

210217 HVSF Additional Written Response 210128 Meeting
 Supplemental Traffic Response

What will the Garrison be like when all of the uses on the property are operating at full capacity at the same time?

Below is a discussion of the maximum number of people and vehicles that will be on the Garrison property at any one time when all requested uses are in operation. However, it is important to stress and understand that each use is only attended at maximum levels a few times per year and, therefore, on any given busy night, while one, or even two, of the uses could be at maximum capacity at the same time, the others will not.

Based on the projected maximum attendances for each of the various uses, as indicated in the table below, it is calculated that, theoretically, there could be as many as 1,107 guests and staff present, and 403 cars parked at the Garrison, if every use was operating simultaneously at 100% of capacity.

Practically, based on a consideration of the various uses, and how they will interact with each other, it is projected that there will be a maximum of 1,040 guests and staff present and 384 cars parked a maximum occupancy (93% of the total theoretical maximum). There would also be one or two buses which typically transport guests to and from weddings.

Parking Projections and Maximum Property Occupancy (expected less than 10 times per year)

Base Maximum Occupancy		Fri (after 7 pm)		% of Full Attendance	Fri (after 7 pm)		Saturday		% of Full Attendance	Saturday	
		People	Parked Cars		People	Parked Cars	People	Parked Cars		People	Parked Cars
HVSF	Guests	740	290	100%	740	290	740	265	100%	740	265
	Staff	60	30	100%	60	30	60	30	100%	60	30
		800	320		800	320	800	295		800	295
Banquet	Guests Cars	140	55	80%	112	44	140	50	80%	112	40
	Guests Buses	60		80%	48		60		80%	48	
	Staff	20	15	80%	16	12	20	15	80%	16	12
		220	70		176	56	220	65		176	52
Restaurant	PP Guests	24	10	70%	16	7	24	9	70%	16	6
	HVSF Guests	48		70%	34		48		70%	34	
	Staff	7	5	70%	4.9	4	7	5	70%	5	4
		79	15		55	11	79	14		55	10
Hotel	PP Guests	3	3	100%	3	3	3	3	100%	3	3
	W or HFSF Guests	25		100%	25		25		100%	25	
	HVSF Staff (above)	60		100%	60		60		100%	60	
	Staff	7	2	100%	7	2	7	3	100%	7	2
	95	5		95	5	95	5		95	5	
Golf	Guests	10	6	70%	7	4	45	23	1	32	21
	Staff	1	1	70%	0.7	1	1	1	1	1	1
		11	7		7.7	5	46	24		33	22
Total		1072	417	95%	1015	397	1107	403	94%	1040	384

From a traffic perspective, both on the property and off, it is important to recognize that The Garrison, with HVSF, the restaurant, the banquet facility, the hotel and artists' residences, and the golf course, will function like a campus for culture, arts, recreation and entertainment. It will also be managed as such with regular meetings between the various operators for event planning and scheduling, as well as event management planning.

The purpose of the planning side of these activities is to ensure that there will not be over a thousand people entering or leaving at the same time in almost 400 cars. The purpose of the event management planning is to have the right complements of staff and traffic control devices (including wayfinding signage) prepositioned to smoothly and safely direct guests on, off, and around the campus, even on the busiest days.

As indicated in the table above, it is calculated that 15% of trips won't even be by car, as guests will be walking from HVSF to the hotel or restaurant, banquet and the hotel, golf and the restaurant, HVSF and the artist residences, etc. Providing the infrastructure and staffing to safely accommodate pedestrian traffic around the property will be an integral part of the planning process. Further, staff arrivals and departures, estimated at 12%

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of all cars to enter or leave the site, typically arrive and depart before guests are on the site.

Based on a conservative analysis it is projected that during the busiest hour (4:40pm to 5:30pm on a Saturday afternoon), there will be 357 vehicles entering or exiting the site, with approximately 155 using each of the east Snake Hill Road and Route 9 driveways. This averages under 3 cars per minute per driveway, not an overwhelming number but one that we will be studying and evaluating in detail in our traffic study to be submitted at a later date.