



*t r i p g e n e r a t i o n
l e t t e r*



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June 29, 2026

City of Spokane
Attn: Senior Traffic Planning Engineer
808 W. Spokane Falls Boulevard
Spokane, Washington 99201
(509) 625-6331

Re: Trip Generation Letter for the new **NEPDA Mixed-Use Wellesley Building**
Spokane, WA

Dear City of Spokane,

As part of the permitting process for the proposed project, DCI Engineers understands that a trip generation and distribution letter is required for the new NEPDA Mixed-Use Wellesley building to be constructed at 3011 E. Wellesley Ave, in Spokane, Washington. A vicinity map showing the project location is included in Appendix I. The building will be a 27,000 square foot building and will include 35 affordable housing units and a 5,800 square foot day care on the ground floor with 8 employees. In addition to the proposed building, the site will have improvements such as asphalt parking, concrete sidewalks, and landscaping as required by the City of Spokane. Construction of the project is expected to start in mid-late 2026.

Summary:

The 3rd Edition of ITE's *Trip Generation Handbook* and 11th Edition of ITE's *Trip Generation Manual* were used to determine the estimated number of new trips that could be generated by completion of the project during the weekday and weekday AM and PM Peak Hours. It is estimated that 350 new trips will be generated during a typical weekday, 54 (24 entering, 30 exiting) new primary trips will be generated during the weekday AM Peak Hour, and 51 (25 entering, 26 exiting) new primary trips will be generated during the weekday PM Peak Hour.

Trip values were estimated using the 11th Edition of ITE's *Trip Generation Manual*. Land Use 223: Affordable Housing and Land Use 565: Day Care Center were used to determine the estimated number of trips generated by the proposed 27,000 square foot building. The corresponding pages from the ITE Manual have been included in Appendix II. Due to the nature of the proposed project, pass-by, diverted link, and internal capture trips were assumed to be negligible.

Trip Generation Summary:

The 11th Edition of the ITE's *Trip Generation Manual* was used to calculate the number of trips entering and exiting the site during the typical weekday, and weekday AM and PM Peak Hours.

For Land Use 223, the number of new trips generated was estimated based on an independent variable (IV) of dwelling units for the proposed building. Since the building plans to contain 35 dwelling units, the IV is 35. Based on the methodology in the 3rd Edition of ITE's *Trip Generation Handbook*, the average rate was used to estimate the number of trips for a typical weekday, as well as the trips for the weekday AM and PM Peak Hours.

For Land Use 565, the number of new trips generated was estimated based on an independent variable (IV) of Employees for the proposed building. Since the daycare will have 8 employees, the IV is 8. Based on the methodology in the 3rd Edition of ITE's *Trip Generation Handbook*, the Fitted Curve was used to estimate the number of trips for a typical weekday, and the Average Rate was used to estimate the number of trips for the weekday AM and PM Peak Hours.

Land Use 223: Affordable Housing

- Weekday
 - Average vehicle trip ends vs. Dwelling Units (35)
 - 168 Total Trips (Average Rate)
 - **50% IN, 84 trips**
 - **50% OUT, 84 trips**
- Weekday, AM Peak Hour of Adjacent Street Traffic
 - Average vehicle trip ends vs. Dwelling Units (35)
 - 18 Total Trips (Average Rate)
 - **29% IN, 5 trips**
 - **71% OUT, 13 trips**
- Weekday, PM Peak Hour of Adjacent Street Traffic
 - Average vehicle trip ends vs. Dwelling Units (35)
 - 16 Total Trips (Average Rate)
 - **59% IN, 9 trips**
 - **41% OUT, 7 trips**

