

TECHNICAL MEMORANDUM

DATE:	July 12, 2022
TO:	Randy Boehm Urban Resources, Inc. Thomas Eldridge Community Development Partners
FROM:	Scott Mansur, P.E., PTOE DKS Associates Jenna Bogert, P.E. DKS Associates Hallie Turk, E.I. DKS Associates
SUBJECT:	Salem Gateway Housing Development Transportation Impact Analysis



P#21030-002

INTRODUCTION

This memorandum evaluates the transportation impacts associated with a proposed multifamily housing development located on Battle Creek Road in Salem, Oregon. The development includes 129 multifamily units that consists of a mix of senior and affordable housing.

The purpose of this transportation impact analysis is to determine if the proposed development will have impacts on the nearby transportation network. Based on a discussion with City staff¹, the impact analysis is focused on one study intersection, Battle Creek Road and Foxhaven Drive.

EXISTING CONDITIONS

This section provides documentation of existing study area conditions, including the study area roadway network, pedestrian and bicycle facilities, and existing traffic volumes and operations. Supporting details for volumes and operations are provided in the appendix.

STUDY AREA ROADWAY NETWORK

Key roadways in the vicinity of the proposed development are summarized in **TABLE 1** with their existing roadway characteristics. Roadway functional classifications are taken from the City of Salem Transportation System Plan.²

¹ Phone conversation with Tony Martin, June 16, 2022.

² Map 3-1, Transportation System Plan, City of Salem, January 2020.

ROADWAY	CLASSIFICATION	NO. OF LANES	SPEED LIMIT	SIDEWALKS	BIKE FACILITIES	ON- STREET PARKING
KUEBLER BOULEVARD	Parkway	4	45 mph	Yes	Yes	No
BATTLE CREEK ROAD	Minor Arterial	2	40 mph	Yes	No*	No
BOONE ROAD	Collector	2	35 mph	Yes*	Yes**	No
FOXHAVEN DRIVE	Local Street	2	20 mph	Yes	No	Yes

TABLE 1: STUDY AREA ROADWAY CHARACTERISTICS (WITHIN THE VICINITY OF THE PROJECT)

*A multi-use path is planned along the west side of Battle Creek Road adjacent to the project site.

**There are sidewalks and bike facilities on Boone Road east of Battle Creek Road, but not west of Battle Creek Road.

SAFETY ANALYSIS

A brief discussion of the crash analysis that was performed for the study area is presented in the sections below. Crash data was obtained from the ODOT Crash Analysis and Reporting Unit for the five most recent years of published data (2016-2020).

CRASH STATISTICS

Between the beginning of 2016 and end of 2020, two crashes were recorded at the study intersection. Both crashes were property damage only (PDO) and did not involve pedestrians or bicycles. The most recent crash, in July 2020, was an angle crash, in which the vehicle turning off Foxhaven Drive did not yield to a vehicle traveling on Battle Creek Road. The other crash was a Rear End crash that took place in October 2016.

CRITICAL CRASH RATE CALCULATIONS

ODOT Analysis Procedure Manual (APM) guidance was followed to evaluate the crash rate at the study intersection. **TABLE 2** shows the results of the evaluation. The intersection type was determined by its geometry and traffic control. Exhibit 4-1 in the Analysis Procedures Manual³ was utilized to determine the critical crash rates. As shown, the study intersection's calculated crash rate is less than the critical crash rate.

TABLE 2: CRITICAL CRASH RATE RESULTS

INTERSECTION	GROUPING TYPE ^a	NUMBER OF CRASHES	CRITICAL RATE (90 TH %ILE)	CALCULATED CRASH RATE
BATTLE CREEK ROAD /	URBAN 3ST	2	0.293	0.172
FOXHAVEN DRIVE				

^a 3ST = Three-Leg Minor Stop-Controlled

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³ Analysis Procedures Manual, Oregon Department of Transportation, Updated 7/7/2020.

EXISTING TRAFFIC VOLUMES

Existing traffic volumes for the study were estimated using AM and PM peak hour turning movement counts (7:00-9:00 am and 4:00-6:00 pm) for nearby intersection Battle Creek Rd/Boone Road collected in May 2022. The 2022 existing peak hour traffic volumes are shown in **FIGURE 1**.



FIGURE 1: EXISTING AM AND PM PEAK HOUR VOLUMES (2022)

REQUIRED OPERATING STANDARDS

The study intersection falls under the City of Salem's jurisdiction. The City shall allow its existing streets and intersections to function at **LOS E and a v/c ratio of 0.90** for signalized intersections and **LOS E** for unsignalized intersections during the morning and evening peak travel hours.⁴

EXISTING OPERATING CONDITIONS

DKS

Existing traffic operations at the study intersections were determined for the AM and PM peak hours based on the Highway Capacity Manual (HCM) 6th Edition methodology for unsignalized

⁴ Policy 2.5.2.c, Full Transportation System Plan, City of Salem, Amended January 2020.

intersections.⁵ The results were then compared with the minimum operating standards. **TABLE 3** lists the estimated v/c ratio, delay, and LOS of each study intersection.

