

January 31, 2023

City of Wilsonville
Attention: Cindy Luxhoj
29799 SW Town Center Loop E
Wilsonville, OR 97070

Re: **Delta Logistics Annex [DB22-0007]**
Western Access Location Analysis and Recommendation
Project Number 2200502.04

Dear Cindy:

This letter follows through on our discussion with City staff at our virtual meeting on January 4, 2023.

CONTEXT

The applicant's preferred plan for internal site circulation is to construct a crossing of Tapman Creek within the proposed development site, so all movements of semi-tractor units ("bobtails") between their storage area in the northwest corner of the property and the main truck access areas (dock and trailer storage) can be completed within the property itself. That site plan, submitted as part of the initial land use application package, is referred to as "Option I."

Responding to a request from staff, the following access/circulation analysis is to support the applicant's alternative site plan (Option II, Phase 1 and 2) for achieving access to the approximately two-acre portion of property located west of the Tapman Creek corridor without a private stream crossing, in case the City declines to approve the Option I plan.

APPROACH

To study how to align a new north-south Supporting Street, the applicant's design team (including Mackenzie planning and traffic engineering staff) reviewed the City's policy and regulatory framework.

In the discussion that follows, a symbol to identify the subject property's approximate location has been added to excerpts from Figures in the City's adopted planning documents.

TRANSPORTATION SYSTEM PLAN

Arterials and Collectors surround the core of the Coffee Creek Industrial Overlay District (TSP Fig. 3-2).



FIGURE 3-2. FUNCTIONAL CLASS DESIGNATIONS



Day Road: Major Arterial

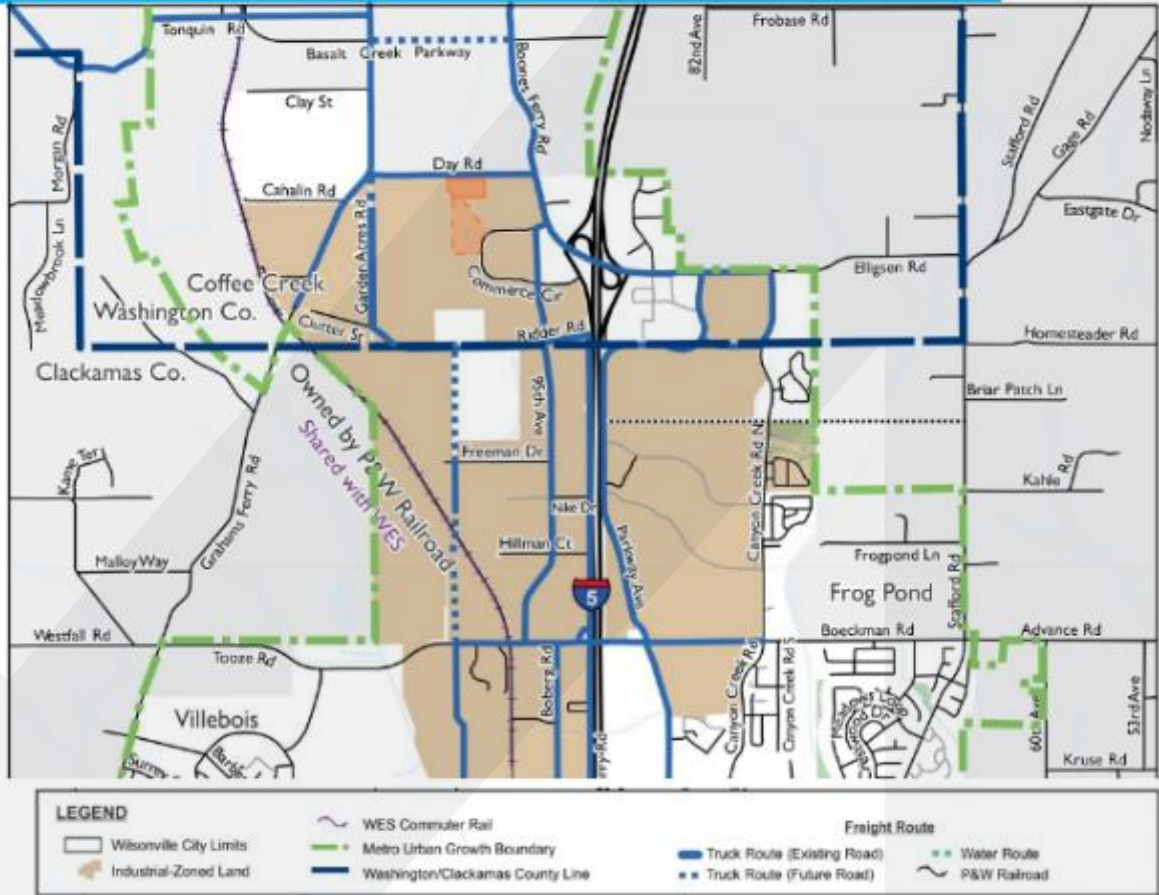
Garden Acres Road, Grahams Ferry Road, 95th Avenue: Minor Arterials

Kinsman Road is identified as a future Minor Arterial south of Ridder Road but does not extend north of there.

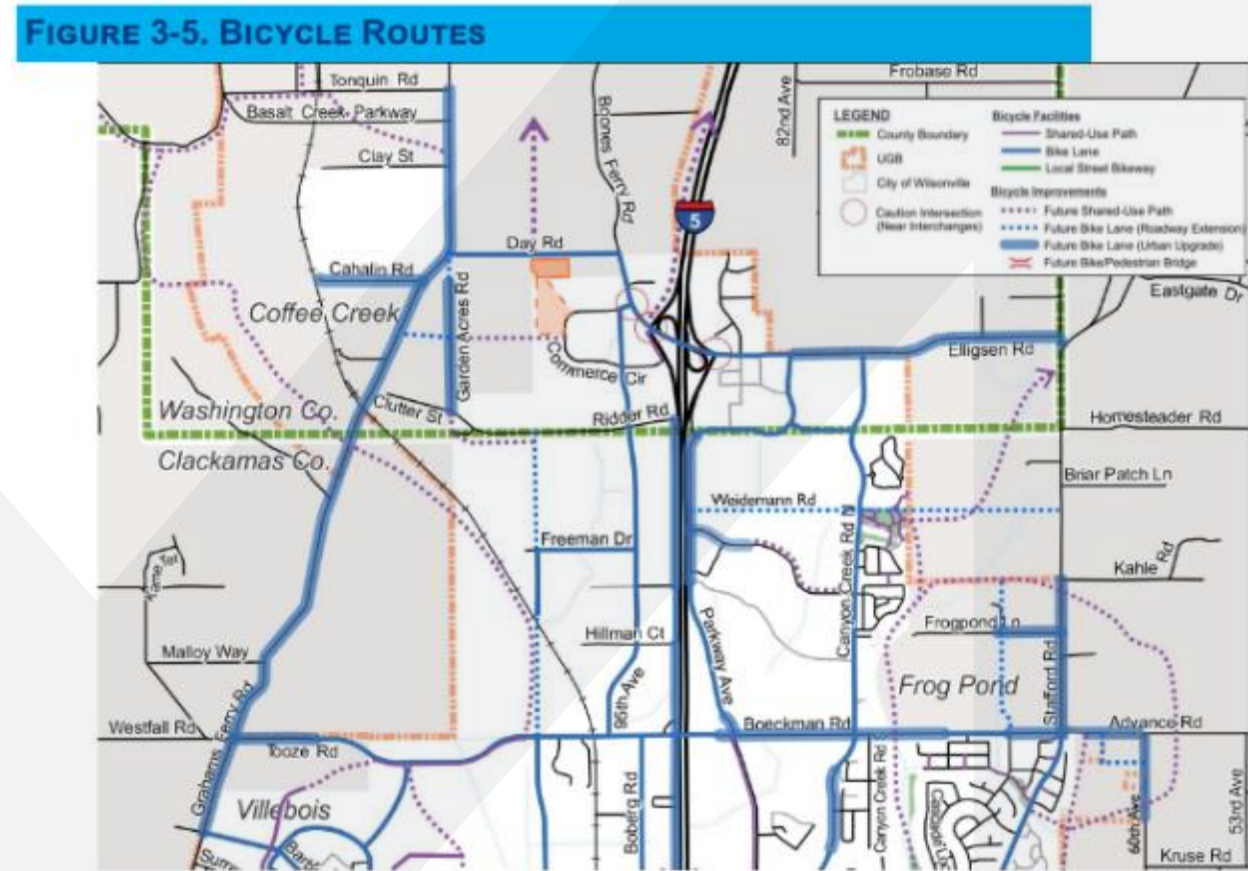
Ridder Road: Arterial between Garden Acres Road and future Kinsman Road extension; Collector east of that future intersection to frontage road west of I-5.

All of the above are designated Freight Routes (TSP Fig. 3-4).

