

EXHIBIT C

Trip Generation Assessment Memorandum (Revised)

March 27, 2023

Introduction

This project proposes an expansion to the existing hotel at 120 N Arney Rd in Woodburn, Oregon. The project site is currently developed with a 60-room hotel and is proposed to remain a hotel with an increase in rooms to 84. While the subject property is within the Interchange Management Area (IMA) Overlay District referenced in Woodburn Development Ordinance (WDO) Section 3.04.05A, the IMA Transportation Impact Analysis (TIA) provisions found in WDO 2.05.02 are not applicable per WDO 2.05.02B, Figure 2.05B, and Table 2.05A. The location of the driveway entrance to the site is located on the south side of N Arney Road, an ODOT maintained frontage road, approximately 400 feet east of the intersection of N Arney Road and Robin Avenue in Woodburn, Oregon. This driveway continues past the hotel to the southwest through adjacent tax lots until it reconnects to N Arney Road. Traffic existing toward the south and OR Highway 219 or I-5 use the intersection of OR Highway 219 and Woodland Ave. Both N Arney Road and Robin Avenue are identified as having a road classification of Service Collector by *Figure 2, Functional Roadway Classification* of the Woodburn Transportation System Plan Update.

The criteria used to determine if a TIA is required are provided below. The Woodburn Development Ordinance (WDO) Section 3.04.05B states:

- B. A transportation study known as a transportation impact analysis (TIA) is required for any of the following:**
- 1. Comprehensive Plan Map Change or Zone Change or rezoning that is quasi-judicial, excepting upon annexation designation of zoning consistent with the Comprehensive Plan.** (Does not apply)
 - 2. A development would increase vehicle trip generation by 50 peak hour trips or more or 500 average daily trips (ADT) or more.** (Addressed below)
 - 3. A development would raise the volume-to-capacity (V/C) ratio of an intersection to 0.96 or more during the PM peak hour.** (Addressed below)
 - 4. Operational or safety concerns documented by the City or an agency with jurisdiction, such as ODOT or the County, and submitted no earlier than a pre-application conference and no later than as written testimony entered into the record before the City makes a land use decision.** (None identified)
 - 5. A development involves or affects streets and intersections documented by ODOT as having a high crash rate, having a high injury rate of persons walking or cycling, having any cyclist and pedestrian deaths, or that partly or wholly pass through school zones that ODOT recognizes.** (None identified)

6. Where ODOT has jurisdiction and ORS or OAR, including OAR 734-051, compels the agency to require. (Not compelled)

A developer shall submit a traffic impact letter or memo when the City or an agency with jurisdiction does not require a TIA. A development within the Downtown Development and Conservation (DDC) zoning district is exempt from TIA submittal.

No Comprehensive Plan Map Change or Zone Change or rezoning that is quasi-judicial accompanies the submitted Site Design Review application. As described in the Trip Generation and Results section below, the proposed development would not increase the vehicle trip generation by 50 peak hour trips nor the 500 ADT. No documentation has been submitted by the City or ODOT identifying operation or safety concerns necessitating a TIA. ODOT has not identified any streets or intersections affected by or involving the proposed development as having a high crash, injury or death rate, or as passing through a school zone. ODOT has not compelled the agency to require a TIA.

Image of Development Site



WDO 3.04.05B.2: Trip Generation

Trips generated by the project were forecast using trip generation rates found in the 11th Edition of Trip Generation (ITE, 2021). ITE Land Use Code 310, Hotel Lodging, was used to forecast traffic. The table below display the rates used for the forecast.

Table 1: Trip Generation

85 Room Hotel Lodging (ITE 11 th)		Current Hotel (60)	Proposed Hotel (84)	
<i>Trip Category</i>	<i>Trips per Room</i>	<i>Total Trips</i>	<i>Total Trips</i>	<i>Difference</i>
Daily Rate	7.98	479	670	191
AM Peak	0.47	28	39	11
In	59%	17	23	6
Out	41%	11	16	5
PM Peak	0.60	36	50	14
In	51%	18	26	8
Out	49%	18	24	6

WDO 3.04.05B.3: Volume-to-Capacity (V/C) Ratio

According to the Woodburn Transportation System Plan Update (TSP), the existing traffic operation for the intersection of Woodland Ave and OR Highway 219¹ (Intersection 2) has a v/c ratio of 0.48 for the weekday PM peak hour. Table 1 above indicates that the project will generate a total of 14 weekday PM peak hour trips. The addition of 14 trips to the weekday PM peak hour increases the v/c ratio by 0.005 to 0.485. This increase is negligible considering the maximum v/c for Intersection 2 is 0.95 as shown by TSP *Existing Conditions Inventory and Analysis* Table 4 (included Page 4). Further, in the city's analysis of the Future Year 2040 No Build Traffic Operations Table 7 (included Page 5) for Intersection 2 the v/c ratio would be 0.68, well below the mobility target of 0.85.

