

REPORT

Middlesex Beach  
Commercial Area

Jan '87

**RICHARD A. HABER P.E.**  
**CONSULTING CIVIL ENGINEER**  
MOTOR VEHICLE ACCIDENT ANALYSIS  
LIC. PROF. SURVEYOR  
EXPERT WITNESS

Reply to:

✓ 422 Walker Road  
Dover, Delaware 19901

(302) 736-6021

Reply to:

☐ 112 W. Quail Drive  
Lewes, Delaware 19958

(302) 645-8183

January 30, 1987

Middlesex Beach Association  
P.O. Box 173  
Bethany Beach, Delaware 19930

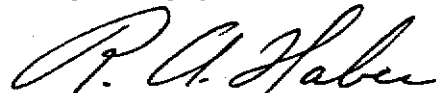
Gentlemen:

Attached is a report and recommendations for the lands in Middlesex Beach which front on Delaware Route 1 in Sussex County, Delaware. The report covers possible uses for the commercial area west of the highway and for preservation of the use of the beach area east of the highway. The safety of Middlesex Beach residents, both as vehicle users and as pedestrians, is addressed as a paramount issue.

Five (5) copies of this report are submitted as set forth in my proposal of 28 August 1986 and accepted by your Association on 1 September 1986. Illness has delayed the submission and instead of a draft copy these are completed reports. If there are additions or changes which the Association desires, I will submit the addenda as a supplementary report when the comments are transmitted to me.

I appreciate the opportunity to be of service.

Very truly yours,



Richard A. Haber, P.E.  
Del Lic #410

wch  
enc.

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To: Middlesex Beach Association  
P.O. Box 173  
Bethany Beach, Delaware 19930

Subject: Report on Commercial Area along Delaware Route 1 and areas impacted  
by its use

From: Richard A. Haber, P.E.

On September 1, 1986 I was notified by the Chairman of the Legal Committee to prepare a report on the Commercial Area along Del. Rt. 1 in accordance with my proposal of August 28, 1986. As part of that proposal, the Duffield Associates Report on the beach at South Bethany would be examined. A separate letter of information has been submitted on that Report. The letter is dated September 19, 1986. There have been additional developments concerning the South Bethany beach erosion problems and I will submit a separate letter on that subject as soon as I have received further information from the Delaware Natural Resources Commission.

Situation: The area parallel to Del. Rt. 1 West of the highway and between Evergreen Road on the South and Short Road on the North is the section under consideration. There are fifteen parcels in sets of three, each parcel is 100' front by 275' deep. Each set of three parcels is divided by the following streets: from South to North, Addy Road, Bridge Road, Errett Road, and Bayberry Road. The frontage road is Del. Rt. 1 and the back road is Beach Plum Road parallel to the frontage road. Del. Rt. 1 is a divided highway with a Right of Way of 150', all the other roads have a 50' R/W. Crossovers between the two divided lanes on Del. Rt. 1 exist at Bridge Road and Bayberry Road only.

As of September 1, 1986 there were seven parcels open to development. As of January 23, 1987 one and one-half parcels between Addy Road and Bridge Road are under option to the McDonald's Corporation for a temporary parking lot and the two northerly parcels between Bridge Road and Errett Road have been acquired to combine with the remaining parcel for a shopping center site.

Conditions: The Covenants of the Middlesex Beach Association restrict development to exclude several businesses which are considered to be a basic part of resort operations, i.e., no alcohol automatically excludes most restaurants, all taprooms, discos, and pizza parlors. Motels, trailers, etc. are also excluded. The approval of plans is all inclusive and will intimidate a certain percentage of businesses particularly with reference to color, sign size, sign and light heights.

On the plus side the area carries a profile for class operations, the exception being the present condition of Englishs. The area is located so that there is an excellent sight distance approach which is not available at the other commercial areas in the vicinity. The 1986 "year round" population within a five-mile radius was approximately 1,800 persons which, according to the Bethany Beach Post Office, is growing at 10-15% per year. The traffic on Del. Rt. 1 is increasing in the winter months particularly since the opening of McDonalds. The figures for 1986 are as follows:

Between N. Town Limits of S. Bethany Beach and  
Rt. 26. (Source-Delaware Department of Transportation)

<u>Month-1986</u>	<u>Average Daily Traffic</u>
Jan	8053
Feb	8350
Mar	12377
Apr	14362
May	20976
June	29787

<u>Month-1986</u>	<u>Average Daily Traffic</u>
July	17033
Aug	18365
Sept	9574
Oct	12930
Nov	10469
Dec not yet available	
In Nov, Friday average is 15963	
Saturday	" is 17953
Sunday	" is 12165
Highest Holiday - Memorial Day at 35474	
Highest Saturday - (before Memorial Day) at 31288	
Highest traffic throughout the year was on Saturdays	
Lowest traffic throughout the year was on Tuesdays	
1984 Average Annual Daily Traffic = 14060	
1985	" = 12273
1986	" = 14752 (for 11 months)

The customer count at McDonalds referred to these traffic figures for the winter months gives a fair indication of the traffic generation by this magnet business. The percentages/customer count in the summer will not be a constant but will be a substantial increase over winter business. Such an attraction increases the desirability of other service businesses in the commercial area.

