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MEMORANDUM

Date: July 5, 2022

To: City of Beaverton
Jabra Khasho, PE

From: Donald Odermott, PE, TE

Subject: **Peterkort Towne Square
Evaluation of Enlarged Starbucks Tenant Improvement
Updated Evaluation of Trip Generation Differential**
TCG Project No. 2021-01

Background:

This memorandum has been prepared to evaluate the trip generation impacts of a proposed expansion of the previously submitted Starbucks tenant improvement from 2,000 sf of gross leasable area to 2,950 sf.

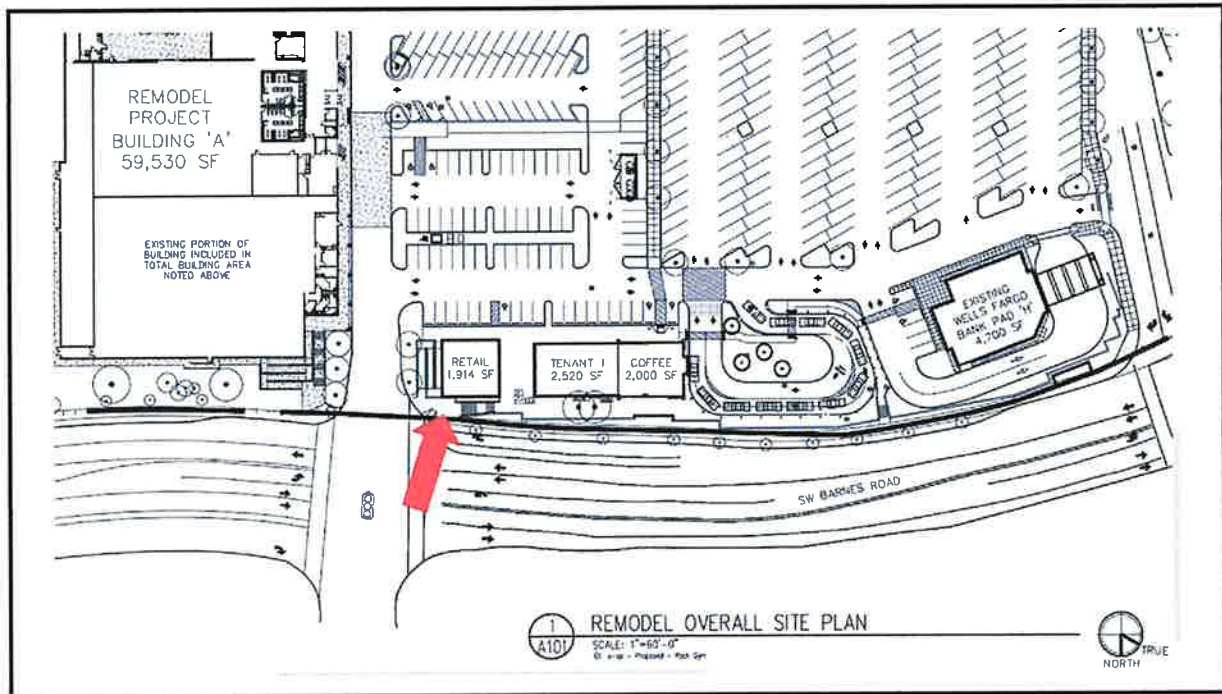
A comparison of trip generation between the originally vested 1993 Traffic Impact Analysis for the Peterkort Towne Square retail center and the pending proposed conversion of a portion of the original home improvement store into a Rock Climbing Gym and the Baskin Robbins into a 2,000 sf Starbucks (with Drive Thru) was produced in a memorandum dated January 21, 2022 by Transportation Consulting Group (TCG). The comparison documented that gross trip generation with the proposed Rock Climbing Gym and 2,000 sf Starbucks resulted in the following trip totals:

	<u>1993 Vested</u>	<u>2021 Climbing Gym/Starbucks</u>	<u>Unused Vested</u>
Average Daily Total Trips	10,435 vpd	7,884 vpd	2,551 vpd
AM Peak Hour Total Trips	219 vph	386 vpd	(167 vpd)
PM Peak Hour Total Trips	1,095 vph	753 vpd	342 vpd

In a separate memorandum dated May 28, 2022, TCG evaluated trip generation for a proposed addition to the development plan of a new Quick Service Restaurant (QSR) 2,500 square feet in size that will support a small area for sit-down dining, but with no

drive-through. Figure 1 illustrates the proposed site plan for the impacted portion of the Towne Square site.

