



October 3, 2016

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

Re: **Donald Industrial Park – Wilco, Donald, Oregon**
Transportation Impact Analysis

Project Number 20160903.00

Dear Mr. Nelson:

Donald Industrial Park, LLC is proposing to construct a 118,560 SF warehouse/distribution facility to be occupied by Wilco Farmers cooperative ("Wilco") 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. As such, this letter presents the Wilco 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

This facility will occupy the southern portion of a larger building in which the Hazelnut Growers of Oregon are anticipated to occupy the northern portion. A separate TIA has been prepared for the Hazelnut Growers of Oregon, dated August 24, 2016, which has been submitted to the City of Donald for review.

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 Wilco development is a 118,560 square foot warehouse and distribution facility located in the southern portion of the building located on Lot 1 as shown on the attached site plan. The development will have two accesses to Butteville Road, one the northwest property corner and one at the southwest 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.

Additionally, the August 24, 2016 Hazelnut Growers of Oregon TIA identifies the anticipated transportation impacts resulting from the 119,912 square foot development located in the northern portion of the subject building.

3. DEVELOPMENT TRIP GENERATION

The 118,560 square foot building will be occupied by the Wilco Farmers cooperative. Building uses include warehousing and distribution facilities. Trip generation for warehousing facility is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition for Land Use 150 – Warehousing and is summarized in the following table.

| Land Use | ITE Code | Size (SF) | Average Daily | | | PM Peak Hour | | |
|-------------|----------|-----------|---------------|------|-------|--------------|------|-------|
| | | | Enter | Exit | Total | Enter | Exit | Total |
| Warehousing | 150 | 118,560 | 211 | 211 | 422 | 10 | 28 | 38 |

As identified, the proposed warehousing facility generates 422 daily and 38 PM peak hour trips.

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 Wilco development transportation system impacts are consistent with those assumed in the 2010 Land Use Approvals. Further, once the Wilco and Hazelnut Growers of Oregon developments (occupying the northern and southern portions of the building) are constructed, total development impacts are less than those contemplated in the 2010 Land Use Approvals and conditions.

Overall, because Wilco transportation impacts are consistent with 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, 422 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 Wilco project and is as follows:

| PROPORTIONAL WILCO ASSESSMENT | | | | | |
|-----------------------------------|--|---------------------------------|-------------------------|-------------------|--------------------------------------|
| Intersection | Anticipated Project Cost (2007\$) ¹ | Established Intersection Volume | Daily Development Trips | % of Total Volume | Proportional Assessment ² |
| Ehlen Road/I-5 NB Ramps | \$550,000 ² | 11,500 | 200 | 1.74% | \$9,565 |
| Ehlen Road/I-5 SB Ramps | \$550,000 ² | 14,500 | 380 | 2.62% | \$14,414 |
| Ehlen Road/Bents Road/Bents Court | \$840,000 | 11,500 | 380 | 3.30% | \$27,757 |
| Ehlen Road/Butteville Road | \$825,000 ² | 7,150 | 400 | 5.59% | \$46,154 |
| Total | | | | | \$97,889 |

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 \$97,889 (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:

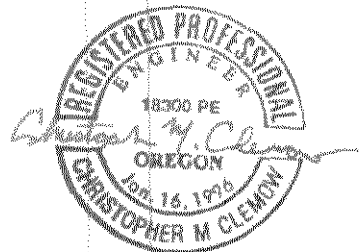
1. Proposed Wilco development transportation system impacts are consistent with those assumed in the 2010 Land Use Approvals. Further, once the Wilco and Hazelnut Growers of Oregon developments (occupying the northern and southern portions of the building) are constructed, total development impacts are less than those contemplated in the 2010 Land Use Approvals and conditions.
2. Overall, Wilco transportation impacts are consistent with those assumed in the 2010 Land Use Approvals and additional transportation operations analysis is not anticipated to be 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, 422 average daily trips, which will be used to construct future transportation infrastructure improvements.
4. The proposed development will be required to contribute \$97,889 (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 materially differ 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.

