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Planning Division
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THPRD SCHIFFLER AND GREENWAY PARKS

DATE: November 9, 2022
TO: Matt Kilmartin | THPRD
FROM: Dock Rosenthal, PE, Eileen Chai | DKS Associates
SUBJECT: Parking Determination



EXPIRES: 12/31/22

This memorandum provides an estimate of trip generation and parking needs at two existing Tualatin Hills Park & Recreation (THPRD or District) parks: Schiffler Park, located at 5495 SW Erickson Avenue; and, Greenway Park, located east of Greenway between Hall Boulevard and Scholls Ferry Road in Beaverton, Oregon. This analysis supports the proposed improvement of a permanent restroom facility for each park.

The parking estimates for the analysis were based on a survey of parking conditions at three comparable THPRD parks to fulfill the analysis requirements of a parking determination (section 40.55 in the Beaverton Development Code) for the proposed restroom facilities at Schiffler and Greenway Parks.

TRIP GENERATION ESTIMATE

The Beaverton Development Code (section 60.55.20) requires a traffic impact analysis conducted for uses that generate 300 or more daily trips. An estimation of daily trip activity was conducted to determine if the proposed park use would exceed this threshold.

The 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation manual was initially used to estimate the daily trip generation at the proposed park site (ITE code 411 – Public Park) at 90 vehicles per day. Land use code 411 does not have an adequate number of observations on a Saturday or Sunday to use for estimating daily weekend trips, so the weekday rates were used. Another limitation of the data included in the land use code is the large size of many of the parks included in the sample, with all but one location exceeding 200 acres. Based on ITE data, the maximum estimated daily trips for a weekday, Saturday, or Sunday are approximately 95 trips for Schiffler Park and 144 trips for Greenway Park: This estimate is unchanged with the proposed permanent restroom facility.

Based on the ITE Trip Generation manual the City of Beaverton’s Traffic Impact Analysis threshold of 300 daily trips is not triggered.

PARKING DETERMINATION

A Parking Determination is required for any development type that is not listed in the Off-Street Parking tables of Beaverton Development Code Section 60.30. Public Parks are not specifically referenced in the Development Code Parking Tables, and therefore a Parking Determination is required.

Both Schiffler and Greenway Parks are classified as a “Community Park” by THPRD. The District’s Parks Functional Plan defines a Community Park as a large park primarily serving a broader purpose than neighborhood parks by meeting a wide variety of community recreation needs with a size of 8 acres or more.

The Parking Determination must demonstrate that the site can function adequately with the available parking with the addition of a permanent restroom facility. Schiffler Park provides off-street parking for visitors but Greenway Park does not. The City has indicated that the applicant can best demonstrate this with inventory collected for a prior determination completed within the City of Beaverton.

Three other THPRD parks were selected for parking activity observations:

- Pio Pio Park
- Recuerdo Park
- Roxbury Park

All three sites have a comparable mix of surrounding land uses. The land use mix is primarily single family residential, with a variety of lot sizes, some multifamily residential structures, and a few commercial buildings. Greenway Park varies slightly from the other parks and is adjacent to a large business park along SW Nimbus Avenue. However, access from the business park is restricted by a wetland, with only one pedestrian access on the north end of the park. The three study sites and Schiffler and Greenway parks are shown in Figure 1.

