December 23, 2020

W.O. No. 2020-2776

City of Spokane
808 W. Spokane Falls Blvd
Spokane, WA 99201-3343

Attn: Inga Note, P.E.

Re: Fiske Apartment, a Residential Development
1606 North Fiske Street
Trip Generation & Distribution Letter

Dear Inga,

This Trip Generation and Distribution Letter (TGDL) is for the proposed Fiske Apartment, a residential development located at 1606 North Fiske Street, as shown Figure 1, Vicinity Map. This letter will establish the anticipated trip generation and distribution for the proposed development as shown on Figure 2, Preliminary Site Plan. This report will follow the standards for traffic letters as required by the City of Spokane and the Institute of Transportation Engineers (ITE).

PROJECT DESCRIPTION
The project proposes to develop 0.41 acres +/- into a 24-unit multifamily apartment complex. The project site is currently undeveloped and covered with field grasses and weeds. The project proposes to be developed with one (1) 3-story apartment building, a driveway, 26 parking stalls, sidewalks, and storm drainage facilities. The project site will be accessed via Fiske Street. Please see Figure 2, Preliminary Site Plan.

VICINITY / SITE PLAN
The project site is currently zoned as Community Business (CB-55). The site is located on a portion of the SW ¼ of Section 10, T25N R43E W.M., within the City of Spokane, Washington. The number for the subject property is 35103.3007. The surrounding area consists of residential land uses to the north and west and commercial land uses to the east and the south.
Trip Types
The proposed land use is a residential development; ITE has developed data regarding various trip types that all developments experience. These are found in several places, however, for this analysis the *Trip Generation Manual 10th Edition* as well as the *Trip Generation Handbook* were used to develop the criteria for this analysis.

Generally, all existing and proposed developments will be made up of one or more of the following four trip types: new (destination) trips, pass-by trips, diverted trips, and shared (internal trips). In order to better understand the trip types available for land access a description of each specific trip type follows.

**New (Destination) Trips** - These types of trips occur only to access a specific land use such as a new retail development or a new residential subdivision. These types of trips will travel to and from the new site and a single other destination such as home or work. This is the only trip type that will result in a net increase in the total amount of traffic within the study area. The reason primarily is that these trips represent planned trips to a specific destination that never took trips to that part of the City prior to the development being constructed and occupied. This project will develop new trips.

**Pass-by Trips** - These trips represent vehicles which currently use adjacent roadways providing primary access to new land uses or projects and are trips of convenience. These trips, however, have an ultimate destination other than the project in question. They should be viewed as customers who stop in on their way home from work. An example would be on payday, where an individual generally drives by their bank every day without stopping, except on payday. On that day, this driver would drive into the bank, perform the prerequisite banking and then continue on home. In this example, the trip started from work with a destination of home, however on the way, the driver stopped at the grocery store/latte stand and/or bank directly adjacent to their path. Pass-by trips are most always associated with commercial/retail types of development along major roadways. Therefore, for this project pass-by trips will not be considered.

**Diverted (Linked) Trips** - These trips occur when a vehicle takes a different route than normal to access a specific facility. Diverted trips are similar to pass-by trips, but diverted trips occur from roadways which do not provide direct access to the site. Instead, one or more streets must be utilized to get to and from the site. For this project, no diverted trips are anticipated.

**Shared Trips** - These are trips which occur on the site where a vehicle/consumer will stop at more than one place on the site. For example, someone destined for a certain shop at a commercial site may stop at a bank just before or after they visit the shop that they went to the site to visit. This trip type reduces the number of new trips generated on the public road system and is most commonly used for commercial developments. Therefore, no shared trips were considered.
Trip Generation Characteristics for Proposed Land Uses

As noted earlier, trip generation rates for the AM and PM peak hours are determined by the use of the *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers (ITE). The purpose of the *Trip Generation Manual* is to compile and quantify empirical data into trip generation rates for specific land uses within the US, UK and Canada.

