



August 24, 2016

Donald Industrial Park, LLC
Attention: Paul Nelson
4300 11th Avenue NW
Seattle, Washington 98017

Re: **Donald Industrial Park – Hazelnut Growers of Oregon, Donald, Oregon**
Transportation Impact Analysis

Project Number 20160504.00

Dear Mr. Nelson:

Donald Industrial Park, LLC is proposing to construct a 119,912 square foot building to be occupied by Wilco Hazelnut, LLC, aka the Hazelnut Growers of Oregon, for warehousing packaging and shipping in the Donald Industrial Park. Previous land use actions for this project, including City of Donald Site Development Review 2015-01, identified the need for a tenant-specific Transportation Impact Analysis (TIA) at the time of building permit application.

This letter presents the Hazelnut Growers of Oregon TIA and includes:

1. Property Description and Proposed Development
2. Previous Transportation Analysis, Findings and Conditions
3. Development Trip Generation
4. Trip Distribution and Traffic Assignment
5. Transportation Impacts
6. Transportation Monetary Assessment
7. Recommended Conditions of Approval

1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTION

The subject site is located on the north side of Donald and is bound by Butteville Road to the west and the Portland Northwest Railroad to the east. The 30.36-acre site has direct access to Butteville Road (to the west) and Oak Street (to the south).

The Hazelnut Growers of Oregon development is a 119,912 square foot warehouse, related office and retail on Lot 1. The proposed development will have one access to Butteville Road at the northwest property corner.

2. PREVIOUS TRANSPORTATION ANALYSIS, FINDINGS AND CONDITIONS

A September 7, 2007 TIA prepared by Group Mackenzie (2007 TIA) was the basis for the 2010 comprehensive plan amendment, zone change and annexation of the Donald Industrial Park. The 2010 Land Use Approvals determined that, as conditioned, the transportation system was adequate to support the assumed land uses outlined in the City of Donald Ordinance No. 146-2010. The 2010 document includes several exhibits, notably "Exhibit E", which outlines the "conditions of approval" for this property. The conditions are the product of discussions between the City of Donald, Marion County, and the State of Oregon. The relevant conditions and sections of the Marion County letter are attached.

The conditions required, among other things, a tenant-specific TIA be prepared at the time of Site Development Review confirming:

- 1) Traffic generated by the proposed project, a building to be occupied by the Hazelnut Growers of Oregon, is consistent with the previous assumptions, and
- 2) The basis for the development's proportional share of identified off-site intersection improvements.

3. DEVELOPMENT TRIP GENERATION

The 119,912 square foot building will be occupied by the Hazelnut Growers of Oregon. Building uses include warehousing/packaging, ancillary support office and a small retail area. Because of the unique business nature, development trip generation is not available in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Therefore, development trip generation is estimated based on the proposed specific development.

The Hazelnut Growers of Oregon business operations, and resulting trip generation vary throughout the year. A trip generation description is described below based on detailed information provided by the occupant and average daily trip generation is estimated.

Employee Trip Generation

There will be a total of 35 employees at the facility (during peak seasonal periods which includes a swing shift), with 25 production and 10 administrative employees.

Day work hours are from 7:00 AM – 3:30 PM. Seasonal swing shift hours are from 3:00 PM – 11:30 PM.

Production employees remain on-site all day. **Total daily production employee trips = 25 employees x (1 home-to-work trip + 1 work-to-home trip) = 50.**

Administrative employees occasionally travel off-site during the day, for either work or lunch. While not all employees travel off-site during the day, some travel more than once; therefore, it is assumed administrative employees average one off-site trip per day. **Total daily administrative employee trips = 10 employees x (1 home-to-work trip + 1 work-to-home trip + 1 exiting off-site work trip + 1 entering off-site work trip) = 40.**

Warehousing/Packaging/Shipping Trip Generation

The hazelnut harvest/production season has an approximate 8-week duration and occurs from mid-September through mid-November. During this time there are 3-4 daily bulk deliveries to the facility via large semi-tractor trailer trucks. Total daily truck trips (production season) = 4 in-bound truck trips + 4 out-bound truck trips = 8. **Total daily production truck trips (yearly average) = 8 total daily truck trips (production season) x 8 production weeks per year / 52 total weeks per year = 1.23.**

