

Memorandum

To: Ryan Ramey
Cole Valley Partners

From: Daniel Stumpf, PE
Ken Kim, PE

Date: September 23, 2024

Subject: Lancaster Drive NE Take



RENEWS: 6/30/2026

Introduction

This memorandum reports the findings of a trip generation analysis conducted for the proposed Lancaster Drive NE Take 5 project located at 3271 Lancaster Drive NE in Salem, Oregon. The proposal will include the development of an oil change servicing business, where a 1,738 square foot building will be constructed on a currently undeveloped lot. Access to the site will be provided via a single existing driveway along Lancaster Drive NE.

The purpose of this memorandum is to examine the projected trip generation of the site following construction of the proposed project during the AM peak hour, PM peak hour, and average weekday. The trip generation analysis is intended to determine if the project exceeds the City of Salem's, County's, or ODOT's trip generation thresholds for requiring a Traffic Impact Analysis (TIA).

Location Description

Project Site Description

The subject site is located west of Lancaster Drive NE, east of Harold Drive NE, south of Rich Drive NE, and north of Devonshire Avenue NE in Salem, Oregon. The site consists of a single property (tax lot 072W18BB-06000) which encompasses an approximate total of 0.64 acres. The nearby land uses to the north, east and south of the site consist of restaurant businesses while land uses to the west consist of residential uses. The site is currently undeveloped lot. Access to the site will be provided via a single existing driveway along Lancaster Drive NE.

Vicinity Roadways

The proposed development is located near two roadways, where Table 1 provides a description of these vicinity roadways.

Table 1: Vicinity Roadway Descriptions

| Street Name | Jurisdiction | Functional Classification | Speed (MPH) | On-Street Parking | Curbs & Sidewalks | Bicycle Lanes |
|--------------------------------|---------------------------------|---------------------------|-------------|-------------------|--------------------|--------------------|
| Lancaster Drive NE (OR 213) | City of Salem/ Marion County | Major Arterial | 35 | Not Permitted | Both Sides | Both Sides |
| Silverton Road NE (OR 213) | Marion County | Major Arterial | 40/35 | Not Permitted | Partial Both Sides | Partial Both Sides |

Notes: Functional Classification and Jurisdiction based on City of Salem TSP/ODOT's TranGIS website.

Figure 1 below presents an aerial image of the nearby vicinity with the project site outlined in yellow.



Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Trip Generation

The proposal will include the development of a 1,738 square foot oil change servicing building. To estimate the number of trips that will be generated by this building, trip rates from the *Trip Generation Manual*¹ were used. Data from land use codes 941, *Quick Lubrication Vehicle Shop*, was used to estimate the proposed building's trip generation based on the square footage of the gross building floor area.

The trip generation calculations show that the proposed project is expected to generate a new 10 AM peak hour trips, 15 PM peak hour trips, and 120 average weekday trips. The trip generation estimates are summarized in Table 2. Detailed trip generation calculations are included as an attachment to this memorandum

Table 2: Trip Generation Summary

| ITE Code | | Size | AM Peak Hour | | | PM Peak Hour | | | Weekday Total |
|----------|--------------------------------|----------|--------------|------|-------|--------------|------|-------|---------------|
| | | | Enter | Exit | Total | Enter | Exit | Total | |
| 941 | Quick Lubrication Vehicle Shop | 1,738 SF | 8 | 2 | 10 | 6 | 9 | 15 | 120 |

Agency Standards

In accordance with City of Salem² and Marion County³ standards, as well as *Table 3.2: TIA Thresholds and Analysis Areas* of ODOT's *Development Review Guidelines*⁴, the thresholds for requiring a TIA include the following:

City of Salem

Sec. 803.015. - Traffic impact analysis.

B) Applicability. An applicant shall provide a traffic impact analysis if one of the following conditions exists:

1) The development will generate 200 or more daily vehicle trips onto a local street or alley, or 1,000 daily vehicle trips onto a collector, minor arterial, major arterial, or parkway. Trips shall be calculated using the adopted Institute of Transportation Engineer's Trip Generation Manual. In developments involving a land division, the trips shall be calculated based on the proposed development that will occur on all lots that will be created by the land division.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

² [Sec. 803.015. - Traffic impact analysis. | Code of Ordinances | Salem, OR | Municode Library](#)

³ [Traffic Impact Analysis Requirements \(marion.or.us\)](#)

⁴ Oregon Department of Transportation, *Development Review Guidelines*, 2017.



