



OEG Ref 20-302

April 10, 2020

Mr. Craig Stoller
Paris Valley Road Winery (Chalk Knoll)
PO Box 391
Paso Robles, CA 93447

Subject: Paris Valley Road Winery – Trip Generation Summary and Roadway Safety Audit (RSA) -
5625 Highway 46 East (MP 35.0), Paso Robles, CA (APN's 015-311-018 & 015-311-022)

Dear Mr. Stoller:

Orosz Engineering Group, Inc. (OEG) has prepared the following Trip Generation Summary, and Roadway Safety Audit (RSA) evaluation for the subject project. Based on a project description provided by Kirk Consulting, the existing site facilities will be improved and expanded. The primary access will be provided from an existing access on Highway 46 East. There is a secondary access to the west of the existing access that is being considered. The available or achievable stopping sight distance for the primary and secondary access locations have been considered in our analysis. We are familiar with the study area, the current County's procedures for roadway safety audit and Caltrans general requirements.

PROJECT DESCRIPTION

The project is located southerly of Highway 46 East, easterly of Paso Robles in San Luis Obispo County. The parcel contains approximately 59.75 total acres. Access to the parcel is via an existing driveway at 5625 Highway 46 East. A secondary access is proposed to be located directly south of the Jardine Road intersection via the existing improved access.

The proposed project proposes to expand the existing winery operations, to incorporate new hospitality functions, new office uses, production areas, and special events. Each site functional area is described below:

Winery Uses

- Production/Storage/Office (Existing - 92,350 square feet (SF))
- A member's lounge area (Existing 5,200 SF from office to winery tasting room function)
- Office remodel/Pool support area (Existing 4,000 SF office remodel)
- Pool (New - 1,800 SF)
- A Barrel Chai (storage) area (New - 26,000 SF)
- Open air cover for the outdoor work area (Existing - 2,500 SF)

Tasting Room Uses

- Tasting Room (Existing – 5,413 SF)
- Restaurant/Kitchen Remodel (Existing – 905 SF)
- Indoor Seating Area (Conversion from Tasting Room area 542 SF)
- Outdoor Covered Seating Area (New 1,000 SF)

Bed & Breakfast Area

- Eight (8) guest units, plus 1 innkeeper unit (new 8,500 SF)
 - Including ancillary commercial kitchen, dining room and lounge for the guest units.

Executive Offices

- Office Area (New – 6,000 SF)

Production Building (with Distillery Tasting Room)

- Production and Storage Areas (New – 6,890 SF)
- Distillery Tasting Room (New – 410 SF)

Special Event Program

- Up to 40 events annually with up to 300 people per event (New)
- Other events such as wine industry weekends, non-advertised wine club activities and activities with under 50 attendees (Existing)

PROJECT TRIP GENERATION

The County has also identified a trip generation rate for non-tasting room or production areas for winery uses of 0.57 PHT per 1,000 square feet. For tasting room uses, the County has identified a peak hour trip generation rate of 0.76 trips per 1,000 square feet. The County also has trip generation rates for the special event program. The distillery function is assumed to function like winery functions for purposes of trip generation. The Bed & Breakfast function trip generation is based on an all-suite hotel function since food service is provided for at least one meal. A breakdown of the project trips is provided in Table 1 below.

Table 1
Project Trip Generation Summary

	Size	Peak Hour Trip Rate	Peak Hour Trips	Public Tasting Trips
Winery Uses				
Production/Storage/Office	Existing			
Production/Storage	6.89 KSF	0.57 PHT/1,000 SF	4	
Members Lounge	Existing			
Office	Existing			
Pool	1.8 KSF	0.57 PHT/1,000 SF	1	
Barrel Storage	26.0 KSF	0.57 PHT/1,000 SF	15	
Outdoor Work Area	2.5 KSF	0.57 PHT/1,000 SF	1	
Tasting Room Uses				
Tasting Room	Existing			
Distillery Tasting Room	0.410 KSF	0.76 PHT/1,000 SF		0
Restaurant/Kitchen Area	Existing			
Indoor Seating Area	Existing			
Outdoor Covered Seating Area	1.0 KSF	0.76 PHT/1,000 SF		1
Bed & Breakfast	8 units	0.52 PHT/unit	4	
Executive Offices	6.0 KSF	1.74 PHT/1,000 SF	10	