FIGURE 3-4. FREIGHT ROUTES

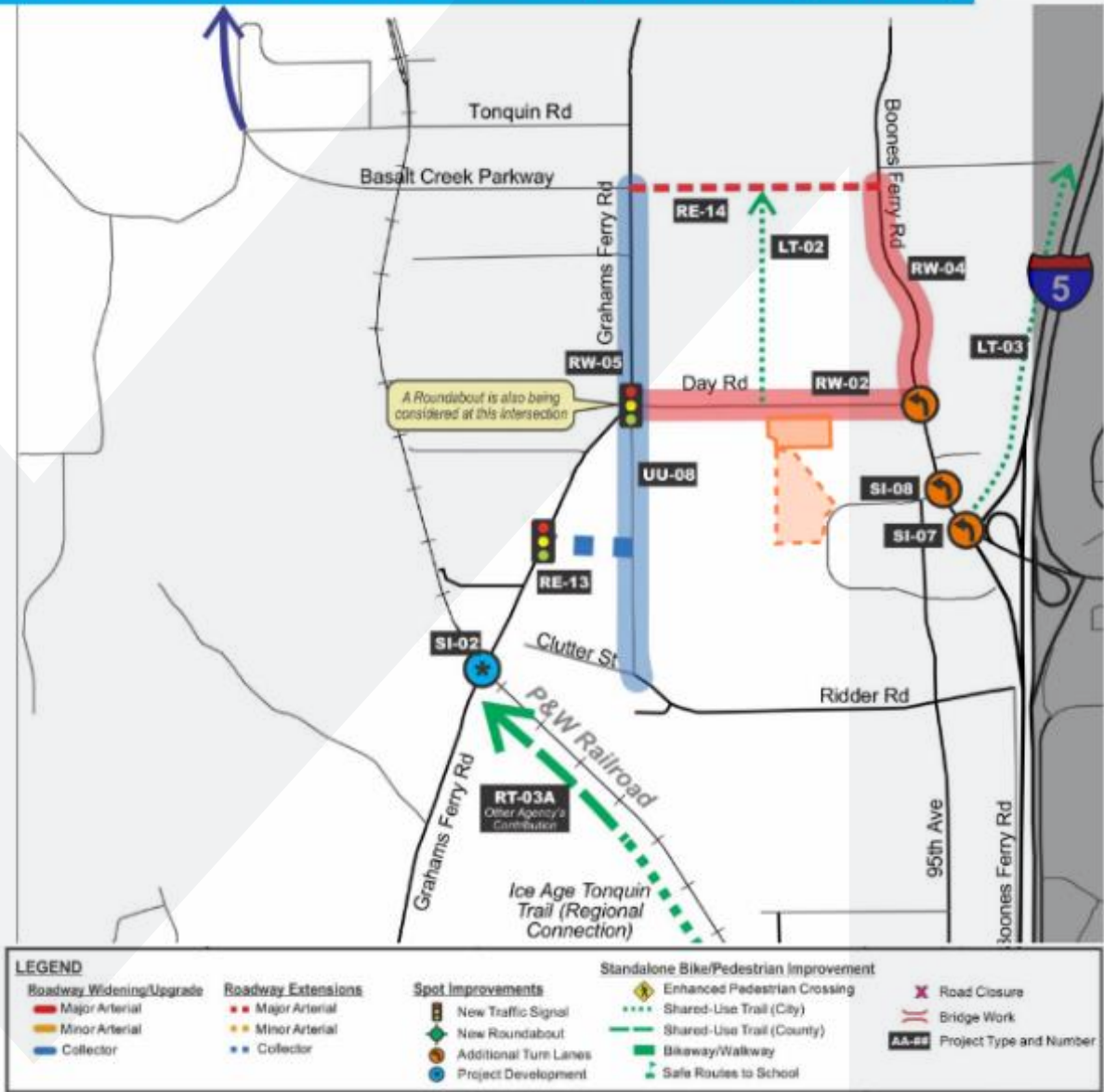


TSP Fig. 3-5 Bicycle Routes includes an east-west connection between Garden Acres Road and Commerce Circle, and a Shared-Use Path north of Day Road.



TSP Fig. 5-3 identifies Day Road and Garden Acres Road, including their intersection, as Higher Priority Projects for funding of improvements. To the north, project RE-14 connecting Basalt Creek Parkway between Boones Ferry Road and Grahams Ferry Road has now been constructed. The Shared-Use Trail extending north of Day Road is identified and funded as Project LT-02.

FIGURE 5-3. HIGHER PRIORITY PROJECTS (NORTHWEST QUADRANT)



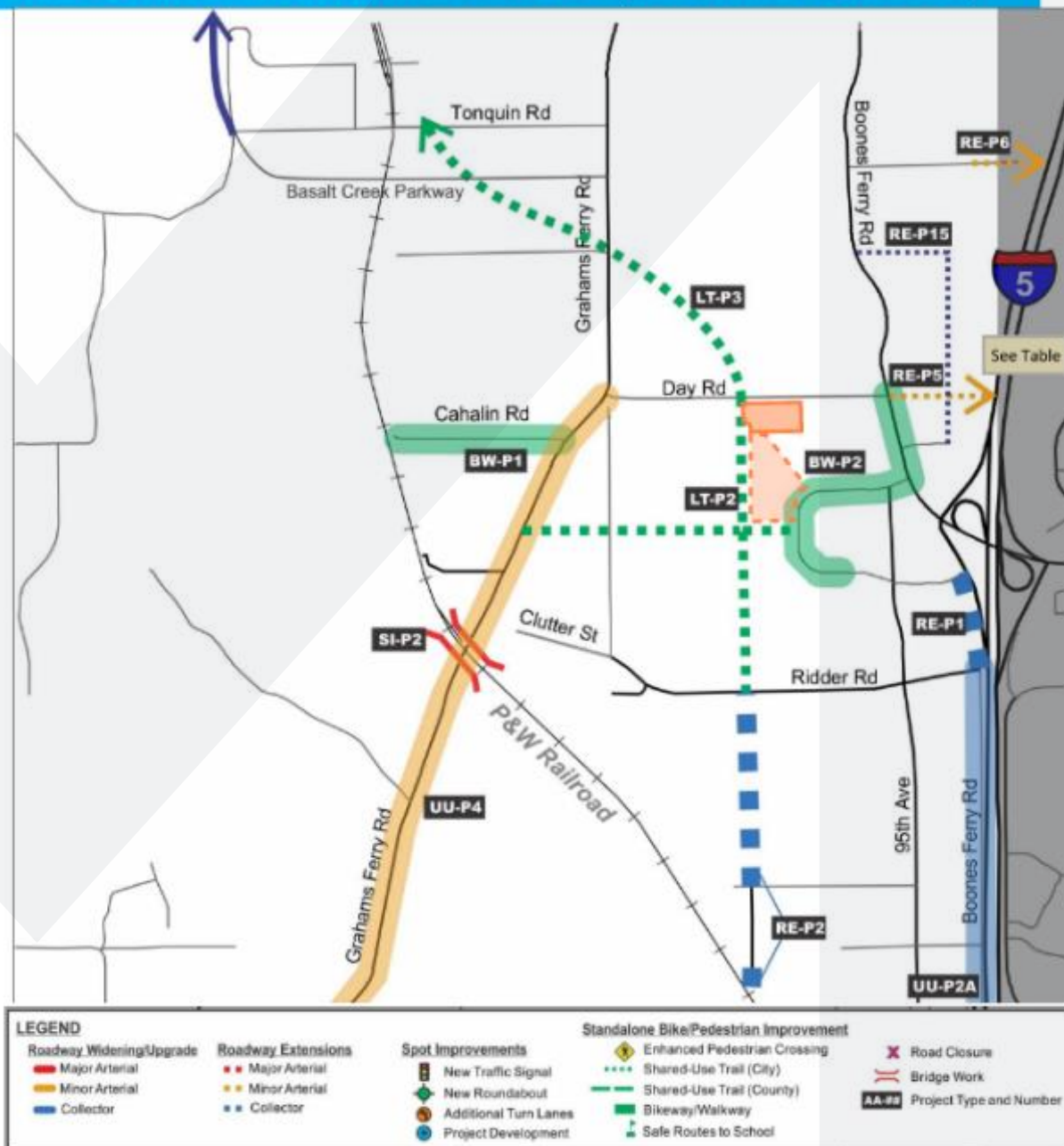
Project: LT-02 Basalt Creek Canyon Ridge Trail \$450,000 (2019/Ord. # 823)

Build a north/south trail connection within Basalt Creek (west of the Canyon) to improve the pedestrian and bicycle network and make connections to east/west road that run north and south. This trail would require a grade-separated crossing of Basalt Creek Parkway and would be

connected to the regional trail network by extending Tonquin Road with bike/pedestrian facilities across Graham's Ferry to this future Basalt Creek Canyon Ridge Trail.

TSP Fig. 5-8 Additional Planned Projects designates the Kinsman Road corridor north of Ridder Road not as a street, but as a Shared-Use Trail that extends north across Day Road and beyond to make a pedestrian/bicycle connection to the Ice Age Tonquin Trail in the Sherwood-Tualatin area, to form a regional network.

FIGURE 5-8. ADDITIONAL PLANNED PROJECTS (NORTHWEST QUADRANT)



Project: RE-P2 Kinsman Road Extension (Central) \$12,000,000

Description: *Construct 2/3-lane roadway from Boeckman Road to Ridder Road with bike lanes and sidewalks*

Why not higher priority?: *High cost due to grade-separated RR crossing and construction across Metro lands; alternative route (95th Avenue) is available*

Project: LT-P2 Area 42 Trail \$220,000

Description: *Shared Use Path from Kinsman Road to Day Road*

Why not higher priority?: *To be constructed as Coffee Lake Creek Master Plan Area Redevelops*

Project: LT-P3 BPA Power Line Trail \$500,000

Description: *Shared Use Path from Day Road to Ice Age Tonquin Trail providing trail users to City's northern industrial area*

Why not higher priority?: *Ice Age Tonquin Trail provides key connection to north (more critical when Coffee Lake Creek develops)*

Definition: Shared-Use Paths are a type of trail designed to be part of the transportation system that provide off-road routes for a variety of users, which principally include bicyclists and pedestrians.

Standalone Pedestrian and Bicycle Improvements (Bikeways and Walkways)

Project: BW-P1 Cahalin Road Bike Lanes and Sidewalks \$700,000

Description: *Construct bike lanes and sidewalks from Kinsman Road extension [Project RE-P2] to Ice Age Tonquin Trail*

Why not higher priority?: *High cost due to railroad crossing barrier*

COFFEE CREEK REGULATING PLAN (FIGURE CC-1)

The Regulating Plan includes a network of Supporting Streets serving properties on both sides of Garden Acres Road (an Addressing Street).

A north-south Supporting Street is shown on the west side of the BPA power lines corridor, extending south of Day Road (but transitioning to a pedestrian trail before reaching Ridder Road, where there is a conflicting power station).

