

Trip Generation Amendment No. 4 - DRAFT

CANTERBURY COMMONS TRACKSIDE SUBDIVISION AND BOARDWALK PUD

Prepared For:
Canterbury Park
Shakopee, Minnesota

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Architecture
Engineering
Environmental
Planning

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I HEREBY CERTIFY THAT THESE CALCULATIONS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

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INTRODUCTION

This Trip Generation Amendment has been requested by Canterbury Park Development due to the modification of land uses and land use sizes within Canterbury Commons. Previous evaluations within Canterbury Commons are as follows:

1. Original Evaluation: the *Canterbury Commons Areawide Transportation Assessment* (July 2018), prepared by SRF.
2. Amendments 1-3: specific to the Southwest Area, to further refine the Original Evaluation
 - Amendment 1 (February 2019), prepared by SRF.
 - Amendment 2 (January 2020), prepared by ISG.
 - Amendment 3 (September 2023), prepared by ISG.

This amendment, Amendment 4, will analyze and document the change in land use and land use sizes for the Trackside Subdivision & Boardwalk PUD area, previously known as Area 5 of Phase 3 development, in comparison to the Original Evaluation. The area previously known as Area 5 of Phase 3 will be referred to as the PUD area for the remainder of this report.

LAND USE MODIFICATIONS

For the Original Evaluation, the following uses were anticipated within the PUD area:

- Hotel/Waterpark with 180 rooms
- Two Quality Restaurants of 6,000 SF each

The PUD area is currently being used for employee parking for Canterbury Park employees but is otherwise undeveloped. Users of the employee parking lot typically use Sampson Way for access, and once the area is fully developed, the employees will be instructed to park in other existing parking areas.

PUD amendment:

- Site 1 (light blue): The Boardwalk (Restaurant) and The Stables (Event space)
- Site 2a/b (green and dark blue): Restaurant Entertainment
- Site 3 (yellow) : Hotel 2
- Site 4 (pink): Employee/Hotel parking

The following land uses interact with land uses within the Trackside Subdivision & Boardwalk area, but they are not located within the PUD area and would primarily use Sampson Way for access:

- Site 5: Hotel 1 and Card Room

Figure 2 shows an aerial view of the existing PUD area. **Figure 1** is a conceptual plan of the PUD area, color-coded and labeled, matching the site list above. A midblock access point to Shenandoah Drive is shown at Site 4. This midblock access is not provided in preliminary site plans and employees and visitors of the PUD area would be encouraged to use the Sampson Way, but the intersection of Shenandoah and Schenian Street would be available. No adjustments were applied to reduce trip generation due to trip distribution.

