

Additional Information for

S-23-19 Windward Ridge Apartments on West Denneys Road:

The following information has been received for Application S-23-19:

- Letter of November 14, 2023 on Windward Ridge – Traffic Coordination Summary from Morris & Ritchie Associates, Inc. with Attachments
 - Attachment A: Traffic Impact Study Scoping Meeting Minutes of 11/7/2022
 - Attachment B: Area Wide Study Fee (AWSF) and Off-site Improvements Memorandum of 8/2/2023
 - Attachment C: DelDOT Application Review Commentary for the City of Dover DAC
- Email of November 14, 2023 from DelDOT, Michael Vandevander with attachments
 - Pre-Submittal – Windward Ridge Meeting Notes from Pre-submittal conference call on 7/19/2023 with DelDOT Staff
 - Area Wide Study Fee (AWSF) and Off-site Improvements Memorandum of 8/2/2023

This application was originally submitted to the Planning Commission for review at their October 16, 2023 meeting. Your Meeting Packet already includes the original submission items of the project reports, comments, plans, etc. A Public Hearing was conducted on October 16, 2023; and the application was deferred seeking additional information.

MORRIS & RITCHIE ASSOCIATES, INC.

ENGINEERS, ARCHITECTS, PLANNERS, SURVEYORS,
AND LANDSCAPE ARCHITECTS



Date: November 14, 2023

City of Dover Planning and Inspections
City Hall
15 Loockerman Plaza
Dover, DE 19901
Attention: Ms. Dawn Melson-Williams

Subject: Windward Ridge – Traffic
Coordination Summary

Dear Ms. Melson-Williams:

On behalf of our client, Jack Lingo Asset Management, and for the benefit of the members of the Planning Commission, Morris & Ritchie Associates (MRA) would like to offer the following information about the communications we have had with the Delaware Department of Transportation (DelDOT) throughout the development process for the Windward Ridge project. We ask that you share this correspondence with the members of the Planning Commission in advance of the hearing scheduled for November 20, 2023.

As you know, the typical process for a new land development project begins with a Traffic Impact Study Scoping Meeting between the developer and DelDOT. For the Windward Ridge project, this meeting was held on November 3, 2022 and was attended by six DelDOT employees representing the Planning and Traffic Divisions, Joe Caloggero of the Traffic Group (the traffic engineer representing the developer), and yourself on behalf of the City of Dover. Minutes from this meeting were taken by the DelDOT project engineer, Claudy Joinville, dated November 7, 2022, and provided to both the developer and the City of Dover. A copy of these minutes is provided as Attachment A to this letter.

As the minutes show, this meeting discussed the development of the project, the projected traffic to be generated by the project, the warrants that would need to be met for DelDOT to require a Traffic Impact Study (TIS) and the qualification for providing an Area Wide Study Fee (AWSF) in lieu of performing the TIS. As stated in the minutes:

“Following the discussion of current traffic conditions at the intersections that would be evaluated if a TIS were conducted for the proposed development, the City indicated that it would not require a TIS and would support DelDOT’s decision to allow the developer to pay the AWSF in lieu of doing a TIS.”

As is typical for TIS scoping meetings and as reflected in the minutes, this meeting did include the discussion of current traffic conditions around the proposed development, the impacts to those areas from the traffic to be generated by the proposed development, and what

18 Boulden Circle, Suite 36, New Castle, DE 19720 (302) 326-2200 Fax: (302) 326-2399 www.mragta.com

Abingdon, MD ♦ Baltimore, MD ♦ Laurel, MD ♦ Towson, MD ♦ Georgetown, DE ♦ New Castle, DE ♦ Purcellville, VA ♦ Raleigh, NC ♦ Orlando, FL
(410) 515-9000 (443) 490-7201 (410) 792-9792 (410) 821-1690 (302) 855-5734 (302) 326-2200 (703) 994-4047 (984) 200-2103 (407) 317-6288

the requirements would have been for a TIS. While DelDOT stated that they did not require a TIS, they did ask the City for their input and as such, both DelDOT and the City of Dover were aligned in the determination that rather than a TIS, an AWSF payment would be made by the developer to DelDOT. In addition, the minutes make clear that the developer may be required to incur additional expenses associated with the proposed development as follows:

“... payment of the AWSF does not preclude the developer from making and/or participating in off-site improvements. The developer should coordinate with DelDOT’s Subdivision Section to request a pre-submittal meeting request. DelDOT will supply the developer with an AWSF letter documenting the amount of the fee and off-site improvements during the pre-submittal process.”

