



August 11, 2022

OEG Ref 22-301

Mr. Neil Cassidy  
CFO/COO  
DAOU Vineyards  
2777 Hidden Mountain Road  
Paso Robles, CA 93446

Subject: New Adelaida Road Winery (Patrimony)- Access Evaluation, Trip Generation Study, and Roadway Safety Audit – 4270 Adelaida Road, Paso Robles Area, APN 026-233-003

Dear Mr. Cassidy:

Orosz Engineering Group, Inc. (OEG) has prepared the following letter report for an access evaluation, trip generation estimate, and Roadway Safety Audit (RSA) for the subject project. Based on the project information provided by Kirk Consulting and studio 2G Architects, there will be a new winery facility at 4270 Adelaida Road in the Paso Robles area. The County typically requests that this information is provided for new developments. We are familiar with the study area and the current County's procedures for roadway safety audit and sight distance evaluation requirements.

#### **Project Description**

The project is located at 4270 Adelaida Road on the northern side of the roadway. In this area, Adelaida Road has two travel lanes, one in each direction with a posted speed limit of 45 MPH.

The project is requesting a phased conditional use permit/variance to allow the construction of a 38,668 square foot winery facility that includes wine production areas, storage facilities, hospitality uses and the bed and breakfast inn (casitas). Wine tasting would be by appointment only. The project also includes a limited food serving facility and eight casita type bed and breakfast units. Additional exterior areas are proposed to support these uses. The improvements to the existing ag access road from Adelaida Road may impact grading on slopes over 30 percent. No additional special events are proposed with the project other than participated in wine industry standard events.

The proposed winery facilities include 1,499 square feet (SF) for tasting room area, the wine production barrel storage, and ancillary functions total 31,951 SF for a total of 33,450 SF. The remainder of the project square footage is for the eight casitas bed and breakfast units. On-site parking for 93 vehicles is proposed. The project access is also proposed to be improved to a County B-1e access, due to the 45 MPH speeds on this section of Adelaida Road.

#### **Access Evaluation- Sight Distance Analysis**

The project proposes to utilize the existing site driveway, improved to County standards for private driveways. The County is in the process of updating their stopping sight distance standards for private driveways and roadways. The following analysis addresses these standards. The project site was visited on June 4, 2022 and July 30, 2022 by OEG staff to document the available stopping sight distance and to observe vehicle speeds. Adelaida Road is a paved two-lane rural county road, with graded shoulders and a posted speed limit of 45 MPH southerly of the project.

A sampling of vehicle speeds during the field observations confirmed that 45 MPH was a reasonable vehicle approach speed to use for this analysis.

The stopping sight distance was calculated using the updated 2022 County stopping sight distance standards for private driveways on county roads. These standards were recently approved in August of 2022. The new county sight distance standards evaluate a combination of two stopping sight distance measurements. The required stopping sight distance is summarized in Standard Drawing A-5a and A-5b (attached to the rear of this report). The actual stopping sight distance available is summarized in the following table, based on field measurements collected at the proposed driveway access. As seen in Table 1 below, the existing driveway meets the County requirements per Standard Drawing A-5b. Mitigation measures are required to meet the requirements in Standard Drawing A-5a.

**Table 1  
Stopping Sight Distance Analysis**

Location	Required Stopping Sight Distance per Std. Dwg. A-5a	Looking to Drivers Left	Looking to Drivers Right	Comments
Site Driveway	495' (45 MPH)	600+'	600+'	Ok to left. Ok to right.
Location	Required Stopping Sight Distance per Std. Dwg. A-5b	Looking to Drivers Left	Looking to Drivers Right	Comments
Site Driveway	360' (45 MPH)	600+'	450'	Ok to left. Ok to right.

As seen in Table 1, the stopping sight distance for both Std Dwg A-5a and A-5b are met. We did notice between the two field observations that some weeds had grown to the northwesterly side of the project access. To monitor the ability to maintain the stopping sight distance, we would recommend that the project maintain the weeds or to install gravel between the edge of asphalt and the property line fence. There are several utility panels in this area and the gravel may improve all season access to them as well.