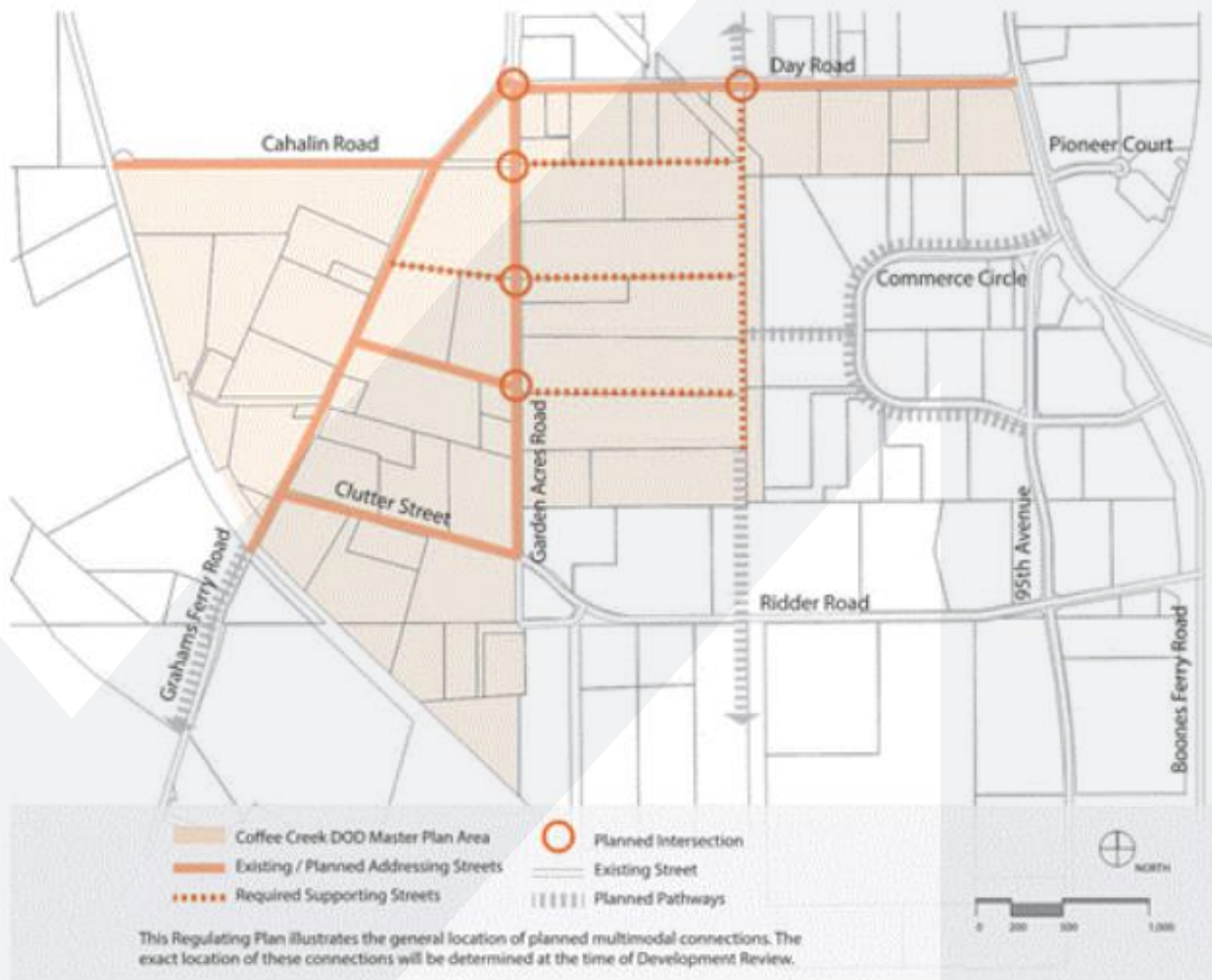


Figure CC-1 - Regulating Plan

When we compare Figure CC-1 against TSP Figure 5-8, there is an apparent conflict or confusion between the function of the Kinsman Road corridor between Ridder Road and Day Road: is it for pedestrians and cyclists (per the TSP) or for vehicles accessing industrial sites (CC-1)?

FIGURE 5-8. ADDITIONAL PLANNED PROJECTS (NORTHWEST QUADRANT)

LEGEND		Spot Improvements	Standalone Bike/Pedestrian Improvement	
Roadway Widening/Upgrade	Roadway Extensions	New Traffic Signal	Enhanced Pedestrian Crossing	Road Closure
Major Arterial	Major Arterial	New Roundabout	Shared-Use Trail (City)	Bridge Work
Minor Arterial	Minor Arterial	Additional Turn Lanes	Shared-Use Trail (County)	Project Type and Number
Collector	Collector	Project Development	Bikeway/Walkway	
			Safe Routes to School	

Projects RE-14 and LT-02 from TSP Figure 5-3 have been added for context



Figure CC-1 - Regulating Plan

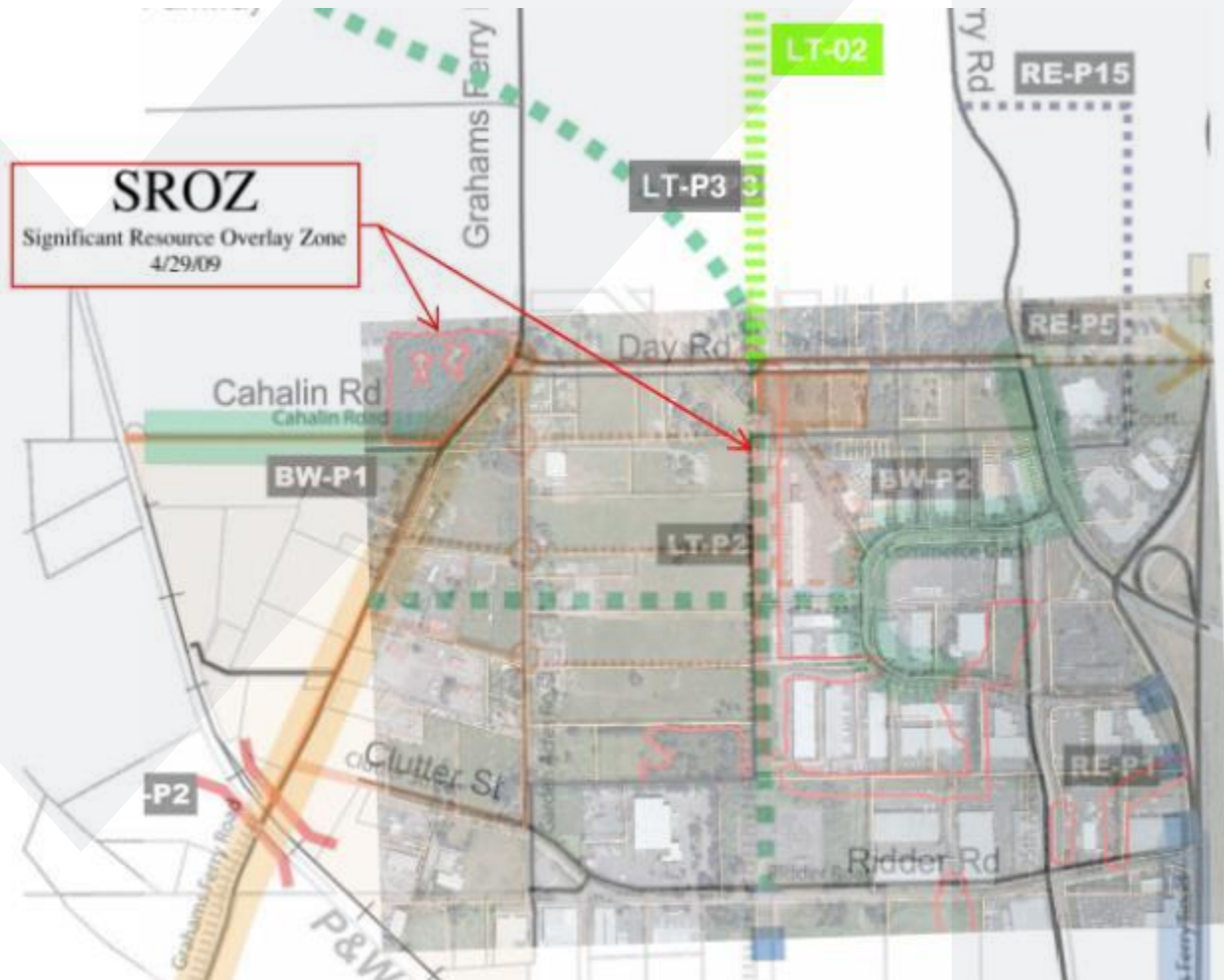
CORRIDOR ANALYSIS

In an effort to resolve the ambiguity, we performed an analysis of existing conditions and access/circulation needs in the BPA Power Lines corridor.

The BPA corridor is a substantial barrier to vehicular circulation. Neither the TSP nor Figure CC-1 proposes to add a vehicular crossing between Day Road and Ridder Road.

South of Ridder Road, the Kinsman Road corridor is on the east side of the BPA corridor.

North of Ridder Road, the Shared-Use Trail appears to correspond to the BPA corridor. South of the subject property, Tapman Creek flows south within the BPA corridor near its east edge; it appears to be the basis for the centerline of the City's SROZ designation.



These factors indicate the adopted TSP identifies the BPA corridor for realization of a Shared-Use Trail that is segregated from vehicular traffic (except where crossings of east-west roads are necessary) rather than a shared roadway facility (i.e., streets with bike lanes and sidewalks).

Turning to the vehicular access needs of the planned redevelopment area between the BPA corridor and Garden Acres Road, it is apparent that a network of Supporting Streets intersecting Garden Acres Road (an “Addressing Street” in the Coffee Creek concept and a Minor Arterial in the TSP) is intended to provide local access. Three Supporting Streets are shown on the east side of Garden Acres Road in Figure CC-1, extending to a north-south Supporting Street segment south of Day Road west of the BPA corridor.

The Coffee Creek Connectivity Standards in Section 4.134(.10)A provide that *[t]he location, alignment, and cross-section of required streets or private drives and shared-use paths is flexible, as long as they comply with spacing and minimum cross section standards.*

Subsection 4.134(.10)A.1.a further provides that *[a] Required Supporting Street is one that intersects with an Addressing Street as shown on Figure CC-1. **The exact location and design of these connections will be determined at the time of development review.*** [emphasis added]

Several issues affect implementation of a vehicular roadway (Supporting Street) abutting the west edge of the BPA corridor:

- There would be no developable property on the east side of the Supporting Street, and therefore no private development that would construct frontage improvements on its east side as a condition of development. The alignment could require City capital funds to be allocated to acquire right-of-way and complete its construction.
- The collinear alignment with TSP Project LT-P3 BPA Power Line Trail would effectively convert that segment of the Shared-Use Trail to a shared vehicular roadway, mixing pedestrian/bicycle users with vehicles, including trucks hauling freight.
- Extending the Supporting Street in a straight line north to intersect Day Road would require a new street crossing under the BPA power lines corridor, which transitions to a diagonal southeast-to-northwest alignment a short distance south of Day Road.