The existing traffic operation for the intersection of OR Highway 214 & the I-5 Southbound Ramp (Intersection 3) has a v/c ratio of 0.55 for the weekday PM peak hour.² The hotel expansion would increase the v/c ratio by 0.003 to 0.553. The city's analysis for the year 2040 indicates that Intersection 3 would exceed the 0.85 mobility target with a v/c ratio of 0.86, but that the "intersection is forecast to still have available capacity" and that "mitigation measures that involve physical improvements may not be necessary".³ The proposed expansion of the hotel would have negligible impact on other intersections.

Results

WDO 3.04.05.B.2 requires a TIA if the proposed development is estimated to "...increase vehicle trip generation by 50 peak hour trips or more or 500 average daily trips (ADT) or more". ODOT requires a TIA if the proposal generates 50 peak hour trips or 300 daily trips. As provided in Table 1 above, the maximum p.m. peak hour trips are estimated to increase by 14.0, while the maximum daily trips are estimated to increase by 191. Therefore, a TIA is not anticipated to be required by the City Engineer or designee or ODOT. Additionally, the proposed development will not raise the v/c ratio of intersections 2 or 3 to 0.96 or more during the PM peak hour.

¹ Existing Conditions Inventory and Analysis Table 4 Weekday PM Peak Hour Intersection Operations (Excerpt Page 4)

² Existing Conditions Inventory and Analysis Table 4 Weekday PM Peak Hour Intersection Operations (Excerpt Page 4)

³ TSP Volume II Technical Memorandums #1 - #6, Future System Conditions, *OR 214/I-5 Southbound Ramp*, Page 14.

Table 4: 20-Year Design Mobility Standards (Volume/Capacity [V/C]) Ratio

20 Year Design-Mobility Standards		
Highway Category	Inside Urban Growth Boundary	
	Non-MPO outside of STAs where non-freeway speed limit <45 mph	Non-MPO where non-freeway speed limit >=45
Interstate Highways and Statewide (NHS) Expressways	0.70	0.65
Statewide (NHS) Non-Freight Routes and Regional or District Expressways	0.75	0.70
Regional Highways	0.75	0.75
District/Local Interest Roads	0.80	0.75

Woodburn TSP Existing Conditions Inventory and Analysis (Excerpts)

Table 1: Study Intersections

Map ID	Intersection	Count Date	Count Type	Peak Hour Start	Peak Hour TEV	Seasonal Adjustment Factor
1	Butteville Road/OR 219	9/28/2017	16-hour	3:45 PM	822	1.16
2	OR 219/Woodland Avenue	9/26/2017	16-hour	5:00 PM	1,354	1.06
3	OR 214/I-5 Southbound Ramp	9/28/2017	16-hour	4:15 PM	2,560	1.04
4	OR 214/I-5 Northbound Ramp	9/28/2017	16-hour	4:15 PM	2,713	1.04

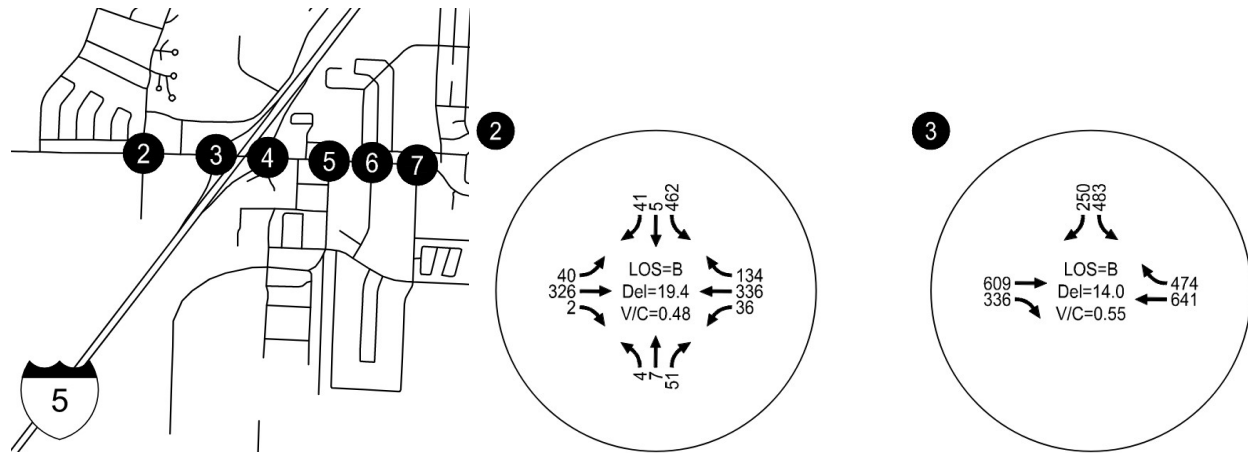
Table 4: Weekday PM Peak Hour Intersection Operations

