The Williams Inn
Alternatives Analysis

Client:
Williams College

Prepared by:
Cambridge Seven Associates, Inc.

Study Team

Master Planning and Architecture	Cambridge Seven Associates
Environmental Analysis	Guntlow & Associates
Traffic Study	Fuss & O'Neil
Geotechnical Engineering	Haley & Aldrich, Inc.
Landscape Design	Stephen Stimson Associates

PARAMETERS

TRAFFIC

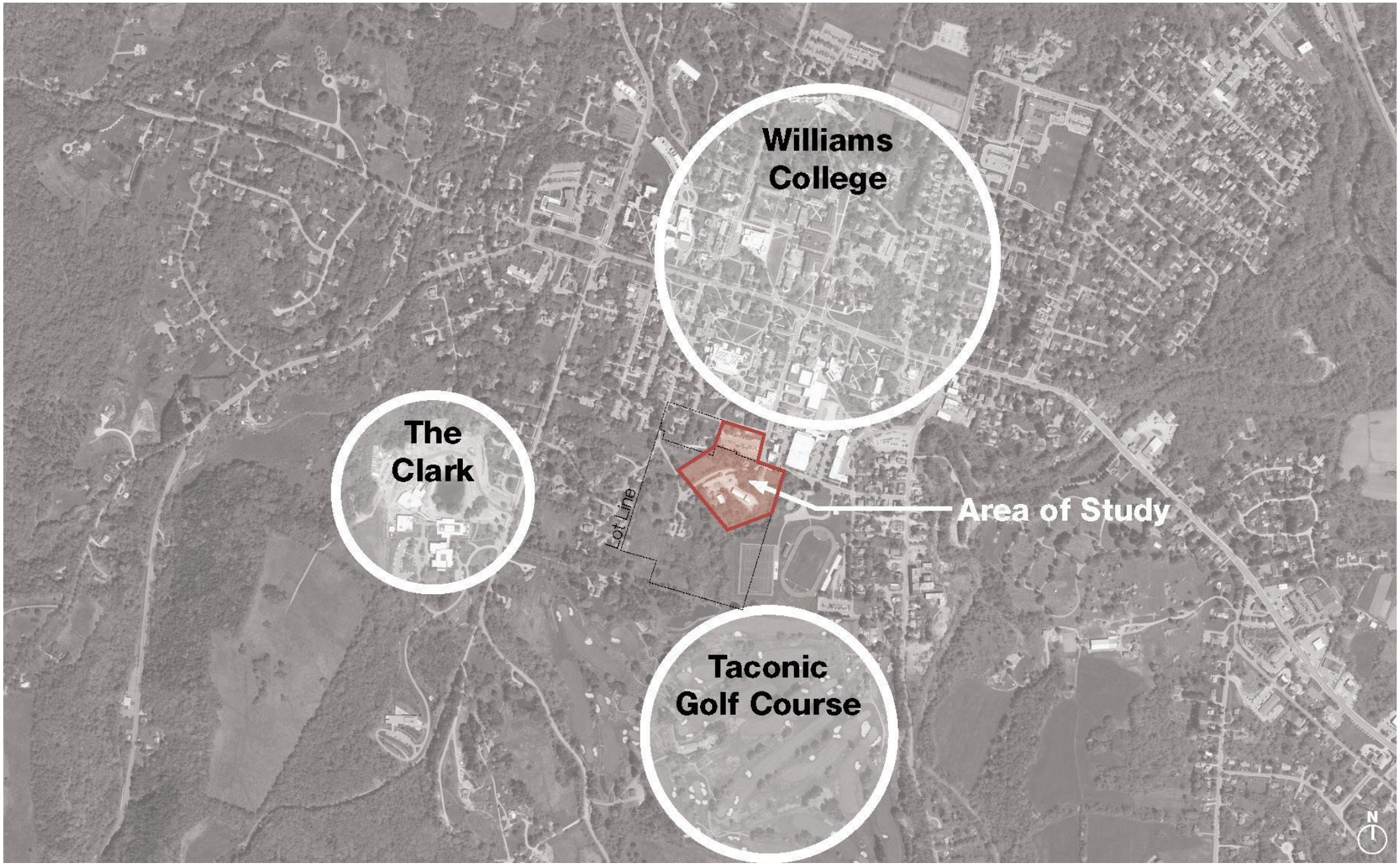
ENVIRONMENTAL

GEOTECH

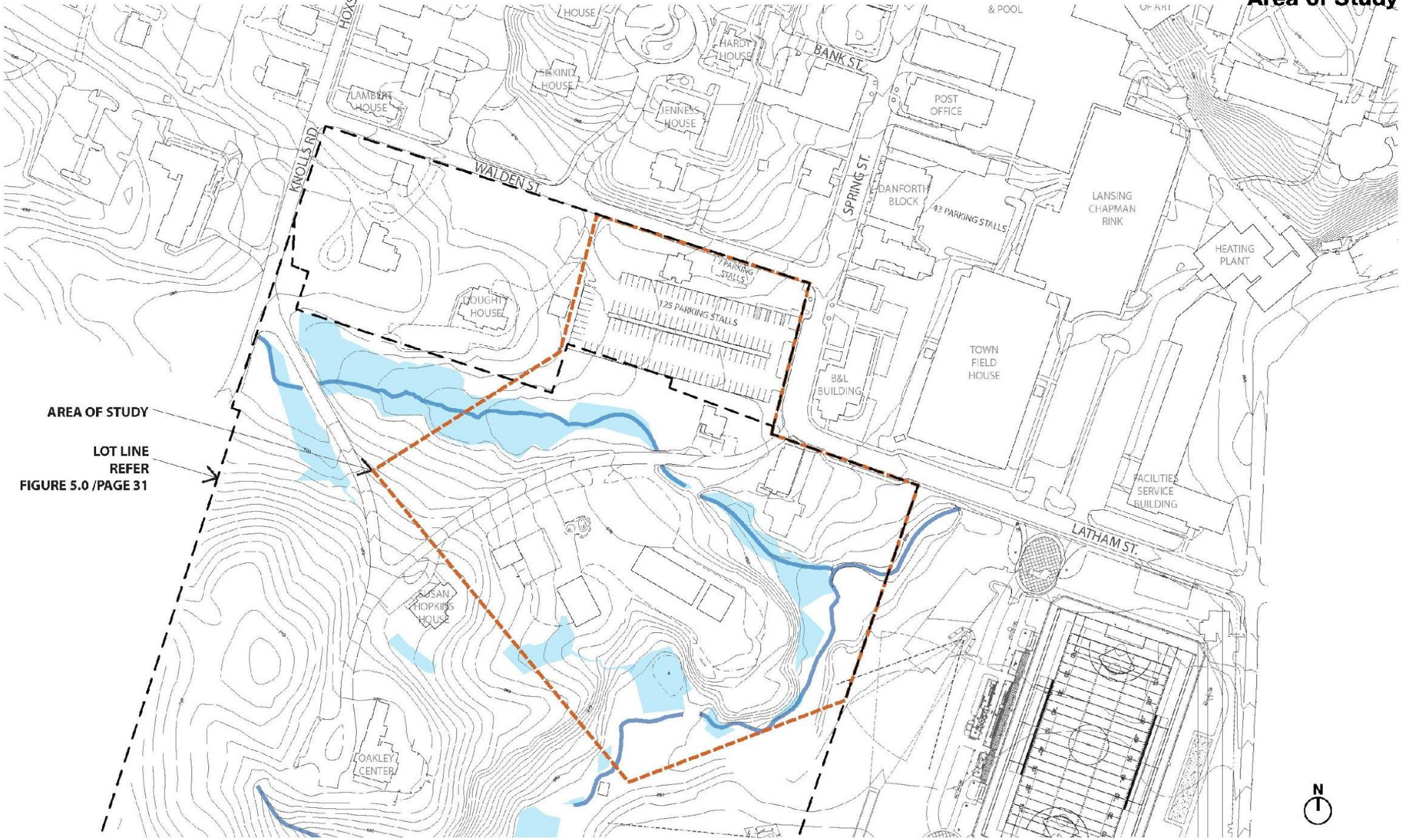
CIVIL

ARCHITECTURAL

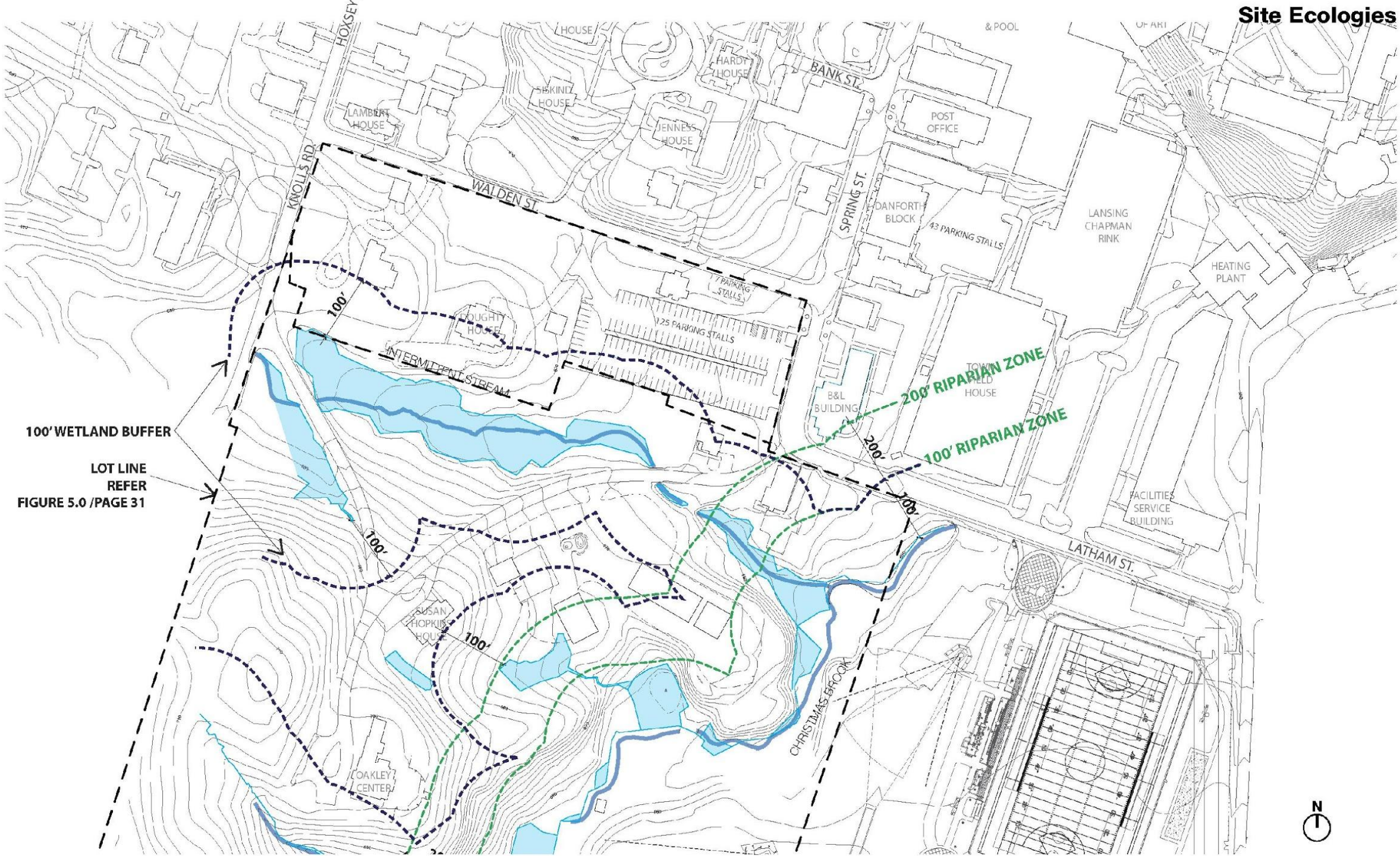
site analysis


Williams College
The Clark
Taconic Golf Course
Lot Line
Area of Study
N

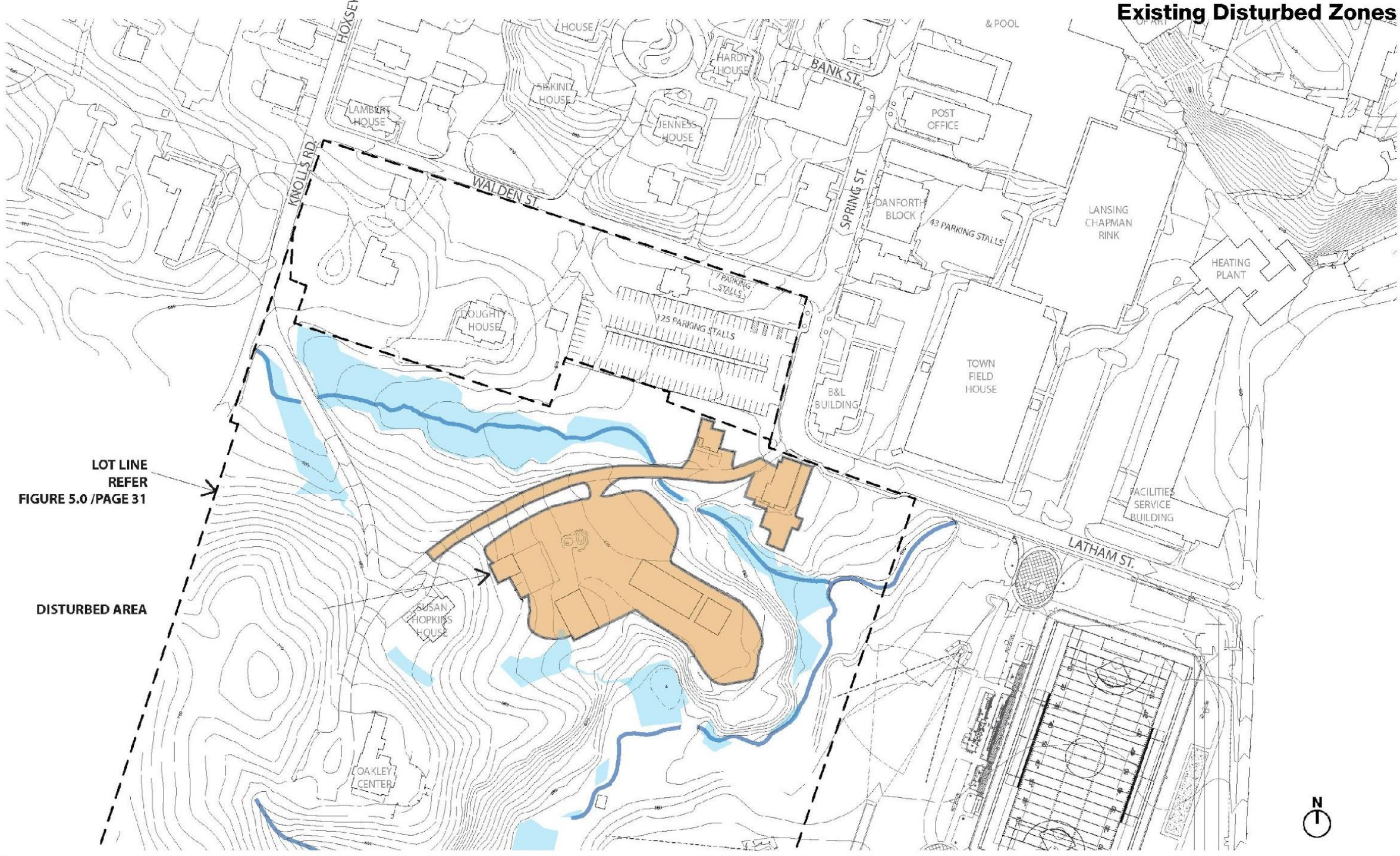
Area of Study



Site Ecologies



Existing Disturbed Zones



program

Program Summary Table

			Comments
Guest Room Bays	65		
Total Keys	60		55 Typical Key - 5 Suites
Room Name	**SF**		
Guest Rooms	30,200		
Food & Beverage	1,800		50 seats @30 SF + Lobby Bar 10 seats @ 30 SF
Private Dining Room			TBD
Function Space	5,000		200 seats @18 SF + Meeting Space + Storage
Prefunction Space	1,350		
Indoor Recreation	800		
Retail	0		
General Public	2,275		Lobby, Public Circulation
F & B Prep	1,950		
General Service	1,000		Restroom, stairs, elevator, misc.
Employee Facilities	1,000		Restroom, lockers, café
Hskpg/Laundry	1,100		Offsite laundry
Bulk Storage	500		
Engineering	400		
IT/AV	200		
BOH Circulation	900		
Mech Space	1,100		
Total Inn	**49,575**		SF/Bay 762
Total Annex	**± 20,000**		
Parking Required			
Inn	1 car for 1 guestroom	60 room x 1 =	60 car
Employees	1 car for 2 employee	30 employee/2=	15 car*
Restaurant	1.5 car for 4 seats	50 seat/4 =	18 car
Annex		40 room x1 =	40 car
			133 total car**
			125 existing public parking
			258 total cars

