



WYCHMERE

23 SNOW INN RD HARWICHPORT, MA
PROPOSED HOTEL REDEVELOPMENT

CAPE COD COMMISSION SUBCOMMITTEE PRESENTATION

January 7, 2026

Development of Regional Impact Application

TEAM INTRODUCTIONS



- Singer & Singer Law – Land Use Attorneys
- Rubin & Rudman – Environmental Law
- Tighe & Bond – Civil & Environmental Engineers
- VHB – Traffic Engineers
- JCJ Architects – Architectural Design
- Hawk Design – Landscape Design
- Woods Hole Group – Coastal Scientist

LAW OFFICE OF SINGER & SINGER, LLC



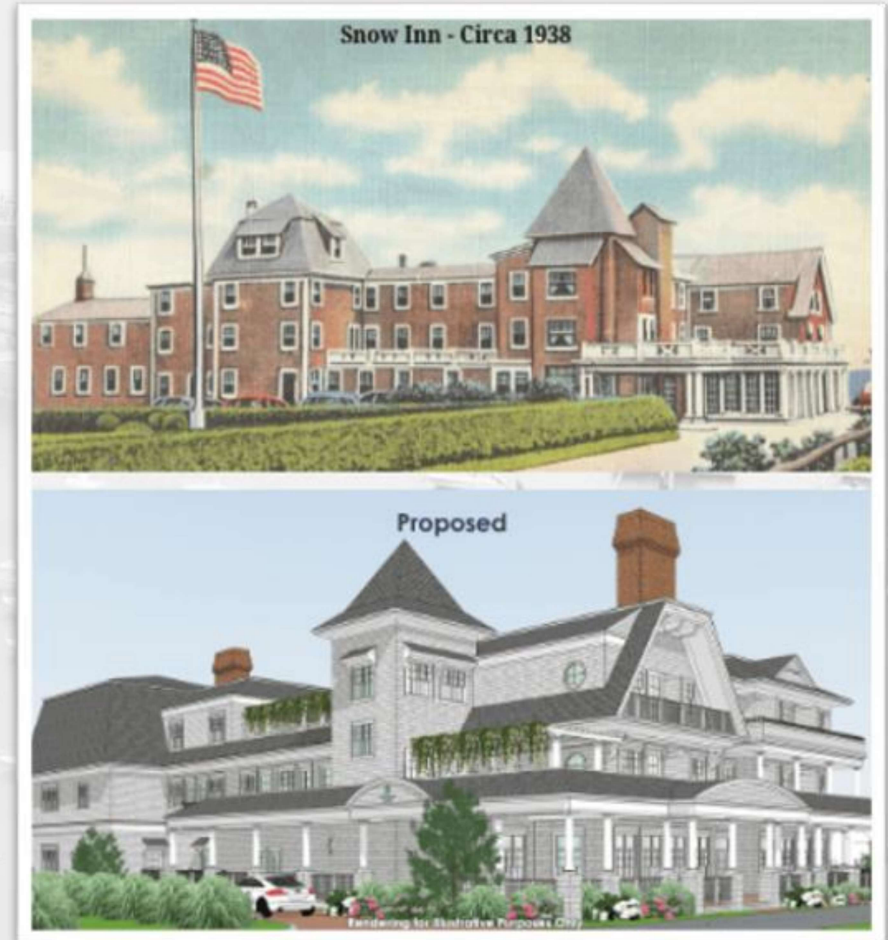
SNOW INN REDEVELOPMENT – PROJECT OVERVIEW

Current Snow Inn

- Two Buildings with 32 rooms + amenities

Replacement Hotel Project

- One Building with 72 rooms + amenities
- At-Grade Below Deck Parking
 - Improved site circulation
 - Total Parking for 206
 - Valet Parking for 290
- Upgrades to Site Infrastructure
 - New Waste-Water Treatment Facility
 - Stormwater Drainage Improvements
- Landscape/Hardscape Improvements
- Flood Resistant Building Design
- **The project meets all RPP goals and objectives.**





SITE LOCUS

23 Snow Inn Road
Harwichport, MA

- 206 Parking Spaces
- 290 Valet Parking



Design Consultant Team:

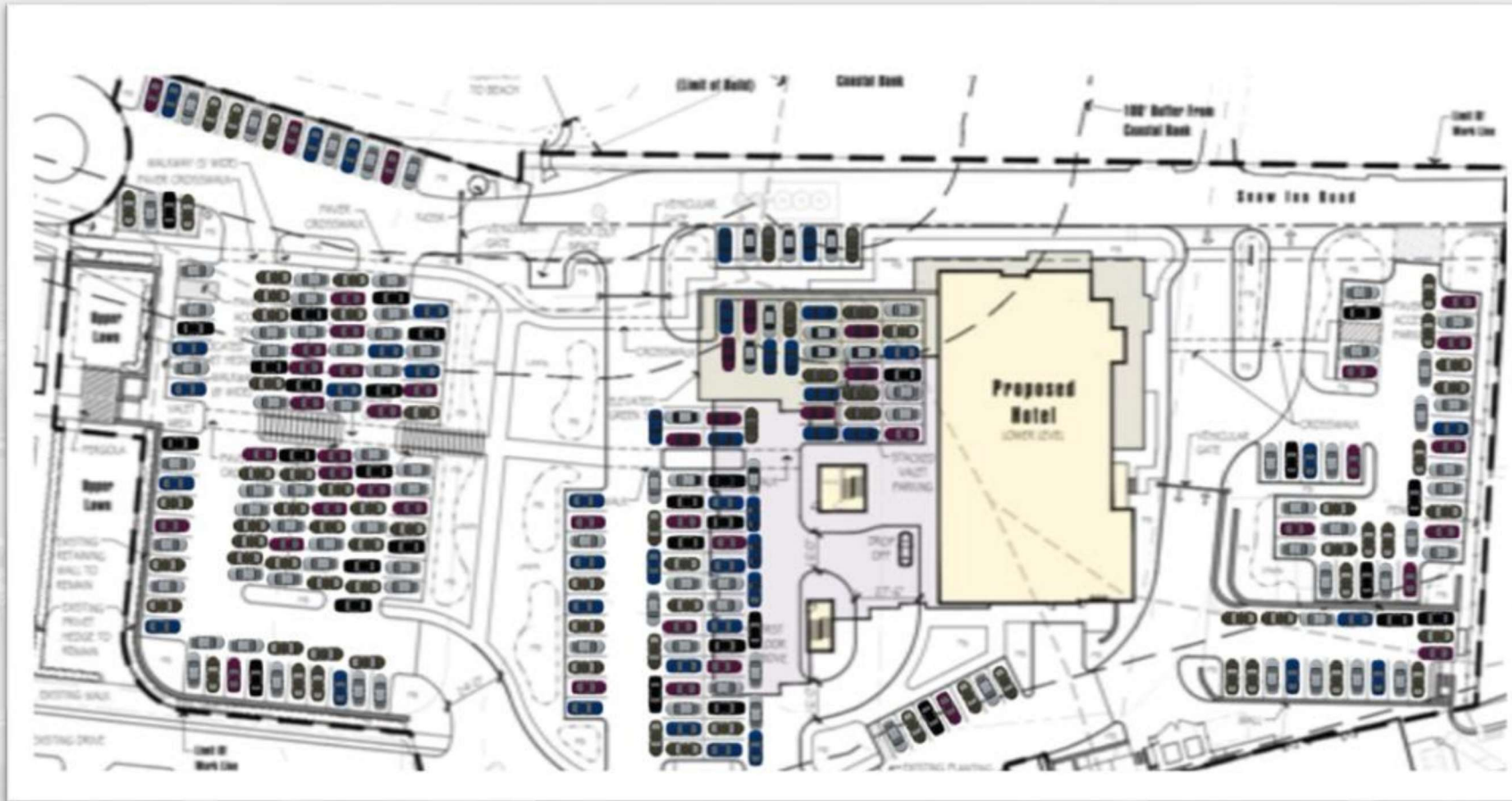
| | | |
|--|---|--|
| Civil Engineer: Tighe & Bond P.O. Box 6 South Harwich, MA 02645 Tel: 508-265-6511 | Architect: JCJ Architecture 9 Channel Center Street, Suite 200 Boston, MA 02210 617-532-6600 | Traffic Engineer: VRS 260 Arsenal Place #2 Watertown, MA 02472 617-607-6157 |
|--|---|--|