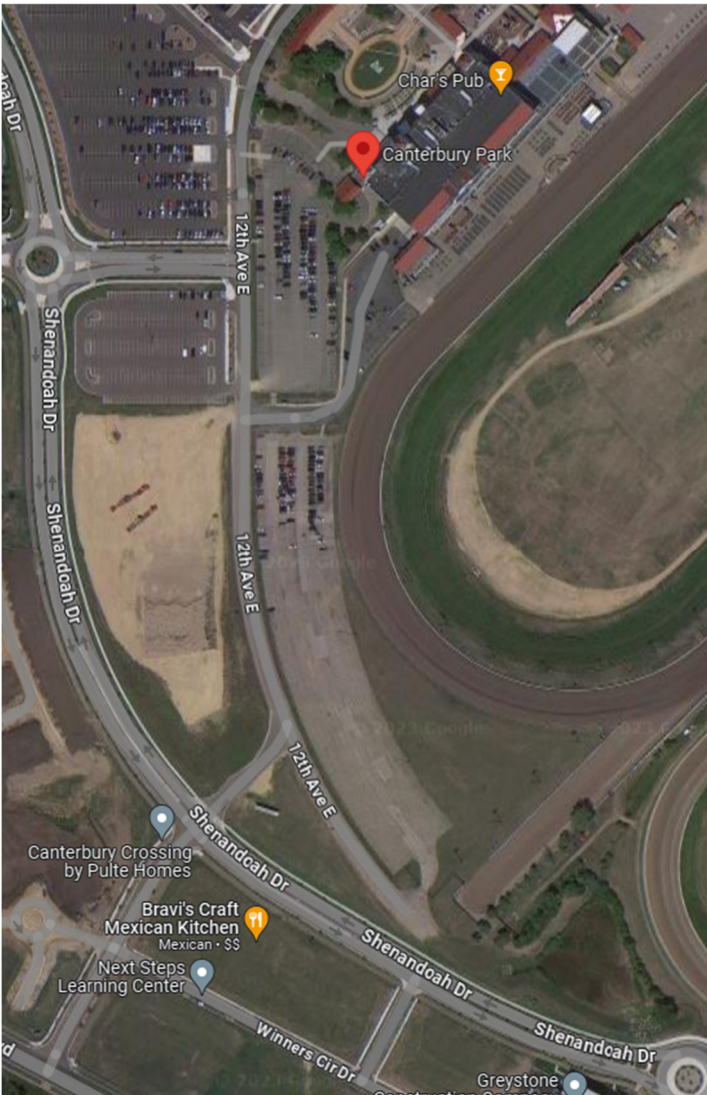


Figure 2: Aerial View of Existing

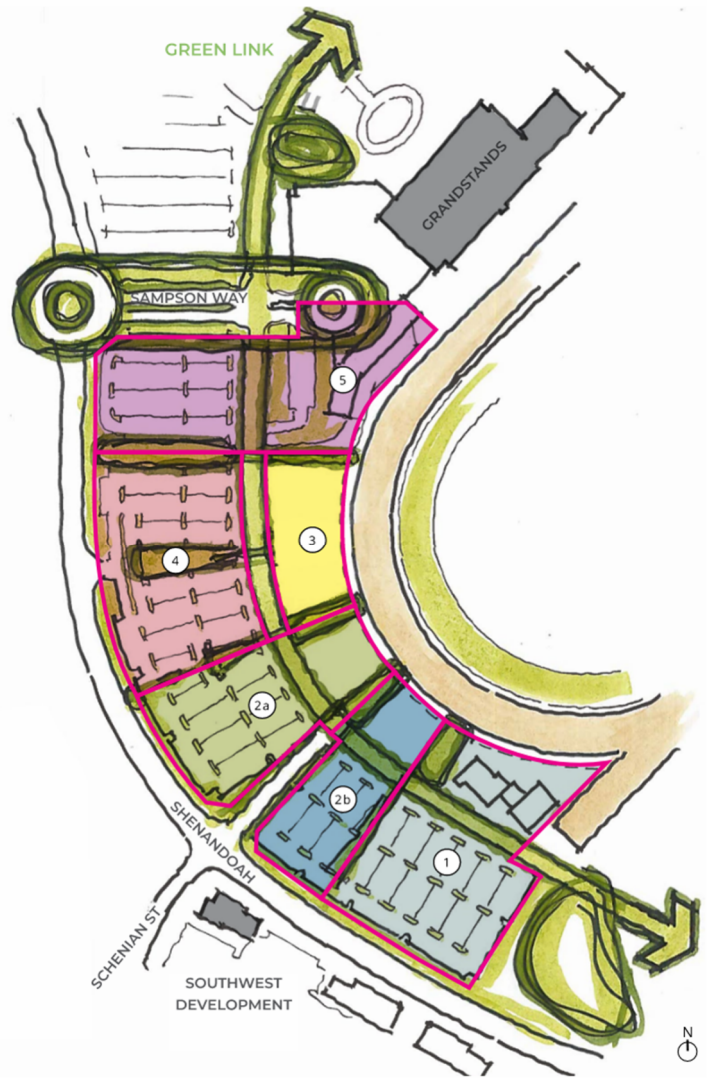


Figure 1: Current Trackside Development Master Plan

SITE 1 | THE BOARDWALK AND STABLES

The Boardwalk is anticipated to be a high-quality restaurant best classified by the *ITE Trip Generation Manual, 11th Edition*, Fine Dining Restaurant land use (Land Use Code 931). The building would include 6,370 SF of indoor dining space and 1,990 SF of outdoor patio. The gross floor area used in trip generation calculations is assumed to be 8,000 SF to include indoor dining space and support facilities such as the kitchen and restrooms. The gross floor area does not include outdoor patio.

The Stables is anticipated to be a 9,200 SF event space to be used as a music venue with evening and weekend race day events and event concessions. Weekday use would be minimal. There is not a relevant land use code in the *ITE Trip Generation Manual, 11th Edition*. The developer anticipates that the space would include about 350 seats with a total capacity of 800 people (450 of 800 would be standing room only). It is assumed that at peak times, The Stables would be filled to 90% capacity, so 720 people. Visitors would be couples or families and because of this, one vehicle per 2.5 people is assumed, resulting in 288 vehicles. Management staff, delivery people, and maintenance workers (up to 12 people per day) may also arrive and leave on weekdays to prepare The Stables for upcoming events. It is assumed that about 20% of weekday trips would occur during the

AM peak hour and 20% would occur during the PM peak hour. Most AM trips would be entering, and most PM trips would be exiting.

Using this information, the following average rates were computed and will be used for The Stables to be used later in this report:

- AM
 - 0.52 trips per 1,000 SF (5 staff trips per 9,200 SF)
 - 80% entering, 20% exiting
- PM
 - 0.52 trips per 1,000 SF (5 staff trips per 9,200 SF)
 - 20% entering, 80% exiting
- Weekday
 - 65.2 trips per 1,000 SF (24 staff trips + 576 evening event trips per 9,200 SF)

SITE 2 | RESTAURANT ENTERTAINMENT

A developer has yet to be identified for Site 2; however it is anticipated that it will be used for restaurant/entertainment, such as a pickle ball restaurant, main event entertainment, or a bowling alley. For this Amendment, this land use will be defined as a Bowling Alley which matches the ITE Trip Generation Manual, 11th Edition, Bowling Alley land use (Land Use Code 437). It should be noted that limited data is available for this land use code, 1-5 data points, and weekday data is not available.

