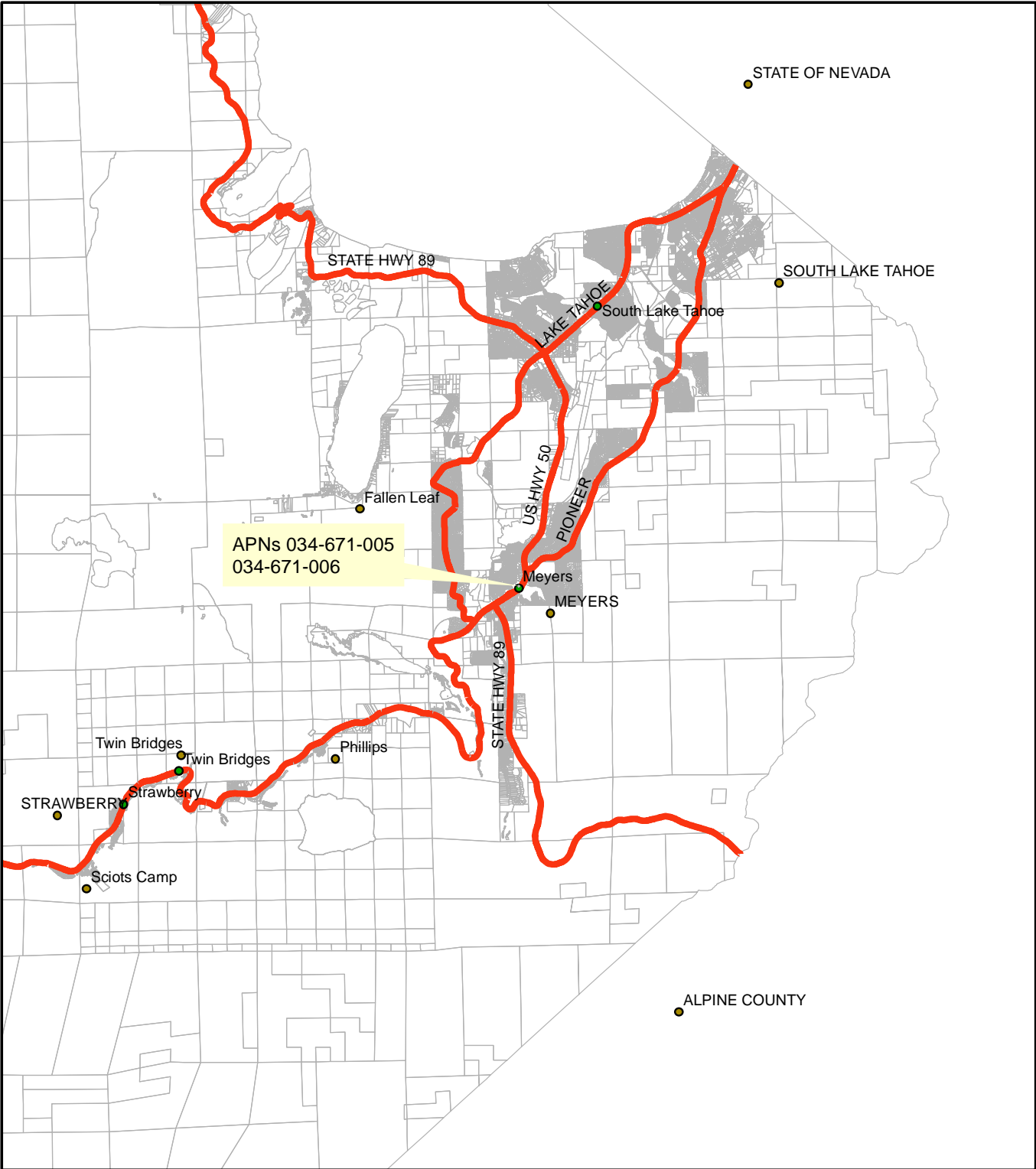


# CCUP21-0001 Exhibit A: Vicinity Map

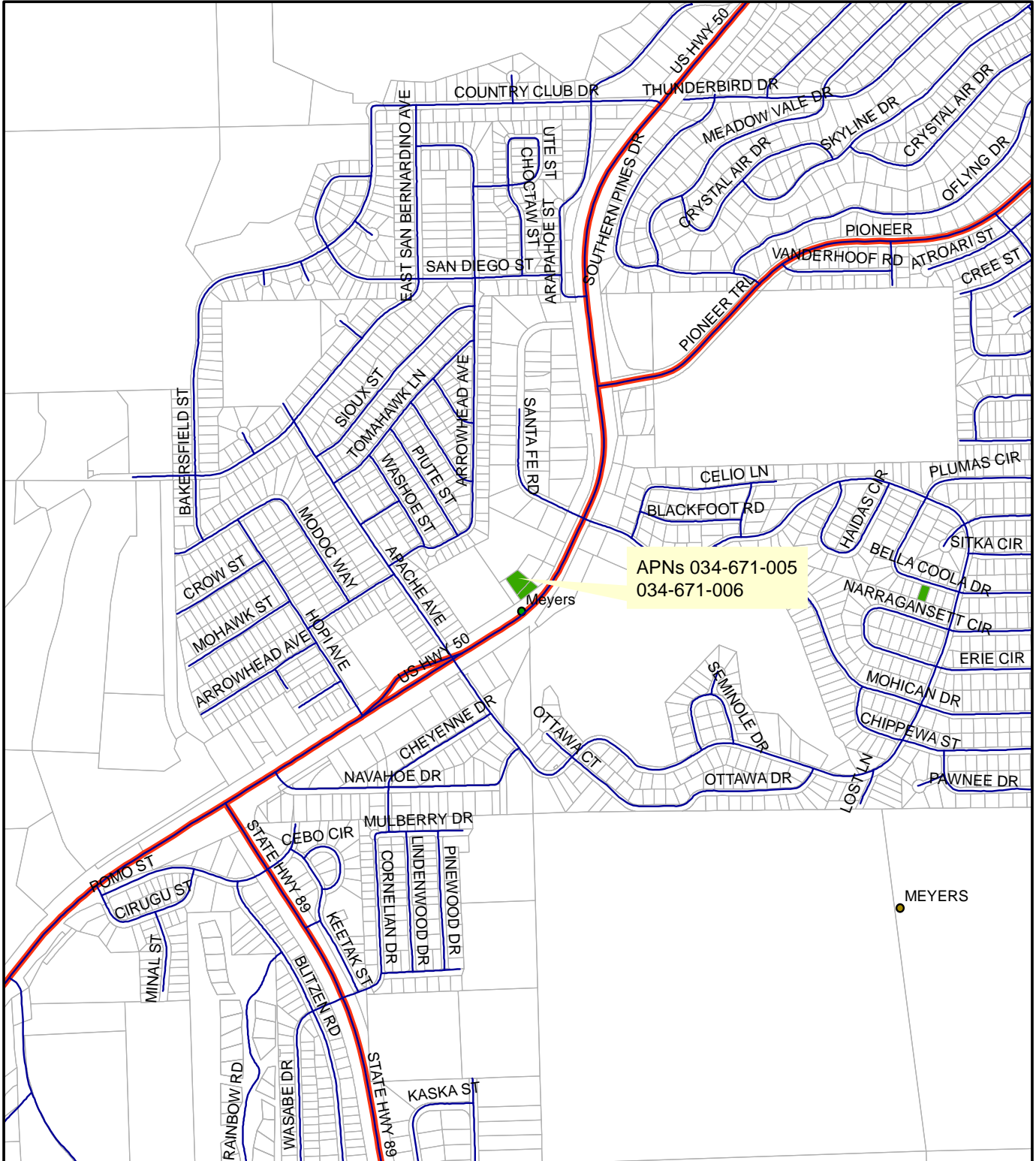


- placenames
- PLACENAMES
- major\_roads
- prclbase



CCUP21-0001  
 Embarc Meyers  
 Prepared By Aaron Mount

# CCUP21-0001 Exhibit B: Location Map



- placenames
- curroads
- PLACENAMES
- major\_roads
- prclbase



CCUP21-0001  
 Embarc Commercial Cannabis Retail Stoeffront  
 Prepared By Aaron Mount



# CCUP21-0001 Exhibit C: Aerial Map



- placenames
- gpsroads
- major\_roads
- prclbase



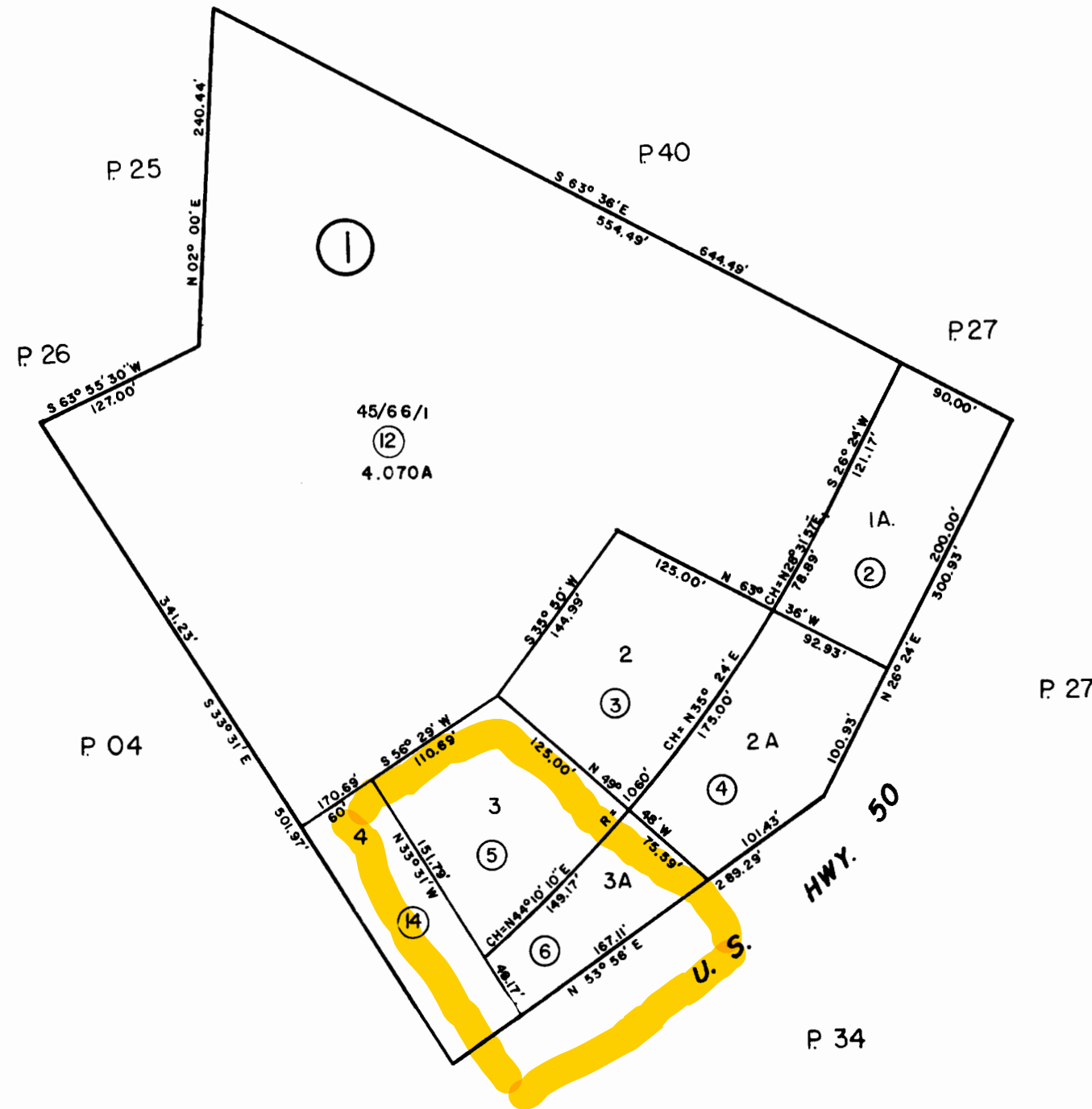
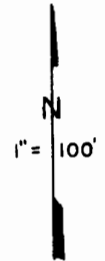
CCUP21-0001  
Embarc Commercial Cannabis Retail Stoefront  
Prepared By Aaron Mount

0 0.01 0.02 0.04 Miles

# CCUP21-0001 Exhibit D

TAHOE PARADISE UNIT N° 18A.  
(RE-SUBDIVISION)  
POR. SEC. 29, T. 12 N., R. 18 E., M. D. B. & M.