As directed in the above meeting minutes, during the development of the preliminary plan we (MRA) reached out to DelDOT to request a pre-submittal meeting. This meeting was held on July 19, 2023. Following that meeting, DelDOT provided a memorandum dated August 2, 2023, to address the “Area Wide Study Fee (AWSF) and Off-site Improvements.” This document is provided as Attachment B, and begins with the following statement:

“The subject development meets DelDOT’s volume warrants to pay the Area Wide Study Fee in lieu of doing a Traffic Impact Study (TIS).”

The memorandum continues to list requirements for the developer, both financial and specific improvements related to the proposed development, as part of the project approval process. The final item in this memo (#5) addresses the option for the developer to become part of the proposed Cheswold Area Transportation Improvement District (TID). Doing this would allow the developer to pay a single fee to DelDOT to cover its obligations for improvements required for the proposed development, in lieu of providing the improvements listed in the AWSF memo. However, upon further discussions with DelDOT we learned that this project does not qualify for the TID because it is located within the City of Dover limits and the City of Dover has chosen not to participate in the TID.

In addition to the above, DelDOT participated in the City of Dover Development Advisory Committee review of the Windward Ridge project in October 2023 where the reviewing engineer provided four advisory comments in their letter. This document is provided as Attachment C for your reference. Of those four comments, #2 clarifies that DelDOT is in support of providing only one access point for the development and #3 clarifies that DelDOT accepts an AWSF in lieu of a TIS, consistent with DelDOT’s position as set forth in the TIS Scoping Meeting minutes as well as the City of Dover’s position on this matter.

Based upon the above, DelDOT’s decision is clear that a TIS is not required for this project and the City of Dover supported DelDOT’s decision. We understand that the PLUS review comments provided by DelDOT in the PLUS review letter dated August 23, 2023, can be confusing as they are general comments, containing references to sections of the DelDOT Development Coordination Manual instead of specific requirements applicable to the proposed development. It should be understood that the PLUS comments are typically provided well

before the formal TIS Scoping Meeting where DelDOT's engineers have the opportunity to review the specific impacts of the proposed development and make a determination as to what the developer should be required to do as it relates to the traffic generated by the proposed development. With Windward Ridge, the pre-application meeting and PLUS review were held less than two weeks from each other and therefore the comments from PLUS did not reflect the specifics discussed during the pre-application meeting.

As part of a site plan review, the Planning Commission is tasked with certain objectives, as outlined in Article 10, Section 2 of the Zoning Code. Specifically related to traffic, Section 2.21 states as follows:

2.21 Maximum safety and convenience of vehicular, transit, bicycle and pedestrian traffic by ensuring that all proposed and impacted streets, driveways and walkways are adequate, but not excessive in number adequate in width, grade, alignment, capacity, and visibility, and suitably located, particularly with respect to their connection to public streets.

The internal private street system within the proposed development will be designed to meet the City's standards. Both internal and off-site vehicular and pedestrian traffic are addressed with safety in mind. In addition, the access point for the subdivision is located on a state-maintained road which is within the jurisdiction of DelDOT. Access is being provided at the safest possible position, as agreed upon by DelDOT and reflected in DelDOT's comments to the City for the Development Advisory Committee review where they state:

"The proposed entrance for this subdivision is located at a position that provides the most sight distance in each direction. The department is in support of a single access point. This will provide the safest ingress/egress to the site, and maximize the use of the sight distance."

West Denneys Road is owned by DelDOT and therefore the maintenance, design, and approval for improvements to that road are under the sole purview of DelDOT. DelDOT will be requiring the developer to improve a portion of W. Denneys Road as part of the Windward Ridge project. The curved portion will be upgraded to provide wider driving lanes and shoulders on both sides and allow for longer sight distances through the curves near the proposed entrance. All of these improvements will provide increased safety for vehicular and pedestrian travelers, in accordance with DelDOT's requirements.

