

TO: Bill Randall  
Arbor South Architecture

Received  
Planning Division  
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FROM: Kelly Sandow P.E.  
Sandow Engineering

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RENEWAL 06/30/22

RE: Tokatly Portal Escape Room Trip Generation and Parking Estimate

The following provides a trip generation and parking utilization estimate for the proposed Tokatly Portal development in Beaverton, Oregon, in response to items B3 and B4 in the City's completeness review letter. The development proposal is a 17,660 sf. building. The space will be divided into approximately 11,730 sf. for the use of an Escape Room business and the remaining 5,887 sf. for leasable office space.

### **TRIP GENERATION**

The daily trip generation for the 5,887 sf. leasable office space was estimated using the ITE Trip Generation Manual 10<sup>th</sup> Edition rates for Land Use 710- General Office Building. The trip generation estimate is included in Table 1.

The ITE Trip Generation Manuals do not have a trip generation rate for land uses similar to escape rooms. The trip generation for the Portal Escape Rooms is estimated comparing the proposed usage and operation to the applicant's existing usage and operations for an existing escape room business. The applicant runs a similar business in Springfield, Oregon, the Portal Escape Rooms. The Springfield facility has 7 rooms, and each room is booked privately, meaning they do not include parties outside the booking to fill a room. All rooms can accommodate up to 10 people and each room is rented for the duration of an hour. The applicant has provided booking information for the Springfield location for the month of August 2019. The booking data was processed to determine an average weekday daily trip rate per escape room (attachment A contains the calculations). On average, each room has 1.59 vehicle trips per room per day. The average daily trip rate is calculated by summing the total vehicles per room and dividing by the number of weekdays in the month. Some days have rooms with little to no use. Therefore, the average rate per room is low. The rate of 1.59 vehicle trips is applied to the proposed escape room to estimate weekday average daily trips. Table 1 illustrates the weekday daily trips for the development proposal.

TABLE 1: WEEKDAY DAILY TRIP GENERATION

Land Use	Size	Rate	Trips
ITE- 710 General Office	5.887 ksf	ITE Rate 9.74 trips/ksf	57
Escape Room	8 rooms	1.59 trips/room*	13
<b>Total</b>			<b>70</b>

\*Based on data from Springfield escape room

As demonstrated in Table 1, the anticipated daily vehicle trips are less than 300 per day.

### **PARKING UTILIZATION**

The parking requirement as per City of Beaverton City Code is 2.7/1000 square feet of building space for the office usage, and the parking requirement for the escape room is 4.3/1000 square feet of building space. The parking requirement for the office is 16 spaces, and the parking requirement for the escape room is 50 spaces resulting in a total of 66 spaces. However, the actual parking demand for the Portal Escape Room has been estimated using the data from the Springfield location.

As per the ITE Parking Generation Manual 4<sup>th</sup> Edition, general office uses have parking utilization that occurs on weekdays between 7 am and 7 pm, with only a small percentage of parking utilized after 5 pm. Additionally, there is minimal to no parking demand on weekends. The hourly demand for parking spaces for the office space is illustrated in Table 2.

As demonstrated in the information from the exiting Springfield business, a majority of weekday use occurs after 5:30 pm. However, the Portal Escape Rooms are open from 4:00 PM to 10:00 PM on weekdays and the highest usage occurs on weekends. Using the parking data from the Springfield business, the hourly parking demand for the proposal Portal Escape Room can be estimated. The parking estimates use the maximum parking that occurs for each time period rather than using the average daily rate, to ensure that the parking demand can be accommodated. Table 2 provides the hourly parking demand for the anticipated use of the site.

The trip generation estimate uses the ITE methodology of averaging the trips per room per day. The data is averaged for weekdays only (Tuesdays, Wednesdays and Thursdays). There are days that not all of the rooms generated trips. The averaging of the weekday trips for all of the available rooms results in an average daily trip estimate of 13 trips.

The parking estimate used the maximum hourly parking observed from the Springfield site for all of the weekdays (including Mondays and Fridays). This results in a weekday parking demand estimate based on average maximum parking stalls for each hour. The hourly parking illustrated in Table 2 does not necessarily happen all in one day. i.e the parking demand at 5:00 PM is not necessarily experienced every day and is not necessarily followed by the parking demand that occurs at 6 PM. The hourly spaces used are under maximum usage that typically occurs during that hour and not average daily usage.

TABLE 2: WEEKDAY HOURLY PARKING DEMAND

Hour Beginning	Office <sup>1</sup>		Portal <sup>2</sup>		Total Usage
	% Demand	Parking Spaces Used	% Demand	Parking Spaces Used	
7:00 AM	13%	2	0%	0	2
8:00 AM	48%	8	0	0	8
9:00 AM	88%	14	0	0	14
10:00 AM	100%	16	0	0	16
11:00 AM	100%	16	0	0	16
12:00 PM	85%	14	0	0	14
1:00 PM	84%	13	0	0	13
2:00 PM	93%	15	0	0	15
3:00 PM	94%	15	0	0	15
4:00 PM	85%	14	42%	5	19
5:00 PM	56%	9	63%	7	16
6:00 PM	20%	3	47%	5	8
7:00 PM	11%	2	100%	11	13
8:00 PM	0%	0	42%	5	5
9:00 PM	0%	0	63%	7	7
10:00 PM	0%	0	32%	3	3

<sup>1</sup> Using City parking requirements and ITE parking distribution

<sup>2</sup> Using parking data from Springfield site- this does not correlate to ADT as it represents max parking for each time period and not average daily trips, which accounts for time periods when there was little to no use for several of the rooms

As demonstrated in Table 2, the weekday peak parking demand for the Portal Escape Rooms is anticipated to occur between 7:00 PM and 8:00 PM. However, there is very little parking anticipated for the office space usage during this time. The peak parking demand for the entire site is anticipated between the 7:00 PM and 8:00 PM time period and the parking demand is anticipated at 19 spaces. The development proposal is 54 spaces. The parking demand, according to the code requirements, can be accommodated within the proposed parking.