With the maintenance of the weeds to the north/west, the County's stopping sight distance requirements would be met.

**Project Trip Generation Estimate**

Based on the project description, the project trip generation was estimated. The county approved trip generation rates for the wine production, storage and tasting rooms were used.

The bed & breakfast trip generation was estimated using the 11<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation Reference. Land Use Code 312, Business Hotel, was a best fit description for the proposed project. A business hotel is like a hotel (Land Use 310) in that it provides sleeping accommodations, but also provides breakfast food bar and afternoon beverages. The trip rate used for the bed and breakfast uses are similar to that listed for accessory dwelling units.

The project trip generation is summarized in Table 1 below. As seen in this table, the project is expected to generate a total of 18 trips during the PM peak hour with five (5) general public trips and no special event trips.

**Table 1**  
 Patrimony Winery at Adelaida Road  
 Trip Generation Summary

	Size	Peak Hour Trip Rate	Peak Hour Trips	Public Tasting Trips
<b>Winery Uses</b>				
Production/Storage/Offices	31.951 KSF	0.57 PHT/1,000 SF	18	
<b>Tasting Room Uses</b>				
Wine Tasting Room	1.499 KSF	0.76 PHT/1,000 SF		1
<b>Bed &amp; Breakfast</b>				
	8 units	0.45 PHT/unit		4
<b>Project Total</b>				
	Public Tasting Peak Hour Trips			5
	Other Peak Hour Trips		18	
<b>Special Events – Industry wide events only</b>				
	None		0	

**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 project will not have any special event trips and five (5) general public weekday PM peak hour trip. The County RSA policy notes that for projects with 1 - 10 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 (0.50) mile of the primary site entrance. Identify improvements to reduce the potential for the collision patterns that are identified.

*Analysis* – The California Highway Patrol (CHP) has indicated that there have been two (2) collisions within the vicinity (0.5 mile each way of the site access point) over the past three years. California Highway Patrol (CHP) crash data indicated that there were no crashes at the project access. The crash history associated with the 1.0-mile segment near the project access locations are summarized in Table 2 below. Within the RSA crash study area, the two crashes occurred at the same location along Adelaida Road about 1,700 feet to the west of the primary access in 2020. Both occurred after 10:00 PM at night, and both involved driver error based on speed or the ability to negotiate the curve in the road. One of the crashes occurred on wet pavement which contributed to the crash. One crash was on a Tuesday night in April, while the other crash was on a Sunday night in September.

Based on the data provided by the CHP, no significant traffic safety issues or significant patterns were identified at the project access driveway. With only one reported crash within the 0.5 miles of the site

access, the crash rate for this segment is well below the statewide average for similar highways. No improvements are recommended or required.

**Table 2**  
**Crash History**  
**4270 Adelaida Road, Paso Robles Area**

		Total Crashes (0.5 mile north and south of primary access)	Crashes at Primary Access
2019	12 months	0	0
2020	12 months	2	0
2021	12 months	0	0
2022	7 months	0	0

**Roadway Improvements**

*Standard* – Study the roadway characteristics for a of distance of 0.5 miles from the entrance toward the nearest intersection, if project has 1-10 general public peak hour trips or less than 100 temporary event trips.

*Analysis* – As the project is expected to generate no special event peak hour trips and five (5) General Public weekday PM PHT with the proposed project, the RSA does require that the analysis be conducted to identify any improvements that may be needed to meet the roadway standard, but physical improvements are not required.

The latest traffic counts provided by County of San Luis Obispo show this portion of Adelaida Road<sup>1</sup> carry an average of 1,682 ADT with 207 PM peak hour trips. The County data indicates that Friday is the peak day of the week with 1,943 ADT. These traffic volumes are for the area “west” of Nacimiento Lake Drive. The project site is located about three miles to the west of Nacimiento Lake Drive. The further west of Nacimiento Lake Drive, the traffic volumes begin to decrease to less than 500 ADT near Chimney Rock Road.

This portion of Adelaida Road is a County Maintained paved road and is 24 feet wide with graded shoulders. Based on the existing roadway geometry and traffic volumes on Adelaida Road near the primary project access, and limited crash history, improvements are not warranted.