Land Use 565: Day Care Center

- Weekday
 - Average vehicle trip ends vs. Employees (8)
 - 182 Total Trips (Fitted Curve)
 - **50% IN, 91 trips**
 - **50% OUT, 91 trips**
- Weekday, AM Peak Hour of Adjacent Street Traffic
 - Average vehicle trip ends vs. Employees (8)
 - 36 Total Trips (Average Rate)
 - **53% IN, 19 trips**
 - **47% OUT, 17 trips**
- Weekday, PM Peak Hour of Adjacent Street Traffic
 - Average vehicle trip ends vs. Employees (8)
 - 35 Total Trips (Average Rate)
 - **47% IN, 16 trips**
 - **53% OUT, 19 trips**

Trip Distribution Summary:

Trips for this project site will enter and exit the site through the driveway approach located along the existing alleyway that is connected to North Haven Street and Market Street. A site plan for the project has been included in Appendix IV. The table below describes the movements at the boundary of the analysis extents, the potential destinations/originations associated with that movement, and the anticipated percentage of trips that would be associated with that movement. It is assumed that these percentages will be consistent across both the AM and PM peak hours.

Roadway (Direction)	Anticipated Percentage	AM Peak Hour Trips In/Out	PM Peak Hour Trips In/Out
E Francis Ave (East)	5%	1/2	1/2
W Francis Ave (West)	11%	3/3	3/3
E Wellesley Ave (West)	6%	1/2	2/2
US 395 (North)	14%	3/4	3/3
Division St (North)	14%	3/4	3/3
Division St (South)	23%	6/7	6/6
N Market St (South)	27%	7/8	7/7
	100%	24/30	25/26

Exhibits showing the anticipated distribution of trips created by the proposed project have been included in Appendix III. Included exhibits show the proposed AM and PM peak hour trips. If you have any questions, please don't hesitate to contact me at 509-455-4448.

Sincerely,

DCI Engineers Inc.

