



**Marion County**  
OREGON

# ZONE CHANGE/COMPREHENSIVE PLAN CHANGE APPLICATION

**Do not double-side or spiral bind any documents being submitted**

**RECEIVED**

**Fee: Please check the appropriate box:**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Zone Change - \$2500+\$40/acre<br><input type="checkbox"/> Comprehensive Plan Change - \$3755+\$60/acre<br><input type="checkbox"/> Zone Change/Comprehensive Plan Change - \$4510+\$70/acre | <input type="checkbox"/> Mineral Aggregate Site - \$6360 base fee +<br>\$30/acre – 0-100 acres<br>\$90/acre – 101-200 acres<br>\$120/acre – 201-399 acres<br>\$180/acre – 400+ acres |
|--|--|

DEC 20 2023

**Marion County  
Planning**

PROPERTY OWNER(S): LJS Property Management LLC	ADDRESS, CITY, STATE, AND ZIP: 5347 Valley View Road SE, Turner, OR 97392
PROPERTY OWNER(S) (if more than one): Russel Leach	ADDRESS, CITY, STATE, AND ZIP
APPLICANT REPRESENTATIVE: David Dodson - Willamette Valley Planning LLC	ADDRESS, CITY, STATE, ZIP: 545 NW Elizabeth Drive, Corvallis, OR 97330
DAYTIME PHONE (if staff has questions about this application): 541-231-6111	E-MAIL: david@wvporegon.com
ADDRESS OF SUBJECT PROPERTY: 350 Lancaster Drive SE, Salem, OR 97317	SIZE OF SUBJECT PROPERTY: 0.89 acres
The property owners request to change the zone from (current) <u>RM</u> to (proposed) <u>CR</u> and/or change the Comprehensive Plan designation from _____ to _____ Provide detailed information on the attached "Applicant Statement" page.	
Will a railroad highway crossing provide the only access to the subject property? ( ) Yes ( X ) No If yes, which railroad:	

FOR OFFICE USE ONLY:			
Township <u>7S</u>	Range <u>2W</u>	Section <u>31BA</u>	Application elements submitted:
Tax lot number(s) <u>3500</u>			<input checked="" type="checkbox"/> Title transfer instrument
Zone: <u>RM, CR</u> Comp Plan:			<input checked="" type="checkbox"/> 2 Site plans showing existing/proposed zoning
Zone map number: <u>137</u> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural			<input checked="" type="checkbox"/> Applicant statement
<input type="checkbox"/> TPA/header			<input type="checkbox"/> GeoHazard Peer Review (if applicable)
Case Number: <u>2023-003</u>			<input checked="" type="checkbox"/> Filing fee
Signs given (min. agg. only):			Application accepted by: <u>ESS</u> Set up by: <u>AB</u>
Date determined complete:			Date: <u>12/29/23</u>



# Lancaster Drive Zone Change

*Submitted to:*



***Marion County***  
OREGON

*Submitted by:*

**LJS Property Management LLC  
5347 Valley View Road SE  
Turner, OR 97392**

*Application Prepared by:*

**Willamette Valley Planning LLC**  
<https://wvporegon.com/>



December 20, 2023

## Lancaster Drive Zone Change Application Narrative

### **REQUESTED ACTION**

The applicant is requesting approval of a zone change from Multiple Family Residential (RM) to Commercial Retail (CR) in Marion County. The request affects a 0.89-acre parcel that has two zoning designations. The parcel is at 350 Lancaster Drive SE in Salem Oregon and is also identified as Tax Lot 3500 from Assessors Map 7-2W-31BA, (see Attachments A & B). The tax lot is within the Salem Urban Growth Boundary (UGB) and the applicant owns the abutting parcels to the northwest and east of the subject property.

The property is within the Salem UGB and designated Commercial (COM) in the Salem Area Comprehensive Plan. The current Urban Development (UD) zoning is under the jurisdiction of Marion County, however this parcel will eventually need to be annexed into the Salem City Limits.

### **EXISTING CONDITIONS**

The western third, (0.29-acres) or 33% of the subject property is zoned for commercial retail and is currently part of a larger used car lot. The remaining two thirds, or 0.60-acres, is vacant and generally flat. North of the site, at the corner of Lancaster Drive and Mahrt Avenue is a used car lot and auto repair shop. The used car lot also occupies the western third of the subject property. The remaining parcels north of the site are residential dwellings, with one having a home occupation auto detail shop. At the western edge of the subject property is Lancaster Drive SE. Across the street are other commercial and retail uses. East of the site are two vacant residential parcels that front along 40<sup>th</sup> Place. To the south is a business that sells trailers.