**Summary**

The proposed project is located at 4270 Adelaida Road in the Paso Robles Area. The project includes wine production, storage and various hospitality functions. Included in the hospitality functions are eight (8) casitas and a tasting room by appointment only. No special events programs are proposed only participation in industrywide events.

Access to the project site was evaluated based on the 2022 stopping sight distance standards and was found to meet them. Maintenance of the weeds between the edge of pavement and the property line fencing is suggested to continue to meet the County sight distance standards.

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<sup>1</sup> County of San Luis Obispo Data, 2017 data, Road Code 5153

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The project is expected to generate a total of 18 employee trips and five (5) general public PM peak hour trips.

A Roadway Safety Audit (RSA) was prepared consistent with BOS Ordinance 2008-152. No safety issues were identified during the RSA. No improvements are required.

The project should improve the site access to Adelaida Road to County B-1e standards as part of the development.

This concludes our access evaluation, trip generation and Roadway Safety Audit (RSA) for this project. Should you have any questions, feel free to contact us.

Sincerely,

*Stephen A Orosz*

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



Enclosure

## Section 4. Road Edges

### 4.1 Design Standards

#### 4.1.1 Sight Distance

Sight distance shall be evaluated for public road intersections and driveways for both corner sight distance and stopping sight distance. The following criteria shall be considered for meeting sight distance requirements or steps required if sight distance is not met for a specific condition:

		Corner Sight Distance (Standard Drawing A-5a)	
		Sight Distance MET	Sight Distance NOT MET
Stopping Sight Distance (Standard Drawing A-5b)	Sight Distance MET	Approved with no mitigations. Public to public intersection sight distance shall be MET in both cases.	Approved with recommended mitigations.
	Sight Distance NOT MET	Not applicable.	Design Exception required with recommended mitigations.

- A. Public Road Intersections. Sight distance at all public road intersections shall comply with the “intersection” requirements of Standard Drawings A-5a, A-5b, and A-5c. The Department may require additional mitigations if sight distance is not met.
- B. Driveways. Sight distance at all driveways entering onto public roads shall comply with the “driveway” requirements of Standard Drawings A-5a, A-5b, and A-5c. The Department may require additional mitigations if sight distance is not met.

