

Received  
Planning Division  
10/09/2023

EXHIBIT 4.7



Exhibit G: Schiffler Park Traffic Report

## Exhibit G: Schiffler Park Traffic Report

---



DAVID EVANS  
AND ASSOCIATES INC.

---

## MEMORANDUM

DATE: November 26, 2019

TO: Charri Schairer, THPRD  
Jeannine Rustad, THPRD

FROM: Scott Harmon, PE, PTOE

SUBJECT: Estimated Vehicle Trip Generation & Parking Demand

PROJECT: Schiffler Park Dog Run

### Introduction

This memo documents the anticipated vehicle trip generation and parking demand for the proposed addition of a Dog Run at Schiffler Community Park. Tualatin Hills Park and Recreation District (THPRD) is preparing a Minor Modification of a Conditional Use at Schiffler Community Park for an approximately 14,700 sq. ft. dog run on the west side of the park, as shown in the attached figure.

The proposed addition of a dog run at Schiffler Community Park is in direct response to community feedback, which indicate a desire for more options for dog owners at local parks. In contrast to THPRD's three large (greater than one acre) dog parks, designed to be a destination activity for all THPRD dog owners, a dog run is a smaller (at least 10,000 sq. ft.) fenced area designed to serve local dog owners at their community park.

The evaluation of the vehicle trip generation and parking demand for the dog run builds on a memorandum completed by David Evans and Associates, Inc. (DEA) in 2010 that established the vehicle trip generation and parking demand for the current uses at Schiffler Community Park.

This memo finds that there is ample parking capacity for the addition of a dog run at Schiffler Community Park and that neither a Traffic Management Plan, nor a Traffic Impact Analysis are warranted<sup>1</sup>. Furthermore, DEA does not anticipate any significant changes to vehicular demand on adjacent streets associated with the addition of a dog run. Supporting data and discussions for these findings are organized into three main sections in this memorandum:

1. Existing Parking Capacity and Demand
2. Trip Generation and Parking Demand for Dog Run
3. Transportation Requirements and Street System

---

<sup>1</sup> The Traffic Management Plan threshold is identified in Section 60.55.15 of the City Development Code, and Traffic Impact Analysis threshold is identified in Section 60.55.20.2.A of the City Development Code.

## Existing Parking Capacity and Demand

### Existing Parking Capacity

Based on the Trip Generation and Parking Capacity study done by DEA in 2010 (see attached memo), there are three main parking areas that serve park users, with a combined parking capacity of 86 spaces. Parking area one (1) is located adjacent to the north park entrance on Berthold Street, and includes a small head-in parking area along the park frontage with additional overflow parking along the rest of the street. Area two (2) is located to the east of the park on Erickson Avenue, and is comprised of on-street parking only. Area three (3) includes a parking lot and on-street parking on the southwest corner of the park, along Bonnie Brae Street, as shown below.

1. Northern Lot (Berthold Street)
  - Capacity = 20 spaces (19 standard & 1 disabled)
  - Additional over-flow parking available along Berthold Street – not included in total
2. Eastern On-Street Parking (Erickson Avenue)
  - Approx. capacity = 29 spaces
3. Southwest Lot and On-Street Parking (Bonnie Brae Street)
  - Lot capacity = 20 spaces (18 standard & 2 disabled)
  - On-street capacity = 17 spaces
  - Combined capacity = 37 spaces

The total capacity available for park users is 86 spaces. The 2010 study assumed use of 15 spaces in the First Baptist Church parking lot. No parking is assumed in the First Baptist Church parking lot for this analysis.

### Existing Parking Demand

Observations of park activity in the 2010 study showed peak use on a Sunday between 11:15 am and 12:15 pm, as shown below.

1. Northern Lot (Berthold Street)
  - Occupied = 6 of 20 spaces
2. Eastern On-Street Parking (Erickson Avenue)
  - Occupied = 6 of approximately 29 spaces
3. Southwest Lot and On-Street Parking (Bonnie Brae Street)
  - Lot capacity = 20 spaces (18 standard & 2 disabled)
  - Occupied = 0 of 37 spaces

The total 2010 observed parking demand from park users was 28 parking spaces. The 2010 study estimated that the proposed improvements at the park (now completed) would add an additional parking demand of 8 spaces for a current total parking demand of 36 spaces, which is well below the parking capacity of 86 spaces, as shown below.

- Schiffler Park Observed Parking Demand = 36 Spaces
- Schiffler Park Observed parking Capacity = 86 Spaces

It is clear that the available parking capacity (86 spaces), even without church parking, is in excess of observed demand (36 spaces).