### **ATTACHMENTS**

- A - Existing County Zoning Designations
- B - Proposed County Zoning Designations
- C - Trip Generation & Transportation Planning Rule Analysis

**APPLICABLE MCC ZONE CHANGE CRITERIA:**

The requirements for a zone change are found in Marion County Code (MCC) Section 16.39.050 and include:

- A. ***The proposed zone is appropriate for the Comprehensive Plan land use designation on the property and is consistent with the description and policies for the applicable Comprehensive Plan land use classification.***
- B. ***Adequate public facilities, services, and transportation networks are in place, or are planned to be provided concurrently with the development of the property.***
- C. ***The request shall be consistent with the purpose statement for the proposed zone.***
- D. ***If the proposed zone allows uses more intensive than uses in other zones appropriate for the land use designation, the proposed zone will not allow uses that would significantly adversely affect allowed uses on adjacent properties zoned for less intensive uses.***

The existing designation in the Salem Area Comprehensive Plan is Commercial, and this plan designation provides for the application of the Commercial Retail zone proposed by the applicant. This addresses criterion in (A) above.

There is an existing 12-inch water line and an existing 6-inch sewer line along Lancaster Drive. An existing 12-inch storm drain line runs along the west side of Lancaster Drive. If additional public utility extensions are needed, they will be provided with future urbanization of the property. Streetlights exist along the west side of Lancaster Drive. This addresses criterion in (B) above.

The CR (Commercial Retail) zone purpose statement listed under MCC 16.06.000 states: ***“The purpose of the CR (commercial retail) zone is to provide areas suitable for professional and general commercial offices, retail sales within a building, eating and drinking places, commercial accommodations and commercial services. The commercial retail zone is appropriate in those areas designated commercial in the applicable urban area comprehensive plan and where the location has access to a collector or arterial street.”*** The Salem Area Comprehensive Plan designates the subject property as Commercial. A portion of the property is already zoned commercial and used for commercial purposes. This request merely brings the entire parcel into conformity with the comprehensive plan designation. The subject property is located along Lancaster Drive, which is designated a major arterial street. This addresses criterion in (C) above.

The proposed CR zone allows the same types of uses that are present to the north, south, and west. The only adjacent property with less intensive uses is the residential zoning east of the site. The two parcels east of the subject site are owned by the property owner requesting this zone change. Development standards listed in the CR zone, such as setbacks and landscaping, are intended to buffer uses allowed in the zone from adjacent residential uses. Development on the property is also

subject to general development standards in Chapters 16.26.000 through 16.30.000 of the MCC. This addresses criterion in (D) above.

#### **APPLICABLE SALEM AREA COMPREHENSIVE PLAN (SACP) GOALS**

The following goals from the Salem Area Comprehensive Plan are listed below, followed by findings in support of the proposed zone change.

***E 1.4 Small businesses: The growth and stability of existing small businesses should be facilitated, and opportunities for local entrepreneurs and start-up businesses should be expanded.***

A portion of the subject property is already used by an existing small business for automobile sales. Re-zoning the eastern portion of the site will allow this business to expand, consistent with Goal E 1.4 above.

***E 2.1 Employment land: The City shall provide a supply of employment land that accommodates the amounts, size, types, locations, and service levels needed to meet the short-term and long-term employment growth forecasts for the Salem Urban Area.***

The Salem Comprehensive Plan map designates the subject property as Commercial. The proposed re-zone brings the entire parcel into conformity with the long term growth forecast for Salem, consistent with Goal E 2.1 above.

***E 3.2 Transit-oriented development: Pedestrian-friendly, mixed-use development and redevelopment should be encouraged along corridors with frequent transit access and near Cherriot's Core Network to increase access to jobs and services, reduce the need for single-occupancy vehicle trips, and support public transit.***

Cherriot's has weekly transit service along Lancaster Drive every 15 minutes. Redevelopment is encouraged along corridors with frequent transit service, consistent with Goal E 3.2 above.

***L 1.10 Infill: Development of vacant and underutilized land with existing urban services should be encouraged before converting urbanizable lands to urban uses and extending services beyond presently served areas.***

The subject site is surrounded by mostly developed lands. Developing vacant underutilized land in areas with existing urban services is encouraged over extending new services to greenfield sites, consistent with Goal L 1.10.

## **RELEVANT OREGON LAND USE GOALS**

Since 1973, Oregon has maintained a statewide land use program based on 19 Statewide Planning Goals. Local jurisdictions are required to develop Comprehensive Plans and Land Development Codes that are consistent with the Statewide Planning Goals. The following section provides an analysis of compliance with the relevant statewide planning goals.

