

ENGINEERING REVIEWER:

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DATE:

April 30, 2020

**Proposed Comfort Suites Hotel: Greywolf****REVIEW COMMENTS**

MSA has reviewed the Plans submitted April 24, 2020 for the proposed Comfort Suites Hotel along Landmark Drive.

INCLUDED

1. General Site Plan
2. Monument Sign Details
3. Landscape Plan

MSA is working with the Developer on the stormwater for the site. MSA will review the final stormwater calculations and detailed design grading prior to the permit approval. A lighting plan will also be required to be submitted for approval.

General Site Plan:

1. The sidewalk adjoining parking lots where curb and gutter is not shown should be raised sidewalk.
2. One tree location may need to be revised based on the location of the sanitary sewer line and cleanouts shown on the existing survey.
3. A lot line adjustment by Certified Survey Map is being completed to move the north property line of the hotel site approximately 12.5' from the proposed building. An easement may be warranted over this area (could be done on the CSM) to allow the drainage that exists from the northerly site to run this direction as well as use the shared access that exists.
4. Details on the existing drainage, storm sewer, and utility connections on the site will need to be verified with the final plans.
5. Existing access locations from Landmark Drive are being utilized.

Monument Sign Plan:

PROJECT REVIEW

1. The sign details show three monument signs for the site. First the sign locations should be identified on the plan. I believe I am seeing two of the locations but cannot determine the third location.
2. The Village Ordinance 325-106 C(1)(a)[2][a] states a total number of freestanding signs in the zoning district is one where it appears three are proposed.
3. The Village Ordinance 325-106 C(1)(a)[2][g] states a monument sign should be placed outside of the rear building setback which is shown as 30 feet on the submittal. I am assuming the one location shown is along the rear line of the property that abuts CTH N.

Traffic and Trip Generation Review:

The ITE Trip Generation Manual 10th Edition was used to estimate the number of new trips for an 82 room hotel. Estimated AM Peak, PM Peak, and total daily trips were calculated and the results are shown below.

Estimated New Vehicle Trips for 82 Room Hotel

Land Use	Size	ITE Code	AM Peak	PM Peak	Daily
Hotel	82 Rooms	310	39	49	686

To compare the anticipated number of trips from the hotel to other possible land uses, the following table was created that shows anticipated trips for a typical sized Fast Food Restaurant, High Turnover Sit-down Restaurant, Coffee Type shop, and a Variety Store. Examples of what type of business each land use may be is also included in the table.

Estimated New Vehicle Trips for Various Landuses

Land Use	Size	ITE Code	AM Peak	PM Peak	Daily
Fast Food (McDonalds, Subway, Burger King)	3,000 SF	934	121	98	1413
High Turnover Sitdown (Chiles, Applebees)	5,000 SF	935	50	49	561
Bread/Donut/Bagel Shop (Starbucks, Dunkin)	4,000 SF	940	155	76	*
Variety Store (Dollar General, Family Dollar)	10,000 SF	814	32	68	635

*data not available

In general, during the daily AM and PM peak hours, the hotel would generate less or similar trips than all other possible land uses evaluated.

Commerce Parkway & Landmark Drive

As the Commerce Park continues to develop, the capacity and operations at the existing all-way stop are starting to show the limits of that type of traffic control. It would be recommended that when additional development occurs on Gaston Road or on the south side of Commerce Parkway that the developer/village complete a Traffic Impact Analysis to assess both the operations and potential geometric improvements at Landmark Drive and at CTH N.

As part of any traffic study, the installation of a traffic signal could be considered when warrants are met, but considerable analysis would need to be completed to ensure that the CTH N signalized intersection would not be negatively impacted. General practice for signalized intersections would be to avoid signals in such close proximity to each other. Analysis of a roundabout should also be considered.