The proposed entrance location for the Windward Ridge subdivision onto W. Dennys Road has been designed with consideration given to the surrounding properties and existing nearby entrances. The process for determining the safety of this project's entrance and for providing nearby road improvements has been discussed and approved by both the City of Dover and DelDOT. The location of the entrance has been reviewed and approved by DelDOT.

Windward Ridge – Traffic Coordination Summary
November 14, 2023
Page 4

We trust that the information provided in this letter addresses the concerns raised by members of the Planning Commission during the hearing held on October 16, 2023. We will be happy to address any additional questions at the hearing scheduled for November 20, 2023.

Very Truly Yours,
MORRIS & RITCHIE ASSOCIATES, INC.



Charles Barnett,
Principal

Enc.: Attachment A: Traffic Impact Study Scoping Meeting Minutes
Attachment B: Area Wide Study Fee (AWSF) and Off-site Improvements Memorandum
Attachment C: DelDOT Application Review Commentary for the City of Dover DAC

Cc: Doug Motley, Jack Lingo Asset Management
Joe Caloggero, The Traffic Group
Pamela Scott, Saul Ewing, LLP
File (21905)

Attachment A
Traffic Impact Study Scoping Meeting Minutes



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. Box 778
DOVER, DELAWARE 19903

NICOLE MAJESKI
SECRETARY

MEMORANDUM

TO: File

FROM: Claudy Joinville, Project Engineer *C.J.*

DATE: November 7, 2022

SUBJECT: **Windward Ridge**
Traffic Impact Study (TIS) – Scoping Meeting Minutes (11/3/2022)

ATTENDANCE: Dawn Melson-Williams, City of Dover
Joe Caloggero, The Traffic Group, Inc.
Sarah Coakley, DelDOT Planning
Mark Galipo, DelDOT Traffic
Olayiwola Okesola, DelDOT Planning
Ryan Schroder, DelDOT Planning
Annamaria Furmato, DelDOT Planning
Claudy Joinville, DelDOT Planning

This memorandum is to document the subject TIS scoping meeting that occurred on November 3, 2022. The subject land is proposed to be developed as a subdivision of 40 single-family detached houses and 264 units of multi-family mid-rise housing on an [approximately 41.40-acre](#) assemblage of parcels (Tax Parcels 2-00-05600-01-4000-00001, 4100-00001, and 4200-00001).

The land for the proposed residential development is currently split-zoned as RM (Multi-family Residential) and AR (Agricultural Residential) in Kent County, and the developer plans to annex the land into the City of Dover under RM-2 (Medium Density Residence) zoning with an SWPOZ (Sourced Water Protection Overlay Zone).

The subject land, to be developed by Jack Lingo Asset Management, LLC, is located on the north side of W. Denneys Road (Kent Road 100), approximately 2,150 feet east of the intersection with Kenton Road (Kent Road 104).

Memorandum to File
November 7, 2022
Page 2 of 2

At the start of the meeting, DelDOT, the City of Dover, and the developer's Consultant discussed that while the proposed residential development meets DelDOT's warrants for a TIS, it would qualify for payment of the Area Wide Study Fee (AWSF) in lieu of doing a TIS as it would generate fewer than 2,000 trips per day and fewer than 200 peak hour trips. DelDOT informed the developer's Consultant that DelDOT would only be amenable to payment of the fee if the City of Dover does not require a TIS. In addition to the AWSF, DelDOT, the City and the developer's Consultant discussed potential off-site improvements that may be required of the developer as well as the potential need for a Traffic Operational Analysis (TOA).

Following the discussion of current traffic conditions at the intersections that would be evaluated if a TIS were conducted for the proposed development, the City indicated that it would not require a TIS and would support DelDOT's decision to allow the developer to pay the AWSF in lieu of doing a TIS.