34:67

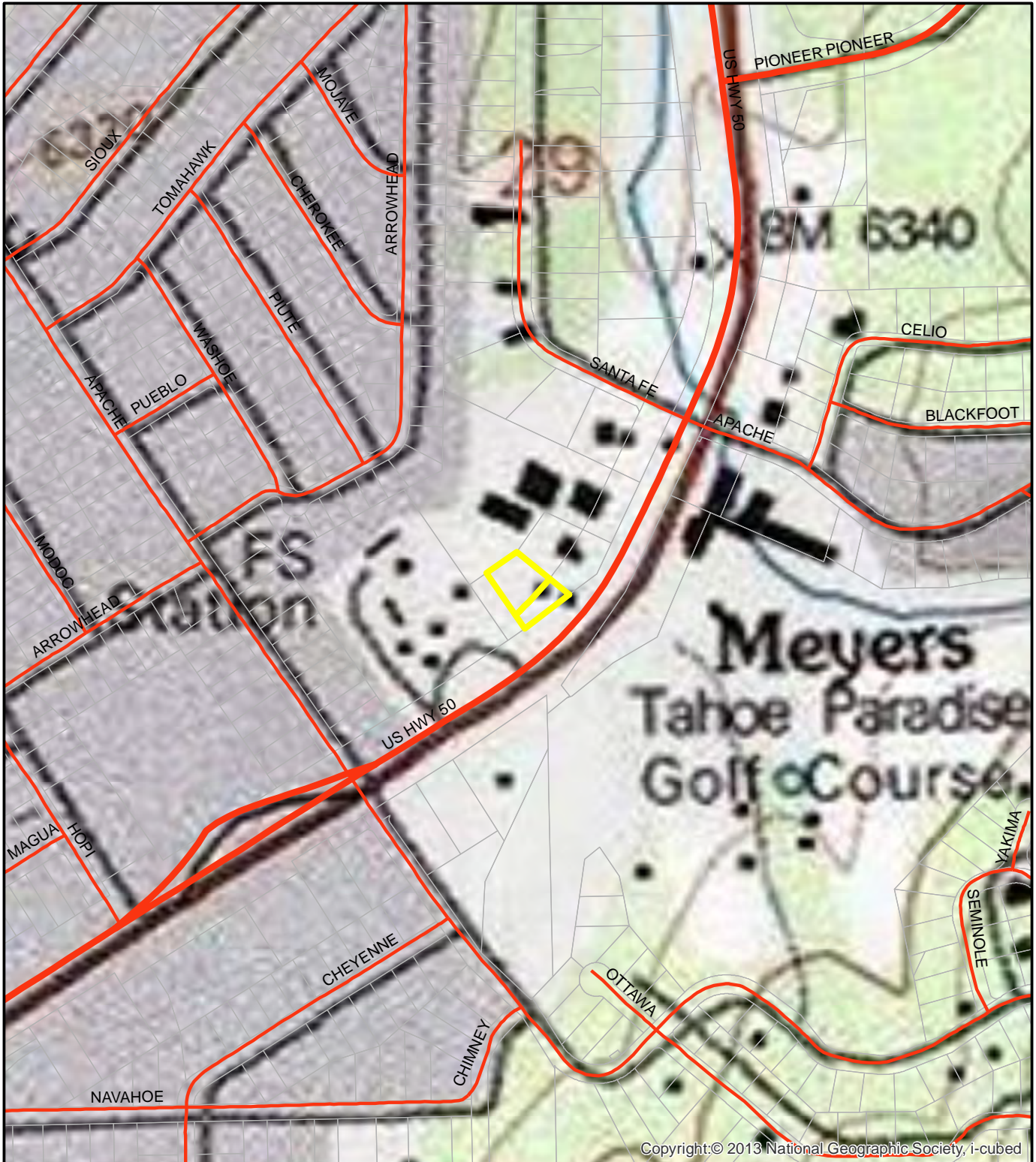


NOTE. FOR M/R & W/R SEE P. 74

Assessor's Map  
County of El Dorado, Calif.



# CCUP21-0001 Exhibit E: USGS Topographic Map



- placenames
- gpsroads
- major\_roads
- prclbase

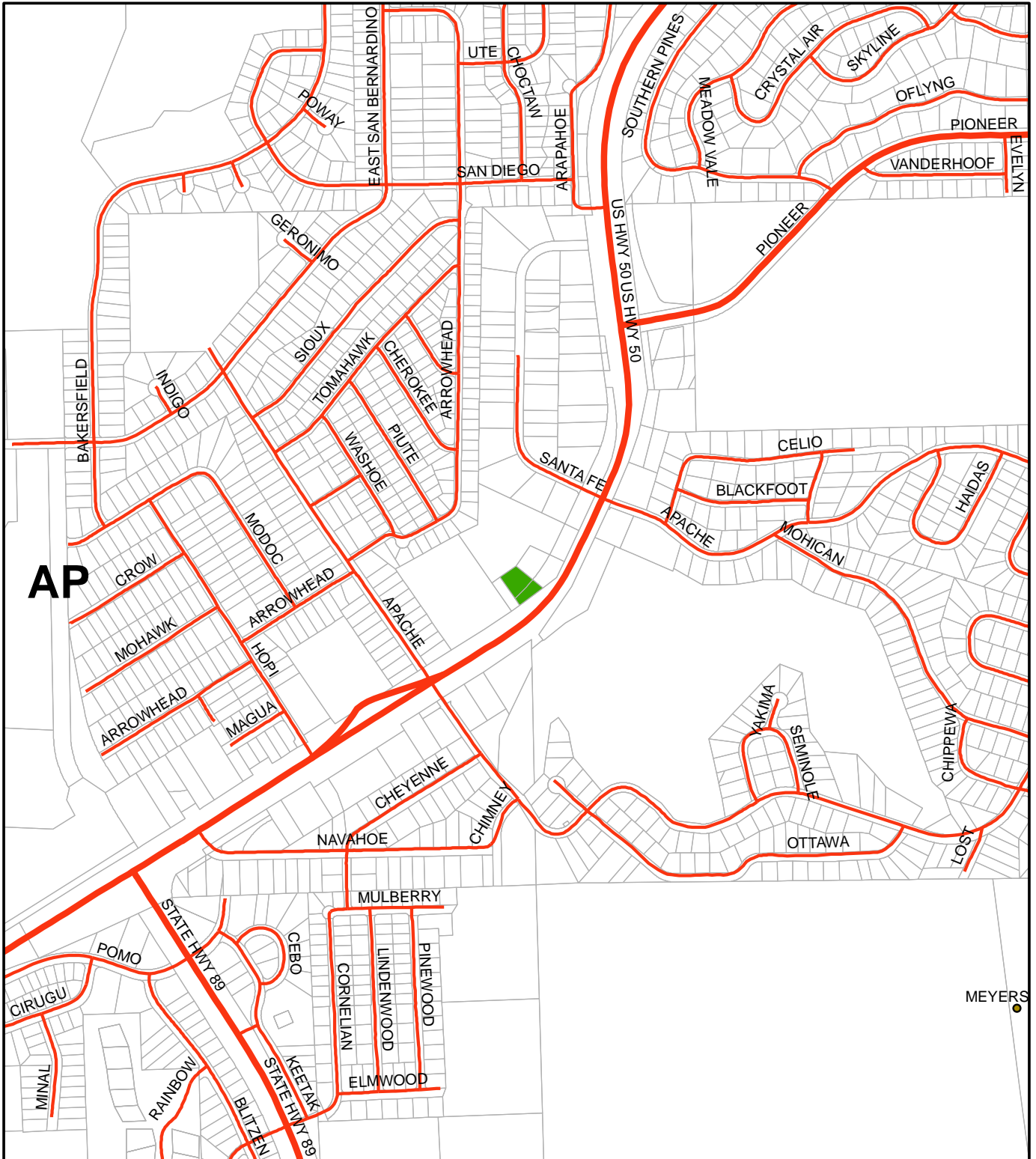
USA Topo Maps



CCUP21-0001  
Embarc Commercial Cannabis Retail Stoeffront  
Prepared By Aaron Mount

0 0.025 0.05 0.1 Miles

# CCUP21-0001 Exhibit F: General Plan Land Use Map



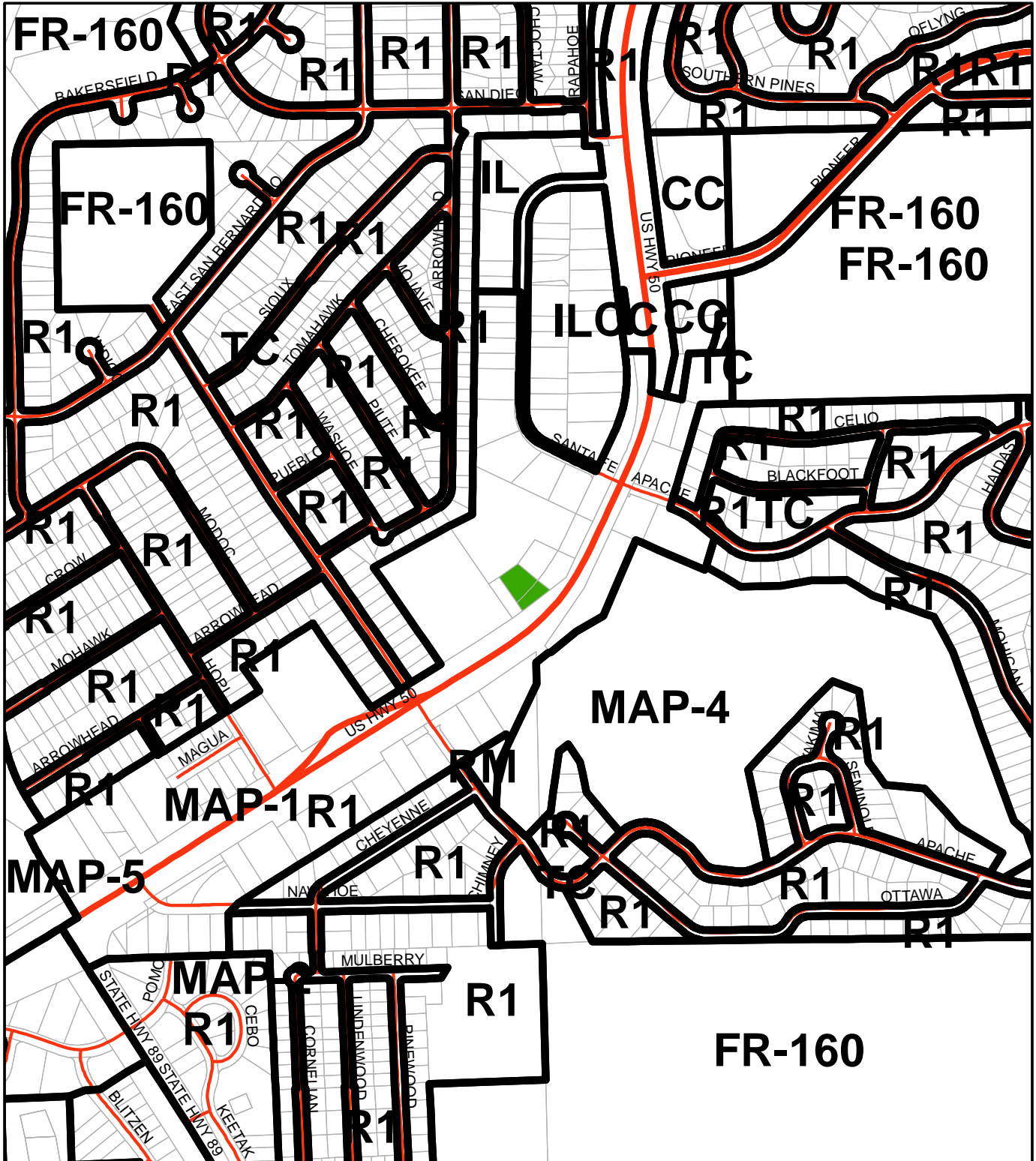
- placenames
- ludesign
- gpsroads
- major\_roads
- prclbase







CCUP21-0001  
Embarc Commercial Cannabis Retail Stoefront  
Prepared By Aaron Mount




# CCUP21-0001 Exhibit G: Zone District Map



-  placenames
-  zonedes
-  gpsroads
-  major\_roads
-  prclbase

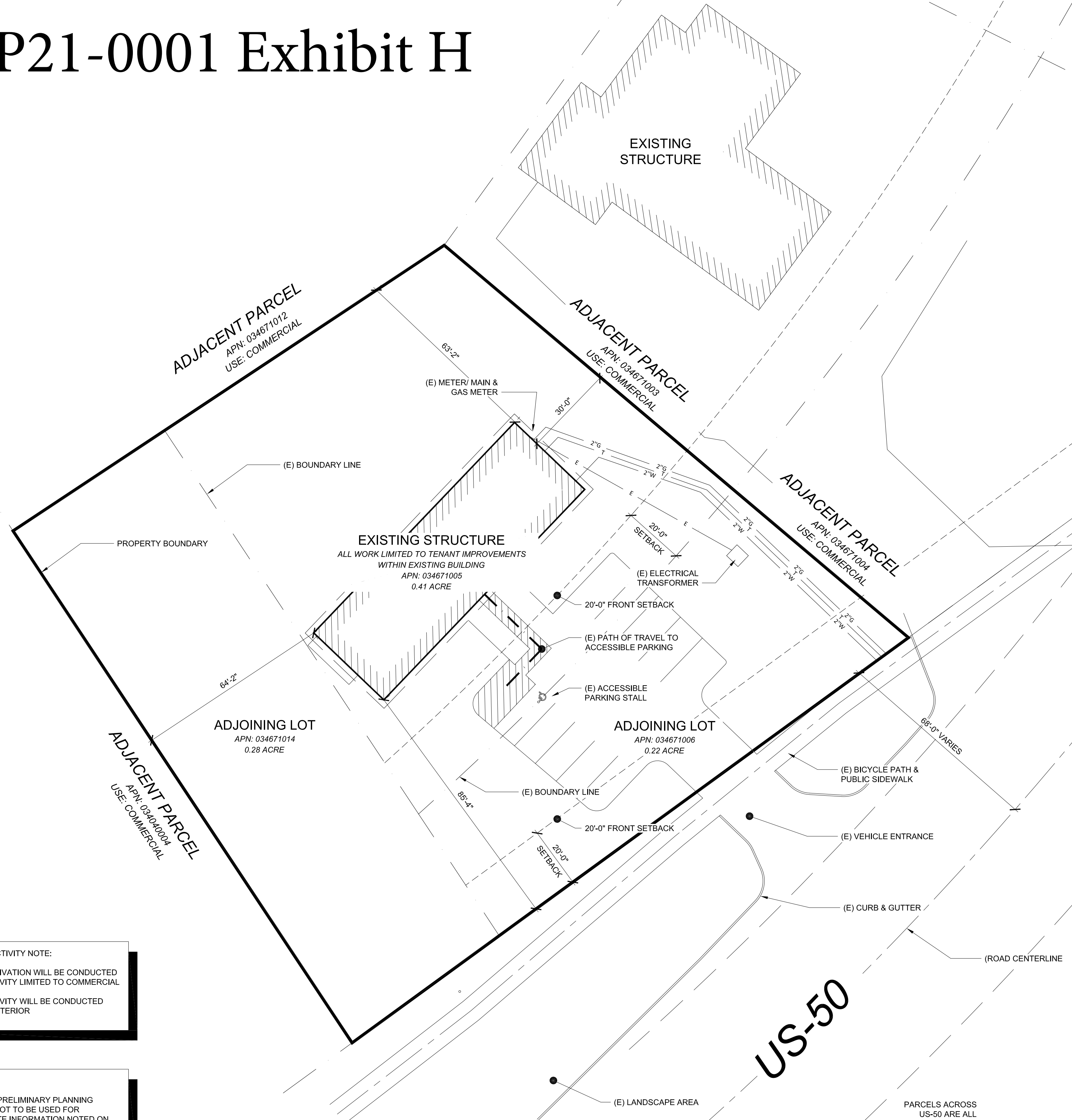


CCUP21-0001  
 Embarc Commercial Cannabis Retail Stoefront  
 Prepared By Aaron Mount