The peak distribution/shipping season has an approximate 8-week duration and occurs from October through November. During this time there are 4-5 daily deliveries from the facility via large semi-tractor trailer trucks. Total daily truck trips (shipping season) = 5 in-bound truck trips + 5 out-bound truck trips = 10. **Total daily distribution truck trips (yearly average) = 10 total daily truck trips (production season) x 8 production weeks per year / 52 total weeks per year = 1.54.**

Shipping via smaller single-unit trucks occurs throughout the year. During this time there are 2 daily deliveries from the facility via the smaller single-unit trucks. **Total daily shipping truck trips = 2 in-bound truck trips + 2 out-bound truck trips = 4.**

Facility Support Trip Generation

Facility support trips occur throughout the year and are made by outside service providers including maintenance, packaging suppliers, vendors, etc. It is estimated there are 2-3 daily facility support visits. **Total daily facility support trips = 3 in-bound trips + 3 out-bound trips = 6.**

Retail Trip Generation

There will be a small 1,500 square foot retail area selling hazelnut products. Based on existing (similar) retail operations at a different location, it is estimated there will be 20-30 daily customers, with an average of 25. **Total daily customer trips = 25 in-bound trips + 25 out-bound trips = 50.**

Total Daily Trip Generation

Total average weekday trip generation for all uses (as identified above) = 50 + 40 + 1.23 + 1.54 + 4 + 6 + 50 = 152.77 => 154.

4. TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Trip distribution and traffic assignment is based on Applicant provided information and engineering judgment and anticipated to be consistent with assumptions made in the 2007 TIA.

Resulting trip distribution and development traffic assignment is illustrated in Figure 1.

5. TRANSPORTATION IMPACTS

Proposed development transportation system impacts are less than those assumed in the 2010 Land Use Approvals. And once the development is constructed, there will be remaining capacity in the transportation system to build out the balance of the property, consistent with the 2010 Land Use Approvals and conditions.

Overall, because transportation impacts are significantly less than those assumed in the 2010 Land Use Approvals, additional transportation operations analysis is not anticipated to be necessary.

Additionally, in May 2106 the City of Donald adopted a *System Development Charge Methodology & Capital Improvement Plan Updates*. The applicant will be assessed transportation SDCs consistent with the adopted methodology based on development trip generation identified in this TIA, 154 average daily trips, which will be used to construct future transportation infrastructure improvements.

6. TRANSPORTATION MONETARY ASSESSMENT

Based on previously adopted conditions of approval – Exhibit E of the City of Donald Ordinance No. 146-2010, the proposed development will be assessed a *“proportional share of the costs of improving the following intersections in accordance with the County’s Aurora/Donald (Fargo) Interchange Area Sub-Area Plan: Ehlen Road/I-5 NB ramps, Ehlen Road/I-5 SB ramps, Ehlen Road/Bents Road/Bents Court, and Ehlen Road/Butteville Road.”*

The assessment table presented in Exhibit E has been updated to reflect the currently proposed project and is as follows:

PROPORTIONAL HAZELNUT GROWERS OF OREGON ASSESSMENT					
Intersection	Anticipated Project Cost (2007\$) ¹	Established Intersection Volume	Daily Development Trips	% of Total Volume	Proportional Assessment ¹
Ehlen Road/I-5 NB Ramps	\$550,000 ²	11,500	73	0.06%	\$3,491
Ehlen Road/I-5 SB Ramps	\$550,000 ²	14,500	138	0.95%	\$5,234
Ehlen Road/Bents Road/Bents Court	\$840,000	11,500	138	1.20%	\$10,080
Ehlen Road/Butteville Road	\$825,000 ²	7,150	146	2.04%	\$16,846
Total					\$35,652

¹ All project costs are subject to an increase based on actual development year using the Seattle Cost of Construction Index.

² Costs have been increased from the 2004 amounts in the RTSP.

As identified in the table above, the proposed development will be required to contribute \$35,652 (2007\$) toward off-site improvements based City of Donald Ordinance No. 146-2010. The exact monetary assessment will need to be indexed to the Project year based on the Seattle Cost of Construction Index. Payment will be due to Marion County prior to issuance of a certificate of occupancy.

