June 20, 2022

Ms. Autumn Karcey
Lake County Development Company
12672 Highway 29
Lower Lake, CA 95457

Trip Generation Estimate for the Alchemy 29 Cannabis Processing Facility

Dear Ms. Karcey;

As requested, W-Trans has prepared a trip generation assessment for the proposed cannabis processing facility to be located at 12672 SR 29 in the County of Lake. The purpose of this letter is to evaluate the project's trip generation potential, as currently proposed, versus the previous use of the site for plastic manufacturing to determine if additional transportation analysis may be required. The following analysis was completed in accordance with criteria and methodologies typically accepted by the County of Lake and Caltrans District 1 and is consistent with standard traffic engineering techniques.

Project Description

The project site is located on the east side of SR 29 between the community of Hidden Valley and the City of Clearlake and is accessed from a driveway on SR 29 opposite Murphy Springs Road. The site has historically been occupied by Parker Plastics, a plastic manufacturing company with an employment of approximately 40 persons. The proposed project would repurpose the existing industrial facilities into cannabis processing and supporting uses; no new buildings would be constructed as part of the project. The Alchemy 29 processing operation is envisioned to employ 20 full-time year-round employees and an additional five part-time employees during the peak harvest season, which would occur during the months of September and October. The facility would operate between the hours of 9:00 a.m. and 7:00 p.m. Monday through Saturday and between 12:00 p.m. and 5:00 p.m. on Sundays.

The project site plan is enclosed for reference and a summary of the size and proposed use of each individual warehouse building is provided in Table 1.

Table 1 – Building Use Summary

Suite	Size (sf)	Proposed Use
Building 1	3,200	Cannabis Processing
Building 2	2,400	Cannabis Processing
Building 3	9,000	Cannabis Processing
Building 4	7,500	Cannabis Processing
Building 5	15,000	Cannabis Manufacturing & Distribution
Building 6	3,600	General Storage
Building 7	25,000	Cannabis Processing
Total	**65,700**	

Notes: sf = square feet

Trip Generation

Standard ITE Rates

The trip generations for the previous plastic manufacturing use and the proposed project were estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021. These rates were developed using data collected at numerous sites throughout the country and are considered the industry standard methodology for conducting trip estimates. The existing and proposed uses are similar in that they could both be classified as light industrial uses, and since the size of the existing facilities would not change, it would be reasonable to expect that the proposed project would generate a similar number of trips to the previous operation; however, the individual uses of the various buildings were considered separately to provide a more detailed estimate of the potential change in trip generation.

Standard ITE rates for "Manufacturing" (LU #140) were applied to the cumulative floor area of the existing buildings to estimate the trip generation associated with the previous use of the site for plastic manufacturing and to the floor area of Building 5 under the proposed condition. Standard rates for "Warehousing" (LU #150) were applied to the proposed storage space in Building 6 and rates for a new land use published in the 11th Edition of the *Trip Generation Manual* called "Marijuana Cultivation and Processing Facility" (LU #190) were applied to the floor area of the remaining buildings slated for cannabis processing. The ITE description for the cultivation and processing land use states, "A marijuana cultivation and processing facility is a free-standing facility where marijuana is propagated, planted, grown, harvested, dried, cured, graded, labeled, tagged for tracking, or trimmed. A facility can provide all or any combination of these functions. The facility also includes the processing of raw product into useable marijuana, marijuana concentrates, and marijuana-infused products." Although the proposed project does not include any cultivation uses, the processing of cannabis is clearly identified as a component of the land use description so the rates were determined to be applicable to the proposed project. It should be noted that the Manual does not specify a daily rate for this land use so the daily rate for the Manufacturing land use was retained given the similarity in the peak hour rates.

As shown in Table 2, application of standard ITE rates indicates that the proposed project would be expected to generate an average of 301 trips per day, including 43 trips during the weekday a.m. peak hour and 42 trips during the weekday p.m. peak hour. Compared to the previous use of the site for plastic manufacturing, the proposed project would be expected to result in 11 fewer daily trips on average with two fewer trips during the a.m. peak hour and seven fewer trips during the p.m. peak hour. As is the case with all standard trip generation rates, trips associated with all aspects of the use are included in the independent variable, including employees, deliveries, shipments, visitors, and other activities necessary for operation of the use.

Table 2 – ITE Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Previous											
Manufacturing	65.7 ksf	4.75	312	0.68	45	34	11	0.74	49	15	34
Proposed											
Manufacturing	15.0 ksf	4.75	71	0.68	10	8	2	0.74	11	3	8
Warehousing	3.6 ksf	1.71	6	0.17	1	1	0	0.09	1	0	1
Cultivation and Processing	47.1 ksf	4.75	224	0.69	32	30	2	0.64	30	8	22
Total Proposed			*301*		*43*	*39*	*4*		*42*	*11*	*31*
Net New Trips (Proposed-Previous)			**-11**		**-2**	**5**	**-7**		**-7**	**-4**	**-3**

Note: ksf = 1,000 square feet

Site-Specific Trip Estimate

Application of standard ITE rates based on floor area indicates that the proposed project would generate a similar number of trips to the previous use of the site, though slightly fewer during each peak hour and over the course of a typical day. However, the proposed uses are anticipated to require substantially less employees than plastic manufacturing and the proposed project would also have a peak season, something that the previous use did not have, so consideration was given to the site-specific operational parameters associated with the project.