SITE 3 | HOTEL 2

Two Hotels are proposed within the Master Plan. Hotel 2 is included in the PUD area and Hotel 1 is not. Hotel 2 is anticipated to have 100 rooms, and the land use matches the *ITE Trip Generation Manual, 11th Edition*, Hotel land use (Land Use Code 310).

SITE 4 | EMPLOYEE/HOTEL PARKING

Until Hotel 2 is built, Site 4 will support employee parking for employees working at land uses within the PUD area and Canterbury Park. Trips within this area are accounted by the trip generation data of the adjacent land uses, specifically Hotel 1, Hotel 2, the Card Room, and the restaurant entertainment land use.

SITE 5 | HOTEL 1 AND CARD ROOM

Hotel 1 (140 rooms) and the Card Room (40,000 SF) are both outside of the PUD area. Employees may park within the PUD area until Hotel 2 is constructed. Trips associated with Hotel 1 and the Card Room as expected to use Sampson Way primarily for access.

SUMMARY OF MODIFICATIONS

Table 1 below compares the land use modifications from the Original Evaluation.

Table 1: Land Use Comparison between Trip Generation Amendment 4 and the Original Evaluation

Site	Type of Use	Trip Generation Original Evaluation		Trip Generation Amendment 4 (Current)		Change	
Original	Hotel/Waterpark	180	DU	-	-	(180)	DU
Original	Quality Restaurant 1 *	6,000	SF	-	-	(6,000)	SF
Original	Quality Restaurant 2 *	6,000	SF	-	-	(6,000)	SF
Site 1	Fine Dining	-	-	8,000	SF	8,000	SF
Site 1	Event Space	-	-	9,200	SF	9,200	SF
Site 2	Bowling Alley	-	-	20,000	SF	20,000	SF
Site 3	Hotel 2	-	-	100	DU	100	SF
Site 4	Employee/Hotel Parking	-	-	-	-	-	-
Site 5	Hotel 1	-	-	-	-	-	-
Site 5	Card Room	-	-	-	-	-	-

* Quality Restaurant and Fine Dining are the same land use type: “Quality Restaurant” was the name used in previous editions of the ITE Trip Generation Manual and “Fine Dining” is the name used in the current edition of the ITE Trip Generation Manual.

TRIP GENERATION

The Original Evaluation utilized a previous version of the ITE Trip Generation to approximate generated traffic for the development. Since the Original Evaluation, the ITE Trip Generation Manual has updated to the 11th Edition. **Table 2** compares the trip generation estimates between the Original Evaluation and Amendment 4. Land uses not included within the PUD area or that are included within existing land uses in other areas (i.e. parking areas, Hotel 1, and Card Room) are omitted.

Table 2: Comparison between Original Evaluation and Trip Generation Amendment 4

Subarea - Land Use Type	ITE Code	Size		AM Peak Hour Trips		PM Peak Hour Trips		Daily Trips
				In	Out	In	Out	
Original Evaluation								
Hotel/Waterpark	310	180	DU	50	35	55	53	1,505
Quality Restaurant ⁽¹⁾	931	12,000	SF	0	0	61	39	1,006
SUBTOTAL:				50	35	116	92	2,511
MULTI-USE REDUCTION (20%) ⁽²⁾ :				(10)	(7)	(23)	(18)	(502)
TOTAL:				40	28	93	74	2,009
Trip Generation Amendment No. 4 (Current)								
Fine Dining ⁽¹⁾	931	8,000	SF	0	0	42	20	671
Event Space	NA	9,200	SF	4	1	1	4	600
Bowling Alley ⁽³⁾	437	20,000	SF	15	1	16	9	250
Hotel 2	310	100	DU	24	19	24	22	660
SUBTOTAL:				43	21	83	55	2,181
MULTI-USE REDUCTION (20%) ⁽²⁾ :				(9)	(4)	(17)	(11)	(436)
TOTAL:				34	17	66	44	1,745

(1) Quality restaurant / fine dining was assumed to be closed during the AM Peak Hour.

(2) A 20 percent multi-use trip reduction was applied to all proposed land use trip generation estimates based on a combination of internal capture rate methodology in the ITE Generation Handbook and the NCHRP Report 684 methodology.

(3) Weekday estimates are not available for Bowling Alley. A k-factor of 0.10 for the PM peak hour was assumed to estimate daily trips.

To maintain consistency with the Original Evaluation, *Canterbury Commons Areawide Transportation Assessment* (July 2018), a 20 percent multi-use reduction was included and no pass-by reductions were assumed. The comparison between the Original Evaluation and Trip Generation Amendment 4 indicates that the current development proposal for the area will generate approximately 17 and 57 less trips for the AM and PM peak hour, respectively. The current development proposal decreases the total number of daily trips by 264 trips. The change in the amount of trips generated by the current development proposal is not expected to significantly change the operations from the Original Evaluation.