



November 5, 2024

City of Woodburn
Attention: Dan Handel
270 Montgomery Street
Woodburn, Oregon 97071

*Sent via email to: Dan.Handel@ci.woodburn.or.us
Brion.Scott@odot.oregon.gov*

Oregon Department of Transportation (ODOT)
Attention: Brion Scott
885 Airport Road SE, Building P
Salem, Oregon 97301

Re: **Popeye's Restaurant – Shopping Center, Woodburn, Oregon**
Transportation Impact Letter (TIL)

Woodburn File Number PRE 24-14
C&A Project Number 20241002.00

Dear Agency Staff,

This Transportation Impact Letter (TIL) supports the proposed Popeye's restaurant development and presents project information for the City of Woodburn and Oregon Department of Transportation (ODOT) review. The following items are addressed:

1. Proposed Development and Analysis Requirements
2. Development Trip Generation
3. Transportation Analysis
4. Scoping Summary

1. PROPOSED DEVELOPMENT AND ANALYSIS REQUIREMENTS

The proposed Popeye's restaurant is at tax lot 1300 on Marion County Assessor's map 05-1W-08DB and totals approximately 1.07 acres. The subject tax lot is zoned Commercial General (CG), and the proposed development is an allowed use.

The proposed restaurant is located within an existing shopping center with multiple access points to the public roadway system. Based on its location, most traffic is anticipated to use the signalized access to Mt. Hood Avenue (OR 214) immediately to the northwest. A copy of the draft site plan and the development location (Figure 1) are attached for reference.

A Transportation Impact Letter (TIL) is necessary to support these land use actions and address Woodburn and Oregon Department of Transportation (ODOT) requirements.

Woodburn Development Ordinance Section 3.04.05 – *Transportation Impact Analysis* states:

- A. *This section establishes when a proposal must be reviewed for potential transportation impacts; when [the] developer must submit a transportation impact analysis (TIA) or transportation impact letter or memo with a development application in order to determine whether conditions are needed to mitigate impacts to transportation facilities; the methodology and scope of a TIA or letter or memo; who is qualified to prepare the analysis; and implements Woodburn Comprehensive Plan policies. Where the IMA Overlay District is relevant, see also Section 2.05.02.*
- 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.*
 - 2. A development would increase vehicle trip generation by 50 peak hour trips or more or 500 average daily trips (ADT) or more.*
 - 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.*
 - 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.*
 - 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.*
 - 6. Where ODOT has jurisdiction and ORS or OAR, including OAR 734-051, compels the agency to require.*

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.

2. DEVELOPMENT TRIP GENERATION

The proposed 2,335-square-foot Popeye's restaurant is located within an existing shopping center containing typical commercial uses, including a restaurant. Accordingly, the proposed development is also considered a shopping center use, where there will be internal trip capture and pass-by trip percentages similar to those of the existing shopping center. The attached Figure 1 illustrates the shopping center and its existing uses.

Development trip generation is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the ITE Trip Generation Handbook, 3rd Edition, and is presented in the following table.

TABLE 1 – DEVELOPMENT TRIP GENERATION ¹

Land Use (ITE Code)	Size	Daily	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Proposed								
Shopping Plaza (40-150k) - Supermarket - Yes (821)	126,330 SF	11,937	276	170	446	548	593	1,141
Pass-by (17% AM / 34% PM)			(47)	(29)	(76)	(186)	(202)	(388)
Total Proposed External Trip Generation			229	141	370	362	391	753
Existing								
Shopping Plaza (40-150k) - Supermarket - Yes (821)	123,975 SF	11,713	271	167	438	537	582	1,119
Pass-by (17% AM / 34% PM)			(46)	(28)	(74)	(183)	(197)	(380)
Total Existing External Trip Generation			225	139	364	354	385	739
Total External Change (Proposed – Existing)	2,355 SF	224	4	2	6	8	6	14

¹ Trip generation determined using the Average Rate equation based on ITE Trip Generation Handbook, 3rd Edition recommended practice.

As identified in the table above, the proposed development is anticipated to generate 224 daily, 6 AM peak hour, and 14 PM peak hour external trips. It is further noted that no pass-by reductions are assumed for the daily trip generation estimate.

3. TRANSPORTATION ANALYSIS

As identified in the previous section of this letter, the proposed development is anticipated to generate a maximum of 14 (PM) peak hour and 224 daily external trips, which is less than the City thresholds requiring a TIA. Further, the development is part of a larger established shopping center where this development was anticipated to occur, and the shopping center accesses to the public roadway system were designed accordingly.

Overall, the proposed development trip generation does not meet City thresholds requiring analysis. The proposed development is a small part (1.86%) of the total shopping center size, and any resulting transportation system impacts will be *de minimus*. As such, additional transportation analysis is not necessary.

4. SCOPING SUMMARY

Following your review of this TIL, please let us know if any revisions, modifications, or specific transportation analyses are necessary so that we can begin our work effort.

