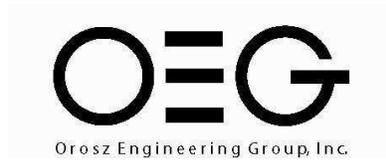


Attachment 8



OEG Ref 15-301

April 13, 2015

Stephanie Kiel
Ethnobotanica
1961 Main Street, Suite 239
Watsonville, CA 95076

Subject: Trip Generation Assessment – 2122 Hutton Road Medical Marijuana Dispensary,
Nipomo; County of San Luis Obispo, California

Dear Ms. Kiel:

Orosz Engineering Group, Inc. (OEG) would like to thank you for the opportunity to provide the following letter report for the proposed Medical Marijuana Dispensary located at 2122 Hutton Road, Nipomo. We have reviewed the information that you provided and based on our local knowledge prepared the following trip generation and parking assessments of the project. The following information should allow the County of San Luis Obispo to evaluate the potential traffic and parking related impacts of your project.

Project Description

The proposal includes the conversion of a previous 2,636 square foot construction company office unit to a medical marijuana dispensary. The site is zoned commercial services. The site is located at 2122 Hutton Road in Nipomo. The hours of operation of the project are 11:00 AM to 6:00 PM seven days per week.

Trip Generation Assessment

To estimate the number of project related traffic trips associated with the proposed land, the Institute of Transportation Engineers (ITE) reference, Trip Generation: An Informational Report 9th Edition was used. The ITE reference provide trip generation rates for a number of land uses on a Daily and PM peak hour basis. As the offices are not open to the public during the AM peak hours (7-9AM), the trips generated during this time frame was assumed to be zero.

ITE does not have a land use code for a medical marijuana dispensary. The proposed land use is closer to a medical office use than a specialty retail use. The Medical Office ITE trip data was used for this analysis as the Medical Office land use generates more PM peak hour trips than the Specialty Retail use. While the daily traffic estimate would be slightly higher using the Specialty Retail trip rates, the project hours of operation are limited, so that the project trip generation would more closely resemble the medical office rates.

The trip generation rates for a medical office, ITE code 720, are 36.13 trips per 1,000 square feet on a daily basis with 3.57 trips per 1,000 square feet during the PM peak hour. Based on these factors, the project is expected to add a total of 95 daily trips with 10 PM peak hour trips (3 toward the site and 7 away from the site).

Attachment 8

Ms. Stephanie Kiel

April 13, 2015

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The peak direction traffic volumes during the PM peak hour along Hutton Road would be less than or equal to five peak hour trips. At traffic levels of less than five peak hour trips, the project traffic results in the less than the smallest number of trips that can be reasonably tracked through the road system with any reliability on a daily or peak hour basis. At these trip levels, the project would not noticeably impact the existing road system operation.

Therefore based on the amount of peak hour traffic associated with the project site, no significant impacts would be created with the addition of the project traffic on existing or future traffic conditions.

Parking Requirements

The project has a total of 11 dedicated parking spaces for this office space. The County has a parking requirement of 1 space per 300 square feet of sales area with 1 space per 600 square feet of storage areas. Based on the site plan and space usage of the tenant space, approximately 50% of the 2,136 square feet is dedicated to sales uses with the remainder dedicated to storage or non-sales areas. Based on this 50/50 split of uses, the project parking requirements would be a total of six spaces. ($1068 \text{ SF} / 300 \text{ SF} = 4$, $1068 \text{ SF} / 600 = 2$ spaces). As the project has more parking spaces than the County code requires, an adequate parking supply would exist.

Summary

As shown above, the project is expected to generate an insignificant amount of peak hour trips. Additionally, the project site has historically generated some project traffic so not all of the current project traffic would be considered new or added to the surrounding street system. No project specific impacts are expected.

The proposed project parking requirements are less than the proposed parking supply. An adequate parking supply is provided so that no parking impacts are anticipated.

This concludes our traffic and parking assessment for the Ethnobotanica medical marijuana dispensary. Should you have any questions or require additional information, please feel free to contact us directly.

Sincerely,

Orosz Engineering Group, Inc.

Stephen A. Orosz, PE
Traffic Engineer