



Ref.: 21004

January 20, 2021

Mr. Rod Jané, Vice President of Development
Upland Capital Corporation
745 Boylston, Street, Suite 601
Boston, MA 02116

Reg.: Harbor View Hotel Proposed Amendment to DRI 614
Edgartown, Massachusetts

Dear Rod:

Ron Müller of ***Ron Müller & Associates (RMA)*** is a registered Professional Engineer in the Commonwealth of Massachusetts with a B.S. in Civil Engineering and 35 years of experience in the permitting of land development projects through the preparation of Traffic Impact and Access Studies and Environmental Impact Reports. He has extensive knowledge in the procedures of governmental permitting in Massachusetts and has conducted thousands of traffic studies during that period. His resumé is attached for reference.

RMA has prepared this letter to document that the proposed construction of a spa within the Harbor View Hotel located at 131 North Water Street in Edgartown, Massachusetts will not materially alter the traffic generation characteristics of the resort hotel. As proposed, the existing Bradley Cottage that currently contains six guest rooms will be demolished and replaced with a 9,650 square foot building including a 4,625 square foot spa accommodating 7 treatment rooms and four guest rooms.

The Harbor View Hotel was granted a Special Permit in August of 2018 for a proposed plan that included 146 guest rooms and 97 parking spaces and an 1,875 square foot spa with 5 treatment rooms. The current proposed amendment to the plan will have no change to the total number of guest rooms to be constructed on site (which remains at 146) and number of parking spaces to be provided (which remains at 97 spaces). The current proposed plan does increase the spa size to 4,625 square feet including 7 treatment rooms, an increase of 2 treatment rooms versus the 2018-approved plan.

The proposed increase in the size of the spa with the addition of the two treatment rooms will have no material impact on the traffic generation and parking requirements at the Harbor View Hotel. Hotel traffic generation standards¹ already assume and include amenities such as spas and restaurants and traffic volumes would not materially change with the minor increase in the size of the spa proposed over the 2018-approved size. This assumption applies whether or not the spa is open to the public as most spas located within hotels are also open to the public.

In addition, a report by CBRE Group, Inc., a commercial real estate services firm, has documented the spa industry within hotels and resorts and concluded that the majority of customers to these spas are hotel guests similar to patrons of hotel restaurants. Given that the proposed spa is an amenity to the hotel use and is not a factor in the volume of traffic generated by the resort hotel, it is also reasonable to assume that the number of required parking spaces will not change and the 97 spaces proposed under full build-out will accommodate the projected demand as approved in the 2018 Special Permit.

While there can certainly be slight variations in hotel traffic generation based on location, accessibility, and amenities offered, it is reasonable to assume that the Harbor View Hotel likely generates traffic at a lower rate than most hotel resorts due to its proximity to downtown Edgartown and nearby beaches. Based on information from the Harbor View Hotel, more than half of the guests at the hotel do not drive during their stay.

Please don't hesitate to contact me should you have any questions regarding the above.

Sincerely,

Ron Müller & Associates



Ronald Müller, P.E.
Principal

Attachment

¹ *Trip Generation Manual, 10th Edition*; Institute of Transportation Engineers; Washington, DC; 2017.



RESUMÉ

Name: Ronald Müller, P.E.

Title: Principal

Education: BS Civil Engineering – 1986

Registration: MA Professional Engineer #40482

Affiliations: Institute of Transportation Engineers (ITE), Member
Massachusetts Chapter of the ITE

Employment

History: Principal, Ron Müller & Associates, 2009 - Present
Vice President, Greenman-Pedersen, Inc., 1998 - 2009
Senior Project Manager, Highway & Traffic Signal Design, Inc., 1994 - 1998
Project Manager, Vanasse & Associates, Inc., 1991 - 1994
Project Manager, McDonough & Scully, Inc., 1989 - 1991
Project Engineer, Vanasse Hangen Brustlin, Inc., 1986 - 1989

PROFESSIONAL PROFILE

Mr. Müller has over 30 years of experience in the permitting of land development projects through the preparation of Traffic Impact and Access Studies and Environmental Impact Reports involving the design of site access and off-site roadway improvements. He has extensive knowledge in the procedures and politics of governmental permitting in Massachusetts, New Hampshire, Connecticut, and Rhode Island and the approval of development projects and transportation improvements. He is capable of coordinating the permitting of development projects involving multiple consultants and numerous permitting issues.

Traffic Impact and Access Studies are an essential component of almost any development project and Mr. Müller has prepared hundreds of these studies necessary for permitting through the Massachusetts Environmental Policy Act (MEPA) process, the Connecticut State Traffic Commission (STC) process for major traffic generators, and the Departments of Transportation in Massachusetts, New Hampshire, Connecticut, and Rhode Island. In Massachusetts, these



projects typically involve the preparation of an Environmental Notification Form (ENF), Draft and Final Environmental Impact Reports (EIR), and a MassDOT Section 61 Finding and Highway Access Permits. In Connecticut, these projects require an Application for STC Certificate and an Encroachment Permit from the ConnDOT. In New Hampshire and Rhode Island, these projects involve the preparation of Traffic Impact and Access Studies in conformance with applicable standards and close coordination with the respective DOT's in securing access to state highways.