	OPERATING	AM PI	EAK HOUR	2	PM PEAK HOUR								
STUDY INTERSECTION	STANDARD / MOBILITY TARGET	V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS						
TWO-WAY STOP CONTROLLED													
BATTLE CREEK RD / FOXHAVEN DR LOS E 0.14/0.18 8/12 A/B 0.25/0.11 8/11 A/B													
Delay = Critical Movement Ap	proach Delay, in seconds (M	laior/Minor Ro	ad)										

TABLE 3: EXISTING INTERSECTION OPERATIONS (2020)

Delay = Critical Movement Approach Delay, in seconds (Major/Minor Road) v/c = Critical Movement Volume-to-Capacity Ratio (Major/Minor Road)

V/C = Childal Movement Volume-to-Capacity Ratio (Major/M

LOS = Level of Service (Major/Minor Road)

As shown above, the study intersection meets the operating standards/mobility targets.

PROJECT IMPACTS

This section reviews the impacts that the proposed development may have on the transportation system within the study area. This analysis includes the trip generation, trip distribution, and future year traffic volumes and operating conditions for the study intersections under both Background and Build scenarios.

PROPOSED DEVELOPMENT

The proposed development will consist of an affordable multifamily housing development with 129 total units, including 51 senior units. The site is estimated to be fully built and occupied by 2025 with driveway accesses on a future extension of Salal Street, which will connect to extensions of Foxhaven Drive and Teal Drive.

TRIP GENERATION

Trip generation is the method used to estimate the number of vehicles added to site driveways and the adjacent roadway network by a development during a specified period (e.g., the PM peak hour). ITE 11th Edition trip generation data was used to determine the trip generation of the new development.⁶

⁵ Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

⁶ Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

The ITE land use Affordable Housing (223) was used for the development. The generated trips were calculated for the number of dwelling units.

TABLE 4 provides the trip generation for the proposed development. As shown, the development is expected to generate approximately 37 (13 in, 24 out) AM peak hour trips, 41 (24 in, 17 out) PM peak hour trips, and 436 daily trips.

LAND USE		AM PEAK TRIPS P				ак тғ		
(ITE CODE)	UNITS	TOTAL	IN	ουτ	TOTAL	IN	ουτ	DAILY TRIPS
INCOME LIMIT HOUSING (223)	78	28	8	20	36	21	15	375
SENIOR HOUSING (223)	51	9	5	4	5	3	2	61
TOTAL	129	37	13	24	41	24	17	436

TABLE 4: TRIP GENERATION

TRIP DISTRIBUTION

Trip distribution provides an estimate of where project-related trips would be coming from and going to. It is given as percentages at key gateways to the study area and is used to route project trips through the study intersections.

FIGURE 2 shows the expected trip distribution and project trip routing for the traffic generated by the proposed development. The distribution shows 50% of trips traveling to/from Kuebler Boulevard, 10% of trips traveling to/from Boone Road, 20% of trips traveling to/from Battle Creek Road north of Kuebler Boulevard, 15% of trips traveling to/from Battle Creek Road south of Foxhaven Drive, and 5% of trips traveling on Salal Street. This trip distribution was estimated using the SKATS travel demand model and the existing traffic patterns in the area.⁷

⁷ SKATS Travel Demand Model, Select Zone Analysis, Zone 193.



FIGURE 2: TRIP DISTRIBUTION AND PROJECT TRIPS

FUTURE TRAFFIC VOLUMES

The AM and PM peak hour traffic volumes for the two future analysis scenarios are shown in **FIGURE 3** and **FIGURE 4**. The Future 2025 Background scenario volumes were created by growing the Existing 2022 volumes over three years to assumed buildout and adding trips from nearby inprocess developments. The Future 2025 Build scenario volumes were created by adding the project generation trips to the Future 2025 Background scenario volumes.

The growth rate for the study area was determined using the SKATS travel demand base year and future year models. Using data from the models, the project area is expected to see a 1.5% average annual growth rate.

In-Process Development

In-process development trips from the retail pads adjacent to the Costco, 27th Ave Apartments, Coburn Grand View, Coburn Terrace, Landau Heights, The Reserve at Battle Creek, and Woodscape Glen developments were also included in the 2025 Background volumes.