Hawk Design, Inc.
Landscape Architecture
Land Planning
Saugus, MA
948-555-5900
info@hawkdesigninc.com

Wychmere Harbor Real Estate, LLC
23 Snow Inn Road
Harwich, Massachusetts

Scale: 1" = 30'-0"
Sheet: **L1.0**

FUTURE SITE PLAN VALET CAPABILITY | 290 SPACES



WYCHMERE HOTEL/ THOMPSONS CLAM BAR - 1980



- Thompsons Clam Bar had 500 – 55 seats. It served an average of 2,000+ meals per day during peak season. On some occasions 3000+ meals per day.
- 150 Guest Rooms on site
- Active Beach Club attendance as depicted on image
- Wychmere had a full valet program in operation
- 'Largest Restaurant East of Mississippi'
- 400+ employees.

WYCHMERE HOTEL/ THOMPSONS CLAM BAR - 1980

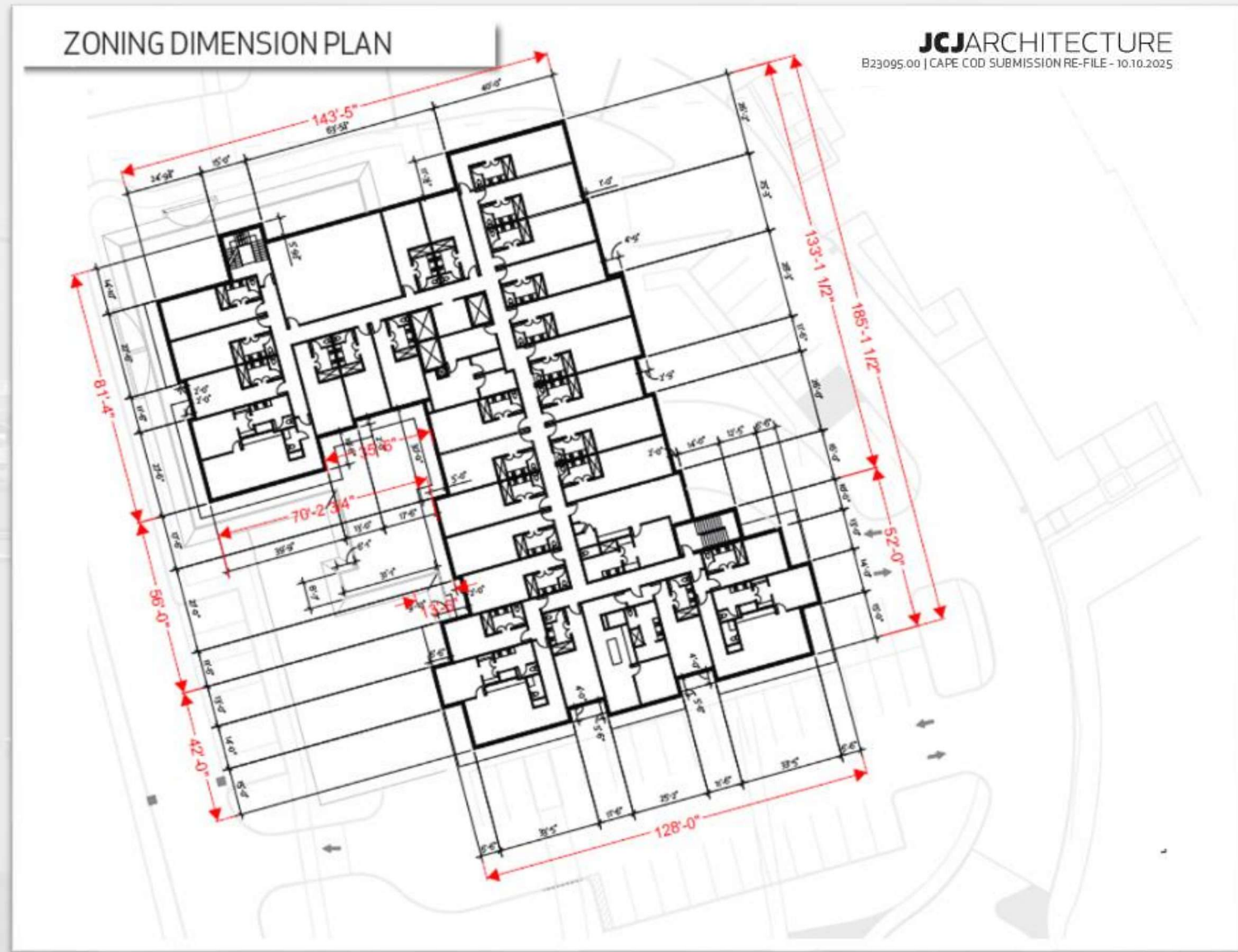


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- 150 Guest Rooms onsite
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WYCHMERE RESPONSE TO SUBCOMMITTEE REQUESTS & COMMENTS

- Existing Structure – 34,860SF
- Withdrawn Project – 84,160 SF
- New Application – 75,322 SF

- Cape Cod Hospital Project (Edwin Barbey Pavillion) added **an additional** 141,148 square feet recently



RESPONSE TO SUBCOMMITTEE QUESTIONS & COMMENTS

- **Green Power Purchase Agreement** - Wychmere is working with its energy broker NRG on entering into a contract for bundled green energy offerings to comply with the RPP and TB.
- There are two, potential standalone programs available that will enable Wychmere to offset/obtain a percentage of its energy usage through renewables. **1)** The ChooseGreen program builds on an existing fixed rate contract energy program to add Renewable Energy Credits as a set % of overall usage. **2)** The Renewable Select program provides for sourcing energy directly from renewable sources in NRGs program.
- Compliance with all Coastal Resiliency Requirements – **No Waiver Required** as per Staff Report.
- **Wastewater Treatment Facility** – Wychmere had the option to either upgrade the existing WWTF in its current location or replace the old system with a brand new WWTF. Wychmere has chosen an alternate option that is the more environmentally-friendly and protective option of fully replacing the system and relocating it out of the floodplain with even greater treatment capacity to further reduce nitrogen and benefit the property, Wychmere Harbor, and Merkel Beach.

