

MEMORANDUM

Date: April 3, 2023 Project #: 28001
To: Jabra Khasho, PE, & Kate McQuillan, AICP, City of Beaverton
Brad Bane, Ankrom Moisan

From: Julia Kuhn, PE & Chris Brehmer, PE
Project: Westgate and Hall Redevelopment (City PA2022-0030)
Subject: Trip Generation Comparison for Proposed Change in Use – Updated per City Comments

On behalf of the Applicant, this memo provides a trip generation comparison for the proposed redevelopment of the Cedar Street multifamily project. As proposed existing properties located to the southwest of the SW Westgate Drive/SW Hall Boulevard intersection would be redeveloped as multifamily residential with supporting ground floor retail. Today, the site includes a restaurant and retail building that would be replaced by the new uses. As discussed herein, we conclude that the change in total daily vehicular trip generation does not trigger the need for a Traffic Impact Analysis (TIA) per City of Beaverton Development Code Section (BDC) 60.55.20. Further details are provided below.

Existing and Proposed Land Uses

Today, the site includes a 7,151 square foot restaurant and a 6,565 square foot retail building housing a number of tenants. Today, access is provided via two locations on SW Westgate Drive and a shared access to other adjacent retail properties via SW Hall Boulevard.

As proposed, the site would include up to 260 multifamily units and 4,800 square feet of ground floor retail. Vehicular access to structured parking would be provided to SW Westgate Drive.

Estimated Change in Trip Generation for Updated Site Plan

The anticipated change in trip generation associated with the redevelopment of the site is shown in Table 1. The trip generation estimates for the existing and proposed uses were prepared based on rates included in the *Trip Generation Manual*, 11th Edition (Institute of Transportation Engineers, ITE, 2021). The residential trip generation incorporates midrise trip rates for units in dense multi-use urban areas close to rail transit given the site is approximately one-quarter mile to the Beaverton Central Light Rail Station.¹ Finally, per the City's request, the trip generation estimated with the restaurant use on-site has b

¹The trip rate for close to rail transit is 0.03 trips per unit (about 11%) lower in the AM peak hour compared to not close to rail transit and 0.01 trips lower per unit (about 4%) in the PM peak hour. The daily trip rate close to rail transit is 2.01 trips per unit vs. 2.93 trips per unit not close to rail transit (about 31% lower).

een updated to reflect the “fine dining” land use category, which is indicative the restaurant not being open for customers during the weekday AM peak hour (only employees/deliveries would be expected during the weekday AM peak hour). Note that no internal trip reductions were assumed between the proposed retail and residential uses.

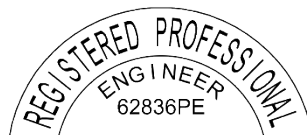
Table 1. Estimated Change in Trip Generation

Land Use	ITE Code	Size	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total Trips	In	Out	Total Trips	In	Out
<i>Proposed Use</i>									
Mid-Rise Apartments	221	260 units	523	65	10	55	65	47	18
Retail	822	4,800 sq ft	261	11	7	4	32	16	16
Total Trips Proposed			784	76	17	59	97	63	34
<i>Existing Uses</i>									
Retail	822	6,565 sq ft	357	15	9	6	43	22	21
Fine Dining	931	7,151 sq ft	600	5	3	2	56	38	18
pass-by (44%)			264	2	1	1	25	17	8
Total Existing Trips			957	20	12	8	99	60	39
Total Existing Pass-by Trips			264	2	1	1	25	17	8
Total Net New Existing Trips			693	18	11	7	74	43	31
<i>Proposed Use - Existing Uses</i>									
Change in Total Trips			-173	56	5	51	-2	3	-5
Change in Net New Trips			91	58	6	52	23	20	3

Compliance with Beaverton Development Code Section 60.55.20

Based on the trip generation shown in Table 1, the proposed redevelopment results in a decrease in total daily trip making although an increase of net new daily trips when reducing for pass-by trips. Given that the total change in trips is below the City’s 300 daily trip threshold, a TIA is not required per BDC Section 60.55.20. Accordingly, no additional analyses or studies are needed.

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



EXPIRES: 12/31/23