Matt Gibb, P.E.
Associate Principal

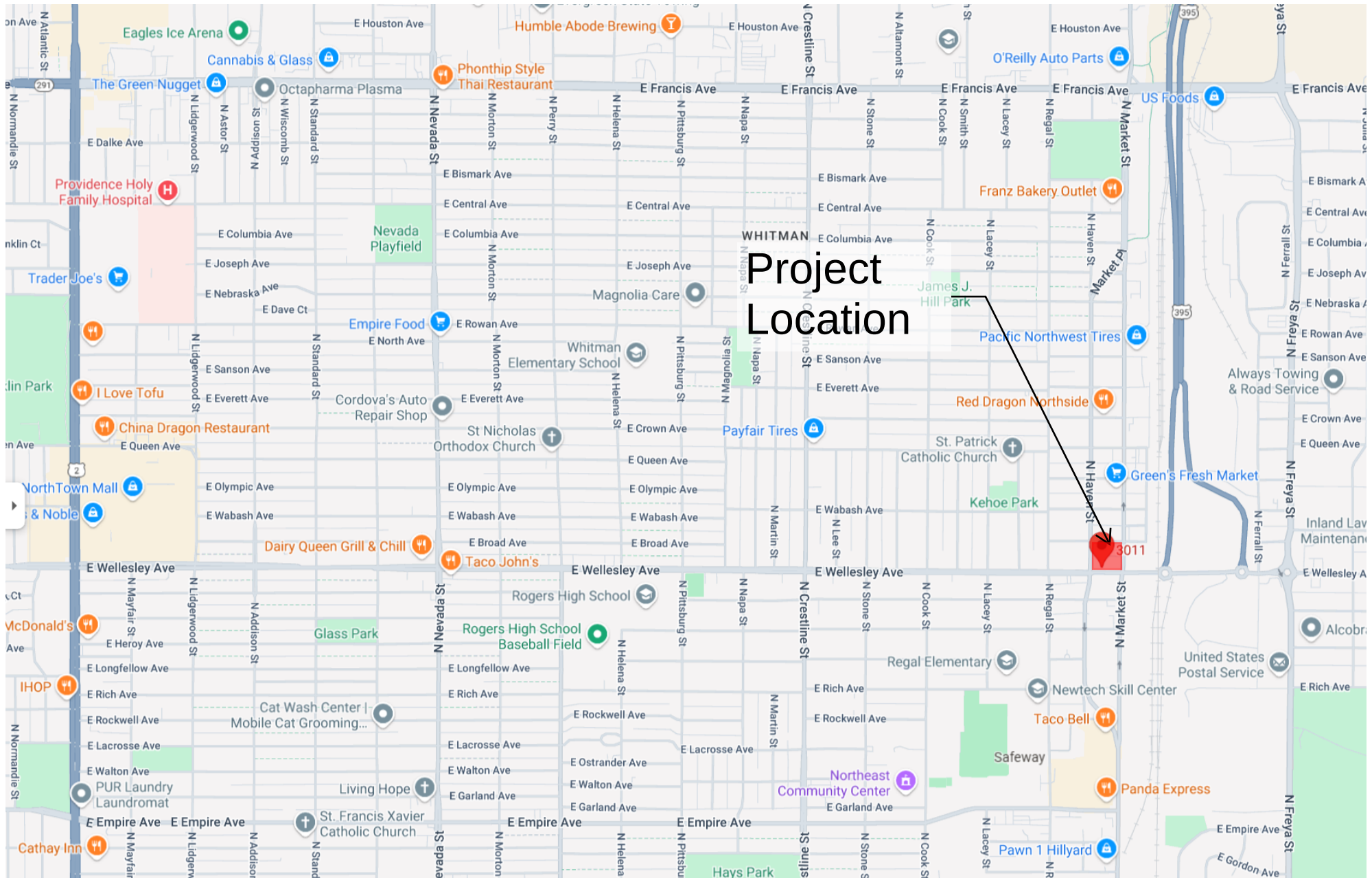


- Appendix I: Vicinity Map
- Appendix II: Excerpts from the ITE Trip Generation Manual, 11th Edition
- Appendix III: Trip Distribution
- Appendix IV: Site Plan

Appendix I

Vicinity Map

3011 E. Wellesley Avenue,
Spokane Washington



Appendix II

Land Use: 223

Affordable Housing

Description

Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and multifamily housing (high-rise) (Land Use 222) are related land uses.

Land Use Subcategory

Data are presented for three subcategories for this land use: (1) sites with income limitations for its tenants (denoted as income limits in the data plots), (2) sites with both minimum age thresholds and income limitations for its tenants (denoted as senior in the data plots), and (3) sites designed for and occupied by residents with special needs, such as persons with physical and mental impairments, single mothers, recovering addicts and others living in a group setting.

Additional Data

For most study sites contained in this land use, all dwelling units in the development are classified as affordable units. For residential study sites that provide a mix of market value and affordable units, the study sites with at least 75 percent of the dwelling units designated as affordable are also included in this land use database.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s and 2010s in California, Ontario (CAN), and New Jersey.

