



January 15, 2021

OEG Ref 20-1101

Mr. Guillaume Fabre
3050 Limestone Way
Paso Robles, CA 93446

Subject: Trip Generation Study, Road Safety Analysis (RSA), and Roadway Evaluation – Clos Solene Winery – 2040 Niderer Road, Paso Robles (APN 040-041-008)

Dear Mr. Fabre:

Orosz Engineering Group, Inc. (OEG) has prepared the following letter report for a Trip Generation, Roadway Safety Analysis (RSA), and Roadway Evaluation for the subject project. Based on the project description provided by Kirk Consulting, the project proposes to expand the existing winery operations at 2040 Niderer Road in the Paso Robles area. We are familiar with the study area and the current County's procedures for roadway safety audit and trip generation requirements.

Current Operations

The existing winery use was approved by the County in 2001 and includes a 336 square foot (SF) tasting room and 1,716 SF of production and non-tasting room areas. The 2001 approval allowed public tasting room operations Thursday through Monday, and legal holidays for up to 6 hours per day (continuous operation) and by appointment only on Tuesdays and Wednesdays. The project approval did not include a dedicated special or temporary event program but did acknowledge and allow participation in industry wide events. The current use permit does not have a case production limit; however, the 2001 staff report noted a case production level of 5,000 cases a year. The current permit does not restrict the use of off-site grapes.

Current winery operations include the use of two offsite locations for intermittent and rotational barrel and case good storage for wine that is currently produced (fermented) and finished in the existing winery. Fruit for the wine is currently sourced primarily from on-site grapes; however, off-site grapes are also utilized in the current operations.

Proposed Project

The proposed project consists of a wine cave production area of 17,764 SF (which include 531 SF of tasting room area), a 400 SF production mechanical area, 1,959 SF of administration area, 2,400 SF of exterior work area, 853 SF tasting room building, and 302 SF of shared restroom areas between production and tasting room functions. Other exterior patio areas are also included in the project design. The project will increase the tasting room area from the approved 336 SF to 1,535 SF, which includes 853 SF of tasting room building, 531 SF of a member lounge area, and 50% of the restroom use (151 SF). The production, barrel storage, wine storage areas, administration, and mechanical areas from the existing approved 1,716 SF to 19,743 SF, which includes 17,233 SF of wine cave production area, 400 SF of mechanical area, 1,959 SF of administration area, and 151 SF of shared restroom space. An additional 2,440 SF seasonal covered exterior work area is also proposed along the north side of cave portal. A Special Event program is not proposed; however, the winery plans to continue to participate in industry wide events and marketing activities not defined as Special Events in the Land Use Ordinance (i.e., activities less than 50 attendees,

non-advertised winemaker dinners not open to the public, etc.). Access to the project site is planned to remain at the existing access on Niderer Road. Case production may be increased up to 10,000 cases annually. The existing winery facility areas (336 SF tasting room plus 1,716 SF production areas) will be converted to non-winery (residential) uses.

Project Trip Generation

For typical winery trip generation rate assumptions, the County has a trip generation rate of 0.76 peak hour trips (PHT) per 1,000 SF (KSF) of tasting room use and 0.57 PHT/KSF for production/storage/office uses at a winery. Since the project is not proposing any special events, no additional special event traffic is expected.

The proposed winery project is expected to increase the tasting room area from 336 SF to 1,535 SF, or an increase of 1,199 SF. For the production, storage, and office uses, the project is expanding from 1,716 SF to 19,743 SF or an increase of 18,027 SF. The 2,440 SF exterior work area is seasonal and does not specifically generate typical daily or peak hour traffic.

Based on the project description and the County’s typical trip generation rates, the proposed project is expected to create an additional one (1) general public peak hour trip, with 10 non-public peak hour trips. A breakdown of the project trips is provided in Table 1 below.

The “public” trip generation below does not consider the ability of guests to rideshare in small vehicles or SUV’s, carrying no more than eight persons per vehicle, per the original conditions of approval for the winery. In these cases, the actual number of vehicles using Niderer Road would be less, reducing the project’s potential circulation impacts.

**Table 1
Project Trip Generation Summary**

	Size	Peak Hour Trip Rate	Public Peak Hour Trips	Non-Public Peak Hour Trips
Winery				
Tasting Room	1.199 KSF	0.76 PHT/ KSF	1	0
Production/Storage/Office	18.027 KSF	0.57 PHT/ KSF	0	10
Project Total		Public Trips	1	-
		Non-Public Trips	-	10

Other Site Trips

The consolidation of the current operations from the three sites (current site and two off-site locations) to this single site will eliminate current production related traffic trips that currently transport empty barrels and tanks between the sites. The added production and storage areas proposed in the current project will allow all production activities, equipment, and vessels to remain on the property.