FIGURE 4: FUTURE BUILD AM AND PM PEAK HOUR VOLUMES (2025)

FIGURE 3: FUTURE BACKGROUND AM AND PM PEAK HOUR VOLUMES (2025)



FUTURE INTERSECTION OPERATIONS

Future traffic operations at the study intersections were determined for the AM and PM peak hours based on the Highway Capacity Manual (HCM) 6th Edition methodology for unsignalized intersections.⁸ The results were then compared with the minimum operating standards. **TABLE 5** and **TABLE 6** list the estimated v/c ratio, delay, and LOS of each study intersection. The HCM reports are provided in the appendix.

As shown, all study intersections meet the required operating standards for AM and PM peak hours for both Future condition scenarios.

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TABLE 5: FUTURE	INTERSECTION	OPERATIONS ((2025) – AM PEAK

ENTURE INTERCECTION ORERATIONS (2025)

	OPERATING	BAG	CKGROUND		BUILD				
INTERSECTION	STANDARD	V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS		
UNSIGNALIZED									
BATTLE CREEK RD / FOXHAVEN DR	LOS E	0.21/0.17	8/22	A/C	0.22/0.28	8/25	A/C		

Delay = Critical Movement Approach Delay, in seconds (Major/Minor Road)

v/c = Associated Movement Volume-to-Capacity Ratio (Major/Minor Road)

LOS = Level of Service (Major/Minor Road)

TABLE 6: FUTURE INTERSECTION OPERATIONS (2025) - PM PEAK

	OPERATING	BA	CKGROUND		BUILD				
INTERSECTION	STANDARD	V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS		
UNSIGNALIZED									
BATTLE CREEK RD / FOXHAVEN DR	LOS E	0.21/0.14	8/26	A/D	0.21/0.24	8/29	A/D		

Delay = Critical Movement Approach Delay, in seconds (Major/Minor Road)

v/c = Associated Movement Volume-to-Capacity Ratio (Major/Minor Road)

LOS = Level of Service (Major/Minor Road)

⁸ Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

SITE PLAN REVIEW

This section reviews site accesses, frontage improvements, internal circulation, bicycle and pedestrian facilities, and parking.

SITE ACCESS(ES)

The site plan shows four driveway accesses on a future extension of Salal Street, which will be built as part of the adjacent multifamily development and will run north south and connect to a future extension of Teal Drive to the west and Foxhaven Drive to the north.

It should be noted that the City's vision clearance standards shall be met at all proposed street intersections per City Code⁹ Prior to occupancy, sight distance at any existing or proposed access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

There is no stated requirement for spacing for driveways on local streets in the Salem Revised Code.

FRONTAGE IMPROVEMENTS

The adjacent multifamily development includes constructing the future extension of Salal Street. This project will have frontage on the planned extension of Salal Street as well as a future extension of Teal Drive. DKS recommends constructing Teal Drive to City local street standards. Local street cross section standards require a 30-foot roadway with a 6-inch curb, 8-foot planting area, and 5-foot sidewalks on both sides.¹⁰

INTERNAL CIRCULATION

Based on the site plan, the four on-site parking lots appear to provide adequate turning radii at all vehicle access points to allow for safe vehicle circulation.

BICYCLE AND PEDESTRIAN FACILITIES

Pedestrian and bicycle facilities will be provided on Salal Street and Teal Drive that meet City standards and provide sufficient access and circulation to the site. No additional bicycle and pedestrian facilities are recommended.

⁹ Title X, Chapter 805, Section 005 – Vision Clearance Areas, Salem Revised Code, Revised April 28, 2022.

¹⁰ Figure 3-2, City of Salem Transportation System Plan, Amended January 13, 2020.

PARKING

The proposed affordable housing development is required to comply with the City of Salem Code for the number of vehicular parking stalls and bicycle parking spaces that are provided on site.¹¹ **TABLE 7** lists the vehicular and bicycle parking requirements for the proposed development. Below are the City Code required vehicle and bicycle parking rates.

- Vehicle Parking:
 - 1 stall per dwelling unit
 - \circ 1 stall per 4 dwelling units for low-income senior (elderly) housing
- Bicycle Parking: greater of 4 bicycle parking spaces or 0.1 spaces per dwelling unit
 - o Calculated by lot

The minimum number of vehicle parking spaces per dwelling unit may be reduced by 25% for dwelling units that meet the City's criteria for affordable housing. Because senior dwelling units already have reduced parking, the 25% parking space reduction was only applied to family units.