# CCUP21-0001 Exhibit H



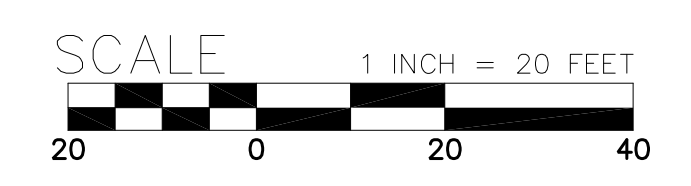
**CANNABIS BUSINESS ACTIVITY NOTE:**

1. NO CANNABIS CULTIVATION WILL BE CONDUCTED
2. ALL CANNABIS ACTIVITY LIMITED TO COMMERCIAL BUSINESS
3. ALL CANNABIS ACTIVITY WILL BE CONDUCTED WITHIN BUILDING INTERIOR

**SITE PLAN DISCLAIMER:**

THIS SITE PLAN IS FOR PRELIMINARY PLANNING PURPOSES ONLY AND NOT TO BE USED FOR CONSTRUCTION. ALL SITE INFORMATION NOTED ON THIS PAGE WAS COLLECTED THROUGH COUNTY IMAGERY, GIS DATA, AND PARCEL RECORDS. NO SURVEY OF THE PROPERTY HAS BEEN CONDUCTED.

1 PRELIMINARY SITE PLAN  
1" = 20'



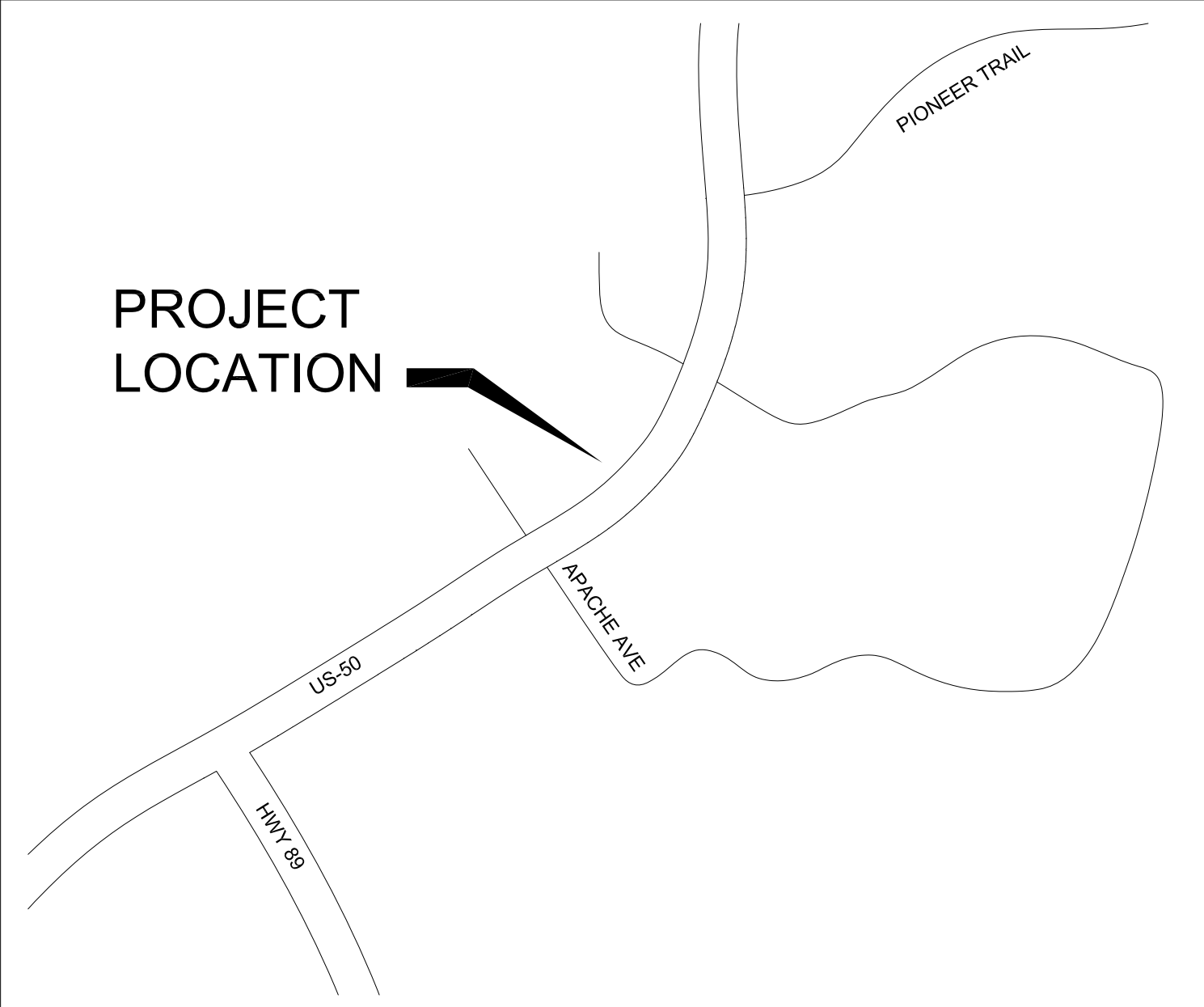
## INDEX OF DRAWINGS

- A00 PRELIMINARY SITE PLAN
- A01 EXISTING FIRST AND SECOND FLOOR PLANS
- A02 PROPOSED FIRST AND SECOND FLOOR PLANS

## PROJECT DATA

<b>APPLICANT INFORMATION</b>	
EMBARC MEYERS C/O GREGORY DAUM 3008 US HWY 50 MEYERS, CA (530) 600-3040	
<b>PROPERTY OWNER INFORMATION</b>	
LAD SIERRA, LLC MARJORIE DAUM & GREGORY DAUM	
<b>GENERAL PLAN:</b>	AP
<b>ZONE:</b>	MCP-1 (MAP-1)
<b>USE:</b>	MARIJUANA DISPENSARY
<b>OCCUPANCY GROUP:</b>	M
<b>SPECIAL REQUIREMENTS:</b>	NONE
<b>FIRE SPRINKLER:</b>	NOT SPRINKLERED
<b>FLOOR LEVELS:</b>	TWO (2) EXISTING
<b>ALLOWABLE:</b>	ONE (1)
<b>CONSTRUCTION TYPE:</b>	VB
<b>TOTAL GROSS BUILDING AREA:</b>	6,142 S.F.
<b>TOTAL OCCUPANT LOAD:</b>	103
<b>NUMBER OF EXITS REQUIRED:</b>	2
<b>NUMBER OF EXITS PROVIDED:</b>	2
<b>EGRESS WIDTH REQUIRED:</b>	20.6"
<b>EGRESS WIDTH PROVIDED:</b>	72"
<b>OCCUPANCY SEPARATIONS:</b>	NONE
<b>WALL CONSTRUCTION:</b>	
EXTERIOR WALLS	WOOD SIDING OVER WOOD FRAME
INTERIOR WALLS	5/8" GWB OVER WOOD STUD.
<b>OPENING PROTECTION:</b>	NONE
<b>MAX HEIGHT:</b>	42'-0"
<b>SETBACKS:</b>	
FRONT:	25'
SIDE	0
REAR	0
<b>ALLOWABLE AREA:</b>	
BASIC ALLOWABLE PER FLOOR	9,000
SPRINKLER INCREASE	N/A
FRONTAGE INCREASE	N/A
MAX. ALLOWABLE	9,000
<b>ACTUAL FLOOR AREA:</b>	
FIRST FLOOR	3,071 SF (EXISTING)
SECOND FLOOR	3,071 SF (EXISTING)
<b>UTILITY DISTRICT:</b>	SOUTH TAHOE PUD
<b>FIRE DISTRICT:</b>	LAKE VALLEY FPD
<b>SCHOOL DISTRICT:</b>	LAKE TAHOE UNIFIED

## VICINITY MAP



## SITE ACCESSIBILITY NOTES

1. ACCESSIBLE PATH OF TRAVEL (POT), AS INDICATED SHALL COMPLY WITH 11B-402 OF THE CALIFORNIA BUILDING CODE. POT SHALL BE AN IDENTIFIABLE ACCESSIBLE ROUTE WITHIN AN EXISTING SITE, BUILDING OR FACILITY BY MEANS OF WHICH A PARTICULAR AREA MAY BE APPROACHED, ENTERED AND EXITED, AND WHICH CONNECTS A PARTICULAR AREA WITH AN EXTERIOR APPROACH (INCLUDING SIDEWALKS, STREETS AND PARKING AREAS), AN ENTRANCE TO THE FACILITY, AND OTHER PARTS OF THE FACILITY. ACCESSIBLE PATH SHALL BE:
  - 1.1. THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT EXCEED 1:20 EXCEPT FOR SIDEWALKS, WHICH SHALL NOT EXCEED THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET OR HIGHWAY)
  - 1.2. CROSS SLOPE SHALL NOT EXCEED 1:48 (PER 11B-403.3).
  - 1.3. CLEAR WIDTH OF SIDEWALKS AND WALKS SHALL BE 48" WIDE MINIMUM (PER 11B-403.5.1).
  - 1.4. VERTICAL CHANGES IN LEVEL SHALL COMPLY WITH 11B-303.2 AND SHALL NOT EXCEED 1/2" MAXIMUM.
  - 1.5. BEVELED CHANGES IN LEVEL SHALL COMPLY WITH 11B-303.3 AND SHALL NOT EXCEED 1/2" MAXIMUM, TO INCLUDE A 1/2" VERTICAL AND 1/2" BEVELED WITH A SLOPE NOT EXCEEDING 1:2.
2. DOORS, DOORWAYS, AND GATES THAT ARE PART OF AN ACCESSIBLE ROUTE SHALL COMPLY WITH SECTION 11B-404, INCLUDING ALL GROUND LEVEL ENTRANCES AND EXITS.
3. PER 11B-203.5 MACHINERY SPACES, SPACES FREQUENTED ONLY BY SERVICE PERSONNEL FOR MAINTENANCE, REPAIR OR OCCASIONAL MONITORING OF EQUIPMENT SHALL NOT BE REQUIRED TO COMPLY WITH CHAPTER 11B OF THE CALIFORNIA BUILDING CODE.



**KM Architecture, Inc.**  
A Full Service Architectural Practice  
3987 Missouri Flat Road, Suite 340-345  
Placerville, CA 95667  
(530) 344-4073

These drawings are instruments of service and are the property of KM Architecture, Inc. All designs and other information on the drawings are for the use on the specified project and shall not be used otherwise without the expressed written permission of KM Architecture, Inc.  
Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimension and conditions on the job site, and this office shall be notified of any variations from the dimensions and conditions as shown on these drawings.

