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Portland, OR 97204  
P 503.228.5230

October 19, 2022

Project# 28386

To: Steve Regner  
City of Beaverton  
PO Box 4755  
Beaverton, OR 97076-4755

From: Matt Hughart, AICP, Russ Doubleday, and Chris Brehmer, PE

CC: Habib Matin, Placid Holdings and Wendie Kellington, Kellington Law Group

RE: Scholls Development, LLC Traffic Management Plan

Dear Steve:

This letter provides a Traffic Management Plan (TMP) for the proposed development at 15584 Scholls Ferry Road in response to a request from the City of Beaverton. This letter addresses the relevant development code sections for a TMP, identifies applicable impacted facilities, and identifies two speed cushion installation locations to address increased vehicle traffic associated with the proposed development.

## Project Overview

The proposed development is a 96-unit apartment complex located between SW Winterhawk Lane and SW Shel Drake Way to the west and SW Bunting Street and the Trillium Woods Apartments to the north. The site proposes vehicle access via the current SW Winterhawk Lane street stub.

## Traffic Management Plan Requirements

Per the Beaverton Development Code (BDC) 60.55.15, a TMP is required whenever 20 new trips per hour are projected to be added to a Local or Neighborhood Route. BDC 60.55.15.1D also states that the TMP shall identify "recommended traffic management strategies designed to City standards to mitigate the impacts of the increased trips attributed to the development. Potential traffic management strategies include, but are not limited to, any combination of speed humps, curb extensions, intersection treatments, and traffic control devices."

Table 1 summarizes the trip generation estimate submitted in the May 2021 Scholls Development, LLC Traffic Impact Analysis (TIA) prepared by ETRC, LLC. As shown, the proposed development was estimated to generate 59 weekday PM peak hour trips. Under the proposed access scenario described in the Scholls Development, LLC Traffic Impact Analysis Companion (Companion) from October 5<sup>th</sup>, 2022, all site-generated trips would route along the SW Winterhawk Lane and SW Harlequin Drive local street corridors.

**Table 1. Scholls Development Trip Generation Estimate**

| Land Use Type              | ITE Code | Dwelling Units | Daily Trips | Weekday PM Peak Hour |     |       |
|----------------------------|----------|----------------|-------------|----------------------|-----|-------|
|                            |          |                |             | In                   | Out | Total |
| Proposed Apartments/Condos | 220      | 96             | 627         | 38                   | 21  | 59    |



## SW Harlequin Drive

SW Harlequin Drive is a designated Neighborhood Route with a paved width measuring approximately 30 feet from curb-to-curb. Exhibit 2 shows a preliminary location for the speed cushion application, situated approximately halfway between the SW 158<sup>th</sup> Avenue and SW Sheldrake Way intersections. An exact location would be determined as part of the detailed design and review process with the City of Beaverton. For a 30-foot roadway width the speed cushion would include three sections including a 7-foot middle section and two 8-foot outside sections.

SW Harlequin Drive east of SW Sheldrake Way already includes a traffic diverter (shown in the bottom right corner of Exhibit 1). Accordingly, no mitigation is recommended for this segment of the street as part of the development.

## SW 158<sup>th</sup> Avenue

This portion of the route between the proposed development and SW Scholls Ferry Road already includes a traffic diverter toward the northern end of the road (also shown in Exhibit 1). As a result, no mitigation is recommended for this street in conjunction with the development.

