 Z-7 **LP FUEL SYSTEM**
NTS

GENERAL NOTES:

1. MAINTAIN MINIMUM 1'-0" VERTICAL AND 1'-0" HORIZONTAL SEPARATION OF GAS LINE FROM OTHER UTILITIES.
2. CONNECTION POINT MAY VARY WITH GENERATOR MANUFACTURER.
3. MAINTAIN 3 FOOT SERVICE CLEARANCE ON ALL SIDES OF GENERATOR.
4. G.C. SHALL ANCHOR GENERATOR BASE TO SLAB OR PLATFORM WITH HOLES PROVIDED.
5. CONTRACTOR SHALL VERIFY LOCATION OF ALL EQUIPMENT PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL COORDINATE INSTALLATION WITH GAS COMPANY & OTHER DISCIPLINES.
7. CONTRACTOR SHALL ADHERE TO APPLICABLE STATE & LOCAL CODES.
8. CONTRACTOR SHALL COORDINATE LOCATION OF GAS PIPE WITH OTHER UTILITIES.
9. FLEXIBLE CONNECTION TO BE SAME SIZE AS PIPING TIE-IN THAT IS PROVIDED BY THE GENERATOR SUPPLIER.
10. CONTRACTOR SHALL PROVIDE A PROPANE TANK AND PIPING TO BE INSTALLED PER GENERATOR MANUFACTURERS REQUIREMENTS.

SPECIFICATIONS:

1. PIPE (ABOVE GROUND): STEEL PIPE: ASTM A53, TYPE E OR S, ELECTRIC-RESISTANCE WELDED OR SEAMLESS, GRADE A OR B, SCHEDULE 40 BLACK STEEL, PAINTED YELLOW.
2. PIPE FITTINGS (ABOVE GROUND):
   A. GRAY-IRON THREAD FITTINGS: ASME B16.4, CLASS 125, STANDARD PATTERN.
   B. UNIONS: ASME B16.39, CLASS 150, BLACK MALLEABLE IRON, FEMALE PATTERN, BRASS TO IRON SEAT, GROUND JOINT.
   C. TRANSITION FITTINGS: TYPE, MATERIAL, AND END CONNECTIONS TO MATCH PIPING BEING JOINED.
   D. PROVIDE DI-ELECTRIC UNIONS WHERE REQUIRED BETWEEN DIFFERENT METALLIC PIPE MATERIALS.
3. PIPE (UNDERGROUND): POLYETHYLENE (PE) PIPE: ASTM D 2513, SDR 11 OR IN ACCORDANCE WITH LOCAL CODES AND REGULATIONS.
4. PE FITTINGS (UNDERGROUND): ASTM D 2683, SOCKET TYPE OR ASTM D 3261, BUTT TYPE WITH DIMENSIONS MATCHING ASTM D 2513, SDR AA, PE PIPE.
5. TRANSITION FITTINGS: MANUFACTURED PIPE FITTING FOR CONNECTION TO PE PIPE AND WITH ONE ASTM A53/A53M, SCHEDULE 40, BLACK STEEL PIPE END FOR THREADED CONNECTION TO BLACK STEEL PIPE.
6. SERVICE-LINE RISER: MANUFACTURED PIPE FITTING WITH PE PIPE INLET FOR CONNECTION TO UNDERGROUND PE PIPE: PE PIPE RISER SECTION WITH PROTECTIVE-COATED, ANODES, STEEL CASING AND THREADED OUTLET FOR THREADED CONNECTION TO ABOVE GROUND STEEL PIPING.

GENERATOR INSTALLATION RESPONSIBILITIES:

GENERAL CONTRACTOR:
1. INSTALL ATS
2. SECURE (BOLT IN HOLES PROVIDED) GENERATOR USING RUBBER ISOLATORS UNDER GENERATOR SUPPORT FRAME AND PROPANE TANK TO THE SLAB.
3. INSTALL "SHIP LOOSE" ITEMS TO PROPANE TANK TO INCLUDE THE COVER AND LOW FUEL SWITCH.
4. INSURE REGULATOR DRAINS ARE "FACE DOWN" (REGULATORS ARE TO BE OUTSIDE OF GENERATOR AND PROPANE TANK COVER).
5. RUN STUB UPS FOR PROPANE TO GENERATOR.