Marion County

A Transportation Impact Analysis shall be required for:

- A) Any proposed development that can be reasonably expected to generate more than 600 vehicle trip ends during a single day and/or more than 100 vehicle trip ends during a single hour.*
- B) Any proposed zone change that, in typical build-out scenarios, can be reasonably expected to generate more than 300 vehicle trip ends more than the previous zoning during a single day*
- C) Any development within the Urban Growth Boundary of a city if the development would meet that city's criteria for requiring a Transportation Impact Analysis.*

A Transportation Impact Analysis may be required for:

- A) Any proposed development that can be reasonably expected to generate more than 200 vehicle trip ends during a single day or more than 40 vehicle trip ends during a single hour.*
- B) Any case in which, based on the engineering judgment of the Public Works Director, the proposed development or land use action would significantly affect the adjacent transportation system. Examples of such cases include, but are not limited to, : non-single family development in single-family residential areas, proposals adding traffic to or creating known or anticipated safety or neighborhood traffic concerns, or proposals that would generate a high percentage of truck traffic (more than 5% of site traffic).*

ODOT

Per *Table 3.2: TIA Threshold and Analysis Areas* in ODOT's *Development Review Guidelines*, the area for analysis is defined as the area significantly affected by the development, within reason. Based on best practices, Table 3.2 recommends analysis at intersections where traffic is increased by 50 peak hour trips, 300 average daily trips, or by 10 percent of the intersections total entering volumes.

Since the proposed project is estimated to generate trips at levels below the City's, County's, and ODOT's peak hour and average weekday trip thresholds, the above thresholds for requiring a TIA are not met.