LOT	DWELLING SIZE (UNIT TYPE)	UNIT QUANTITY	VEHICLE STALL MINIMUM	VEHICLE STALL MINIMUM (WITH 25% REDUCTION)	BICYCLE STALL MINIMUM
LOT 3	Family	47	47	35	8
	Senior	31	8	-	0
LOT 3 TOTAL		78	55	43	8
107.4	Family	34	34	25	5
	Senior	17	5	-	5
LOT 4 TOTAL		51	39	30	5
	TOTAL	129	94	73	13

TABLE 7: VEHICULAR AND BICYCLE PARKING SUMMARY

As shown in the table above, a minimum of 73 vehicular stalls are needed to meet the minimum City Code requirements (given the 25% reduction for affordable housing), with 43 of those stalls required in Lot 3 and 30 stalls in Lot 4. The table also indicates that 13 new bicycle parking spaces are needed to meet the minimum City Code requirements. These spaces must be provided on-site and should be located near the building entrances for convenient access. The current site plan

¹¹ Title X, Chapter 806, Section 015 – Amount of Off-Street Parking, Salem Revised Code, Revised April 28, 2022. Title X, Chapter 806, Section 055 – Amount of Bicycle Parking, Salem Revised Code, Revised April 28, 2022.

shows a total of 75 parking spaces, with 43 stalls in Lot 3 and 32 in Lot 4; therefore, the desired minimum parking requirement is met.

PROJECT SUMMARY

A summary of the proposed development and its anticipated impacts are as follows:

- The development is estimated to generate 37 (13 in, 24 out) AM peak hour trips, 41 (24 in, 17 out) PM peak hour trips, and 436 daily trips.
- All study intersections meet operating standards under Existing 2022, Future 2025 Background, and Future 2025 Build conditions. No capacity improvements or mitigations are required.
- Based on the proposed site plan, there will be four driveways on the future extension of Salal Street.
- Prior to occupancy, sight distance at all proposed driveways will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to assure that buildings, signs, or landscaping does not restrict sight distance.
- The number of parking stalls shown in the site plan (75 stalls) meets the minimum requirements per City code (73 stalls).

Appendix:

- A. Traffic Count Data
- B. HCM Reports
- C. Site Plan

A. TRAFFIC COUNT DATA

DKS SALEM GATEWAY HOUSING • TRANSPORTATION IMPACT ANALYSIS • JULY 2022



Location: 2 BATTLE CREEK RD SE & BOONE RD SE AM Date: Tuesday, May 24, 2022 Peak Hour: 07:20 AM - 08:20 AM

Peak 15-Minutes: 07:40 AM - 07:55 AM

Peak Hour





Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.7%	0.68
WB	10.3%	0.75
NB	1.0%	0.90
SB	4.9%	0.91
All	3.5%	0.87