PROJECT EXPERIENCE

Traffic Permitting:

Mr. Müller has managed hundreds of development projects in securing permits and approvals through local and state agencies. A sample of these projects is provided below:

North Shore Crossing - An approximately 65,000 square foot shopping center on Brimbal Avenue in Beverly, Massachusetts. Approvals and permits were obtained from MEPA, MassDOT, and the City of Beverly.

Colony Place – An 865,000 square foot shopping center on Commerce Way in Plymouth, Massachusetts. Approvals and permits were obtained from MEPA, MassDOT, and the Town of Plymouth.

Bose Corporation – An 850,000 square foot office development on Route 117 in Stow, Massachusetts. Approvals and permits were obtained from MEPA and the Town of Stow.

The Shoppes at Blackstone Valley – An 823,000 square foot shopping center on Route 146 in Millbury, Massachusetts. Approvals and permits were obtained from MEPA, MassDOT, and the Town of Millbury.

New London Mall – Redevelopment of a 275,000 square foot shopping center in New London, Connecticut. Approvals and permits were obtained from the STC, ConnDOT, and the City of New London.

East Cedar Street Shoppes - Permitting of a mixed-use development including hotel, retail, restaurant, and gas station uses on Route 175 in Newington, Connecticut. Approvals and permits were obtained from the STC, ConnDOT, and the Town of Newington.

Discount Department Stores – State and local permitting of Walmart and Target stores in Hudson, Oxford, Walpole, Plymouth, Dartmouth, Sturbridge, Ware, Raynham, Northbridge, Halifax, Swansea, Wilmington, and Saugus, Massachusetts and in Naugatuck, Waterford, and Putnam, Connecticut and in Woonsocket, Rhode Island.



Home Improvement Stores - State and local permitting of Home Depot and Lowe's stores in Littleton, Oxford, Ware, Plymouth, Raynham, and North Attleborough, Massachusetts and in Hooksett and Plaistow, New Hampshire.

Pharmacies – State and local permitting of CVS, Walgreens, Rite Aid, and Osco Drug stores in numerous communities throughout Massachusetts, New Hampshire, Rhode Island, and Connecticut.

Distribution Centers – State and local permitting of various distribution centers including a Home Depot Cross-Dock facility in Shrewsbury, Massachusetts, a Dunkin Donuts distribution center and a Best Buy distribution center in Bellingham, Massachusetts, and an AMB Property Corp. distribution center in Mansfield, Massachusetts.

Residential Developments - State and local permitting of numerous residential subdivisions, apartment complexes, and retirement communities throughout Massachusetts, New Hampshire, and Rhode Island.

Gasoline Stations - State and local permitting of a variety of gas station projects with ancillary uses such as convenience stores, donut shops, and car washes throughout Massachusetts, New Hampshire, Connecticut, and Rhode Island.

Donut Shops - Local permitting of numerous Dunkin Donuts, Starbucks, and Honey Dew projects throughout Massachusetts and New Hampshire.

**Traffic Feasibility
and Site Sizing
Studies:**

Feasibility and due diligence studies are often required by proponents of potential new development projects to identify expected traffic impacts and likely traffic mitigation requirements early-on in the development process. Mr. Müller has prepared many of these studies, which often take the form of site sizing studies at locations where traffic impact and capacity are the constraining factors. In those instances, the studies identify the maximum level of site development feasible within the constraints of the surrounding roadway infrastructure. The studies typically provide preliminary construction cost estimates for potential traffic mitigation measures and identify the approval process likely to be required for the project.

**Traffic
Monitoring
Studies:**

Mr. Müller has prepared numerous Traffic Monitoring Studies that identify post-development traffic conditions and compare the results to the estimates made during the permitting process. Traffic Monitoring Studies are often required as part of local and state conditions for approval of land development projects.



Traffic Reviews: Due to his extensive knowledge and reputation in the field of traffic engineering, Mr. Müller has also been asked to perform reviews of traffic studies prepared by other consultants. Such reviews are typically at the request of cities and towns who often require "third party" reviews of development applications for accuracy, completeness, and compliance with local and state regulations. Mr. Müller has performed such reviews for many communities throughout the Commonwealth including the Towns of Hudson, Westborough, Plymouth, Abington, Easton, Foxborough, Wrentham, West Bridgewater, Billerica, Quincy, and Concord.

Roadway and Intersection Design: Mr. Müller has prepared conceptual plans for the design of site access and off-site roadway improvements for many of the projects that he permitted. He is knowledgeable in the design of roadway widening and geometric modifications, traffic control signals and systems, signing and pavement markings, and traffic management during construction. Mr. Müller has also managed several highway design projects that involved the submission of construction, sign and pavement marking, traffic signal, and traffic management plans at the 25, 75, and 100 percent design stages as well as specifications and estimates in accordance with MassDOT submission guidelines. When required, Mr. Müller engages the services of subconsultants to prepare detailed construction documents for roadway and traffic signal improvements that may be required as mitigation for development projects.

Expert Testimony: Mr. Müller has provided expert testimony in several Land Court, Superior Court, and Housing Appeals Committee cases. These cases typically involve the defense of development projects whose local approvals have either been appealed, or were denied by a city or town board.