Notes

**Approximate*

***Discussion with town for shared parking options*

option A

60 rooms + 40 annex rooms under one roof

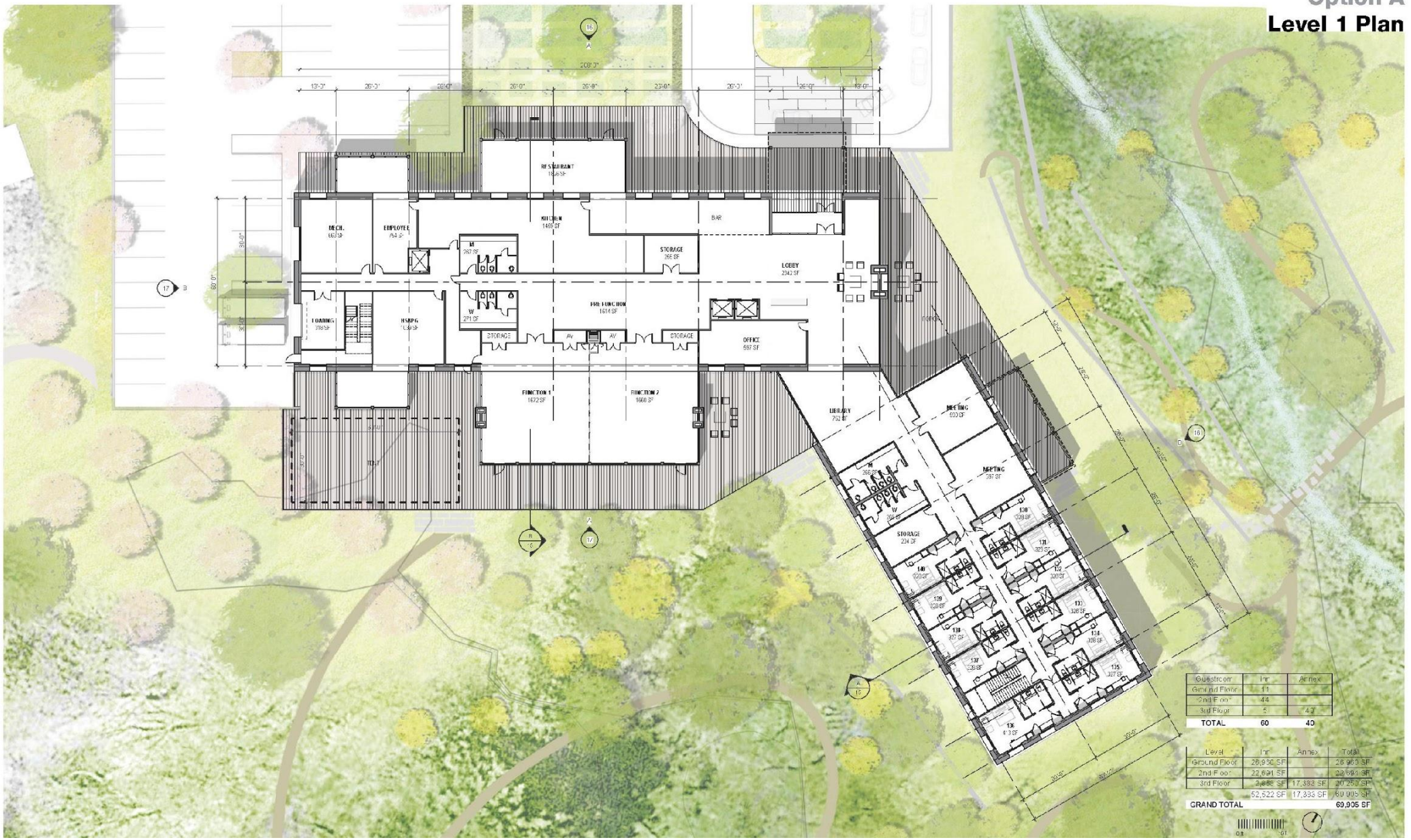
Inn located at Agway Barn Site

Option A
Master Site Plan

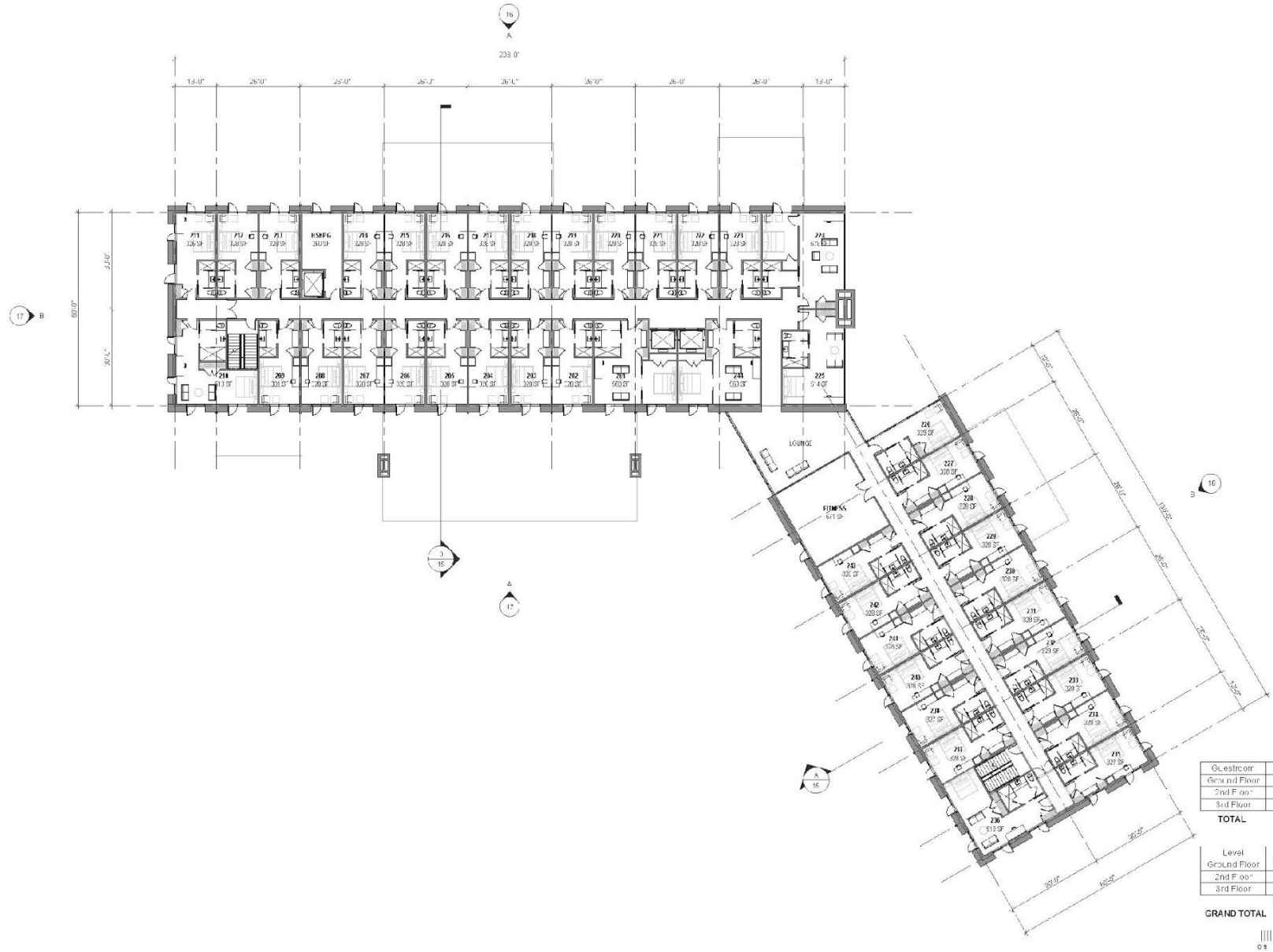
Option A
Circulation Site Plan

Option A

Level 1 Plan



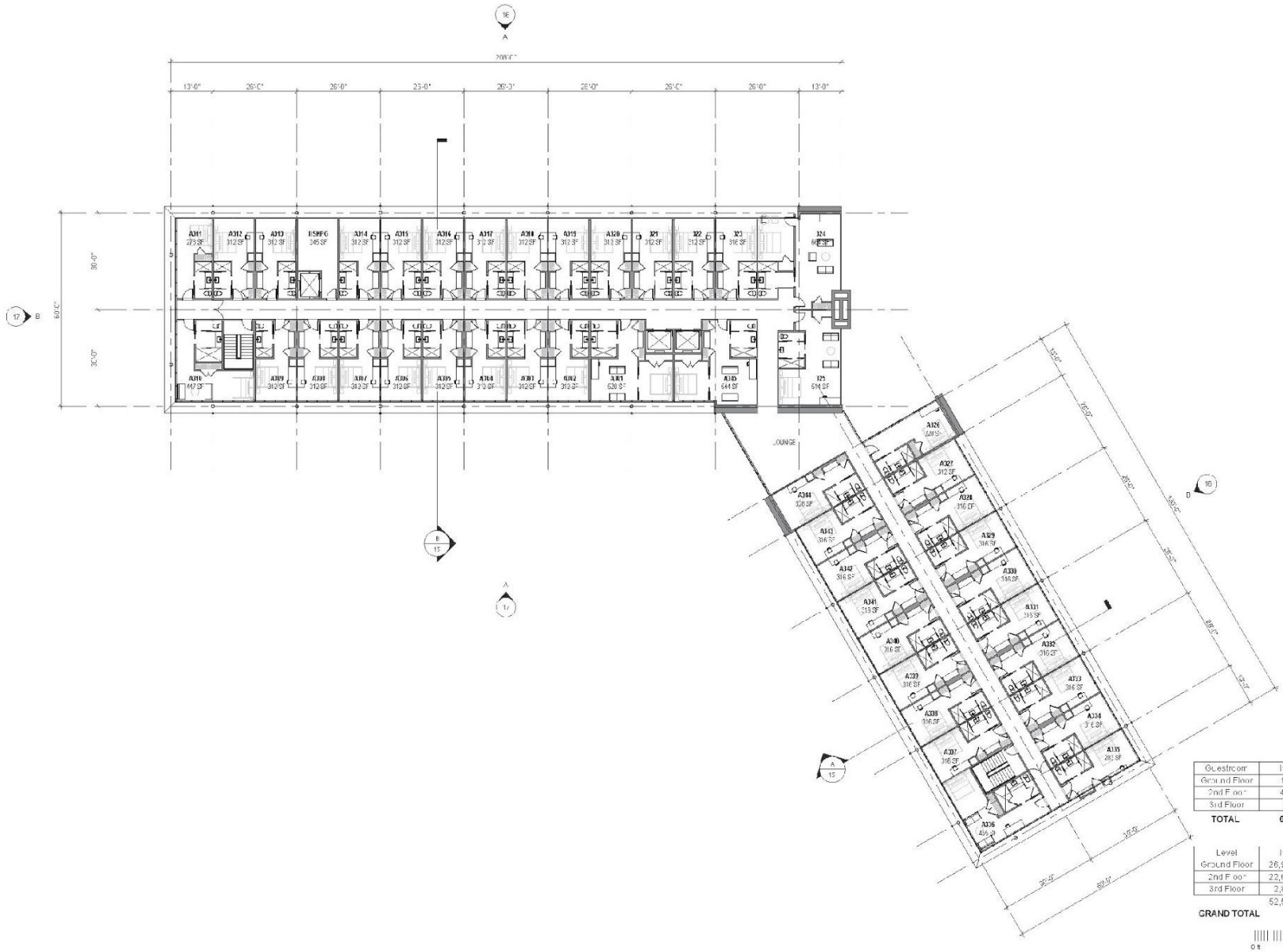
Option A
Level 2 Plan



Guestroom	Inn	Annex
Ground Floor	11	
2nd Floor	44	
3rd Floor	5	40
TOTAL	60	40

Level	Inn	Annex	Total
Ground Floor	26,960 SF		26,960 SF
2nd Floor	22,694 SF		22,694 SF
3rd Floor	2,868 SF	17,383 SF	20,250 SF
	52,522 SF	17,383 SF	69,905 SF
GRAND TOTAL			69,905 SF

Option A
Level 3 Plan



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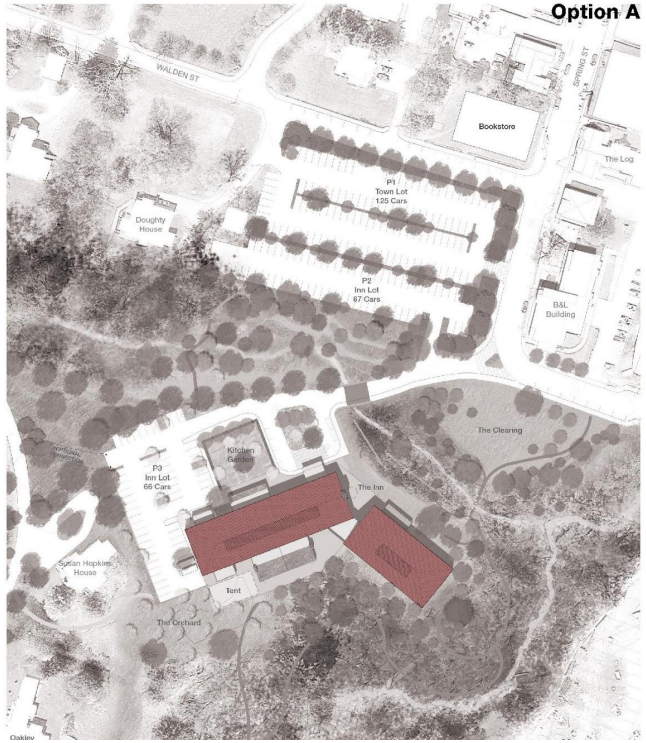
	52,522 SF	17,383 SF	69,905 SF
GRAND TOTAL			69,905 SF

Option A

Traffic		
	Inn Wayfinding	Inn is visible from Spring Street
	Change to Vehicle Circulation	Minimal change to existing roadway system Improved intersection at Latham and Denison Park Drive
	Inn Drop-off Experience	Located off Denison Park Drive
	Walking Distance	Distance from Inn Front Door to Tunnel City is +/- 360 feet feet
	Public Parking	Little to no impact on public parking
	Service and Loading	Concealed visibility from town Service access via Spring Street and Denison Park Drive
Environmental		
	Impact to Riverfront Area	Inn footprint is located using less than 6% of riverfront area Provides greater riverfront improvements
	Christmas Brook Encroachment	Inn footprint located 90 feet away Less riverfront mitigation required
	Impact to Wetlands	Keeps existing road crossing at existing wetlands
	Permitting	Less wetland impacts and therefor easier to permit
Geotechnical		
	Subsurface Conditions	Fill over relatively loose Glaciolucustrine Deposits and Glacial Till
	Floor Slab at lowest Floor (no basement)	Soil supported slab on grade
	Foundations	Spread footings bearing on fill or Glaciolacustrine Deposits after ground improvement using aggregate piers. Size footings for 1.5 ton per sq. ft. bearing pressure.
	Seismic Site Class	D/E (pending results of final explorations)
Civil Engineering		
	Utilities (water, sewer, gas, electric)	Requires new service line extensions from Spring Street area
	Stormwater Management	Better soils and more area available for water quality treatment
	Drainage	More available area to attenuate peak flows using low impact design
Architectural		
	Architectural Interest	Opportunity for memorable placemaking
	Landscape Design	Extensive landscape development