7. RECOMMENDED CONDITIONS APPROVAL

Based on materials contained in this TIA, we recommend the proposed development transportation-related conditions of approval be limited to the following:

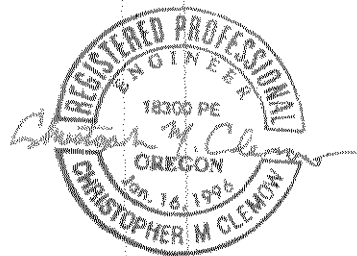
1. Proposed development transportation system impacts are less than those assumed in the 2010 Land Use Approvals. And once the development is constructed, there will be remaining capacity in the transportation system to build out the balance of the property, consistent with the 2010 Land Use Approvals and conditions.
2. Overall, because transportation impacts are significantly less than those assumed in the 2010 Land Use Approvals, additional transportation operations analysis is not necessary.
3. In May 2106 the City of Donald adopted a *System Development Charge Methodology & Capital Improvement Plan Updates*. The applicant will be assessed transportation SDCs consistent with the adopted methodology based on development trip generation identified in the Applicant's TIA, 154 average daily trips, which will be used to construct future transportation infrastructure improvements.
4. The proposed development will be required to contribute \$35,652 (2007\$) toward off-site improvements based City of Donald Ordinance No. 146-2010. The exact monetary assessment will need to be indexed to the Project year based on the Seattle Cost of Construction Index. Payment will be due to Marion County prior to issuance of a certificate of occupancy.
5. Require Butteville Road improvements, as agreed to during Site Development Review, be constructed prior to the issuance of certificate of occupancy.
6. Subsequent development phases will be required to submit tenant-specific TIAs complying with the conditions of approval from the 2010 Land Use Approvals. Assuming cumulative development trip generation does not vary materially from the 2007 TIA, the localized mitigation measures will be per the conditions of approval from 2010 and also include Butteville Road half-street improvements.

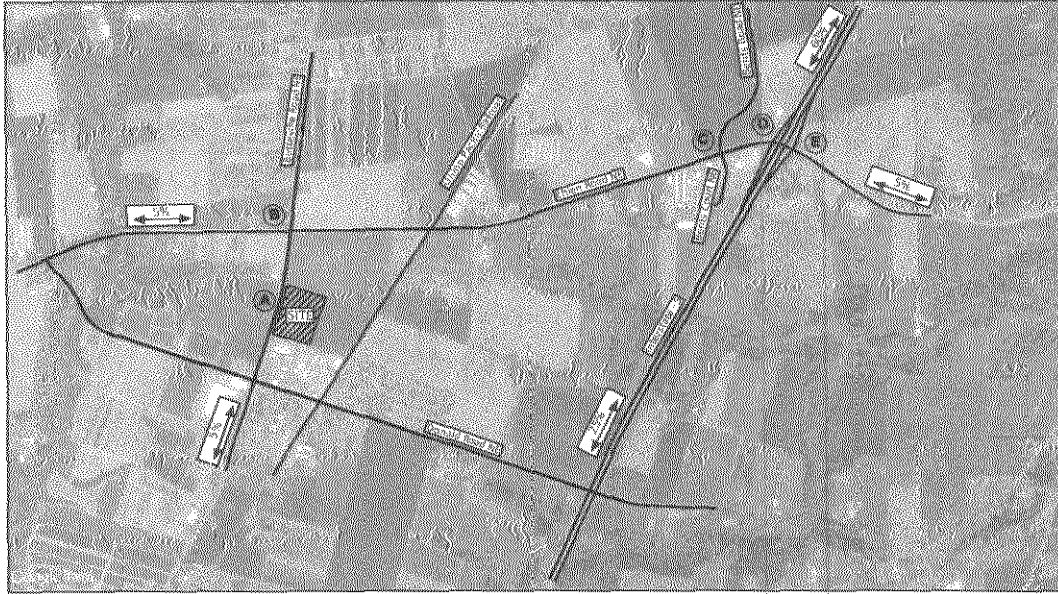
Sincerely,



Christopher M. Clemow, PE, PTOE
Transportation Engineer

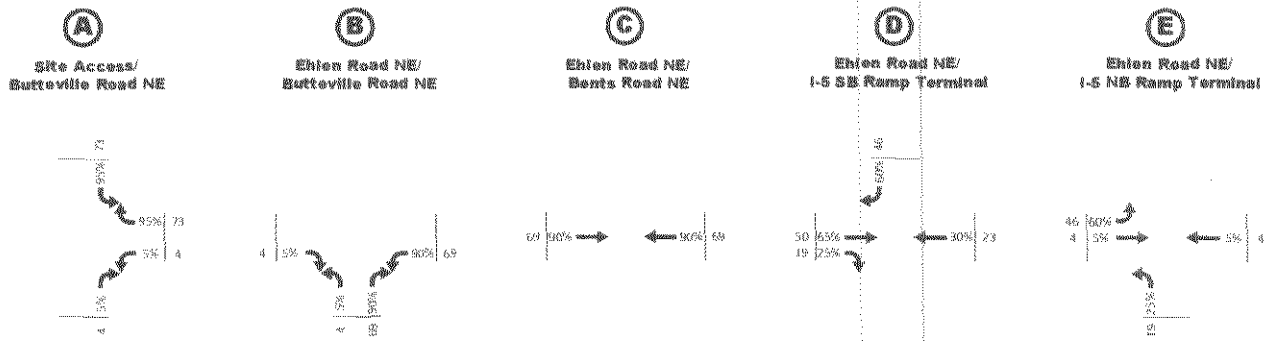
Attachments: Figure 1
Previous Land Use Conditions of Approval