GENERATOR MANUFACTURER CERTIFIED ELECTRICIAN:
1. COMPLETE FUEL CONNECTIONS.
2. TERMINATE ALARMS AND CONTROL CIRCUITS TO THE GENERATOR.
3. INSTALL FUEL REGULATORS.
4. FINAL INSPECTION AND STARTUP.
5. NOTIFY OPERATIONS (CELL TECH) TWO DAYS PRIOR TO START-UP SCHEDULE, PLAN ON CELL TECH ARRIVAL EARLY AFTERNOON IF START-UP PROBLEMS INCUR, NOTIFY CELL TECH OF DELAY BEFORE NOON.
6. RUN LOAD TEST (ADDITIONAL COST TO CELLCO PARTNERSHIP) AS REQUIRED, MOSTLY IN CORE.
7. E-MAIL COPY OF START-UP CHECK OFF LIST TO CELLCO PARTNERSHIP.

CELLCO PARTNERSHIP d/b/a
VERIZON WIRELESS

2 VALLEY SQUARE / SUITE 300
512 EAST TOWNSHIP LINE ROAD
BLUE BELL, PENNSYLVANIA 19422

advantage engineers
7070 SAMUEL MORSE DRIVE, SUITE 150
COLUMBIA, MARYLAND 21046
PHONE: (443) 367-0003
FAX: (443) 367-3548

SCHEDULE OF REVISIONS

REV. NO.	DATE	DESCRIPTION OF CHANGES
6		
5		
4		
3		
2		
1		
0	09-09-16	REVISED ZONING
A	08-16-16	ISSUED FOR 90% REVIEW (ZDs)

