



ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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September 13, 2018

18072L01

Mr. Michael Aniff
Pegaso Estate Farms
12415 River Road
Santa Margarita, California 93453

TRAFFIC STUDY FOR THE PEGASO ESTATE FARMS MARIJUANA CULTIVATION PROJECT, COUNTY OF SAN LUIS OBISPO

Associated Transportation Engineers (ATE) has prepared the following traffic study for the Pegaso Estate Farms Marijuana Cultivation Project (the "Project"). It is understood that the traffic study will be submitted to the County of San Luis Obispo as part of the Project's application package.

PROJECT DESCRIPTION

The applicant is requesting a permit for the outdoor cultivation of 3 acres of cannabis and the construction of 22,000 SF of greenhouses for indoor cultivation of cannabis at the Pegaso Estate Farms site located at 12415 River Road in the Santa Margarita community of San Luis Obispo County. Access to the Project site is proposed via the existing ranch road connection to River Road. Figure 1 (attached) illustrates the location of the Project site and Figure 2 presents the Project site plan.

EXISTING CONDITIONS

The ability of a roadway system to carry traffic is expressed in terms of "Levels of Service" (LOS). LOS A through F are used to rate traffic operations, with LOS A indicating very good operations and LOS F indicating poor operations. River Road is a two-lane road that extends north of Pozo Road and terminates at Parkhill Road. River Road is a local road that provides access to the adjacent ranch and farm lands. Traffic counts collected by the County show that River Road carries approximately 60 "Average Daily Trips" (ADT) north of Pozo Road, and Pozo Road carries approximately 800 ADT west of River Road. The existing traffic volumes equates to LOS A operations (very good free-flow operations) on both roadways.

PROJECT TRIP GENERATION

As requested by County staff, two trip generation estimates were developed for the Project – one based on Project’s operational information (# employees & employee shift plus the number of deliveries & delivery schedules) and the second based on County trip generation rates. The two trip generation estimates are presented below.

Trip Generation Based on Operations

Trip generation estimates were calculated for the Project using operational informational provided by the applicant. Operations are proposed seven days a week. The operational information shows that the Project would employ 8 employees on average (employees loads would increase to 12 during the harvest season). The employee work schedules would be 6 AM to 4 PM. The applicant has indicated that carpooling will be promoted and utilized by employees given the isolated location of the site. The Project would also employ a 24-hour security team in 8-hour shifts with 1 guard per shift. The operational information includes deliveries trips which are estimated at 1 per week. Table 1 shows the trip generation estimates for the Project based on the proposed operations.

**Table 1
Project Trip Generation Estimates – Based on Operations**

Project Component	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Proposed							
Employees – 6AM - 4PM(a)	8/Day	2.00	12	0.00	0	1.00	6
Security Personnel – 3 shifts (b)	3/Day	2.00	6	0.00	0	0.00	0
Deliveries(c)	1/Day	2.00	<u>2</u>	0.00	<u>0</u>	0.00	<u>0</u>
Subtotals:			20		0		6

- (a) ADT = 1 inbound + 1 outbound trip per employee with a 1.33 AVO for carpooling. AM trips = 0 trips since employee shifts are scheduled to start outside the 7-9 AM. PM trips assume 1.3 AVO for carpooling.
- (b) ADT = 1 inbound + 1 outbound trip per employee. AM & PM trips = 0 trips since employee shifts are scheduled to start outside the 7-9 AM and 4-6 commute periods.
- (c) ADT = 1 inbound + 1 outbound trip per vehicle. AM & PM trips = 0 trips since deliveries would be scheduled outside of the 7-9 AM and 4-6 PM peak commuter periods.

As shown in Table 1, the Project is forecast to generate an increase of 20 average daily trips, 0 AM peak hour trips and 6 PM peak hour trips.

Trip Generation Based on Rates

Trip generation estimates were calculated for the Project using the County trip generation rates for greenhouse and agricultural uses. Table 2 shows the Project's trip generation estimates based on the County's rates (a worksheet showing the detailed calculation is attached for reference).

Table 2
Project Trip Generation – Based on Rates

Project Component	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
<u>Proposed</u>							
Greenhouse(a)	22.0 KSF	0.18	4	0.01	0.21	0.02	0.44
Agriculture (b)	3 Acres	2.00	<u>6</u>	0.12	<u>0.36</u>	0.20	<u>0.60</u>
Total`			10		0.57		1.04

(a) Trip generation based on County's adopted greenhouse rates from local studies (Windset Farms).

(b) Trip generation based on County's adopted rates for agricultural uses (SANDAG rate).

As shown in Table 2, the Project would generate 10 ADT, 0.57 AM peak hour trips, and 1.04 PM peak hour trips based on the adopted rates.

