

September 21, 2023

Project #: 29617

Chris Kerr  
City of Woodburn  
270 Montgomery Street  
Woodburn, OR 97071

RE: Grating Pacific Expansion – Transportation Assessment Letter

Dear Chris:

This letter presents a transportation assessment for a proposed expansion of the Grating Pacific metal and fiberglass fabrication facility in Woodburn, Oregon. The proposed expansion would add approximately 22,600 square feet of warehousing space to the existing site located at 2775 N. Front Street. Per the Woodburn Development Ordinance (WDO) 3.04.05B, the following transportation-based criteria are required to be addressed.

**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.**

Response:

The proposed expansion is consistent with the comprehensive plan and does not require a comprehensive map change or rezone.

**2. A DEVELOPMENT WOULD INCREASE VEHICLE TRIP GENERATION BY 50 PEAK HOUR TRIPS OR MORE OR 500 AVERAGE DAILY TRIPS (ADT) OR MORE**

Response:

Based on conversations with the development team, the proposed 22,600 square foot expansion will serve primarily as an additional warehouse and storage facility for the current site operations. A review of the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* (Reference 1) land use categories determined that the “Warehousing” category (ITE Code 150) most closely aligns with the expected use of the proposed expansion. Using this category, estimates of daily, weekday AM peak hour, and weekday PM peak hour vehicle trip ends were calculated and summarized in Table 1.

**Table 1: Trip Generation Estimate for Proposed Expansion**

Land Use (ITE Code)	Size (KSF)	Daily Trips	AM Peak Hour			PM Peak Hour				
			ITE Rate	Total	In	Out	ITE Rate	Total	In	Out
Warehousing (150)	22.6	40	0.17	4	3	1	0.18	4	1	3

As summarized in Table 1, the proposed expansion of the Grating Pacific site is estimated to generate an additional 40 daily trips, 4 weekday AM peak hour trips, and 4 weekday PM peak hour trips. Therefore, the proposed expansion does not meet the WDO threshold of 50 peak hour trips or 500 daily trips that would trigger a full Transportation Impact Analysis.

### 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.

*Response:*

Given the nominal estimated increase in daily and weekday peak hour vehicle trips, no intersections serving the site are likely to experience near capacity conditions during the weekday PM peak hour.

### 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

*Response:*

There are no known roadways or intersections with operational or safety concerns that would be impacted by the proposed expansion.

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.

Response:

A review of historical safety data through ODOT's TransGIS platform found no nearby intersections that currently serve the site as having a high crash rate, a high injury rate, or cyclist or pedestrian deaths.

Furthermore, the nominal increase in daily vehicle trips expected as a result of the expansion and the nature of the land use suggest a limited increase in pedestrian or bicycle trips. The existing configuration of the site's N. Front Street frontage does not include sidewalks or a multi-use path. These conditions support continued deference of the 10-foot pedestrian/bicycle path and street improvements until a larger project to improve N. Front Street is completed and provides a pedestrian and bicycle network for the path to tie into.

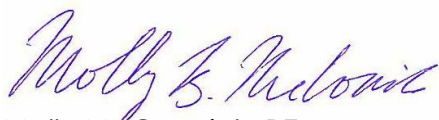
6. WHERE ODOT HAS JURISDICTION AND ORS OR OAR, INCLUDING OAR 734-051, COMPELS THE AGENCY TO REQUIRE.

Response:

The proposed expansion does not involve ODOT, nor does it require a response to OAR 734-051.

Sincerely,

**KITTELSON & ASSOCIATES, INC.**



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## REFERENCES

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