

Pamela Cole

From: Tony Martin
Sent: Wednesday, October 6, 2021 9:25 AM
To: Nys, Rick (rick@greenlightengineering.com); Scott Martin
Cc: Pamela Cole
Subject: Food Cart Pod & Apartments

Scott & Rick,

Sorry this has taken me some time to get my head wrapped around this one because the parts have been moving around. Here are the things that I have discovered about these projects and where I believe you are at this moment.

TRIP LIMITS:

Phase 1

TPR Trip Cap = 1,083 ADT

Phase 2

TPR Trip Cap = 2,085 ADT

Total

$1,083 + 2,085 = 3,168$ ADT

CONSTRUCTED:

Phase 1

48 Apartments = 261 ADT (ITE 221)

6,840 sf "retail" = 258 ADT (ITE 820)

Total

$261 + 258 = 519$ ADT

IN REVIEW:

189 Apartments = 1,028 ADT (ITE 221) ➔ *Over 1,000 ADT would require a TIA.

23 Food Carts = 1,184 ADT (Trips Based On Counts and ITE) ➔ *Over 1,000 ADT would require a TIA.

Total

$1,028 + 1,184 = 2,212$ ADT

AVAILABLE:

Phase 1

$1,083 - 519 = 564$ ADT

Phase 2

2,085 ADT

Total

$564 + 2,085 = 2,649$ ADT

With BOTH Phases a Traffic Impact Analysis (TIA) was submitted for their respective Comprehensive Plan Change and Zone Change. The TIA evaluated the impacts of full build out in the 2035 Planning Horizon Year and made the determination there was no "significant affect". The Phase 2 analysis evaluated Wallace Road NW at both Orchard Heights Road NW and Glen Creek Road NW and included the Phase 1 traffic in the

background traffic. The argument could be made that if there is no “significant affect” in 2035 then there is no “significant affect” in 2022.

*Technically, any development that generates over 1,000 ADT requires a TIA to be submitted. I believe the TIA that was submitted in 2018 for Phase 2 adequately addresses the traffic impacts on the system for both phases of this development.

The Trip Rate that I developed for the Food Carts is 51.49 Daily trips per cart. Assuming the proposal is for 23 Food Carts, the traffic would be 1,184 ADT, and the proposed apartments generates 1,028 ATD. It would appear the traffic generated from this Food Cart Pod development and the apartments will fit within the available “combined” trips and the traffic impacts were addressed in the 2018 TIA.

It is very likely the West Salem Neighborhood Association will appeal BOTH proposed developments (Phase 2 Apartments and Phase 1 Food Carts). It is also very likely one of their arguments will be that these developments were required to submit TIA and did not, therefore the City must deny the request. They might also argue the TIAs that were submitted in 2017 and 2018 did not adequately evaluate the traffic on Wallace Road and because enough time has passed, and the traffic counts are more than two years old, they are not valid and must be denied.

We believe the traffic from the proposed developments (Phase 2 Apartments and Phase 1 Food Carts) was addressed in the 2018 TIA. But it is difficult to predict the outcome during an appeal and what additional things might be required.

I hope this helps.

Best Regards,

Tony C. Martin, PE

Assistant City Traffic Engineer

City of Salem | Public Works Department

555 Liberty St SE, Suite 325, Salem OR 97301-3515

tmartin@cityofsalem.net

Office: 503-588-6211 | Cell: 503-910-4828

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