MITIGATION

- Substantial reduction in heavy truck use
- Elimination of large motor coach use
- Coordination with town on new speed signage
- Work with town to enforce the 1973 Prohibition of Parking along Snow Inn Road
- Improved site lines at intersection
- New signage on Route 28
- Agreement to complete survey for consideration of future sidewalk
- Agreement to prepare a traffic RSA for intersection.

EXISTING VEHICULAR CONDITIONS VS. FUTURE REDUCTIONS

| | PEAK CURRENT CONDITIONS: Existing Vehicular Trips | FUTURE: Remaining Trips on Snow Inn Road | VARIANCE: Trips to be Removed from Snow Inn Road |
|---|---|--|--|
| Employees | | | |
| Weekly Trips | (60 x 3 - Mon - Wed) + (100 x 4 Thurs - Sun) = 580 | | -580 |
| June 1- August 31 (13 Weeks) | (580 x 13) = 7,540 | | (-580 x 13) = -7,540 |
| Deliveries | | | |
| June 1- August 31 (13 Weeks) | (640 deliveries X 2) = 1,280 | (1,280 – 950 delivery trips) = 330 | (1,280 – 330) = -950 |
| 13 Week Off-Peak Electric Delivery from Commissary | | (4 x 7) x 13 = 364 | (Commissary Transfer Deliveries) +364 |
| TOTAL SEASONAL TRIPS | (7,540 + 1,280) = 8,820 | (330 + 364) = 694 | (-7,540 + -950) + 364 = -8,126 |

- Average Reduction in Trips on Snow Inn Road is **625 Fewer Trips Per Week (8,126 / 13 = 625)**

TRAFFIC DELIVERIES JUNE 1 – AUGUST 31, 2025

| Sheet Name | Wychmere Weekly Total (I43) | Commissary Weekly Total (I44) | Total Deliveries (I45) |
|--------------|-----------------------------|-------------------------------|------------------------|
| June Week #1 | 13 | 31 | 44 |
| June Week #2 | 10 | 31 | 41 |
| June Week #3 | 11 | 33 | 44 |
| June Week #4 | 14 | 34 | 48 |
| June Week #5 | 1 | 3 | 4 |
| July Week #1 | 13 | 32 | 45 |
| July Week #2 | 13 | 38 | 51 |
| July Week #3 | 12 | 37 | 49 |
| July Week #4 | 13 | 40 | 53 |
| July Week #5 | 9 | 36 | 45 |
| Aug Week #1 | 2 | 6 | 8 |
| Aug Week #2 | 13 | 35 | 48 |
| Aug Week #3 | 13 | 39 | 52 |
| Aug Week #4 | 15 | 39 | 54 |
| Aug Week #5 | 13 | 41 | 54 |
| TOTAL | 165 | 475 | 640 |

EMPLOYEE VEHICULAR TRIP REDUCTION | PEAK SEASON

- In the future, all employee parking will be relocated offsite. A conservative estimate in peak season (June 1- August 31st) assumes 30 vehicles (60 round-trip journeys) Monday through Wednesday, and 50 vehicles (100 round-trip journeys) Thursday through Sunday will be removed from Snow Inn Road.
- This results in a reduction of approximately ***580 vehicular round trips per week*** during peak season. For the 13-week season this will result in a reduction of ***7,540 round trips*** removed from Snow Inn Road.
- The employee shuttle, currently a 6-passenger minivan, operates on a set daily schedule during peak season. With the planned acquisition of a 12-passenger electric van, ***the number of trips will remain the same as exists today, but capacity will increase***. The electric vehicle will also provide environmental benefits and reduce noise, a significant improvement over the existing shuttle.

DELIVERY VEHICULAR TRIP REDUCTION | PEAK SEASON

- During Peak Season 2025, all weekly deliveries were recorded. Total deliveries in this period from June 1st – August 31st equaled 640 deliveries (equating to 1,280 vehicular trips) on Snow Inn Road. Going forward, 475 of those deliveries (equating to 950 vehicular round trips) will be rerouted to the Commissary at 741 Route 28.
- Several of the 475 deliveries **-equal to 950 vehicular trips-** currently rely on larger vehicles that require additional time to enter and exit Wychmere along Snow Inn Road.
- Wychmere has acquired an electric vehicle to transport products from the **Commissary to the property** twice daily during early-am/off-peak hours resulting in 28 vehicular trips weekly or 364 vehicular trips for the 13-week season. The use of an electric vehicle will further enhance conditions by providing environmental benefits and reducing noise, representing a substantial improvement over existing operations.
- Over the 13-week period, the current average delivery volume is approximately 95 vehicular delivery trips per week. Moving forward, this will be reduced to 25 vehicular trips per week; however, when combined with an additional 28 transfer deliveries from the Commissary to the Wychmere site, total delivery-related vehicular trips will be 53 trips per week. Please note that these deliveries will occur midweek during off-peak hours.
- This results in an overall delivery trip reduction and decreases the overall volume to 694 vehicular trips from June 1st – August 31st.

1,280 Current Vehicular Delivery Trips for the 13-Week Season

-950 Rerouted to the Commissary

=330 Remaining Vehicular Delivery Trips

+364 Wychmere Off-Peak Electric Vehicle Delivery Trips from the Commissary to Property