Based on information provided, it is understood that 20 full-time year-round employees are anticipated along with five part-time employees during the peak harvest season, which would occur for approximately two months a year. One or two visitors are expected on a typical day and truck traffic is expected to consist of up to two shipments or deliveries per day during typical operation and up to five deliveries on a peak day during harvest. Accounting for three daily trips per each employee, which assumes that half of the employees would be responsible for a single round trip to leave and return to the site for lunch or a personal errand, 25 peak harvest employees would be expected to result in 75 daily trips. Two visitors would result in four daily trips (one each when arriving and departing), and five truck deliveries would generate 10 daily trips. Added together, the proposed project would be expected to generate 89 daily trips on a peak harvest day, which is well below what was estimated for the previous plastic manufacturing facilities based on application of standard ITE rates using floor area.

Conclusions

The proposed project would be expected to result in fewer daily and peak hour trips than the previous use of the site for plastic manufacturing based on application of standard ITE rates, and even less trips based on site-specific operational parameters for a peak harvest day. Although no longer considered for assessing CEQA impacts, given that the proposed project would be expected to result in fewer daily and peak hour trips than the previous use of the site, it is reasonable to conclude that the proposed project would have an acceptable effect on operation of the surrounding roadway network.

Thank you for giving W-Trans the opportunity to provide these services. Please do not hesitate to reach out if you have any questions.

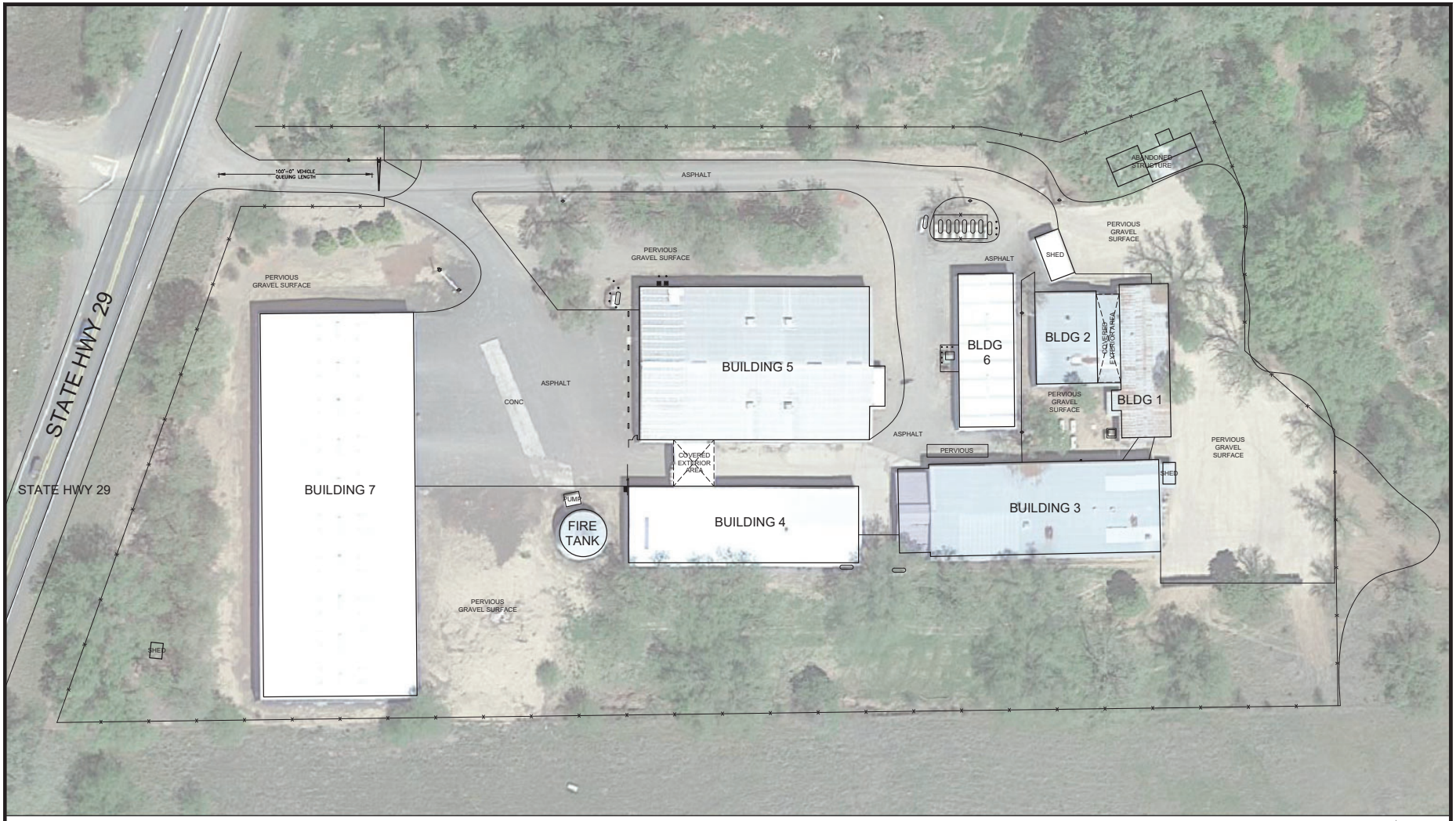
Sincerely,

Cameron Nye, EIT
Associate Engineer

Dalene J. Whitlock, PE, PTOE
Senior Principal

DJW/cn/LKX090.L1

Enclosures: Site Plan



1 FACILITY SITE PLAN
1" = 30'-0"

0 30' 60'

NORTH

LAKE CO DEVELOPMENT

ALCHEMY 29 PROCESSING FACILITY
FORMER PARKER PLASTICS FACILITY OCCUPANCY
12672 STATE HWY 29
LOWER LAKE, CA 95457

FACILITY SITE PLAN

DATE ISSUED	1 NOV 15
DRAWN BY	RJL
CHECKED BY	RJL
JOB NO.	21028

AS-01