



March 12, 2020
W.O. No. 2019-2387

Spokane City
808 W. Spokane Falls Blvd
Spokane, WA 992201

Attn: Inga Note, P.E.

Re: **Jackson-Selkirk Cataldo – Papillon III**
522 W. Cataldo Avenue North and South Tower
Traffic (Trip) Distribution Letter

Dear Inga:

The purpose of this document is to provide a Trip Generation and Distribution Letter (TGDL) for the proposed Jackson-Selkirk Cataldo – Papillon III development located at 522 W. Cataldo Avenue as shown 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 0.98 +/- acres from five parcels into a 16-story building (486,600 sf) and a 6-story building (38,700 sf). These buildings include a total of 204,200 sf (204.20 ksf) of office space, 18,050 sf (18.05 ksf) of retail/commercial area, and 211,275 sf (211.28 ksf) of parking garage for the proposed uses. The property is currently developed with a 1,248 sf (1.25 ksf) bank with 4-drive through lanes, a 1,204 sf (1.20 ksf) retail building, and a public parking area, all structures are proposed to be removed during construction. The project is proposed to access the transportation system via the connections to Cataldo Avenue & Dean Avenue. Please see Figure 2, Preliminary Site Plan.

VICINITY / SITE PLAN

The site is currently zoned as Downtown General (DTG). The subject properties are located on a portion of the NE ¼ of Section 18 of T 25 N., R 43 E., W.M. The parcel numbers for the project are 35181.4232, 35181.4217, 35181.4233, 35181.4404 and 35181.4407. The surrounding areas to all directions are zoned as Downtown General (DTG).

TRIP GENERATION AND DISTRIBUTION

Trip Types

The proposed land uses are a general office and a retail building 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 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.

Replacement Trips – These trips are associated with either a change of vendor or a change of land use. These trips recognize that the existing land use maintains the same potential number of trips as were established with the construction of the project, regardless of a change in vendor, for example if a chain fast food restaurant with a drive thru window closes, and another chain fast food restaurant or even a local restaurant begins operation the trips generated by the land use are still the same they have only been replaced. The same goes with a change of land use, the existing trips or potential trips generated by a development are already traveling on the transportation system and are incorporated within the traffic volumes of nearby intersections. Since a new land use will only replace the existing potential trips, only the net difference in trip generation would occur on the transportation system, and can be either an addition or a reduction in trips. This project will have replacement trips see trip comparison table for net difference

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. Since the project has only one land use and no cross-access driveways with other land uses, no shared trips were considered.

Trip Generation Characteristics for the Proposed Project

As noted earlier, trip generation rates are determined by use of the *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers (ITE) to determine the number of trips generated during the AM & PM Peak Hour. The purpose of the *Trip Generation Manual* is to compile and quantify empirical trip generation rates for specific land uses within the US, UK and Canada.

Existing Land Uses

For the existing bank with 4-drive through lanes, Land Use Code (LUC) # 912, Drive-in Bank was used to establish the number of trips generated by the existing land use. The trip generation rates and the anticipated number of AM & PM peak hour trips for the existing land use are shown on Table 1.

Table 1-Trip Generation Rates for LUC # 912 – Drive-in Bank

Number of Drive-in Lanes	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. @ 8.83 trips / Units	Directional Distribution		Vol. @ 27.15 trips / Units	Directional Distribution	
		61% In	39% Out		49% In	51% Out
4	36	22	14	109	53	56
Average Daily Trip Ends (ADT)						
Units	Rate	ADT				
4	124.76	500				

For the existing 1,204 sf (1.2 ksf) retail building, Land Use Code (LUC) # 820, Shopping Center was used to establish the number of trips generated by the existing land use. The trip generation rates and the anticipated number of AM & PM peak hour trips for the existing land use are shown on Table 2.