#### 4.1.2 Sidewalks

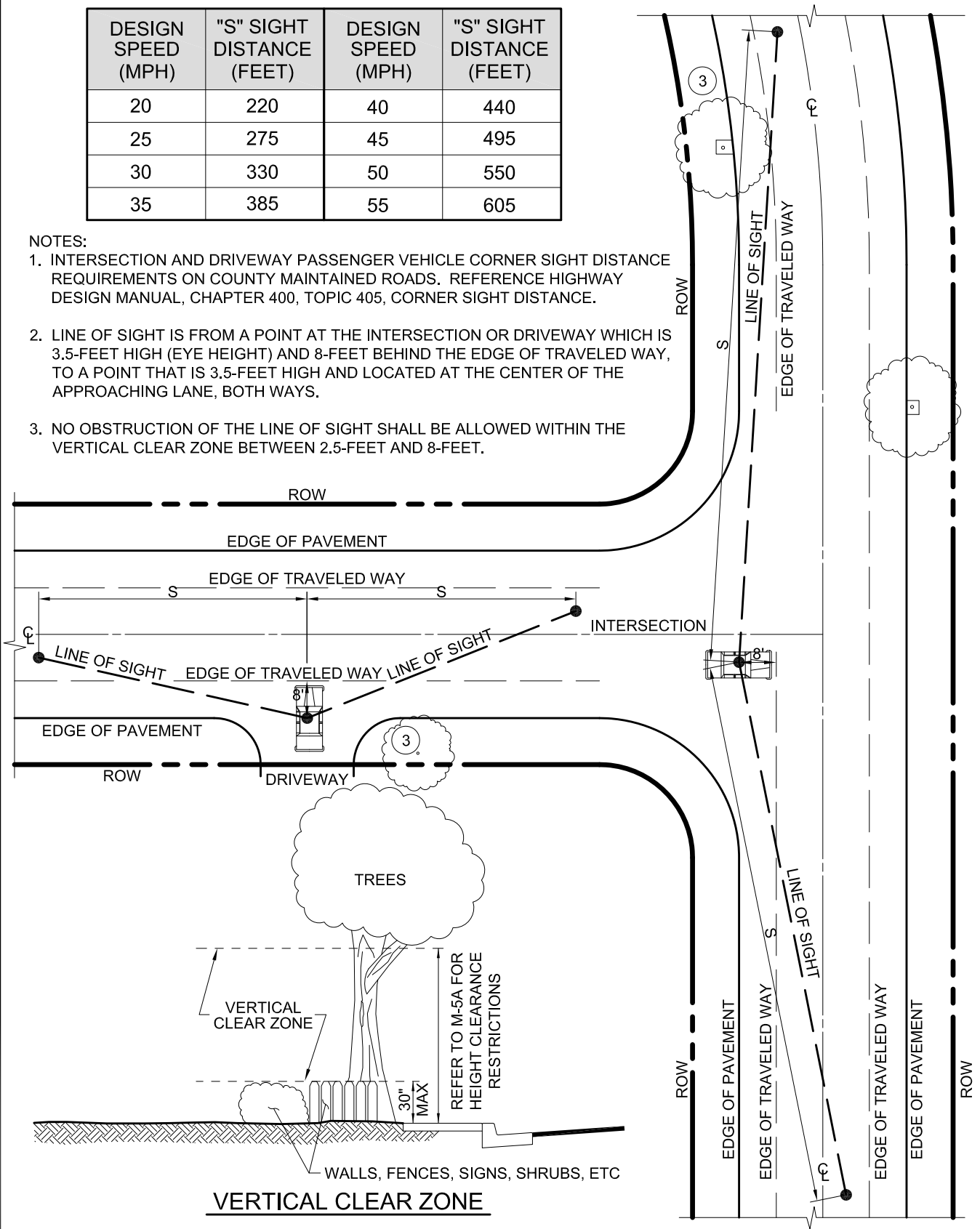
Concrete curbs, gutters and sidewalks shall be installed within urban areas as required by the Land Use Ordinance or Coastal Zone Land Use Ordinance. They may also be required in other areas if established as a condition of approval of a subdivision or land use permit.

- A. Curb Ramps Required. Any installation of concrete curbs, gutters, and sidewalks fronting a property at a public road intersection shall include the installation of curb ramps which comply with the State Standard Specifications and as indicated in Standard Drawing C-5.

DESIGN SPEED (MPH)	"S" SIGHT DISTANCE (FEET)	DESIGN SPEED (MPH)	"S" SIGHT DISTANCE (FEET)
20	220	40	440
25	275	45	495
30	330	50	550
35	385	55	605

**NOTES:**

1. INTERSECTION AND DRIVEWAY PASSENGER VEHICLE CORNER SIGHT DISTANCE REQUIREMENTS ON COUNTY MAINTAINED ROADS. REFERENCE HIGHWAY DESIGN MANUAL, CHAPTER 400, TOPIC 405, CORNER SIGHT DISTANCE.
2. LINE OF SIGHT IS FROM A POINT AT THE INTERSECTION OR DRIVEWAY WHICH IS 3.5- FEET HIGH (EYE HEIGHT) AND 8- FEET BEHIND THE EDGE OF TRAVELED WAY, TO A POINT THAT IS 3.5- FEET HIGH AND LOCATED AT THE CENTER OF THE APPROACHING LANE, BOTH WAYS.
3. NO OBSTRUCTION OF THE LINE OF SIGHT SHALL BE ALLOWED WITHIN THE VERTICAL CLEAR ZONE BETWEEN 2.5- FEET AND 8- FEET.