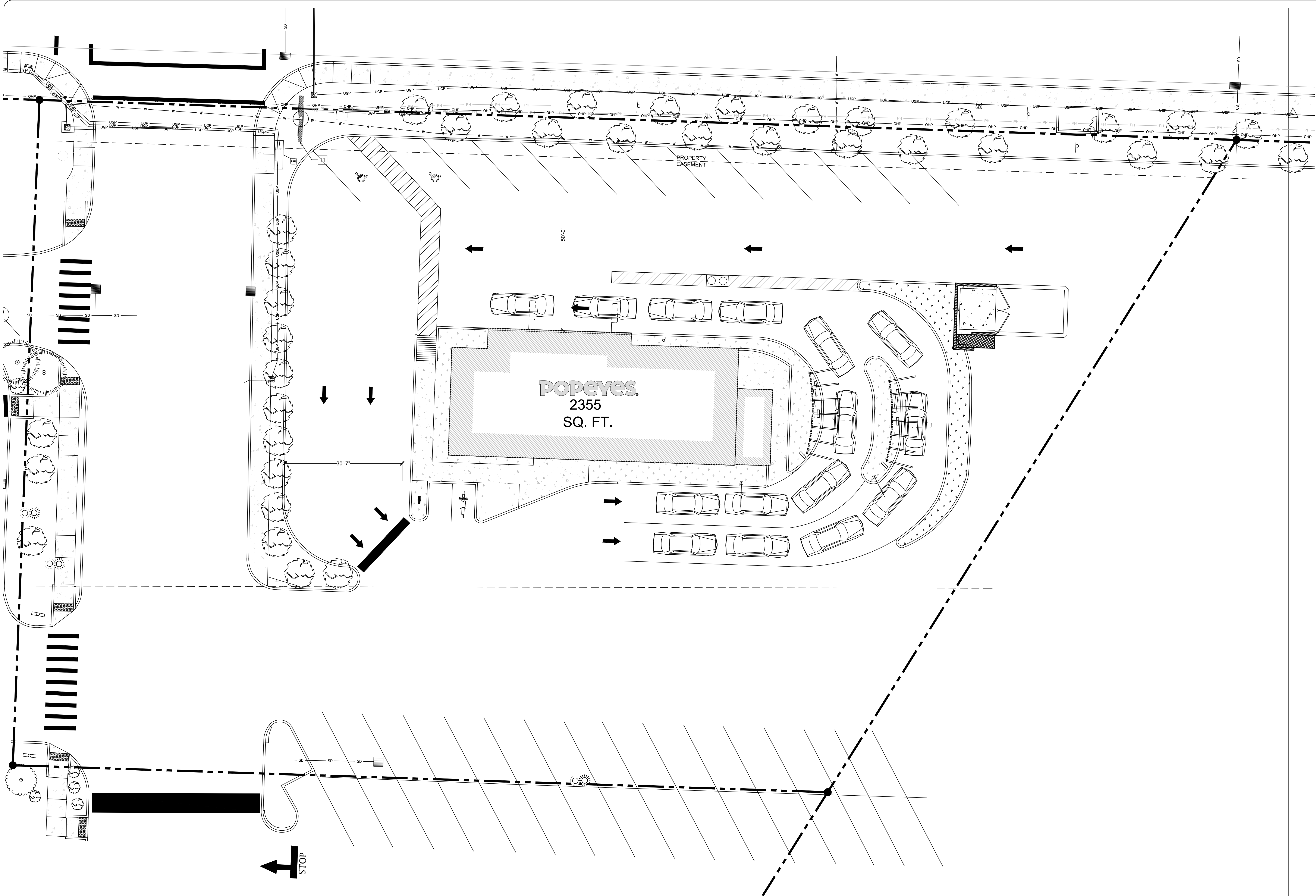
Sincerely,



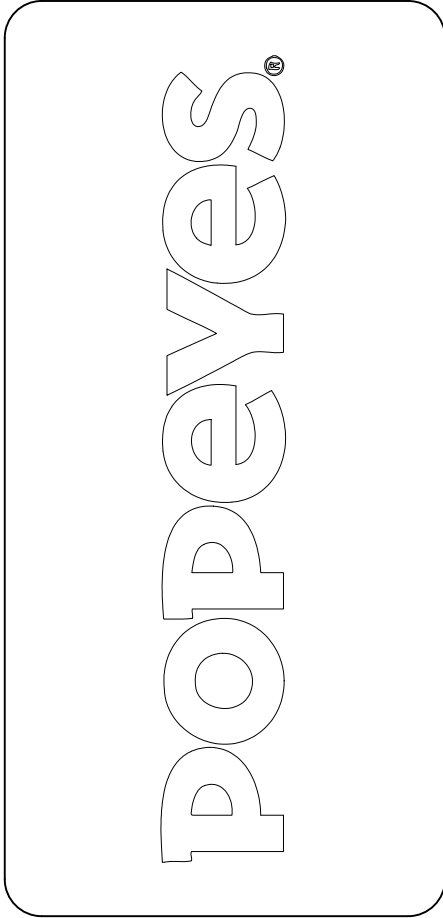
Christopher M. Clemow, PE, PTOE
Transportation Engineer

