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Memorandum

To: City of Tualatin – Planning Division
Copy: Specht Development
VLMK Engineering + Design
From: Jennifer Danziger, PE
Date: June 12, 2023
Subject: Tualatin Logistics Park: Case #AR 21-0011
Architectural Review Board Decision - Request for Extension



RENEWS: 12/31/2023

Introduction

Specht Development, Inc. and its consultant team are requesting a one-year extension of the ARB Decision dated March 14, 2022 (“Decision”) for the proposed Tualatin Logistics Park development, Case #AR 21-0011. This memorandum reviews the assumptions in the Transportation Impact Analysis (TIA) that was prepared for the project and concludes that the conclusions of the TIA are still applicable and do not require any supplemental analysis.

Transportation Impact Analysis

The Transportation Impact Analysis (TIA) was completed on December 15, 2021. Original assumptions and findings along with changes since the report was completed are outlined below.

Original Assumptions and Findings

The TIA examined impacts for a 452,795-square-foot (SF), flexible space warehouse. Although several access scenarios were examined the project was approved with one full-access driveway on SW Cipole Road and one right-in/right-out driveway on SW 124th Avenue. The access on SW 124th Avenue will be located near the northeast corner of the site; access opposite SW Cimino Street is not proposed due to significant grade differences that would be difficult to accommodate without impact to the proposed development.

Although the construction of the project was initially targeted for the summer of 2023, an analysis year of 2025 was evaluated to correspond with completion of the Tualatin-Sherwood Road (Langer Farms Parkway to Teton Avenue) project that would expand the roadway to five lanes, improve bicycle and pedestrian facilities, improve storm drainage, and install street lighting

Traffic forecasts included a background growth rate of 1.5 percent per year plus two projects (PGE Integrated Operations Center and T-S Corporate Park) that were under construction and only partially completed when the traffic count data was collected:

The analysis of the project included a review of safety and operational conditions with the following conclusions:

- Based on a review of the most recent five years of available crash data, no significant trends or crash patterns were identified at any of the study intersections that do not already have planned and funded improvements.
- Left-turn lane warrants are not met for either peak hour under the 2025 buildout scenario for the proposed SW Access to SW Cipole Road.
- Preliminary traffic signal warrants are not met at either of the proposed site driveways for either peak hour under buildout conditions.
- Based on the sight distance analysis, all site access options are expected to operate safely.
- The SW Access to SW Cipole Road will meet Washington County access spacing standards and no alternative is proposed.
- Although the approved NE Access to SW 124th Avenue does not meet the TDC 75.140 specifications, it would locate the driveway activity much further away from the busy signalized intersection of SW 124th Avenue & SW Tualatin-Sherwood Road, the center median would remain intact, and the access spacing on this segment would average more than 800 feet.
- All study area intersections are anticipated to operate within the acceptable jurisdiction standards. Therefore, no mitigation for traffic operations is required or recommended. The access configuration options have little effect on study area operations.
- An analysis of queuing for key study intersections shows that the queues in the southbound left-turn lanes on SW 124th Avenue at SW Tualatin-Sherwood Road are expected to exceed the available storage. This condition is expected with the 2025 background condition and will worsen with the buildout scenario; however, design options to improve the storage were under consideration by Washington County and signal timing could be used to keep queues shorter. All other queuing can be accommodated within the available storage.

Changes Since 2021

Since the TIA was completed in 2021, three nearby projects have been proposed that would add traffic to the study area:

- AR21-0018- Walgraeve Industrial Park (Hedges Creek), 11345 SW Herman Road – This industrial project will include the construction of three industrial buildings, totaling approximately 442,035 SF where approximately 40 percent of the development will consist of manufacturing land uses while the remaining 60 percent will consist of warehousing space. A TIA was prepared March 30, 2022. Traffic data was collected in December 2021 and the study examined year 2024 buildout conditions that included the Tualatin Logistics Park as well as others in the background traffic volumes. All intersections were reported to meet jurisdictional standards.

The ARB decision for this project was issued on June 29, 2022. Conditions of approval required the installation of a traffic signal at the intersection of SW Myslony Street at SW 124th Avenue.

- The proposed 124th Business Park is a 199,170-SF, industrial development located north of Tualatin Sherwood Road, east of SW 124th Avenue, and south of SW Myslony Street. Right-in/right-out access is proposed on SW 124th Avenue. A TIA was prepared April 18, 2023. Traffic volumes were collected in



May 2022 and the study examined year 2025 buildout conditions that included the Tualatin Logistics Park and the Walgraev Industrial Park. Both the signal at SW Mylony Street/SW 124th Avenue and the improvements on SW Tualatin-Sherwood Road were assumed in the analysis. All study area intersections were reported to operate within the acceptable jurisdiction standards and all queues were accommodated within the available storage.

The project has not been reviewed yet. However, the conclusions show that the study area can accommodate this and other approved projects in the vicinity through the year 2025.

Conclusions

The TIA for the Tualatin-Logistic Project already considered a buildout condition several years beyond the completion date of the project construction and this buildout year of 2025 is still applicable with the requested extension.

Review of studies for other projects that have been approved or submitted for review since Tualatin Logistic Park was approved demonstrate that the findings of the TIA are still applicable and the conclusions that the study area can accommodate the project have not changed. Therefore, no supplemental analysis is needed to accommodate the requested extension.

