



March 9, 2020

Giovanni DeGarimore
 Integrated Agriculture
 P.O. Box 4730
 Paso Robles, CA 93447

Subject: Trip Generation and Sight Distance Analysis – 2500 Shandon Highway 41 Project,
 Paso Robles Area, County of San Luis Obispo

Dear Mr. DeGarimore:

Orosz Engineering Group, Inc. (OEG) has prepared the following letter report for various traffic engineering tasks for the subject project. The County generally requests that a trip generation estimate for the proposed site uses be prepared for any project. Site access (location, design and stopping sight distance) evaluations are required based on site specific conditions.

Project Description

The project is located at 2500 Shandon Highway 41, Paso Robles Area; California. Access to the project site is proposed via an existing access road at 2500 Shandon Highway 41. Overall the project parcel has 3,213 acres. The development proposes to change three (3) acres of general agriculture to three (3) acres of cannabis growing. No other changes to the site are proposed at this time. One team of five employees on a regular basis would be working at the project site. One harvest annually is expected.

Trip Generation

We have conducted research of available published data from the Institute of Transportation Engineers (ITE) and various published traffic study documents. The research has found that with the exception of Cannabis Dispensaries (where people come to pick up product), other cannabis growing related facilities function similarly to other similar uses (greenhouses, office, labs, maintenance, manufacturing, etc.).

ITE does not have published trip generation rates for greenhouses. However, our research found that the County of Santa Barbara in 2013 published traffic generation data for greenhouses that house a variety of agriculture. Those rates are used to estimate the traffic trips associated with the enclosed growing areas (greenhouses). For the processing/office/administrative functions, the ITE Land Use Code for Manufacturing (140) was found to be similar in function. For non-storefront dispensaries, the County is basing the trip generation on the number of employees, delivery trucks and supply/other deliveries. The County has developed cannabis trip generation rates based on a combination of these sources. A copy of the cannabis trip generation rates is attached to the rear of this report. The trip generation rates and project trip generation for this project is summarized in Table 1.

Table 1
Trip Generation Rate Summary

Proposed Use	Size	PHT Rate	PHT (Trips)
Outdoor Cultivation	3 AC	0 PHT/AC	0.0
Total PHT Proposed			0

Based on the trip generation rates used by the County for this project, no new PM peak hour trips are expected.

Sight Distance Evaluation

Access to the project site is proposed via an improved existing access road to Highway 41 at 2500 Shandon Highway 41 (PM 38.87). A site visit was conducted to review the actual field conditions for the vehicle approach speeds, roadway conditions and driveway conditions. The Caltrans Highway Design Manual Sections 200 and 400 were used to evaluate the sight distance for this project.

The driveway access at this location is currently unimproved at the edge of the roadway. Stopping sight distance was measured in both directions from the driveway and vehicle speeds were estimated. To the north and south of the access driveway are relatively straight. A slight vertical curve to the north approximately 650 feet away and a slight horizontal and vertical curve to the south approximately 600 feet exist to either side of the site access. Vehicle speeds were estimated to be 55 MPH. Based on Caltrans requirements, the required stopping sight distance for 55 MPH is 500 feet. A summary of the available sight distance and vehicle speeds is summarized below for the potential project driveway.

Location	Approach Speed	Required Stopping Sight Distance	Actual Stopping Sight Distance	Comments
Site Access at Highway 41				
Looking to Drivers Left	55 MPH	500'	550'	Ok to Left
Looking to Drivers Right	55 MPH	500'	650'	Ok to Right

Based on the site visit and our analysis, there is adequate stopping sight distance at the project access per Caltrans requirements.

SUMMARY

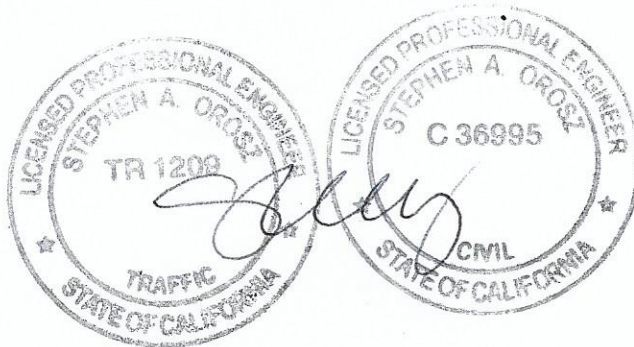
Based on the analysis above, the project is anticipated to generate a total of 0 PM Peak Hour Trips on a typical weekday. The site access proposed will need to be improved to Caltrans private access standards (Figure 405.7 – attached) and would provide adequate sight distance to meet Caltrans stopping sight distance requirements for private access roads.

Should you have any questions, feel free to contact us. OEG, Inc. thanks you for the opportunity to meet your needs on this exciting project.

Sincerely,



Stephen A. Orosz, P.E.
 Traffic Engineer
 Orosz Engineering Group, Inc.



Attachment