

PINNACLE TRAFFIC ENGINEERING

9452 Telephone Road, #440
Ventura, CA 93004 • (805) 644-9260
PinnacleTE.com

October 11, 2021

Nathaniel J. Eady, AICP
SCS Engineers
2370 Skyway Drive, Ste. 101
Santa Maria, CA 93455

RE: SLO Cultivation Project (10DVP-00000-00010); Santa Barbara County (Carpinteria), CA
Trip Generation Estimates and Site Transportation Demand Management (TDM) Plan

Dear Mr. Eady,

Pinnacle Traffic Engineering (PTE) is pleased to present the following material for the proposed project in Santa Barbara County. The project site is located on the south side of Foothill Road (SR 192) in the unincorporated area west of Carpinteria (3861 Foothill Road). The project site (13.66 acres) has historically been used for the cultivation and wholesale distribution of flowers (gerbera daisies) and avocados. The project site currently has four (4) existing greenhouses (GH) and twelve (12) pre-fabricated supporting containers (combined total area of 390,440 SF). These operations have an average work force of twenty-five (25) daily employees, with daily material deliveries and the export of product to market. Primary access to the project site is provided via a direct driveway connection to Foothill Road (shared access agreement). Secondary access to the southern side of the project site is provided via a private road connection to Via Real (shared access agreement).

The project description indicates the proposed cannabis operations will include multiple cultivation stages (propagation/cloning, early root development, harvesting processing, & distribution for the limited purpose of facilitating state-mandated testing). GH1 (264,500 SF) will remain and be used for mature and flowering cannabis. GH2 (40,700 SF); GH3 (40,700 SF) and GH4 (40,700 SF) will be demolished; and the pre-fabricated containers (3,840 SF) will be removed. A 61,840 SF addition to GH1 will be constructed and utilized to cultivate immature and non-flowing cannabis. A new 24,751 SF structure will be constructed and used for processing (drying, bucking, trimming, grading, packaging, testing, employee break room, locker rooms, restrooms & offices). The project also includes various ancillary improvements (installation of security lighting & cameras, an odor abatement system, upgraded interior lighting, a waste disposal bin and light pollution prevention system). Primary access to Foothill Road will continue to be used for the daily supply deliveries, cannabis product export trips, visitors, and emergency responders (fire & medical). The secondary access route to Via Real will be used for employee passenger vehicles (ingress & egress). Access

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to the project site will be gated and require an employee identification card. The secondary access road is shown on the attached "Access Road Map Series." Parking on-site will be provided for 65 vehicles (employees, visitors, deliveries, etc).

The project material has been prepared in response to the County's Pre-Approval letter (July 24, 2018). County staff has requested that the project applicant provide a Site Transportation Demand Management (TDM) Plan. Based on the County's Coastal Zoning Ordinance, the Site TDM Plan should include relevant information regarding the proposed operations (e.g. number of employees, hours of operations, access and transportation routes, etc). The Site TMP Plan shall also include at least one of the appropriate methods to reduce vehicles trips (e.g. provide carpool or shuttle service for employees, provide a ride sharing parking area, provide bicycle storage and parking facilities, provide incentives to employees to rideshare or take public transportation, implement compressed or flexible work schedules).

Project Trip Generation Estimates

As previously stated, the project site has historically been used for the cultivation of flowers and avocados (average work force of 25 daily employees). The flower cultivation operations require year around harvesting (almost daily). The flowers are kept fresh on-site and require frequent daily shipments to market. The flower cultivation operations also included two (2) trucks per day for material deliveries and fifteen (15) trucks per day for the export of fresh flowers to market. The project applicant has documented a vehicle ridership of about 1.4 employees per vehicle associated with the flower cultivation operations.

The cannabis cultivation and processing activities will require up to 75 full-time employees, which will work on a staggered days schedule (2 work shifts same as existing). The current and proposed hours of operation are 7:00 AM to 3:30 PM. Eighty-five percent (85%) of the employees will work Monday through Friday, while the other fifteen percent (15%) will work Sunday through Thursday. Therefore, all 75 employees will only be working on-site four (4) days a week (Monday, Tuesday, Wednesday, and Thursday). It's noted the cannabis cultivation operations will not require any additional employees during harvest (occurs year around). Based on the existing/proposed hours of operation (7:00 AM to 3:30 PM), there will continue to be "negligible" employee traffic on the local street system during the typical morning (7-9 AM) and afternoon (4-6 PM) commuter peak periods (all employees arrive on-site by 7:00 AM and exit by 4:00 PM).