option B

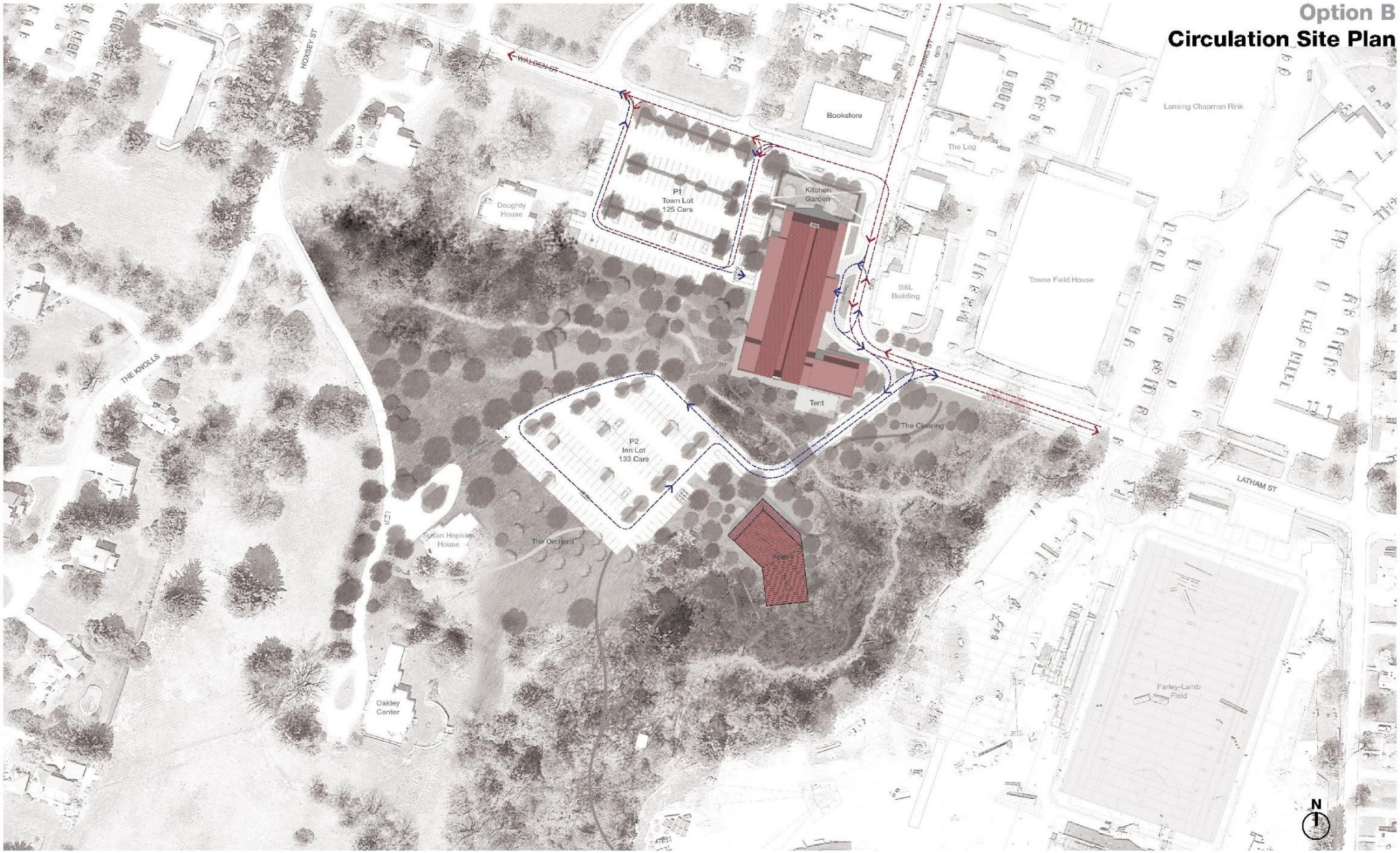
60 Room Inn

Direct on Spring Street

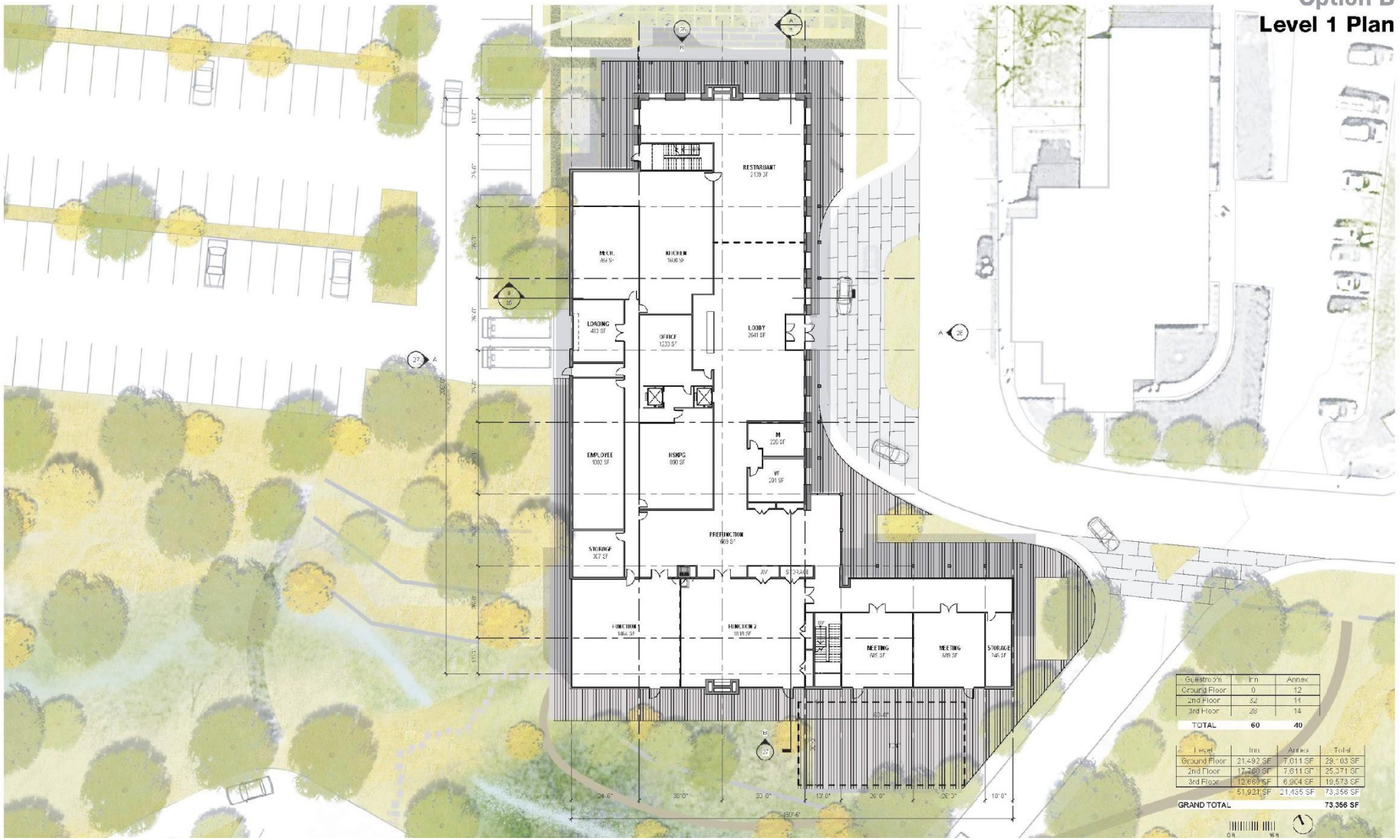
Remote Annex Building


Option B
Master Site Plan
WALDEN ST
HOXSEY ST
SPRING ST
Bookstore
Lansing Chapman Rink
The Log
Kitchen Garden
Doughty House
P1
Town Lot
125 Cars
The Inn
B&L Building
Towne Field House
THE KNOLLS
Tent
The Clearing
P2
Inn Lot
133 Cars
LATHAM ST
Susan Hopkins House
The Orchard
Oakley Center
Farley-Lamb Field
N

Option B
Circulation Site Plan



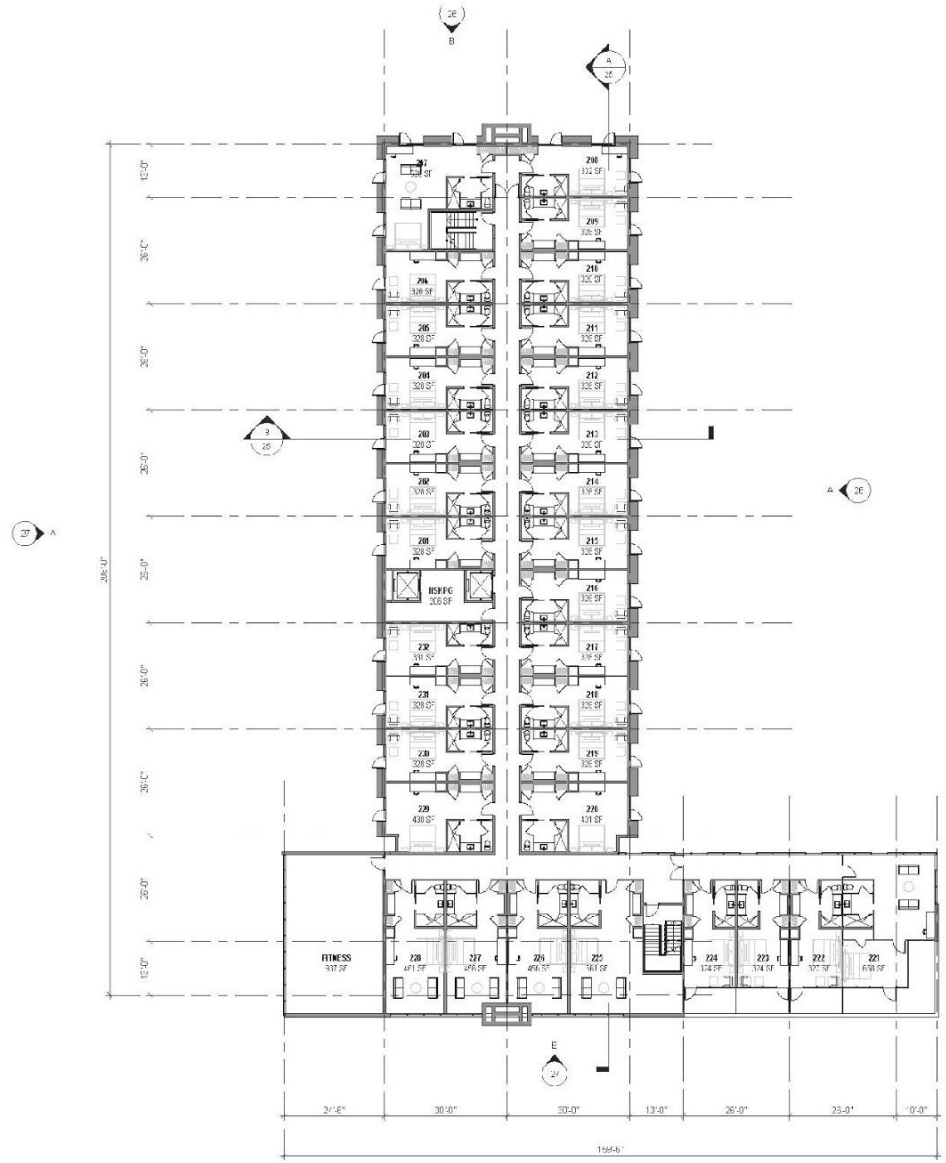
Option B
Level 1 Plan



Guestroom	Inn	Annex
Ground Floor	0	12
2nd Floor	32	14
3rd Floor	28	14
TOTAL	60	40

Level	Inn	Annex	Total
Ground Floor	21,492 SF	7,011 SF	29,503 SF
2nd Floor	17,780 SF	7,611 SF	25,371 SF
3rd Floor	12,669 SF	6,904 SF	19,573 SF
	51,921 SF	21,435 SF	73,356 SF
GRAND TOTAL			73,356 SF