Source Numbers

237, 918, 1003, 1004, 1046, 1057

Affordable Housing - Income Limits

(223)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

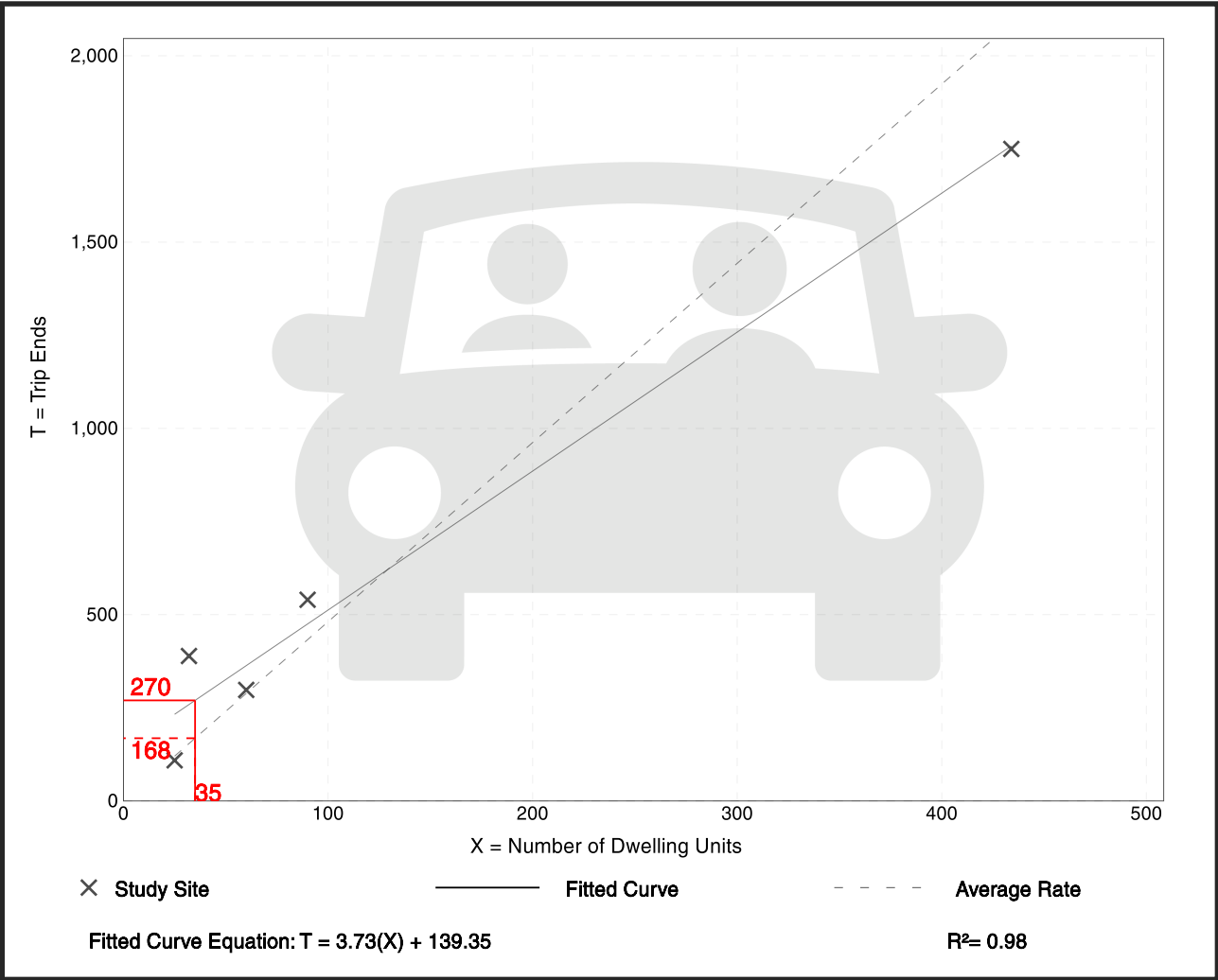
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 128
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.81	4.03 - 12.16	2.03