Traffic Counts - Motorized Vehicles

Interval		BOONE	E RD SE			BOONI West	E RD SE bound		BA	TTLE CF North	REEK RD	SE	BA	TTLE CR South	EEK RD	SE		Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
7:00 AM	0	12	0	3	0	0	2	3	0	1	26	1	0	2	7	3	60	975
7:05 AM	0	5	1	1	0	0	1	1	0	1	22	1	0	4	5	9	51	1,003
7:10 AM	0	7	6	0	0	0	0	1	0	3	37	2	0	3	9	5	73	1,023
7:15 AM	0	6	1	0	0	1	0	0	0	0	20	1	0	5	15	9	58	1,019
7:20 AM	0	9	0	0	0	0	0	4	0	1	30	3	0	8	16	8	79	1,037
7:25 AM	0	10	3	2	0	1	1	3	0	3	24	2	0	4	8	12	73	1,028
7:30 AM	0	10	1	0	0	0	0	5	0	3	34	3	0	4	13	12	85	1,027
7:35 AM	0	19	3	1	0	0	3	1	0	2	32	8	0	3	11	19	102	1,019
7:40 AM	0	20	2	3	0	1	0	5	0	1	27	3	0	3	23	15	103	977
7:45 AM	0	20	5	4	0	0	0	2	0	1	27	5	0	7	9	7	87	938
7:50 AM	0	19	6	0	0	0	1	3	0	0	35	3	0	12	22	8	109	911
7:55 AM	0	13	5	2	0	3	0	3	0	1	27	2	0	5	27	7	95	870
8:00 AM	0	13	7	2	0	2	1	5	0	2	31	2	0	5	13	5	88	832
8:05 AM	0	11	2	0	0	1	0	2	0	1	31	0	0	2	16	5	71	
8:10 AM	0	3	3	0	0	0	0	3	0	0	23	1	0	3	20	13	69	
8:15 AM	0	12	3	2	0	2	2	4	0	3	23	2	0	8	10	5	76	
8:20 AM	0	5	0	1	0	0	2	3	0	1	18	3	0	6	23	8	70	
8:25 AM	0	9	1	0	0	1	1	5	0	1	18	0	0	4	19	13	72	
8:30 AM	0	12	4	3	0	0	4	6	0	2	21	2	0	4	13	6	77	
8:35 AM	0	7	5	1	0	1	1	4	0	0	23	1	0	1	13	3	60	
8:40 AM	0	7	4	1	0	0	0	1	0	1	19	0	0	5	20	6	64	
8:45 AM	0	7	1	1	0	0	2	4	0	0	19	3	0	6	15	2	60	
8:50 AM	0	6	2	1	0	1	2	3	0	2	30	0	0	3	16	2	68	
8:55 AM	0	3	1	0	0	0	2	1	0	0	23	0	0	1	20	6	57	
Count Total	0	245	66	28	0	14	25	72	0	30	620	48	0	108	363	188	1,807	
Peak Hour	0	159	40	16	0	10	8	40	0	18	344	34	0	64	188	116	1,037	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval		Неа	avy Vehicle	es		Interval		Bicycles on Roadway					Interval Pedestrians/B				icycles on Crosswalk		
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total		
7:00 AM	0	0	0	1	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0		
7:05 AM	0	1	0	2	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0		
7:10 AM	0	1	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0		
7:15 AM	0	0	0	2	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0		
7:20 AM	0	0	2	3	5	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0		
7:25 AM	0	0	1	1	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0		
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0		
7:35 AM	1	1	0	3	5	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0		
7:40 AM	1	0	0	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0		
7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0		
7:50 AM	2	0	1	0	3	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0		
7:55 AM	2	0	1	5	8	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0		
8:00 AM	0	3	0	2	5	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0		
8:05 AM	0	0	0	3	3	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0		
8:10 AM	0	0	1	1	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0		
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0		
8:20 AM	0	1	1	2	4	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0		
8:25 AM	1	0	0	2	3	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0		
8:30 AM	0	1	1	0	2	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0		
8:35 AM	1	0	0	4	5	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0		
8:40 AM	0	0	0	2	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0		
8:45 AM	0	2	0	5	7	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0		
8:50 AM	1	0	0	3	4	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0		
8:55 AM	0	6	0	2	8	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0		
Count Total	11	16	8	43	78	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0		
Peak Hour	8	4	6	18	36	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0		



Location: 7 BATTLE CREEK RD SE & BOONE RD SE PM Date: Tuesday, May 17, 2022 Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour





Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.5%	0.80
WB	0.7%	0.87
NB	2.8%	0.89
SB	1.2%	0.89
All	1.6%	0.94

Traffic Counts - Motorized Vehicles

Interval		BOONI Eastb	E RD SE			BOON West	E RD SE bound		BA	TTLE CR North	REEK RD	SE	BAT	TTLE CR South	EEK RD		Rollina	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	5	3	3	0	6	8	16	0	0	28	1	0	9	23	18	120	1,303
4:05 PM	0	5	1	2	0	3	2	16	0	3	23	4	0	12	24	16	111	1,283
4:10 PM	0	8	7	2	0	0	2	13	0	4	16	0	0	6	20	10	88	1,280
4:15 PM	0	7	2	1	0	2	6	14	0	2	17	3	0	8	34	22	118	1,297
4:20 PM	0	8	4	4	0	6	7	11	0	2	20	3	0	9	28	19	121	1,280
4:25 PM	0	6	6	1	0	6	7	11	0	0	24	3	0	10	22	12	108	1,261
4:30 PM	0	6	3	0	0	3	5	14	0	2	20	3	0	8	26	20	110	1,250
4:35 PM	0	5	2	2	0	2	2	22	0	0	15	1	0	13	29	12	105	1,254
4:40 PM	0	14	2	0	0	10	6	12	0	1	19	1	0	3	27	10	105	1,237
4:45 PM	0	9	5	4	0	8	9	14	0	0	25	3	0	8	36	10	131	1,239
4:50 PM	0	11	1	1	0	7	5	9	0	2	20	1	0	6	24	11	98	1,218
4:55 PM	0	17	5	1	0	3	4	9	0	1	12	2	0	9	13	12	88	1,204
5:00 PM	0	6	4	0	0	2	10	11	0	0	17	2	0	10	25	13	100	1,209
5:05 PM	0	7	4	1	0	7	7	21	0	0	17	0	0	12	20	12	108	
5:10 PM	0	6	4	2	0	6	6	8	0	2	20	3	0	5	29	14	105	
5:15 PM	0	12	3	0	0	5	7	12	0	0	15	1	0	9	25	12	101	
5:20 PM	0	6	0	2	0	4	10	6	0	3	24	1	0	12	18	16	102	
5:25 PM	0	7	4	1	0	2	6	11	0	1	10	0	0	8	26	21	97	
5:30 PM	0	11	6	1	0	2	10	20	0	2	14	0	0	7	26	15	114	
5:35 PM	0	11	3	2	0	3	6	9	0	3	16	1	0	6	23	5	88	
5:40 PM	0	11	1	2	0	2	2	17	0	2	20	1	0	7	25	17	107	
5:45 PM	0	11	3	0	0	4	3	21	0	4	15	3	0	9	22	15	110	
5:50 PM	0	4	4	2	0	1	3	6	0	0	16	3	0	9	16	20	84	
5:55 PM	0	10	4	1	0	1	4	11	0	2	10	1	0	6	26	17	93	
Count Total	0	203	81	35	0	95	137	314	0	36	433	41	0	201	587	349	2,512	
Peak Hour	0	101	41	21	0	56	63	161	0	17	239	25	0	101	306	172	1,303	_