The current winery operations include off-site functions that will be moved on-site, thereby reducing annual trips on Niderer Road. The current operations include four truck deliveries per year, or eight annual trips associated with barrel movements. The current operations also include four different truck deliveries per year, or eight annual trips associated with production tank movements. Lastly, grapes from off-site

vineyards are brought to the site. The total number of truck deliveries is 10 trucks annually, or 20 trips. In summary, the existing operations result in 36 annual trips.

With the proposed project, the truck deliveries associated with the barrel and tank movements would not occur as those functions/uses will now be on-site. This is a reduction of 16 annual trips. The future wine making operations would still include some off-site grape deliveries, but reduced amounts. The future grape truck deliveries would total seven trucks per year or 14 trips. The future operations of the winery would result in a total of 14 annual trips, or a net reduction of 22 annual trips, due to the off-site functions being moved on-site, further reducing the annual traffic load on Niderer Road.

ROADWAY EVALUATION

Niderer Road is a county-maintained roadway that varies in width from 12-20 feet with graded shoulders. Niderer Road is a dead-end roadway with all traffic that accesses the road entering and leaving to the south on Las Tablas Willow Creek Road. The County indicates that the daily traffic along Niderer Road, northerly of Las Tablas Willow Creek Road is 200 vehicles per day.¹ The project is located approximately 0.9 miles northerly of the Las Tablas Willow Creek Road intersection with Niderer Road.

The existing traffic volumes on Niderer Road are approximately 200-250 trips per day near the intersection with Las Tablas Willow Creek Road and represent the highest volumes on Niderer Road. The traffic volumes on Niderer Road near the project site are substantially less than these values, as the project is located near the northerly end of the road, approximately 0.8 mile from the traffic count location. The proposed project will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, as the project has direct existing access onto Niderer Road which can handle the small increase in traffic that this project will generate. Based on the traffic volume levels generated by the project, there are no circulation impacts expected due to the small volume and infrequency of the expected project traffic.

During construction of the project, the number of additional trips using Niderer Road will be equal to or less than the post project traffic volumes. Therefore, no circulation impacts are expected during construction of the project.

ROADWAY SAFETY AUDIT

The County of San Luis Obispo has an adopted policy (BOS Reso 2008-152) to define the information required to complete a Roadway Safety Audit (RSA) based on the number of peak hour trips generated by a project. The project is not proposing any special or temporary events and will result in one (1) general public weekday PM peak hour trip. The County RSA policy notes that for projects with 10 or fewer typical general public peak hour trips or less than 100 special event trips, the RSA requirements include:

Safety Analysis

Standard - Evaluate the collision rate for the primary access roadways within one-half (0.5) 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 no collisions within the vicinity (0.5 miles each way of the site access point) over the past three years. The collision history associated with the project access is summarized in Table 4 below.

¹ Count Station 10430, April 2016, average 200 ADT, peak day Friday 233 ADT.

Table 4
Crash History
Within 0.5 miles of 2040 Niderer Road, Paso Robles Area

Year	Period	Total Crashes
2017	12 months	0
2018	12 months	0
2019	12 months	0
2020	6 months	0

Based on the data provided by the CHP, no significant traffic safety issues or significant patterns were identified at the project access driveways. No improvements are recommended or required.

Roadway Improvements

Standard – None required if project has 10 or fewer General Public peak hour trips or less than 100 special event trips.

Analysis – As the project is expected to generate one (1) General Public weekday PM PHT with the proposed project, therefore roadway improvements are not required by the RSA policy. The RSA does require that an analysis be conducted to identify any improvements that may be needed to meet the roadway standard.

Based on these factors, the typical roadway section A-1b (less than 400 ADT) was identified as the appropriate rural road standard to evaluate for the RSA. The A-1b roadway standard notes 10-foot travel lanes and 3-foot graded shoulders. The current roadway section on Niderer Road varies and provides two approximately 7+ foot travel lanes with 3+ foot graded shoulders. Based on the existing condition of Niderer Road within the 0.5 miles of the project access, minor road widening would be required to meet the roadway meeting County standards. However, no improvements would be required to be constructed by the project, as the project trip generation does not meet or warrant the improvement requirements and thresholds contained in the adopted Board Policy and no safety problems have been identified per the RSA guidelines.

SUMMARY

The proposed project is estimated to create one (1) additional General Public weekday PM peak hour trip and 10 non-public peak hour trips. With the addition of production areas on-site, there would be annual traffic reductions expected on Niderer Road with the change from off-site storage of barrels and tanks to on-site areas. Based on this level of traffic volume, the project is not expected to create any peak hour (weekday or weekend days) traffic or circulation impacts.

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

The project site is located within the Templeton Road Improvement Fee Area B and will be subject to payment of the Templeton Road Impact Fees at the time of the issuance of future building permits.

This concludes our traffic analysis for the proposed Clos Solene 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.