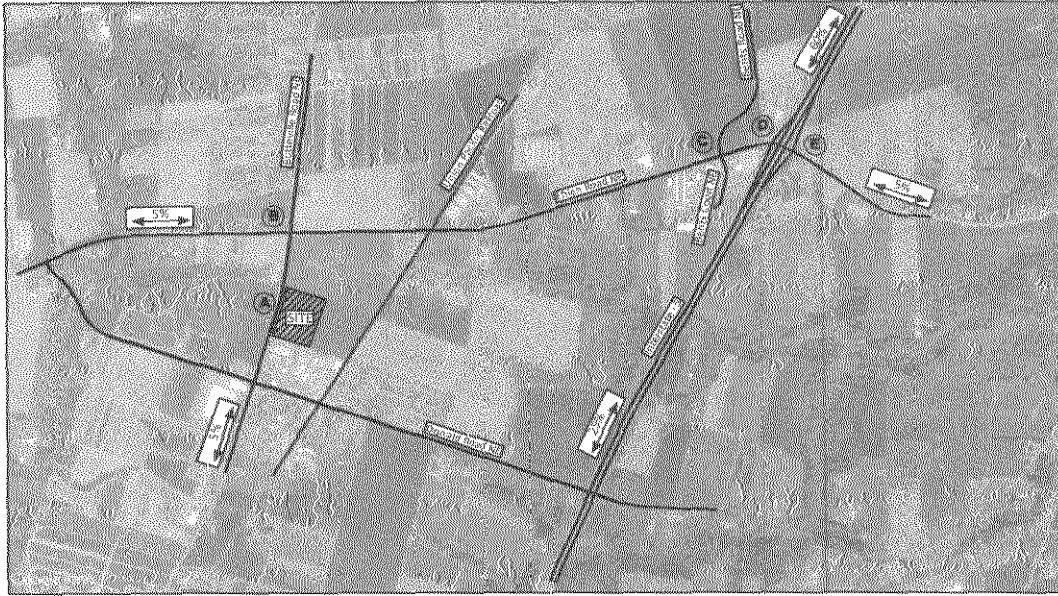
Sincerely,



Christopher M. Clemow, PE, PTOE
Transportation Engineer

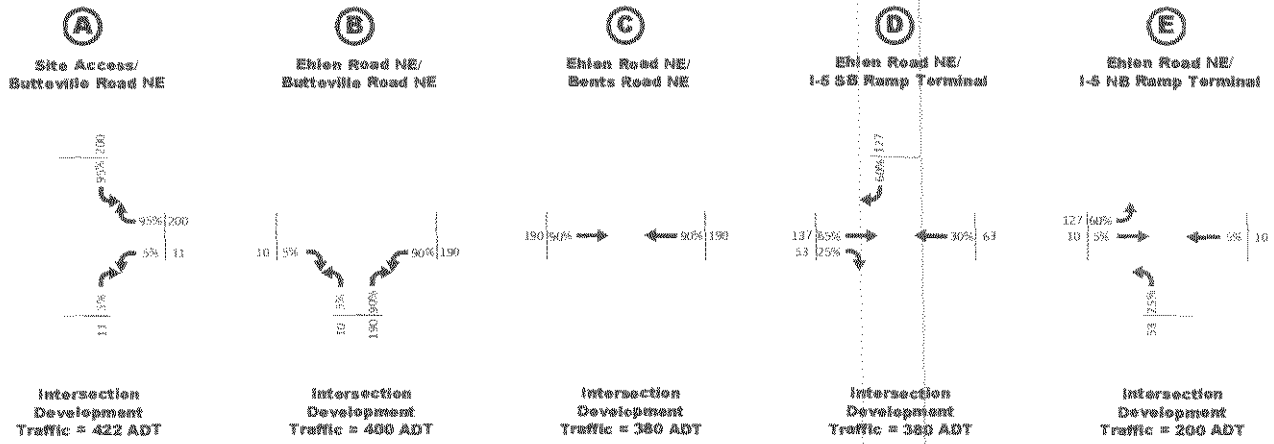
Attachments: Figure 1
Previous Land Use Conditions of Approval





| Land Use | ITE Code | Size (SF) | Average Daily | | | PM Peak Hour | | |
|-------------|----------|-----------|---------------|------|-------|--------------|------|-------|
| | | | Enter | Exit | Total | Enter | Exit | Total |
| Warehousing | 150 | 118,560 | 211 | 211 | 422 | 10 | 28 | 38 |

Trip Distribution and Traffic Assignment



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 | \$88,910 |
| Ehlen Rd/Bents Rd/Bents Ct | \$840,000 | 11,500 | 2,344 | 20.36 | \$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.*