CONFLICT RESOLUTION

The practical issues noted above can be resolved by shifting the Supporting Street’s alignment to the west:

- The resulting Supporting Street network will create areas of developable land between the north-south Supporting Street and the BPA corridor to the east, similar to the way Commerce Circle forms a loop on the west side of SW 95th Avenue, serving developed properties on both sides of that street.
- The full Supporting Street network can then be extended and constructed through street dedication and frontage improvement requirements as conditions of approval for development applications on both sides of the north-south Supporting Street.
- With freight and vehicular access needs for all the industrial redevelopment met by the Supporting Street network (and the Addressing Streets, Garden Homes Road and Day Road), the

north-south corridor along the BPA power lines can be devoted to implementation of the LT-P3 BPA Power Line Trail project as a Shared-Use Trail, per the TSP.

- The City can require east-west trail linkages to the Supporting Street network, enabling people who work in the Coffee Creek Industrial District to commute by way of the Shared-Use Trail.
- The westerly realignment of the Supporting Street could extend north to Day Road at a location just west of the BPA corridor, so no new roadway crossing under the BPA corridor would be needed.
- It is interesting to look at the sizes of the two speculative industrial projects that have been developed in the Coffee Creek Industrial Overlay District to date, as a general indicator of the scale of development that is being attracted to the area at this time. The first was the Panattoni project, on approximately 5.6 acres on the south side of SW Clutter Road just west of Garden Acres Road. The second was the Ares (Black Creek Group) project, on 8.1 acres between Grahams Ferry Road and Garden Acres Road, just south of Cahalin Road. Figures I and II below provide a visual illustration of how shifting the alignment of the north-south Supporting Street to the west will provide multiple redevelopment sites of similar size with vehicular access at the west and pedestrian/bike access at the east.

Figure I. Conceptual Connectivity Master Plan Concept 1

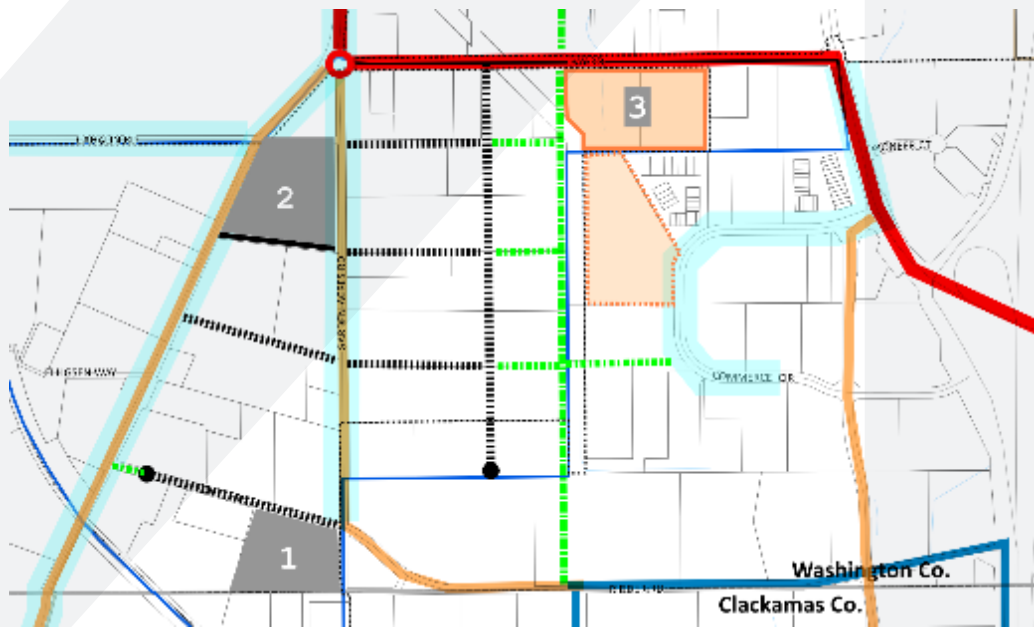
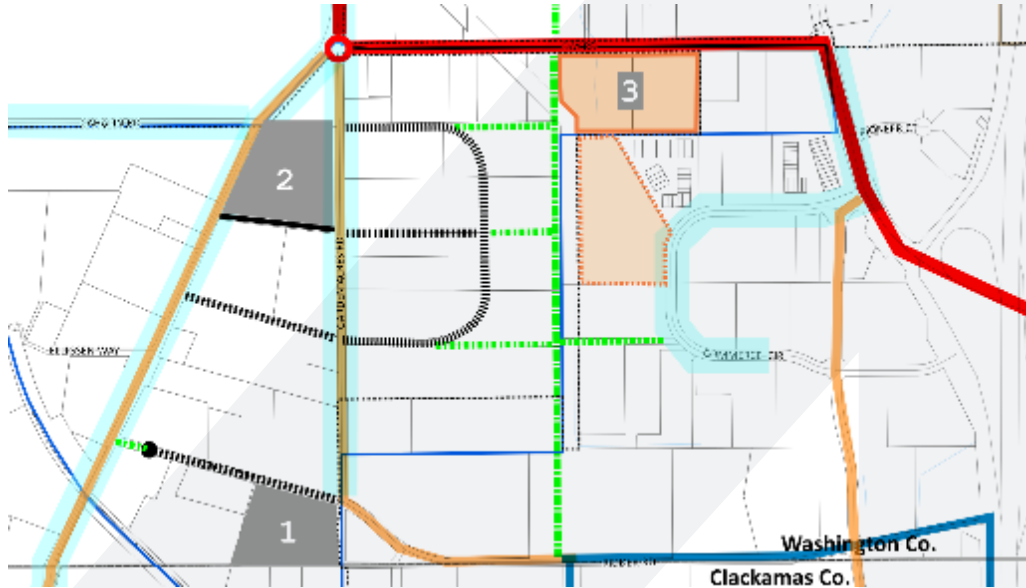
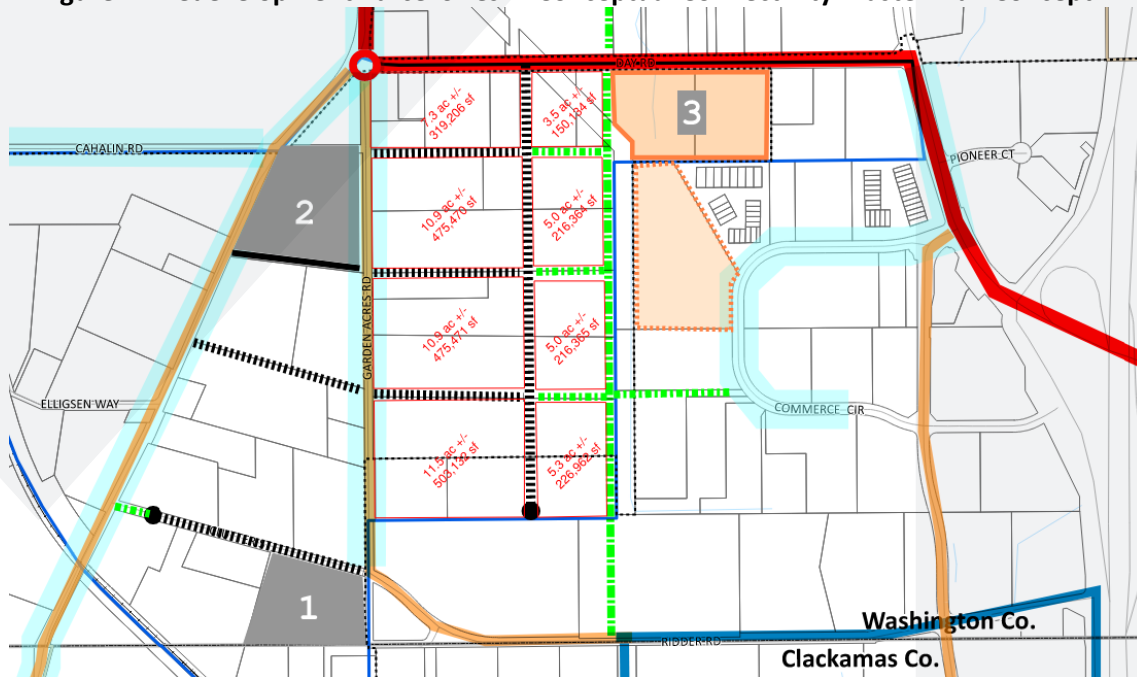


Figure II. Conceptual Connectivity Master Plan Concept 2 – Loop Street



- Figure III below adds approximate areas for the potential redevelopment sites that would be formed by the resulting network, using Concept 1 as a base map.

