

MACKENZIE.

March 6, 2024

City of Stayton
Attention: Lance Ludwick, Public Works Director
311 N Third Avenue
Stayton, OR 97383

Re: **Santiam Industrial Center**
Transportation Assessment Letter
Project Number 2220389.05

Dear Lance:

Mackenzie has prepared this letter to satisfy the City of Stayton's Transportation Impact Analysis requirements as stated in the City's Land Use and Development Code section 17.26.050 for the proposed improvements at the Santiam Industrial Center.

INTRODUCTION

The Santiam Industrial Center site is located at 930 W Washington Street between N Larch Avenue and N Evergreen Avenue. Access to the site is currently provided on W Washington Street via six full-movement driveways. There is also a bridge access on the south side of the site (over the Salem Ditch) from N Fern Avenue which is currently gated. The site is developed with two warehouses and a guard shack comprised of an existing 525,434 square feet (SF) building with 12,545 SF of existing canopies and 7,497 SF of new canopies. The facility previously had high seasonal trip generation associated with the NORPAC cannery operations. An approximately 400 parking space surface lot on the north side of W Washington Street provided parking supply during peak season operations.

The proposed site and building improvements will result in a total of 525,434 SF of speculative industrial tenant space, anticipated to consist primarily of warehousing. Trip generation for the re-development of the site is expected to be lower than peak operations associated with the former cannery. The existing surface parking on the north side of W Washington Street will no longer be utilized for the subject site and is not included in the work area for this application. A site plan depicting the proposed conditions is enclosed with this letter for reference (Attachment A).

TRIP GENERATION

Trip generation estimates for the subject site were prepared using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. Due to the variability in trips, trip generation estimates for the existing uses were prepared using trip rates for ITE's "Manufacturing" (LUC 140), "Warehousing" (LUC 150), and "General Light Industrial" (LUC 110) land uses as examples in the range in trip generation of the site based on seasonal changes.

All three land uses used to estimate trip generation depend on the gross floor area (GFA) variable for trip rates. According to ITE, "unenclosed roofed-over areas, except those contained within the principal outside faces of exterior walls, should be excluded from the area calculations" for GFA. Therefore, for purposes of trip generation the existing and new canopy



area is excluded for a total building area of 525,434 SF. Table 1 presents the range in trip generation estimates for the existing site uses under three different scenarios tied to the land use codes noted above.

TABLE 1 – EXISTING TRIP GENERATION ESTIMATES										
Scenario	ITE Code	Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
A	110	General Light Industrial	525.4 KSF	318	43	361	19	114	133	2,026
B	140	Manufacturing		251	79	330	136	304	440	2,183
C	150	Warehousing		67	20	87	25	65	90	868

As presented in Table 1, the existing site’s trip generation is estimated to range between 87 and 361 AM peak hour trips and between 90 and 440 PM peak hour trips, with Scenario C (Warehousing) generating the fewest peak hour trips and Scenario B (Manufacturing) generating the most peak hour trips.

The proposed re-development of the site is anticipated to be primarily warehousing tenants. Trip generation estimates for warehousing were prepared using trips rates for ITE’s “Warehousing” (LUC 150) and are presented in Table 2.

TABLE 2 – PROPOSED TRIP GENERATION ESTIMATES									
ITE Code	Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
150	Warehousing	569.3 KSF	71	21	92	27	68	95	943

As presented in Table 2, the proposed site is estimated to generate 92 AM peak hour and 95 PM peak hour trips.

The net new trip generation for each existing use scenario is presented in Table 3.

TABLE 3 – NET NEW TRIP GENERATION ESTIMATES							
Scenario	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
A	-251	-23	-274	6	-49	-43	-1,158
B	-184	-59	-243	-111	-239	-350	-1,315
C	0	0	0	0	0	0	0

As presented in Table 3, the proposed warehousing is projected to generate the same or fewer trips than the existing or former cannery use.

TRANSPORTATION IMPACT ANALYSIS

Section 17.26.050 of the City's Land Use and Development Code requires a Transportation Impact Analysis (TIA) when any of the following criteria are triggered:

- A development generates 25 or more peak hour trips or 250 or more daily trips.
- An access exception is required, and the development generates 10 or more peak hour trips or 100 or more daily trips.
- A development is expected to impact intersections currently operating at the upper limits of acceptable range of level of service during the peak hour.
- A development is expected to significantly impact adjacent roadways and intersections that have previously been identified as high crash locations or contain a high concentration of pedestrians or bicyclists.

Based on the trip generation estimates presented above, the proposed re-development of the site is not expected to meet the City's 10 peak hour trip or 100 daily trip threshold. In fact, the proposed re-development is expected to generate the same or fewer trips than the existing use. Therefore, a TIA is not required based on trip generation estimates or impacts to intersections or roadways currently performing under the City's mobility standards or identified as areas of concern due to high crashes or concentration of pedestrians or bicyclists.

Due to the decrease in trip generation to the site, an access permit is not required for the existing site accesses as the subject site is not changing in use that "results in increased traffic," as defined in Section 17.26.020.1.a of the City's Land Use and Development Code. Therefore, the access requirements of Section 17.26.020.2 pertaining to the number of accesses, the spacing of accesses, and sight distance requirements from all access points do not apply to the existing site accesses. We note consolidating any of the existing accesses would degrade circulation into, out of, and through the site, which has a very long frontage and will experience a high volume of trucks which should be separated from passenger vehicles to maintain safety.

CONCLUSION

The subject site south of W Washington Street is proposed to be re-developed from a former cannery use with high seasonal trip generation to a warehousing use with fewer trips estimated. The site will no longer require use of the existing surface parking north of W Washington Street because the proposal is not expected to result in a high level of employment such as the former use. The change in operations is expected to result in a decrease of site traffic. No changes are proposed to the frontage or the existing driveways, and therefore no access permits will be required.

Please contact me at jjones@mcknze.com or 971-346-3741 if you have any questions or comments regarding the information presented in this letter.

Sincerely,



Janet Jones, PE
Senior Associate | Traffic Engineer



EXPIRES: 6/30/25

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Enclosure(s): Attachment A – Site Plan

c: Ben Mounce, Scott Moore, Brian Varricchione, Bob Frentress – Mackenzie