## Trip Generation and Parking Demand for Dog Run

### Dog Run Trip Generation

The proposed dog run at Schiffler Community Park is approximately 14,700 sq. ft. and is located on the west side of the park, as shown in the attached figure. Typically, the Institute of Transportation Engineers (ITE) Trip Generation Report is used to estimate site trip generation. The ITE Trip Generation Report does not have rates for dog parks or dog runs. In the absence of ITE trips rates, DEA completed weekday and weekend day observations of trip generation and parking demand at Summerlake Dog Park, a similar dog run in Tigard, Oregon. Summerlake Dog Park is approximately 40,000 sq. ft. within Summerlake Park with an approximately 30 space parking lot located adjacent to the dog park. Both parking lot observations and person trips in and out of the dog park were collected from 6 AM to 6 PM on Sunday (11-17-19) and Wednesday (11-20-19).

Similar to the 2010 study of Schiffler Community Park and general ITE trip rates for a City Park, the peak demand was observed on Sunday. Peak usage at Summerlake Dog Park was around the middle of the day (11 AM to 5 PM). Peak hour vehicles trips were observed at 11 AM, with 21 vehicle trips (8 in and 13 out) generated in the parking lot that had dogs. Interestingly, about half (12 of 21) of the vehicle trip generated by dog owners did not use the dog park; they just used the park and did not enter the dog park. The daily Sunday (6 AM to 6 PM) trip generation for dog owners was 97 vehicle trips.

If we are conservative and assume that all vehicles that have dogs are potential dog park users the Summerlake Dog Park has a trip generation of 21 vehicle trips during a Sunday peak hour for the 40,000 sq. ft. dog run. See the attached data collection spreadsheet for additional information.

The proposed Schiffler Dog Run at 14,700 sq., is only about a third the size of the Summerlake Dog Park at 40,000 sq. ft. The vehicle trip generation for Schiffler Dog Run would logically be less than that observed at Summerlake. Continuing to take a conservative approach, if we assume the Schiffler Dog Run generates about half (rather than a third, based on size) of the vehicles trips observed at Summerlake, the Schiffler Dog Run would be generate about 10 vehicles (5 in and 5 out) during the Sunday peak hour, as shown below.

- Proposed Schiffler Dog Run Vehicle Trip Generation
  - Sunday Peak Hour = 10 trips (5 in and 5 out)

### Dog Run Parking Demand

Based on the estimated trip generation the Schiffler Dog Run, it is estimated the Dog Run will generate a need to 10 parking spaces during the Sunday peak hour. Adding the Dog Run demand for 10 additional spaces to the existing demand for 36 spaces results is a total parking demand of 46 spaces, which is well below the available capacity of 86 spaces as shown below.

- Schiffler Community Park Parking Demand and Capacity
  - Existing Schiffler Community Park Parking Demand = 36 spaces
  - Proposed Dog Run Parking Demand = 10 spaces
  - Total Proposed Parking Demand = 46 spaces
  - Total Parking Capacity = 86 spaces

## Transportation Requirements and Street System

### Transportation Requirements

According to the City of Beaverton Development Code, a Traffic Management Plan (TMP) or Traffic Impact Analysis (TIA) would be warranted if an improvement exceeds identified thresholds of trip generation.

#### Traffic Management Plan Threshold (60.55.15)

According to the City Development Code, a TMP is warranted "...where development will add 20 or more trips in any hour on a residential street..." Because the proposed Dog Run would only add an estimated 10 vehicular trips during a peak hour (spread across all adjacent streets), a TMP is not warranted.

#### Traffic Impact Analysis Threshold (60.55.20.2.A)

According to the City Development Code "A Traffic Impact Analysis is required when the proposed land use change or development will generate 300 vehicles or more per day (vpd) in average weekday trips..." This threshold is currently higher than the total daily vehicle trips of 97 trips observations at the larger Summerlake Dog Park. The smaller Schiffler Park Dog Run would still not meet the 300 vehicle threshold. Therefore, a TIA for the proposed park improvements is not warranted.

### Street System

There are three roadways that provide access to Schiffler Park. There are no proposed changes to roadway widths or lane configurations as part of this project.

- Berthold Street
  - Currently 25' pavement width (no proposed changes)
- Erickson Avenue
  - Currently 40' pavement width with on-street parking on both sides (no proposed changes)
- Bonnie Brae Street
  - Currently 36' pavement width with on-street parking on both sides (no proposed changes)

*Attachments/Enclosures:*

- Proposed Schiffler Dog Run Site Plan
- Summerlake Dog Park Observations
- 2010 Schiffler Park Estimated Trip Generation & Parking capacity