Proposed Land Use

For the proposed 24 multifamily units within a 3-story building, Land Use Code (LUC) 221 Multifamily Housing (Mid-Rise) was used to establish the number of trips generated by the proposed land use. The trip generation rates and the anticipated number of AM & PM peak hour trips for the proposed land use are shown on Table 1.

**Table 1-Trip Generation Rates for LUC # 221 – Multifamily Housing (Mid-Rise) (Fig. 3&4)**

<table>
<thead>
<tr>
<th>Dwelling Units</th>
<th>AM Peak Hour Trips</th>
<th>PM Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Vol. @ 0.36 Trips/ Unit</td>
<td>Directional Distribution</td>
</tr>
<tr>
<td></td>
<td>26% In</td>
<td>74% Out</td>
</tr>
<tr>
<td>24</td>
<td>9</td>
<td>2</td>
</tr>
</tbody>
</table>

Average Daily Trip Ends (ADT)  

<table>
<thead>
<tr>
<th>Units</th>
<th>Rate</th>
<th>ADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>24</td>
<td>5.44</td>
<td>131</td>
</tr>
</tbody>
</table>

As shown in Table 1, the proposed land use is anticipated to generate a total of 9 trips in the AM peak hour, with 2 trips entering the site and 7 trips exiting the site. In the PM peak hour, the proposed land use is anticipated to generate a total 11 trips with 7 trips entering the site and 4 trips exiting the site. The proposed land use is anticipated to generate 131 average daily trips to/from the site.

**Trip Distribution**

As shown on the preliminary site plan, the site will be accessed by Fiske Street (Please see Figure 2, Site Plan). It is anticipated that the trips of the site will generally use the following roadways:

- **Augusta Avenue** is an east-west, two-way, 2-lane, local access road that extends east from Regal Street through Fiske Street and Greene Street before terminating at Ralph Street. Augusta Avenue serves residential, commercial, and institutional land uses. The speed limit on Augusta Avenue within the study area is 25 MPH.

- **Nora Avenue** is an east-west, two-way, 2-lane, local access road that extends east from Regal Street through Haven Street and Fiske Street before terminating at Greene Street. Nora Avenue serves residential land use. The speed limit on Nora Avenue within the study area is 25 MPH.

- **Fiske Street** is a north-south, two-way, 2-lane, local access road that extends south from South Riverton Avenue through Ermina Avenue, Augusta Avenue, Mission Avenue, and Boone
Avenue before terminating. Fiske Street serves residential and commercial land uses. The speed limit on Fiske Street within the study area is 25 MPH.

**Greene Street** is a north-south, two-way, 4-lane urban principal arterial that extends south from Grace Avenue through Carlisle Avenue, South Riverton Avenue, Augusta Avenue, and Mission Avenue before transitioning into Freya Way. Greene Street generally serves residential, commercial, and institutional land uses. The speed limit on Greene Street within the study area is 35 MPH.

**Mission Avenue** is an east-west two-way, 4-lane principal arterial that extends east from Calispel Street through Division Street, Hamilton Street, Napa Street, Fiske Street, Greene Street, and Havana Street before terminating at Hough Street. Mission Avenue serves residential, commercial, institutional and industrial land uses. The speed limit on Mission Avenue within the study area is 35 MPH.

Considering many factors such as the surrounding transportation facilities, typical commuting patterns, existing development in the area, and Average Daily Traffic counts, traffic for the proposed development is anticipated as follows: 18% of the trips are anticipated to travel to/from the west via Mission Avenue, 19% of the trips are anticipated to travel to/from the east via Mission Avenue, 29% of the trips are anticipated to travel to/from the south via Greene Street and 34% of the trips are anticipated to travel to/from the north via Greene Street. Please see Figures 3&4 for a graphical representation of this distribution.