Data Plot and Equation

Caution – Small Sample Size



Affordable Housing - Income Limits

(223)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

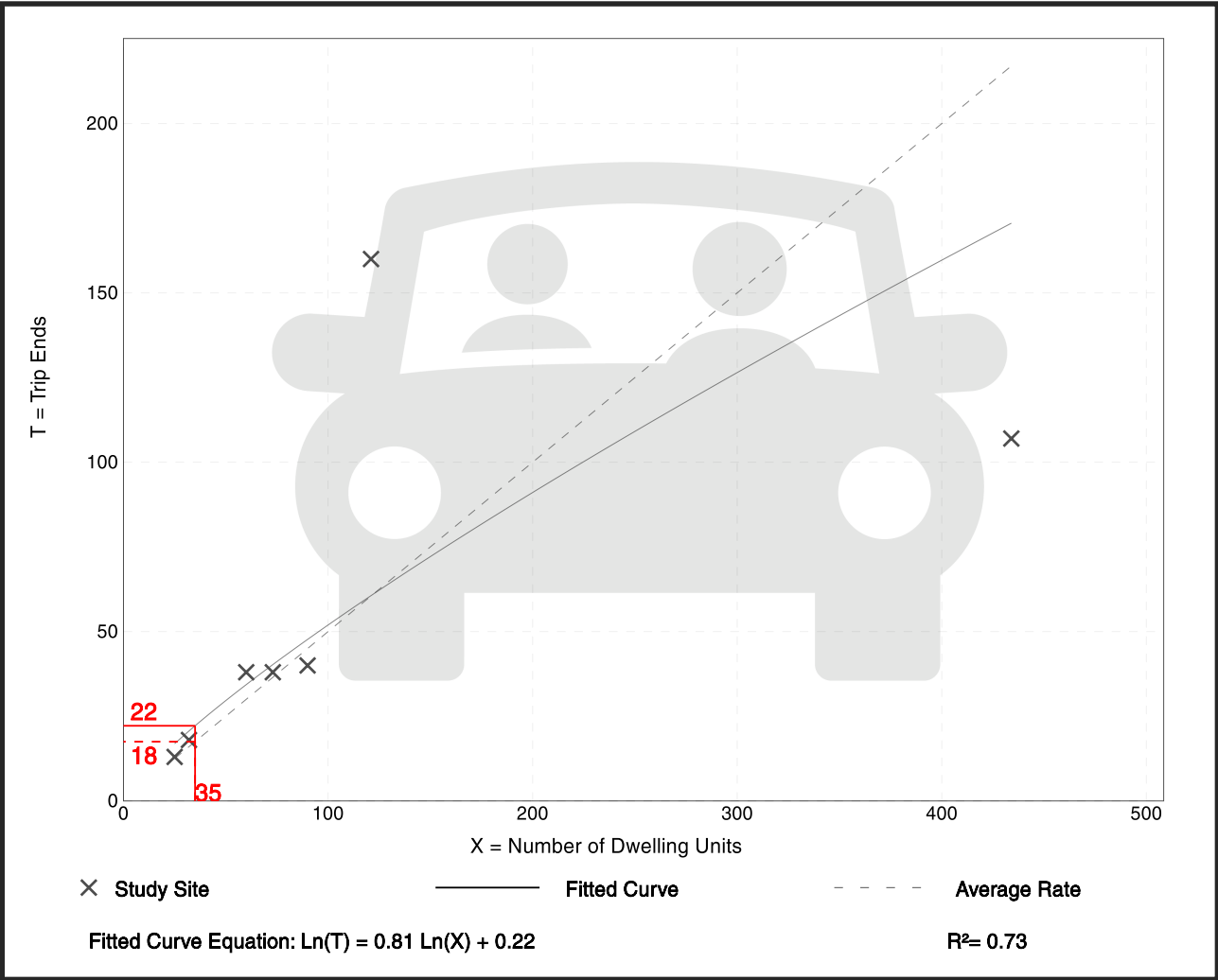
Avg. Num. of Dwelling Units: 119

Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.50	0.25 - 1.32	0.39

Data Plot and Equation



Affordable Housing - Income Limits

(223)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