The first to realize the advantage of the increased traffic was Mr. Jack Burbage of Style Guide, Inc. of Berlin, Maryland who has proposed a shopping center on the sections between Bridge Road and Errett Road to include the old Del Mar Va Building Supply structure. Together with your Building Committee Chairman the plans for the shopping center have been discussed and revised. Mr. Burbage will submit the plans to the Association for approval.

Opinions and Recommendations: The area was first examined as a whole and on that basis I recommend the following: (See attached drawing).

1. The portion of Beach Plum Road from Evergreen Road to Addy Road be blocked at the Addy Road end. Negotiations be initiated with McDonalds to use that section for employee parking thus freeing up parking spaces for

customers. Asphalt and chip paving should be considered as part of the negotiation. The possibility of using a magnetic ticket gate for M.B.A. members only could also be considered for the Addy Road end.

2. Addy Road from Del. Rt. 1 to Beach Plum Road should be blocked at the Beach Plum Road end and used for customer parking for McDonalds under the same criteria. These two actions could ensure an income to M.B.A.

3. Bridge Road should remain open since it enters Del. Rt. 1 at a crossover. Addy Road residents West of Beach Plum Road would travel 300' north to Bridge Road and east to Del. Rt. 1. Bridge Road residents West of Beach Plum Road would not be affected.

4. With the planned shopping center between Bridge Road and Errett Road requiring 65-68 parking spaces there is another possible source of income in leasing that section of Beach Plum Road from Bridge Road to Errett Road and blocking Beach Plum Road at Errett Road. The possibility of magnetic gates for M.B.A. residents also exists here. Errett Road from Del. Rt. 1 to Beach Plum Road should be blocked at Beach Plum Road and leased for parking. The Evans business is already using the north side of the road in the manner that could be set up for the proposed shopping center.

5. Errett Road residents west of Beach Plum Road would travel 300' north to Bayberry Road then use Bayberry to Del. Rt. 1 and the crossover. The present road system of Beach Plum Road from Bayberry Road to Short Road is locked in by the existing users of Beach Plum Road for access and parking.

6. One established need for the growth of the entire area is to nominate a committee of M.B.A. members to work with the landowners to develop interest in those businesses which M.B.A. deems acceptable. For instance, the establishment of a Professional Building for doctors, dentists, or a combination, an Engineering office would be an asset as well as the expansion of present uses, as lawyers, realtors etc. Gasoline service stations should be very closely

examined for appearance and signing if they are to be considered at all. The establishment of a cafeteria style family restaurant for seasonal use such as Warrens Station at Fenwick Island is another possibility. A local hardware store, not building supply, is an already proven business for this area.

7. I recommend that the R/W on the east side of Del. Rt. 1 be fenced and planted to prevent access to the beach except through Bridge Road. A security post at that location could then check for residency or guests. With access denied anywhere else, a painted walkway can be established on the paved West shoulder and a painted crosswalk established at Bridge Road for the only legal pedestrian crossing of Del. Rt. 1.

The residents of M.B. should be issued a card or sticker to allow access to the beach through the Bridge Road entrance and the same identification would allow excess parking in the closed off sections of Beach Plum Road, Addy Road, and Errett Road when the beach side has reached capacity.

Discussion: The primary reason for shutting off Addy Road and Errett Road between Del. Rt. 1 and Beach Plum Road is for safety. The use of either road now requires a crossing of two southbound lanes to reach the deceleration lanes at Bridge Road and Bayberry Road. The cut-offs establish the preferred right angle crossings at the crossovers. The complaints of using Beach Plum Road for drag racing and short cutting will be eliminated by the two dead ends recommended. The possibility of income to M.B.A. is a corollary to the safety involved. By requiring a card or sticker for long term parking on the west side of Del. Rt. 1 there will be a cutback of those outsiders who would park at McDonalds, the Shopping Center or in the other public parking spaces and walk across Del. Rt. 1 to the beach. A "Tow Away" threat would also act as a deterrent.

Designating Bridge Road as the pedestrian crossing while closing off other east side access would make enforcement of beach use possible for a security guard. The establishment of walkways on the paved shoulder would also funnel


pedestrians to Bridge Road and a legal crossing with better protection.