### **Goal 2 – Land Use Planning**

*To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

### **Goal 9 – Economic Development**

*To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

### **Goal 12 – Transportation**

*To provide and encourage a safe, convenient and economic transportation system.*

### **Goal 14 – Urbanization**

*To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.*

The process for evaluating the proposed zone change is described in the Marion County Code Section 16.39.050. This process affords the opportunity for public comment and requires review by a hearings officer. Thus, the planning process is consistent with Goal 2 – Land Use Planning.

The vacant undeveloped portion of the site is primarily surrounded by developed properties. It is fully served by water, sewer and storm drain lines in Lancaster Drive. Infill development is preferred to serving new greenfield sites at the edge of the urban growth boundary. Rezoning this property to Commercial Retail will allow it to contribute to the community's economic vitality, consistent with Goal 9 – Economic Development.

The applicant has prepared a Trip Generation and Transportation Planning Rule Analysis to determine if rezoning the subject property will result in any negative transportation impacts. The analysis was based on the trips generated by the reasonable worst-case development scenarios for the existing and proposed zoning designations. The trip generation calculations show that under the existing RM zone, the relevant portion of the site could reasonably generate up to 7 AM peak hour trips, 9 PM peak hour trips, and 114 average weekday trips. Under the proposed CR zone, the relevant portion of the site could reasonably generate up to 10 net new AM peak hour trips, 31 net new PM peak hour trips, and 254 net new average weekday trips. Accordingly, the net change in the trip generation potential of the

applicable portion of the site after the proposed zone change is projected to increase by 3 AM peak hour trips, increase by 22 PM peak hour trips, and increase by 140 average weekday trips. The proposed zone change will not impact or alter the functional classification of any existing or planned facility, the proposal does not include a change to any functional classification standards and will not result in the degradation of the performance of any existing or planned transportation facility below acceptable agency standards. Accordingly, the Transportation Planning Rule is satisfied. The proposed zone change should continue to support a safe, convenient and economic transportation system, consistent with Goal 12 – Transportation.

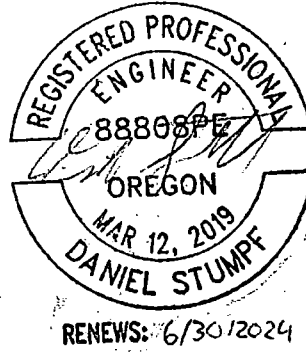
The subject property is within the Salem Urban Growth Boundary and designated Commercial Retail in the Salem Area Comprehensive Plan. The current Urban Development zoning in Marion County has a portion of the property designated as Multifamily Residential, which is inconsistent with Salem’s long range urbanization goals. Therefore, this zone change brings the subject property into compliance with Salem’s urbanization plans, consistent with Goal 14 – Urbanization.





lancaster  
mobley

321 SW 4th Ave., Suite 400  
Portland, OR 97204  
503.248.0313  
lancastermobley.com



## Memorandum

To: Russel Leach  
LJS Property Management, Inc.

From: Daniel Stumpf, PE

Date: December 15, 2023

Subject: 350 Lancaster Drive SE Zone Change  
Trip Generation & Transportation Planning Rule Analysis

### Introduction

This technical memorandum includes the transportation analysis findings associated with the proposed change in zoning of a property located at 350 Lancaster Drive SE in unincorporated Marion County, Oregon. The 0.89-acre property is currently split zoned between *Commercial Retail* (CR) zoning and *Multiple Family Residential* (RM) zoning, where the proposal will rezone the RM zoned portion of the site to CR.

The purpose of this memorandum is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the proposed change in zoning and to determine any mitigation that may be necessary to do so. Detailed information on trip generation calculations is included in the appendix to this report.

### Location Description

#### Project Site Description

The subject site is located north of Beck Avenue SE, south of Mahrt Avenue SE, east of Lancaster Drive SE, and west of 40<sup>th</sup> Place SE in unincorporated Marion County, Oregon. The site consists of a single property (tax lot 072W31BA-03500), which encompasses an approximate total of 0.89 acres. The west portion of the project site (approximately 0.29 acres) is zoned CR while the eastern section (approximately 0.60 acres) is zoned RM. The portion of the site currently zoned CR is developed as a surface parking lot while the remainder of the lot is vacant. The project site is surrounded by a mix of commercial retail/restaurant/service uses and single-family houses.

#### Vicinity Roadways

The project is located adjacent to or near the roadways of Mahrt Avenue SE, Lancaster Drive SE, and 40<sup>th</sup> Place SE. Table 1 provides a description of this roadway within the immediate site vicinity.