The cannabis cultivation operations and export of harvested cannabis off-site for final processing (drying, packaging & retail distribution) will occur on a much less frequent basis than the historical flower cultivation operations. The proposed operations will require three (3) truck deliveries per week of the cannabis to a final processing center for packaging and retail distribution, an average of no more than one (1) truck per day. There will also be three (3) trucks per week for the delivery of supplies and materials to the project site (average of one per day). It's anticipated that a roll-off truck will be used for waste disposal up to 6 times per month. Similar to the employee traffic, the

majority of truck related trips will not occur during the typical morning and afternoon commuter peak periods on the local street system. As requested by County staff, the applicant has developed a detailed breakdown of the truck types, sizes and uses (copy attached). The project site trip generation estimates have been derived for the historical flower/avocado and proposed cannabis cultivation/processing operations using the operational data provided by the project applicant. The project site trip generation estimates are presented in Table 1.

Table 1 - Project Site Trip Generation Estimates

Project Component	Average Number of Daily Trips		
	In	Out	Total
<u>Historical Flower/Avocado Cultivation Operations:</u>			
25 Daily Employees (a)	18	18	36
Delivery of Flowers to Market (15 per Day)	15	15	30
Material / Supply Deliveries (2 per Day)	2	2	4
Totals:	35	35	70
<u>Proposed Cannabis Cultivation Operations:</u>			
75 Daily Employees in On-Site Parking (a)	54	54	108
Visitors (3 per Day)	3	3	6
Export for Final Processing (1 per Day), (b)	1	1	2
Waste Disposal (1 per Day)	1	1	2
Material / Supply Deliveries (1 per Day), (c)	1	1	2
Material / Supply Deliveries (1 per Day), (d)	1	1	2
Material / Supply Deliveries (1 per Day), (e)	1	1	2
Totals:	62	62	124
“Net” Change (Proposed - Existing):	+27	+27	+54

(a) Based on the existing ridership of 1.4 employees per vehicle

(b) Cannabis flower export (16’ box truck, 1 per day)

(c) Soil, fertilizer & planting pots (40’ semi-truck trailer, 3 per month)

(d) Propane, dry ice, waste treatment, misc. supplies (16-20’ flatbed/box truck, 6 per month)

(e) Misc. administrative & cult. Supplies (daily FedEx delivery truck, 20 per month)

The data in Table 1 indicates that the historic flower/avocado cultivation operations generated about 70 daily trips (two-way trip ends). It’s estimated the proposed cannabis cultivation operations will generate approximately 124 daily trips. This represents a “worse-case” scenario when all export trips and supply truck deliveries would occur on the same day. As previously stated, many of the material / supply deliveries will only occur once a week. Again, since the work hours are from 7:00 AM to 3:30 PM there will be negligible traffic on the local street system during the typical morning (7-9 AM) and afternoon (4-6 PM) commuter peak periods. It’s also noted that only about 85% of the work force will work on Fridays (due to staggered days schedule).

The applicant has also prepared a “Primary Truck Delivery Route Traffic Map” that illustrates the route to and from US 101 (copy attached). The primary route includes Foothill Road (west of project site), Nidever Road, Via Real and Padaro Lane. Employees will also be required to use this route. An exhibit illustrating the on-site truck access was also developed (copy attached).

County Trip Generation Rates

The County has published the Carpinteria Valley Greenhouse Program Final EIR, which includes trip generation rates for greenhouse operations. The rates were developed from studies conducted in Santa Barbara and Ventura Counties (including sites in the Carpinteria area). The daily trip rate in the Final EIR is 0.27 trips (ADT, average daily traffic) per 1,000 SF. The total area to be used for the proposed cannabis cultivation operation is 347,647 SF (264,500 + 58,396 + 24,751). Using the County greenhouse trip rate the cannabis cultivation project would generate approximately 94 daily trips (two-way trip ends). Therefore, the trip generation for the proposed project operations will generate about 32% more trips than generated using the County trip rate.