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Peo	destrians/E	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
4:00 PM	0	1	1	1	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	1	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	2	2
4:15 PM	0	0	0	1	1	4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0
4:20 PM	1	0	0	1	2	4:20 PM	0	0	1	1	2	4:20 PM	0	0	1	0	1
4:25 PM	1	1	0	0	2	4:25 PM	1	0	0	0	1	4:25 PM	0	0	0	2	2
4:30 PM	1	1	0	1	3	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	1	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	1	0	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	1	1
4:45 PM	0	1	0	1	2	4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	1	1
4:50 PM	1	1	0	0	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	1	0	2	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	2	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	1	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	0	0	1	2	5:25 PM	0	0	0	0	0	5:25 PM	0	1	0	0	1
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	0	1
5:55 PM	1	1	0	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	8	11	3	11	33	Count Total	1	0	2	2	5	Count Total	0	1	3	6	10
Peak Hour	4	8	2	7	21	Peak Hour	1	0	2	2	5	Peak Hour	0	0	1	6	7

B. HCM REPORTS

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Summary Table

Summary Table

Intersection	Control Type	Scenario	LOS	Delay	V/C Ratio	Critical Movement
Battle Creek Rd and Foxhaven Dr	TWSC	Existing AM	A/B	8/12	0.14/0.18	SB/WB
Battle Creek Rd and Foxhaven Dr	TWSC	Existing PM	A/B	8/11	0.25/0.11	SB/WB
Battle Creek Rd and Foxhaven Dr	TWSC	Background AM	A/C	8/22	0.21/0.17	SB/EB
Battle Creek Rd and Foxhaven Dr	TWSC	Background PM	A/D	8/26	0.21/0.14	NB/EB
Battle Creek Rd and Foxhaven Dr	TWSC	Build AM	A/C	8/25	0.22/0.28	SB/EB
Battle Creek Rd and Foxhaven Dr	TWSC	Build PM	A/D	8/29	0.21/0.24	NB/EB

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		el 👘			- द
Traffic Vol, veh/h	18	74	324	6	25	189
Future Vol, veh/h	18	74	324	6	25	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	,# 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	0	0	7
Mvmt Flow	21	85	372	7	29	217

Major/Minor	Minor1	N	lajor1	Ν	/lajor2			
Conflicting Flow All	651	376	0	0	379	0		
Stage 1	376	-	-	-	-	-		
Stage 2	275	-	-	-	-	-		
Critical Hdwy	6.4	6.2	-	-	4.1	-		
Critical Hdwy Stg 1	5.4	-	-	-	-	-		
Critical Hdwy Stg 2	5.4	-	-	-	-	-		
Follow-up Hdwy	3.5	3.3	-	-	2.2	-		
Pot Cap-1 Maneuver	436	675	-	-	1191	-		
Stage 1	699	-	-	-	-	-		
Stage 2	776	-	-	-	-	-		
Platoon blocked, %			-	-		-		
Mov Cap-1 Maneuve	r 424	675	-	-	1191	-		
Mov Cap-2 Maneuve	r 424	-	-	-	-	-		
Stage 1	699	-	-	-	-	-		
Stage 2	754	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.9
HCM LOS	В		

Minor Lane/Major Mvmt	NBT	NBRW	/BLn1	SBL	SBT
Capacity (veh/h)	-	-	605	1191	-
HCM Lane V/C Ratio	-	-	0.175	0.024	-
HCM Control Delay (s)	-	-	12.2	8.1	0
HCM Lane LOS	-	-	В	А	Α
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

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Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		4			र्च
Traffic Vol, veh/h	12	51	235	21	85	300
Future Vol, veh/h	12	51	235	21	85	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	0	0	2
Mvmt Flow	13	54	250	22	90	319