DRAWN BY:	EV, MM
CHECKED BY:	WJN
SCALE:	NOTED
JOB NO:	M130579.00

DRAWING TITLE:
LP TANK DETAILS

DRAWING SHEET:
Z-7

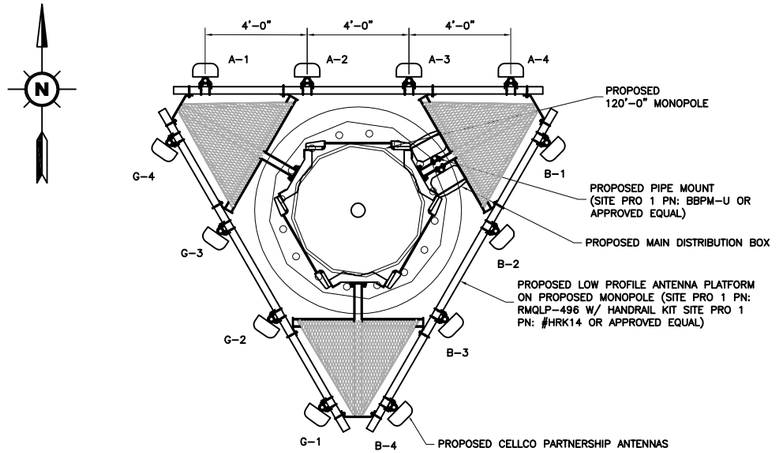
SHEET NUMBER:
8 OF 9

SITE INFORMATION:
SITE NAME:
DOV-CENTRAL DOVER

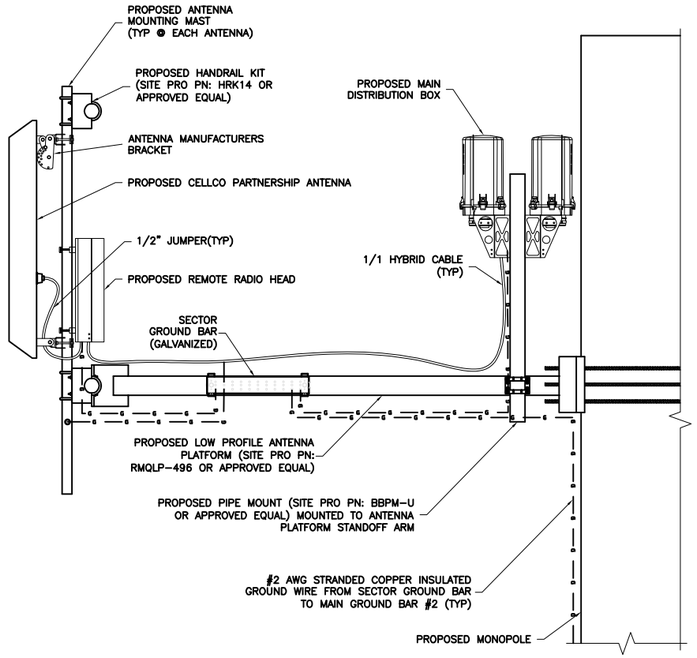
SITE ADDRESS:
277-293 NORTH DUPONT HIGHWAY
DOVER, DELAWARE 19901

JURISDICTION:
CITY OF DOVER
KENT COUNTY, DELAWARE

W. JEFFERY NAGORNY, P.E.
DELAWARE PROFESSIONAL ENGINEER
LICENSE # 9553



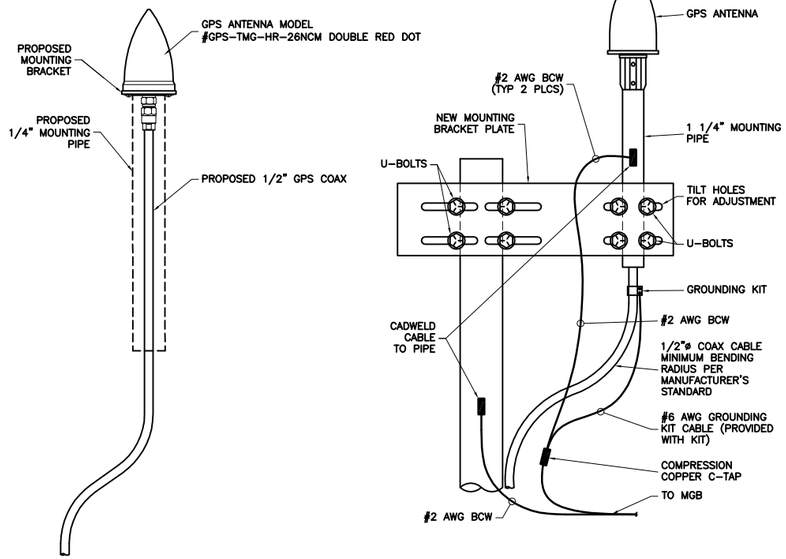
1 Z-8 PROPOSED ANTENNA PLAN
N.T.S.



NOTES:

1. ALL ANTENNAS TO BE FURNISHED WITH DOWNTILT BRACKETS. CONTRACTOR TO COORDINATE REQUIRED MECHANICAL DOWNTILT FOR EACH ANTENNA WITH RF ENGINEER.
2. ANTENNA CENTERLINE HEIGHT IS IN REFERENCE TO ELEVATION 0'-0" AGL.
3. CHECK WITH RF ENGINEER FOR LATEST ANTENNA TYPE & AZIMUTH.
4. CONTRACTOR SHALL VERIFY ANTENNA TYPE AND AZIMUTH WITH CONSTRUCTION.

2 Z-8 ANTENNA MOUNTING DETAIL (SIDE VIEW)
N.T.S.



NOTE:

THE GPS ANTENNA MOUNT IS DESIGNED TO FASTEN TO A 1 1/4" STANDARD GALVANIZED STEEL OR STAINLESS STEEL PIPE. THE PIPE MUST BE THREADED AT THE ANTENNA MOUNT END. THE PIPE SHALL BE CUT TO THE REQUIRED LENGTH (MINIMUM OF 18 INCHES) USING A HAND OR ROTARY PIPE CUTTER TO ASSURE A SMOOTH AND PERPENDICULAR CUT. A HACK SAW SHALL NOT BE USED. THE CUT PIPE SHALL BE DEBURRED AND SMOOTH IN ORDER TO SEAL AGAINST THE NEOPRENE GASKET ATTACHED TO THE ANTENNA MOUNT.

3 Z-8 GPS ANTENNA ELEVATION DETAIL
NTS

CELLCO PARTNERSHIP d/b/a
VERIZON WIRELESS

2 VALLEY SQUARE / SUITE 300
512 EAST TOWNSHIP LINE ROAD
BLUE BELL, PENNSYLVANIA 19422

advantage engineers
7070 SAMUEL MORSE DRIVE, SUITE 150
COLUMBIA, MARYLAND 21046
PHONE: (443) 367-0003
FAX: (443) 367-3548

SCHEDULE OF REVISIONS

REV. NO.	DATE	DESCRIPTION OF CHANGES
6		
5		
4		
3		
2		
1		
0	09-09-16	REVISED ZONING
A	08-16-16	ISSUED FOR 90% REVIEW (ZDs)

