

Memorandum



CAPE COD
COMMISSION

DATE: NOVEMBER 24, 2014
TO: JEFFREY RIBEIRO
FROM: TRANSPORTATION STAFF
RE: SPRINGHILL SUITES, FALMOUTH – TRANSPORTATION SCOPING
COMMENTS

INTRODUCTION

As presented in the Limited Development of Regional Impact Application, revised November 6, 2014, the Applicant is proposing “the redevelopment of an existing site at 556 Main Street in Falmouth, MA constructing a 110 room Springhill Suites by Marriot Hotel.” The Transportation Impact Assessment (TIA), dated August 20, 2014, along with supplements dated November 20, 2014 and November 21, 2014 prepared by Vanasse & Associates, Inc. (VAI), provides transportation information in support of the application.

Commission Transportation staff offers the following comments on scoping of the project for the issue area of Transportation.

TRIP GENERATION

Commission Transportation staff has reviewed the trip generation calculations as presented in the TIA and the 11-20-14 supplement. The trip generation estimates are based on trip generation data in *Institute of Transportation Engineers’ (ITE) Trip Generation*, 9th Edition, for Land Use Code (LUC) 310, Hotel, for the proposed use.

Consistent with RPP Regional Policy Plan Minimum Performance Standard (MPS) TR0.2 (Traffic Credit for Past Uses), the Applicant is requesting traffic credit for the existing 19,000 square feet (sf) of existing development. Per MPS TR0.2, “*for analysis and mitigation purposes a traffic credit may be allowed, at the discretion of the Commission, for past uses on the site of the DRI based on the estimated average daily and peak-hour trip generation of the immediate prior use.*” The trip generation estimates for the existing use are based on trip generation data in *ITE Trip Generation*, 9th Edition, for LUC 826, Specialty Retail Center.

Commission Transportation staff agrees with the characterization of the existing and proposed uses, and suggests that the calculations were performed in accordance with

Technical Bulletin 96-003. Commission Transportation staff suggests that it would be appropriate to allow the requested traffic credit per MPS TR0.2.

Including consideration of the proposed traffic credit, the expected increase in traffic from the project during different time periods is as presented in Table 1.

Table 1: Estimated Project Trip Generation

Time Period	Trip Generation (trips)		
	Proposed Use Hotel (110 rooms) ¹	Existing Use ²	Net New Trips ³
Weekday Daily Trips	900	842	+58
Weekday AM Peak Hour	61	130	-69
Weekday PM Peak Hour	67	95	-28
Saturday Daily	902	800	+102
Saturday Midday Peak Hour	80	77	+3

Note:

¹ Based on ITE LUC 310, Hotel, 110 rooms

² Based on ITE LUC 826, Specialty Retail Center, 19,000 sf

³ Trip from proposed use minus credit for trips from existing use

SAFETY

As presented in the TIA, VAI conducted a sight distance evaluation of the proposed site driveway and found that sufficient sight distance is provided. The TIA further details notes that sufficient sight distance is available at the proposed overflow parking lot.

VAI also conducted a motor vehicle crash analysis for the most recent three-year period available (2010-2011) for the intersections of Main Street/Lantern Lane and Main Street/Nye. No crashes were reported at the intersection of Main Street/Lantern Lane and 3 crashes were reported at the intersection of Main Street/Nye. Neither intersection would be considered a high crash location (three or more crashes per year) according the RPP.

SITE ACCESS

As stated in the TIA, *“presuming a favorable finding by the Commission granting Limited DRI review with respect to Transportation, the Applicant will work with Commission Transportation Staff with respect to the design of the Project site driveway and other such measures as deemed appropriate to: i) mitigate the projected impact of the Project on the regional roadway network serving the Project locus; and ii) afford safe and convenient access to the Project site for all roadway users.”* Commission Transportation staff suggests that this is an important commitment by the Applicant that

helps support the case for scoping of the issue are of Transportation. In demonstration of the Applicant's effort in site design, at the request of Commission Transportation staff, VAI submitted a supplemental submission dated November 21, 2014 detailing the specific pedestrian improvements that would be constructed by the Applicant. As detailed in the correspondence, the Applicant is committing, "*subject to receipt of all necessary rights, permits and approval,*" to:

- "*Reconstruct sidewalks along the Project site frontage on Main Street and along the west side of Nye Road between Main Street and the overflow parking lot as necessary to ensure that these facilities are compliant with the applicable standards of the Americans with Disabilities [sic] (ADA) and those of the Massachusetts Architectural Access Board (MAAB).*"
- "*Reconstruct the wheelchair ramps serving crosswalks at the Main Street/Nye Road intersection as necessary to meet ADA and MAAB standards.*"
- "*Reapply the crosswalk markings at the Main Street/Nye Road intersection to improve visibility and the retroreflective properties of the crossing.*"
- "*Replace the pedestrian crossing warning signs on Main Street at and in advance of the crossings at the Main Street/Nye Road intersection, and install high visibility reflective tape on the sign posts for the pedestrian crossing warning signs at the crossing.*"
- "*Install a STOP-sign and marked STOP-line on the Nye Road approach to Main Street in order to define the stopping point for vehicles in advance of the crosswalk.*"

While other required improvements may come to light as the project progresses, Commission Transportation staff suggests that these improvements represent a concerted effort to address safe site access for all users.

TRANSPORTATION SCOPING CHECKLIST FOR LIMITED DRI REVIEW

The Scoping Checklist for limited Development of Regional Impact (DRI) contains the following transportation related questions:

Will the project generate more than 250 new daily trips? Will the project generate more than 25 new peak hour trips at a high crash location? Does the project have direct access on or does the project abut a regional roadway?

With consideration of the proposed traffic credit the project will produce less than 250 new daily trips and less than 25 peak hour trips.

The project site is located on Main Street (Route 28), a regional roadway. Given the anticipated low number of net new trips, with proper site design and consideration for safety, adverse impacts on this roadway can be properly mitigated.

Springhill Suites, Falmouth – Transportation Scoping Comments

CONCLUSION

Considering all of the information provided in the application materials and commitments made by the Applicant in these materials, Commission Transportation staff suggests that it would be appropriate to scope the project out of review for the issue area of Transportation. Commission Transportation staff are available for continued involvement in the review process, as necessary, to ensure any safety concerns raised that fall under Commission jurisdiction are properly addressed by the Applicant.