Table 2-Trip Generation Rates for LUC # 820 – Shopping Center

Thousand Square Feet (KSF)	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. @ 0.94 trips / Units	Directional Distribution		Vol. @ 3.81 trips / Units	Directional Distribution	
		62% In	38% Out		48% In	52% Out
1.2	2	1	1	5	2	3
Average Daily Trip Ends (ADT)						
Units	Rate	ADT				
1.2	37.75	46				

Proposed Land Uses

For the proposed 204,200 sf (204.20 ksf) office area, Land Use Code (LUC) # 710 General Office Building 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 on Table 3.

Table 3 - Trip Generation Rates for LUC # 710 – General Office Building

Thousand Square Feet (KSF)	AM Peak Hour			PM Peak Hour		
	Vol. @ 1.16 trips per Unit	Directional Distribution		Vol. @ 1.15 trips per Unit	Directional Distribution	
		86% In	14% Out		16% In	84% Out
204.20	237	204	33	235	38	197
Average Daily Trip Ends (ADT)						
Units	Rate	ADT				
204.20	9.74	1,989				

For the proposed 18,050 sf (18.05 ksf) retail/commercial area, Land Use Code (LUC) # 820 Shopping Center 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 on Table 4.

Table 4 - Trip Generation Rates for LUC # 820 – Shopping Center

Thousand Square Feet (KSF)	AM Peak Hour			PM Peak Hour		
	Vol. @ 0.94 trips per Unit	Directional Distribution		Vol. @ 3.81 trips per Unit	Directional Distribution	
		62% In	38% Out		48% In	52% Out
18.05	17	11	6	69	33	36
Average Daily Trip Ends (ADT)						
Units	Rate	ADT				
18.05	37.75	682				

Trip Generation Summary

Since the existing bank & retail land uses are proposed to be replaced by the proposed project, the difference in trips generated is shown on Table 5.

Table 5 - Trip Generation Summary

Land Use Code (LUC)	AM Peak Hour			PM Peak Hour		
	Vol. per LUC	Directional Distribution		Vol. per LUC	Directional Distribution	
		In	Out		In	Out
LUC 710 General Office (Proposed)	237	204	33	235	38	197
LUC 820 Shopping Center (Proposed)	17	11	6	69	33	36
Subtotal (Proposed – Figure 3)	254	215	39	304	71	233
LUC 912 Drive-in Bank (Existing)	<36>	<22>	<14>	<109>	<53>	<56>
LUC 820 Shopping Center (Existing)	<2>	<1>	<1>	<5>	<2>	<3>
New Trips	216	192	24	190	16	174
Average Daily Trip Ends (ADT)				< > indicates Subtraction of number		
Land Use Code (LUC)	Rate	ADT				
LUC 710 General Office (Proposed)		1,989				
LUC 820 Shopping Center (Proposed)		682				
Subtotal (Proposed)		2,671				
LUC 912 Drive-in Bank (Existing)		<500>				
LUC 820 Shopping Center (Existing)		<46>				
New Trips		2,125				

As shown on Table 5, the proposed development is anticipated to generate a total of 216 additional trips in the AM peak hour with 192 additional trips entering the site and 24 additional trips exiting the site. In the PM peak hour, the proposed development is anticipated to generate a total of 190 additional trips, with 16 additional trips entering the site and 174 additional trips exiting the site. The proposed development is anticipated to generate a total of 2,125 additional average daily trip ends to/from the site.

TRIP DISTRIBUTION

The project trips are anticipated to use the following roadways.

Dean Avenue is generally an east/west, two-way, 2-lane local access road that extends east from Howard Street, through the north boundary of the project site before terminating at Washington Street. Dean Avenue generally serves commercial and public parking land uses. The speed limit on Dean Avenue is 25 MPH in the project area.

Cataldo Avenue is generally an east/west, two-way, 2-lane local access road. Cataldo Avenue extends east from Howard Street and through the project site before terminating at Washington Street. Cataldo Avenue primarily serves commercial and public parking land uses. The speed limit on Cataldo Avenue is 25 MPH in the project area.