DRAWN BY:	EV, MM
CHECKED BY:	WJN
SCALE:	NOTED
JOB NO:	M130579.00

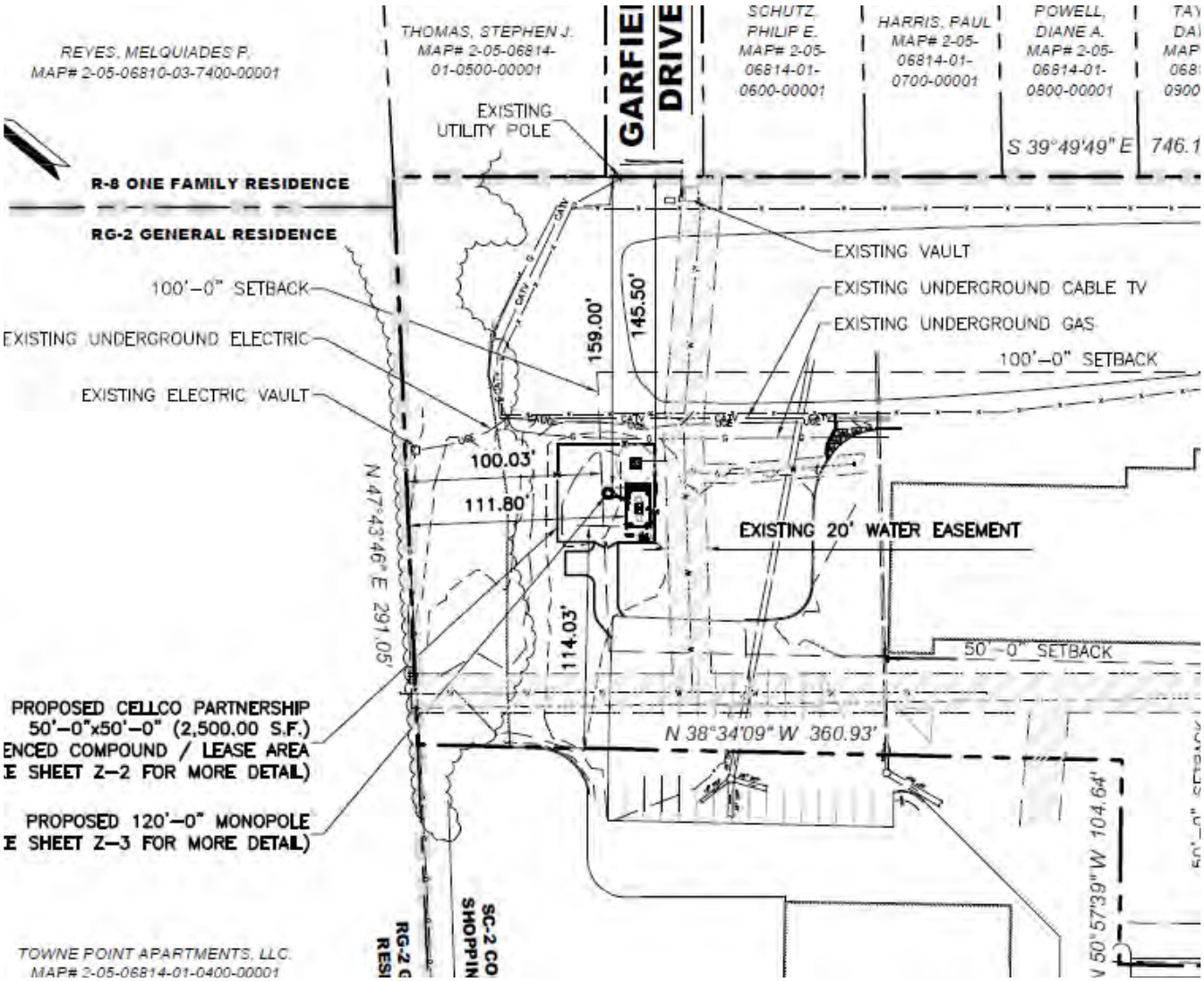
DRAWING TITLE:
ANTENNA PLAN & DETAILS

DRAWING SHEET:
Z-8

SHEET NUMBER:
9 OF 9

SITE INFORMATION:
SITE NAME:
DOV-CENTRAL DOVER
SITE ADDRESS:
277-293 NORTH DUPONT HIGHWAY DOVER, DELAWARE 19901
JURISDICTION:
CITY OF DOVER KENT COUNTY, DELAWARE

W. JEFFERY NAGORNY, P.E.
DELAWARE PROFESSIONAL ENGINEER
LICENSE # 9553



Enlargement of portion of Sheet Z-1 to show setbacks from adjacent residential and non-residential zones.

