

To: Mr. Dennis Miller
Main Street HP, LLC
PO Box 51299
Boston, Massachusetts

Date: August 11, 2022

Project #: 15700.00

From: Randy Hart, Principal

Re: Response To Comments
Proposed Redevelopment
575 Route 28
Harwich, Massachusetts

Vanasse Hangen Brustlin, Inc. (VHB) on behalf of Main Street HP, LLC (the "Proponent") has prepared this response to the July 21, 2022, comments that were prepared by the Town's Planning Consultant, David Spitz on the proposed project. The comments and associated responses are presented below.

Comment: *Trip generation rates are based on average industry (ITE) rates. This assumption likely is low during the busy summer months in Harwich Port. On the other hand, both restaurant categories include both am and pm usage likely high based on the applicant's description of daytime-only coffee house and evening-only restaurant hours. The use of internal capture trips and pass-by trips reduce overall trip generation estimates are standard for most traffic reports. The assumptions here appear reasonable.*

Response: The trip generation data used from the ITE manual are generally from communities where the population is fully realized similar to Harwich Port in the summer. We believe the estimates are reasonable given the expectation of activity.

Comment: *Relevant numbers are 105 net new vehicle trips weekday morning, 50 new vehicle trips weekday evening, and 61 new vehicle trips Saturday midday. Most commonly, these numbers are used as part of a level of service analysis for the driveway intersection. Although such analysis has not been done here, it is reasonable to assume that existing movements from the development and entering left-turn movements will be difficult in the summer. Paradoxically, anticipated Route 28 congestion in the summer is likely to assist entering and exiting turning movements.*

Response: As noted no level of service analysis was conducted as part of the traffic work. However, the commenter is right that left turns into and out of the site can be challenging during the critical periods of peak summer conditions. The congestion and slow-moving traffic can, at times, be a benefit to such movements during the peak summer conditions.

Comment: *In more suburban locations, additional turning lanes might be justified to assist turning movements. Such additional lanes are not recommended in this village location.*

Response: While we haven't formally conducted a turn lane analysis, we believe that the anticipated traffic volumes associated with the proposed project would not meet warrants for a turn lane at this location. In addition, the "village location" referenced by the commenter is another reason that a turn lane is likely not appropriate.

Comment: *An abutting property owner has suggested replacement of the proposed single driveway with one-way in and one-way out drives such as those at the Roots Market. This suggestion actually might reduce turning movement conflicts at the proposed development entrance. However, the applicant states that he explored this option during the site plan preparation and was unable to make it work well. He should further explain his analysis at the Planning Board Hearing.*

Response: The civil engineer/architect can explain their reasoning for site operation constraints that two driveway scenarios would create. From a traffic perspective, limiting driveway along Main Street has the effect of minimizing potential conflict points. This is particularly important in downtown village settings so having a single access driveway the minimizes potential conflict points and there for is recommended in this setting.