

Michael Lowrey

From: Jamie Whitehouse
Sent: Thursday, December 4, 2025 8:49 AM
To: Michael Lowrey
Subject: FW: C/Z 2010, C/U 2441 and C/U 2442 filed on behalf of CMF Cool Spring, LLC - Additional Questions
Attachments: Director Letter to DelDOT CZ 2010, CU 2441 and CU 2442 11.18.2025.pdf; US9 Study Area_wUS9mitigation.png

From: VanHorn, Jeffrey (DelDOT) <Jeffrey.VanHorn@delaware.gov>
Sent: Tuesday, December 2, 2025 5:06 PM
To: Jamie Whitehouse <jamie.whitehouse@sussexcountye.gov>
Cc: Johnson, Stephanie (DelDOT) <Stephanie.Johnson@delaware.gov>; Steinebach, Pamela (DelDOT) <Pamela.Steinebach@delaware.gov>; Polasko, Wendy (DelDOT) <Wendy.Polasko@delaware.gov>; Yates, Brian K. (DelDOT) <Brian.Yates@delaware.gov>; Muhtaseb, Sireen (DelDOT) <Sireen.Muhtaseb@delaware.gov>; Gray, Austin (DelDOT) <austin.gray@delaware.gov>; Tracy Torbert <tracy.torbert@sussexcountye.gov>
Subject: C/Z 2010, C/U 2441 and C/U 2442 filed on behalf of CMF Cool Spring, LLC - Additional Questions

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Good afternoon,

Some movement has taken place at the Department since the County has requested this information. I'm the newly appointed Director of DelDOT's new Division of Economic Development Coordination, so I'll have the pleasure of coordinating efforts moving forward from Stephanie. If you could all pass this information around internally, I would appreciate that as well. All that being said, let me first apologize for missing the requested response time on this information it was a tricky transition period for us all and we snuck in a few State holidays.

Please see the below responses to the County's request for additional information.

*RE: C/Z 2010 filed on behalf of CMF Cool Spring, LLC - An Ordinance to amend the Comprehensive Zoning Map of Sussex County from an AR-1 Agricultural Residential District to an MR-RPC Medium Density Residential District – Residential Planned Community for certain parcels of land lying and being in Sussex County, containing 637 acres, more or less. (Also, Conditional Use No. 2441 and Conditional Use No. 2442)
Location: Tax Map Parcels: 235-27.00- 11.00, 12.00, 13.00, 14.00 & 334-4.00-34.00*

*At the County Council meeting on November 4, 2025, the Council passed a motion to defer action on the application pending receipt of additional information from State Agencies.
Can you please provide answers to the following questions raised by the County Council as they relate to your Agency:*

1. *Provide the technical calculation used for both pass-by and internal capture for both the Northstar and Cool Spring developments.*

Internal capture and pass by equations are outlined in the Institute of Transportation Engineers (ITE) Trip Generation Handbook 3rd Edition.

Internal Capture (Section 6.5): The factors are determined by NCHRP Report 684 that are used in the ITE Excel sheet which is used to derive the number of internal and external trips. Internal capture trips are the trips traveling internally within a site between different land uses (e.g., between residential and retail, or residential and restaurant, or retail and restaurant) without accessing the state-maintained roadway network.

Pass-by (Section 10): The pass by percentage is based on site specific data gathered at similar sites considered to be in the same Land Use Code (LUC). This pass by percentage is applied to the external trips to calculate the number of pass-by trips. The pass-by trips are then subtracted from the external trips, and those remaining trips are the new/primary trips to the site. ((LUC Primary trips = External trip - (external trips * LUC pass-by percentage))

Trip Generation for Cool Spring site is located on Pages 34 and 35 in the January 14, 2025 Cool Spring Final TIS Review Letter, and Trip Generation for the Northstar site is located on Page 27 in the July 3, 2025 Northstar Final TOA Review Letter.