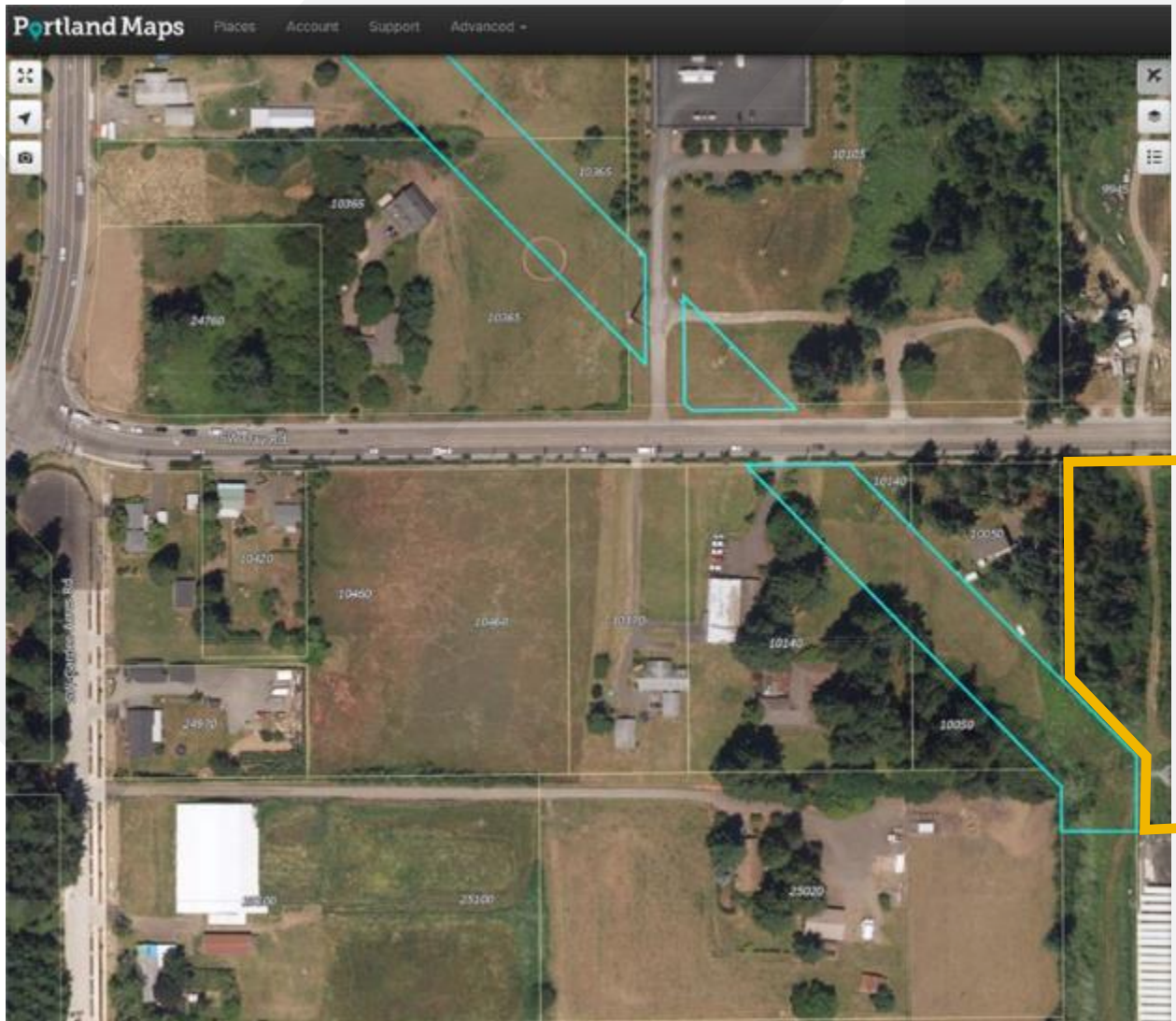
Figure III. Redevelopment Parcel Sizes in Conceptual Connectivity Master Plan Concept 1



ACCESS FOR REDEVELOPMENT WEST OF THE SUBJECT PROPERTY

Between the subject property and Garden Acres Road to the west, there are five properties with frontage on Day Road. Based on aerial photography, all appear to be in residential use at this time, similar to pre-redevelopment conditions at the speculative development sites discussed above (see Figure IV). The Coffee Creek Industrial District planning is intended to facilitate their redevelopment for urban employment use, but the current parcel configurations reflect their initial development in Washington County as rural residential homesites. Although it is not a regulatory requirement, it is to be expected that developers will assemble multiple parcels to form sites of suitable size and configuration to support industrial redevelopment similar to the recent projects in the area.

Figure IV: Aerial Photo of BPA Corridor Crossing Day Road



As noted in the Coffee Creek regulations, the specific locations and configurations of Supporting Street alignments, as well as access locations, are to be determined in the development review process. With that in mind, Figure CC-1 should be referenced as a **conceptual plan for street network connectivity** rather than a prescriptive set of precise alignments; however, the need for access to the western part of the subject property (identified as project site “3” in the figure above) requires examination of these questions:

1. Is a north-south Supporting Street immediately west of the BPA corridor consistent with the TSP (in particular, the Shared-Access Trail on TSP Figure 5-8)?
2. Would shifting the Supporting Street to the west be more consistent with TSP Figure 5-8, while providing sufficient vehicular and freight access to the industrial area east of Garden Acres Road?
3. Assuming a Supporting Street immediately west of the BPA corridor extended north on that axis to intersect Day Road (as illustrated in Figure CC-1), would that create a good (or even suitable) driveway access location for the property to the west?
 - A. Assessor records list BPA as the fee title owner of this segment of the power lines corridor (blue in the Figure III image).
 - B. The BPA corridor divides the two rectangular parcels at the right (just west of the subject property outlined in orange) into two fragments (see the matching address numbers on both components).
 - C. It is not known at this time when any of those parcels will be proposed for redevelopment, or whether they will be consolidated to form a smaller number of larger sites suitable for industrial use.
 - D. The appropriate access locations and routing for site access and circulation, as well as for achieving the network connectivity intended by Figure CC-1, can and should be determined in the context of those future redevelopment actions. It would be premature to commit to a specific alignment without the information actual development responding to market forces provides, e.g., the types of industries/employers that are needed in the area, and the forms of development that are desired and feasible to construct.
 - E. Particularly if a developer consolidates the easterly two or three (or more) parcels, requiring access to be taken from a Supporting Street at the far east end would not be desirable or practical, because vehicles would need to cross the BPA power lines corridor to get to and from any proposed building(s), which cannot be constructed under the power lines. Locating the Supporting Street and its Day Road intersection farther to the west will be more functional and feasible in that redevelopment scenario.
 - F. Due to these factors, a “wait and see” approach is warranted with respect to committing to a specific alignment for the north-south Supporting Street at this time.

ACHIEVING ACCESS WITH FUTURE FLEXIBILITY

The applicant’s initial development application/site plan proposes a single driveway access on SW Day Road, at an optimal location with respect to sight distance limitations to the east on Day Road. The plan (“Option I”) includes an internal drive aisle and crossing of Tapman Creek so all internal movements of semi-tractor units – between their storage area and other areas for trailer storage and docking/loading –

can be completed within the property. That is, no semi-tractors would be required to travel on public streets except when they are arriving or departing.

Option I remains the applicant's preferred plan for development and operation, and we believe we have provided sufficient justification for the City to approve the Variance request to allow it. A Variance is necessary because the Wilsonville Code has not anticipated a situation like this, and it does not contain provisions that provide guidance that would allow a private stream crossing.

In reviewing the application, Staff was not persuaded to support the Variance request. Staff instead advised the applicant that a separate driveway for the semi-tractor storage area would be allowed if it were in conjunction with a Supporting Street intersecting Day Road just west of the property, as shown on Figure CC-1. The applicant's design team has diligently researched the feasibility of that as an alternative approach, including preparing an Option II site plan and performing the analysis above regarding the appropriate alignment and timing of such a Supporting Street. As noted above, the analysis identified a number of reasons why, at this time, committing to locate a Supporting Street abutting the BPA corridor with an on-axis intersection at Day Road would be sub-optimal and inconsistent with substantial elements of the Transportation System Plan – specifically, a designated Shared-Use Trail extending north of Ridder Road on the Kinsman Road axis, per Figure 5-8.

To respond to these future uncertainties – including preserving opportunities for superior options to emerge as redevelopment occurs over time in the Coffee Creek District – the applicant has prepared the Option II alternative site plan with a two-phase implementation approach:

- The Phase 1 plan locates a secondary, western Day Road driveway on axis with the central drive aisle of the double-sided semi-tractor storage area, providing access for semi-tractor vehicles at a point approximately 467 feet west of the proposed main driveway on Day Road (measuring edge-to-edge).
- The Phase 2 plan shows how the semi-tractor storage area driveway can be relocated to the west property boundary, set back up to over 200 feet from Day Road, when a Supporting Street is constructed west of the subject property. (Alternatively, even if the small property adjacent to the west were redeveloped alone, the access could be relocated to a shared access driveway for the two properties on the same alignment, which the City could require through the Development Review procedure for that site.) At that time, the interim (Phase 1) driveway on Day Road would be abandoned, the driveway apron removed and replaced with curb, and the planter strips and site landscaping constructed to match the remainder of the Day Road frontage improvements.

Because Option II does not involve a private drive aisle crossing of Tapman Creek, the proposed stream buffer impact mitigations (such as dense plantings of native species plants) in the Option I proposal would not be required and are not included in Option II.

Option II would also permanently route all trips by semi-tractor units to and from the western storage area by way of Day Road, adding an increment of traffic to this segment of the arterial (although it is not a large number of trips).

SUMMARY AND RECOMMENDATION

Based on detailed review of the Transportation System Plan and Coffee Creek Industrial Overlay District policies, standards and guidelines, the applicant recommends the City defer committing to a Supporting Street alignment abutting the BPA power lines corridor and take a “wait and see” approach as redevelopment proposals continue to come forward in the Coffee Creek Industrial District.

The Applicant’s preferred site access/circulation plan remains the proposal to accomplish internal semi-tractor movements within the site itself, by creating a vehicular drive across Tapman Creek (Option I, i.e., the initial application). The applicant requests consideration of the needed Variance request to allow it, based on the submitted application materials and this additional information about the larger planning/circulation context.

If the City declines to approve Option I, the applicant recommends approval of the alternative access plan in Option II Phases 1 and 2, which will allow the applicant to construct an interim access to the western portion of the property at an acceptable separation from the proposed main driveway on Day Road, while setting the stage for that interim access to be closed at a future time when the City approves a shared-access configuration on the property to the west.

Thank you for your consideration.

