

Eric Trott

To: Robert Chipkin; Todd Penney
Subject: RE: [EXTERNAL] RE: Cassidy Hill Winery

Good Morning –

Todd – thank you for your thoughts and guidance that you provided on Bob’s analysis. I believe your breakdown will be helpful for a transportation professional to assist the Chipkins in their efforts to provide a traffic operations plan.

Bob – Todd’s comment on Bud (our Fire Marshal) relates to his jurisdiction and involvement with this process – relative to emergency vehicle access and life safety codes. I have briefed him on the situation as it stands at the moment and will ask for his guidance relative to his code jurisdiction when we get more info.

Todd’s other comment on ‘physical improvements’ relates to any site work that would be necessary to facilitate any of the parking that is to be recognized as approved parking for the events – access roads, surface improvements – if required.

I have not yet been contacted by Rob’s office.

Why don’t we target the December 13 meeting with PZC since you just recently started connecting with Rob and have not yet pursued the transportation professional yet. You can provide an update to the Commission as to where you are on responding to the matters at hand.

Thank you!

Eric M. Trott

Coventry Director of Planning and Development
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From: Robert Chipkin <rchipkin@comcast.net>
Sent: Monday, November 15, 2021 10:05 AM
To: Todd Penney <tpenney@coventryct.org>; Eric Trott <etrott@coventryct.org>
Subject: [EXTERNAL] RE: Cassidy Hill Winery

Hello Eric and Todd -

Thanks for reviewing the documents I presented to Eric on 10/29. I appreciate your comments and will pass them along to Mark at Rob Hellstrom's office.

I have relooked at the traffic calculations I made and have decided that a 90 minute (as opposed to a two hour) window might be a more appropriate assumption as to the duration of the incoming traffic to music events (perhaps 4:45PM to 6:15PM). I've attached a revised document incorporating that assumption. As I mentioned to Eric, the purpose of this report was to give a numerical values as to how "heavy" the traffic would be on a music night, that is, how quickly would cars be coming down Cassidy Hill Road (both in terms of distances between cars and time intervals between those same cars). My conclusion is that the pace of cars coming from Goose Lane to Baxter is still quite "leisurely", and not as described in some of the letters you received. For example, if there are 200 cars allowed per event, and 100 enter via Goose Lane, then on average each is separated by approximately one minute (100 cars in 90 minutes). At even 20mph, this separation is 1,600 feet, in my opinion quite distant from each other. This is not what I would perceive as "heavy traffic". It does get a little more crowded after Baxter, but there are only 7 widely separated homes/farms in this stretch of road.

I have also attached an estimate of the number of customer vehicles coming to the Friday night music events for each relevant Friday over the past two years. I have the number of daily financial transactions by date and time of day in our point-of-sale system. I split the Friday transactions between 4:30Pm and earlier and after 4:30Pm, assuming the latter corresponds somewhat to music night patrons. I used a ratio of 75% to convert transactions to vehicles. I do not have historical counts of numbers of customer vehicles, and I recognize this may not be very precise for several reasons, but I think it gives the correct order of magnitude of traffic on Friday music nights, and shows the variability (primarily due to weather) of the attendance at the events.

With respect to your bullet points.

(a) Background volumes - my suspicion is that for at least three days per week during the 9 months per year we're open (even excluding music night traffic), we are the substantial driver of the traffic volume on Cassidy Hill Road.

(b) are we determining "capacity" as number of patrons or number of cars? We're envisioning possible limits on vehicles.

(c). I could try a survey of our customers as to the direction they follow to music events if you think it's useful.

(d) The sequence of parking we've used in the past (based on the nomenclature in my parking memo) is A, then D, followed by E, B, and C. These could possibly change based on the conditions of the grass fields.

(e) We have 2 formal accessible spaces and at least 5 "informal" accessible spaces by the barn. If necessary we could permanently convert some our parking in front of the winery to Accessible Spaces.

Don't quite understand the notion of "maximum people capacity" in this context. What types of "physical improvements" are being suggested here?

I don't really have any more additional information than the last time we met. I did meet with Mark, the Civil engineer from Rob Hellstrom's office right after our meeting with Eric. I shared Eric's Discussion Outline with him, as well as roughing out a plan as to what had to be done with respect to site analysis, parking, and traffic. He mentioned he had worked with Eric in the past and would get in touch with him. Has he done so? Carol and I were out of state for a few days and have spent much of two weeks getting the food service licenses (successfully!) from Eastern Highlands Health District.

I'm not sure that I have much yet to share with PZC unless you want to send them any of the parking or traffic memos I sent you. Let me know how and if you'd like to proceed.

Todd M. Penney, P.E.

Town Engineer/Wetlands Agent

Town of Coventry

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From: Eric Trott <etrott@coventryct.org>
Sent: Friday, October 29, 2021 11:54 AM
To: Todd Penney <tpenney@coventryct.org>
Cc: 'Robert Chipkin' <rchipkin@comcast.net>
Subject: Cassidy Hill Winery

Hi Todd – Alexa and I met with Mr. and Mrs. Chipkin this morning to discuss next steps to evaluate parking and traffic at Cassidy Hill Winery. Bob prepared the documents attached to provide background and context on their operation. These materials would be given to a design engineer who would prepare revised plans demonstrating potential parking expansions as well as a transportation consultant who would provide a traffic operations plan/analysis.

I thought it would be helpful for you to see these so you could offer any preliminary thoughts to them on how they would proceed with the consultants or any initial reactions you have to what was submitted. I attempted to provide guidance on what typically occurs with a traffic analysis with previous applications. It is a challenge to offer insight on this when key components like traffic count/speed data cannot be obtained at this time since the operation is not active. Any guidance you could offer would be most helpful – as we will be eventually reviewing future submittals of information from both the Chipkins and their consultant team. They have reached out to a consultant and are waiting to hear back.

Thank you!

Eric M. Trott

Coventry Director of Planning and Development

On 11/10/2021 9:22 AM Todd Penney <tpenney@coventryct.org> wrote:

Eric,

I took a scan of the report. I agree it's a good basis to give to a consultant that can do an analysis and report of the traffic impact (or lack thereof) to Cassidy Hill during the peak events.

The Traffic Report should cover:

- background volume and compare it to event traffic and how the level of service is affected. I was unfamiliar with the analysis Bob had performed. Now would be a great time to do the background volumes for both Cassidy Hill and Baxter.
- Traffic Engineer should use ITE Trip Book for number of patrons per car for these types of events to determine capacity.
- I would try to define the traffic distribution (Cassidy Hill and Baxter) with more accurate than just a 50-50 assumption. Can Cassidy Hill do an e-survey of their customers on how they attend the Friday night events?
- The optimal Traffic Operation Plan for events. How are parking areas filled?
- How are Accessible Spaces accommodated during the peak events?

I agree that the parking layout plans should be to scale so a good evaluation can be made to the dimensions and spaces denoted. If PZC agrees, we could provide the Chipkin's with a D-size plan pdf of the entire area from our 2016 Aerial GIS Data that would allow the Chipkin's consultant a little more efficiency in laying out the parking as provided in sketches. (I would overlay the wetland delineation from the 2006 septic plan to depict where the wetlands are located.

Other thoughts:

- Do you need Bud to chime in on maximum people capacity for the outdoor seating areas.
- Any physical improvements that would be required may require wetlands agency approval based on proximity to field delineated wetlands.