**Traffic Impact Fee**
The City of Spokane municipal code has established transportation impact fees under Spokane Municipal Code Title 17 Chapter 17D.030. The proposed project is within the Northeast Service Area and as such is subject to the current Impact Fee Schedule. Table 2 calculates the anticipated impact fee for the proposed project.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>LUC</th>
<th>Quantity</th>
<th>Unit of Measure</th>
<th>Fee per unit</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUC # 221 Multi-Family 3-10 level</td>
<td>221</td>
<td>24</td>
<td>Dwelling Units</td>
<td>$316.06</td>
<td>$7,585.44</td>
</tr>
</tbody>
</table>

As shown in Table 2, the proposed project under the current fee schedule is anticipated to generate an impact fee of $7,585.44. This fee as allowed will be paid at the time of building permit.
CONCLUSIONS AND RECOMMENDATIONS
It is anticipated that the proposed project will generate 9 trips in the AM peak hour and 11 trips in the PM peak hour trips. Based upon the number of anticipated trips and the distribution of those trips on city collectors, we believe that while the proposed project will generate trips on the local transportation system, that those trips will have a minimal impact on the local transportation system. Therefore, we recommend that the project pay the City of Spokane Traffic Impact Fee as allowed by the current code at the time of building permit, and that the project should be allowed to move forward without further traffic analysis.

Should you have any questions related to this document please do not hesitate to call at (509) 893-2617.

Sincerely,
WHIPPLE CONSULTING ENGINEERS, INC.

Todd R. Whipple, P.E.  
12/23/2020

TRW/ajf

encl. Appendix (Vicinity Map, Preliminary Site Plan, Trip Dist %)
cc: Sponsor
File
APPENDIX

1. Vicinity Map
2. Site Plan
3. AM Trip Distribution by Percentage
4. PM Trip Distribution by Percentage
TRIP GENERATION AND DISTRIBUTION
FISKE APARTMENT
1606 NORTH FISKE STREET
SPOKANE, WASHINGTON

FIGURE 1
VICINITY MAP
**Legend**

- **Route of Travel**
- **Signalized Intersection**
- **Difference in Trip Generation**

<table>
<thead>
<tr>
<th>AM PEAK</th>
<th>TOTAL</th>
<th>IN</th>
<th>OUT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>9</td>
<td>2</td>
<td>7</td>
</tr>
</tbody>
</table>

**Project Site**

**Fiske Apartment**
1606 North Fiske Street
SPOKANE, WASHINGTON

**AM TRIP DISTRIBUTION**

**WCE**
Whipple Consulting Engineers
Civil and Transportation Engineering
21 S. Pines Road
Spokane Valley, Washington 99206
Ph: 509-893-2617 Fax: 509-926-0227
DIFFERENCE IN TRIP GENERATION

<table>
<thead>
<tr>
<th></th>
<th>TOTAL</th>
<th>IN</th>
<th>OUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM PEAK</td>
<td>11</td>
<td>7</td>
<td>4</td>
</tr>
</tbody>
</table>

**Legend**
- **W** - WEST
- **E** - EAST
- **S** - SOUTH
- **N** - NORTH
- **PM (3/1)**
- **ERMINA AVENUE**
- **Baldwin Avenue**
- **Indiana Avenue**
- **Nora Avenue**
- **Augusta Avenue**
- **Fiske Street**
- **Greene Street**
- **Alternate Route**
- **Signalized Intersection**
- **PM (1/1)**
- **PM (2/1)**
- **Mission Avenue**
- **Freya Way**
- **PROJECT SITE**
- **PM TRIP DISTRIBUTION**

**Figure 4**

**PM TRIP DISTRIBUTION**

**Fiske Apartment**
1606 North Fiske Street
Spokane, Washington

**WCE**
Civil and Transportation Engineering
21 S. Pines Road
Spokane Valley, Washington 99206
Ph: 509-850-2817 Fax: 509-666-0227