



# HanoverEngineering

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May 15, 2023

Board of Supervisors  
Paradise Township  
5912 Paradise Valley Road  
Cresco, PA 18326

RE: Traffic Impact Assessment  
Hawthorne Mount Pocono Resort –  
Conditional Use & Master Development  
Paradise Township, Monroe County  
Hanover Project PARA21-15(CONDUSE)

Ladies and Gentlemen,

Our office is in receipt of a Traffic Impact Assessment Hawthorne Mount Pocono Resort, as prepared by Horner & Canter Associates, PC, 4950 York Road, Suite 2G, P.O. Box 301, Holicong, Pennsylvania, 18928, dated April 26, 2023 and received April 27, 2023. This document was submitted in support of the above-referenced project, which proposes to develop a resort consisting of multiple permitted uses within the resort comprised of hospitality and commercial uses located primarily in Paradise Township. The resort area is being proposed on parcels that currently contain the individual estate home and the remanence of the historic Hawthorne Resort. The commercial portion of the Master Development Plan is proposed for the former golf course area and depicts various buildings labeled as retail, professional, and restaurant uses.

The proposed site access for the resort portion of the project is proposed at the intersection of Trinity Hill Road and PA Route SR 611, and the site access for the commercial section of the project will be via a separate right-in/right-out driveway located near the Woodland Road intersection with PA Route SR 611.

We offer the following comments in conjunction with the Paradise Township Ordinance and industry standards for the Board of Supervisors' consideration:

## Zoning

1. Section 160-12.(43.B).(e) – Master Development tracts shall have frontage along and direct access to a road or highway controlled by the Pennsylvania Department of Transportation. Without the ability to construct a roundabout at the intersection of Trinity Hill Road and SR 611, the resort section of this project does not have direct access to a PennDOT Road.
  - a. The applicant should demonstrate PennDOT acceptance of the proposed roundabout.
  - b. The applicant should demonstrate constructability of the roundabout, including grading and available right-of-way to accommodate the proposal. The conceptual sketch does not include sufficient detail to demonstrate constructability.

2. Section 160-20. – The Traffic Impact Study should be expanded to conform to PennDOT and Paradise Township requirements and guidelines as follows:
  - a. Due to the regional influence of the proposal, the area of the study should be expanded to include all intersections experiencing the following:
    - i. 50 or more peak hour trips,
    - ii. 80% or more of the trip ends attracted to the development,
    - iii. High accident locations,
    - iv. Confusing or congested intersections,
    - v. Intersections with questionable capacity to handle increased traffic, or
    - vi. Intersections mutually agreed to by the Township/Township Engineer.
  - b. The traffic consultant shall confirm the time frames used for Design and Horizon years for analyses, based upon the anticipated opening year of the development assuming full build-out and occupancy.
  - c. The traffic consultant should discuss the need to provide seasonal or other adjustment for the traffic counts, as the counts were not conducted during the primary time of the year anticipated to experience influence from the development.
  - d. The traffic consultant should discuss the rationale to not utilize the most conservative trip generation rates developed with the Institute of Transportation Engineers (ITE) trip generation rates.
  - e. The traffic consultant should expand the narrative and possibly the analyses to address the need for “Special Event” planning due to the nature of the proposal.
  - f. The traffic consultant should expand the narrative and possibly the analyses to account for adjacent development traffic from project already in the planning and approval phases that could influence traffic in the study areas.
  - g. The traffic consultant should justify the full utilization of pass-by reductions for the commercial area due to the access limitation of a right-in/right-out access.
  - h. The traffic consultant should expand the narrative and analyses to address the probable use of the Wiscasset Road intersection for “U” Turns, and the corresponding impact to the intersection and the residential community along Wiscasset and Rock Ridge Road.
  - i. The traffic consultant should expand the narrative and analyses to provide comparative analyses for the Trinity Hill Road intersection under stop control and signalized control in the event the roundabout is infeasible.
  - j. The traffic consultant shall verify the Levels of Service (LOS) reported in the figures matches the narrative discussion, as there appear to be LOS “D” reported for the Wiscasset intersection.
  - k. The traffic consultant should expand the narrative and analyses to indicate whether pedestrian facilities need to be expanded in the area, particularly for access to the commercial areas, and to what extent the developer is willing to assist in any off-site improvements necessitated by the project.

Due to the nature of the previous comments, we did not undertake a detailed review of the analyses. If anyone has any questions or would like to discuss these comments, please contact the undersigned.

Respectfully,

HANOVER ENGINEERING

*James A. Milot*

James A. Milot, TSOS, TOPS

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