Exhibit C

SUPPLEMENT TO BOARD OF ADJUSTMENT APPLICATION

AREA VARIANCE RESPONSES

1. The nature of the zone in which the property lies;

The subject property is at the rear of the shopping center in a retail district of the city.

2. The character of the immediate vicinity and the contained uses therein;

The subject property is surrounded on two sides by a shopping center. On one side is the Town Pointe apartment complex, which is separated from the subject property by a wooden fence and a stand of tall trees. The other side of the property is a reservoir/drainage area with overgrown weeds and trees. On the other side of the trees is a residential neighborhood.

3. Whether, if the restriction upon the applicant's property were removed, such removal would seriously affect neighboring properties and uses; and

The construction of a 125' monopole would not adversely affect neighboring properties and users, because the monopole will be screened by trees and retail buildings. The proposed monopole will benefit neighboring properties and users, by improving telecommunications service. Many residents use mobile phones as their primary telephone, and a high percentage of 911 calls are made from mobile phones.

4. Whether, if the restriction is not removed, the restriction would create unnecessary hardship or exceptional practical difficulty for the owner in his efforts to make normal improvements in the character of that use of the property that is permitted uses under the provisions of the zoning ordinance.

The imposition of a 75' height restriction would result in exceptional practical difficulty to Verizon Wireless. Verizon would not be able to satisfy its service objectives and fill significant gaps in coverage and/or capacity if unable to construct a 125' telecommunications monopole at the subject property. A 75' tall monopole would not provide adequate service, which puts Applicant at a competitive disadvantage, and which does not allow the community to experience appropriate levels of service. The proposed installation is the least intrusive means of correcting service deficiencies.

In recent years, the use of "smart phones" has proliferated exponentially, and many users now use mobile phones as their primary device for voice calls and data. In addition, a large percentage of 911 calls are made from mobile phones. As a result of the growing reliance upon mobile phones, Verizon Wireless is constantly looking for ways to keep up with the ever-increasing demands on its network.

Verizon has a network of wireless antennas throughout Delaware, and this network consists of an interdependent series of towers and other tall structures (each is generally referred to

as a "base station"), which hold the antennas at appropriate heights and distances to allow the base stations to communicate with one another and work together to allow a seamless user experience.

Verizon employs radio frequency engineers to design and upgrade their network capabilities. These engineers develop "search rings" consisting of a geographic area in which a base station needs to be constructed, at an adequate height to provide coverage to the areas within the search ring. Each search ring is given to a site acquisition consultant, who is tasked with looking for tall existing structures within the search ring which are available for use by Verizon, and if no such candidates are available, their next priority is to find a location that is available for Verizon to lease or purchase on which it may build a base station that will provide coverage to the search ring in the least intrusive manner possible.

In the case of the proposed tower at a shopping center known as "The Centre at Dover" at 277-293 N. DuPont Highway, Verizon's radio frequency engineer developed a search ring that is oval shaped and has a diameter of approximately 1,760 feet. This search ring is centered on the parking field behind the AT&T store and in front of the AC Moore store, which are part of The Centre at Dover (the same shopping center in which the proposed tower is to be built). The Centre at Dover encompasses most of the search ring.

The site acquisition consultant explored the feasibility of the following sites:

Luther Towers (70' bldg.)
430 Kings Highway
Dover, DE

Dover Federal Credit Union
255 N. DuPont Highway
Dover, DE

Rite Aid
245 N. DuPont Highway
Dover, DE

Super 8 Motel
348 N. DuPont Highway
Dover, DE

Days Inn
272 N. DuPont Highway
Dover, DE

Super Lodge
246 N. DuPont Highway
Dover, DE 19901

Verizon's radio frequency engineer determined that the Luther Towers site was not compatible with Verizon's network.

The owner of the Dover Federal Credit Union and Rite Aid properties was not willing to lease to Verizon.

The portions of the hotel properties within the search ring were not considered suitable, because of space constraints and their proximity to residential housing without the kind of pre-existing vegetation buffers and elevation changes that effectively buffer the proposed site.

The owner of the proposed site in The Centre at Dover was willing to enter into a lease with Verizon, but only in the specific location for which application is being made (other areas of the center were deemed to potentially interfere with parking needs and flexibility for possible future development).

For the foregoing reasons, the proposed site at The Centre at Dover provides the least intrusive means available to Verizon for addressing its network needs.