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MEMORANDUM

Date: January 21, 2022

To: City of Beaverton
Jabra Khasho, PE

From: Donald Odermott, PE, TE

Subject: **Peterkort Towne Square
Proposed Remodel – Rock Climbing Gym / Starbucks
Evaluation of Trip Generation Differential
TCG Project No. 2021-01**

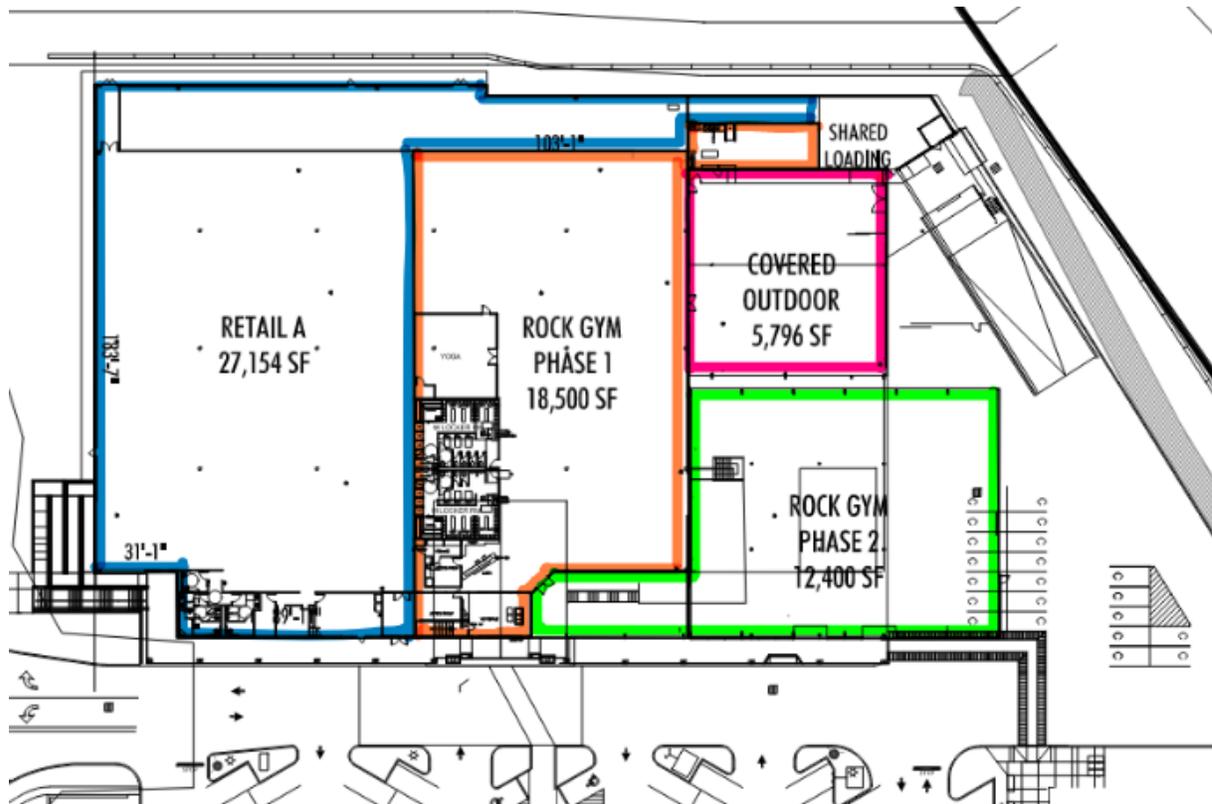
Background:

The Peterkort Towne Square (then Peterkort Town Center Retail Development) retail development located at the southeast corner of SE Barnes Road and SE Cedar Hills Boulevard was initially approved by Washington County in 1994 under Casefile 93-830-D (C). The traffic impact for the proposed development was documented in an October 1993 Traffic Impact Study (TIA) published by Mackenzie Engineering Incorporated, a copy of which is available upon request from either the City of Beaverton or Washington County. The TIA evaluated two development scenarios. The traffic impact technical analysis was conducted based upon the higher intensity option which included two high-turnover fast food restaurants and a second retail anchor instead of the home improvement store. Ultimate land use approval was granted for the lower intensity site development plan which included the eastern anchor as a home improvement store and eliminated the two high-turnover fast food restaurants.

Figure 1 illustrates the constructed retail establishment including indication of currently vacant tenant space.