2. *What is DelDOT's estimate of the sequencing and timing of the twenty-two intersection and road segment improvements from the Cool Spring TIS?*

Clarification: There are 22 improvements listed in the Final TIS Review Letter. They are not all intersections or roadway segments. The 22 improvements include entrances, contributions, signal agreements and pedestrian/transit improvements. The sequencing and timing of improvements will be determined as the developer proceeds through the DelDOT approval process. At this time, there are general timeframes listed in the Final TIS Review Letter.

3. *Please provide options on how the Cool Spring development building phases could be aligned and made concurrent with a proposed sequence of the 22 intersection and segment road improvements.*

The sequencing and timing of improvements will be determined as the developer proceeds through the DelDOT approval process. At this time, there are general timeframes listed in the Final TIS Review Letter.

4. *Were the Northstar trip generations included in the Cool Spring TIS?*

Northstar trips were not included in the Cool Spring TIS because Northstar was not approved by the County when the Cool Spring TIS letter was finalized, so it's not considered a committed development per DCM section 2.2.8.10.B. For the full list of the committed developments, see Page 36 of Cool Spring TIS letter

5. *Provide an itemization of the total cost of the 22 intersections and segment road improvements and an estimate of the cost contribution from federal, developer, and DelDOT sources.*

DelDOT does not track the cost of developer improvements. All 22 of the improvements listed in the TIS, beginning on page 17, are the sole responsibility of the developer.

6. *Explain: What impact would there be on the US 9 corridor if the future US 9 and Rt 5 intersection dualization were not feasible?*

DelDOT's Coastal Corridors project team has been monitoring the US 9 corridor for about 4 years, focusing primarily on the signalized intersections between Dairy Farm Road and SR 30. This represents the area west of the 4-lane widening currently planned in the CTP (Old Vine Boulevard to Dairy Farm Road). During the monitoring, the traffic count data has been updated with recent turning movement counts both during peak summer season and during offseason; and traffic growth forecasting precision has been improved to calculate projected

growth on each leg of the intersection (opposed to an area-wide growth assumption). Throughout the monitoring, the intersection of US 9 and SR 5 has consistently been highlighted as the most critical, highest-delay location, both today and in the 2050 forecast year.

It is important to note that the forecasting used by the Coastal Corridors project team is performed using a broader county-wide travel demand model – using analysis zones to consider travel demand based on households, employment, land use, development, future projects, and roadway characteristics – and is not designed to assign traffic to/from a specific development on a specific parcel during a specific year as a TIS does.

Based on the Synchro analysis performed to date, the intersection of US 9 and SR 5 is operating at a Level of Service (LOS) “D” during most of the peak periods analyzed. This includes Spring (early May 2024) weekday AM and PM peaks, and Summer (late June 2024) weekday AM and PM peaks. Summer Saturday operates very slightly better at LOS “C”. The other intersections analyzed mostly operate at LOS “C” throughout the peak periods.

By 2050, applying the traffic projections of the county-wide forecast model to a no-build condition, the intersection is expected to operate at LOS “F”, with over 100 seconds of average vehicle delay, even if signal timings are optimized, during the Spring weekday AM and PM peaks and the Summer PM peak. During the Summer weekday AM peak and Saturday peaks, the intersection is expected to operate at LOS “E” with optimized timings, with between 60-80 seconds of average vehicle delay.

What this means in simple terms is that by 2050, motorists traveling through the SR 5 signal will experience significant queueing and delays during almost any peak period throughout the year. There will be long queues and times it will take multiple signal cycles to clear the intersection for multiple movements. Exact delays and queue lengths are imprecise due to the nature of projection uncertainties and the fact that at some delay threshold, motorists will start diverting away from the bottleneck. The ability to dualize US 9 with an additional through lane in each direction would return signal operations to LOS “D” in 2050 during all peak periods analyzed.