Special Event Program				
Special Event Attendees	300	0.4 PHT/person	120	
Special Event Support		10% of Attendee Trips	12	
Project Total		Public Tasting Peak Hour Trips		1
		Other Peak Hour Trips	35	
		Special Event Peak Hour Trips	132	

Based on the project description, the proposed project is expected to generate a total of 35 PM Peak Hour trips including one (1) new general public tasting trip. Special event trips are expected to total 132 PM Peak Hour Trips per event.

SIGHT DISTANCE ANALYSIS

The County of San Luis Obispo Public Works Department has stopping sight distance standards for driveways and intersections on County roads (2019). These standards exceed Caltrans and Federal guidelines. As vehicle travel speeds increase, the stopping sight distance increases. As the primary (existing) and secondary (proposed) access locations are on the State Highway system, Caltrans stopping sight distance requirements would apply.

The existing primary access on Highway 46 East is located approximately 3.7 mile easterly of the signalized intersection at Golden Hill Road. There are left turn lanes for east and westbound traffic, including acceleration lanes for left turns onto Highway 46 East. Separate right turn lanes also exist at this intersection.

The secondary access located opposite the existing Jardine Road intersection with Highway 46 East is approximately 3.4 miles east of the Golden Hill Road intersection. There are left turn lanes for east and westbound traffic, including acceleration lanes for left turns onto Highway 46 East. A separate right turn lane is provided for westbound traffic at this intersection.

The stopping sight distance was evaluated for the existing primary and secondary access locations. The available stopping sight distance was found to be over 800 feet looking to both the east and west of the existing primary access. At the proposed secondary access, the available stopping sight distance was found to be over 800 feet looking the east and west.

The vehicle speeds along this portion of Highway 46 East near the site access points is slightly over the posted 65 MPH. Based on the travel speeds on Highway 46 East, the required stopping sight distance is 660 - 750 feet to meet the Caltrans Standards.

The actual stopping sight distance available and required stopping sight distances are summarized in the following table:

Location	Approach Speed	Required Stopping Sight Distance	Actual Stopping Sight Distance	Comments
Highway 46 East Primary Access				
Looking to Drivers Left	65 - 70 MPH	660'-750'	800+'	Ok to Left
Looking to Drivers Right	65 - 70 MPH	660'-750'	800+'	Ok to Right
Secondary Access				
Looking to Drivers Left	65 - 70 MPH	660'-750'	800+'	Ok to Left
Looking to Drivers Right	65 - 70 MPH	660'-750'	800+'	Ok to Right

As seen in the table above, the available stopping sight distance conditions at the existing primary and secondary access locations both meet the Caltrans stopping sight distance requirements.

Summary

Based on our analysis, there is adequate stopping sight distance for the project primary and secondary access locations. Both driveway access locations are improved to Caltrans standards for private road accesses.

ROADWAY SAFETY AUDIT (RSA)

The County of San Luis Obispo has a policy (2008-152) to define the information required to complete a Roadway Safety Audit (RSA) based on the number of peak hour trips developed by a project. The proposed special events will add approximately 132 peak hour special event trips and one (1) general public weekday PM peak hour trip. The County RSA policy notes that for projects with 11 -20 typical general public peak hour trips or less than 200 special event trips, the RSA requirements include:

Safety Analysis

Standard - Evaluate the collision rate for the primary access roadways within one (1.0) mile of the primary site entrance. Recommend improvements to reduce the potential for the collision patterns that are identified.