EXISTING + PROJECT CONDITIONS

River Road currently carries 60 ADT north of Pozo Road, and Pozo Road carries approximately 800 ADT west of River Road – which equates to LOS A operations (free-flow operations). The Project would add up to 20 ADT to River Road and Pozo Road (see Table 1 – Trip Generation Based on Operations), resulting in less than 100 ADT on River Road and 820 ADT on Pozo Road. These volumes equate to LOS A operations (free-flow operations). Thus, the Project would not significantly impact traffic operations on the County roadways in the study area.

SITE ACCESS

Driveway Operations

Access to the Project site would continue to be provided via the existing ranch road that connects to River Road. Traffic volumes are relatively low on River Road adjacent to the Project site (less than 60 ADT). Given these low volumes, the Project's traffic additions (20 ADT and 6 peak hour trips) would be accommodated at the site driveway on River Road.

Sight Distance

Drivers of vehicles turning to/from the Project's access road connection should have unobstructed view along River Road sufficient in length to permit them to anticipate and avoid potential collisions. There are no posted speed limit signs on River Road north of Pozo Road. Travel speeds at the site are restricted by horizontal curves in the roadway alignment north and south of the Project driveway; and the gravel/dirt road base further limits travel speeds. Floating vehicle speeds surveys found that vehicles travel in the 20-25 MPH range in the northbound and southbound directions adjacent to the Project's access driveway due to the curvature of the road and the gravel/dirt road base. The County's minimum sight distance standard for roads with 25 MPH speeds is 150 feet.

Figure 3 shows the sight distances looking to the north and south along River Road at the Project's access road connection. As shown, the sight distance looking to the north is about 340 feet and is limited by a horizontal curve in the roadway alignment. The sight distance looking to the south is about 220 feet and is limited by a horizontal curve in the roadway alignment. The sight distances exceed the County's 150-foot minimum for roads with 25 MPH speeds. Furthermore, the sight distances exceed the 200-foot minimum for roads with 30 MPH speeds. The analysis shows that adequate sight lines are provided for drivers of vehicles turning to/from the Project's driveway connection to River Road.

