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MEMORANDUM

Date:	May 3, 2021	Project #: 26005
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From:	Julia Kuhn & Chris Brehmer	
Project:	South Cooper Mountain Goldcrest	
Subject:	Trip Debiting Letter Supplement	

BRIDGE Northwest Development has acquired a 2-acre parcel in the southeast quadrant of the SW 175th Avenue/SW Goldcrest Lane intersection in Beaverton. The development of apartments on this parcel was previously analyzed and approved as part of the South Cooper Mountain Heights Planned Unit Development (PUD) in 2016 by the City of Beaverton.

In 2018, A.G. Spanos submitted a Design Review application for the construction and occupancy of 340 apartments on this parcel, consistent with the PUD approvals. The City's conditions of approval associated with the PUD required a supplemental traffic analysis to be conducted at the time of Design Review. Accordingly, we submitted a traffic study in 2018 ("2018 TIA") to support the application.

In 2019, A.G. Spanos submitted a revised application to consider reducing the number of apartments from 340 to 310 units. At this time, we submitted a supplemental memo ("2019 Transportation Memo") demonstrating that the proposed reduction was consistent with the transportation-related analyses and findings of the original PUD. This 2019 Transportation Memo supported a revised land use application that allocated 269 units to Spanos for development and 41 units for the parcel that has been acquired by BRIDGE Northwest Development for providing up to 75 affordable housing units. This modification allowed for 344 total multifamily units within the PUD.

The traffic impacts associated with the PUD, the 2018 TIA, and the 2019 Transportation Memo were all based, in part, on the estimated impact of vehicular trips associated with the apartments. These trips were calculated using rates summarized in the *Trip Generation Manual*, as published by the Institute of Transportation Engineers (ITE). Between the time of the original PUD and the subsequent studies, ITE released a new version of the manual that recognized different building types (e.g., 1 – 2 story apartments versus 3 – 10 stories) as well as different urban contexts. In the 9th Edition of this manual, which was used for the CUP, the daily trip generation equates to 6.65 vehicular trips per unit. In the 10th Edition (now current), accounting for a 3-story building results in a vehicular trip generation rate of 5.44 trips per unit.

A comparison of the vehicular trips generated by the PUD under the current modification versus that studied previously is shown in Table 1. It is also helpful to note that the affordable housing trip generation was calculated using the market rate housing category as the *Trip Generation Manual* does not contain sufficient information about affordable apartments yet to provide a reasonable estimation of trip-making.

Table 1. Trip Generation Comparison

Land Use	ITE Code	Size (Units)	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
<i>2018 TIA (Calculated Using 9th Edition Trip Generation Manual)</i>									
Apartments	220	340	2,258	173	35	138	211	137	74
<i>2019 Transportation Memo (Calculated Using 10th Edition Trip Generation Manual)</i>									
Mid-Rise Apartments	221	310	1,686	112	29	83	136	83	53
<i>2021 Proposed Modification (Calculated Using 10th Edition Trip Generation Manual)</i>									
Spanos Mid-Rise	221	269	1,464	97	25	72	118	72	46
BRIDGE Mid-Rise	221	75	408	27	7	20	33	20	13
Total 2021 Modification		344	1,872	124	32	92	151	92	59
Proposed Modification - Original TIA		4	(386)	(49)	(3)	(46)	(60)	(45)	(15)

As shown, with the proposed modification, the total PUD area (including 269 units for development by Spanos and 75 units by BRIDGE) results in fewer trips than analyzed as part of the November 2018 TIS. Although the 2019 Transportation Memo was based on 310 units, the conclusions and recommendations of the 2019 memo were the same as those identified in the original 2018 TIS. Given that the current proposal results in fewer trips than the November 2018 TIS and the original PUD study, we also conclude that the findings of the original study supporting the PUD remain appropriate.

Please let us know if you need any additional information as part of your review.