With reference to the land use in the commercial area, M.B.A. should be aware that Edgehill Pharmacy is about to construct a store 0.7 miles west on Rt. 26 on the N. side of that highway. The "Food Lion" chain is conducting a survey to determine if it should build on the NW corner of Rt. 26 and Del. Rt. 1 at the traffic light in Bethany Beach.

Sussex County people are conditioned to driving to the location of a service they want and ten or twenty miles do not offer an obstacle. The success of McDonalds and the Rehoboth Mall are present examples. A quality service offered at M.B. will generate its own traffic as well as benefiting from that already existing.

Middlesex has a growth potential of 46 homes with 199 residents as of the end of 1986. The traffic on the interior streets and the expected traffic growth on Del. Rt. 1 makes vehicle safety a priority and the use of the right angle crossings at Bridge Road and Bayberry Road are strongly recommended. The interior pattern will discourage outside use of your streets and will not be a major inconvenience to the residents.

Should the M.B.A. accept any or all of these recommendations, the implementation will require certain design and engineering services. The fence type on the east side will require agreement as will the type of planting. Before leasing the parking areas, some type of paving will have to be considered and with that will be some drainage to ensure runoff. The closures and gate types will need to be considered and they, in turn, will require additional signing within Middlesex. The walkways and crosswalk will have to be cleared with Del DOT although I have already talked to them. None of these are large, time consuming, or costly and should be worked out between a committee and the engineer/landscaper of your choice. The paving will be the most costly and perhaps can be worked out as a condition of a lease to McDonalds and Style Line, Inc.



OCEAN



001 FOSTER
002 FOSTER
003 FOSTER
004 SPANBLE
005 DRIESELL
006 HARDESTY
007 FORREST
008 FORREST
009 FORREST
010 STECHER
011 BLEVINS
012 DINNING
013 LIVINGSTON
014 COX
015 ERRETT
016 ERRETT
017 KRUGER
018 WARD
019 SCHWETZER
020 KRICKER
021 BUTMAN
022 NELSON
023 WERRY
024 FRY
025 MC KELMAY
026 PEDALES
027 STRINGER
028 KALAS
029 COFFAY
030 FAN
031 FREEMAN ASSOCIATES

003 FOSTER	002 KIMER	001 DEARSKA
004 MAY		
EVERGREEN ROAD		
005 CRESWELL	003 MILLER	001 BALLA
006 HAMILTON		
007 PRESLEY		
008 KALAS	004 PROLI	002 COURTIS
009 ADDY		
ADDY ROAD		
005 LANAR	003 WOLMAN	001 SHEEHAN
006 ADDY		
007 THIBODEAU		
008 LIVINGSTON	004 RENELE	002 JONES
009 WARNER		
BRIDGE ROAD		
005 MOODS	003 KELLY	BRESNAHAN E01
006 MHAFFIE		
007 VIRICINTI		
008 ERRETT	004 HOWELL MOLLIE	002 MC KEWEN
009 BANNER		
ERRETT ROAD		
005 CONDON	003 GERMAINE	001 BRADOT
006 WERRY		
007 FUREY		
008 KRUGER	004 MITCHEM	002 FEELEY
009 PEDALES		
BAYBERRY ROAD		
005 SCHLOSSER	003 BARNHOLL MAGNIN	001 MOOD
006 MORGAN		
007 BERCHER		
008 JANZEN	004 LEWIS	004 COLDRY AND
009 CASEY		
SHORT ROAD		

EVERGREEN ROAD		
001 BENNETT REALTY		
002 McDONALDS		
003 McDONALDS		
ADDY ROAD		
001 ATLANTIC AUCTION CO		
002 ATLANTIC AUCTION CO SOUTH BETHANY STATION		
003 SOUTH BETHANY STATION		
BRIDGE ROAD		
001 LONG		
002 HOLLAND		
003 SMELL HOLLAND WILLIAMS		
ERRETT ROAD		
001 LAWSON, KEITH LAWSON, RUTH		
002 LAWSON, KIN		
003 DE MARIE		
BAYBERRY ROAD		
001 BETHANY BEACH IMPROVEMENT		
002 HICKMAN		
003 JONES		
SHORT ROAD		

Fence & Planting  
Crosswalks

Painted Walk

Guard  
ROUTE 1

Fence & Planting

Painted Walk

Parking

ADDY ROAD Parking

Planted Closure

M. Possible  
Magnetic  
Gate

BEACH PLUM ROAD  
PARKING

ERRETT ROAD Parking

Planted Closure

Traffic

BAYBERRY ROAD

SHORT ROAD