= 694 Total Vehicular Delivery Trips for the 13-Week Season

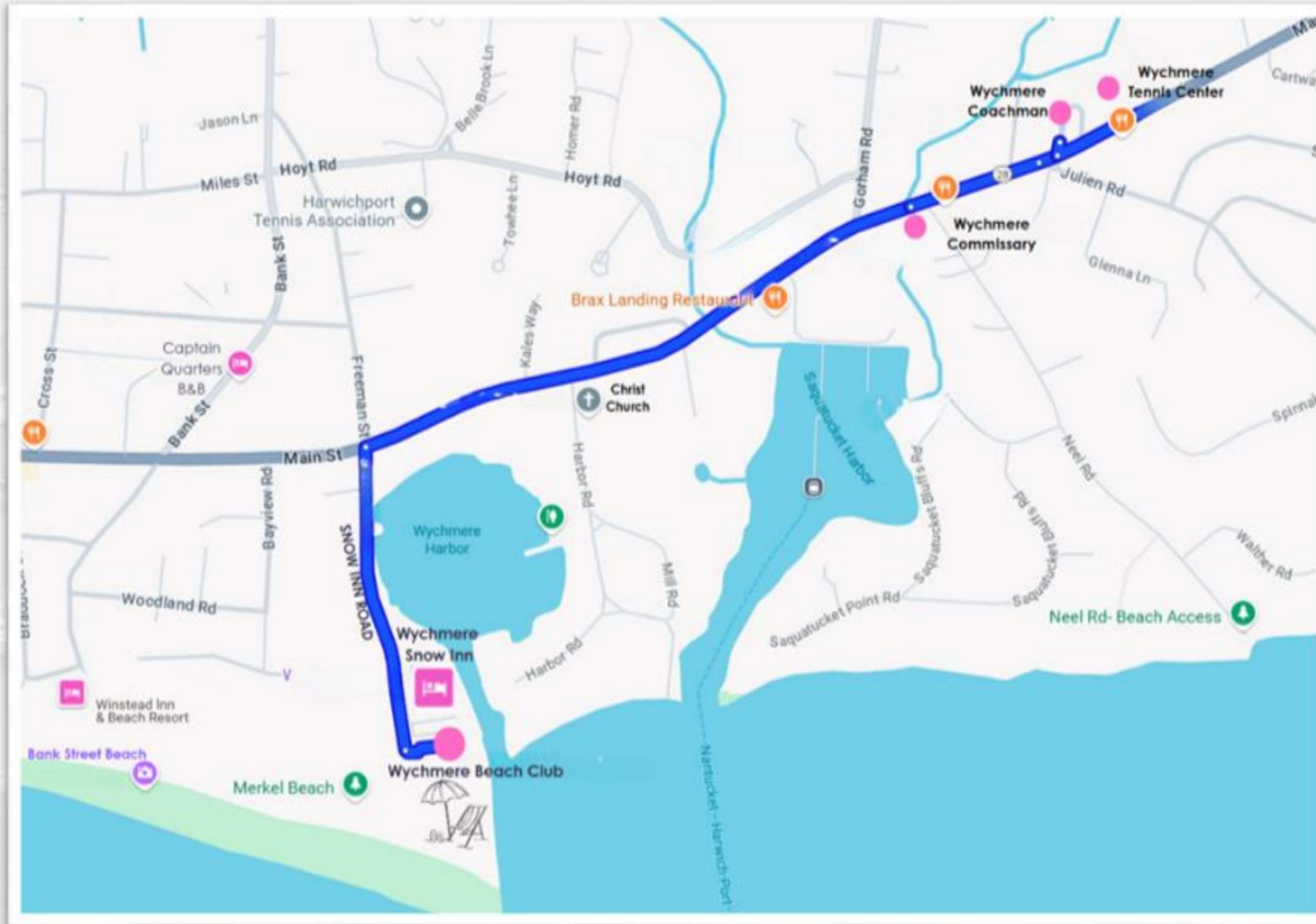
The improvement in deliveries alone represents 586 less Vehicular Trips for the season on Snow Inn Road.

REMOVED FROM THE WYCHMERE SITE



NEW ELECTRIC WYCHMERE DELIVERY VEHICLE

SITE MAP OF WYCHMERE PROPERTIES / PARKING



DISTANCE FROM WYCHMERE

- Commissary 0.9 Miles
- Coachman 1.1 Miles
- Tennis Center 1.2 Miles

COMMISSARY – PURCHASING & RECEIVING + ADDITIONAL PARKING



- All deliveries occur directly off Route 28
- Increased Storage Capability – 6,602 SF (excludes offices)
- Allows for larger deliveries to occur resulting in future delivery vehicular reductions



TENNIS
CENTER
PARKING
110 +/-



GUEST VEHICULAR TRIP MANAGEMENT | PEAK SEASON

Event Guest Arrival/Departures

- We estimate that each event held Thursday through Sunday during peak season will utilize approximately 20 occupied room nights related to that event date. This represents 60 rooms, or roughly 83% of the hotel's 72-room occupancy nightly.
- With the addition of hotel rooms, combined with a length-of-stay strategy during peak periods, event-related vehicular trips will be reduced, as guests will already be in residence during events.
- The primary event-related business at Wychmere is weddings, and hotel occupancy associated with these events allows for fewer vehicular trips on Snow Inn Road during peak event dates. Guests arriving well in advance and departing after the events enable more efficient management by valet partners, reducing peak traffic impacts from event-related arrivals and departures.
- A hotel will complement our existing events business. **Our current event guests will become future hotel guests**, as they are already coming to our site. A hotel, managed with length-of-stay restrictions, allows hotel guest arrivals and departures to occur during off-peak periods and reduces event related vehicular trips during typical peak arrival and departure times.

GUEST VEHICULAR TRIP MANAGEMENT | PEAK SEASON

Hotel Guest Arrival/Departure

- Peak season length-of-stay booking patterns will be consistent with competitive practices allowing for guest arrivals and departures in advance of peak weekend periods.
- Monthly occupancy projections for Wychmere during peak season will be an average of 75-80%, with weekends (Thursday – Sunday) being the primary driver.
- During peak season the hotel restaurant will accommodate hotel guests for breakfast and dinner. Lunch will be served at the Beach Club. The restaurant will be open to the public where it's likely that reservations will be accepted primarily in shoulder seasons when hotel occupancy is not at its peak.
- An electric vehicle will be available to transport guests to and from local businesses for shopping dining and entertainment. This will run on request.
- All arriving guest vehicles (Beach Club Member, Event Guest, Hotel Guest) will be required to valet. These cars will remain onsite.

BRENNAN LETTER 12/15 - RE: MISINFORMATION

Trip Generation

- *Comment 1a: The project decided to use LUC 310 (Hotel) which does not appear to be a good fit for the Wychmere Beach Club. A more accurate method for determining the increased trips generated from 40 additional rooms (more than double the existing rooms) may be to use empirical data by utilizing existing counts.*
- **Response:** Due to the significant activity associated with the wedding venues, which are not expanding, ITE LUC 310 is the most accurate way to assess the traffic associated with the increase in rooms. Use of empirical trip rates based on counts when wedding venues were fully booked would significantly overstate future traffic.
- *Comment 1b: In each case the New Trips are more than the Existing Trips, indicating that more than twice the vehicles utilizing Wychmere will be on Snow Inn Rd, and the Main St / Snow Inn Rd / Freeman St intersection.*
- **Response:** This comment is misleading, as the ITE projections shown in Table 3 of the TIA were simply used to assess the traffic associated with the new rooms. Table 3 was not intended to quantify existing traffic, but rather to summarize the difference in ITE trip generation between 32 rooms and 72 rooms.
- As discussed in previous slides, no traffic credit was taken for vehicle trip reductions associated with deliveries, employees, and buses.

ROUTE 28/SNOW INN RD/FREEMAN ST CRASH RATE

- *Comment 2a: The average crash rate is 0.57 crashes/MEV and the calculated crash rate for Route 28 at Snow Inn Road/Freeman Street is 1.10, making the crash rate 192% higher, or nearly double the average rate.*
- **Response:** This comment misrepresents the data. The crash rate is 92% higher, not 192% higher.
- *Comment 2b: The project will be adding more than double the existing trips (see Table 3 and above) to an intersection that has a significantly high crash/accident rate. This will increase an already high accident rate.*
- **Response:** This comment is misleading. The project is NOT doubling the existing trips. This would be impossible because the wedding venues are not adding capacity. The trip generation is based on the increase in the number of rooms.
- *Comment 2e: TIAS states that the MassDOT Project 611985 will improve existing sight lines for vehicles exiting Snow Road Inn, however that does not seem to be the case. The TIAS should provide recommendations to mitigate the very high crash rate, with high personal injuries at this intersection.*
- **Response:** MassDOT's improvements are nearing completion and the improved sight lines are expected to lower the crash rate. In addition, the Project includes proposed signage improvements and speed monitoring signage along Route 28.