Sincerely,



Lee Leighton, AICP
Land Use Planning

Enclosure(s): Proposed Site Plan – Option I (Sheet C1.20 Grading)
Proposed Alternative Site Plans –Option II Phase 1 and Phase 2
Master Circulation Plan A
Master Circulation Plan B
Alternative Access Scenario letter from Janet Jones, P.E., dated January 30, 2023

c: Igor Nichiporchik, Vlad Tkach – Delta Logistics
Janet Jones, Breezy Rinehart-Young, Adam Goldberg – Mackenzie

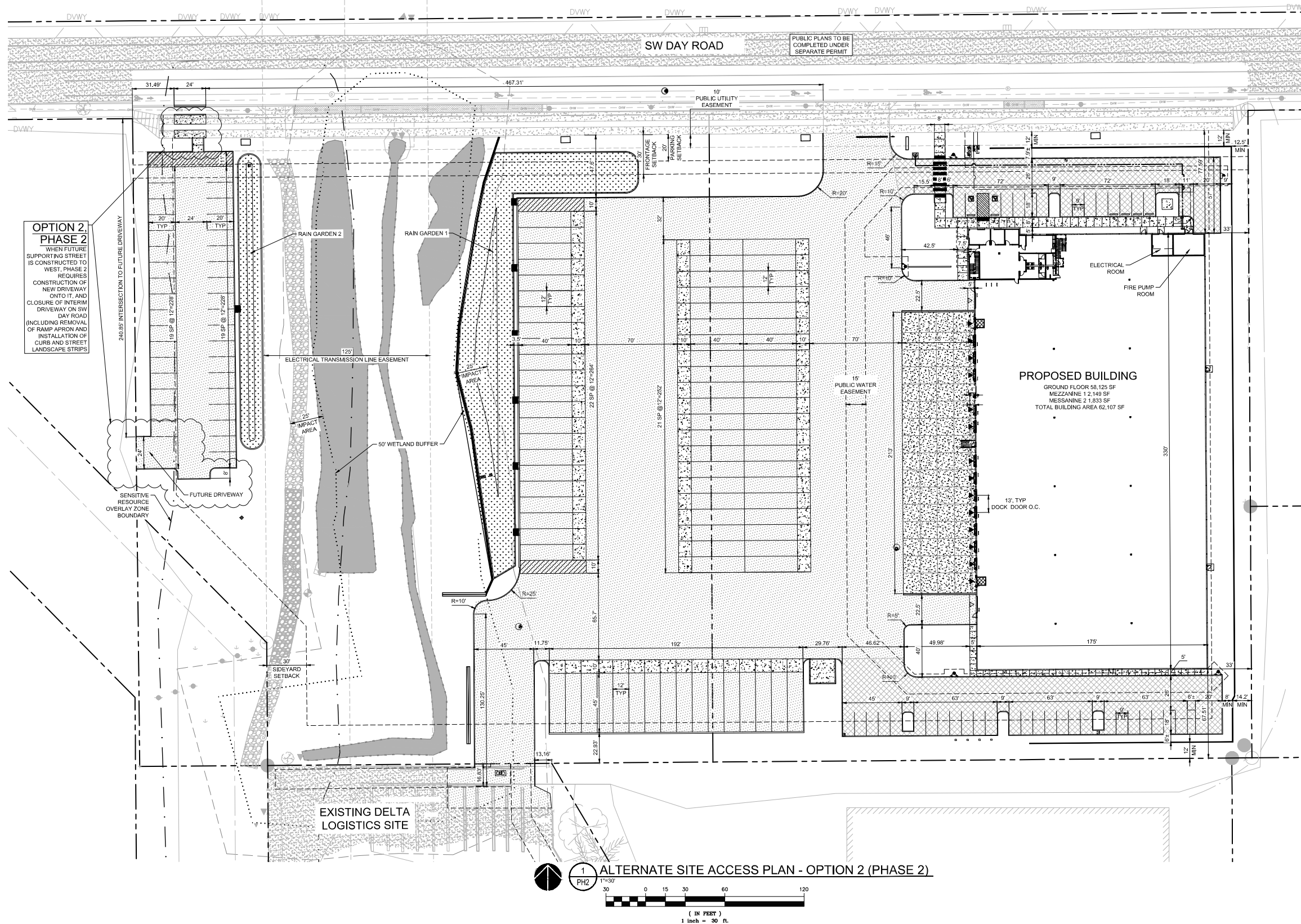
REVISION SCHEDULE		
Date	Issued As	Issue Date

SHEET TITLE:
**ALTERNATE
SITE ACCESS
PLAN - OPTION
2 (PHASE 2)**

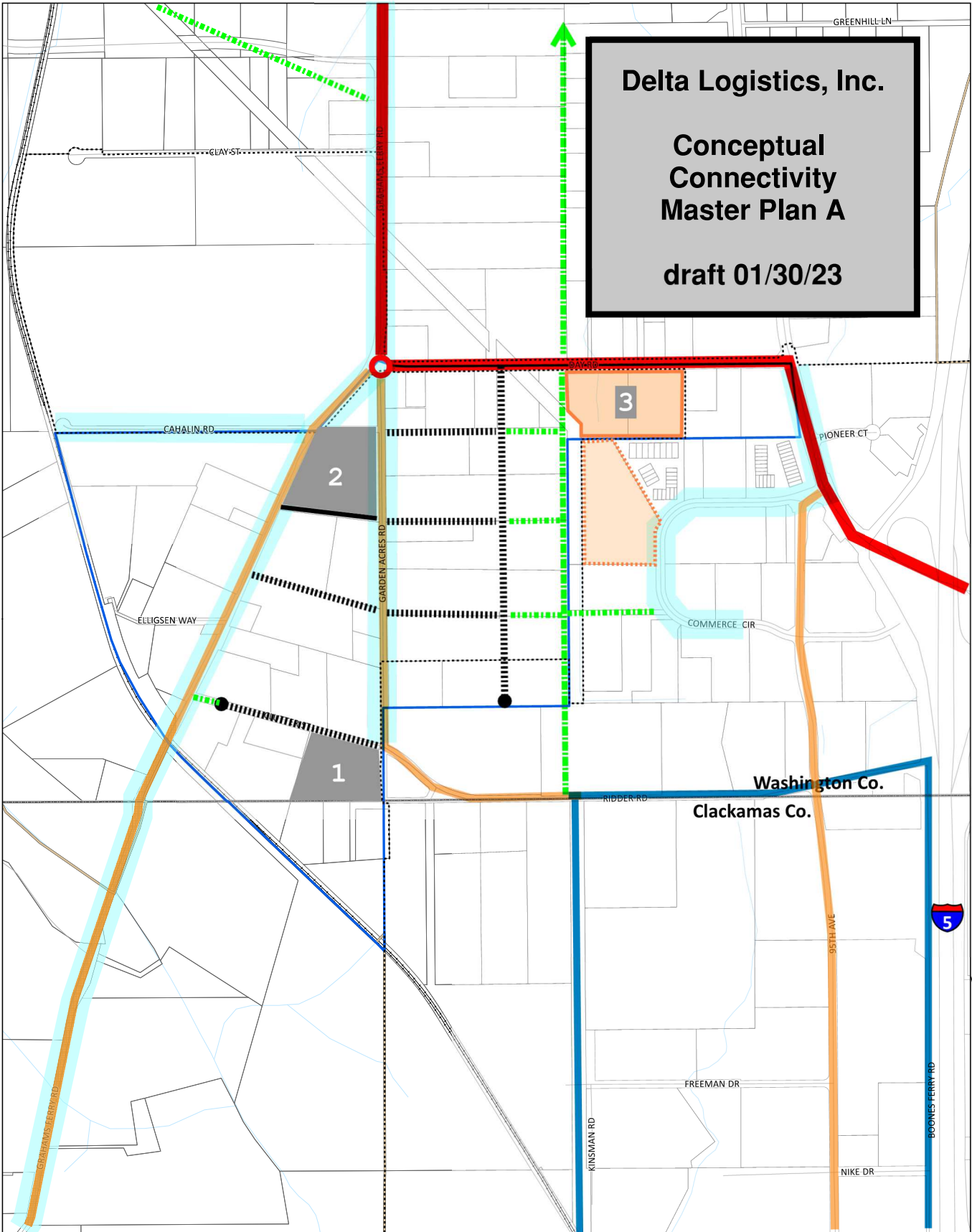
DRAWN BY:
CHECKED BY:
SHEET

OPT2

JOB NO. **2200502.04**



Delta Logistics, Inc.
Conceptual
Connectivity
Master Plan A
draft 01/30/23



Coffee Creek Industrial Design Overlay District



March 2018

Map Legend

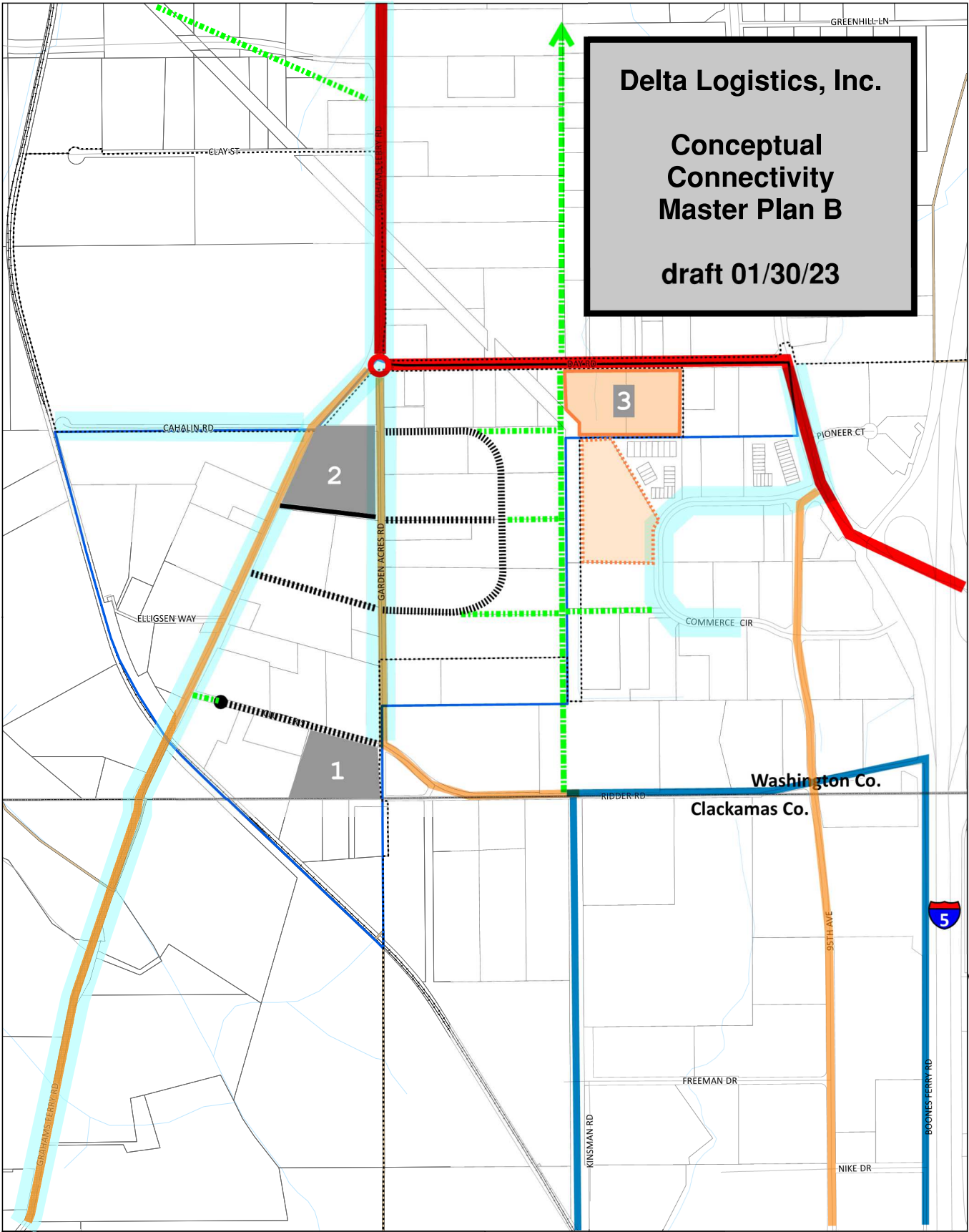
- Coffee Creek Industrial Design Overlay District Boundary
- County Boundary
- City Boundary
- Urban Growth Boundary
- Taxlots



This map is to be used in conjunction with written code provided in Section 4.134 of the Wilsonville Planning and Land Development Ordinance.