Option B
Level 2 Plan



Guestroom	Inn	Annex
Ground Floor	0	12
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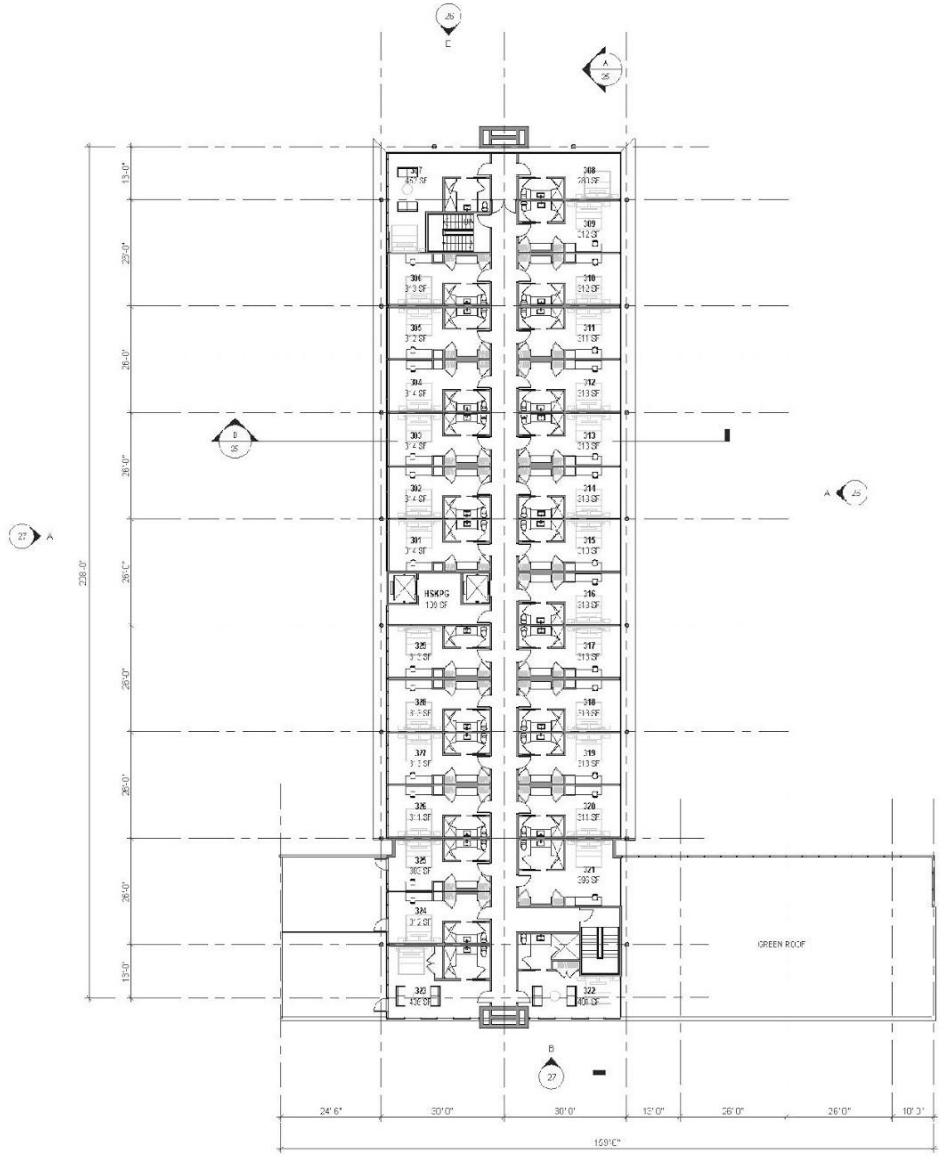
TOTAL	60	40

Level	Inn	Annex	Total
Ground Floor	21,492 SF	7,611 SF	29,103 SF
2nd Floor	17,750 SF	7,611 SF	25,371 SF
3rd Floor	12,686 SF	6,904 SF	19,573 SF
	51,921 SF	21,435 SF	73,356 SF
GRAND TOTAL			73,356 SF

Option B
Level 3 Plan



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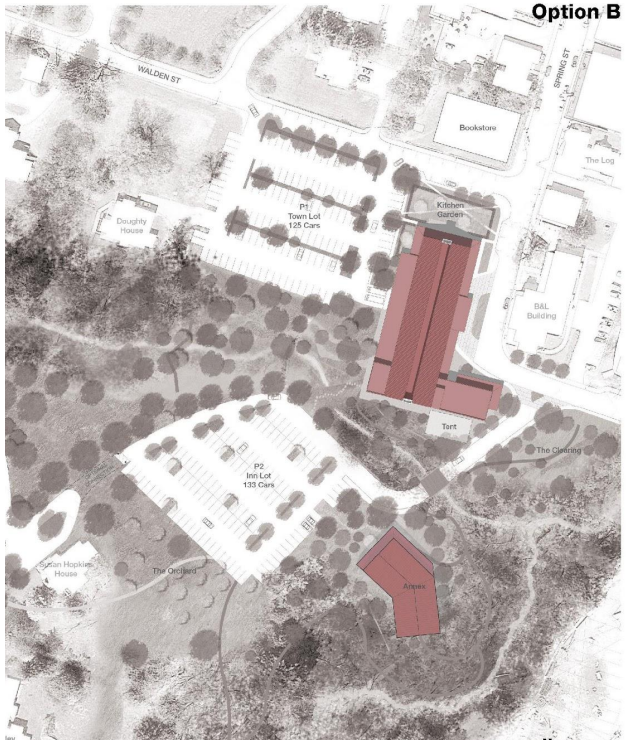
	51,921 SF	21,435 SF	73,356 SF
GRAND TOTAL			73,356 SF

0 ft 6 ft

Option B

Traffic		
	Inn Wayfinding	Inn and front door are visible from Spring Street Access to Two Parking Areas will be challenging
	Change to Vehicle Circulation	Elimination of Denison Park Drive from Spring Street Increased traffic on Hoxsey Street Increased pedestrian and vehicular activity at corner of Latham and Spring Streets
	Inn Drop-off Experience	Located off Spring Street Requires a U turn on Spring Street to meet Walden Street
	Walking Distance	Distance from Inn Front Door to Tunnel City is +/- 90 feet
	Public Parking	Will involve significant town involvement to coordinate public vs. Inn use
	Service and Loading	Service vehicles visible from public parking Service access via Spring Street and Walden Street and Hoxsey Street
Environmental		
	Impact to Riverfront Area	Inn footprint located using less than 8% of riverfront area More riverfront challenging impacts
	Christmas Brook Encroachment	Inn footprint located 65 feet from Christmas Brook More riverfront mitigation required
	Impact to Wetlands	Requires a new road crossing at intermittent stream and bordering vegetated wetlands
	Permitting	More wetland impacts and mitigation requiring greater permitting effort
Geotechnical		
	Subsurface Conditions	Fill over relatively loose Glaciolucustrine Deposits and Glacial Till
	Floor Slab at lowest Floor (no basement)	Soil supported slab on grade
	Foundations	Spread footings bearing on fill or Glaciolacustrine Deposits after ground improvement using aggregate piers. Size footings for 1.5 ton per sq. ft. bearing pressure.
	Seismic Site Class	D/E (pending results of final explorations)
Civil Engineering		
	Utilities (water, sewer, gas, electric)	Requires new service line extensions from Spring Street area
	Stormwater Management	Poor soils which reduces recharge options and water quality treatment options
	Drainage	More difficult to achieve peak flow attenuation using low impact design. May require underground design features
Architectural		
	Architectural Interest	Opportunity for memorable placemaking
	Landscape Design	Extensive landscape development