Development Average Daily Trip Generation		
Enter	Exit	Total
77	77	154

Development Trip Distribution and Traffic Assignment



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AVERAGE DAILY TRIP GENERATION, TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Donald Industrial Park - Hazelnut Growers of Oregon

Project No. 20160504.00

FIGURE

1

Attachment

Excerpt of March 7, 2011 letter from Marion County to Business Oregon, outlining specific transportation conditions of approval for these land use processes

A sub-area plan for the Aurora/Donald Interchange area (enclosed) is included in the Marion County Rural TSP. This plan identifies and discusses regional transportation issues in that area. Accordingly, the developer submitted a transportation impact analysis (TIA) when the property was being included in the urban growth boundary. The TIA evaluates the development's potential traffic impacts to the regional roadway system, identifies several areas of concern, and presents several potential mitigation measures.

The process to further evaluate and mitigate traffic impacts, including the basis for determining proportional share contributions, was addressed at the time of comprehensive plan amendment and zone change of the property. This is outlined in the City of Donald's Ordinance No. 146-2010. The document includes several exhibits, notably "Exhibit E", which outlines the "conditions of approval" for this property. The conditions are the product of discussions between the City of Donald, Marion County, and the State of Oregon.

While Condition 2 of Exhibit E outlines some of the required mitigations, the applicant will also need to prepare a TIA specifically for the future project, as outlined in Condition 1. The purpose of this additional TIA is to evaluate the impacts to the local road system and to confirm the traffic volume projections and proportional shares. When conducting this TIA, the applicant should contact Marion County Public Works, the Oregon Department of Transportation (ODOT), and the City of Donald to discuss the scope of the analysis. The City of Donald and Marion County will both need to review and approve the TIA.

Exhibit E of the City of Donald Ordinance No. 146-2010 states:

Conditions of Approval

1. *At the time of site plan approval for the initial development of the Feller Property, the applicant will provide Marion County and the City of Donald a transportation impact analysis ("TIA") that confirms the amount of traffic generated by the development. In addition to the regional locations studied in the original TIA, the TIA will evaluate the impacts on other roadways and intersections in the area to determine any needs or subsequent mitigation. These could include Donald streets or County roadways that run through the area.*
2. *The TIA in Condition 1 will be the basis for confirming the development's proportional share of the costs of improving the following intersections in accordance with the County's Aurora/Donald (Fargo) Interchange Area Sub-Area Plan: Ehlen Road/I-5 NB ramps, Ehlen Road/I-5 SB ramps, Ehlen Road/Bents Road/Bents Court, and Ehlen Road/Butteville Road. At this time, the proportional share costs are projected to be:*

Intersection	Anticipated Project Cost (2007)*	Total Entering Volume	Daily Development Trips	% of Total Volume	Proportional Share
Ehlen Rd/I-5 NB Ramps	\$550,000**	11,500	1,693	14.72	\$80,970
Ehlen Rd/I-5 SB Ramps	\$550,000**	14,500	2,344	16.17	\$80,910
Ehlen Rd/Bents Rd/Bents Ct	\$840,000	11,500	2,344	20.38	\$171,210
Ehlen Rd/Butteville Rd	\$825,000**	7,150	2,344	32.78	\$270,460
				TOTAL	\$611,550

All project costs are subject to an increase based on actual development year using the Seattle Cost of Construction Index.

** Costs have been increased from the 2004 amounts listed in the RTSP

3. *The proportional share contributions identified in Condition 2 shall be payable to Marion County prior to issuance of certificate(s) of occupancy for the development.*
4. *In addition to the proportional share contributions described above, the development shall be responsible for localized mitigations as identified in the TIA required in Condition 1 and by Marion County Public Works.*
5. *The development will not be subject to County systems development charges.*