**EMBARC - MEYERS**  
3008 US-50  
SOUTH LAKE TAHOE, CA  
96150

## DESIGN CONCEPT

APN(S):  
034671005; 034671006;  
034671014

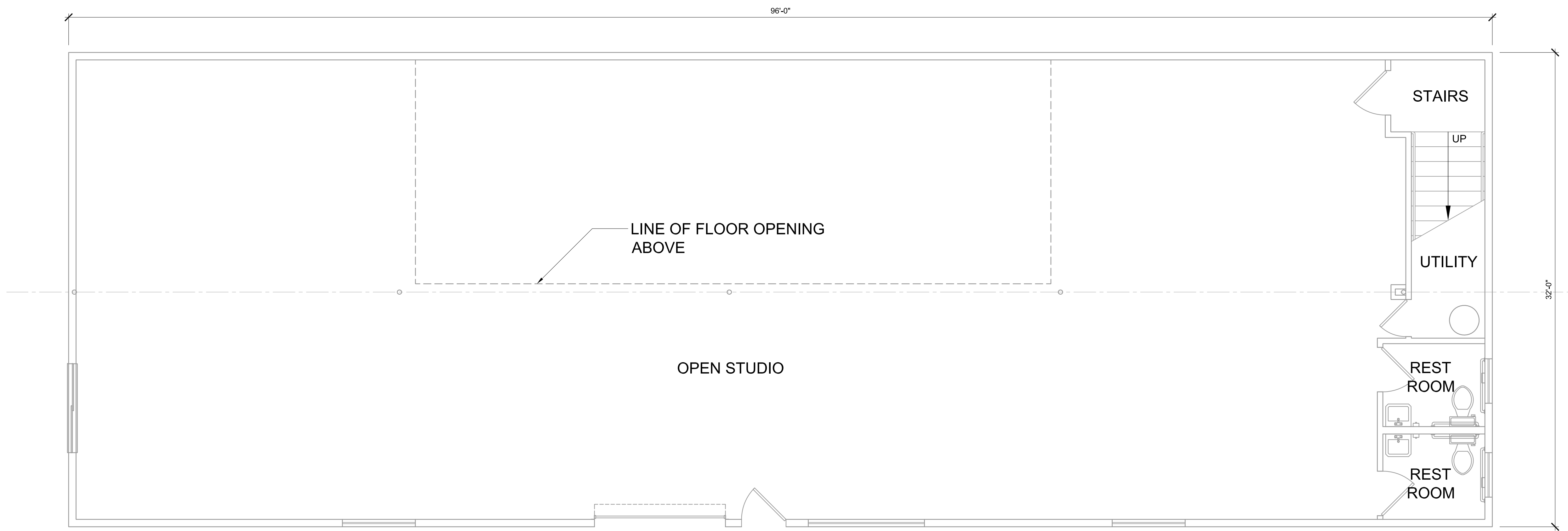
Project Manager  
KIRK MILLER  
Project Architect  
KIRK MILLER  
Scale  
AS NOTED  
Date  
06/24/2020  
Project Number  
20112.03

This drawing is not final, or to be used for construction until the Architect's or Engineer's seal and signature appear above.

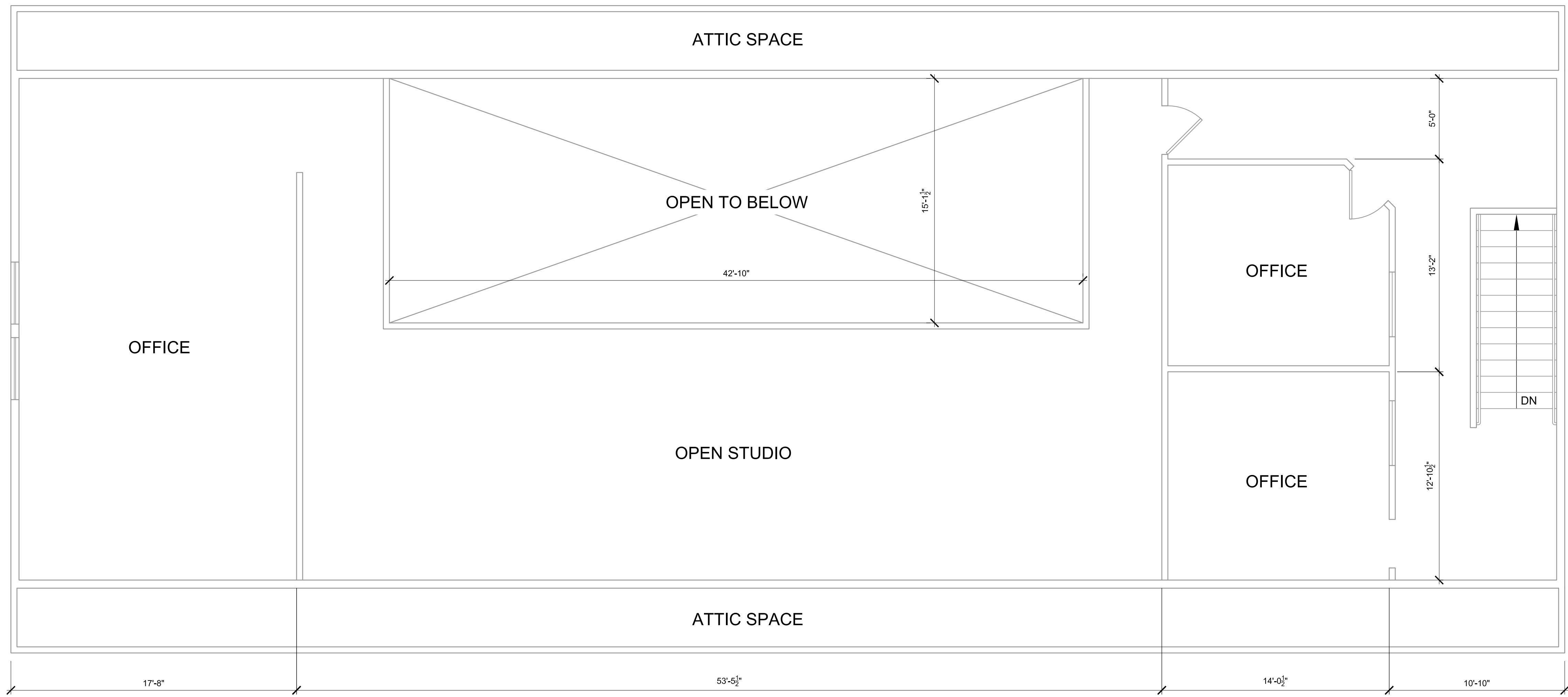
## PRELIMINARY SITE PLAN

SHEET NO.  
**A00**

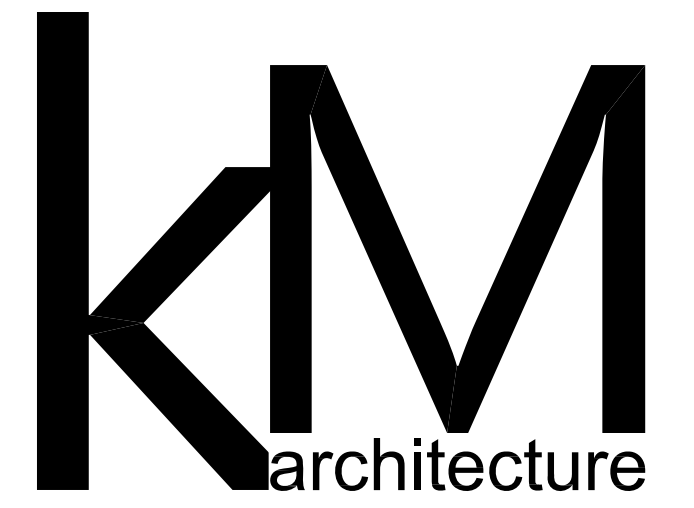
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF KM ARCHITECTURE, INC. AND MAY NOT BE DUPLICATED WITHOUT WRITTEN CONSENT OF KM ARCHITECTURE, INC.



1 FIRST FLOOR PLAN - EXISTING  
 1/4" = 1'-0"



2 SECOND FLOOR PLAN - EXISTING  
 1/4" = 1'-0"



KM Architecture, Inc.  
 A Full Service Architectural Practice  
 3987 Missouri Flat Road, Suite 340-345  
 Placerville, CA 95667  
 (530) 344-4073

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 Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimension and conditions on the job site, and this office shall be notified of any variations from the dimensions and conditions as shown on these drawings.

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EMBARC - MEYERS

3008 US-50  
 SOUTH LAKE TAHOE, CA  
 96150

DESIGN CONCEPT

APN:  
 034-671-05

Project Manager  
 KIRK MILLER  
 Project Architect  
 KIRK MILLER  
 Scale  
 AS NOTED  
 Date  
 06/24/2020  
 Project Number  
 20112.03

This drawing is not final, or to be used for construction until the Architect's or Engineer's seal and signature appear above.

SHEET TITLE

EXISTING FIRST AND SECOND  
 FLOOR PLANS

MARK	DESCRIPTION	DATE

SHEET NO.

A01

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 3987 Missouri Flat Road, Suite 340-345  
 Placerville, CA 95667  
 (530) 344-4073

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Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimension and conditions on the job site, and this office shall be notified of any variations from the dimensions and conditions as shown on these drawings.

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**EMBARC - MEYERS**

3008 US-50  
 SOUTH LAKE TAHOE, CA  
 96150

**DESIGN CONCEPT**

APN:  
 034-671-05

Project Manager  
 KIRK MILLER  
 Project Architect  
 KIRK MILLER  
 Scale  
 AS NOTED  
 Date  
 06/24/2020  
 Project Number  
 20112.03

This drawing is not final, or to be used for construction until the Architect's or Engineer's seal and signature appear above.

SHEET TITLE

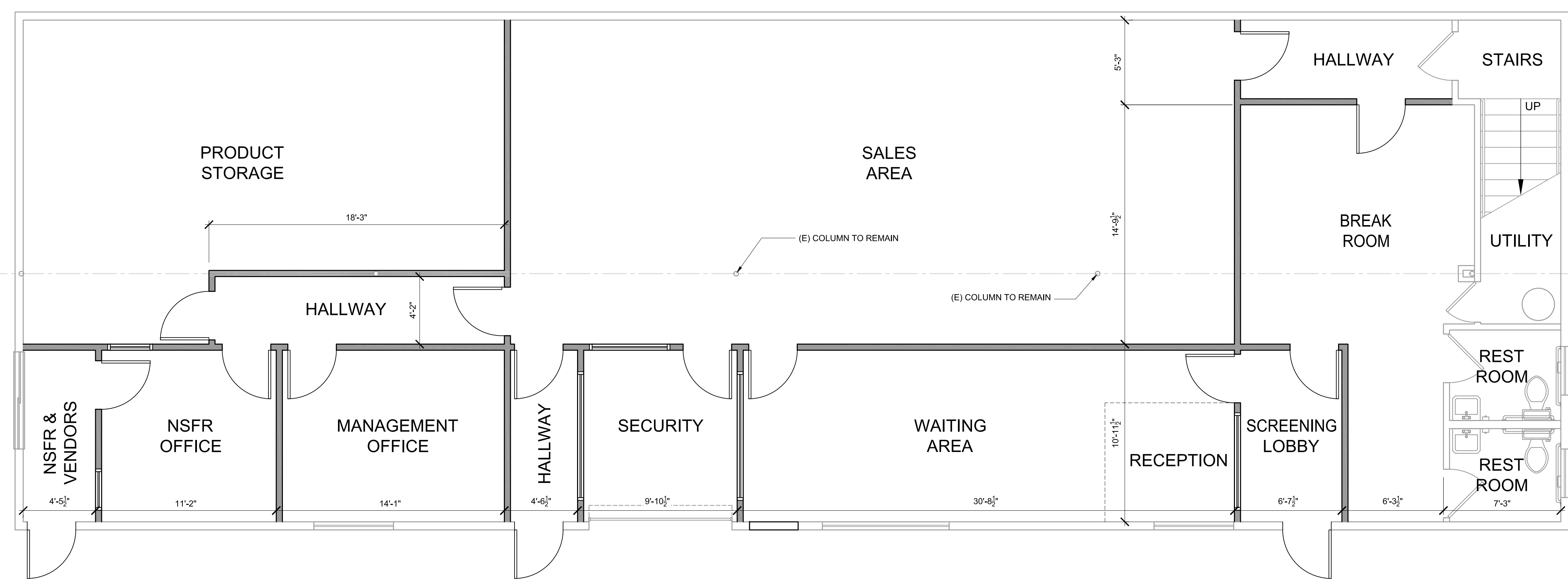
**PROPOSED FIRST AND  
 SECOND FLOOR PLANS**

MARK	DESCRIPTION	DATE

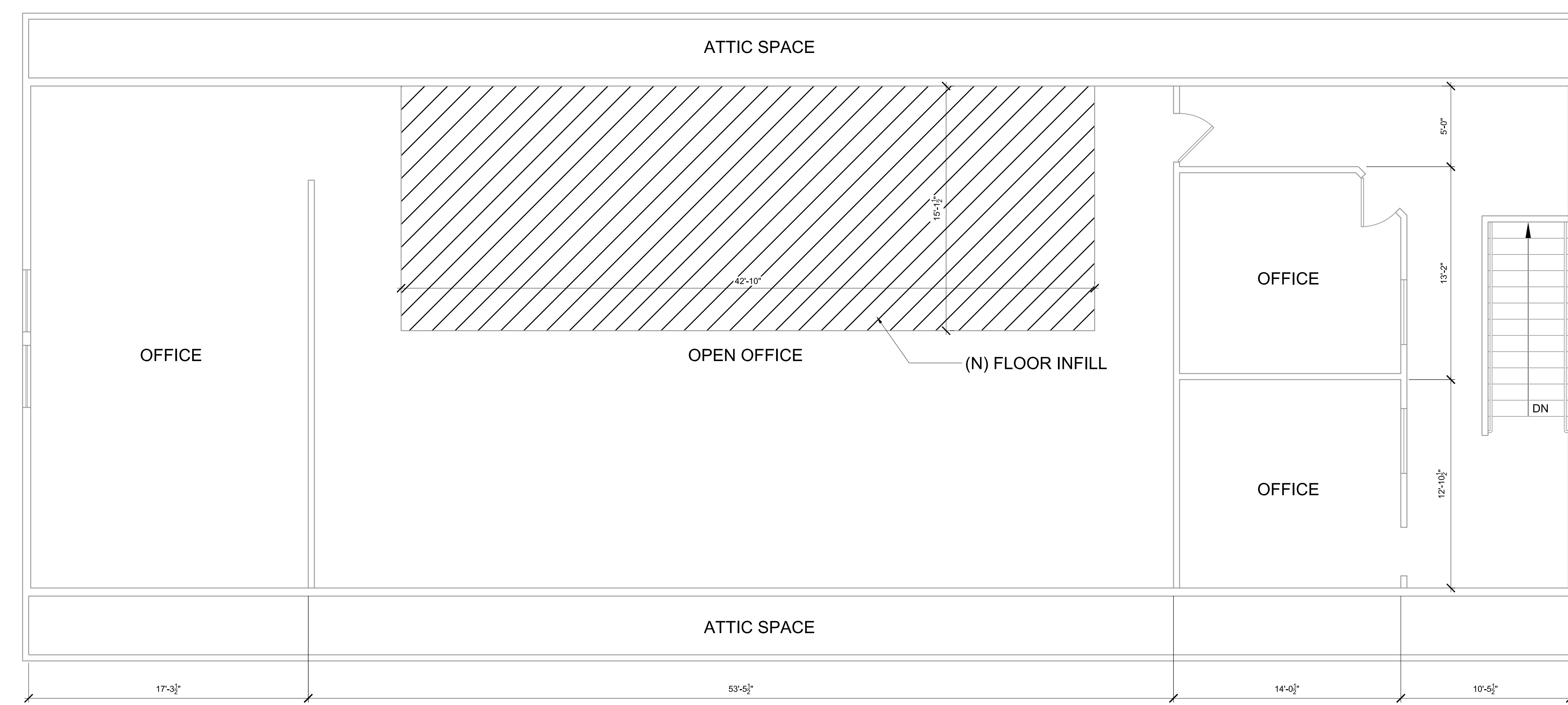
SHEET NO.