Major/Minor	Minor1	M	ajor1	Ν	lajor2	
Conflicting Flow All	760	261	0	0	272	0
Stage 1	261	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	377	783	-	-	1303	-
Stage 1	787	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	r 345	783	-	-	1303	-
Mov Cap-2 Maneuver	r 345	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	WB	NB	SB	
HCM Control Delay, s	11.4	0	1.8	
HCM LOS	В			

Minor Lane/Major Mvmt	NBT	NBRWE	3Ln1	SBL	SBT
Capacity (veh/h)	-	-	631	1303	-
HCM Lane V/C Ratio	-	- 0	.106	0.069	-
HCM Control Delay (s)	-	-	11.4	8	0
HCM Lane LOS	-	-	В	А	А
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection													
Int Delay, s/veh	2.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			- 🗘			- 44			- 🗘		
Traffic Vol, veh/h	31	0	6	19	0	77	3	377	6	26	277	15	
Future Vol, veh/h	31	0	6	19	0	77	3	377	6	26	277	15	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None										
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87	
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	7	0	
Mvmt Flow	36	0	7	22	0	89	3	433	7	30	318	17	

Major/Minor	Minor2		Ν	1inor1		M	Major1		M	Major2			
Conflicting Flow All	874	833	327	833	838	437	335	0	0	440	0	0	
Stage 1	387	387	-	443	443	-	-	-	-	-	-	-	
Stage 2	487	446	-	390	395	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-	
Pot Cap-1 Maneuver	272	307	719	290	305	624	1236	-	-	1131	-	-	
Stage 1	641	613	-	598	579	-	-	-	-	-	-	-	
Stage 2	566	577	-	638	608	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	227	296	719	279	294	624	1236	-	-	1131	-	-	
Mov Cap-2 Maneuver	227	296	-	279	294	-	-	-	-	-	-	-	
Stage 1	639	593	-	596	577	-	-	-	-	-	-	-	
Stage 2	484	575	-	611	588	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	21.9	14.2	0.1	0.7	
HCM LOS	С	В			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1V	/BLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	255	501	1131	-	-
HCM Lane V/C Ratio	0.003	-	-	0.167	0.22	0.026	-	-
HCM Control Delay (s)	7.9	0	-	21.9	14.2	8.3	0	-
HCM Lane LOS	А	А	-	С	В	Α	А	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.8	0.1	-	-

2.4

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Int Delay, s/veh

N 4		EDT						NDT			ODT	
Novement	ERL	EBT	EBK	WBL	WBI	WBR	NBL	NBT	NBK	SBL	SBI	SBR
Lane Configurations		- 44			- 44			- 44			- 44	
Traffic Vol, veh/h	22	0	4	13	0	53	6	318	22	89	410	32
Future Vol, veh/h	22	0	4	13	0	53	6	318	22	89	410	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	2	0
Mvmt Flow	23	0	4	14	0	56	6	338	23	95	436	34

Major/Minor	Minor2		N	Minor1		N	Major1		Ν	/lajor2			
Conflicting Flow All	1033	1016	453	1007	1022	350	470	0	0	361	0	0	
Stage 1	643	643	-	362	362	-	-	-	-	-	-	-	
Stage 2	390	373	-	645	660	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-	
Pot Cap-1 Maneuver	213	240	611	221	238	698	1102	-	-	1209	-	-	
Stage 1	465	472	-	661	629	-	-	-	-	-	-	-	
Stage 2	638	622	-	464	463	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	179	213	611	200	211	698	1102	-	-	1209	-	-	
Mov Cap-2 Maneuver	179	213	-	200	211	-	-	-	-	-	-	-	
Stage 1	462	421	-	656	625	-	-	-	-	-	-	-	
Stage 2	582	618	-	411	413	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	25.7	14	0.1	1.4	
HCM LOS	D	В			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1V	/BLn1	SBL	SBT	SBR
Capacity (veh/h)	1102	-	-	201	468	1209	-	-
HCM Lane V/C Ratio	0.006	-	-	0.138	0.15	0.078	-	-
HCM Control Delay (s)	8.3	0	-	25.7	14	8.2	0	-
HCM Lane LOS	А	А	-	D	В	А	А	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	0.3	-	-

Intersection		
Int Delay, s/veh	3.6	

-												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		- 🗘			- 🗘			- 42			- 🗘	
Traffic Vol, veh/h	50	0	10	19	0	77	5	377	6	26	277	25
Future Vol, veh/h	50	0	10	19	0	77	5	377	6	26	277	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	7	0
Mvmt Flow	57	0	11	22	0	89	6	433	7	30	318	29