Disclaimer: The City of Wilsonville makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. Data errors and omissions may exist in map and report. This map is not suitable for legal, engineering, or surveying purposes. Please contact the City of Wilsonville Planning Division to verify report information is complete and accurate.

Delta Logistics, Inc.
Conceptual
Connectivity
Master Plan B
draft 01/30/23



Coffee Creek Industrial Design Overlay District



March 2018

Map Legend

- Coffee Creek Industrial Design Overlay District Boundary
- County Boundary
- City Boundary
- Urban Growth Boundary
- Taxlots



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MACKENZIE.

January 31, 2023

City of Wilsonville
Attention: Amy Pepper
29799 SW Town Center Loop E
Wilsonville, OR 97070

Re: **Delta Logistics**
Alternative Access Scenario
Project Number 2200502.04

Dear Amy:

Mackenzie has prepared this letter to review access limitations to the bobtail parking area of the proposed Delta Logistics site expansion on SW Day Road in Wilsonville, Oregon, including exploration of an alternative circulation plan for the Coffee Creek plan area.

INTRODUCTION

Delta Logistics is proposing a site expansion on Washington County Tax lots 3S102B000600 and 3S102B000601 south of SW Day Road. Access to the site is proposed via a new driveway on SW Day Road, as well as cross-circulation to the existing site to the south which currently takes access from SW Commerce Circle. The proposed expansion includes an approximately 62,100 SF warehousing building with truck docks on the west side of the building and associated parking on lot 00600, and a surface parking lot dedicated to “bobtail” semi-tractor parking/storage to the west on lot 00601. The bobtail tractor parking area will be used to store tractors when not utilized in conjunction with a trailer for transport.

The current proposal includes a crossing of Tapman Creek connecting the bobtail tractor parking/storage lot to the warehousing building. Due to challenges with site grading, the bobtail storage must be placed on lot 00601 to maintain a warehousing building area that meets Delta Logistics’ business needs. City of Wilsonville staff has advised the applicant they will not support a crossing of Tapman Creek; however, not allowing a crossing of Tapman Creek presents significant challenges for Delta Logistics and the surrounding transportation network.

ACCESS LIMITATIONS

If a crossing of Tapman Creek for access to the bobtail parking area is not allowed, then a second driveway will be needed to serve lot 00601. Without access to this lot, Delta Logistics is unable to utilize this property for their operations, which creates an unnecessary hardship on Delta Logistics. This would also force Delta Logistics to provide bobtail parking/storage on the main site with the warehousing building, decreasing the warehousing building footprint or the trailer storage capacity and thereby restricting Delta Logistics’ development potential to a level that fails to meet their business needs.

An alternative site design could include the main access on SW Day Road serving the proposed warehousing building and a second vehicular access to the bobtail parking area located approximately 465 feet west, as measured between near driveway edges. This would require that drivers walk to the bobtail storage site from the warehouse, drive the bobtail to the main site via SW Day Road to load a trailer, and exit the main site to make deliveries. Once drivers return, they will



have to return to the main site to unload the trailer, drive the bobtail to the storage area via SW Day Road, and walk back to the warehouse. This results in a total of four vehicle trips on SW Day Road per bobtail tractor as opposed to two trips assuming a crossing of Tapman Creek was allowed. The doubling of trips onto the Major Arterial is unnecessary, would decrease the capacity of the roadway, and would present safety deficiencies as bobtails speed up to enter the traffic stream and quickly slow down again to enter the warehousing site, all within approximately 465 feet. Per acceleration data presented by the American Association of State Highway and Transportation Officials (AASHTO) for passenger cars on level surface (Figure 2-33 of the "Green Book"), it takes vehicles approximately 220 feet to accelerate up to 30 mph from stop. Similarly, it takes vehicles approximately 175 feet to come to a complete stop once traveling at 30 mph (Figure 2-34 of the "Green Book"). This suggests the bobtail drivers will utilize almost the entire span between driveways to speed up to a free-flow speed greater than 30 mph and then immediately slow down to turn into the next driveway. Alternatively, bobtail drivers may travel at a speed lower than 30 mph which would cause disruption to the flow of traffic traveling closer to the 45-mph design speed.

Additionally, a second access to SW Day Road for the subject property does not meet the City's access spacing standard for a Minor Arterial. Per the City's TSP, the desired access spacing requirement on SW Day Road is 1,000 feet as measured between centerlines, and the minimum access spacing requirement is 600 feet. The maximum access spacing that can be achieved for this property while maintaining safe sight lines (see Mackenzie's March 18, 2021 letter reviewing sight distance) along SW Day Road is approximately 505 feet between centerlines. While a variance for this second access could be considered, we note this alternative is less desirable than containing internal movements within the Delta Logistics site itself, for the reasons discussed above.

The City has noted the potential for a new north/south roadway ("Supporting Street" per Coffee Creek Figure CC-1) adjacent to the site's western boundary; however, currently adopted plans such as the 2013 Transportation System Plan as amended in 2016 and 2019 (TSP) and the Capital Improvement Projects (CIP) list do not include plans for a new north-south vehicular roadway in that corridor between SW Day Road and SW Ridder Road to the south.

The City's currently adopted TSP identifies a new shared-use trail (LT-02) extending north of SW Day Road to the planned Basalt Creek Parkway extension (RE-14) as a "Higher Priority Project." This shared-use trail is described as a "standalone pedestrian and bicycle improvement" in the City's TSP. No trail connection is identified south of SW Day Road under the "Higher Priority Project" list. Under the "Additional Planned Projects" list, a new shared-use trail (LT-P3) is identified between SW Ridder Road and SW Day Road and extending northwest to Tonquin Road. The "Additional Planned Projects" list includes improvements desired by the City but not identified as higher priority due to funding limitations.

The TSP does consider whether a future Minor Arterial will be needed between SW Beockman Road and SW Day Road to alleviate congestion at the 95th Avenue/Elligsen Road intersection, noting this new connection would be needed as the northwest quadrant develops to provide access to future developments; however, the TSP also notes this connection would be "difficult to construct due to the P&W railroad track and Metro green space in this quadrant." We agree there are significant challenges with any roadway construction in this area due to the existing Bonneville Power Administration's (BPA) easement that runs north/south adjacent to lot 00601, and Tapman Creek which runs along the eastern side of the BPA easement from SW Day Road to just north of the power substation along SW Ridder Road. Additionally, such an alignment would result in a lack of frontage to private property along one side due to the location of the BPA easement, and thus would require City funding to complete.

Typically, the TSP includes long-range planned projects that are identified as needed improvements to serve future growth. Those projects are then added to the City's CIP list once funding is secured. If an improvement is not identified in

the TSP as a “high-priority project,” the chances of that improvement being funded are minimal. Based on this review, it is not likely a new north/south Minor Arterial adjacent to the subject property will be constructed prior to the construction of the proposed development. Therefore, if a new north/south roadway parallel to the site is constructed at a future date or not at all, access to the bobtail parking area will need to be provided from SW Day Road, or via the crossing of Tapman Creek on the subject site. In the event a new north/south roadway adjacent to the site is constructed, an interim access on SW Day Road will need to be provided until such time ultimate access from a new north/south roadway is constructed.

ALTERNATIVE CIRCULATION PLAN

The Coffee Creek Urban Renewal Plan identifies a potential north/south Minor Collector parallel to the subject site. We understand the TSP notes there is a need for additional north/south connectivity in the Coffee Creek area, consistent with the Coffee Creek Urban Renewal Plan, but as previously noted, there is no such identified planned improvement project listed in the City’s currently adopted TSP.

Goal 3 of the Coffee Creek Urban Renewal Plan describes providing “a safe and efficient multi-modal transportation system consistent with the Transportation System Plan.” Again, the City’s currently adopted TSP does not include a plan for a north/south vehicular roadway adjacent to the site, but instead includes a plan for a pedestrian and bicyclist trail at this location.

The Coffee Creek Urban Renewal Plan also identifies specific infrastructure improvements needed within the plan area. This list includes improvements to SW Day Road, SW Grahams Ferry Road, SW Garden Acres Road, SW Clutter Road, and a new east-west roadway, SW Java Road. This list does not include a new north/south roadway extending north from the existing SW Kinsman Road terminus through SW Ridder Road and to SW Day Road. We note existing buildings north of SW Ridder Road preclude the alignment shown on the Coffee Creek Plan for a new north/south roadway.

Currently, SW Garden Acres Road and SW 95th Avenue provide north/south connectivity between SW Day Road and SW Ridder Road. Both roadways are designated Minor Arterials and are spaced a little over a half-mile apart. The City’s TSP notes the desired spacing for Minor Arterials is one mile, per Table 3-1 Facility Spacing Guidelines. The desired spacing is specific to the distance between roadways of the same or higher functional classification. In this area, the existing spacing between SW Garden Acres Road and SW 95th Avenue is about half the desired spacing between Minor Arterials. Therefore, we don’t see a need to add another north/south Minor Arterial between these two roadways.