**A02**

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF KM ARCHITECTURE, INC. AND MAY NOT BE DUPLICATED WITHOUT WRITTEN CONSENT OF KM ARCHITECTURE, INC.



1 FIRST FLOOR PLAN - PROPOSED  
 1/4" = 1'-0" NORTH



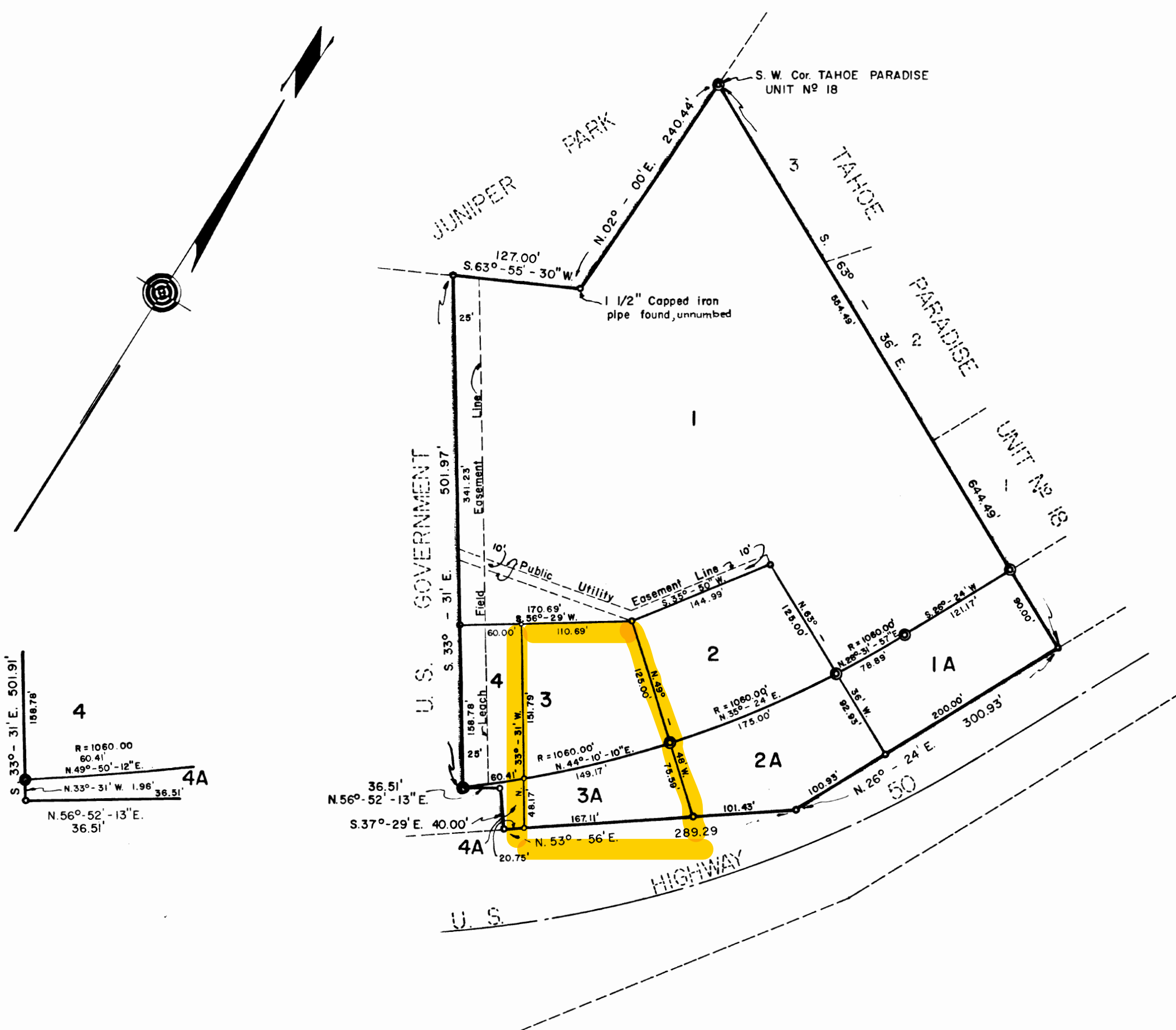
2 SECOND FLOOR PLAN - PROPOSED  
 1/4" = 1'-0" NORTH



**RE - SUBDIVISION OF  
TAHOE PARADISE UNIT N<sup>o</sup> 18A**  
COMPRISING A PORTION OF SECTION 29, T. 12 N., R. 18 E., M. D. B. & M.  
COUNTY OF EL DORADO, CALIF. NOVEMBER, 1965 SCALE: 1 IN. = 100 FT.  
HAROLD S. PRESCOTT - CIVIL ENGINEER  
SHEET 2 OF 2 SHEETS

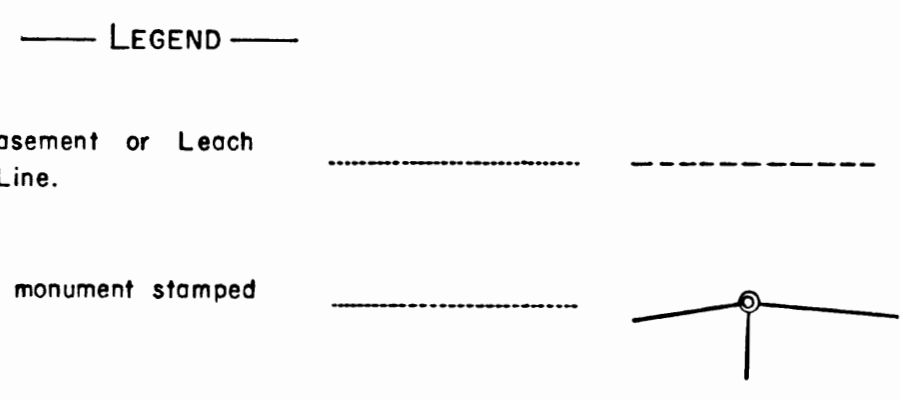
D-59A

11-18-65



**NOTE:**

- The meridian of this survey is identical to that of TAHOE PARADISE UNIT N<sup>o</sup> 18.
- All Distances on curved lines are chord measurement.
- All lot corners and curve points have capped iron pipes at least 3/4" diameter stamped "R. C. E. 7400".
- This map is filed for the purpose of amending the Map of TAHOE PARADISE, UNIT N<sup>o</sup> 18A, filed in the Office of the Recorder of El Dorado County in Book D of Maps, Map N<sup>o</sup> 53.
- The leach field easement shown hereon is for the exclusive benefit of TAHOE PARADISE PROPERTIES, INC., and will cease to exist when public sewers are available in this location.



D-59A

11-18-65

# CCUP21-0001 Exhibit J



JOHN D'AGOSTINI  
SHERIFF - CORONER - PUBLIC ADMINISTRATOR 2022 APR 11 AM 11:54  
COUNTY OF EL DORADO  
STATE OF CALIFORNIA

RECEIVED  
PLANNING DEPARTMENT

04/06/2022

Aaron Mount  
EDC Planning and Building Dept.  
2850 Fairlane Court, Building C  
Placerville, CA 95667

The El Dorado Sheriff's Office has completed the interim background review for **Embarc Myers LLC CCUP21-0001** for a Commercial Cannabis Use Permit. The Sheriff's Office has determined the applicant(s) meets the minimum requirements for this portion of the application process (**Pending our ability to conduct Live Scans to confirm the applicant(s) criminal history**). The El Dorado County Sheriff's Office currently recommends the El Dorado County Planning and Building Department to continue with **Embarc Myers LLC CCUP21-0001** commercial cannabis permit application.

The following persons have met the minimum criteria for the position as set forth in **County Code Section 130.41.100 (15)(G), 130.41.100(4)(G) and Section 26057 of the California Business and Professions Code.**

**Lauren Carpenter – Owner 90%, Dustin Moore – Spouse  
Gregory Daum – Owner 10%, Carol Daum – Spouse**

If you have any questions, please contact the El Dorado County Sheriff's Office Cannabis unit at 530-642-4723.

Sincerely,

JOHN D'AGOSTINI  
Sheriff-Coroner  
Public Administrator

By: 

**Captain Tasha Thompson**  
El Dorado County Sheriff's Office Commercial Cannabis Background Unit  
530-642-4723

Headquarters • 200 Industrial Drive • Placerville, CA 95667 • 530-621-5655 • Fax 530-626-8163  
Jail Division • 300 Forni Road • Placerville, CA 95667 • 530-621-6000 • Fax 530-626-9472  
Tahoe Patrol • 1360 Johnson Blvd., Suite 100 • South Lake Tahoe, CA 96150 • 530-573-3000 • Fax 530-544-6809  
Tahoe Jail • 1051 Al Tahoe Blvd. • South Lake Tahoe, CA 96150 • 530-573-3031 • Fax 530-541-6721

*"Serving El Dorado County Since 1850"*

# embarc

---

**MEYERS STORE FRONT**  
SIGN LAYOUT RENDERINGS/DIMENSIONS







**embarc** — MEYERS

STORE FRONT VIEW | PHOTOSHOP

V.2







**embarc** — MEYERS

BUILDING SIGN | PHOTOSHOP

V.2







**embarc** — MEYERS

BUILDING SIGN | PHOTOSHOP

V.2







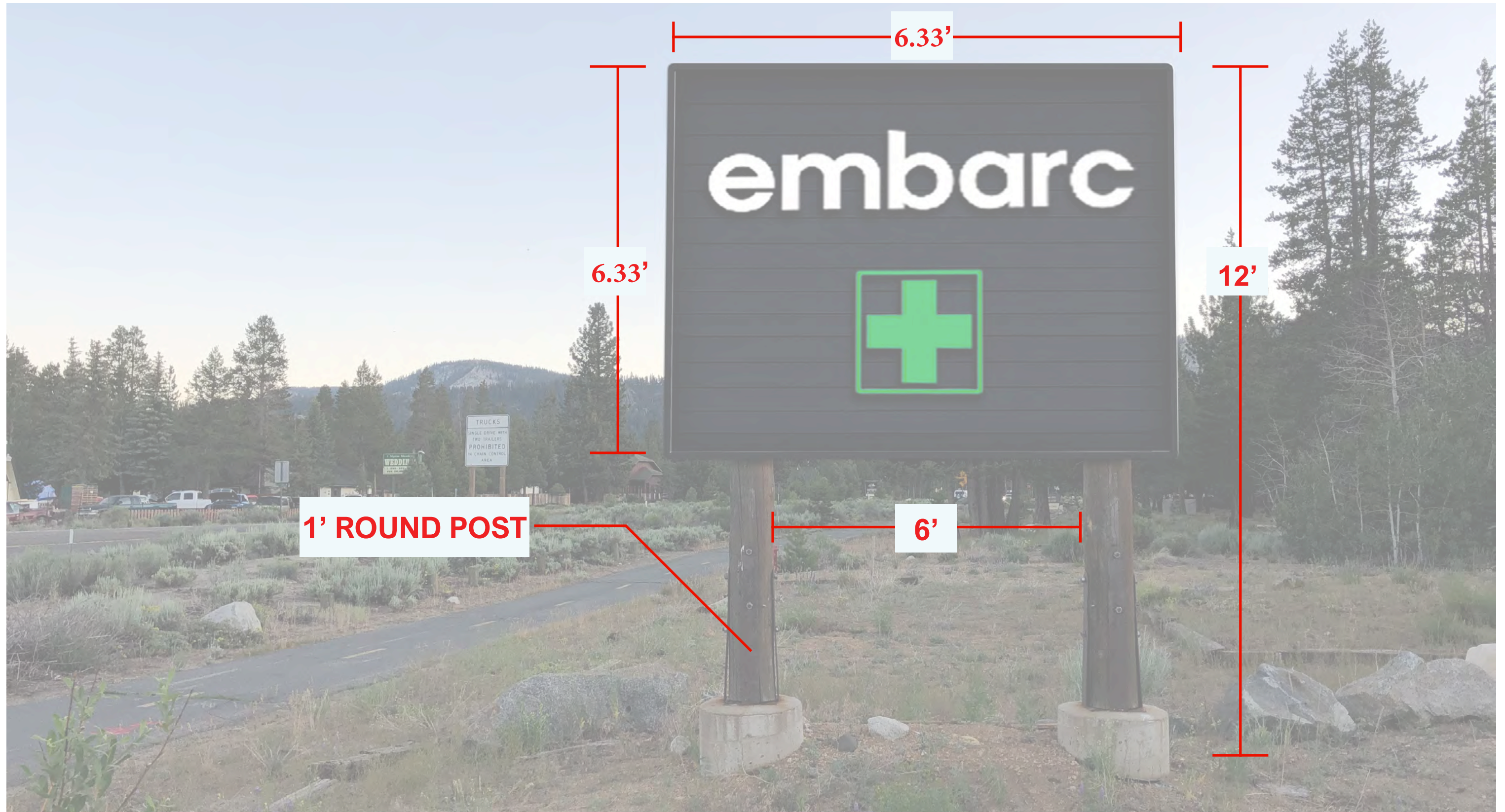
**embarc** — MEYERS

FREE STANDING SIGN | PHOTOSHOP

V.2







1' ROUND POST

6'