Howard Street/ Mallon Avenue is generally a north/south, two-way, 2&3-lane Urban Major Collector. Howard Street extends south from West Waverly Place, through Buckeye Avenue, Indiana Avenue, Maxwell Avenue, Boone Avenue, Dean Avenue, Cataldo Avenue, before curving west, transitioning into Mallon Avenue, and continuing through Lincoln Street and Monroe Street before terminating. Howard Street/Mallon Avenue primarily serves residential and commercial land uses. The posted speed limit on Howard Street/Mallon Avenue is 30 MPH in the project area.

Considering many factors such as the surrounding transportation facilities, typical commuting patterns, existing development in the area, and the ADT of surrounding roadways the traffic for the proposed development is anticipated as follows: 20% of the trips are anticipated to go to/from the west via Mallon Avenue, 10% of the trips are anticipated to go to/from the west via Boone Avenue, 5% of the trips are anticipated to go to/from the north via Howard Street, 5% of the trips are anticipated to go to/from the north via Washington Street, 25 % of the trips are anticipated to go to/from the east via Boone Avenue, 15% of the trips are anticipated to go to/from the east via North River Drive, and 20% of the trips are anticipated to go to/from the south via Washington Street.

Traffic Impact Fee

A transportation impact fee for the City of Spokane has been noted and considered here. The City of Spokane code has established transportation impact fees under Spokane Municipal Code Title 17 Chapter 17D.075.180. The proposed project is in the Downtown Service area and as such is subject to the current Impact Fee Schedule. The current impact fee rates are shown on Table 6 and calculates the anticipated Impact fee for the proposed project minus the existing land uses.

Table 6 – Proposed Land Use Impact Fee

Land Use	LUC	Quantity	Unit of Measure	Fee per unit	Fee
LUC # 710 General Office (Proposed)	710	204,200	Square Feet	\$0.15	\$30,630.00
LUC # 820 Shopping Center (Proposed)	820	18,050	Square Feet	\$0.13	\$2,346.50
LUC # 912 Bank (Existing)	912	1,248	Square Feet	\$0.52	<\$648.96>
LUC # 820 Shopping Center (Existing)	820	1,204	Square Feet	\$0.13	<\$156.52>
Difference					\$32,171.02

It is recommended that all improvements completed by the project be given credit against the impact fee per Spokane Municipal Code 17D.075.040 (D).

CONCLUSIONS AND RECOMMENDATIONS

It is anticipated that this project will generate 216 additional AM peak hour trips and 190 additional PM peak hour trips. Based upon the number of anticipated trips, and the distribution of those trips on city collectors with the downtown core, 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, P.E.

TRW/kmk

encl. Appendix (Vicinity Map, Aerial View of Site, Trip Dist %, Intersection Details)