Access Evaluation

As previously stated, primary access is currently provided via an existing driveway (30') on Foothill Road (SR 192). This section of Foothill Road has a relatively straight horizontal and level vertical alignment, with a posted speed limit of 40 mph and double yellow centerline. Information provided by the project applicant indicates that the County and Caltrans have approved the existing driveway for continued use, with no modifications. A review of sight distance was conducted using criteria in the Caltrans Highway Design Manual (HDM, Chapters 200 and 400). Stopping sight distance is the minimum distance required by a driver to bring a vehicle to a complete stop after an object on the roadway has become visible (HDM, Table 201.1). Corner sight distance is the minimum time required for a waiting vehicle (e.g. at a driveway) to either cross all lanes of through traffic, or cross the near lanes and turn left or right “without requiring through traffic to radically alter their speed” (HDM, Table 405.1A). The Caltrans HDM states that at rural driveways “the minimum corner sight distance shall be equal to the stopping sight distance” (Topic 405.1-2c).

The sight distance along Foothill Road at the project site driveway was measured graphically using available aerial photography. Stopping sight is visible for at least 450' east and west of the driveway (adequate for 50-55 mph). The corner distance is also acceptable for the posted speed limit (40 mph). Therefore, the sight distance for vehicles traveling along Foothill Road and exiting the project site driveway complies with the Caltrans sight distance criteria. A review of sight distance for the secondary access road connection to Via Real was also conducted using available aerial photography and “street view” images. This section of Via Real has a relatively level vertical alignment, with a large horizontal curve (R=2,000' & L=1,400'). The sight distance for vehicles traveling along Via Real and exiting the secondary access road is adequate for the posted speed limit (40 mph) and complies with the Caltrans sight distance criteria.

Project Site TDM Plan

As previously described, the project applicant proposes the following TDM measures to minimize the number of daily vehicle trips to and from the project site:

- Staggered Days Schedule (2 work shifts)
- Provide Incentives to Employees for Ridesharing
- On-Site Bicycle Parking and Storage Facilities

Implementation of these TDM measures will reduce the overall trip generation associated with the proposed cannabis cultivation operations.

Please contact my office with any questions or comments regarding the project site trip generation estimates or Project Site TMP Plan.

Pinnacle Traffic Engineering



Larry D. Hail, CE, TE, PTOE
President



ldh:msw

Attachment Material: Breakdown of the truck Types, Sizes and Uses
Primary Truck Delivery Route Traffic Map
On-Site Truck Access Exhibit
Secondary Access Road “Access Road Map Series”

Cresco/SLO Cultivation

Truck/Traffic Schedule

Table 1- Materials/Supply Importation





Vehicle Use	Number/Frequency of Trips	Vehicle Type	Typical Photo	Notes
Soil Delivery	1 Trip Per Month	40-ft Semi Tractor Trailer		
Fertilizer Delivery	1 Trip Per Month			
Planting Pot Delivery	1 Trip Per Month			
Propane Delivery	1 Trip Per Month	20-ft Flatbed Truck		Propane used primarily for onsite fork-lift.
Water Treatment Vessels	1 Trip Per Month			Tank swap out for de-ionization system.
Misc. Cultivation Supplies	2 Trips Per Month			
Dry Ice Delivery	2 Trips Per Month	16-ft Refrigerated Box Truck		Assists in handling of fresh-frozen cannabis flower.
Misc. Small Administrative or Cultivation Supplies	1 Trip Per Business Day/20 Trips Per Month	Marborg Roll-off Truck		
Total	29 Trips Per Month = Avg. 2-3 Trips Per Business Day			