12'

6.33'

6.33'

**embarc** — MEYERS —

FREE STANDING SIGN | PHOTOSHOP

V.2





## CCUP21-0001 Exhibit L

130.41.100.4.F.13 The security plan for the operation that includes adequate lighting, security video cameras with a minimum camera resolution of 1080 pixels and 360 degree coverage, alarm systems, and secure area for cannabis storage. The security plan shall include a requirement that there be at least 90 calendar days of surveillance video (that captures both inside and outside images) stored on an ongoing basis and made available to the County upon request. The County may require real-time access of the surveillance video for the Sheriff's Office. The video system for the security cameras must be located in a locked, tamper-proof compartment. ***The security plan shall remain confidential.***

# Memorandum

---

**To:** Lauren Silberman  
Director of Operations - Embarc

**From:** Stephen Dillon, EIT  
Matt Weir, P.E., T.E., PTOE, RSP<sub>1</sub>

**Re:** *Embarc Meyers – DRAFT Transportation Review*

**Date:** October 15, 2021

---

This evaluation was performed in accordance with the Scopes of Services commonly required by El Dorado County, and in a manner consistent with El Dorado County Community Development Agency's *Transportation Impact Study Guidelines*<sup>1</sup>.

## **Project Description**

The project proposes to repurpose an existing commercial building located at 3008 US-50 in South Lake Tahoe, California as a marijuana dispensary. Access to the site is provided via one existing driveway along US-50 (see **Exhibit 1**).

## **Trip Generation**

The number of trips anticipated to be generated by the proposed project was approximated using data included in the *Trip Generation Manual, 10<sup>th</sup> Edition*, published by the Institute of Transportation Engineers (ITE). The County has specified ITE Retail Land Use Codes as appropriate for use in assessing the site, specifically Land Use Code 882 (Marijuana Dispensary). As this Land Use code was subject to small sample size variability, you also provided internal operational data from comparable Embarc business locations currently in operation in Northern California.

## **On-Site Transportation Review**

In accordance with the County's *Guidelines*, the following aspects of the proposed project were evaluated:

**1. *Existence of any current traffic problems in the local area such as a high-accident location, non-standard intersection or roadway, or an intersection in need of a traffic signal***

According to the County's 2018 *Annual Accident Location Study*<sup>2</sup>, there were no accidents in the vicinity of the site during a three-year period between January 1, 2016, and December 31, 2018.

Through review of the site driveway and surrounding area it was determined that there are no "non-standard intersection or roadway" facilities in the general project area.

**2. *Proximity of proposed site driveway(s) to other driveways or intersections***

Access to the site is provided at one existing driveway along US-50. A detailed description of the site access point is as follows:

One full-movement driveway is existing along US-50, located approximately 500 feet northeast of the Meyers Work Center-Forest Service driveway and approximately 100 feet southwest of the

<sup>1</sup> *Transportation Impact Study Guidelines*, El Dorado County Community Development Agency, November 2014.

<sup>2</sup> *Annual Accident Location Study 2018*, El Dorado County Transportation Division, April 10, 2019.



neighboring Chevron driveway. The site driveway is approximately 800 feet northeast of Apache Avenue and approximately 700 feet southwest of the Santa Fe Road/Apache Avenue intersection. The proximity of the existing driveway to both Apache Avenue and the Santa Fe Road/Apache Avenue intersections satisfies County spacing requirements for an arterial as defined in their design standards<sup>3</sup> (250-foot minimum offset). The existing driveway also satisfies County driveway spacing requirements for adjacent properties per design standards. The existing full-movement driveway is located directly across from a parking lot entrance for the Tahoe Paradise Golf Course.

**3. Adequacy of vehicle parking relative to both the anticipated demand and zoning code requirements**

According to the County’s requirements<sup>4</sup>, the proposed project is required to have eight (8) total parking spaces assuming one story of the building is utilized at 1,893 SF active use area and 512 SF of storage. As noted in the **Exhibit 2**, ten (10) surface parking spaces are proposed to be provided (including one (1) handicap accessible space). For the purposes of this assessment, the handicap accessible space is ignored, and available parking is treated as nine (9) spaces, which satisfies County requirements. For a conservative assessment of the site, three (3) employees are assumed to park on-site during both the AM and PM peak-hour periods, effectively reducing available parking for customers during both peak-hours to six (6) spaces. Embarc company policy calls for employees to park off-site, an arrangement potentially achieved via coordination with the property owner who owns and operates properties adjacent to the Project site.

Preliminary correspondence with you assumed arriving vehicles to have an average transaction time of 12 minutes. Additional data provided for existing sites in operation shows average transaction times closer to 5 minutes. Parking operations were analyzed for three transaction time conditions: 5 minutes, 12 minutes, and 8.5 minutes (the average of both). Parking capacity findings are presented in **Table 1**.

**Table 1 – Parking Capacity Summary**

Effective # Spaces*	Transaction Time/Space (min)	Transactions/Space/Hour	Space Capacity/Hr	Arrivals/Period	
				AM Peak Hour	PM Peak Hour
6	5	12	72	18	34
6	8.5	7	42	18	34
6	12	5	30	18	34

\*10 spaces provided on site less 1 handicap accessible, 3 assumed employee parking  
 -Orange indicates Arrivals > Space Capacity

**Table 1** shows that, over the course of an hour, assuming a uniform arrival of customers, each of the six available spaces conservatively assumed to be available are anticipated to accommodate between five to twelve transactions per hour depending on the transaction time. This finding is equivalent to the parking lot being able to handle between 30-72 customers over the course of an hour. The project is anticipated to generate 18 arrivals and 34 arrivals during the AM and PM peak-hour periods respectively per ITE Land Use 889. Taking the average transaction time of 8

<sup>3</sup> El Dorado County Department of Transportation Design Standards, Standard Plan 109, March 14, 2019.  
<sup>4</sup> El Dorado County Ordinance Code, Section 130.35.030, November 17, 2004.

minutes 30 seconds per customer shows that the parking lot can reasonably be expected to accommodate customer arrivals. Under the aforementioned parameters, the parking lot's 42-customer effective capacity is sufficient to handle the maximum (PM) peak-hour customer demand.

**4. Adequacy of the project site design to fully satisfy truck loading demand on-site, when the anticipated number of deliveries and service calls may exceed 10 per day**

Ten or more deliveries to the project site are not anticipated based on the project land uses. As a result, the project site depicted in **Exhibit 2** appears to be designed to satisfy the anticipated loading demand on-site. The largest vehicle anticipated to access the site in future conditions is a delivery van. Project vehicles should utilize available parking during loading/unloading operations and should avoid blocking parking spaces/drive aisles. Loading/unloading operations should occur during off-peak hour periods.

**5. Adequacy of the project site design to provide at least a 25-foot minimum required throat depth (MRTD) at project driveways. Include calculation of the MRTD.**

The proposed project site driveway has an existing throat depth distance of approximately 65-feet. Queueing at the site driveway was assessed using Synchro 10 software and combining ITE generated project volumes with background volumes on US-50 from Caltrans. The results of this analysis for both AM and PM peak hour project volumes are provided in **Appendix A**. The available throat depth is considered adequate as analyzed trip arrival and departure patterns are not anticipated to generate queues beyond one vehicle length (25-ft). As queue lengths are not anticipated to exceed one vehicle length (25-ft), project operations are not anticipated to obstruct pedestrian operations proximate to the site.

**6. Adequacy of the project site design to convey all vehicle types**

The site is anticipated to accommodate the circulation needs of all vehicle types that will be accessing the facility. The largest vehicles anticipated to access the site will be delivery vans. In the absence of delivery vans, the largest anticipated vehicle will be passenger vehicles.

**7. Adequacy of sight distance on-site**

Existing sight distance was considered for the existing site access driveway intersection. These evaluations are performed in accordance with the guidelines presented in the *Geometric Design of Highways and Streets*, published by the American Association of State Highway and Transportation Officials (AASHTO), and the *Highway Design Manual*, published by Caltrans. The posted speed limit on US-50 immediately fronting the project site is 40 MPH. Per AASHTO, the required intersection site distances are 445-feet and 385-feet for left and right turns respectively from the site driveway, reflected in **Exhibit 3**. Driveway sight distance is considered to be adequate. In all cases, roadside vegetation should be maintained to preserve sight distance. In addition, according to the project site plan (**Exhibit 2**) there appears to be adequate sight distance on-site to facilitate safe and orderly circulation.

**8. Emergency Vehicle Access**

As the project involves repurposing an existing building, it is anticipated that the existing parking lot and site configurations are sufficient to handle emergency access should it prove necessary.

**9. Deliveries of Goods and Services**

Deliveries of product for sale to the site will occur 2 times per week. Trips for disposing of product will occur once per month. The Client is planning to operate up to two delivery vehicles to service approximately 20 in-home deliveries per day at full capacity. Deliveries are anticipated



to be executed using permitted employee vehicles under Opening Day/Near Term conditions with delivery vans potentially being utilized in the future.

#### **10. Access to Public Transit Services**

There are no public transit services that currently operate proximate to the proposed redevelopment site. There is a school bus stop in operation that has a scheduled stop across the street from the existing project driveway.

#### **11. Accommodation of Non-Motorized Transportation**

An existing shared use bike/pedestrian path runs in front of the proposed redevelopment site. The analysis (**Appendix A**) shows that as queue lengths are not anticipated to exceed one vehicle length (25-ft), project operations are not anticipated to obstruct pedestrian operations proximate to the site.

### **CEQA/SB 743 Assessment**

This section documents a SB 743 compliant analysis completed for the proposed project. The project is expected to consist of a 3,050 square-foot dispensary located along US-50 in Meyers. With the passage of SB 743, Vehicle Miles Travelled (VMT) has become an important indicator for determining if new development will result in a “significant transportation impact” under the California Environmental Quality Act (CEQA). This section summarizes the VMT analysis and resultant findings for the proposed cannabis dispensary.

#### **Methodology and Assumptions**

Based on the land use information provided, for the purposes of the VMT analysis and the determination of transportation related significant impacts, the project was considered to be “retail.”

The Project is located within the Tahoe Regional Planning Agency’s (TRPA) geographical boundaries rather than the geographical boundaries covered by the El Dorado County Travel Demand Model (EDC TDM). Therefore, the principal tool used to analyze the proposed Project was TRPA’s VMT estimation tool<sup>5</sup>. TRPA’s VMT estimation tool is a web-based tool that uses land use type, size of project, location of project, and whether the project is replacing an existing use to estimate the Project’s transportation impact on the surrounding roadway network.

TRPA’s VMT estimation tool uses the basic land use categories contained within the *Trip Generation Manual, 10<sup>th</sup> Edition* published by the Institute of Transportation Engineers (ITE). While the trip generation manual contains information on cannabis dispensaries, TRPA’s VMT estimation tool does not include this category, but it does provide for the ability for the user to enter a unique land use and its respective trip generation rate. However, it was determined that the proposed Project should be considered as a retail land use rather than a cannabis dispensary due to the limited number of studies contained within the *Trip Generation Manual*, the limitation of these sites providing analogous data to the proposed Project (urban vs suburban context, proximity to legalization date, limited number of competing sites), and the data provided by the proposed Project’s applicant showing trip rates that are analogous to general retail.

Trip generation data for two existing cannabis dispensaries operated by the proposed Project’s applicant were used to compare their trip generation to a general retail of similar size. As shown in **Table 2**, both existing sites produce fewer trips overall than a similarly sized general retail store. In addition, as the existing dispensary in Alameda is a similar context to the proposed Project, a suburban location with most

<sup>5</sup> TRPA Project Impact Analysis Tool. Tahoe Regional Planning Agency. [https://trpa.shinyapps.io/PIA\\_Tool/](https://trpa.shinyapps.io/PIA_Tool/). Accessed October 14, 2021.

customers driving to the store, the Alameda location’s trip rate was used to project the number of trips produced by the proposed Project. As shown in **Table 2**, the proposed project would still produce fewer daily trips than a similarly sized general retail store. Therefore, it was deemed appropriate to use general retail as the land use for the proposed Project when analyzing it using TRPA’s VMT estimation tool.