The developer's Consultant decided to pursue payment of the AWSF in lieu of a TIS; as such, a scope of work for a TIS was not established. DelDOT does not anticipate requiring the developer to conduct a TOA. However, payment of the AWSF does not preclude the developer from making and / or participating in off-site improvements. The developer should coordinate with DelDOT's Subdivision Section to request a pre-submittal meeting request. DelDOT will supply the developer with an AWSF letter documenting the amount of the fee and off-site improvements during the pre-submittal process.

By copy of this memorandum I ask those copied to contact me at (302) 760-2124 or Claudy.Joinville@delaware.gov regarding any significant errors or omissions. The Consultant should request any revisions to this memorandum through the PDCA.

CJ:cjm

cc: Mary Ellen Gray, Director, City of Dover
Pam Steinebach, Director, DelDOT Planning
Todd Sammons, Assistant Director, Development Coordination
Wendy Polasko, Subdivision Engineer, Development Coordination
Sireen Muhtaseb, TIS Group Manager, Development Coordination

Attachment B:
Area Wide Study Fee (AWSF) and Off-site
Improvements Memorandum



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

NICOLE MAJESKI
SECRETARY

MEMORANDUM

TO: Will Mobley, Acting Kent County Review Coordinator

FROM: Sireen Muhtaseb, TIS Group Manager 

DATE: August 2, 2023

SUBJECT: **Windward Ridge**
(Protocol Tax Parcel # 2-00-05600-01-4000-00001)
Area Wide Study Fee (AWSF) and Off-site Improvements

The subject development meets DelDOT's volume warrants to pay the Area Wide Study Fee in lieu of doing a Traffic Impact Study (TIS). This memorandum is to address the amount of that fee and the off-site improvements that should be required of the developer in the absence of a TIS. The fee and improvements presented below are an alternative to the developer doing a TIS and the improvements identified through DelDOT's review of that study.

1. The proposed development consists of 300 dwelling units of multi-family low-rise housing. Based on our review, using Land Use Code 220 of the 11th edition of the Institute of Transportation Engineers' (ITE) Trip Generation Manual, the proposed development would generate 1,998 average vehicle daily trips (ADT) and 150 vehicle trips during the p.m. peak hour. The fee is calculated at ten dollars per daily trip. For the proposed development, the fee would be \$19,980.
2. The developer shall improve the State-maintained road(s) on which they front, within the limits of their frontage, to meet DelDOT's standards for their Functional Classification as found in Section 1.1 of the Development Coordination Manual and elsewhere therein. The improvements shall include both directions of travel, regardless of whether the developer's lands are on one or both sides of the road. Frontage is defined in Section 1 of the Development Coordination Manual, which states "This length includes the length of roadway perpendicular to lines created by the projection of the outside parcel corners to the roadway." Questions on or appeals of this requirement should be directed to the DelDOT Subdivision Review Coordinator in whose area the development is located.

3. Section 2.2.2.2 of the Development Coordination Manual allows DelDOT to accept the AWSF in lieu of a TIS, but only if the local land use agency does not require a TIS. If the City of Dover requires a TIS for this development, DelDOT will support that requirement and will not accept the AWSF.
4. The developer shall enter into a traffic signal agreement for the intersection of McKee Road (Kent Road 156) and W. Denneys Road (Kent Road 100). Or the developer may contribute to the Traffic Signal Revolving Fund (TSRF) in the amount of \$50,026.92. The developer should coordinate with the DelDOT Subdivision Section to execute the traffic signal agreement or the TSRF agreement and pay the TSRF amount.
5. The proposed development is located within the boundary of the proposed Cheswold Area Transportation Improvement District (TID). The TID is still under development and is anticipated to become operational at the end of year 2023/early 2024. Although the subject property is within the Cheswold Area TID, the developer would be required to participate in the TID only if they submit a plan to DelDOT for approval after the TID is operational. For more information on the status of the Cheswold Area TID, the developer should contact Sarah Coakley, Principal Planner, within DelDOT's Statewide & Regional Systems Planning, by phone at 302-760-2236 or email at Sarah.Coakley@delaware.gov.

If you have any additional questions or comments, please let me know.