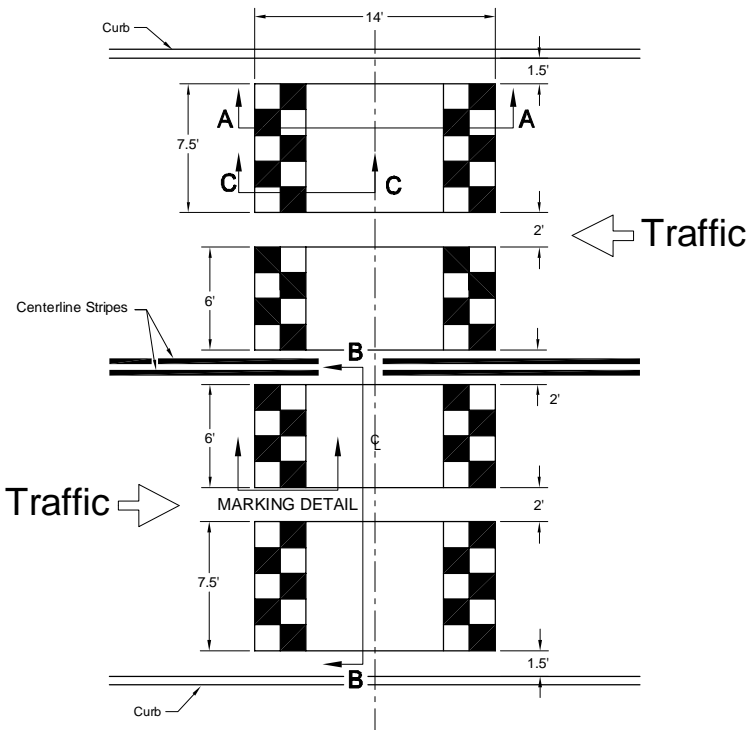
**Exhibit 2. Proposed TMP Speed Cushion Mitigation Locations**



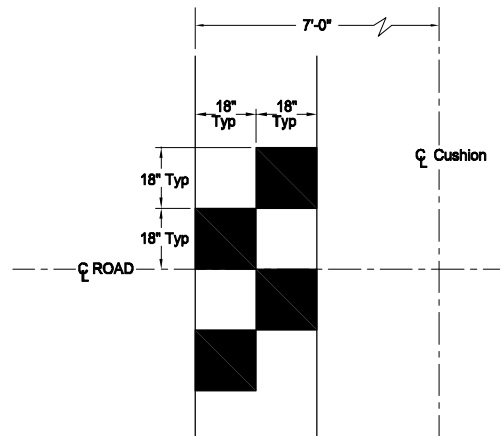
As identified in BDC 60.55.15.2, installation of speed cushions at the two identified location as mitigation is "justified, reasonably related to, and roughly proportional to the impacts of the proposed development."

Please contact us at 503.228.5230 if you have any questions or require additional information.

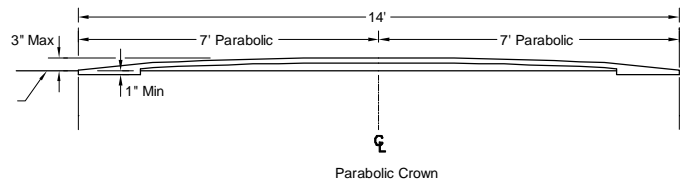
## Appendix A Speed Cushion Details



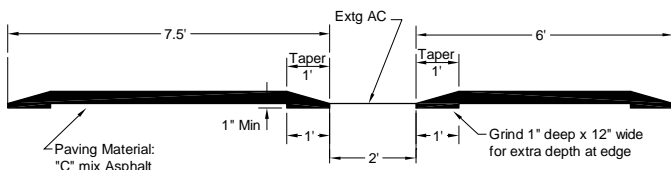
**PLAN VIEW**



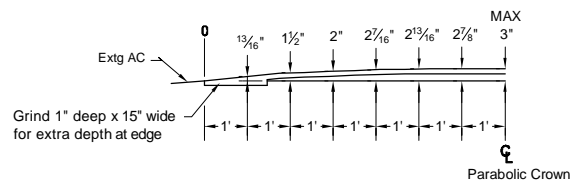
**MARKING DETAIL**



**SECTION VIEW A - A**



**SECTION VIEW B - B**



**SECTION VIEW C - C**

**NOTES:**

Asphalt shall be rolled for compaction per specifications.  
 Finish edges by applying Tackcoat & sand sweepings.

**SPEED CUSHION DETAILS**

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Speed Cushion  
Detail

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**ENGINEERING DEPARTMENT**  
**TRANSPORTATION DIVISION**

Drawn By:   JR   Date:   4/21/04  

Reviewed By:            Date:           

Approved By:            Date: