

February 25, 2013

Mr. Donald MacElroy  
DCG Development Co.  
240 Clifton Corporate Parkway  
Clifton Park, NY 12065

**RE: Traffic Assessment, Congress Plaza Redevelopment, City of Saratoga Springs, Saratoga County, New York; CM Project 112-229**

Dear Mr. MacElroy:

Creighton Manning Engineering, LLP has completed a traffic assessment for the proposed redevelopment of Congress Plaza in the City of Saratoga Springs. This evaluation is based on a site plan prepared by the LA Group Landscape Architecture and Engineering, PC dated February 27, 2013. Below is a summary of the traffic assessment.

### **1.0 Existing Conditions and Project Description**

Congress Plaza is located on the south side of Congress Street across from Federal Street and currently consists of approximately 86,000 square foot (SF) of mixed commercial space including small scale retail, office, recreational, pharmacy, and financial service land uses. Access to the site is currently provided via three driveways along the Congress Street project frontage with the center and eastern most driveways providing the primary access to Congress Plaza. The western most site driveway generally provides employee parking and access to some loading areas. A fourth point of access is provided to office space in the back of Congress Plaza and to an apartment building on a separate property via Congress Place, located just west of the western most site driveway.

The proposed project consists of the demolition of approximately 35,000 SF of existing building area and construction of a six-story 145 room hotel with a restaurant and may also include some support retail intended for use by the hotel guests. Access to the site will be modified to include an access connecting to South Federal Street at the southeast corner of the plaza. The western most site driveway and Congress Place will be consolidated into a single access driveway, essentially eliminating one curb cut along Congress Street.

### **2.0 Site Circulation**

The following Google aerial image illustrates existing access to the plaza. The image identifies the existing access to Congress Plaza via Congress Street and to the apartments and office space via Congress Place.



**Existing Access at Congress Plaza**

The second Google aerial image illustrates the proposed access to the site with the additional access to South Federal Street and the consolidation of Congress Place and the western most site driveway.



**Proposed Access at Congress Plaza**

The availability of a direct access to South Federal Street will distribute some of the site-related trips to and from Congress Plaza, specifically those individuals accessing the site from the southwest. This redistribution of traffic will reduce the number of trips accessing the site via Hamilton Street to Congress Street. Note that although the new driveway creates a north/south connection through the site, it is not expected to be used as a cut-through route due to slow speeds, adjacent parking, and numerous turns required to execute the connection.

The consolidation of the west Congress Plaza driveway and Congress Place will reduce vehicle conflicts at these curb cuts which are currently located adjacent to one another. As shown in the site plan, individuals accessing the offices and apartments will travel through a newly constructed parking area to reach their destination. The applicant should explore the potential to provide a driveway to South Franklin Street across from Ash Street, west of the apartments, allowing for a more direct connection to these uses.

### **3.0 Trip Generation**

Trip generation determines the quantity of traffic expected to travel to/from the project site. A trip generation estimate was prepared to identify the anticipated change in trips to Congress Plaza as a result of the re-development. The Institute of Transportation Engineers (ITE) *Trip Generation, 9<sup>th</sup> edition*, provides trip generation data for various land uses based on studies of similar existing developments located across the county. The trip generation for Congress Plaza was estimated using land use code (LUC) 310 for

Hotel. Based on a review of the trip generation criteria in the ITE publication, the land use code for hotels includes the trips associated with amenities such as restaurants, meeting space, banquet facilities, fitness rooms, small scale retail, etc. Therefore, the trips associated with the restaurant and the potential support retail are not considered separately as they are included in the trip estimate for the hotel. Table 1 summarizes the change in trips associated with the re-development of Congress Plaza (and demolition of 35,000 SF of existing commercial space) for the weekday PM and Saturday mid-day peak hours.

**Table 1 – Trip Generation Summary**

Land Use	PM Peak Hour			Saturday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Hotel 145 rooms	44	43	87	58	46	104
Commercial Trip Reduction 35,000 SF	-46	-59	-105	-64	-60	-124
<b>Net change in trips</b>	<b>-2</b>	<b>-16</b>	<b>-18</b>	<b>-6</b>	<b>-14</b>	<b>-20</b>

Table 1 shows that replacing 35,000 SF of commercial use with a 145 room hotel results in a decrease of 18 trips during the weekday PM peak hour and 20 trips during the Saturday midday peak hour. This equates to approximately one fewer vehicle trip every three minutes during the peak hours.

Congress Plaza is located within the urban core of the City of Saratoga Springs; therefore, trips to and from the site may be further reduced due to other modes of travel like walking, bicycling, or using transit. While visitors to the hotel will generally arrive via passenger vehicle, individuals may park at the site upon arrival and choose to walk or use alternative travel modes to all destinations throughout the length of their stay.

#### **4.0 Pedestrians and Transit**

The site has good access to sidewalks and crosswalks with the nearest transit stop located about 900-feet away at the Congress Street/Broadway intersection. Transit in the area is provided by the Capital District Transportation Authority (CDTA). The stop at Congress Street & Broadway is served by CDTA routes 50-Route 50, 540-NX Express, and 875-Seasonal Saratoga Trolley.

There are existing sidewalks along the Congress Street frontage and along the eastern site boundary which will be maintained as part of the re-development. As part of the project, a sidewalk will be constructed on the west side of site exterior to the parking garage and sidewalks will be constructed along both sides of the new South Federal Street driveway. Interior to the site, a sidewalk will be constructed between the proposed hotel and the existing CVS with new crosswalks and sidewalk extensions south of the CVS pharmacy.

#### **5.0 Conclusions**

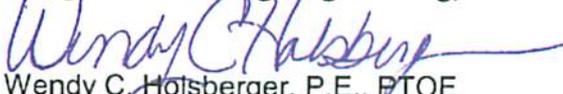
The proposed re-development of the existing Congress Plaza with approximately 86,000 SF of mixed commercial uses will result in the demolition of approximately 35,000 SF of

existing building area and construction of a six-story 145 room hotel with a restaurant and may also include some support retail. The following is noted regarding the re-development:

- Re-development of Congress Plaza will result in 18 fewer vehicle trips accessing the site during the weekday PM peak hour and 20 fewer vehicle trips accessing the site during the Saturday midday peak hour.
- Access to the site will be modified to include a driveway connecting to South Federal Street at the southeast corner of the plaza. The west site driveway and Congress Place access will be consolidated into one curb cut as part of the proposed plan.
- The addition of the new driveway on South Federal Street will distribute some of the site traffic away from Congress Street and provide better connectivity to patrons traveling to and from the plaza from the south.
- The consolidation of the western Congress Plaza driveway and Congress Place will reduce vehicle conflicts at these two adjacent curb cuts.
- Since the new layout will require vehicles accessing the apartment or office land uses in the back of the plaza to travel through a new parking area, it is recommended that the applicant investigate the feasibility of providing direct access onto South Franklin Street across from Ash Street.

Please feel free to call our office if you have any questions or comments regarding the above analysis.

Respectfully submitted,  
**Creighton Manning Engineering, LLP**

  
Wendy C. Holsberger, P.E., PTOE  
Associate

  
Alanna M. Moran, I.E.  
Project Engineer

Attachment

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