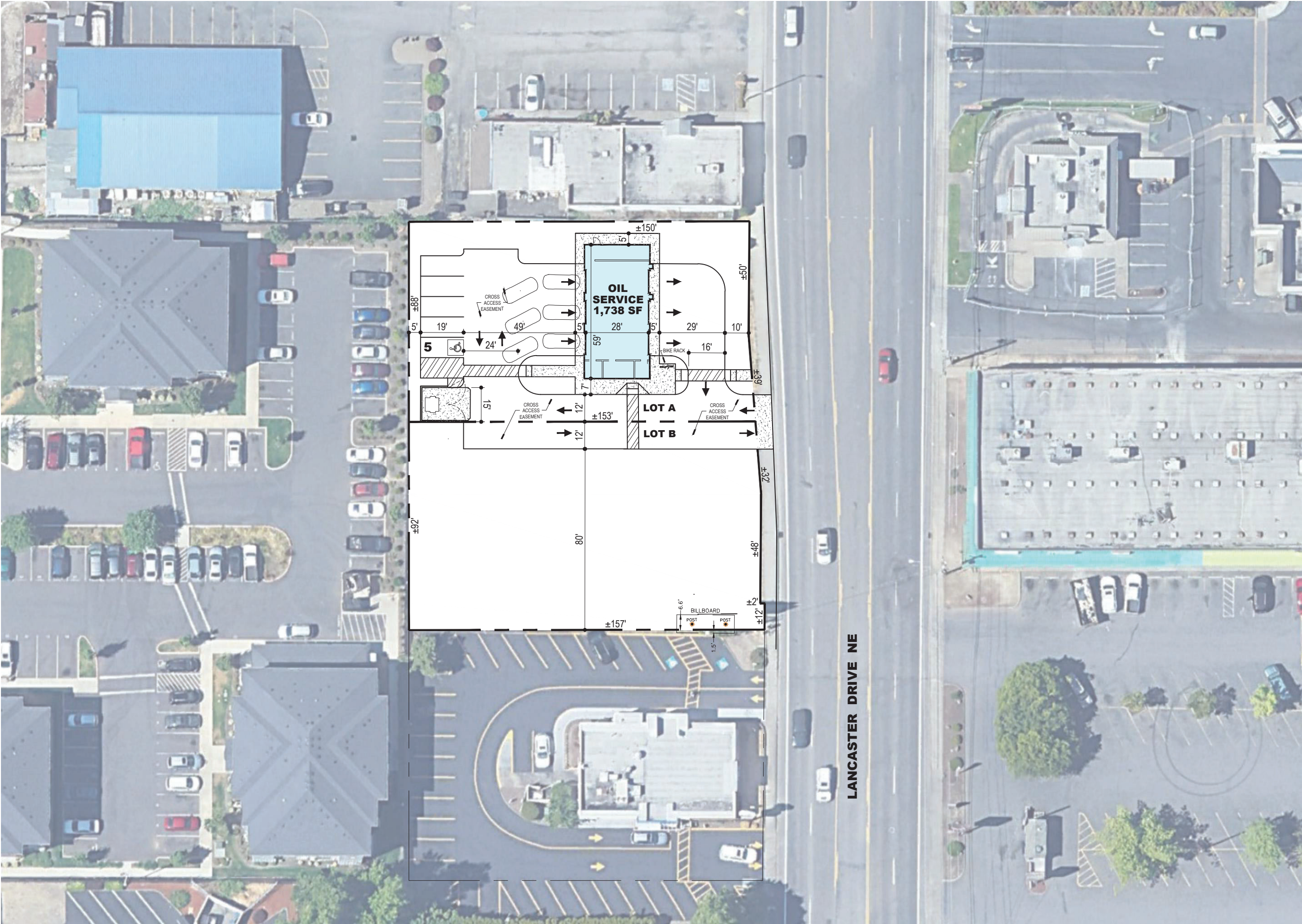
Conclusions

The construction of the proposed 1,738 square foot oil change service building is projected to generate 10 AM peak hour trips, 15 PM peak hour trips, and 120 average weekday trips. According to City of Salem's Code of Ordinances Section 803.015., Marion's Traffic Impact Analysis Requirements, and ODOT's intersection impact thresholds, the proposed project is not projected to trigger each agencies' peak hour or average daily trip generation thresholds for requiring a full Traffic Impact Analysis. Therefore, the preparation of this trip generation memorandum is sufficient to report the minimal impacts of the proposed project to the transportation system.

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.



Commercial Site Plan, LLC - 3-B-CR Salem, 3271 Lancaster Dr NE.dwg

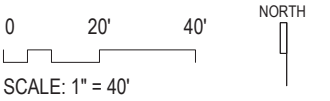


| SITE DATA | |
|-----------|----------------------------|
| SITE AREA | LOT A ±13,321 SF, ±0.30 AC |
| BUILDING | OIL SERVICE - 1,738 SF |
| PARKING | 5 SPACES |

| | |
|-----------|----------------------------|
| SITE AREA | LOT B ±14,264 SF, ±0.32 AC |
| | TBD |
| | TBD |

NOTES
SITE PLAN PREPARED WITHOUT BENEFIT OF TITLE OPINION, DEED RESTRICTION, OR SURVEY. SITE SUBJECT TO CHANGE PENDING ALL STATE AND CITY ORDINANCES OR DEED RESTRICTIONS. BUILDING AND SITE SIGN LOCATION, SQUARE FOOTAGE, AND TYPE SUBJECT TO CHANGE PENDING ALL STATE AND CITY ORDINANCES OR DEED RESTRICTIONS.

ALL DIMENSIONS SHOWN ARE TO FACE OF CURB AND/OR FACE OF STRUCTURE.



**SALEM,
OREGON**
3271 LANCASTER DR NE

**PROPOSED
SITE PLAN**



TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use: Quick Lubrication Vehicle Shop

Land Use Code: 941

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: 1000 SF GFA

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 1.738

AM PEAK HOUR

Trip Rate: 5.8

| | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 75% | 25% | |
| Trip Ends | 8 | 2 | 10 |

Caution: Small Sample Size

PM PEAK HOUR

Trip Rate: 8.87

| | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 42% | 58% | |
| Trip Ends | 6 | 9 | 15 |

Caution: Small Sample Size

WEEKDAY

Trip Rate: 69.57

| | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 50% | 50% | |
| Trip Ends | 60 | 60 | 120 |

Caution: Small Sample Size