ROUTE 28/SNOW INN RD/FREEMAN ST CRASH RATE

- *Comment 2f: The Report indicates that the vehicular crash history is derived from 2016-2021. The Covid years of 2020 and 2021 had irregular traffic conditions, where less vehicles were on the road, particularly in 2020. We recommend the vehicular crash history include the years 2022 to 2024, to include more present data.*
- **Response:** Review of 2022-2024 data shows 9 crashes (3/year), which is slightly lower than 2016-2021 (3.4/year).

CAPACITY ANALYSIS

- *Comment 3a: The Capacity Analysis includes Snow Inn Rd at Davis Lane/Wychmere Club. Davis Lane is a private road and the Davis Lane neighborhood will construct a gate across Davis Ln restricting access and egress to Snow Inn Rd. Consequently Davis Lane should be removed from the analysis, and the Capacity Analysis re-done.*
- **Response:** Davis Lane was included in the analysis because it is not currently gated. Removing it would reduce vehicle conflicts and would show improved results compared to the TIA. In addition, assuming that Davis Lane will remain one-way, residents would still exit Davis Lane via the gated egress. So they should still be accounted for in the capacity analysis.
- *Comment 3d-e: This reduction in LOS and increase in delay should be mitigated.*
- **Response:** Based on the estimated reduction in vehicle trips associated with the shuttles/buses/deliveries, the project has mitigated its traffic increases to the extent possible. These trip reductions were not reflected in the capacity analysis to provide a conservative assessment.

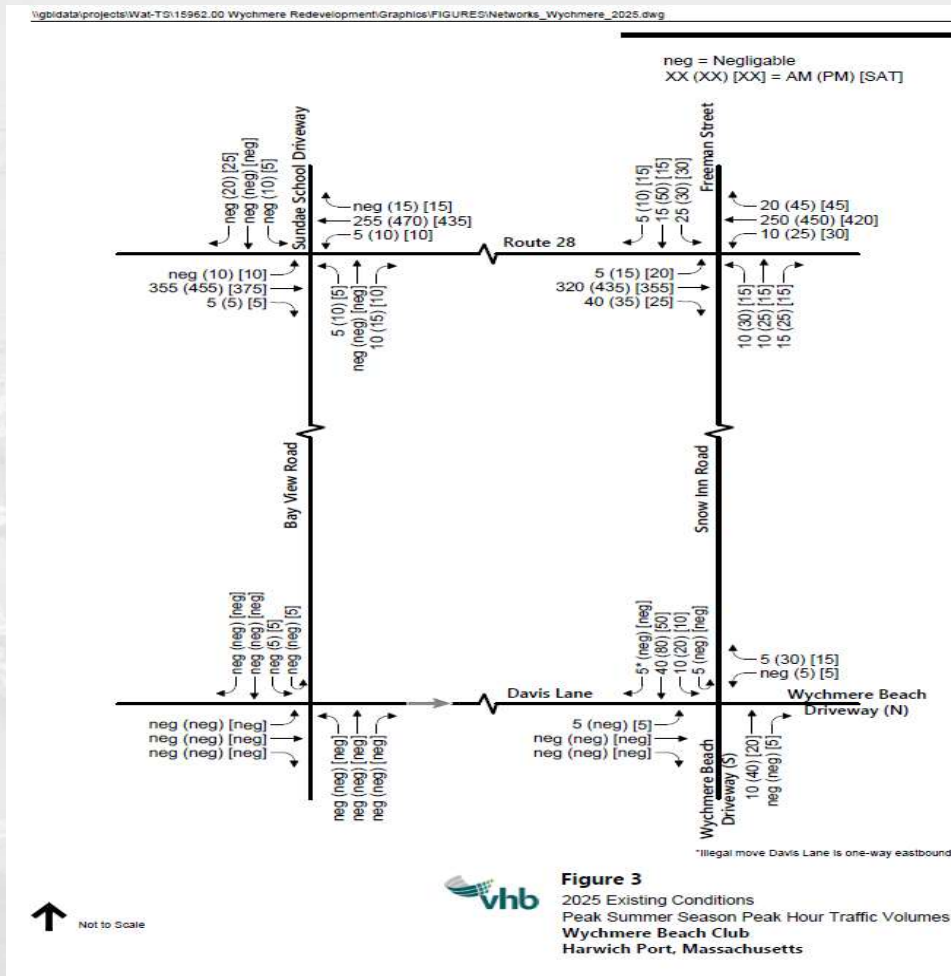
SIGHT DISTANCE MEMORANDUM

- Comment 5a: *It appears from the photos included in the memo that the location of the photographer is closer than 14.5 feet from the edge of the major road travelled way. The Sight Distance Memo must be redone to follow AASHTO as required by MassDOT, and the norm for the transportation industry.*
- **Response:** ISD and SSD were measured in accordance with AASHTO guidelines. The photos included in the memo were not taken from the exact measurement spot and were meant to illustrate the improvements associated with the MassDOT project.

SUMMARY

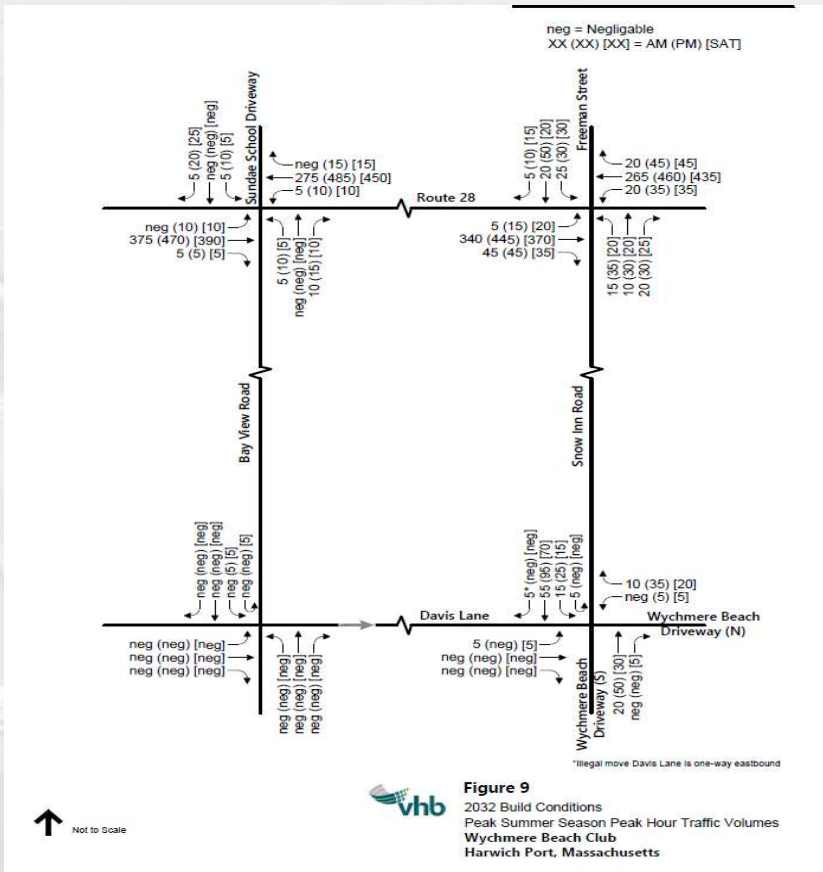
- Trip generation
 - The project is NOT doubling the existing Wychmere traffic.
 - Site traffic associated with the additional rooms is expected to increase by 20 - 30 vehicle trips during peak hours.
 - Trip generation methodology has been reviewed and supported by CCC Staff.
- Route 28/Snow Inn/Freeman Crash Rates
 - Crash rates are expected to decrease as a result of the MassDOT improvements, which increased sight lines
 - Proposed mitigation, including intersection ahead warning signage and radar speed limit signs are expected to improve safety.
 - Reduction in heavy vehicle traffic on Snow Inn Rd. is also expected to have a positive influence on intersection safety.
- Mitigation
 - Transportation Demand Management Program
 - Project will significantly reduce site traffic on Snow Inn Rd. (approximately 625 trips per week, or approximately 8,126 trips for the 13-week season)
 - Supplemental intersection ahead signage on Route 28 in both directions approaching Snow Inn Rd/Freeman St
 - Radar speed limit signs on Route 28 in both directions approaching Snow Inn Rd/Freeman St
 - Working with Town to evaluate feasibility of sidewalks on Snow Inn Rd.
- CCC Staff suggests that the Project is consistent with RPP Objectives TR1, TR2, and TR3.