Option B



summary of study

		Option A	Option B
Traffic			
	Inn Wayfinding	Inn is visible from Spring Street	Inn and front door are visible from Spring Street Access to Two Parking Areas will be challenging
	Change to Vehicle Circulation	Minimal change to existing roadway system Improved intersection at Latham and Denison Park Drive	Elimination of Denison Park Drive from Spring Street Increased traffic on Hoxsey Street Increased pedestrian and vehicular activity at corner of Latham and Spring Streets
	Inn Drop-off Experience	Located off Denison Park Drive	Located off Spring Street Requires a U turn on Spring Street to meet Walden Street
	Walking Distance	Distance from Inn Front Door to Tunnel City is +/- 360 feet feet	Distance from Inn Front Door to Tunnel City is +/- 90 feet
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	Service and Loading	Concealed visibility from town Service access via Spring Street and Denison Park Drive	Service vehicles visible from public parking Service access via Spring Street and Walden Street and Hoxsey Street
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	Christmas Brook Encroachment	Inn footprint located 90 feet away Less riverfront mitigation required	Inn footprint located 65 feet from Christmas Brook More riverfront mitigation required
	Impact to Wetlands	Keeps existing road crossing at existing wetlands	Requires a new road crossing at intermittent stream and bordering vegetated wetlands
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Geotechnical			
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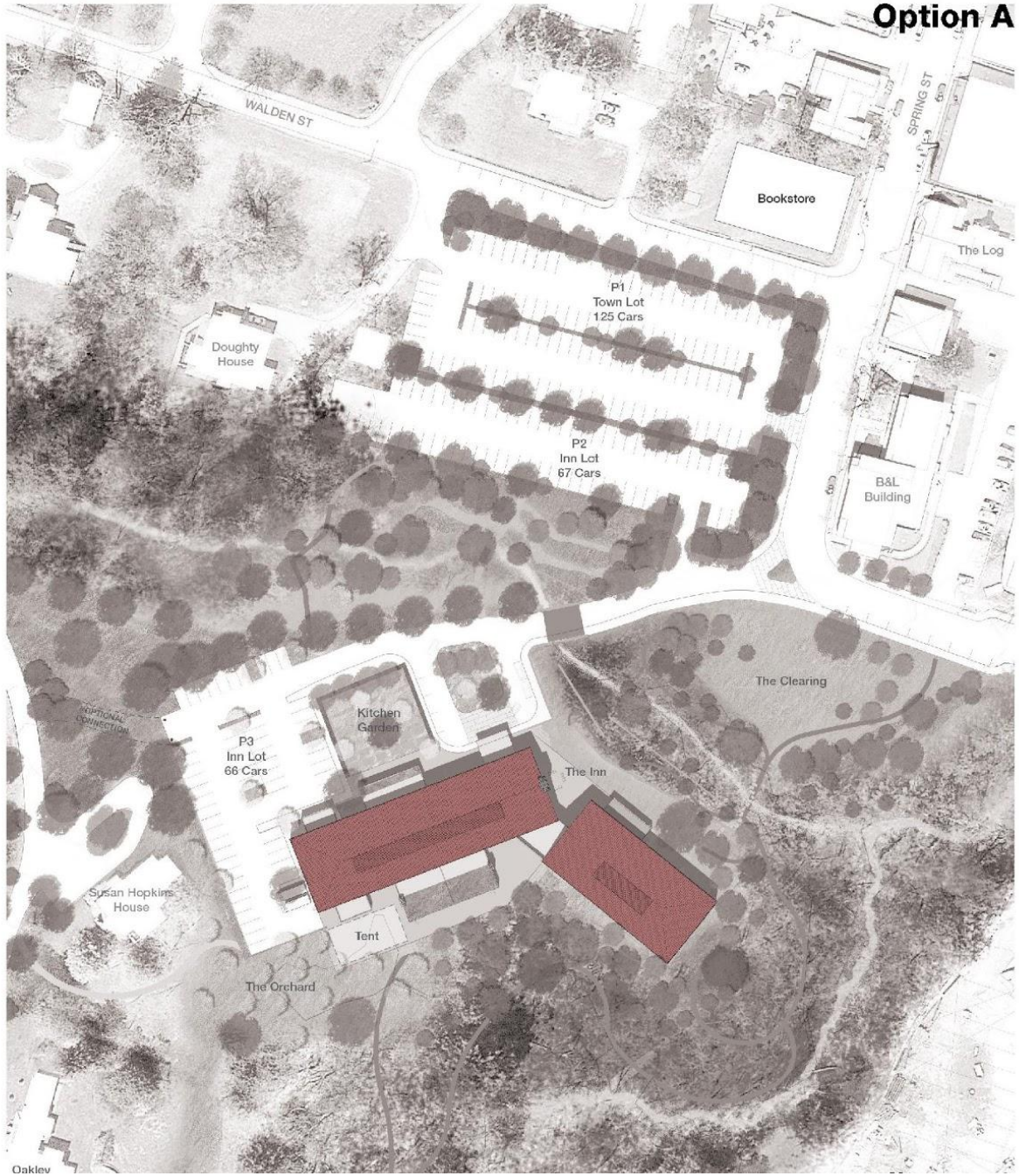
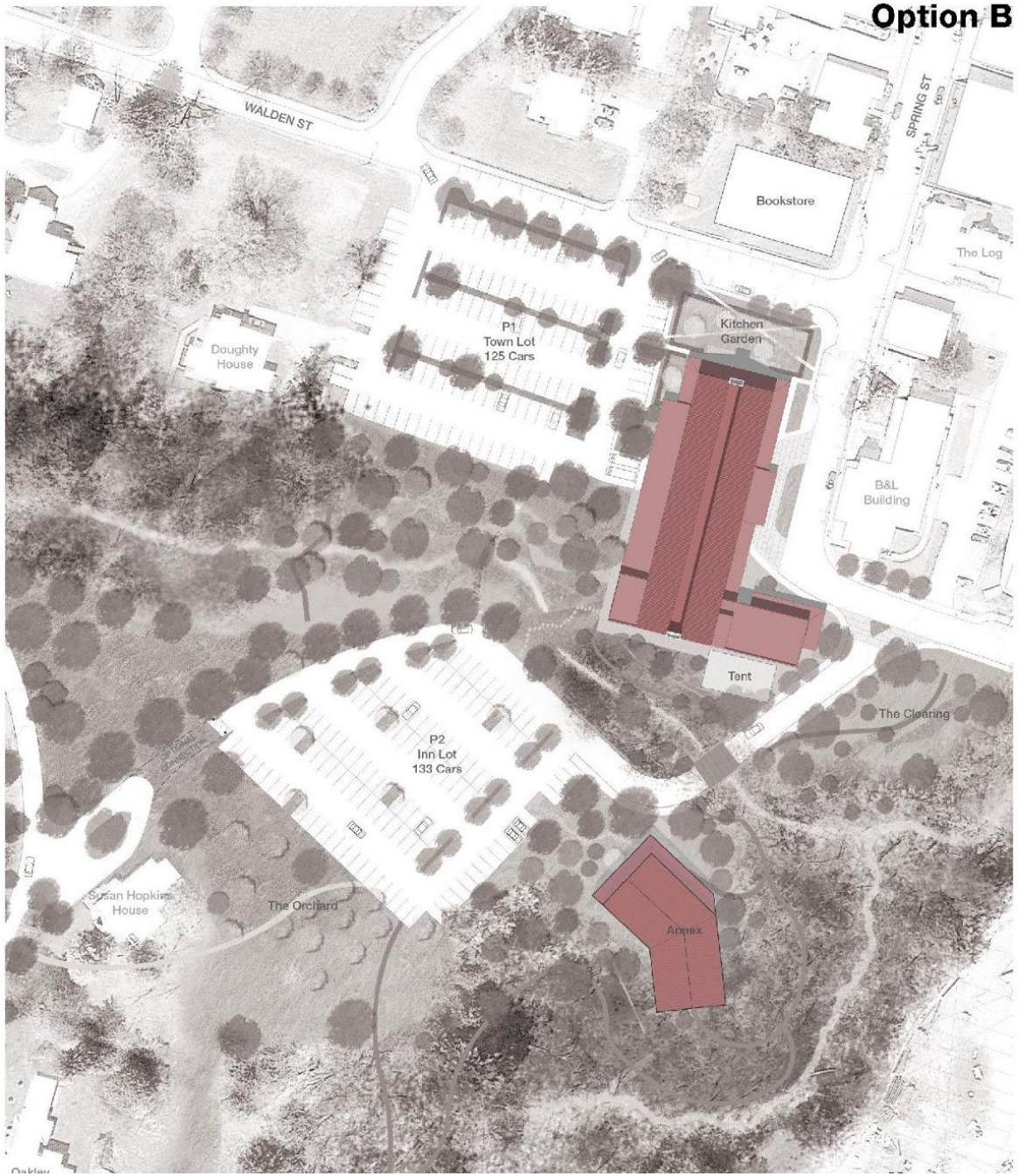
Civil Engineering			
	Utilities (water, sewer, gas, electric)	Requires new service line extensions from Spring Street area	Requires new service line extensions from Spring Street area
	Stormwater Management	Better soils and more area available for water quality treatment	Poor soils which reduces recharge options and water quality treatment options
	Drainage	More available area to attenuate peak flows using low impact design	More difficult to achieve peak flow attenuation using low impact design. May require underground design features
Architectural			
	Architectural Interest	Opportunity for memorable placemaking	Opportunity for memorable placemaking
	Landscape Design	Extensive landscape development	Extensive landscape development


Option A
WALDEN ST
SPRING ST
Bookstore
The Log
P1
Town Lot
125 Cars
Doughty
House
P2
Inn Lot
67 Cars
B&L
Building
The Clearing
OPTIONAL CONNECTION
Kitchen
Garden
P3
Inn Lot
66 Cars
The Inn
Susan Hopkins
House
Tent
The Orchard
Oakley