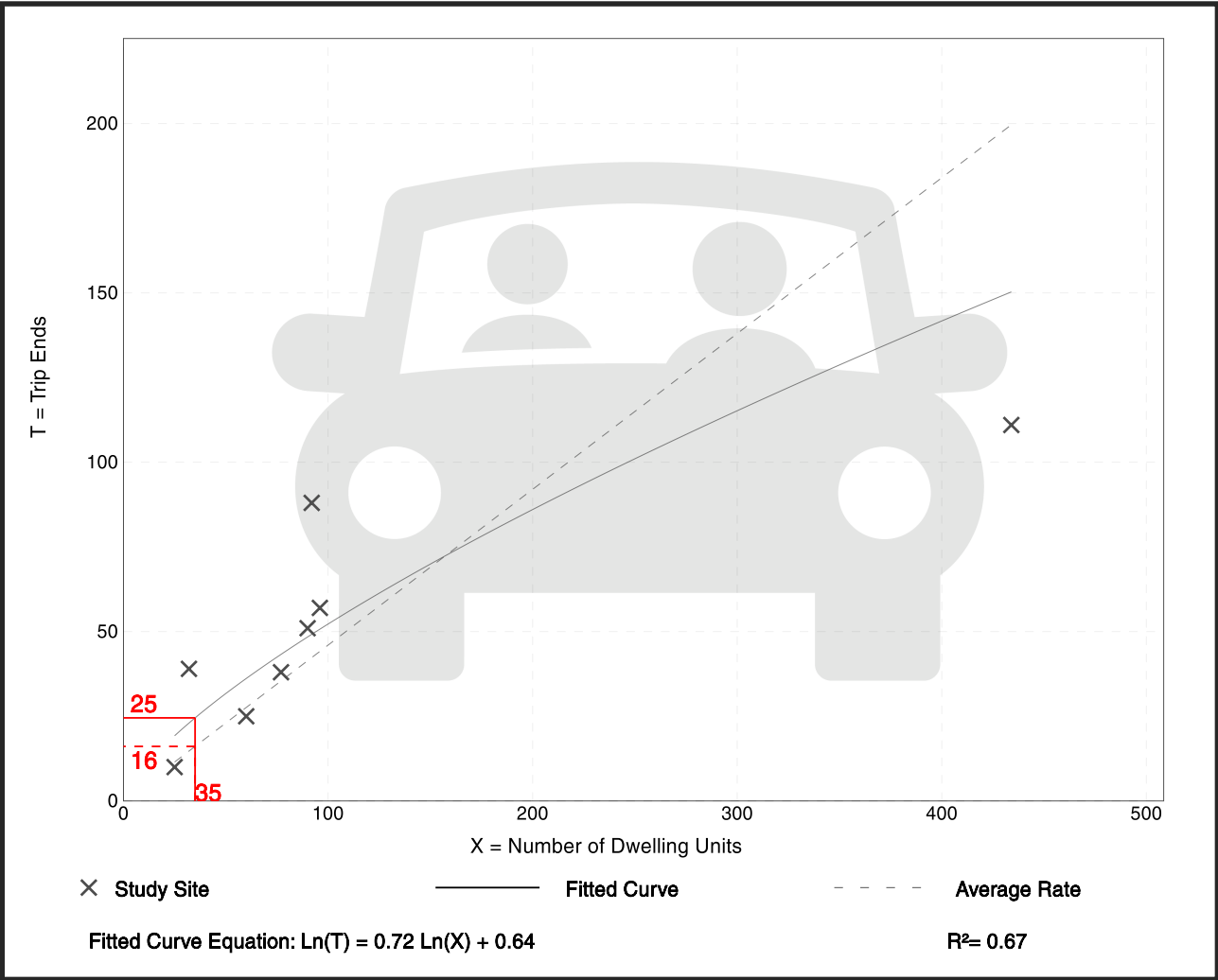
Avg. Num. of Dwelling Units: 113

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.26 - 1.22	0.28

Data Plot and Equation



Land Use: 565

Day Care Center

Description

A day care center is a facility where care for pre-school age children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Florida, Georgia, Maryland, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Tennessee, Texas, Virginia, and Wisconsin.