However, because there are a number of constraints to dualizing US 9 in this area, the Coastal Corridors project team has also been analyzing ways to alleviate demand on the signal at SR 5 via the US 9 Corridor Study process. This study will explore opportunities to improve safety, expand multimodal connectivity, and accommodate traffic growth on and around US 9 west of SR 1. Preliminary mitigation concepts under analysis include different widening scenarios along US 9 as well as potential new regional connections as shown in the map below [\[see attached for map\]](#).

7. Identify AADT for all key segments of US 9 from SR 1 to Gravel Hill Road for both Summer and non-summer seasons.

US Route 9 - AADT							
Starting Point	End Point	Summer ADT		Non-Summer ADT		Date	Source
		Eastbound	Westbound	Eastbound	Westbound		
Delaware Route 1	Sweetbriar Rd	12135	10232	8895	7500	5/29/24 - 6/5/24	Royal Farms #066 - ATR Data
Sweetbriar Rd	Fisher Rd/Hudson Rd	10157	10119	7445	7417	9/28/24 - 10/9/24	Grey Wolf Meadows - ATR Data

Fisher Rd/Hudson Rd	Harbeson Rd	10585	10813	7759	7926	4/24/23 - 5/2/23	Rt 9 and Fisher Rd Co - ATR D
Harbeson Rd	Gravel Hill Rd	9381	7401	6876	5425	2024	DelDOT Gateway

Thank you.



Jeffrey “Jeff” Van Horn

Director of Economic Development Coordination

Delaware Department of Transportation

800 Bay Rd | PO BOX 778 | Dover, DE 19901

Office:

