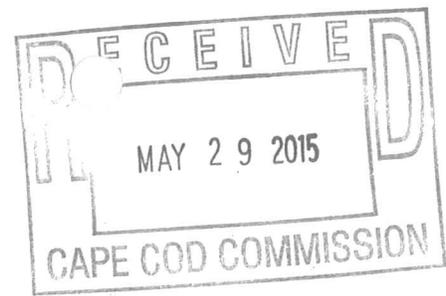


May 27, 2015



To the Commissioners:

As became clear at last night's hearing in Falmouth on the proposed Marriott Springhill Suites, both the application and the Commission staff review of it were seriously flawed. I would therefore argue that the decision to allow a Limited DRI should never have been made, and should be reversed.

The premise on which the Limited DRI was allowed was the Traffic Impact Assessment (TIA) provided by the developers. As Mr. Robeiro said at the meeting last night, when a project adds <250 trips/day, it qualifies for the Limited review. The TIA was seriously flawed – therefore additional trips were grossly underestimated – for the following reasons. The TIA claims that the existing use, Fay's Antique Coop, generates 840 trips/day as a "Specialty Retail" of 19,000 sq. ft. The laughter generated in the room when this number was read shows the absurdity of it to anyone who knows that store (I have attached photos of the store to show you that this is not the high-end Specialty Retail store intended in the ITE counts). Further, of these 840 trips, 130 supposedly occur during "weekday peak hours," which as far as I can tell from the traffic counts provided elsewhere, are between 7 and 8:45 am. *The store doesn't even open until 10 am.* Both the 840 and 130 figures are clearly fictional. I would guess on a good day, that store gets 20 customers.

But we could argue about the validity of our numbers all day. Instead, we need data, and the developer should have been, and should now be, required to provide it. This would be a simple matter. Counts at the very beginning of Lantern Ln (just in off Main St, using automatic traffic counters) minus counts recorded, say, 50 yards down the road where the houses begin, could establish two very important things:

1. an actual count (by subtraction) for the number of vehicles generated by existing use (Fay's antiques), to substitute for the absurd 840 cars/day taken from the ITE manual for Specialty Retail uses.
2. The current average daily traffic on the residential portion of Lantern Ln. This count (projected by residents to be very low) could then be compared to the projected use by hotel traffic (900 vehicles/day), a good portion of which could be expected to access the hotel via Lantern Ln, rather than via congested Main St. This difference would likely demonstrate the egregious impact the hotel would have on this neighborhood.

The hotel is located on Lantern Ln, the entrance is on Lantern Ln, it was clear from the beginning that traffic impact is a major concern in that location, yet no traffic study was required for Lantern Ln. The fact that Commission staff readily accepted standardized numbers from the developer that clearly do not bear on the reality of this location, brings into question the thoroughness with which they have reviewed this application. I strongly urge the Commissioners to require an actual traffic

count, and if it shows an increase of >250 trips (as I'm sure it will), to rescind the Limited DRI and require a full one.

I also ask that they pay close attention to the likely hundreds-fold increase of traffic to now-quiet Lantern Ln., and weigh that as a major detriment in consideration of this project.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Leschen', with a long horizontal flourish extending to the right.

Alison Leschen  
Falmouth