**Table 2** – Daily, AM peak-hour, and PM peak-hour Trip Generation of Operating Embarc Dispensaries

Trip Generation				
Location	GFA (KSF)	Daily	AM	PM
South Lake Tahoe	1.61	170.80	3.83	45.49
Shopping Center (820)		363.10	152.59	25.62
Alameda	1.34	225.50	4.60	61.07
Shopping Center (820)		320.22	152.45	22.34
Meyers*	3.05	513.26	10.47	139.00
Shopping Center (820)		560.20	153.31	41.07

\*Trip Generation Rates applied from Alameda given anticipated comparable customer vehicle usage

**Quantitative Analysis**

As noted in the previous section, TRPA’s VMT estimation tool was used to estimate the VMT impact of the proposed project. The proposed Project is planning to utilize an existing building that as of January 2021 operated a CrossFit gym. The gym used all 6,000 square-feet (two floors) of the existing building while the proposed Project is only planning to use the ground floor of the building, or 3,050 square-feet. The location of the building, the proposed Project’s details (retail land use and 3,050 square-feet), and the existing use’s details (health and fitness club land use and 6,000 square-feet) were input into the tool and the tool was run.

The results of the analysis are shown are summarized in the output report provided here as **Appendix B**. The proposed Project is estimated to have gross VMT of 550 while the existing site is estimated to have a VMT of 1,117. Therefore, the proposed Project is screened from having to mitigate any impact as it is shown to result in a net decrease in VMT compared to the existing use.

**Qualitative Analysis**

Page 16 of the *Technical Advisory* specifically addresses some of the key issues surrounding how a local serving retail store, should be evaluated in terms of its VMT impact. As described, the threshold for significance is “a net increase.” This means that if a proposed store produces one additional VMT, it would result in a finding of significance. However, the document further explains that local retail stores in can be determined to result in an overall VMT reduction by the lead agency. This is consistent with the desire to develop more sustainable communities that have fewer transportation impacts.

Local commercial uses primarily serve pre-existing needs (i.e. they do not generate new trips because they meet existing demand). Because of this, local commercial uses can be presumed to reduce trip lengths when a new store is proposed. Essentially, the assumption is that someone will travel to a newly constructed cannabis dispensary because of a its proximity, rather than the proposed dispensary fulfilling an unmet need (i.e. the person had an existing need that was met by a dispensary located further away and is now traveling to the new dispensary because it is closer to the person’s origin location). This results in an existing trip on the roadway network becoming shorter, rather than a new trip being added to the roadway network which results in an impact to the overall transportation system. Conversely, residential and office land uses often drive new trips given that they introduce new participants to the transportation system. However, a cannabis dispensary does not truly generate new trips that are added



to the transportation system. As such, this means that the impact to the transportation system will be reduced by the introduction of a new cannabis dispensary that is primarily local in its service focus.

### Findings

Based on the results of this analysis, the following findings are made:

- **Table 2** summarizes how the proposed Project should be considered a general retail use when analyzed using TRPA’s VMT estimation tool.
- The qualitative analysis summarizes how the addition of the proposed Project results in a net decrease in VMT.
- The addition of the proposed Project results in a net decrease of Countywide VMT based on TRPA’s VMT estimation tool. *The addition of the proposed Project is determined to result in a finding of no significant impact.*

### **Conclusions**

Significant findings of this study include:

- Existing site configuration and parking capacity are anticipated to be sufficient for effective Project operations. Project vehicle queueing is not anticipated to result in unsafe operations along either the bike path or US-50 proximate to the Project.
- After considering the Project as general retail for this study, qualitative and quantitative analyses both find that the addition of the proposed Project results in a net decrease in Countywide VMT based on the TRPA’s VMT estimation tool. The addition of the proposed Project is determined to result in a finding of no significant impact.

### **Attachments**

**Exhibit 1** – Project Vicinity Map

**Exhibit 2** – Preliminary Site Plan

**Exhibit 3** – Sight Distance Triangles

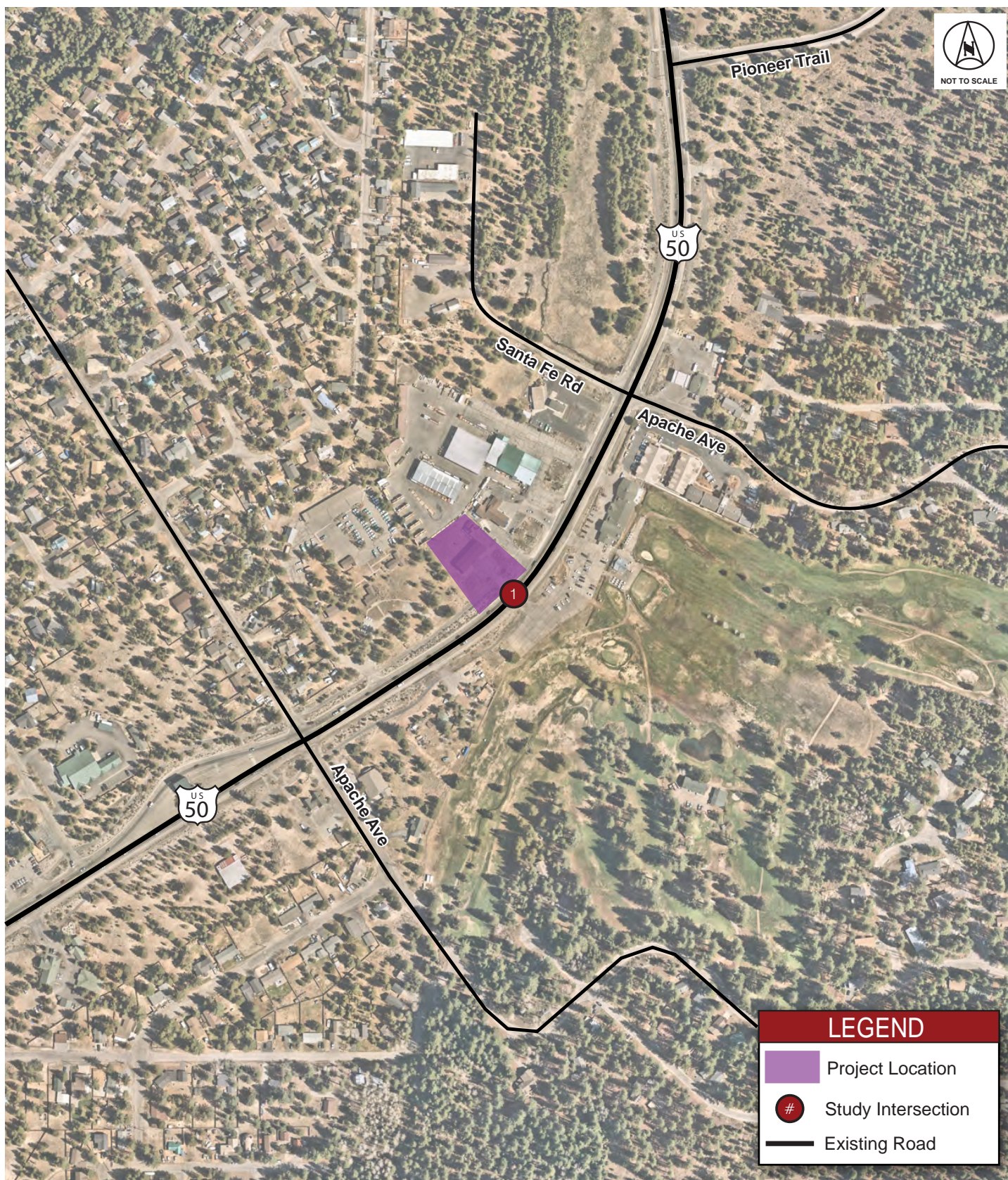
**Appendix A** – Analysis Worksheets

**Appendix B** – Unincorporated County Vehicle Miles Traveled (VMT) Details

**Appendix C** – County Cannabis Operations Trip Generation Form

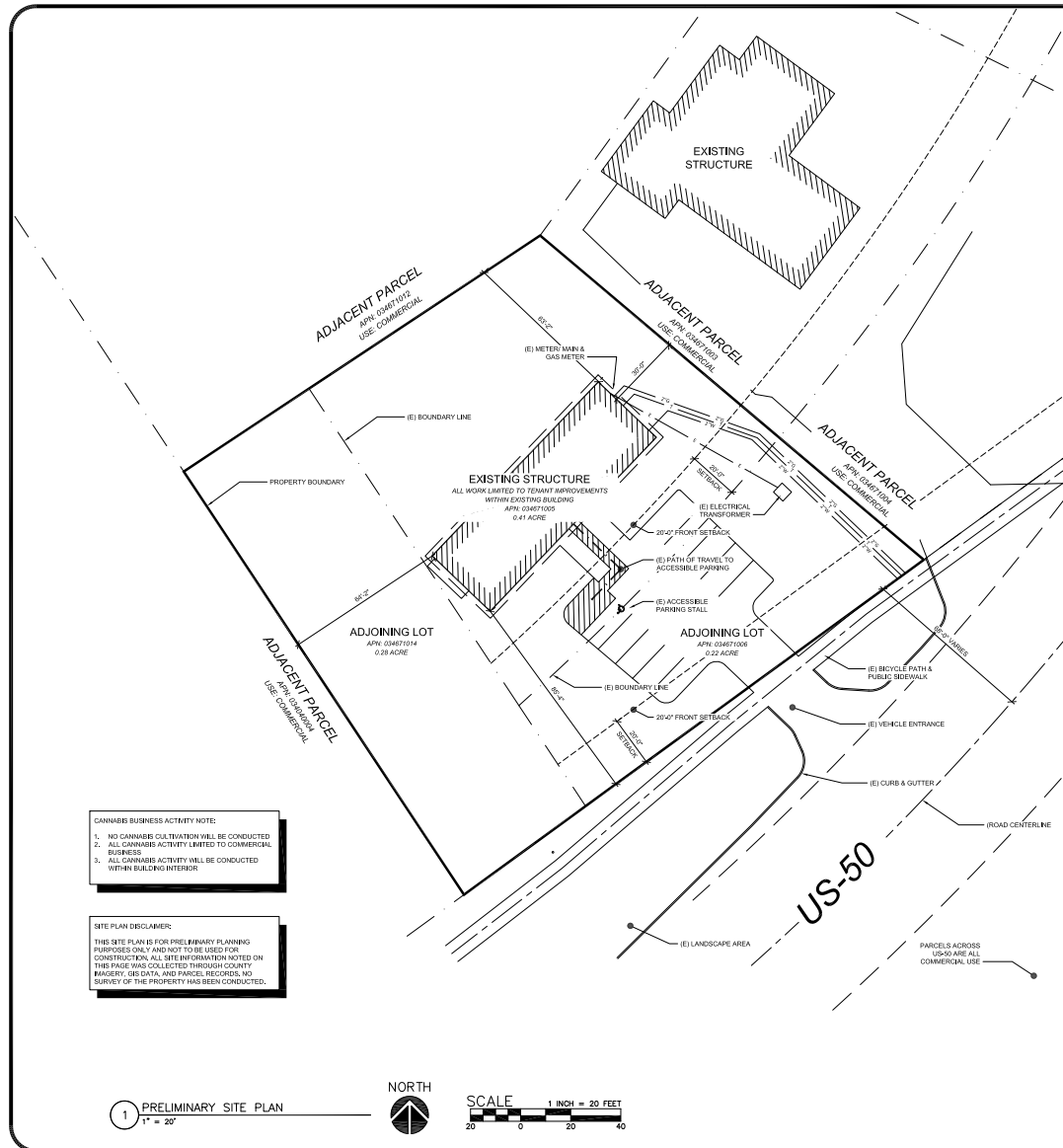


Embarc Meyers - Traffic Evaluation





# Embarc Meyers - Traffic Evaluation



**CANNABIS BUSINESS ACTIVITY NOTE:**

- NO CANNABIS CULTIVATION WILL BE CONDUCTED.
- ALL CANNABIS ACTIVITY LIMITED TO COMMERCIAL BUSINESS WITHIN BUILDING INTERIOR.
- ALL CANNABIS ACTIVITY WILL BE CONDUCTED WITHIN BUILDING INTERIOR.

**SITE PLAN DISCLAIMER:**

THIS SITE PLAN IS FOR PRELIMINARY PLANNING PURPOSES ONLY AND NOT TO BE USED FOR CONSTRUCTION. ALL SITE INFORMATION NOTED ON THIS PAGE WAS COLLECTED THROUGH COUNTY MAPS, AERIALS, AND PARCEL RECORDS. NO SURVEY OF THE PROPERTY HAS BEEN CONDUCTED.