Analysis – The California Highway Patrol (CHP) has indicated that there have been 11 collisions within the vicinity (1.0 mile each way of the site access points, PM 34.7-35) over the past three years. The crash data is attached to the rear of this report. The collision history associated with the 2.3 mile segment near the project access locations are summarized in Table 3 below.

**Table 3
Crash History
Highway 46 East MP 33.7-36.0, Paso Robles Area**

		Total Crashes	Crashes at Primary Access
2017	12 months	4	0
2018	12 months	4	0
2019	12 months	3	0

Based on the data provided by the CHP, no significant traffic safety issues or significant patterns were identified at the project access driveways. The crash rate for this segment is below the statewide average for similar highways. No improvements are recommended or required.

Roadway Improvements

Standard – Improve roadway for a of distance of 0.25 miles from the entrance toward the nearest intersection, if project has 21-40 general public peak hour trips or less than 200 special event trips.

Analysis – As the project is expected to generate 132 special event peak hour trips and one (1) General Public weekday PM PHT with the proposed project, roadway improvements may be required by the RSA policy. The RSA does require that the analysis be conducted to identify any improvements that may be needed to meet the roadway standard.

The latest traffic counts provided by the County show this portion of Highway 46 East¹ carry an average of 29,300 ADT with 3,100 PM peak hour trips.

This portion of Highway 46 East has two travel lanes in each direction with separate left and right turn lanes. Further, there are left turn acceleration lanes provided at major intersections. Full width paved shoulders exist to the left and right of the mainline travel lanes. Based on the existing roadway geometry of Highway 46 East within the 0.25 miles of the primary project access, and no crash history, improvements to Highway 46 East to the west are not required.

No improvements would be required to be constructed by the project as no improvements are required and that no safety problem has been identified.

SUMMARY

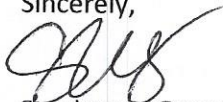
The proposed project is estimated to generate a total of 132 Special Event trips per peak hour and one (1) General Public weekday PM peak hour trip. Based on this level of traffic volume, the project is not expected to create any peak hour (weekday or weekend days) impacts.

The stopping sight distance was evaluated and for the primary and secondary access locations. The available sight distance does meet the minimum distances required by Caltrans.

A Roadway Safety Audit (RSA) was conducted for Highway 46 East in the vicinity of the project site per County Resolution 2008-152. Based on the criteria outlined in the RSA requirements, the project is not expected to create a need for roadway improvements.

This concludes our traffic analysis for the proposed Paris Valley Road Winery Project. Should you have any questions, or require additional information, feel free to contact us.

Sincerely,



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



¹ Caltrans 2017 data, Milepost 32.145 East of Airport Road.

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 4213027

Request Name: R006022-040220_SLO-046-CoSLO

Ref Date: 04/08/2020

Request- & Line	L O C	D I R	L S C	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com- bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1 1	H	T	I	05 SLO 046 033.700 - 05 SLO 046 036.001	01-JAN-17	31-DEC-19	N	L						N	N	N

Event Log:

Job id is : 149567 Accidents Table B Request R006022-040220_SLO-046-CoSLO Submitted by T5MXIONG
05 SLO 046 33.7 - 05 SLO 046 36.001 01/01/2017 TO 12/31/2019

Location Description	Rate Group (RUS)	No. of Accidents / Significance								Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates				
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Actual				Average				
												Fat	F+I	Tot	Fat	F+I	Tot
05 SLO 046 033.700 - 05 SLO 046 036.000 0001-0001 2017-01-01 2019-12-31	2.301 MI H 36 mo. NA	11	0	3	3	7	2	3	0	25.0	63.07	0.000	.05	.17	0.011	.29	.78

Accident Rates expressed as: # of accidents / Million vehicle miles

+ denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

California Department of Transportation

OTM22131

Table B Accident Records

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
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California Department of Transportation

OTM22131

Table B Accident Records

Report Parameters:

Total Accidents Retrieved

REPORT DATE: 04/08/2020
REFERENCE DATE: 04/08/2020
SUBMITTOR: T5MXIONG
REPORT TITLE: R006022-040220_SLO-046-CoSLO
EVENT ID: 4213027

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Table B Accident Records

REQUEST- & LINE	ARS	P POST P MILE	P F R O A S T L H Y	I S D O A DATE	ACCIDENT MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P ENVIR C COND	R W O S C C	T NO MTR	P D V S T I H I	PERSON K I S O	O L P C	O L O C	O L O C	O L O C	O A F O	M V	S D P
1 1	05 SLO 046	034.340	H - E 3	01-10-17	2055	974013417	5 C D B H D E 01	D E 1 C 00 00	15H 44H	---	---	N< B A<							
1 1	05 SLO 046	034.550	H - E 6	04-26-19	0154	400401351	1 A D A H D H 01	A W 1 C 00 00	26B	---	---	4< F B<							
1 1	05 SLO 046	034.590	H - W 1	06-24-18	1257	400401305	C A A A H D E 01	M W 1 C 00 00	27H 43H	---	---	N< D A<							
1 1	05 SLO 046	034.641	I 5 W 3	06-27-17	1633	974014662	3 A A A H A D 02	A S 2 C 00 01	V2D	---	---	N< E A<							
1 1	05 SLO 046	034.641	I 5 W 7	12-23-17	1455	974016816	3 A A A H D D 02	A S 2 C 00 00	V1D 99A	---	---	N< B A<							
1 1	05 SLO 046	034.641	I 5 W 4	03-07-18	1015	974013733	5 B A A H D C 02	A W 1 C 00 00	V2F	---	---	N< E A<							
1 1	05 SLO 046	034.641	I 5 W 4	03-07-18	1015	974013733	5 B A A H D C 02	A W 1 C 00 00	V1D	---	---	1< B B<							
1 1	05 SLO 046	034.660	H - E 3	03-13-18	1100	974013984	6 C A B H D C 02	D W 1 C 00 00	V2J	---	---	F< D A<							
1 1	05 SLO 046	034.660	H - E 3	03-13-18	1100	974013984	6 C A B H D C 02	A W 1 C 00 00	V1J	---	---	N< A A<							
1 1	05 SLO 046	035.540	H - E 6	08-03-18	1150	974014662	6 A A A H D B 02	E E 2 C 00 03	V2B 44B	---	---	N< J A<							
1 1	05 SLO 046	035.540	H - E 6	08-03-18	1150	974014662	6 A A A H D B 02	G E 1 C 00 00	V1F	---	---	N< B A<							
1 1	05 SLO 046	035.740	H - W 1	01-15-17	1755	974017426	5 A D A H D C 02	A E 1 C 00 00	V2D	---	---	N< B A<							
1 1	05 SLO 046	035.740	H - W 1	01-15-17	1755	974017426	5 A D A H D C 02	I E 1 C 00 00	V1F	---	---	N< B A<							
1 1	05 SLO 046	035.820	H - W 7	06-08-19	0730	974013984	1 A A A H D C 02	A W 1 C 00 00	V2D	---	---	N< B A<							
1 1	05 SLO 046	035.820	H - W 7	06-08-19	0730	974013984	1 A A A H D C 02	D W 1 C 00 00	V1D	---	---	N< B A<							
1 1	05 SLO 046	036.000	H - E 1	07-21-19	1538	974016154	4 A A A H D E 01	E W 1 < 00 00	V2E	---	---	N6 P E<							
1 1	05 SLO 046	036.000	H - E 1	07-21-19	1538	974016154	4 A A A H D E 01	A W 1 < 00 02	V1E	---	---	5< B I<							
1 1	05 SLO 046	036.000	H - E 1	07-21-19	1538	974016154	4 A A A H D E 01	A E 1 < 00 00	15H	---	---	N< M A<							