Cell: 302-922-7279

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0 0.5 1 2 Miles

Milton

Lewes

Redden
State Forest

9-W-long

16/9-C

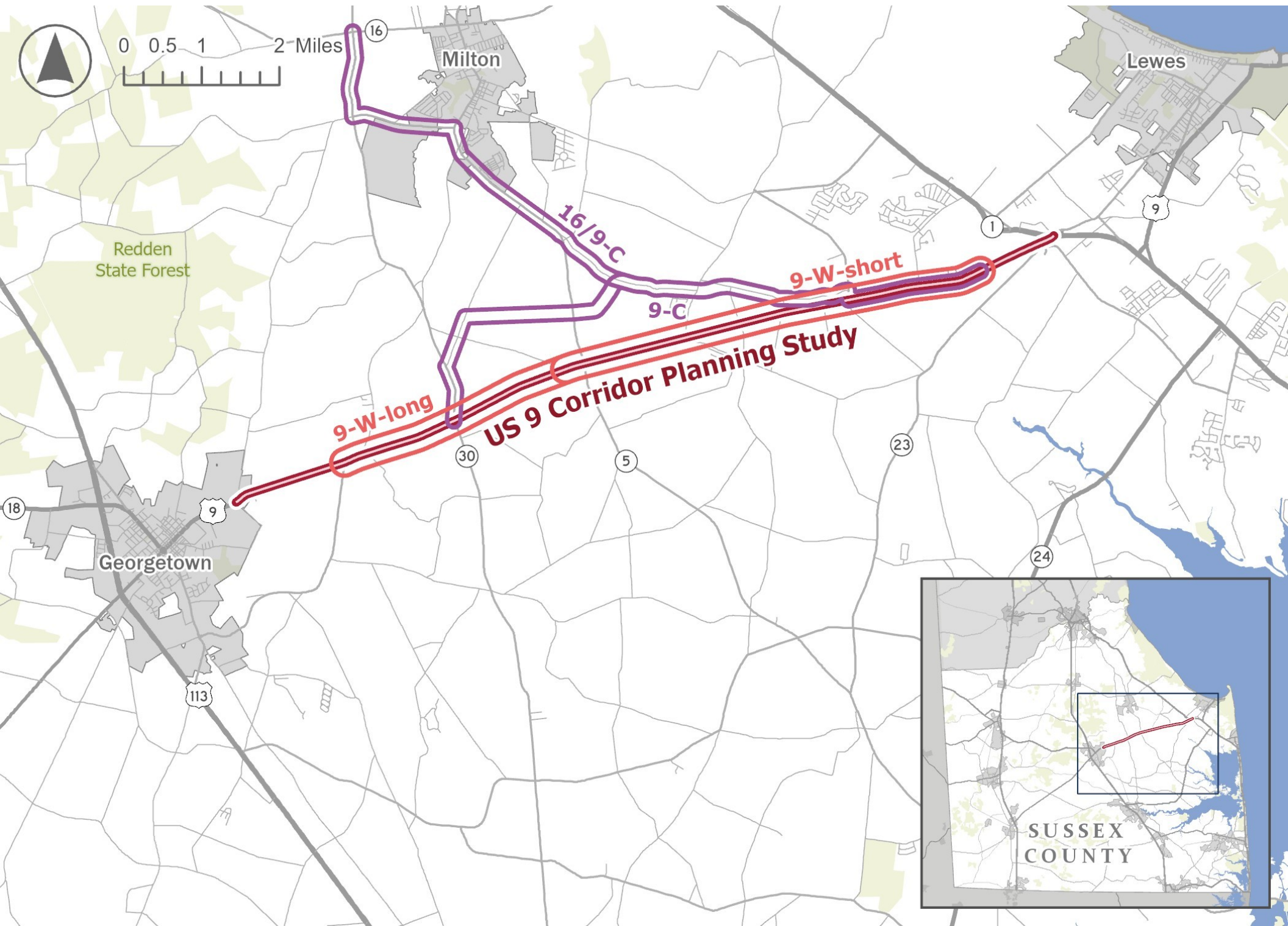
9-C

9-W-short

US 9 Corridor Planning Study

Georgetown

SUSSEX
COUNTY



JAMIE WHITEHOUSE, AICP
DIRECTOR OF PLANNING & ZONING
(302) 855-7878 T
jamie.whitehouse@sussexcountype.gov



Sussex County

DELAWARE
sussexcountype.gov

November 18, 2025

By email to stephanie.johnson@delaware.gov

Stephanie J. Johnson
Director of Planning
Delaware Department of Transportation
800 S. Bay Road,
Dover, DE, 19901

Dear Ms. Johnson,

RE: C/Z 2010 filed on behalf of CMF Cool Spring, LLC - An Ordinance to amend the Comprehensive Zoning Map of Sussex County from an AR-1 Agricultural Residential District to an MR-RPC Medium Density Residential District – Residential Planned Community for certain parcels of land lying and being in Sussex County, containing 637 acres, more or less. (Also, Conditional Use No. 2441 and Conditional Use No. 2442)

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- 2) What is DelDOT's estimate of the sequencing and timing of the twenty-two intersection and road segment improvements from the Cool Spring TIS?
- 3) Please provide options on how the Cool Spring development building phases could be aligned and made concurrent with a proposed sequence of the 22 intersection and segment road improvements.
- 4) Were the Northstar trip generations included in the Cool Spring TIS?
- 5) Provide an itemization of the total cost of the 22 intersections and segment road improvements and an estimate of the cost contribution from federal, developer, and DelDOT sources.
- 6) Explain: What impact would there be on the US 9 corridor if the future US 9 and Rt 5 intersection dualization were not feasible?
- 7) Identify AADT for all key segments of US 9 from SR 1 to Gravel Hill Road for both Summer and non-summer seasons.



COUNTY ADMINISTRATIVE OFFICES
2 THE CIRCLE | PO BOX 417
GEORGETOWN, DELAWARE

In accordance with the Council's motion, could I please request that a response be submitted before 4:30 pm on December 2, 2025, after which the response will be announced at a County Council meeting. Following this, there shall be a period of 14 calendar days during which any member of the Public or the Applicant may submit written responses to the response.

Please feel free to contact the Planning & Zoning Department with any questions during business hours 8:30 am – 4:30 pm, Monday through Friday at 302-855-7878.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Whitehouse", followed by a short horizontal line.

Jamie Whitehouse, AICP

Director, Planning & Zoning Department

CC Tracy Torbert, Clerk to the Council, Sussex County