



March 17, 2020

Tom Humphrey AICP
City of Central Point
130 S. 3rd. Street
Central Point, OR 97502

**Re: Traffic Impacts of Comprehensive Plan & Zone Change for Former Asante Property
(CPA-19006, Map 37-2W-11BC)**

Dear Mr. Humphrey,

This letter provides a summary of findings regarding the traffic impact of the pending Comprehensive Plan Amendment and Zone Change for the former Asante property located south of Bush Street between S. 1st Street and S. 4th Street (Map 37-2W-11BC).

BACKGROUND

A Comprehensive Plan Amendment (CPA) and Zone Change (ZC) joint application has been submitted for the subject properties, which include the former Asante property (formerly Cascade Community Hospital) and 24 existing single-family residential properties. The current land use designation is proposed to change from Commercial-Medical District (C-2(M) Zone) to a mix of Residential-Low Density (R-1-6) and Civic (C), as the Jackson County School District 6 has acquired this property. These properties and the changes are as depicted in Figures 1-4.

TRIP GENERATION ANALYSIS

The pending CPA and ZC require an assessment of the potential traffic increase from the proposed land use changes. Accordingly, we began our trip generation analysis by looking at the existing land use scenario versus the proposed scenario. We then matched up the land use categories (per the Central Point Municipal Code) with the most similar classifications in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. Utilizing the ITE data for each classification, we were able to calculate the total number of daily trips, as well as AM and PM peak trips. In some cases, the ITE allows for "pass-by" trips... a reduction in the number of daily trips. However, since this pass-by reduction only applies to commercial and retail developments it has no effect in these scenarios. The trip counts are summarized in Table A.

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Figure 1. Current Comprehensive Plan Map

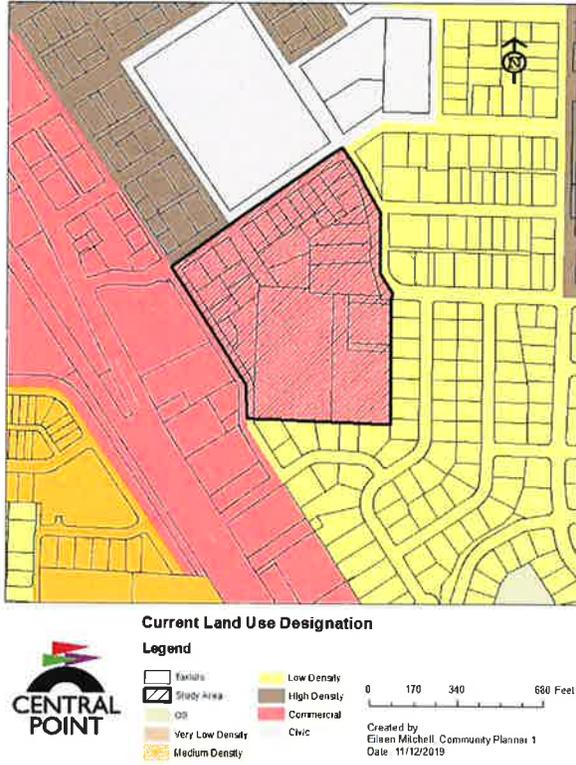


Figure 2. Proposed Comprehensive Plan Map

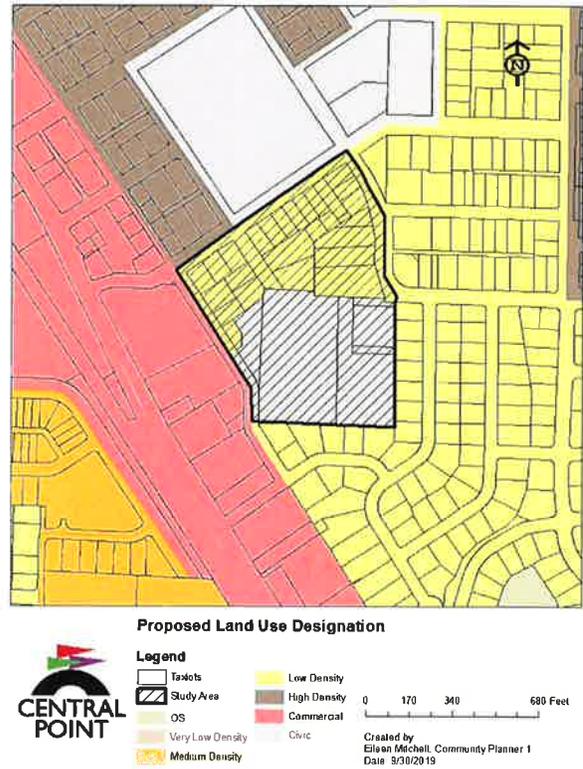


Figure 3. Current Zoning Map



Figure 4. Proposed Zoning Map



Table A – Estimated Trip Generation (Weekday Daily, AM and PM Peak)

	Existing	Proposed		Net Change (Prop-Exist)
Zoning	C-2(M)	R-1-6	Civic	
Land Use	Commercial Medical District	Residential Low Density	Civic	
Tax Lot	All Tax Lots in Study Area	TL100-1900, 2000- 2500, 4800, 5100	TL 5000-5303	
ITE Land Use	Hospital	Single-Family Detached	Elementary School	
ITE Code	610	210	520	
Building Size (KSF)	25.90	0.00	25.90	0.00
Dwelling Units	0.00	24	0	24
Lot Size (AC)	12.12	5.53	6.59	0.00
Daily Trip Rate (Trip/KSF or Trip/DU)	13.22	9.52	15.43	-
Daily Trips	342.40	228.48	399.64	285.72
Passby Reduction	0%	0%	0%	-
Daily Trips w/ Passby Reduction	342.40	228.48	399.64	285.72
Daily Trips/Acre	28.25	41.32	60.64	73.71
AM Peak Trip Rate (Trip/KSF or Trip/DU)	0.95	0.75	5.2	-
AM Peak Trips	24.61	18.00	134.68	128.08
AM Peak Trips w/ Passby Reduction	24.61	18.00	134.68	128.08
PM Peak Trip Rate (Trip/KSF or Trip/DU)	0.93	1	1.21	-
PM Peak Trips	24.09	24.00	31.34	31.25
PM Peak Trips w/ Passby Reduction	24.09	24.00	31.34	31.25

References: Trip Generation Manual, 9th Ed., Institute of Transportation Engineers, 2012
 Trip Generation Handbook, 2nd Ed., Institute of Transportation Engineers, 2004.

CONCLUSION

Per Table A, the Existing land use scenario generates 342 daily trips, and the Proposed scenario generates 628 daily trips. This results in an increase of 286 daily trips, in addition to an increase of 128 AM peak trips, and an increase of 31 PM peak trips. Therefore, there is definitely an increased traffic impact for the pending CPA and ZC on the subject parcels.

Per the City of Central Point Municipal Code Article 17.05.900 Traffic Impact Analysis; a traffic impact analysis (TIA) is required if a non-residential development is projected to generate an increase in peak hour volume of a particular movement to and from the state highway by twenty percent or more, or increase in site traffic volume generation of two hundred fifty (250) average daily trips (ADT) or more. Since the pending CPA and ZC generate an increase of 285 daily trips, **a TIA is required.**

Sincerely,

Charles Kroning

Charles L. Kroning, PE
 Sr. Civil Engineering Manager