1 PRELIMINARY SITE PLAN  
1" = 20'



SCALE 1 INCH = 20 FEET  
0 20 40

SITE PLANNING PLOTTED 6/28/2020

## INDEX OF DRAWINGS

- A00 PRELIMINARY SITE PLAN
- A01 EXISTING FIRST AND SECOND FLOOR PLANS
- A02 PROPOSED FIRST AND SECOND FLOOR PLANS

## PROJECT DATA

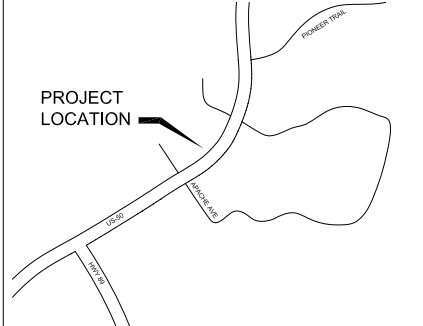
**APPLICANT INFORMATION**  
EMBARC MEYERS  
DIO GREGORY DAUM  
3008 US HWY 50  
MEYERS, CA  
(925) 930-0346

**PROPERTY OWNER INFORMATION**  
LAD SIERRA, LLC  
MARJORIE DAUM & GREGORY DAUM

**GENERAL PLAN:** AP  
**ZONE:** MFC-1 (MAP-1)  
**USE:** MARIJUANA DISPENSARY  
**OCCUPANCY GROUP:** M  
**SPECIAL REQUIREMENTS:** NONE  
**FIRE SPRINKLER:** NOT SPRINKLERED  
**FLOOR LEVELS:** TWO (2) EXISTING  
**ALLOWABLE:** ONE (1)  
**CONSTRUCTION TYPE:** VB  
**TOTAL GROSS BUILDING AREA:** 6,142 S.F.  
**TOTAL OCCUPANT LOAD:** 103  
**NUMBER OF EXITS REQUIRED:** 2  
**NUMBER OF EXITS PROVIDED:** 2  
**EGRESS WIDTH REQUIRED:** 20'6"  
**EGRESS WIDTH PROVIDED:** 22'  
**OCCUPANCY SEPARATIONS:** NONE  
**WALL CONSTRUCTION:** EXTERIOR WALLS: WOOD SING OVER WOOD FRAME  
INTERIOR WALLS: 5/8" GWB OVER WOOD STUD.  
**OPENING PROTECTION:** NONE  
**MAX HEIGHT:** 45'0"  
**SETBACKS:**  
FRONT: SIDE 25' 0'  
REAR: 0'  
**ALLOWABLE AREA:**  
BASIC ALLOWABLE PER FLOOR: 9,000  
SPRINKLER INCREASE: N/A  
FRONTAGE INCREASE: N/A  
MAX ALLOWABLE: 9,000  
**ACTUAL FLOOR AREA:**  
FIRST FLOOR: 3,071 SF (EXISTING)  
SECOND FLOOR: 3,071 SF (EXISTING)

**UTILITY DISTRICTS:** SOUTH TAHOE PUD  
**FIRE DISTRICT:** LAKE VALLEY FFD  
**SCHOOL DISTRICT:** LAKE TAHOE UNIFIED

## VICINITY MAP



## SITE ACCESSIBILITY NOTES

- ACCESSIBLE PATH OF TRAVEL (APOT), AS INDICATED SHALL COMPLY WITH 118-402 OF THE CALIFORNIA BUILDING CODE (CBC). THE ACCESSIBLE ROUTE WITHIN AN EXISTING SITE, BUILDING OR FACILITY BY MEANS OF WHICH A PARTICULAR AREA MAY BE APPROACHED, ENTERED AND EXITED, AND WHICH CONNECTS A PARTICULAR AREA WITH AN EXTERIOR APPROACH INCLUDING SIDEWALKS, STREETS AND PARKING AREAS, AN ENTRANCE TO THE FACILITY, AND OTHER PARTS OF THE FACILITY, ACCESSIBLE PATH SHALL BE:
  - THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT EXCEED 1:50 EXCEPT FOR SIDEWALKS, WHICH SHALL NOT EXCEED THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET OR HIGHWAY.
  - CROSS SLOPE SHALL NOT EXCEED 1/4" PER 1' (1:40).
  - CLEAR WIDTH OF SIDEWALKS AND WALKS SHALL BE 48" WIDE MINIMUM (PER 118-402.2.1).
  - VERTICAL CHANGES IN LEVEL SHALL COMPLY WITH 118-203.2 AND SHALL NOT EXCEED 2" MAXIMUM.
  - REVEALED CHANGES IN LEVEL SHALL COMPLY WITH 118-203.3 AND SHALL NOT EXCEED 2" MAXIMUM TO INCLUDE A VERTICAL ANGLE OF REVEAL WITH A SLOPE NOT EXCEEDING 1:50.
- DOORS, CORRIDORS, AND GATES THAT ARE PART OF AN ACCESSIBLE ROUTE SHALL COMPLY WITH SECTION 118-404 INCLUDING ALL GROUND LEVEL ENTRANCES AND EXITS.
- PER 118-203.3 MACHINERY SPACES, SPACES REQUIRED ONLY BY SERVICE PERSONNEL FOR MAINTENANCE, REPAIR OR OCCASIONAL MOUNTING OF EQUIPMENT SHALL NOT BE REQUIRED TO COMPLY WITH CHAPTER 118 OF THE CALIFORNIA BUILDING CODE.



**KM Architecture, Inc.**  
A Full Service Architectural Practice  
3887 Missouri Flat Road, Suite 340-345  
Placerville, CA 95667  
(925) 344-0773

These drawings and instruments of service are the property of KM Architecture, Inc. All drawings and other information on the drawings are for the use of the licensed project and shall not be used elsewhere without the approval of the architect or the architect's firm.

Written alterations to these drawings shall have no effect unless they are signed, dated, and initialed by the architect and are in accordance with the conditions on the title block and other office standard conditions of the drawings. The architect and conditions on the title block and other office standard conditions of the drawings shall be the basis for the construction of the drawings and conditions on the title block and other office standard conditions of the drawings.

**EMBARC - MEYERS**  
3008 US-50  
SOUTH LAKE TAHOE, CA  
96150

## DESIGN CONCEPT

APN(S):  
034671005; 034671006;  
034671014

**Project Manager:** KIRK MILLER  
**Project Architect:** KIRK MILLER  
**Scale:** AS NOTED  
**Date:** 06/24/2020  
**Project Number:** 20112.03

## PRELIMINARY SITE PLAN

MARK	DESCRIPTION	DATE
SHEET NO. <b>A00</b>		

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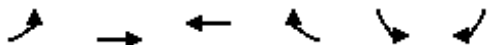




## Appendix A

Embarc Meyers Driveway Analysis  
1: US-50 & Driveway

Base Operations  
Timing Plan: AM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	3	1175	1175	15	12	2
Future Volume (vph)	3	1175	1175	15	12	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.982	
Flt Protected					0.958	
Satd. Flow (prot)	0	1863	1859	0	1752	0
Flt Permitted					0.958	
Satd. Flow (perm)	0	1863	1859	0	1752	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		820	724		115	
Travel Time (s)		14.0	12.3		7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	1277	1277	16	13	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1280	1293	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	74.2%
ICU Level of Service	D
Analysis Period (min)	15



Embarc Meyers Driveway Analysis  
1: US-50 & Driveway

Base Operations  
Timing Plan: AM Peak

Intersection

Int Delay, s/veh 0.2

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	1175	1175	15	12	2
Future Vol, veh/h	3	1175	1175	15	12	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1277	1277	16	13	2

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	1293	0	-	0	2568	1285
Stage 1	-	-	-	-	1285	-
Stage 2	-	-	-	-	1283	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	536	-	-	-	29	201
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	260	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	536	-	-	-	28	201
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	260	-

Approach EB WB SB

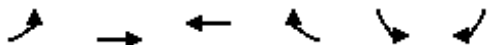
HCM Control Delay, s	0	0	34.5
HCM LOS			D

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	536	-	-	-	137
HCM Lane V/C Ratio	0.006	-	-	-	0.111
HCM Control Delay (s)	11.8	0	-	-	34.5
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Embarc Meyers Driveway Analysis  
1: US-50 & Driveway

Base Operations  
Timing Plan: PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	1175	1175	27	27	6
Future Volume (vph)	7	1175	1175	27	27	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.974	
Flt Protected					0.961	
Satd. Flow (prot)	0	1863	1857	0	1744	0
Flt Permitted					0.961	
Satd. Flow (perm)	0	1863	1857	0	1744	0
Link Speed (mph)		40	40		10	
Link Distance (ft)		820	724		115	
Travel Time (s)		14.0	12.3		7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	1277	1277	29	29	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1285	1306	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	77.4%
ICU Level of Service	D
Analysis Period (min)	15



Embarc Meyers Driveway Analysis  
1: US-50 & Driveway

Base Operations  
Timing Plan: PM Peak

Intersection

Int Delay, s/veh 0.6

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	1175	1175	27	27	6
Future Vol, veh/h	7	1175	1175	27	27	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	1277	1277	29	29	7

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	1306	0	-	0	2585	1292
Stage 1	-	-	-	-	1292	-
Stage 2	-	-	-	-	1293	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	530	-	-	-	~ 28	199
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	257	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	530	-	-	-	~ 27	199
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	257	-

Approach EB WB SB

HCM Control Delay, s	0.1	0	40.7
HCM LOS			E

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	530	-	-	-	136
HCM Lane V/C Ratio	0.014	-	-	-	0.264
HCM Control Delay (s)	11.9	0	-	-	40.7
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	1

Notes

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

## Appendix B



# Project Details

The tool provides initial screening for all project types and more detailed analysis for residential, tourist accommodation unit, and public service projects. All non-screened commercial, recreation, and other projects will need to complete a more detailed transportation analysis. For detailed information on the PIA framework, tool usage, and calculations see the User Guidelines. For detailed information on the PIA framework, tool usage, and calculations select the User Guidelines tab. For questions about the project impact assessment process contact Melanie Sloan (msloan@trpa.gov). For technical issues with the tool contact Reid Haefer (rhaefer@trpa.gov).

## Date Submitted

Thu Oct 14 20:29:36 2021

## Report Notes

None

## Analysis Type

TRPA

## Existing Land Use

Health and Fitness Club

## Proposed Project

Embarc

General retail

3,050.00 Square Feet

## VMT

Proposed Project Gross VMT - 550

Existing VMT - 1,117

Mitigated VMT - 0

Project Total Net VMT - 0

Standard of Significance VMT - 0

Mitigation Needed - 0

## Screening

Screened - Yes

## **Additional Analysis Required?**

### **Mitigation Info**

Mitigations -

Percent - 0.00%

### **Other Project Details**

Zone ID - Zone 32

Zone Average Trip Length - 4.78

ITE Trip Rate (if applicable) - 37.75

Zone VMT Per Capita Standard of Significance - 14.51

Located in Town/Regional Center - Yes

Located in Bonus Unit Eligible Area - No

Jurisdiction - El Dorado County

Parcel Number (APN) - 034-671-005



## Appendix C

**CANNABIS OPERATIONS TRIP GENERATION FORM**

**Date Submitted to DOT:**

**Permit Number:**

**Business Name:** Embarc Meyers LLC

**Location:** 3008 US-50, South Lake Tahoe, CA 96150

**Type of Cannabis Operation and Square Footage:**

Check all that apply

	Cannabis Operation Includes:	Square footage
<input type="checkbox"/>	Grower- Outdoor	
<input type="checkbox"/>	Grower - Greenhouse	
<input type="checkbox"/>	Drying Room/Processing	
<input type="checkbox"/>	Distribution Center	
<input type="checkbox"/>	Offices	
<input checked="" type="checkbox"/>	Other (describe) Storefront Retail	0.41 Acre

Number of Harvests Each Year: N/A

Hours of Operation: Monday - Sunday 8am to 8pm, with no deliveries after 7pm

Special Hours (harvest, rush processing due to climatic conditions, etc.) N/A

Is the operation planned to expand next year (yes or no)? No

**Please note:** ADT means Average Daily Trips. For purposes of this form, provide traffic generation information in one-way trips. This means that a single round trip is counted as two (2) trips (ADT) i.e., a vehicle driving to the property is counted as one trip. The same vehicle leaving the site is counted as a second trip. Gate data from a secure facility may be used to document trips.

Attach pages as necessary to more fully describe any of the items or circumstances found below.

Submit this form to El Dorado Department of Transportation annually as a part of permit renewal process.



**CANNABIS OPERATIONS TRIP GENERATION FORM**

**Employee Traffic Using Passenger vehicles in Average ADT**

Current Year: 2021

ADT = # employees x 3 trips daily ITE Trip Generation Manual, 10<sup>th</sup> Ed. General Lt. Industrial (110)

**Everyday Operations**

	Data for Current Year		Proposed for Next Year	
	Number of Employees	Multiply by 3= ADT	Number of Employees	Multiply by 3= ADT
Cannabis Production				
Cannabis Storage				
Administrative				
Sales			6 FTE, 8 PTE	14 x 3 = 42
Processing				
Security			2 PTE	2 x 3 = 6
Other (describe):				
<b>TOTALS</b>				42 + 6 = 48

**During Harvest and Processing** N/A

	Data for Current Year		Proposed for Next Year	
	Number of Employees	Multiply by 3= ADT	Number of Employees	Multiply by 3= ADT
Cannabis Production				
Cannabis Storage				
Administrative				
Sales				
Processing				
Cultivation/Seasonal:				
Cultivation/Maintenance:				
Security				
Other (describe):				
<b>TOTALS</b>				

**CANNABIS OPERATIONS TRIP GENERATION FORM**

**Truck Traffic Associated with Operation**

		Data for Current Year	Proposed for Next Year
<b>Deliveries - Includes Importation</b>			
	Loads Per Year		2 per week = 110 per year
	Dates of activity		TBD
	Vehicle Type		Delivery van
<b>Cannabis Disposal</b>			
	Loads Per Year		1 per month = 12 per year
	Dates of activity		TBD
	Vehicle Type		Delivery van
<b>Miscellaneous Deliveries</b>			
	Loads Per Year		N/A
	Dates of activity		
	Vehicle Type		
<b>Cannabis Transportation to Distributor or Sales</b>			
	Loads Per Year		N/A
	Dates of activity		
	Vehicle Type		
<b>Miscellaneous visitors (UPS, mail, trash)</b>			
	Annually		N/A
<b>TOTALS</b>			122 per year

**Summary (During Non-Harvest)**

	Data for Current Year	Proposed for Next Year
Employee Traffic		48 ADT
Truck Traffic		N/A
Miscellaneous Other Traffic		122 per year

**Variation in ADT during the course of a typical full production year \***

Month	Jan	Feb	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
<b>Totals</b>	High	High	High	Low	Low	High	High	High	Low	Low	Low	High

\*Note: answer provided re: high/low tourist season in Tahoe area, which impacts customer traffic