Major/Minor	Minor2		Ν	linor1		N	/lajor1		Ν	/lajor2			
Conflicting Flow All	886	845	333	847	856	437	347	0	0	440	0	0	
Stage 1	393	393	-	449	449	-	-	-	-	-	-	-	
Stage 2	493	452	-	398	407	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-	
Pot Cap-1 Maneuver	267	302	713	284	297	624	1223	-	-	1131	-	-	
Stage 1	636	609	-	593	576	-	-	-	-	-	-	-	
Stage 2	562	574	-	632	601	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	222	290	713	271	285	624	1223	-	-	1131	-	-	
Mov Cap-2 Maneuver	222	290	-	271	285	-	-	-	-	-	-	-	
Stage 1	632	589	-	589	572	-	-	-	-	-	-	-	
Stage 2	479	570	-	601	581	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	24.7	14.3	0.1	0.7	
HCM LOS	С	В			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1\	VBLn1	SBL	SBT	SBR
Capacity (veh/h)	1223	-	-	251	496	1131	-	-
HCM Lane V/C Ratio	0.005	-	-	0.275	0.222	0.026	-	-
HCM Control Delay (s)	8	0	-	24.7	14.3	8.3	0	-
HCM Lane LOS	А	А	-	С	В	А	А	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.8	0.1	-	-

Intersection													
Int Delay, s/veh	2.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		\$			\$			÷			\$		
Traffic Vol, veh/h	36	0	7	13	0	53	10	318	22	89	410	51	
Future Vol, veh/h	36	0	7	13	0	53	10	318	22	89	410	51	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None										
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	2	0	
Mvmt Flow	38	0	7	14	0	56	11	338	23	95	436	54	

Major/Minor	Minor2		Ν	/linor1		Ν	/lajor1		N	lajor2			
Conflicting Flow All	1053	1036	463	1029	1052	350	490	0	0	361	0	0	
Stage 1	653	653	-	372	372	-	-	-	-	-	-	-	
Stage 2	400	383	-	657	680	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-	
Pot Cap-1 Maneuver	206	233	603	214	228	698	1084	-	-	1209	-	-	
Stage 1	460	467	-	653	622	-	-	-	-	-	-	-	
Stage 2	630	616	-	457	454	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	172	205	603	192	200	698	1084	-	-	1209	-	-	
Mov Cap-2 Maneuver	172	205	-	192	200	-	-	-	-	-	-	-	
Stage 1	454	416	-	645	614	-	-	-	-	-	-	-	
Stage 2	572	608	-	402	405	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	29	14.3	0.2	1.3	
HCM LOS	D	В			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR
Capacity (veh/h)	1084	-	-	195	459	1209	-	-
HCM Lane V/C Ratio	0.01	-	-	0.235	0.153	0.078	-	-
HCM Control Delay (s)	8.4	0	-	29	14.3	8.2	0	-
HCM Lane LOS	А	А	-	D	В	А	А	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.5	0.3	-	-

C. SITE PLAN

DKS SALEM GATEWAY HOUSING • TRANSPORTATION IMPACT ANALYSIS • JULY 2022



	NORTH	
JNIT COUNT	Building A	Building 5A
,	4	0
ed	4	0
ed	4	0
ed	6	0
t per Bldg	14	0
al	56	0
Тс	otal	
	UNIT MIX	
e Bedroom		24
o Bedroom/senior		
b Bedroom/ family		24
ee Bedroom		30
al		78
erage bdrm size		2.08
for max points		

	PARKING									
	NORTH									
RKING (without 25% affordab	le housing reduction)									
Unit Type	# Units									
e Bedroom	24									
o Bedroom/ senior										
o Bedroom/ family	54									
ree Bedroom										
tal	78									

CDP SALEM Parcel 3 & Parcel 4, Battle Creek SE Salem, OR Project #22047 04.05.2022

Site Plan Phase II

۱.	Building B
	1
	8
	8
	6
	22
	22
	78

UNIT COUNT	Building A	Building 5A	Building B
Qty	0	1	2
1 Bed	0	0	8
2 Bed	0	5	8
3 Bed	0	6	4
Unit per Bldg	0	11	20
Total	0	11	40
	Total		51
	UNIT MIX		
One Bedroom		16	
Two Bodroom (conjor			
Two Bedroom/sellior		21	
Two Bedroom/ family		21	
Three Bedroom		14	
Total		51	
		1.00	
Average bdrm size		1.96	
>2 for max points			

SOUTH

	PARKING		
	SOUTH		
PARKING (without 25% affordable	e housing reduction)		
Unit Type	# Units	Spaces	
One Bedroom	16	4	
Two Bedroom/ senior			
Two Bedroom/ family	35	27	
Three Bedroom			
Total	51	31	



41

47



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