

Memorandum

To: Lauren Haire, Asani, LLC

From: John Davies, AICP, PTP (formerly of RTC Transportation Consulting)

Date: December 7, 2015

Re: Grow Community – Revised Trip Generation for Updated Phase 2 Land Uses

This memorandum documents the effect of the updated Grow Community development plan on traffic operation. The updated plan for Phase 2 replaces the proposed 5,000 square feet of childcare/commercial with 18 residential units.

The *Transportation Impact Analysis for the Grow Community Phase 2 - Addendum* (October 2013) evaluated the traffic operations related to development of the second phase of the Grow Community site. The proposed Phase 2 development analyzed included a mix of residential, community center and childcare/commercial land uses.

Table 1 shows the change in land uses for the second phase of the Grow Community Development

Table 1. Change in Phase 2 Lane Use

Housing Type	Phase 2 (Original)	Phase 2 (Revised)	Net Change
New Single Family Homes (units)	8	8	0
Townhouses/Row Houses/Condo/Cottages (units)	80	91	+11
Community Center (gsf)	2,500	2,500	0
Early Childcare Facility (gsf)	5,000	NA	-5000

The original analysis displayed ITE *Trip Generation Manual (8th Edition)* and adjusted trip generation rates to reflect the proximity of Grow Community to the ferry terminal and nearby shopping. This analysis uses the same assumptions to maintain consistency with the previous analyses.

Table 2 shows the ITE and adjusted trip generation rates used for the Grow Community project.

Table 2. ITE Trip Generation and Adjustments

Land Use	PM Peak Hour	
	ITE	Adjusted
Single Family Homes[1]	1.01	0.76
Condo/Townhomes [2]	0.52	0.31
Community Center [2]	1.45	0.87
Early Childcare Facility [2]	12.46	7.48

[1] Assumed 25% reduction from ITE Trip Generation Manual (8th Edition).

[2] Assumed 40% reduction from ITE Trip Generation Manual (8th Edition).

[3] Unadjusted ITE Trip Generation Manual (8th Edition).

Table 3 compares the original and revised Phase 2 trip generation based on the revised land uses. This table does not include the Phase 1 development.

The revised change in land use will reduce the number of trips generated by the project. The results show that the revised Phase 2 projects would reduce PM peak hour trips by 34 trips using the adjusted trip generation rates, or a 49 percent reduction.

Table 3. Trip Generation Comparison – PM Peak Hour

Land Use	Phase 2 (Original)			Phase 2 (Revised)		
	Units	ITE	Adjusted	Units	ITE	Adjusted
SF Homes	8	8	6	8	8	6
Condo/Townhome	80	42	25	91	47	28
Community Center	2,500	4	2	2,500	4	2
Early Childcare Facility	5,000	62	37	0	0	0
Total		116	70		59	36

Findings

The analysis shows that the additional residential units will reduce the calculated trip generation from Phase 2 of the Grow Community development by 49 percent. This will reduce the expected traffic from the site, reducing the development's impact on area intersections during peak travel periods.