



Received
Planning Division
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THPRD POINTER ROAD PARK (DRAFT)

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TO: Katherine Sheie, ASLA | Lango Hansen Landscape Architects

FROM: Garth Appanaitis, PE and Brianna Velasquez, EIT | DKS Associates

SUBJECT: Trip Generation and Parking Determination Project #24920-000

This memorandum provides an estimate of trip generation and parking needs at the proposed Pointer Road Park located on SW Pointer Road between SE 75th Avenue and SW Sylvan Court in Beaverton, Oregon. The parking estimates were based on a survey of parking conditions at three Tualatin Hill Parks and Recreation District (THPRD) parks to fulfill the analysis requirements of a parking determination (section 40.55 in the Beaverton Development Code) for the proposed Pointer Road Park.

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 90 trips.¹

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

¹ Using the Average Rate rather than the Fitted Curve results in unreasonable trip generation estimates of less than 5 vehicles for all the parks in this study

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; therefore, a Parking Determination is required.

Pointer Road Park is classified as a Neighborhood Park by THPRD. The THPRD Parks Functional Plan defines a Neighborhood Park as a park primarily serving the needs of local community members with a size from two to eight acres. With local users of the park in mind, this park will offer one handicap parking stall and no other off-street parking is proposed. Instead, active modes of travel are encouraged by proposing a bicycle rack and shared pedestrian access trails connecting to both street frontages (Pointer Road and Canyon Lane). No on-street parking exists on Pointer Road. Canyon Lane does not have any formally designated parking spaces but does include some locations with wider shoulder widths that are used to accommodate parked vehicles.

In consideration of the limited parking proposed on the Pointer Road Park site, the Parking Determination must demonstrate that the site can function adequately without providing any more off-street parking. The City has indicated that the applicant can best demonstrate this with three examples of other public parks of similar size and characteristics, describing how they function with no parking.

Three other local parks with similar characteristics 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, and some multi-family residential structures. The three study sites are shown in Figure 1.

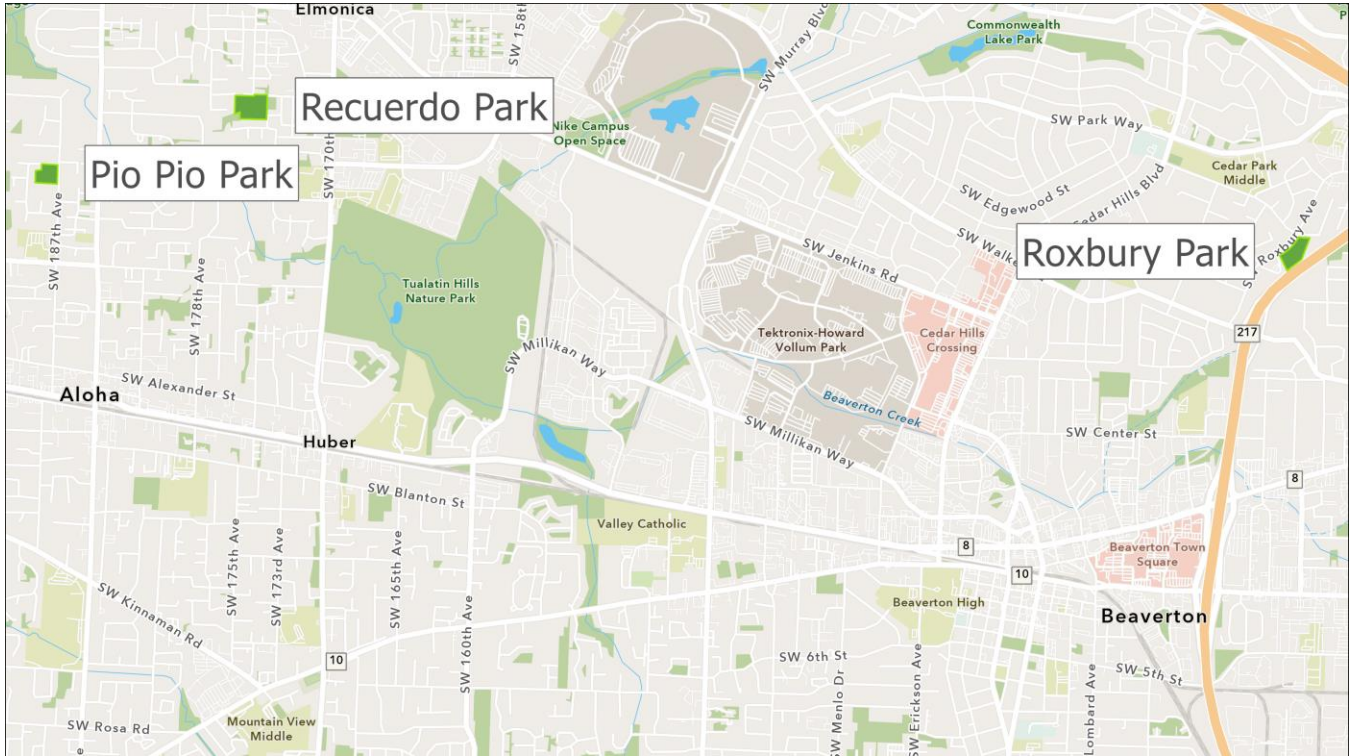


FIGURE 1: PARK LOCATIONS

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.². 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. All three parks include trails or sports courts/fields.

² 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 | POINTER ROAD PARK |
|---|--|--------------------------------------|-----------------------------------|------------------------------|
| AREA (ACRES) | 2.56 | 7.78 | 3.42 | 1.96 |
| OBSERVED AVERAGE ACTIVITY (PEOPLE) | 15-20 | 5-10 | 5-10 | - |
| OBSERVED ACTIVITY CATEGORIES | Walking, families, playing sports, using shelter | Walking, families, community gardens | Walking, playing sports, families | - |
| OBSERVED AVERAGE OCCUPIED PARKING (CARS) | 5-10 | 1-5 | 1-3 ^a | - |
| ADA TRAIL | X | | X | X ^b |
| BASKETBALL COURT | X | | X | |
| COMMUNITY GARDEN | X | X | | |
| PICNIC SHELTER | X | X | | X ^b |
| PLAYGROUND | X | X | X | X ^b |
| SEASONAL RESTROOM | X | X | | |
| BARBEQUE GRILL | | X | | |
| TRAILS | | X | | |
| WILDLIFE OBSERVATION | | X | | |
| SOCCER | | | X | |
| TENNIS | | | X | |
| ON BUS ROUTE | | | 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. Proposed

The proposed Pointer Road Park is smaller than other park locations that were observed and is planned to include fewer amenities. Without sports courts/fields, restrooms or a reservable picnic shelter, the new park is planned to serve the surrounding neighborhood and not expected to contribute to new vehicle parking demand. Based on these observations, the proposed Pointer Road Park does not need designated parking spaces.

SUMMARY

Based on the transportation conditions evaluated in this memo, the proposed site will not adversely affect the existing system.

- The trip generation estimate does not exceed 300 daily vehicles and is less than the 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.
- Based on a smaller size and less planned amenities than the other observed parks, the parking demand is estimated to be lower at Pointer Road Park and would not typically include vehicular trips that require on-site parking. Rather, it includes multimodal connections and bike parking that would make it attractive to shorter non-vehicular trips from the surrounding neighborhood.