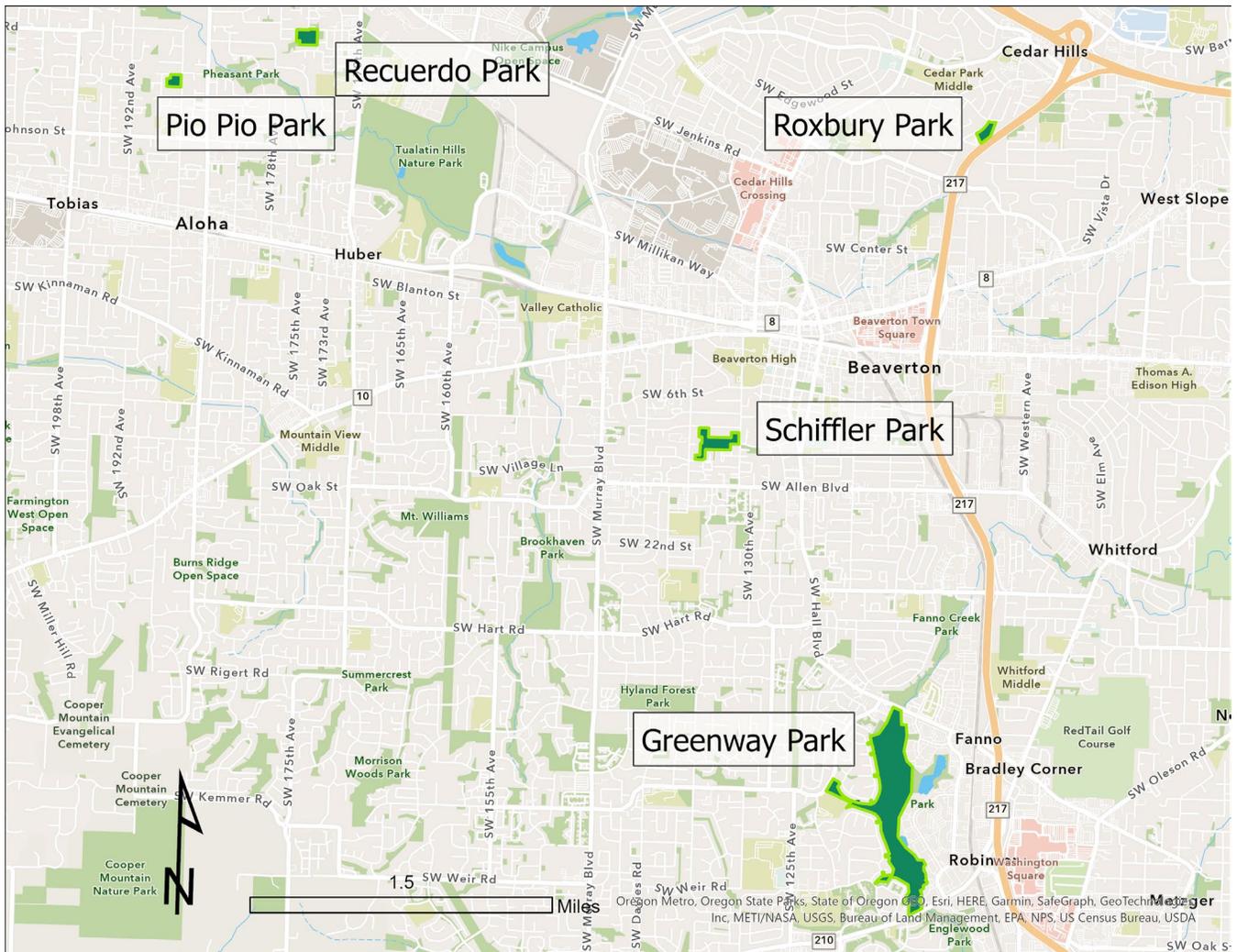


FIGURE 1: PARK LOCATIONS

Site observations at each park were conducted during a sunny afternoon on Saturday, February 12, 2022. Each park was observed twice between 10 a.m. and 6 p.m.¹ The observation period was one hour long with data recorded every 15 minutes resulting in eight observation records at each park.

Table 1 summarizes park characteristics and estimate of average parking activity. As listed in Table 1, there is not a direct relationship between park size and observed activity (persons) or parking demand (vehicles). The smallest of the parks, Pio Pio, had the highest activity and the highest parking demand while the largest park, Recuerdo, had half as much activity and parking demand. Both parks have picnic shelters but only Pio Pio has basketball courts. Roxbury Park also has basketball courts but has observed activity and parking demand similar to Recuerdo Park.

¹ Observations conducted towards the end of the period were generally consistent with observations conducted earlier in the afternoon

TABLE 1: SUMMARY OF PARK CHARACTERISTICS

	PIO PIO PARK	RECUERDO PARK	ROXBURY PARK	SCHIFFLER PARK	GREENWAY PARK
AREA (ACRES)	2.56	7.78	3.42	10.86	87.37
OBSERVED AVERAGE ACTIVITY (PEOPLE)	15-20	5-10	5-10	10-15	15-20
OBSERVED ACTIVITY CATEGORIES	Walking, families, playing sports, using shelter	Walking, families, community gardens	Walking, playing sports, families	Walking, families, using shelter, community gardens, using playground, skateboarding, nature viewing	Walking, families, using shelter, using playground, playing tennis, nature viewing
OBSERVED AVERAGE OCCUPIED PARKING (CARS)	5-10	1-5	1-3 ^a	5-10	5-10
ADA TRAIL	X		X	X	X
BASKETBALL COURT	X		X	X	X
COMMUNITY GARDEN	X	X		X	
PICNIC SHELTER	X	X		X	X
PLAYGROUND	X	X	X	X	X
SEASONAL RESTROOM	X	X		X ^b	X ^b
BARBEQUE GRILL		X			
TRAILS		X		X	X
WILDLIFE OBSERVATION		X		X	X
SOCCER			X	X	
TENNIS			X		X
ON BUS ROUTE			X	X	X

- a. People arriving at Roxbury Park by car were observed parking in the adjacent church parking lot multiple times during the observation period even with on-street parking available.
- b. The proposed project improves the seasonal bathroom to a year-round permanent bathroom.

The vehicle arrival rate at Pio Pio Park (highest observed rate) was used to estimate vehicle parking demand at Schiffler and Greenway Parks to be conservative. Based on these observations, Schiffler and Greenway Parks should each have approximately 10 vehicle parking spaces to serve typical parking demand. Schiffler Park provides 38 standard and four ADA off-street parking stalls, which would serve the observed parking demand. Greenway Park does not provide any off-street parking; however, there is ample on-street parking available in the neighborhood to the west of the park. With multiple locations to access the park, parking demand is expected to distribute throughout the neighborhood and not cluster at any specific block.

The bicycle arrival rate at all three observed parks was low, with less than 5 arrivals by bicycle. Schiffler Park has two bike racks that can accommodate approximately 4 bicycles. Greenway Park does not have any bike parking. Observations indicate that demand for bicycle parking are infrequent.

SUMMARY

Based on the transportation conditions evaluated in this memo, the proposed restroom improvements at each park will not adversely affect the existing system.

- The trip generation estimate does not exceed 300 daily vehicles and is less than City of Beaverton threshold for further analysis.
- Metro's Regional Transportation Functional Plan Table 3.08-3 Parking Ratios does not list the minimum and maximum parking ratios for public park use and defers to cities to determine those thresholds. This memorandum addresses the City of Beaverton's Parking Determination and therefore is consistent with Title 4 of the Regional Transportation Functional Plan.
- The proposed improvement, a permanent bathroom, does not result in any increase in the expected number of trips related to Schiffler and Greenway parks.