EXISTING CONDITION NETWORK (PEAK SEASON)



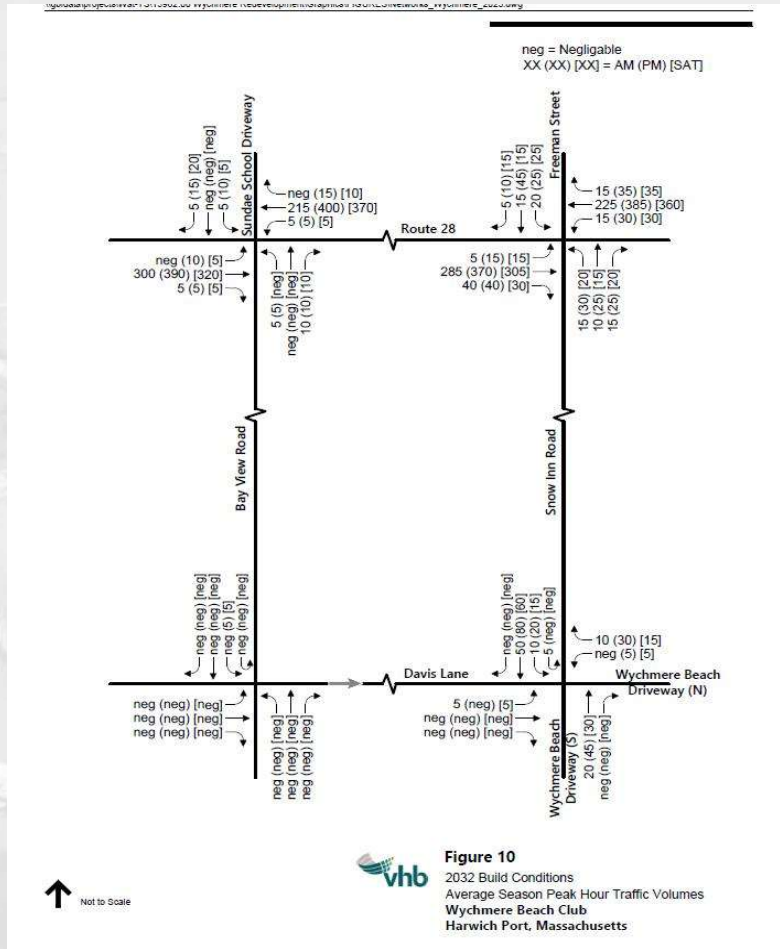
- Existing Condition Study Area Network
- AM/PM/Sat Midday
- Peak Summer Season

PROPOSED CONDITION NETWORK (PEAK SEASON)



- Build Condition Study Area Network
- AM/PM/Sat Midday
- Peak Summer Season

EXISTING CONDITION NETWORK (AVERAGE SEASON)



- Build Condition Study Area Network
- AM/PM/Sat Midday
- Average Season

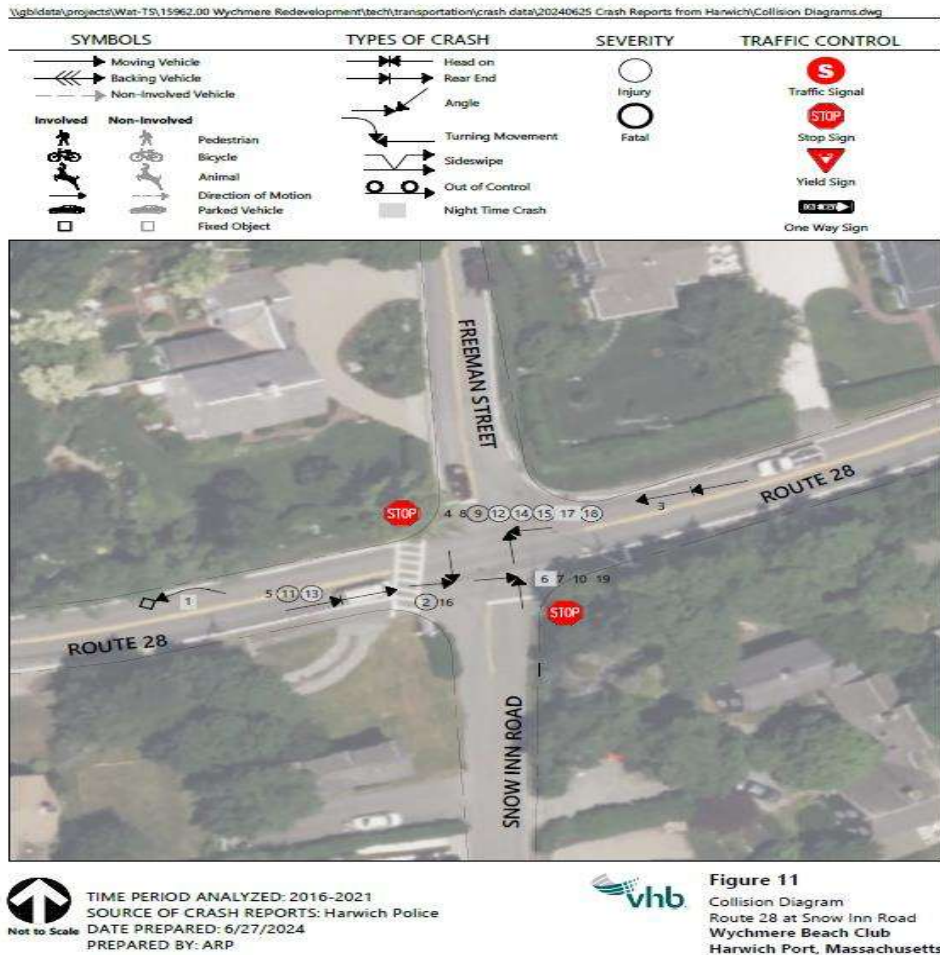
ACCIDENT SUMMARY (MASSDOT DATA)