J. Peterkort & Company (JPC) proposes to remodel a portion of the eastern anchor tenant space, formerly a 61,486 sf Orchards Supply building (46,843 sf enclosed plus 16,643 sf of covered open air storage, into a 36,696 sf indoor/outdoor Rock Climbing Gym including a 2,364 sf building expansion. This will leave 27,154 sf of remaining

Figure 2 – Remodel of Former Hardware Store Anchor Building



Trip Generation Analysis and Comparison:

Table 6B from the 1993 Mackenzie Engineering Incorporated traffic study was established as the “vested trips” through Washington County land use approval of Casefile 93-830-D (C) utilizing the Institute of Transportation Engineers Trip Generation Manual, Fifth Edition. The TIA evaluated “Total Trips” which were estimated to reflect total traffic volumes entering and existing the site on an average weekday and average weekday peak hour basis. Also reported were estimated “Net New Trips” which account for trips already on the roadway that are estimated to access the site due to the new retail services available. These pre-existing trips are referred to as “pass-by” and “diverted link” trips and were assumed at that time to comprise 40% of the retail trips 25% of the video store trips. No trip reductions were made at that time for trips made by pedestrian, bicycle, or transit access which are

common trip reductions considered under current mixed use planning and transportation modeling.

Figure 3 depicts Table 6B for reference. Note the building area total should be 178,700 sf. As noted in Table 6B of the 1993 TIA, the site was approved for generation of the following:

Figure 3 – 1993 Traffic Impact Study Vested Trips

| TABLE 6B | | | | | | | | |
|---|-------------|-------|-------|-------------|------------|-------------|------------|----------------|
| Peterkort Traffic Trip Generation Revised Development Option B | | | | | | | | |
| 10-26-93 | ITE Code | KSF/D | ADT | AM Enter | AM Exit | PM Enter | PM Exit | % New Trips |
| Marketplace | | | | | | | | |
| Retail | 820 | 100.5 | 7089 | 103 | 60 | 329 | 329 | |
| Quality Rest. | 831 | 5 | 498 | 4 | 0 | 27 | 11 | |
| Bank w/drive | 912 | 6.3 | 1360 | 29 | 23 | 132 | 143 | |
| Video Store | * | 7 | 1488 | 0 | 0 | 62 | 62 | |
| Home Imp. Anchor | 812 | 59.9 | 1836 | 78 | 39 | 88 | 100 | |
| Total | | 118.8 | 10435 | 136 | 83 | 550 | 545 | |
| Marketplace New Trips | | | | | | | | |
| Retail | | | 4253 | 62 | 36 | 197 | 197 | 60 |
| Quality Rest. | | | 448 | 4 | 0 | 24 | 10 | 90 |
| Bank w/drive | | | 1020 | 22 | 17 | 99 | 107 | 75 |
| Video Store | | | 1116 | 0 | 0 | 47 | 47 | 75 |
| Home Imp. Anchor | | | 1652 | 70 | 35 | 79 | 90 | 90 |
| Total | | | 6837 | 88 | 53 | 367 | 361 | |

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 1,135 sf expansion conversion into a Starbucks with drive-thru.

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 | 2.0 | 1641 | 91 | 87 | 43 | 43 |
| Rock Gym | 434 | 36.7 | 602 | 17 | 34 | 34 | 26 |
| Total Trips Enter/Exit | | | | 206 | 180 | 385 | 369 |
| Total Trips Estimated | | | 7884 | 386 | | 753 | |
| Total Building Area | | 169.39 | | | | | |

The following summarizes the difference in trip generation between the vested trips established in 1994 and the forecast trips resulting from the proposed remodels to add the Rock Climbing Gym and the Starbucks with drive-thru. 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 | 7,884 vpd |
| AM Peak Hour Total Trips | 219 vph | 386 vpd |
| PM Peak Hour Total Trips | 1,095 vph | 753 vpd |

Conclusions:

The proposed conversion of a portion of the former 61,486 sf Orchards Supply building into a 36,696 sf indoor/outdoor Rock Climbing Gym and the proposed expansion of the former 865 sf Baskin Robbins tenant space into a 2,000 sf Starbucks with drive-thru have been determined to not generate significant new trip impacts on the site accesses or the surrounding roadway network. Average Daily Traffic volumes are projected to reduce approximately 25% while critical PM Peak Hour Traffic volumes are projected to reduce by 31%. While AM Peak Hour Traffic volumes are projected to increase, this increase is largely due to the Starbucks use which is predominantly drawn from existing traffic (pass-by and diverted link) and thereby not impactful to the surrounding roadway network. Also, the AM Peak Hour is considerably less constrained for vehicular operations than the PM Peak Hour. A traffic impact analysis is not recommended in order to support the proposed building remodels.