DEPARTMENT OF PUBLIC WORKS - STANDARD DRAWINGS

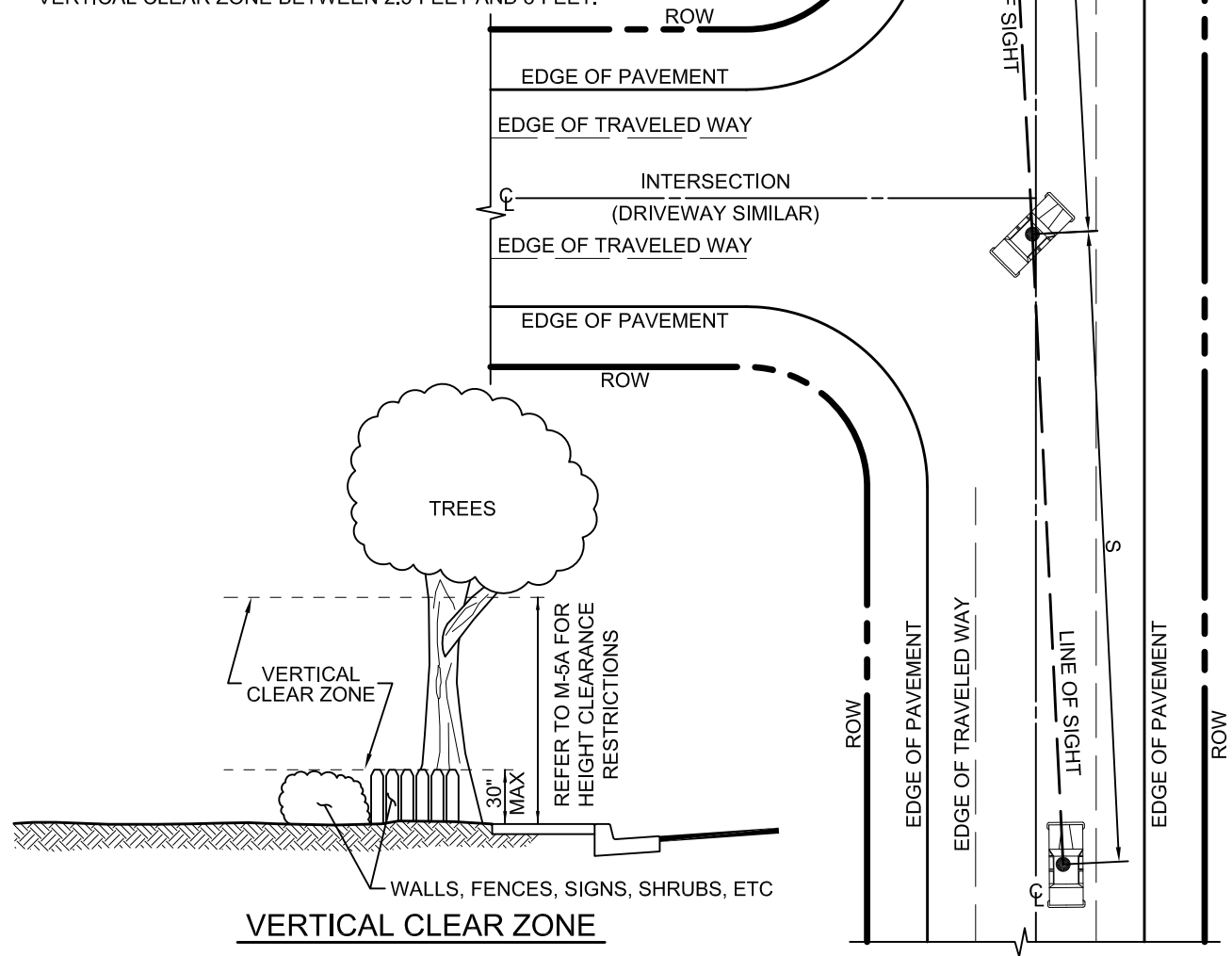
**CORNER SIGHT DISTANCE INTERSECTIONS & DRIVEWAYS**

Issued: June 2022	Scale: 1"=30'
Revised:	Revision No:
Drawing No:	<b>A-5a</b>

DESIGN SPEED (MPH)	"S" SIGHT DISTANCE (FEET)	DESIGN SPEED (MPH)	"S" SIGHT DISTANCE (FEET)
20	125	40	300
25	150	45	360
30	200	50	430
35	250	55	500