Table 2 Vehicular Crash Summary (2016 – 2021)

| | Route 28 at Snow Inn Road/Freeman Street | Davis Lane at Snow Inn Road | Route 28 at Bay View Road | Davis Lane at Bay View Road |
|--|--|-----------------------------|---------------------------|-----------------------------|
| Signalized? | No | No | No | No |
| MassDOT Average Crash Rate | 0.57 | 0.57 | 0.57 | 0.57 |
| Calculated Crash Rate | 1.10 | 0.43 | 0.07 | 0.00 |
| Exceeds Average? | Yes | No | No | No |
| Year | | | | |
| 2016 | 4 | 0 | 1 | 0 |
| 2017 | 2 | 0 | 0 | 0 |
| 2018 | 1 | 0 | 1 | 0 |
| 2019 | 4 | 1 | 0 | 0 |
| 2021 | 6 | 0 | 0 | 0 |
| Total | 17 | 1 | 2 | 0 |
| Yearly Average | 3.4 | 0.2 | 0.4 | 0 |
| Collision Type | | | | |
| Angle | 12 | 1 | 0 | 0 |
| Head-on | 0 | 0 | 0 | 0 |
| Rear-end | 4 | 0 | 1 | 0 |
| Rear-to-rear | 0 | 0 | 0 | 0 |
| Sideswipe, opposite direction | 0 | 0 | 1 | 0 |
| Sideswipe, same direction | 0 | 0 | 0 | 0 |
| Single Vehicle Crash | 1 | 0 | 0 | 0 |
| Not reported | 0 | 0 | 0 | 0 |
| Severity | | | | |
| Fatal Injury | 0 | 0 | 0 | 0 |
| Non-Fatal Injury | 7 | 0 | 0 | 0 |
| Property Damage Only | 10 | 1 | 2 | 0 |
| Not Reported | 0 | 0 | 0 | 0 |
| Time of day | | | | |
| Weekday, 7:00 AM - 9:00 AM | 1 | 0 | 0 | 0 |
| Weekday, 4:00 - 6:00 PM | 2 | 0 | 1 | 0 |
| Saturday, 11:00 AM - 2:00 PM | 0 | 0 | 0 | 0 |
| Weekday, other time | 7 | 1 | 1 | 0 |
| Weekend, other time | 7 | 0 | 0 | 0 |
| Pavement Conditions | | | | |
| Dry | 12 | 1 | 2 | 0 |
| Wet | 4 | 0 | 0 | 0 |
| Snow/Ice/Slush | 0 | 0 | 0 | 0 |
| Not reported | 1 | 0 | 0 | 0 |
| Non-Motorist (Bike, Pedestrian) | 0 | 0 | 0 | 0 |

- MassDOT Accident Portal Data
- Most Recent Years where data is available
- Yearly average Accidents and types

SAFETY ASSESSMENT



- Collected Police Reports for 5 Years consistent with MassDOT data presented in traffic study
- Accidents occurred for that period
 - 14 angle type
 - 3 rear end
 - 1 random
- Sight distance likely a factor in angle type accidents

SIGHT DISTANCE SUMMARY

Table 1 Sight Distance Analysis Summary

| Location | Stopping Sight Distance (ft) | | | Intersection Sight Distance (ft) | | |
|---|------------------------------|----------|----------|----------------------------------|---------|----------|
| | Traveling | Required | Measured | Looking | Desired | Measured |
| Route 28 at Snow Inn Road ¹ | Eastbound | 315 | 750+ | Left | 455 | 700+ |
| | Westbound | 315 | 550+ | Right | 455 | 530+ |

1 Based on guidelines established in A Policy on the Geometric Design of Highways and Streets, 7th Edition, AASHTO, 2018 for an 85th percentile speed of 41 mph eastbound, and 41 mph westbound on Route 28.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

In addition to calculating the crash rate, study area intersections should also be reviewed in MassDOT's Highway Safety Improvement Program (HSIP) database. The HSIP database identifies crash clusters. An HSIP-eligible cluster is one in which the total number of equivalent property damage only² (EPDO) crashes in the area is within the top 5-percent of all clusters in that region. An HSIP-eligible location is eligible for FHWA and MassDOT funds to address the identified safety issues at these locations. As part of this effort, VHB reviewed this database and found that the study area intersection of Route 28 at Snow Inn Road / Freeman Street is listed as a 2019-2021 HSIP-eligible cluster.

PUBLIC COMMENT LETTER- A

Dear Cape Cod Commission,

I am writing to urge you to deny approval of the Wychmere project. It is far too large and will adversely affect stakeholders on Snow Inn Road, the many pedestrian users of the road, harbor navigation and users of the harbor, views of the harbor, and potentially may affect water quality as well.

My wife and I walk along Snow Inn Road regularly throughout the summer season, and between landscapers, construction, and the constant traffic in and out of the Wychmere Beach Club, walking safely along the side of the road has become a real challenge over the last few years. It is hard to imagine still more vehicles on the road, while off-site valet parking will only increase the number of trips out and back along Snow Inn Rd.

Wychmere Harbor is the iconic image of Harwich and Harwich Port. It is a public asset, which along with the public infrastructure of surrounding roads, the overlook park, the pier, moorings, the entrance channel, and the jetty, belong to the public and the community at large. These things ought to be preserved and maintained in good, safe order for the community, and not monopolized or compromised by the Beach Club.

pectfully,
ort

- Project will not affect harbor navigation or use of the Harbor in any way.
- Wychmere cannot control private homeowner's usage of landscape & construction partners or their vehicles.
- Valet parking will remain onsite accommodating 290 vehicles.

PUBLIC COMMENT LETTER- B

RECEIVED

DEC 17 2025

CAPE COD COMMISSION

The Cape Cod Commission
P. O. Box 226
3225 Main Street
Barnstable, MA 02630

Dear Members of the Cape Cod Commission,

The latest proposal (a 72-room hotel, a large restaurant, and all-valet parking) by Wychmere owners is inconsistent with responsible use of what is left of the densely developed small coastal property at the Wychmere site.

We ask that the Cape Cod Commission take seriously your role as preservers of the Cape and insist that the scope of any changes at Wychmere be in keeping with the small property size, its neighborhood location and its reliance on a dangerous, narrow neighborhood access road.

Property Size:

The property which houses the current Wychmere hotel, beach club and Dune wedding venue is already too small for its intense seasonal usage. It has encroached on dunes, stressed coastal waste management, and created a crowding situation at what was once a serene and beautiful spot.

The newly submitted plan, if instituted, will be at the very great expense of abutting neighborhoods, our beautiful harbor, public beach access and the safety of all Harwich residents.

Access Issues:

Snow Inn Road is one small, narrow road with no sidewalks. It is the only access to Wychmere. It is frequently blocked by parked landscape and delivery vehicles and by wedding-associated traffic (trolleys, buses, etc.) and pedestrians. Anyone who visits Wychmere will experience the extreme congestion on Snow Inn Road and may witness one of the many daily near-collisions as drivers attempt to navigate around unattended parked vehicles.

An emergency vehicle (fire truck, ambulance) can barely access Wychmere when Snow Inn Road is clear. If one vehicle blocks a lane on Snow Inn Road, the road then becomes impassable for a wide-profile vehicle. This is a clear and present danger to the community.