# ATTACHMENT C-2

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	On-Street Parking	Curbs & Sidewalks	Bicycle Lanes
Lancaster Drive SE	City of Salem/ Marion County	Major Arterial	35/40	Not Permitted	Partial Both Sides	Both Sides
40th Place SE	Marion County	Local Street	25	Permitted	None	None
Mahrt Avenue SE	Marion County	Local Street	25	Permitted	Partial Both Sides	None

Notes: Functional Classification based on City of Salem TSP.

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 eastern 0.60-acre portion of the subject site is currently zoned RM and is proposed for a change in zoning to County CR. To determine the impacts of the proposed rezone, reasonable worst-case development scenarios for the existing and proposed zones were determined utilizing data from the most traffic-intensive uses permitted within each zone.



# ATTACHMENT C-3

## Existing RM Zone

To determine a reasonable worst-case development scenario under the existing zoning, Marion County Code Section 16.04, *Multiple-Family Residential – RM Zone*, was referenced and compared to land uses provided in the *Trip Generation Manual*<sup>1</sup>. Based on an assessment of permitted uses under the RM zone, data from land use code 220, *Multifamily Housing (Low-Rise)*, was used to estimate the existing zone's trip generation potential based on the number of dwelling units.

The portion of the site that's currently zone RM encompasses approximately 0.60 acres (approximately 26,100 square feet) of developable space, according to tax lot data obtained from Marion County's online property records GIS website<sup>2</sup>. Per section 16.04.120 and 16.27.050, the lot area for multifamily dwellings must be at least 6,000 square feet with a density of one dwelling unit per 1,500 square feet. Within the developable area, a maximum of 17 residential dwelling units could be constructed within the existing RM zone.

## Proposed CR Zone

To determine a reasonable worst-case development scenario under the proposed zoning, the Marion County Code Section 16.06, *Commercial Retail – CR Zone*, was referenced. Land uses outright permitted within the zone were compared to land uses provided in the *Trip Generation Manual*. Based on this assessment, data from land use code 822, *Strip Retail Plaza (<40k)*, was used to estimate the proposed zone's trip generation potential based on the square-footage of gross building floor area.

As described above, the portion of the site that's currently zone RM encompasses approximately 0.60 acres (approximately 26,100 square feet) of developable space. It is assumed that any potentially proposed retail buildings would cover approximately 30 percent of the developable area within the CR zone while the remaining 70 percent of space would be dedicated to parking, public space, right-of-way improvements, etc. Therefore, approximately 7,800 square feet of building space (assuming single-floor buildings) could be constructed within the CR zone.

The potential retail use is expected to attract pass-by and diverted trips to the site. Pass-by trips are trips that leave a site adjacent roadway to patronize a land use and then continue in their original direction of travel. Like pass-by trips, diverted trips are trips that divert from a nearby roadway not adjacent to the site to patronize a land use before continuing to their original destination. Pass-by trips do not add additional vehicles to the surrounding transportation system; however, they do add additional turning movements at site access intersections. Diverted trips may add turning movements at both site access and other nearby intersections.

To estimate pass-by trip generation, pass-by trip generation data was referenced from the *Trip Generation Manual, 11<sup>th</sup> Edition*. According to data from land use code 821, *Shopping Plaza (40 - 150k)*, the PM peak hour pass-by rate is 40%. Note that pass-by data from land use code 822 is unavailable; however, both land use codes 821 and 822 are expected to generally operate similarly with respect to the number of pass-by trips generated. For the purposes of this analysis, it is assumed that the AM peak hour and daily pass-by trip rates will approximately match the PM peak hour pass-by trip rate. Additionally, all diverted trips generated were treated as primary trips.

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

<sup>2</sup> [Property Records Viewer | Marion County GIS \(arcgis.com\)](#)





# ATTACHMENT C-4

## Trip Generation Analysis

The trip generation calculations show that under the existing RM zone, the relevant portion of the site could reasonably generate up to 7 AM peak hour trips, 9 PM peak hour trips, and 114 average weekday trips. Under the proposed CR zone, the relevant portion of the site could reasonably generate up to 10 net new AM peak hour trips, 31 net new PM peak hour trips, and 254 net new average weekday trips. Accordingly, the net change in the trip generation potential of the applicable portion of the site after the proposed zone change is projected to increase by 3 AM peak hour trips, increase by 22 PM peak hour trips, and increase by 140 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: Zone Change Trip Generation Summary