NOTES:

1. INTERSECTION AND DRIVEWAY STOPPING SIGHT DISTANCE REQUIREMENTS ON COUNTY MAINTAINED ROADS. REFERENCE HIGHWAY DESIGN MANUAL, CHAPTER 200, TOPIC 201, STOPPING SIGHT DISTANCE.
2. MINIMUM STOPPING SIGHT DISTANCE IS THE DISTANCE REQUIRED BY A MOTORIST TRAVELING AT A GIVEN SPEED TO BRING THE VEHICLE TO A STOP AFTER AN OBJECT ON THE ROAD BECOMES VISIBLE, WHICH IS MEASURED 3.5-FEET HIGH (EYE HEIGHT) TO AN OBJECT 0.5-FEET HIGH ON THE ROAD.
3. NO OBSTRUCTION OF THE LINE OF SIGHT SHALL BE ALLOWED WITHIN THE VERTICAL CLEAR ZONE BETWEEN 2.5- FEET AND 8- FEET.



DEPARTMENT OF PUBLIC WORKS - STANDARD DRAWINGS

STOPPING SIGHT DISTANCE INTERSECTIONS & DRIVEWAYS

Issued: June 2022	Scale: 1"=30'
Revised:	Revision No:
Drawing No:	A-5b

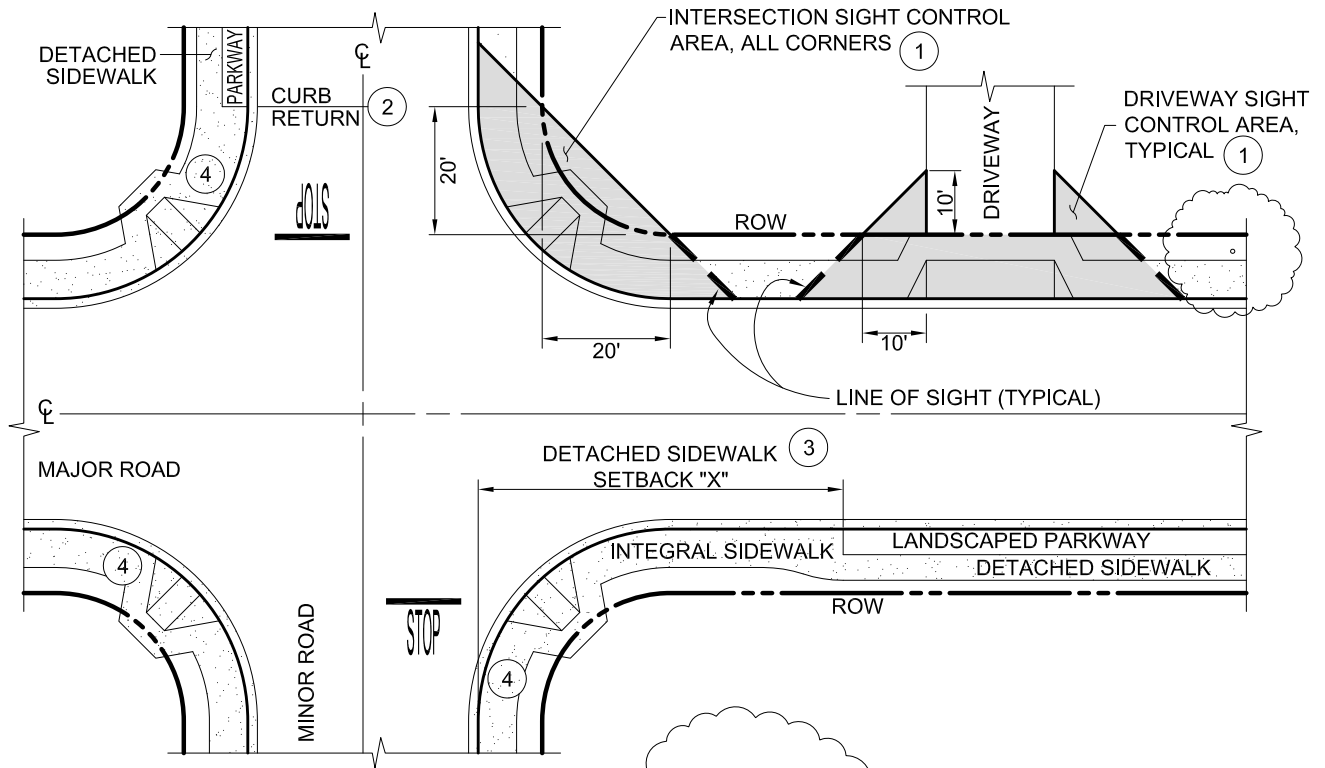


NOTES:

1. [REDACTED] OBSTRUCTIONS WITHIN CONTROLLED AREA SHALL NOT EXCEED THE MAXIMUM CLEARANCES IDENTIFIED HEREON.