cc: Sponsor
File

APPENDIX

1. Vicinity Map
2. Aerial View of Site
3. Project Trip Distribution by Percentage

APPENDIX

1. Vicinity Map

2. Aerial View of Site

3. Project Trip Distribution by Percentage



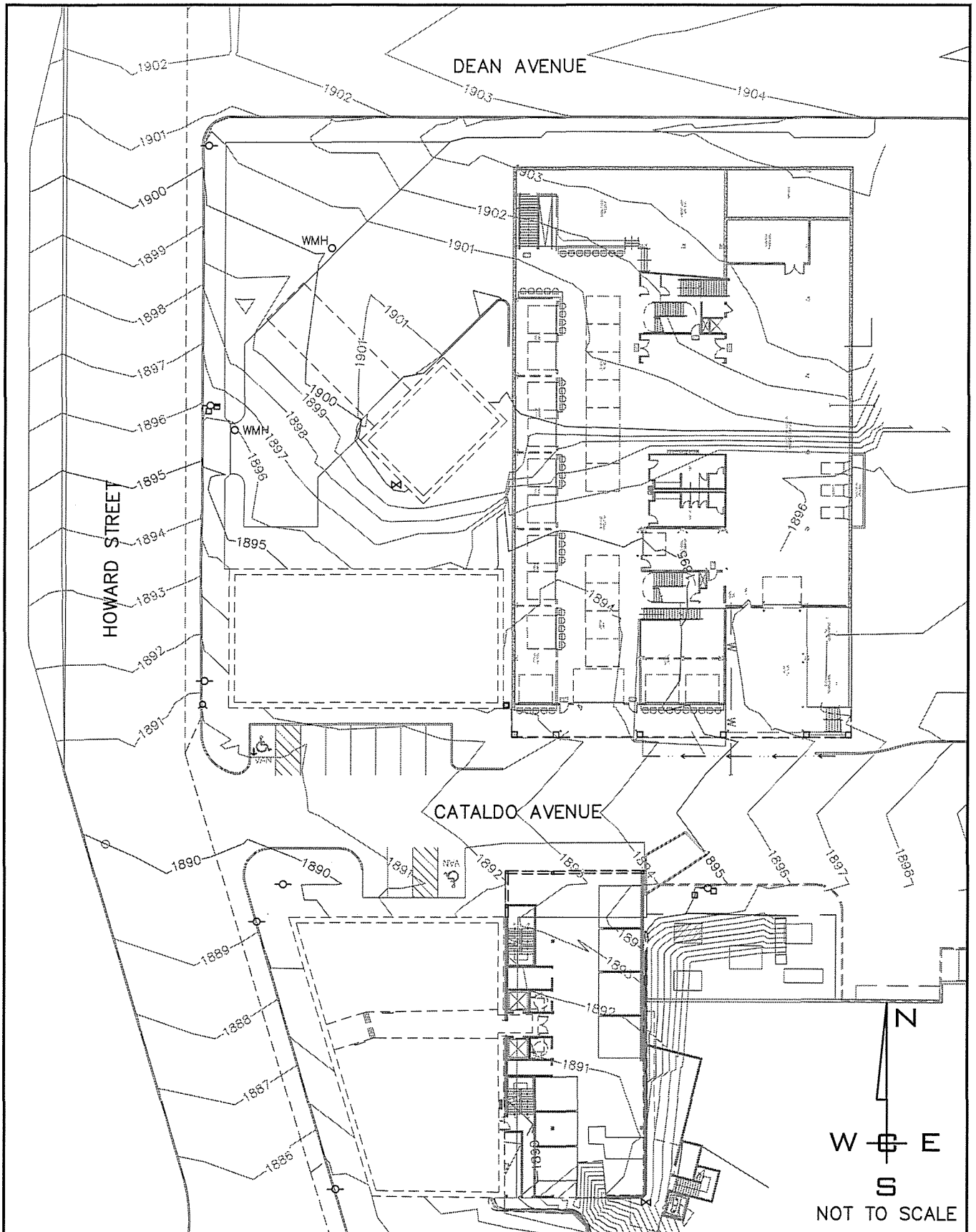
PROJ #: 19-2387
 DATE: 01/21/20
 DRAWN: KMK
 APPROVED: TRW

TRIP GENERATION & DISTRIBUTION
JACKSON-SELKIRK CATALDO
 W. CATALDO AVE. & N. HOWARD ST.
 SPOKANE, WASHINGTON

WCE
 WHIPPLE CONSULTING ENGINEERS
 CIVIL AND TRANSPORTATION ENGINEERING
 21 S. PINES ROAD
 SPOKANE VALLEY, WASHINGTON 99206
 PH: 509-893-2617 FAX: 509-926-0227

FIGURE 1

VICINITY MAP



PROJ #: 19-2387
 DATE: 01/21/20
 DRAWN: KMK
 APPROVED: TRW

TRIP GENERATION & DISTRIBUTION
JACKSON-SELKIRK CATALDO
 W. CATALDO AVE. & N. HOWARD ST.
 SPOKANE, WASHINGTON

FIGURE 2

PRELIMINARY SITE PLAN

WCE
 WHIPPLE CONSULTING ENGINEERS
 CIVIL AND TRANSPORTATION ENGINEERING
 21 S. PINES ROAD
 SPOKANE VALLEY, WASHINGTON 99206
 PH: 509-893-2617 FAX: 509-926-0227