SM: km

cc: Nick Hammonds, Jack Lingo Asset Management, LLC
Rob Grenon, Morris & Ritchie Associates, Inc.
Mary Ellen Gray, Director, City of Dover
Michael Simmons, Chief of Project Development South, DOTS
Wendy Carpenter, Traffic Calming & Subdivision Relations Manager, Traffic, DOTS
Sean Humphrey, Traffic Engineer, DelDOT Traffic, DOTS
Matthew Lichtenstein, Central District Engineer, Central District
Steve McCabe, Central District Public Works Manager, Central District
Sarah Coakley, Principal Planner, Statewide & Regional Systems Planning, Planning
Todd Sammons, Assistant Director, Development Coordination, Planning
Wendy Polasko, Subdivision Engineer, Development Coordination, Planning
Michael Vandevander, Subdivision Reviewer, Development Coordination, Planning
Annamaria Furmato, TIS Group Engineer, Development Coordination, Planning
Tanner Chiamprasert, Johnson, Mirmiran, & Thompson, Inc.

Attachment C:
DelDOT Application Review Commentary for
the City of Dover DAC

CITY OF DOVER
DEVELOPMENT ADVISORY COMMITTEE
APPLICATION REVIEW COMMENTARY



=====

APPLICATION: Windward Ridge Apartments

FILE#: S-23-19

REVIEWING AGENCY: DelDOT

CONTACT PERSON: Michael Vandevander

PHONE#: 302-760-2141

=====

THE SUBJECT PROPOSAL HAS BEEN REVIEWED FOR CODE COMPLIANCE, PLAN CONFORMITY AND COMPLETENESS IN ACCORDANCE WITH THIS AGENCY'S AUTHORITY AND AREA OF EXPERTISE.

THE FOLLOWING ITEMS HAVE BEEN IDENTIFIED AS ELEMENTS WHICH NEED TO BE ADDRESSED BY THE APPLICANT:

CITY & STATE CODE REQUIREMENTS:

No person, firm, corporation or the like shall construct, open, reconstruct, maintain, modify or use any crossing or entrance onto a state-maintained highway, street or road, including any drainage modifications leading into or carried by the highway drainage system, without first having complied with standards and regulations adopted by the Department and having obtained a permit issued by the Department. Please contact the Delaware Department of Transportation - Development Coordination section to begin permit process.

RECOMMENDATIONS SUGGESTED AS CONDITIONS OF APPROVAL TO MEET CODE OBJECTIVES:

ADVISORY COMMENTS TO THE APPLICANT:

1. A pre-submittal meeting with DelDOT is required to further discuss the project.
2. Site Access. The proposed entrance for this subdivision is located at a position that provides the most sight distance in each direction. The Department is in support of a single access point. This will provide the safest ingress/egress to the site, and maximize the use of the sight distance.
3. Although DelDOT's TIS warrants are met, DelDOT may accept an Area Wide Study Fee (AWSF) since the site would generate fewer than 2,000 ADT and fewer than 200 peak hour trips in lieu of a TIS if the Local Land Use Agency does not require a TIS. Please provide documentation stating that the LLUA does NOT require a TIS. Upon receipt of this, DelDOT will issue an AWSF letter stating the required fee and improvements for this project.
4. There is an existing single home on the southwest corner of the project site. This home is to remain. The proposed pedestrian facility (Shared Use Path SUP) will stop at the eastern portion of this existing lot. Continuing the SUP is not advised due to the limited site area. The Department is willing to accept a Permanent Easement at that location.

From: [Vandevander, Michael \(DelDOT\)](#)
To: [Melson-Williams, Dawn](#); [Charles Barnett](#)
Cc: [Moble, Will \(DelDOT\)](#); [Polasko, Wendy \(DelDOT\)](#)
Subject: EXTERNAL: Windward Ridge
Date: Tuesday, November 14, 2023 1:59:02 PM
Attachments: [2023-7-19 - Windward Ridge DelDOT Presubmittal Meeting Minutes \(1\).docx](#)
[2023-08-02 Windward-Ridge AWSF Offsite-Requirements - Memo \(2\).doc](#)

WARNING: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dawn,

Good afternoon, I have attached meeting minutes and the AWSF to clarify that Mr. Charles Barnett from Morris & Ritchie Assoc. INC has been in contact with DelDOT on the Windward Ridge Project. A pre-submittal meeting was held 19 July 2023 at 1:30pm. On 02 August 2023, an Area Wide Study (AWSF) was completed. Also, there was Traffic Impact Study (TIS) – Scoping Meeting on 03 November 2022. Please forward this email to the planning commission as to clarify any doubt they may have in reference to this project. Any questions or concerns please advise.