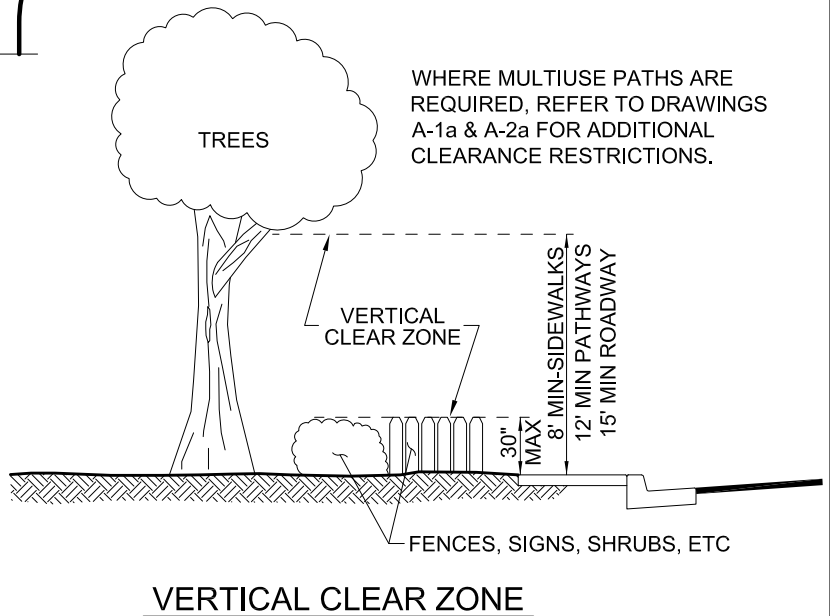
TO MINIMIZE VEGETATION SIGHT DISTANCE OBSTRUCTIONS AT ROAD INTERSECTIONS:

2. DETACHED SIDEWALKS ON MINOR ROADS SHALL NOT BE ALLOWED WITHIN THE INTERSECTION CURB RETURN AREA.
3. DETACHED SIDEWALKS ON MAJOR ROADS SHALL NOT BE ALLOWED WITHIN THE SETBACK AS PROVIDED IN TABLE 1.
4. WHEN REQUIRED, ONLY INTEGRAL SIDEWALKS SHALL BE ALLOWED WITHIN THE CURB RETURN AREA, TYPICAL.



**TABLE 1: DETACHED SIDEWALK**

PREVAILING SPEED OF MAJOR ROAD	SETBACK "X"
20 mph	50 ft
25 mph	55 ft
30 mph	75 ft
35 mph	95 ft
40 mph	115 ft
45 mph	135 ft
50 mph	160 ft
55 mph	190 ft



WHERE MULTIUSE PATHS ARE REQUIRED, REFER TO DRAWINGS A-1a & A-2a FOR ADDITIONAL CLEARANCE RESTRICTIONS.



DEPARTMENT OF PUBLIC WORKS - STANDARD DRAWINGS

**SIGHT DISTANCE CLEAR ZONES  
URBAN INTERSECTIONS & DRIVEWAYS**

Issued: June 2022	Scale: 1"=30'
Revised:	Revision No:
Drawing No:	<b>A-5c</b>