Associated Transportation Engineers



Richard L. Pool, PE
President

RLP/SAS/EKM

Attachments



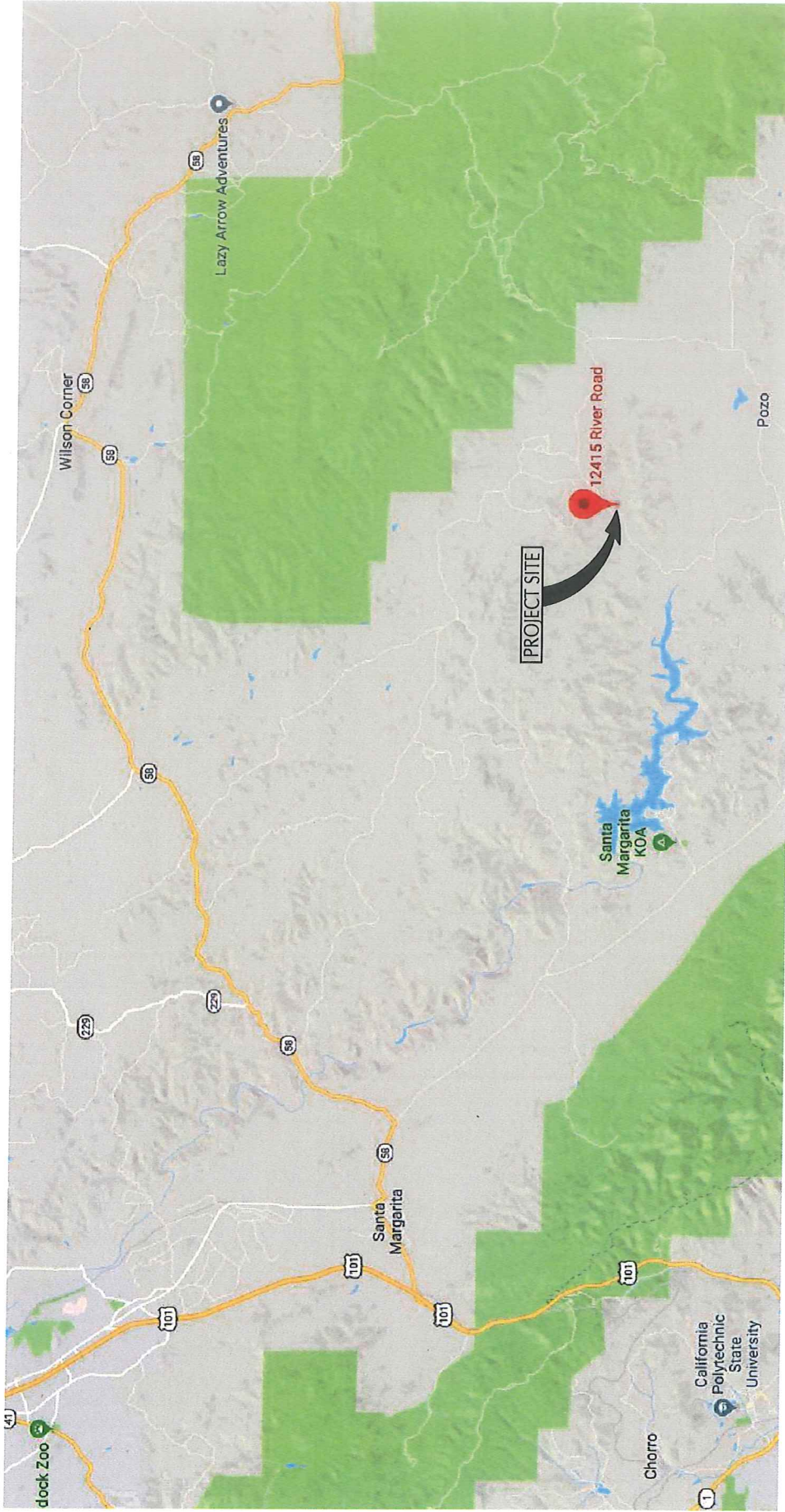
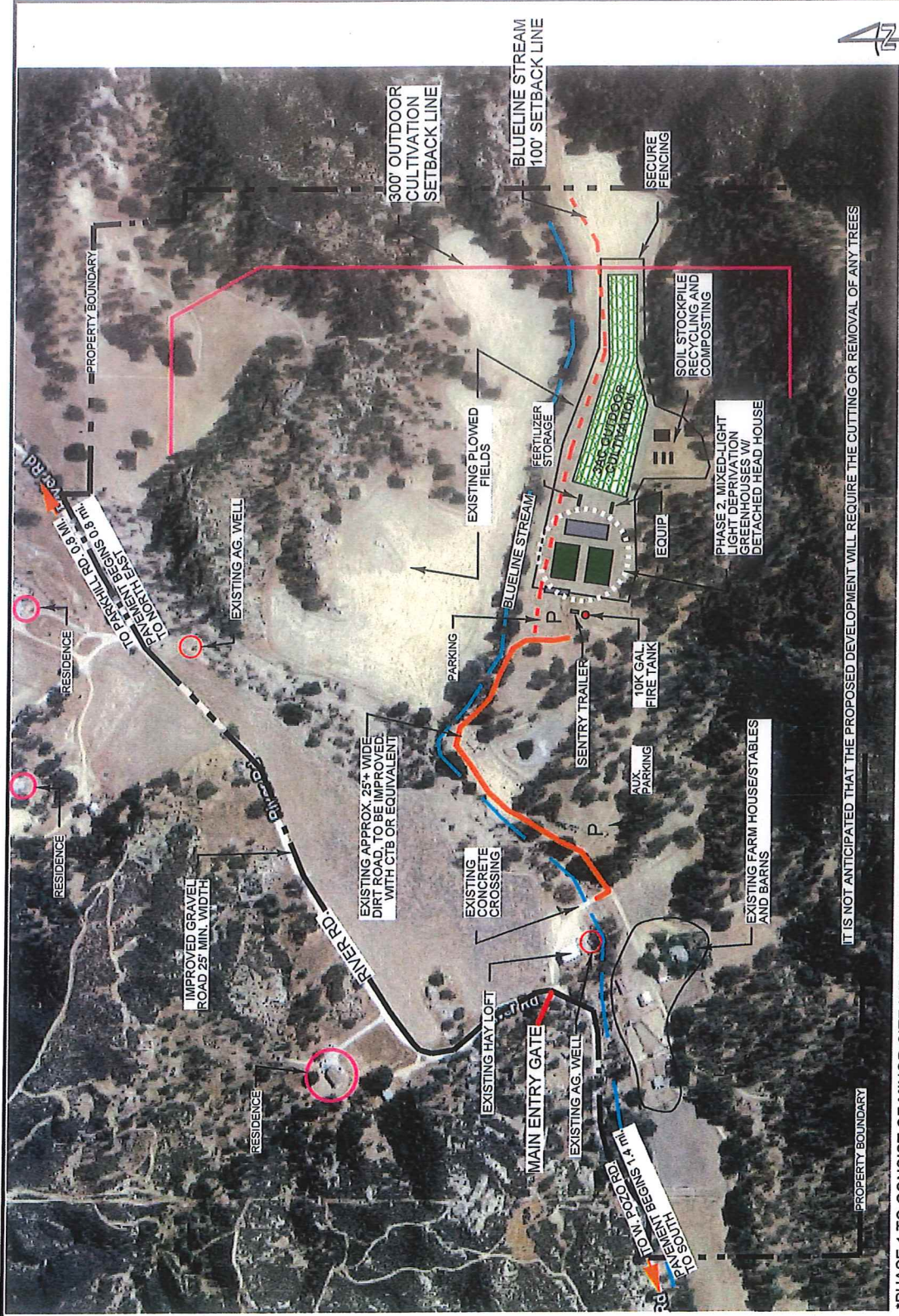