Map ID	Intersection	Level of Service (LOS)	Delay (Sec)	Volume/Capacity (V/C)	Mobility Target/Operations Standard		MOE Met?
					Agency	Maximum	
<i>Signalized Intersections</i>							
2	OR 219/Woodland Avenue	B	19.4	0.48	ODOT	v/c 0.95	Yes
3	OR 214/I-5 Southbound Ramp	B	14.0	0.55	ODOT	v/c 0.85	Yes
4	OR 214/I-5 Northbound Ramp	B	16.7	0.55	ODOT	v/c 0.85	Yes

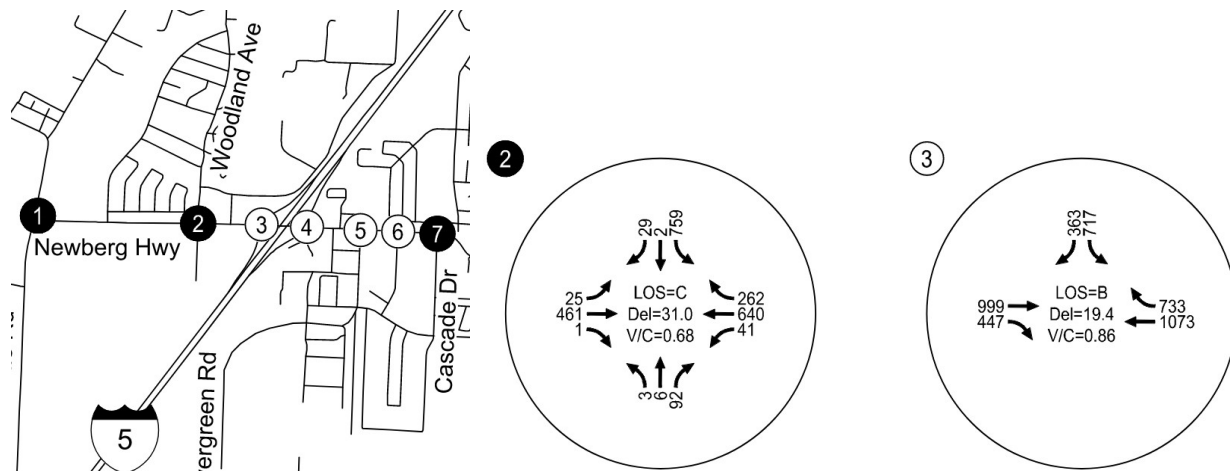
Table 7: Intersection Critical Crash Rate Assessment

Map ID	Intersection	Total Crashes	Critical Crash Rate by Intersection	Critical Crash Rate by Volume	Observed Crash Rate at Intersection	Observed Crash Rate > Critical Crash Rate?
1	Butteville Road/OR 219	8	0.30	0.41	0.46	Yes
2	OR 219/Woodland Avenue	2	0.72	0.37	0.08	No
3	OR 214/I-5 Southbound Ramp	21	0.65	0.56	0.41	No
4	OR 214/I-5 Northbound Ramp	9	0.64	0.55	0.17	No

Woodburn TSP Existing Conditions Inventory and Analysis Figure 7 Existing Traffic Operations (Excerpts)



Woodburn TSP Future Traffic Operations Figure 7 Future Year 2040 No Build Traffic Operations (Excerpts)



- ## - INTERSECTION DOES MEET TARGET/STANDARD
- ## - INTERSECTION DOES NOT MEET TARGET/STANDARD