V/R

Michael

Michael Vandevander
Kent County Reviewer
Development Coordination/Planning/DELDOT
302-760-2141
michael.vandevander@delaware.gov



Pre-Submittal – Windward Ridge

Wednesday, July 19, 2023, 1:30 PM

Attendees:

DeIDOT:

Michael Vandevander, Wendy Polasko, Will Mobley, Steve McCabe, Linda Osiecki, Rachel Goff, Sean Humphrey, David Heckman

MRA:

Robert Grenon, Charlie Barnett

Topics of Discussion

Windward Ridge – Pre-submittal conference call to discuss proposed improvements for West Denneys Road frontage and entrance improvements

MRA Discussion:

Robert Grenon provided project overview of the proposed Windward Ridge residential project. The project is located in City of Dover on West Denneys Road. Total project will have 300 apartment dwelling units. The road was engineered in 1933 per DeIDOT contract #319 as crowned and not super-elevated. Per topo and field observation the western portion of the S-curve is constructed as crowned and the east curve is constructed as super-elevated.

DeIDOT Observations / Recommendations:

- Will Mobley stated that 11' lanes and 5' shoulders are acceptable per the 2022 DeIDOT Road Design Manual.
- Wendy Polasko suggested looking into joining the Cheswold TID zone. She recommended us contacting Sarah Coakley when she returns to the office. This would eliminate AWS fee and site frontage requirements beyond entrance turn lanes construction, however the fee is unknown at this time.
- DeIDOT stated that if the developer did not join the TID, W. Denneys Road would need to be improved for the entire projected frontage, which is approximately 1,900 linear feet.
- Wendy Polasko stated that the 40 MPH posted speed is also the design speed.
- Charlie Barnett (MRA) requested DeIDOT's opinion on the City of Dover request for a 2nd entrance onto West Denneys Road. Will Mobley strongly discouraged this because of limited access. The code, per the road classification, limits to a 250' distance from existing driveways. In addition, the road is on an S-curve that is superelevated and could be unsafe. DeIDOT's general preference is to consolidate and minimize access points as much as possible.
- Michael Vandevander recommended that MRA look at removing the eastern access of the residential crescent driveway near Sta 24+20.
- Robert Grenon (MRA) discussed (2) existing utility poles near Sta 22+10 and Sta 28+00 that are within of line of sight. Wendy Polasko stated that because the pole

distances are far enough away from proposed entrance that they wouldn't be an obstruction and therefore won't need to be relocated.

- Wendy Polasko stated that the Shared Use Path limits as designed are satisfactory and the Permanent Easement limits shown are correct as well.
- Robert Grenon (MRA) suggested to reuse the current East superelevation e_{MAX} since it appears to have the e_{MAX} similar to current requirements. DelDOT recommend reviewing this on construction plans.
- Steve McCabe mentioned that the existing 12" RCP culvert depicted near Sta 27+60 is a 15" RCP and can be open cut if it is extended or replaced.
- Steve McCabe stated that the underground gas main and water main would not need to be replaced and recommended contacting the owners for coordination.
- Steve McCabe required relocation of poles to be outside of the clear zone. Any existing breakaway telecommunication boxes, mailboxes, fire hydrants, or signs do not need to be moved. This was confirmed by Wendy Polasko.
- Steve McCabe suggested we have pavement cores performed and obtain pavement section and mill overlay recommendations from DelDOT.
- Michael Vandevander stated that the next submittal would have a 30-day turn-around period.
- Meeting ended