FIGURE 1

PROJECT SITE LOCATION



PHASE 1 TO CONSIST OF MINOR SITE IMPROVEMENTS AND SECURITY AS NECESSARY TO BEGIN OUTDOOR CULTIVATION
 ***PHASE 2 TO ADD 22K SQ.FT. MIXED LIGHT/LIGHT DEPRIVATION GREENHOUSES AND HEAD HOUSE FOR PROCESSING**

PEGASO ESTATE FARMS
 12415 RIVER RD.
 SANTA MARGARITA, CA.

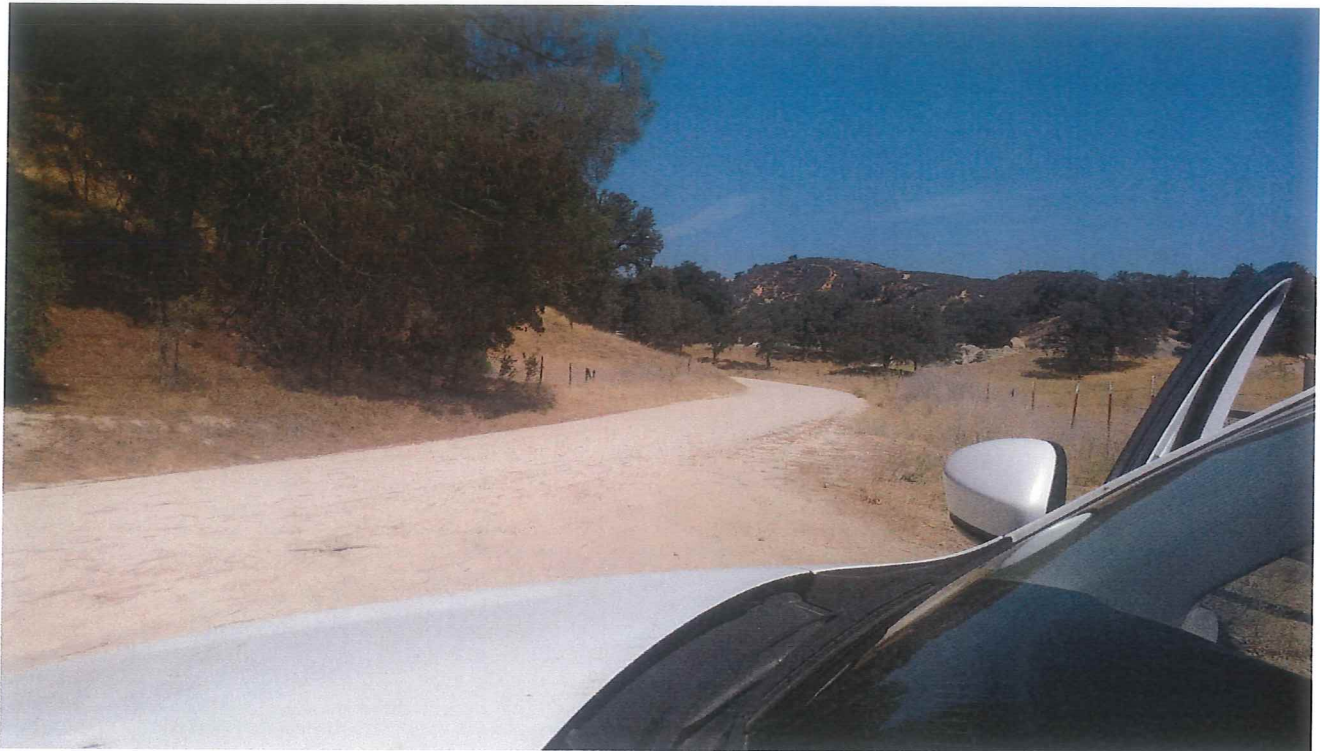
PROPOSED SITE LAYOUT
 APN: 071-201-053 & 071-201-054

DATE: 7/2018
 SCALE: 1"=500'
 (APPROX.)
 A1



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PROPOSED SITE PLAN



Driveway sight distance looking north: 340 feet



Driveway sight distance looking south: 220 feet