ITE Code	Size		AM Peak Hour			PM Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
<i>Existing RM Zone</i>									
Multifamily Housing (Low-Rise)	220	17 units	2	5	7	6	3	9	114
<i>Proposed CR Zone</i>									
Strip Retail Plaza (<40k)	822	7,800 SF	11	7	18	26	25	51	424
<i>Pass-by Trips</i>	821	40%	4	4	8	10	10	20	170
Net New Trips			7	3	10	16	15	31	254
<i>Net Change In Site Trip Generation Potential</i>									
<b>Net Change in Trip Generation</b>			5	-2	3	10	12	22	140

## Transportation Planning Rule

Given the proposed project includes a change in zoning of the project site, the Transportation Planning Rule (TPR) needs to be evaluated. The TPR is in place to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations. The applicable elements of the TPR are each quoted directly in italics below, with responses following.

### 660-012-0060

- (1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*



## ATTACHMENT C-5

- (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) *Change standards implementing a functional classification system; or*
- (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
  - (A) *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
  - (B) *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
  - (C) *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

Subsections (a) and (b) are not triggered since the proposed zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards.

Regarding subsection (c), the Oregon Department of Transportation (ODOT) defines a threshold at which a project would "significantly affect" a transportation facility in relation to mobility targets. This threshold is detailed in the Oregon Highway Plan (OHP) Action 1F.5, with the relevant sections quoted below:

*If an amendment subject to OAR 660-012-0060 increases the volume to capacity ratio further, or degrades the performance of a facility so that it does not meet an adopted mobility target at the planning horizon, it will significantly affect the facility unless it falls within the thresholds listed below for a small increase in traffic.*

...

*In applying "avoid further degradation" for state highway facilities already operating above the mobility targets in Table 6 or Table 7 or those otherwise approved by the Oregon Transportation Commission, or facilities projected to be above the mobility targets at the planning horizon, a small increase in traffic does not cause "further degradation" of the facility.*

*The threshold for a small increase in traffic between the existing plan and the proposed amendment is defined in terms of the increase in total average daily trip volumes as follows:*

- *Any proposed amendment that does not increase the average daily trips by more than 400.*

As described in the *Trip Generation* section, the projected daily increase in the traffic intensity from the relevant portion of the site that results from the proposed zone change will be 140 daily trips. This daily trip generation



## ATTACHMENT C-6

estimate is within the 400-trip impact threshold that is considered a "small increase" in traffic impacts by ODOT. Therefore, the zone change and potential development that could occur on-site will not cause further degradation of the nearby transportation facilities.

Based on the above review and evaluation of the TPR, the proposed zone change will not impact or alter the functional classification of any existing or planned facility, the proposal does not include a change to any functional classification standards, and will not result in the degradation of the performance of any existing or planned transportation facility below acceptable agency standards. Accordingly, the TPR is satisfied.

### Conclusions

The trip generation calculations show that under the existing RM zone, the relevant portion of the site could reasonably generate up to 7 AM peak hour trips, 9 PM peak hour trips, and 114 average weekday trips. Under the proposed CR zone, the relevant portion of the site could reasonably generate up to 10 net new AM peak hour trips, 31 net new PM peak hour trips, and 254 net new average weekday trips. Accordingly, the net change in the trip generation potential of the applicable portion of the site after the proposed zone change is projected to increase by 3 AM peak hour trips, increase by 22 PM peak hour trips, and increase by 140 average weekday trips.

The proposed zone change will not impact or alter the functional classification of any existing or planned facility, the proposal does not include a change to any functional classification standards, and will not result in the degradation of the performance of any existing or planned transportation facility below acceptable agency standards. Accordingly, the Transportation Planning Rule is satisfied.

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



# ATTACHMENT C-7



## TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Existing RM Zone

Land Use: Multifamily Housing (Low-Rise)

Land Use Code: 220

Land Use Subcategory: Not Close to Rail Transit

Setting/Location: General Urban/Suburban

Variable: Dwelling Units

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 17

WARNING: Variable Quantity is less than Minimum Survey Size for Peak Hours

### AM PEAK HOUR

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	2	5	7

### PM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	6	3	9

### WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	57	57	114

### SATURDAY

Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	39	39	78

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition



# ATTACHMENT C-8



## TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Proposed CR Zone

Land Use: Strip Retail Plaza (<40k)

Land Use Code: 822

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: 1000 SF GFA

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: **7.8**

### AM PEAK HOUR

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	
Trip Ends	11	7	18

### PM PEAK HOUR

Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	26	25	51

### WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	212	212	424

### SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



**Vehicle Pass-By Rates by Land Use**

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
	Pass-By Characteristics for Individual Sites								
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

**ATTACHMENT C-9**