Table 2- Cannabis/Waste Export




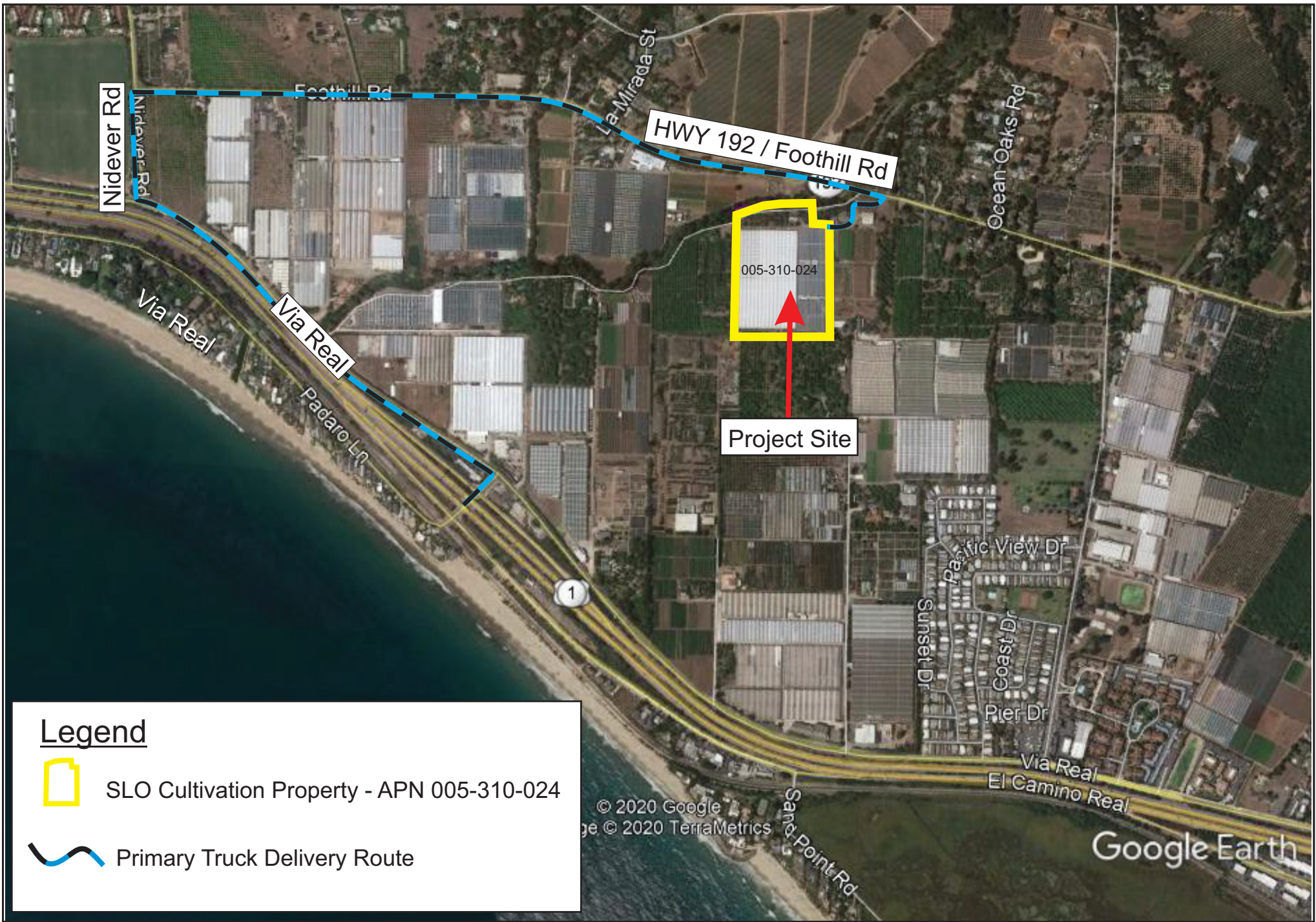
Vehicle Use	Number/Frequency of Trips	Vehicle Type	Typical Photo	Notes
Cannabis Flower Export	1 Trip Per Day	16-ft Box Truck		Vacuum sealed packages of cannabis flower loaded directly from greenhouses to refrigerated trucks/trailers.
Waste Disposal	6 Trips Per Month	Marborg Roll-off Truck		
Total	26 Trips Per Month = Avg. 1-2 Trips Per Day			

Table 3- Daily Employee & Visitor Traffic

Vehicle Use	Number/Frequency of Trips	Vehicle Type	Typical Photo	Notes
Single-occupancy Employee Trips	54 Trips Per Day	Passenger Vehicle/Truck		Based on existing rates of voluntary employee carpooling (1.4 passengers per vehicle) the 75 daily employees are expected to generate 54 trips. Cresco will offer employee incentives as a reward for carpooling with other onsite employees.
Visitors	3 Trips Per Day	Passenger Vehicle/Truck		



Legend

 SLO Cultivation Property - APN 005-310-024

 Primary Truck Delivery Route

PREPARED BY SCS ENGINEERS
 SEPTEMBER 2020
 GOOGLE EARTH IMAGERY 8/19/2019
 SCS ENGINEERS



SLO CULTIVATION - CARPINTERIA
 SANTA BARBARA COUNTY, CALIFORNIA
 0' 450' 900' 1,800'