An alternative to the planned north/south roadway identified in the Coffee Creek Master Plan could be to provide an east/west Collector east of SW Garden Acres Road to provide circulation to future industrial areas east of SW Garden Acres Road and west of the BPA easement. This provides local circulation to future developments in the area and does so in a way that does not interfere with the existing BPA easement and Tapman Creek. Another alternative could include constructing a local loop street, similar to SW Commerce Circle on the west side of SW 95th Avenue, that provides circulation in a loop with two approaches to SW Garden Acres Road. Enclosed with this letter are examples of how future circulation to currently undeveloped parcels within the Coffee Creek area can be achieved with a new east-west Collector or a new loop street connecting to SW Garden Acres Road.

CONCLUSION

The proposed Delta Logistics expansion site on SW Day Road comprises two tax lots, one of which is bisected by Tapman Creek. The proposal includes an approximately 62,100 SF warehousing building and associated parking east of the creek, and a “bobtail” tractor trailer parking area west of the creek. The development proposal also includes a crossing of Tapman Creek to maintain all truck-related functions on site.

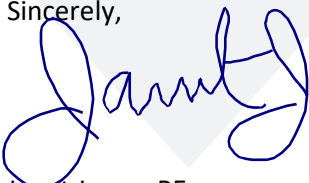
City staff has indicated that they will not support a crossing of the Tapman Creek on site. City staff has also indicated there is a planned north/south public road connection west of the subject site from which a future access can be located to serve the bobtail storage area; however, we note the following challenges with staff’s suggestions:

- We find inconsistencies between the adopted TSP and the Coffee Creek diagram regarding the nature of the planned north-south circulation facility immediately west of the subject site.
- There are challenges with constructing a roadway at this location due to existing BPA easement and Tapman Creek, as well as a lack of properties that can provide half-street improvements.
- Due to the construction challenges, we suggest City staff explore the potential for a new east-west Collector extending east from SW Garden Acres Road, or a local access street loop similar to Commerce Circle on the west side of SW 95th Avenue, to serve future industrial development east of Garden Acres Road.
- Without a north/south roadway from which to take access or an internal crossing of Tapman Creek, the subject property requires a second access on SW Day Road.
- Compared to having a creek crossing to complete internal trips within the subject property, a second access on SW Day Road would add unnecessary trips, cause friction for through movements eastbound on Day Road, and would not meet the City’s access spacing requirement. This is the case whether access would be in the form of the proposed interim driveway on SW Day Road or alternatively if a driveway were located on a new street or shared driveway immediately to the west.
- Without access to the bobtail storage area, Delta Logistics would be unable to utilize their property to its fullest potential, causing a hardship on Delta Logistics.

Based on this review, we conclude that allowing an on-site crossing of Tapman Creek continues to be the superior design alternative to achieve the desired arterial functioning of SW Day Road under present and future conditions.

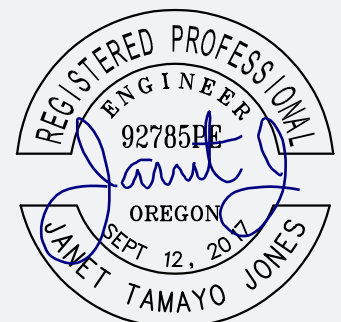
Please contact me at 971-346-3741 or jjones@mcknze.com if you have any questions or comments on the information presented in this letter.

Sincerely,



Janet Jones, PE
Senior Associate | Traffic Engineer

Enclosure(s): Proposed Site Plan – Option I
Proposed Site Plans –Option II Phase 1 and Phase 2



EXPIRES: 6/30/23

City of Wilsonville
Delta Logistics
Project Number 2200502.04
January 31, 2023
Page 5

c: Igor Nichiporchik, Vlad Tkach – Delta Logistics
Lee Leighton, Breezy Rinehart-Young, Adam Goldberg – Mackenzie



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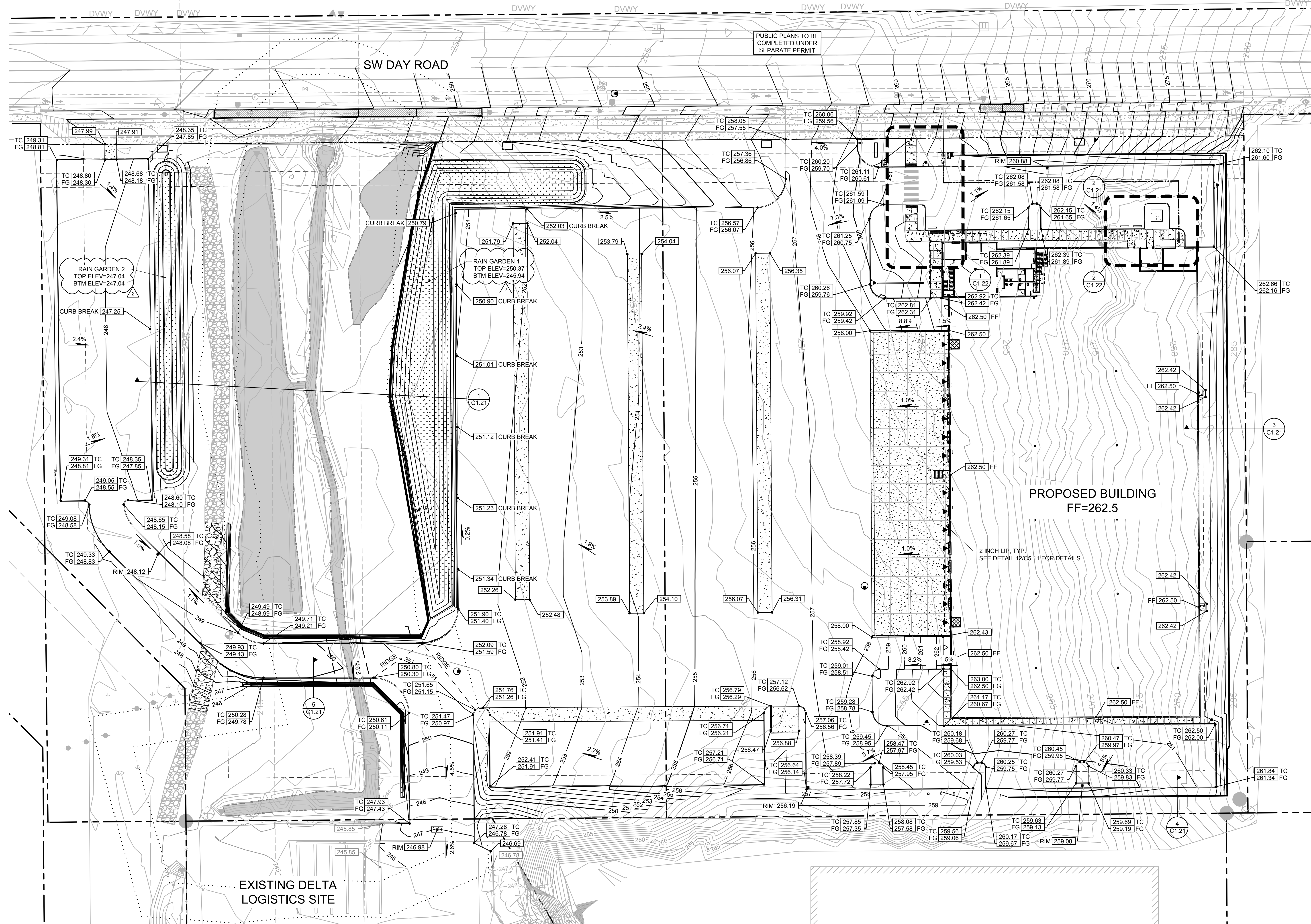
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DESIGN REVIEW • CLIENT PROVIDED

Client:

DELTA LOGISTICS
9835 SW COMMERCE
CIRCLE
WILSONVILLE, OR
97070

Project:

DELTA LOGISTICS
SITE EXPANSION
9710 SW DAY RD.
CITY OF
WILSONVILLE, OR



PUBLIC PLANS TO BE
COMPLETED UNDER
SEPARATE PERMIT

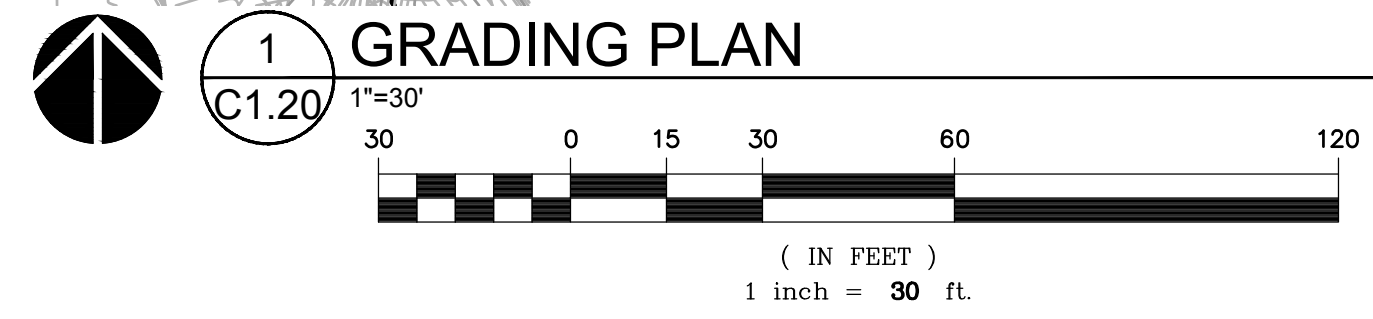
PROPOSED BUILDING
FF=262.5

RAIN GARDEN 2
TOP ELEV=247.04
BTM ELEV=247.04

RAIN GARDEN 1
TOP ELEV=250.37
BTM ELEV=245.94

2 INCH LIP, TYP.
SEE DETAIL 12/C5.11 FOR DETAILS

EXISTING DELTA
LOGISTICS SITE



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REVISION SCHEDULE		
Delta	Issued As	Issue Date
1	PLAN CHECK	06/10/2022
2	LAND USE	11/15/2022

SHEET TITLE:
GRADING PLAN

DRAWN BY: AOC, BMR

CHECKED BY: BMR, BDN

SHEET

C1.20

JOB NO. **2200502.04**

DESIGN REVIEW SET 07/29/2022
220050200DRAWINGS\CIVIL\50204-C1.20-GRADING PLAN.DWG BMR 11/16/22 18:17