Attachments: Preliminary/Draft Site Plans
Figure 1





SITE PLAN - 2124 OPTION 1
SCALE: 3/32" = 1'-0"
NORTH



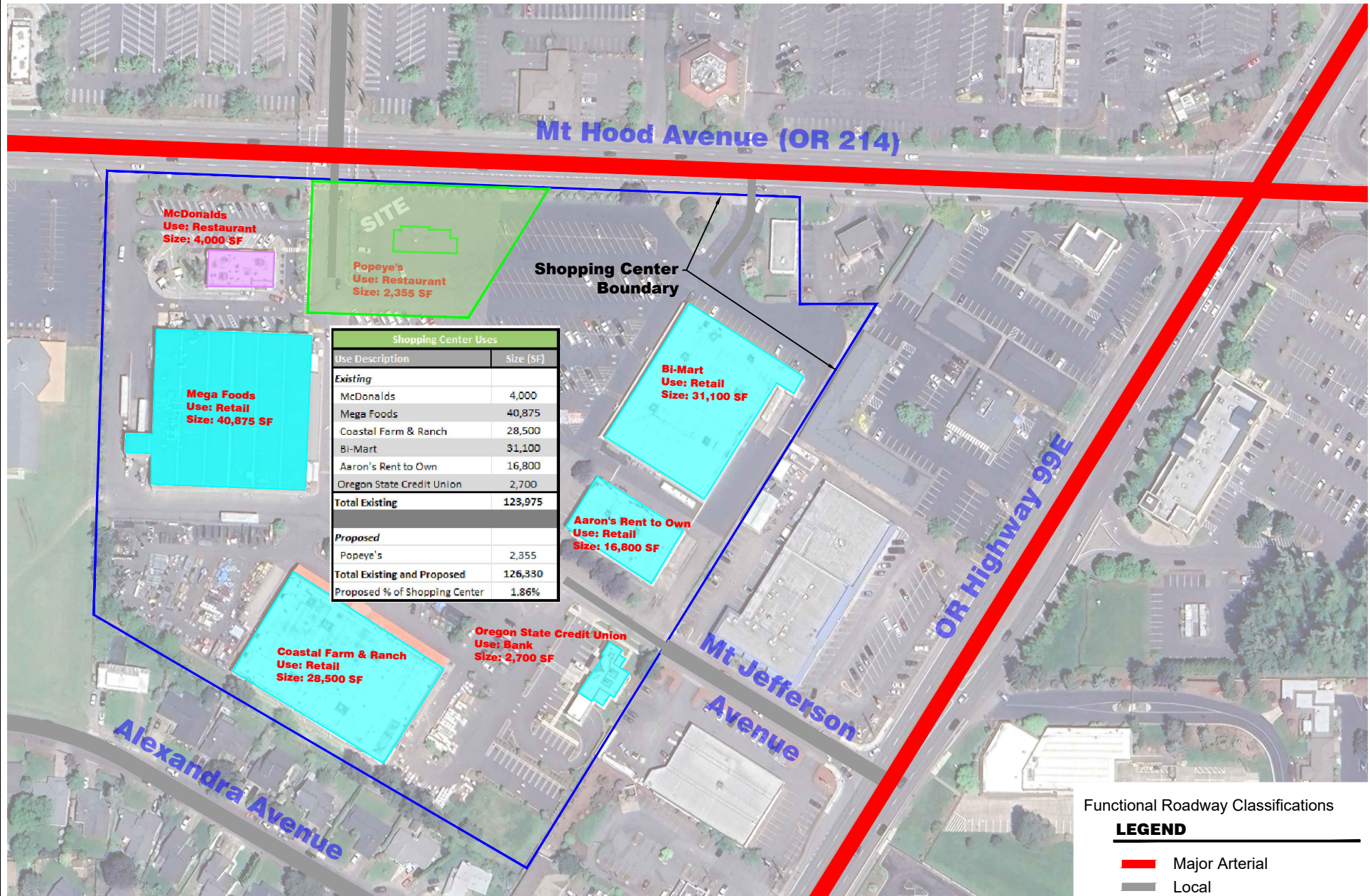
**JAMES D. SMITH,
ARCHITECTS**
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CENTERVILLE, MA 02632
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EMAIL: JAMESDSMITH1@COMCAST.NET

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DESCRIPTION	DATE

JOB LOCATION:
**MT HOOD AVENUE
& US-214
WOODBURN, OR**
SITE PLAN STUDY

SHEET
SPS3
FILE#: JDSxxxx
DATE: 09/24/24
PROJ. MGR. DD
C.M. N/A



2237 NW Torrey Pines Drive
Bend, Oregon 97703
541-579-8315
cclemow@clemow-associates.com

SITE AREA

Popeye's Restaurant - Woodburn, Oregon

C&A Project No. 20241002.00

FIGURE

1