PRIMARY TRUCK DELIVERY ROUTE
 TRAFFIC ROUTE MAP



Small Supply Deliveries- 1 Trip Per Day



Coco Soil, Fertilizer, and Planting Pots- 3 Trips Per Month



Propane, Water Treatment, Misc. Supply Deliveries- 4 Trips Per Month



Small Supply Deliveries- 1 Trip Per Day



Coco Soil, Fertilizer, and Planting Pots- 3 Trips Per Month

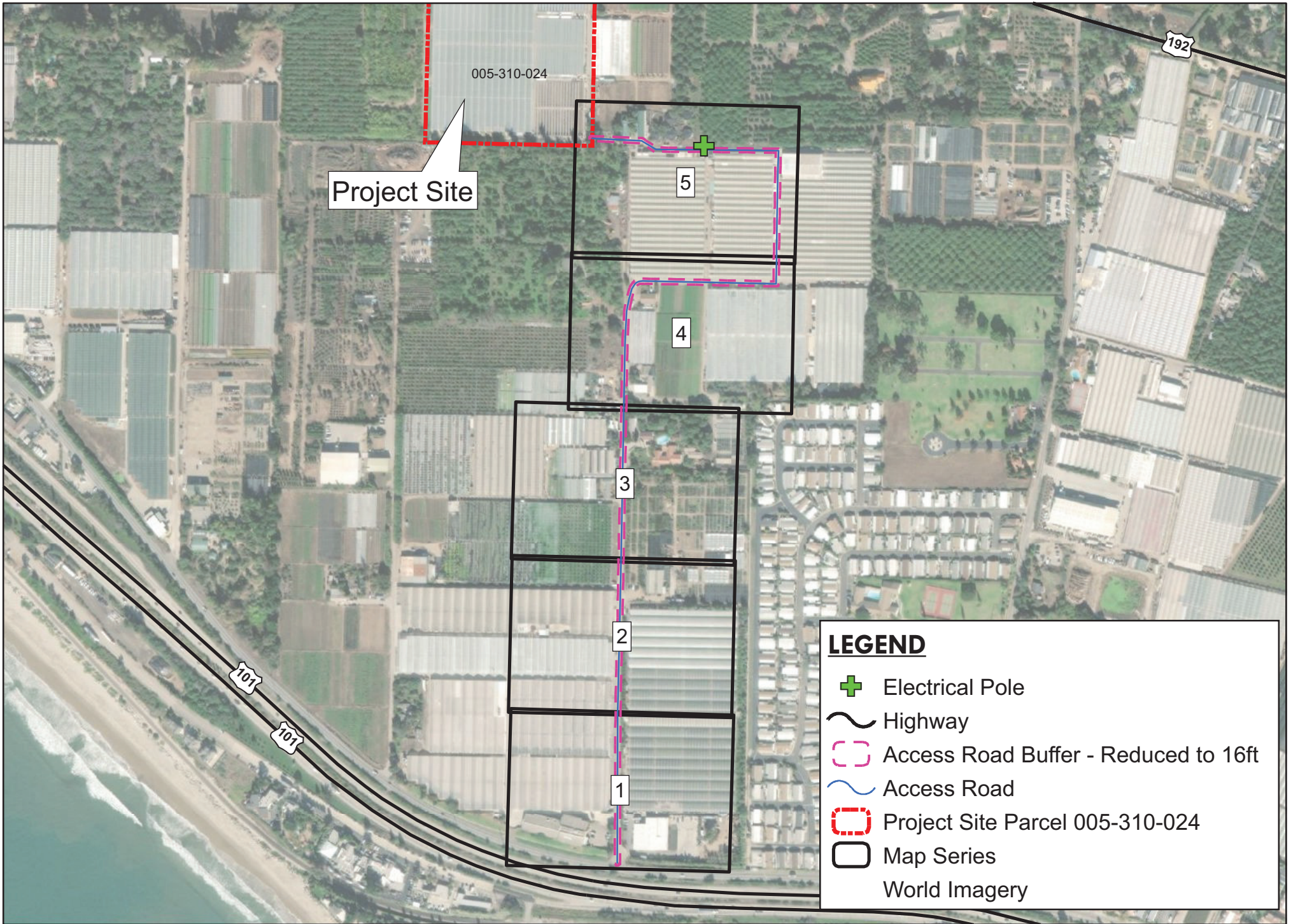


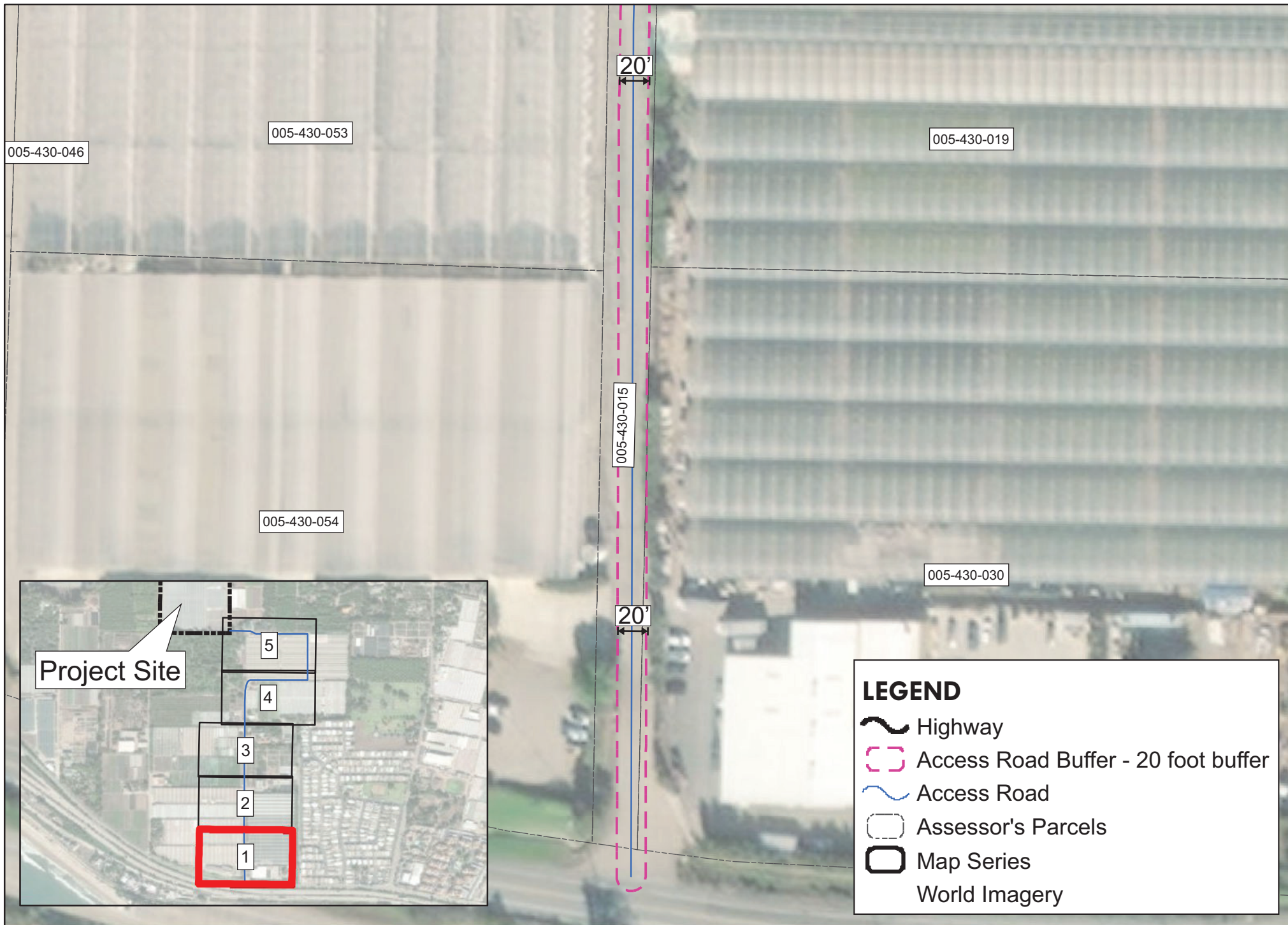
Propane, Water Treatment, Misc. Supply Deliveries- 4 Trips Per Month