Source Numbers

169, 208, 216, 253, 335, 336, 337, 355, 418, 423, 536, 550, 562, 583, 633, 734, 866, 869, 877, 878, 954, 959, 981

Day Care Center (565)

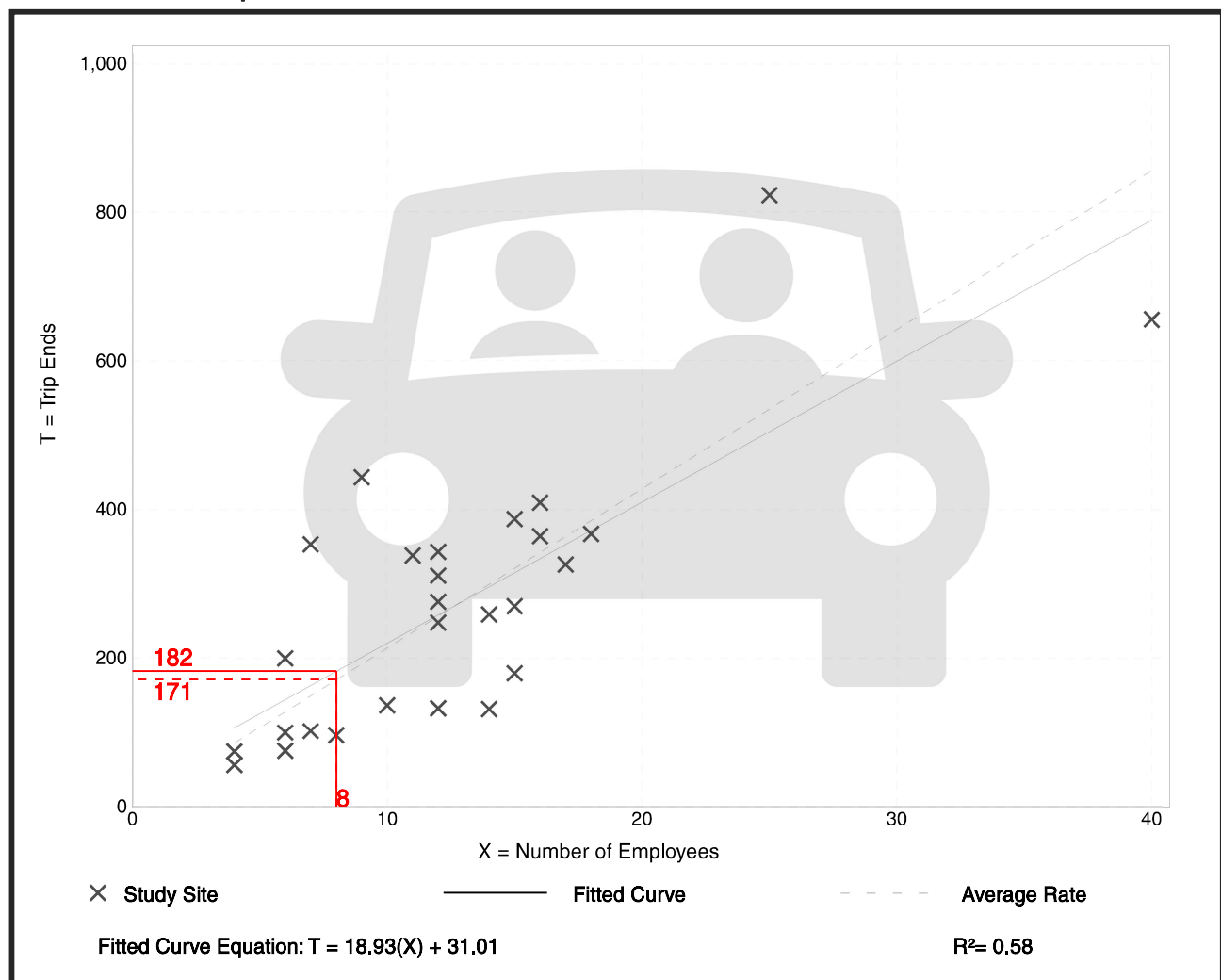
Vehicle Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. Num. of Employees: 13
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
21.38	9.43 - 50.43	9.24

