March 3, 2020
W.O. No. 2020-2560

City of Spokane
Department of Engineering Services
801 W. Spokane Falls Boulevard
Spokane, WA 99201

Attn: Inga Note, P.E.,
Engineering Services

Re: Moran South Short Plat
4606 S. Freya Street
Traffic (Trip) Generation and Distribution Letter

Dear Inga,

The purpose of this document is to provide a Trip Generation and Distribution Letter (TGDL) for the proposed Moran South Short Plat a residential subdivision to be located at 4606 S. Freya Street as shown on Figure 2, Preliminary Site Plan. This letter will follow the standards for doing Trip Generation and Distribution Letters as required by the City of Spokane and the Institute of Transportation Engineers (ITE).

**PROJECT DESCRIPTION**

The project proposes to develop approximately 0.97± acres of land into a 5 lot residential subdivision with 4 single family lots proposed and an existing single family residence on the 5th lot. The project site includes a residential home and outbuilding(s), most outbuildings are proposed to be removed. The site is also covered with landscaping, field grass and trees. The project proposes to utilize the existing driveway access for lots 2 and 5. Lots 1,3, & 4 are proposed to be accessed via 46th Avenue proposed a public road that is a part of the Moran South Estates Plat located on southern boundary of the project site.

**VICINITY / SITE PLAN**

The site is currently zoned as Residential Single Family (RSF). The subject property is located in a portion of the NW ¼ of Section 03, T. 24 N., R. 43 E., W.M. within the City of Spokane, Washington. The parcel number for the site is 34032.9177. The surrounding areas are zoned as Residential Single Family (RSF). A vicinity map is included as Figure 1, along with a preliminary plat as Figure 2.
TRIP GENERATION AND DISTRIBUTION

Trip Types
The proposed land uses is residential; 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 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.
Trip Generation Characteristics for Proposed Project
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 4 new residential units, Land Use Code (LUC) #210, Single-Family Detached Housing, was used to establish the number of potential 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 in Table 1.

<table>
<thead>
<tr>
<th>Dwelling Units</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Vol. @ 0.74 trips per Unit</td>
<td>Directional Distribution</td>
</tr>
<tr>
<td></td>
<td>25% In</td>
<td>75% Out</td>
</tr>
<tr>
<td>4</td>
<td>3</td>
<td>1</td>
</tr>
</tbody>
</table>

Table 1 - Trip Generation Rates for LUC #210 – Single-Family Detached Housing (Fig. 3)

As shown in Table 1, the proposed land use is anticipated to generate 3 trips in the AM peak hour with 1 trip entering the site and 2 trips exiting the site. In the PM peak hour, the proposed land use is anticipated to generate 4 trips with 3 trips entering the site and 1 trip exiting the site. The proposed land use is anticipated to generate 38 average daily trips to/from the project.

Trip Distribution
As shown on the preliminary site plan, the site will be accessed via Freya Street (Please see Figure 2 Site Plan). A description of the anticipated roadway used by the development is provided here.

Freya Street is a north-south, two-way, 2-lane urban principal arterial that serves the Valley floor and the South Hill, and connects with 8 arterials. Freya Street extends south from Mission Avenue to 65th Avenue. Freya Street serves generally commercial and residential uses. The posted speed limit on Freya Street within the study area is 35 MPH.

Considering many factors such as the surrounding transportation facilities, typical commuting patterns, and existing development in the area, traffic for the proposed development is anticipated as follows: 60% of the trips are anticipated to go to/from the north via Freya Street and 40% of the trips are anticipated to go to/from the south via Freya Street. Please see Figure 3, Project Trip 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 South 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 # 210 Single Family</td>
<td>210</td>
<td>4</td>
<td>Dwellings</td>
<td>$1,160.64</td>
<td>$4,642.56</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 $4,642.56.
CONCLUSIONS AND RECOMMENDATIONS

It is anticipated that this project will generate 3 AM peak hour trips and 4 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 transportation system, that those trips will have a minimal impact on the 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,

Todd R. Whipple
President

3/11/2020

TRW/kmk

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

1. Vicinity Map
2. Preliminary Site Plan
3. New Trip Distribution
PRELIMINARY SITE PLAN

FIGURE 2

MORAN SOUTH SHORT PLAT
4606 FREYA STREET
SPOKANE, WASHINGTON

TRIP GENERATION AND DISTRIBUTION

PROJ #: 20-2560
DATE: 2/28/20
DRAWN: KMK
APPROVED: TRW

NOT TO SCALE