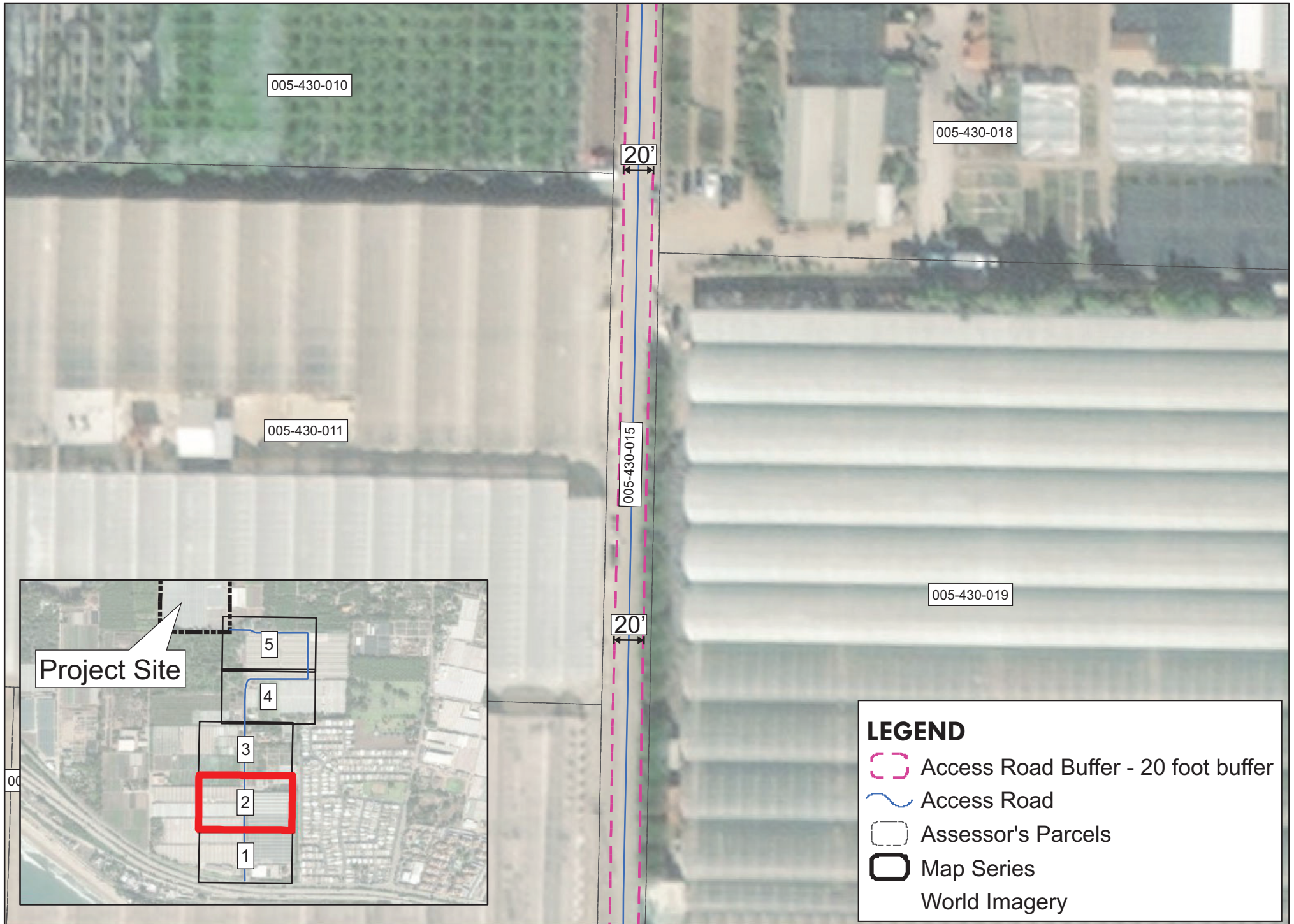


Typical cannabis export truck- 1 Trip Per Day






Typical dry ice delivery truck- 2 Trips Per Month







LEGEND

-  Access Road Buffer - 20 foot buffer
-  Access Road
-  Assessor's Parcels
-  Map Series
-  World Imagery







Project Site

005-310-024

005-310-026

005-320-042

005-320-041

20'

16'

20'

005-430-043

© 2020 Google

Google

Project Site

5

4

3

2

1

LEGEND

- Electrical Pole
- Access Road Buffer - 20 foot buffer
- Access Road Buffer - 16 foot buffer
- Access Road
- Project Site Parcel 005-310-024
- Assessor's Parcels
- Map Series
- World Imagery