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# MEMORANDUM

**DATE:** August 10, 2017  
**TO:** Nate Brown, City of Keizer  
**CC:** Steven Rosenberg, ACP I, LLC  
**FROM:** Scott Mansur, P.E., PTOE, DKS Associates *Sm*  
**SUBJECT:** Keizer Station Area A Trip Generation Comparison



**EXPIRES:** 12-31-2019

P17137-000

This memorandum documents the trip generation estimates to convert the approved 120,000 square foot office building to a proposed 16,788 square-foot dental office building and the existing 20,132 square-foot Kaiser Permanente medical office building in Keizer, Oregon. The 120,000 square-foot office building was originally approved in the Keizer Station Master Plan<sup>1</sup>. Both proposed buildings are located in Keizer Station Area A on Ulali Drive NE. The project vicinity map is shown in Figure 1.



**Figure 1: Project Vicinity Map**

The purpose of this memorandum is to determine the estimated trip generation of the proposed Area A land use in comparison to the original Keizer Station Master Plan approval.

## Trip Generation Comparison

The proposed office complex consists of a 16,788 square-foot dental office building and an existing 20,132 square-foot medical office building. The original Master Plan assumed 120,000 square feet of general office use. Trip rates provided by the Institute of Transportation Engineers (ITE)<sup>2</sup> were used to estimate the a.m. and p.m. peak hour trips and daily trips of the two development scenarios. Table 1 shows the estimated trip generation

<sup>1</sup> Keizer Station Mater Plan, Benner Stange Associates Architects, January 2010

<sup>2</sup> Trip Generation, 9<sup>th</sup> Edition, Institute of Transportation Engineers, 2012.



for the original 120,000 square-foot office building. Table 2 shows the estimated trip generation for the proposed medical office building and the originally approved 120,000 sf general office building.

**Table 1: Original Keizer Station Master Plan Trip Generation**

Land Use (ITE Code)	Building Area (KSF) <sup>1</sup>	AM Peak Hour Trips			PM Peak Hour Trips			Total Daily Trips
		In	Out	Total	In	Out	Total	
General Office Building (710)	120	194	27	221	36	177	213	1,508

<sup>1</sup>KSF – 1,000 square feet

The a.m. peak hour, p.m. peak hour, and daily trips for Table 1 were calculated based on the ITE General Office Building Land Use Code 710. As shown, the original Keizer Station Master Plan's approved 120,000 square feet of general office space would generate 221 trips (194 in, 27 out) during the a.m. peak hour and 213 trips (36 in, 177 out) in the p.m. peak hour. The site would generate approximately 1,508 daily trips.

**Table 2: Proposed Plan Trip Generation**

Land Use (ITE Code)	Building Area (KSF) <sup>1</sup>	AM Peak Hour Trips			PM Peak Hour Trips			Total Daily Trips
		In	Out	Total	In	Out	Total	
Medical-Dental Office Building (720)	36.9	70	19	89	33	86	119	1,294

<sup>1</sup>KSF – 1,000 square feet

The trip generation for the existing 20,132 square feet of medical office use and 16,788 square feet of medical/dental office space were calculated based on the ITE Medical/Dental Office Building Land Use Code 720. The proposed sites would generate 89 trips (70 in, 19 out) in the a.m. peak hour and 119 trips (33 in, 86 out) during the p.m. peak hour. The total daily trips for the proposed plan would be approximately 1,294 trips.

Therefore, the proposed plan is expected to generate approximately 132 fewer a.m. peak hour trips, 94 fewer p.m. peak hour trips, and 214 fewer daily trips than the original Keizer Station Master Plan's land use.

## Keizer Development Code Requirements

Based on the Keizer Development Code Section 2.301.04, the proposed Keizer Station Area A modification from 120,000 square feet of office space to 36,900 square feet medical-dental office will not require a full transportation impact study since the proposed change will not:

- (1) Increase in site traffic volume generation by 250 Average Daily Trips (ADT); or
- (2) Increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or
- (3) Change the location of the access driveway in a manner that it does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or creates a safety hazard; or
- (4) Change the location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or



- (5) Change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.

Please let us know if you have any questions or comments.