If there were a fire, a health emergency or some other incident at Wychmere, (and there will be), Harwich and the Cape Cod Commission would be in the unenviable position of bearing responsibility for helping create a public safety disaster. Wychmere development must take into account scope, small size of property and access issues.

Traffic and Safety:

The corner of Snow Inn Road and Route 28 has already been designated a crash cluster zone. Lack of visibility (blind spots), adequate signage and high speed limits make it worse. Wedding and restaurant attendees depart Wychmere at all hours while under the influence, and DUI issues abound at this site.

Wychmere frequently hosts three weddings simultaneously. Simple math suggests that the number of "car/truck units" on Snow Inn Road at such a time is untenable. As well, huge vehicles delivering supplies plow up and down Snow Inn Road all summer from dawn into the late night.

This is a family neighborhood, not Coney Island. People who live here, pay taxes here and who love this town are all trying to live their lives safely and in peace. It is not possible to do that any longer. Residents of this area cannot even safely go for a walk.

Parking:

There is not enough parking at Wychmere to accommodate current need. The idea of Wychmere's proposed "all-valet" parking is ludicrous and defies all logic. Wychmere has occasionally attempted valet parking in the past. Wychmere is unable to hire, staff, train or service all-valet parking. It is a totally unworkable plan that will add hundreds of extra car-trips per day. It will ADD more traffic, not lessen it. And it will fail.

Environmental Issues:

Continuing sewage issues, curtailed use of a public beach (Merkel), by Harwich residents, destruction of crucial dunes, traffic congestion, and overuse of land, are only a few of the environmental issues at this site.

In the past, Wychmere owners benefitted by being permitted to build large buildings on protected dunes and in close proximity to protected wildlife and watersheds. These all caused congestion, ecological damage, dangerous traffic and over-burdened land. Please stop this trend. We need to save Harwich from extinction before it is too late.

Please do the responsible thing and insist that future Wychmere renovations keep to a manageable size, scope and traffic volume.

We appreciate your service to the community.

Respectfully submitted,



- Wychmere cannot control private homeowner's usage of landscape & construction partners or their vehicles left unattended.
- With the proposed project, 54 passenger buses will no longer be allowed to access the site and therefore will be removed from Snow Inn Road.
- Over 80% of all deliveries that currently arrive/depart the site via Snow Inn Road will be removed & directed to the Commissary at 741 Route 28, allowing Wychmere to control delivery times to the site with smaller electric vans.
- Planned future removal of employee parking from the site will significantly reduce vehicle trips on Snow Inn Road. The shuttle service will continue its current operations, and a larger electric van will be added in the future while maintaining the same schedule that exists today.
- In future Wychmere will move to a full valet operation with all vehicles remaining onsite.
- Wychmere has a longstanding partnership with a highly successful company who operate throughout Cape Cod.
- Channel House will be removed to make way for a new on-site wastewater treatment facility (WWTF). The facility will be constructed outside of the flood plain, representing a significant environmental improvement compared to current conditions.
- A new stormwater management system has been designed to effectively control on-site runoff and mitigate off-site impacts, in full compliance with Massachusetts Stormwater Management Standards and Harwich Stormwater Regulations.

PUBLIC COMMENT LETTER- C

Wychmere Hotel Redevelopment-25026-Harwich

Submitted By: 
Town/Village: 
Submission Date: 5 3:36 PM
via online form

Comment

Good afternoon Cape Cod Commission Members,
I am re-writing to you concerning the proposed expansion of the Wychmere Boutique Hotel. The developer's newest proposal went from 80 rooms down to 72? I don't consider that smaller in scale? My main concern is still the safety of pedestrians walking Snow Inn Rd. We are Harwich Port homeowners who enjoy walking along the shoreline and the path next to the Beach Club property line exiting onto Snow Inn Rd to Davis Lane. There is an incline from the beach path exit to Davis Lane which is very dangerous with no sight line for oncoming traffic. We walk single file up Snow Inn to Davis. I also have walked our granddaughter in a stroller along 28 to Bayview Rd to Davis Lane and up Snow Inn Rd. Snow Inn Rd is very narrow with curves from Davis to Route 28. Snow Inn Rd has no sidewalks and in some areas no step off spots to safely push the stroller off the road way from on coming traffic made even worse when residential landscape trucks are parked on the street. I have read the proposed "valet and shuttle" solution and have heard the suggestion of summer speed bumps. There still will be a considerable amount of traffic up and down this very narrow roadway. This proposal will substantially increase traffic with the hotel guests, multiple weddings, and Beach Club guests on a road that cannot safely support it. The letter submitted in the Fall by Bob Nickerson documents in detail the potential dangers due to the how narrow the road is and the lack of a sidewalk. Please consider all these safety concerns and deny this latest expansion of Wychmere Boutique Hotel.

Regards,


- Total Building Reduction is 10%
- Offer to complete land review to see if sidewalk achievable
- In total Wychmere will be able to reduce a total of 8,126 vehicular trips on Snow Inn Road during peak season:
 - -7,540 employee vehicular trips
 - -950 delivery trips
 - +364 Commissary Transfer Trips
- Wychmere cannot control private homeowners use of landscape companies and their vehicles.

PUBLIC COMMENT – COMMUNITY SUPPORT

- "We appreciate Wychmere's proactive measures"
- "Thoughtful and responsible neighbor"
- "The project will also generate meaningful increases in lodging, meals and property tax revenue, directly benefitting local schools, public safety, and infrastructure."
- "The projects updated traffic and parking measures, including off-site employee parking, delivery relocation, expanded valet parking, show a real understanding of neighborhood concerns."
- "This redevelopment represents a crucial opportunity to upgrade essential infrastructure and elevate the environmental stewardship of a prominent coastal location."
- "The Snow Inn Redevelopment project demonstrates a clear commitment to safeguarding our coastline and local waterways."
- "As an abutter, I believe the redevelopment will enhance both our neighborhood and the broader Harwich community by improving environmental outcomes, safety and local employment opportunities."
- "I would like to acknowledge the thoughtful approach Wychmere took in withdrawing their earlier application in order to take into account the community's input and to make further refinements to their proposal."
- "As tourism continues to evolve, it is crucial that we maintain venues capable of meeting modern expectations so that Cape Cod remains a desirable place to celebrate life's milestones."
- "I strongly believe that this endeavor would prove to be a popular annual destination, bringing in more tourism seasonally and, ultimately, aiding in the all around strengthening of the Harwich community."

SUMMARY

- The Applicant has demonstrated the project meets ALL the goals and objectives of the RPP.
- This is a redevelopment project. The proposed work will take place within previously developed areas.
- All structures designed to meet building code standards for flood resistance resulting in improved physical floodplain footprint over the current Snow Inn.
- The existing Channel House will be removed to make way for a new on-site wastewater treatment facility (WWTF). The facility will be constructed outside of the floodplain, representing a significant environmental improvement compared to current conditions.
- A new stormwater management system has been designed to effectively control on-site runoff and mitigate off-site impacts, in full compliance with Massachusetts Stormwater Management Standards and Harwich Stormwater Regulations.
- New landscape/hardscape consistent with RPP Design Guidelines.