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

NICOLE MAJESKI
SECRETARY

MEMORANDUM

TO: Will Mobley, Acting Kent County Review Coordinator

FROM: Sireen Muhtaseb, TIS Group Manager 

DATE: August 2, 2023

SUBJECT: **Windward Ridge**
(Protocol Tax Parcel # 2-00-05600-01-4000-00001)
Area Wide Study Fee (AWSF) and Off-site Improvements

The subject development meets DelDOT's volume warrants to pay the Area Wide Study Fee in lieu of doing a Traffic Impact Study (TIS). This memorandum is to address the amount of that fee and the off-site improvements that should be required of the developer in the absence of a TIS. The fee and improvements presented below are an alternative to the developer doing a TIS and the improvements identified through DelDOT's review of that study.

1. The proposed development consists of 300 dwelling units of multi-family low-rise housing. Based on our review, using Land Use Code 220 of the 11th edition of the Institute of Transportation Engineers' (ITE) Trip Generation Manual, the proposed development would generate 1,998 average vehicle daily trips (ADT) and 150 vehicle trips during the p.m. peak hour. The fee is calculated at ten dollars per daily trip. For the proposed development, the fee would be \$19,980.
2. The developer shall improve the State-maintained road(s) on which they front, within the limits of their frontage, to meet DelDOT's standards for their Functional Classification as found in Section 1.1 of the Development Coordination Manual and elsewhere therein. The improvements shall include both directions of travel, regardless of whether the developer's lands are on one or both sides of the road. Frontage is defined in Section 1 of the Development Coordination Manual, which states "This length includes the length of roadway perpendicular to lines created by the projection of the outside parcel corners to the roadway." Questions on or appeals of this requirement should be directed to the DelDOT Subdivision Review Coordinator in whose area the development is located.

Mr. Will Mobley

August 2, 2023

Page 2 of 2

3. Section 2.2.2.2 of the Development Coordination Manual allows DelDOT to accept the AWSF in lieu of a TIS, but only if the local land use agency does not require a TIS. If the City of Dover requires a TIS for this development, DelDOT will support that requirement and will not accept the AWSF.
4. The developer shall enter into a traffic signal agreement for the intersection of McKee Road (Kent Road 156) and W. Denneys Road (Kent Road 100). Or the developer may contribute to the Traffic Signal Revolving Fund (TSRF) in the amount of \$50,026.92. The developer should coordinate with the DelDOT Subdivision Section to execute the traffic signal agreement or the TSRF agreement and pay the TSRF amount.
5. The proposed development is located within the boundary of the proposed Cheswold Area Transportation Improvement District (TID). The TID is still under development and is anticipated to become operational at the end of year 2023/early 2024. Although the subject property is within the Cheswold Area TID, the developer would be required to participate in the TID only if they submit a plan to DelDOT for approval after the TID is operational. For more information on the status of the Cheswold Area TID, the developer should contact Sarah Coakley, Principal Planner, within DelDOT's Statewide & Regional Systems Planning, by phone at 302-760-2236 or email at Sarah.Coakley@delaware.gov.

If you have any additional questions or comments, please let me know.

SM: km

cc: Nick Hammonds, Jack Lingo Asset Management, LLC
Rob Grenon, Morris & Ritchie Associates, Inc.
Mary Ellen Gray, Director, City of Dover
Michael Simmons, Chief of Project Development South, DOTS
Wendy Carpenter, Traffic Calming & Subdivision Relations Manager, Traffic, DOTS
Sean Humphrey, Traffic Engineer, DelDOT Traffic, DOTS
Matthew Lichtenstein, Central District Engineer, Central District
Steve McCabe, Central District Public Works Manager, Central District
Sarah Coakley, Principal Planner, Statewide & Regional Systems Planning, Planning
Todd Sammons, Assistant Director, Development Coordination, Planning
Wendy Polasko, Subdivision Engineer, Development Coordination, Planning
Michael Vandevander, Subdivision Reviewer, Development Coordination, Planning
Annamaria Fumato, TIS Group Engineer, Development Coordination, Planning
Tanner Chiamprasert, Johnson, Mirmiran, & Thompson, Inc.