Option B
WALDEN ST
SPRING ST
Bookstore
The Log
P1
Town Lot
125 Cars
Kitchen
Garden
Doughty
House
B&L
Building
Tent
The Clearing
P2
Inn Lot
133 Cars
OPTIONAL CONNECTION
Susan Hopkins
House
The Orchard
Annex
Oakley

traffic study summary

Fuss & O'Neill Traffic Study

Table 5.1
Traffic Features of Options A and B

	Option A	Option B
Inn Visibility	Inn would be less visible to users entering downtown Ample wayfinding would be needed to minimize unnecessary congestion on adjacent roadways.	Inn would be very visible to users entering/looking for the site. Users may however confuse the public parking lot with the inn lot. This could be a major problem, perhaps alleviated by signage.
Impacts During Construction	Minimal impacts to traffic both during and after construction. Traffic circulation within downtown would be generally unchanged.	Significant impacts to public parking lot operations both during and after construction. Eastern portion of Walden Street should be changed to two-way to allow public lot users to return to Latham. Level of Service would generally be unaffected once inn in operation.
Impacts to Town Parking Lot	Little to no impacts on town parking. Would require some additional enforcement for public use only.	Would involve significant coordination with the town to properly control access and keep inn patrons out of the town lot.
Annex Building Location	Annex directly adjacent to the main building would better concentrate inn operations within the site	Annex building away from the main building may cause internal congestion of inn service staff and guests.
Vehicle/Bus Drop-Off Location	Location good, with no impact to traffic on Latham. Adequate room for bus storage is a concern and should be reviewed.	Location has more safety concerns. High pedestrian volumes and proximity to the Latham St. curve make this a concern.
Denison Park Dr. Alignment	Significant modification to the alignment of Dension Park Dr – overall the alignment changes are very beneficial, however it should be noted that widening of the roadway and associated cross culvert will be required.	Significant modification to the alignment of Dension Park Dr – the alignment is less desirable due to moving the driveway around the corner on Latham Street. Sight distance will be significantly reduced here and may present a safety concern.
Inn Driveway Location	The splitter island shown at the inn driveway does not allow traffic to enter/exit from all directions. Modification to this island would be necessary to allow proper traffic flow.	
	Improves the intersection sight distance and alignment of Denison Park/inn driveway with Latham St.	Moving the entrance around the corner on Latham St. may not meet sight distance criteria.
Pedestrian Connectivity - Inn & Annex Parking	Pedestrian connectivity from the expanded inn parking lot off site is poor. Although the intent is to have this lot be over-flow for the annex, some parking is designated for the main building. Also would require an enforcement method to control overflow from the public lot.	Requires the furthest walking distance from the inn parking lot to the building entrance. This concept appears less user-friendly for inn patrons; however it is optimal from a traffic circulation standpoint to have all of the inn parking in one location.
Pedestrian Connectivity - Access to Downtown	Connection is not optimal. It is likely that a large number of inn patrons will be walking to downtown. A well-defined pedestrian connection to downtown would be needed. Consider large sidewalks, lighting, and other pedestrian amenities.	Connection is very good. Inn pedestrians are closer to downtown.
Traffic Circulation at Area Intersections	Option A presents little concern regarding impact on traffic operations at existing intersections. Option B delivers more traffic on Hoxsey St. It is assumed that all bus and truck delivery traffic will come from the major roadways (Route 2/Route 43) via Latham Street. A comprehensive wayfinding plan can help to reduce the likelihood of traffic congestion downtown and on residential streets.	
Loading/Service	Removed from downtown for fewer conflicts/better operations.	Mixed with the public lot; egress puts all service vehicles on Hoxsey St.

Fuss & O'Neil Traffic Study

6 Conclusions & Recommendations

The study projects that completion and occupancy of the proposed Williams Inn (under either option) would generate **53** total entering and exiting vehicle trips at the site driveway during the weekday morning peak hour, **60** total entering and exiting vehicle trips at the site driveway during the weekday afternoon peak hour, and **72** total entering and exiting vehicle trips at the site driveway during the Saturday mid-day peak hour. These new trip estimates are maximums that assume the all 100 rooms are built and have an average occupancy. Below is a summary of the key findings of the study:

Conclusions

- **The peak traffic periods in and around downtown were the weekday afternoon and Saturday mid-day hours. High pedestrian volumes were counted on Saturday at Spring St./Walden St. intersection (253 pedestrians during peak hour). This is based on summer traffic conditions.**

- **In general, existing traffic operations among downtown area intersections are adequately accommodated through effective use of one-way streets and unsignalized/stop- controlled intersections.**

- **No unusual or frequent accident patterns were observed at any of the study intersections based on existing conditions**

- **75% of generated trips entering the inn would do so from Spring Street (via Route 2) while 85% of the trips exiting the inn would use Latham Street/Water Street. These distributions are contingent upon a comprehensive wayfinding plan.**

- **The northbound Water Street approach to Main Street (Route 2) operates at a poor Level Of Service for traffic during both weekday afternoon and Saturday mid-day peak hours under existing conditions. This is due to the lack of a separate right-turn lane, and relatively heavy through traffic volumes on Main St.**

- **Increased traffic by Option A would result in little, if any, noticeable decrease in Level Of Service at intersections except for the intersection of Main Street and Water Street. Option B would decrease Level Of Service at the Hoxsey St./Main St. intersection.**

- **Pedestrian access from inn parking to inn entrance is less than desirable in Option B, with the walking distance from parking lot P2 being longer.**

- **Overall, Option A would have the least impact on public parking and on traffic downtown.**

- **Option B would create more departing traffic on Hoxsey Street; by eliminating the existing Spring Street exit from the public parking lot, all Spring St. vehicles exiting it**

  will be funneled to Walden St and continue to Hoxsey. This would have significant Level Of Service impacts for traffic at the Hoxsey/Main Street intersection.

tOWN REVIEW COMMENTS

Town Review Comments – 13 November 2015

From: Jason Hoch <jhoch@williamstown.net>
Date: Fri, Nov 13, 2015 at 9:18 AM
Subject: FW: Inn site study
To: Jim Kolesar <jkolesar@williams.edu>

Jim –

Thank you for the opportunity to review the site study for the Inn. Our staff has reviewed the report with an intent of offering general observations about findings and potential areas for further study before finalizing. We did not review it as a full pre-regulatory type filing as we understand this is a draft and there is ample time for formal review later.

The most notable issue of concern is the further deterioration of service at the Water/Main intersection.

I am happy to discuss the items noted below in greater detail with the project team or to provide additional clarification. Further, please feel free to attribute any of these comments and subsequent analysis that may be added to the report as resulting from the Town of Williamstown's informal review if it is helpful to differentiate from the College's initial plans.

Land Use

- One of the key recommendations of the 2002 Master Plan is that the Village Business District needs to be gradually expanded to accommodate more business space as this is lacking in town. Additionally, tourism should be pursued as a major avenue of economic development. Option A seems to accomplish these goals more effectively than Option B as it preserves the Town Parking Lot as a future site for mixed use development once the parking situation is addressed by using another site in the future for parking. A mixed use building at the Option A hotel site would be less ideal than on the Town Parking lot site as a mixed use building would more heavily rely on pedestrian traffic. A hotel on the other hand is an ideal anchor institution and generates its own pedestrian traffic and is ideal for the Option A site as long as steps noted in the report to ensure pedestrian connectivity are taken into account.

- Both Police and Fire Departments expressed concern about fully restricting the existing Denison Park Drive such that the hotel has only one main access in Option A. They would prefer having a secondary access. This can be a bollard protected emergency only lane similar to the installation at Weston Field. The same observation holds for the Annex as shown in Option B.

- The Fire Department notes that access to two sides of the buildings is necessary for appropriate fire protection. In both options, the annex shows little to no accessibility for fire lanes.

Traffic

- Placing the hotel at the Option A site preserves more of the existing traffic pattern and does not force as many vehicles towards the Hoxsey Street intersection which will be difficult to improve from a LOS perspective.

- Based on the report, one can surmise that the proposed Walden Street extension to South Street could enhance LOS at all area intersections.

- The Town needs to consider methods of improving upper Water Street due to the serious LOS at this area. Mitigation might have to be considered during a hotel permitting process, as this LOS will decrease further.

- A roundabout could be a major improvement to the Water Street intersection.https://www.fhwa.dot.gov/publications/research/safety/00067/000674.pdf. Traffic volumes at this intersection however, are near the upper limit for capacity of a single lane urban compact roundabout on a peak hour basis. This should be studied further. From a design perspective, a significant amount of pavement already exists at the Water/Main/Waterman intersection and could likely be reconfigured without significant loss of additional land or existing parking on Water Street.

- Option B seems very problematic from a traffic perspective with congested drop off and bus loading areas.

Traffic Continued

- The report notes that the existing Latham / Denison/ Spring / Parking lot intersection is problematic, and dangerous for pedestrians. Serious design attention must be paid to this site in the development process. If site A is selected the College could consider relocating Walden Street during the process of reconstructing and expanding the Town parking lot to create a 4 way intersection with significantly improved site lines. This approach, when combined with the separate Walden Street Extension could provide one continuous through street from Water Street to South Street which could offer an overall reduction of volume on Main Street.

Wetlands & Site Technical Analysis

- Guntlow's wetlands report is excellent and captures the concerns shared by the Community Development office and the Conservation Commission when the project was discussed last year.

- We have no comments on the geotechnical work.

THANK YOU

OFFICE OF PLANNING, DESIGN AND CONSTRUCTION

JANUARY 2016