Figure 1 – Peterkort Towne Square Partial Site Plan



Trip Generation Analysis and Comparison:

Trip generation for the proposed enlarged Starbucks coffee shop to 2,950 square feet is best estimated utilizing ITE Land Use Code 937 (Coffee/Donut Shop with Drive-Through Window). The following summarizes the estimated Average Daily, AM Peak Hour, and PM Peak Hour gross trip generation for the additional 950 sf of Starbucks space using the average trip rate per thousand square foot of space method.

	<u>Size</u>	<u>Trip Rate</u>	<u>Gross Trips</u>
Average Daily Traffic	0.95 ksf	820.50	779 vpd
AM Peak Hour	0.95 ksf	88.99	85 vph (43 in / 42 out)
PM Peak Hour	0.95 ksf	43.38	41 vph (21 in / 20 out)

Table 1 provides a summary of the estimated trip generation with the proposed conversion of the home improvement store to the Rock Climbing Gym and remainder space as future retail shop space, plus the replacement of the Baskin Robbins with the 2,085 sf expansion conversion into a 2,950 sf Starbucks with drive-thru, and the addition of the 2,500 sf Quick Service Restaurant.

Table 1 – Estimated Trip Generation

Land Use	ITE 10th Edition Code	Size (ksf)	Average Daily Traffic	AM Peak Hour Entering	AM Peak Hour Exiting	PM Peak Hour Entering	PM Peak Hour Exiting
Retail	820	116.82	4410	68	42	214	231
Quality Restaurant	931	9.68	812	7	0	51	25
Bank w/Drive	912	4.2	420	23	17	43	43
Coffee w/Drive	937	2.95	2420	134	129	64	63
Rock Gym	434	36.7	602	17	34	34	26
QSR Pad	932	2.5	268	13	11	14	9
Total Trips Enter/Exit				262	233	420	397
Total Trips Estimated			8932	495		817	
Total Building Area		172.84					

The following summarizes the difference in trip generation between the vested trips established in 1994 (County Casefile 93-830-D (C)) and the forecast trips resulting from the proposed remodels to add the Rock Climbing Gym, the 2,950 sf Starbucks with drive-thru, and the 2,500 sf Quick Service Restaurant (QSR). The above trip generation reflects trips for all building space, both currently occupied and vacant.

	<u>1993 Vested</u>	<u>2021 Proposed</u>
Average Daily Total Trips	10,435 vpd	8,932 vpd
AM Peak Hour Total Trips	219 vph	495 vpd
PM Peak Hour Total Trips	1,095 vph	817 vpd

Conclusions:

The proposed enlarged Starbucks with drive-through from 2,000 sf to 2,950 sf has been determined to not generate significant new trip impacts on the site accesses or the surrounding roadway network. Compared to the vested trips established in the property's 1994 land use approval from Washington County, the proposed QSR

restaurant, together with the enlarged Starbucks and the Rock Climbing Gym applications, would generate an estimated 8,932 Average Daily Trips, not including reductions for pass-by, diverted link, and alternative mode trips or 14% less gross daily trips than were vested in 1994.

Prior transportation studies have identified that the PM Peak Hour is the critical period for traffic operations in the impact area of the Peterkort properties. During the critical PM Peak Hour, site generated gross trip production is estimated to be 817 vehicles per hour, or 75% of the vested 1,095 PM Peak Hour trips.

While AM Peak Hour Traffic volumes are projected to increase above vested gross trip totals, this increase is largely due to the Starbucks and Quick Service Restaurants' uses which are significantly drawn from existing traffic (pass-by and diverted link) and thereby not impactful to the surrounding roadway network. In conclusion, a traffic impact analysis is not recommended in order to support the proposed building remodels and the 2,500 square foot proposed QSR building pad addition.