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Employees

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 79

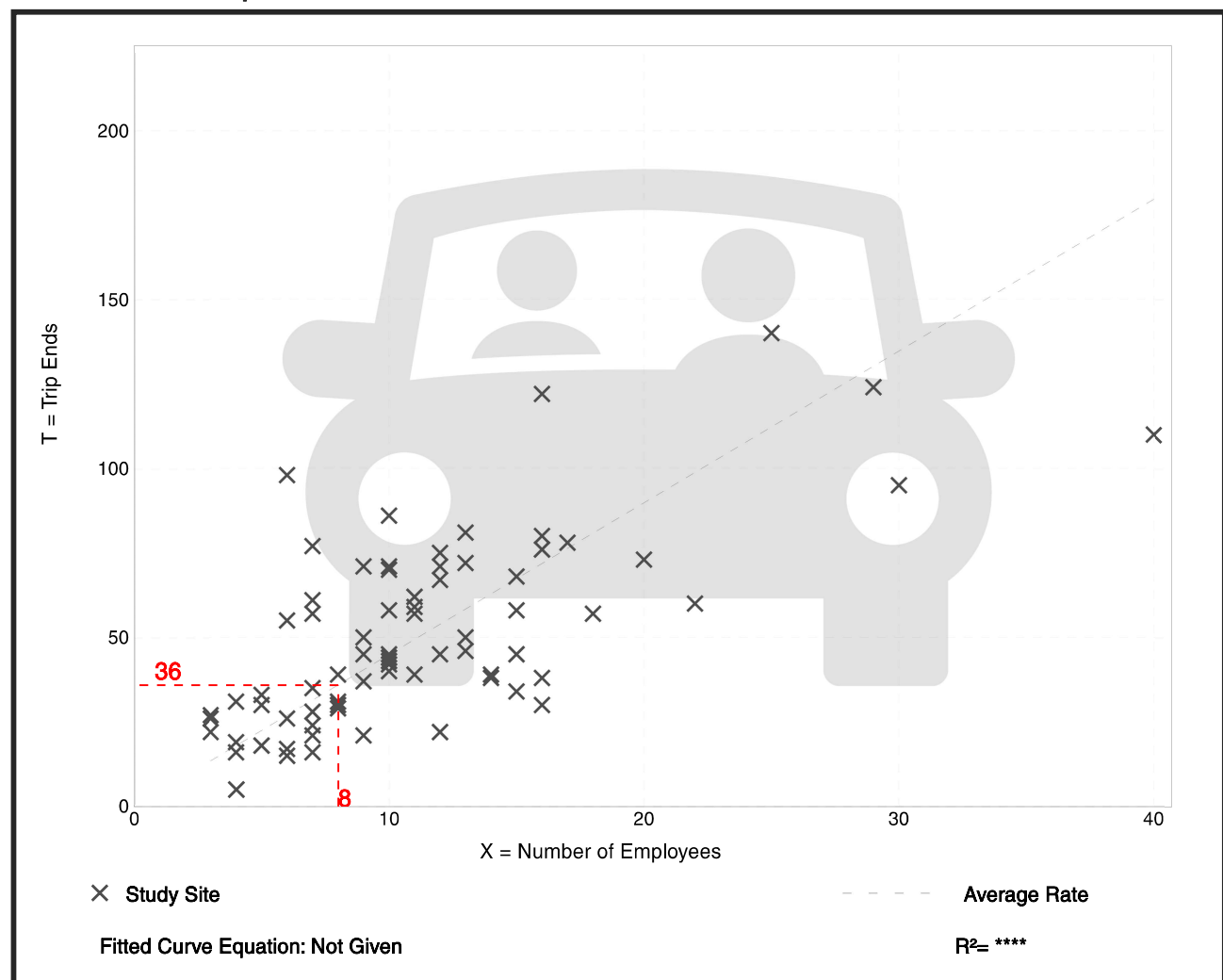
Avg. Num. of Employees: 11

Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.49	1.25 - 16.33	2.04

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Employees

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 79

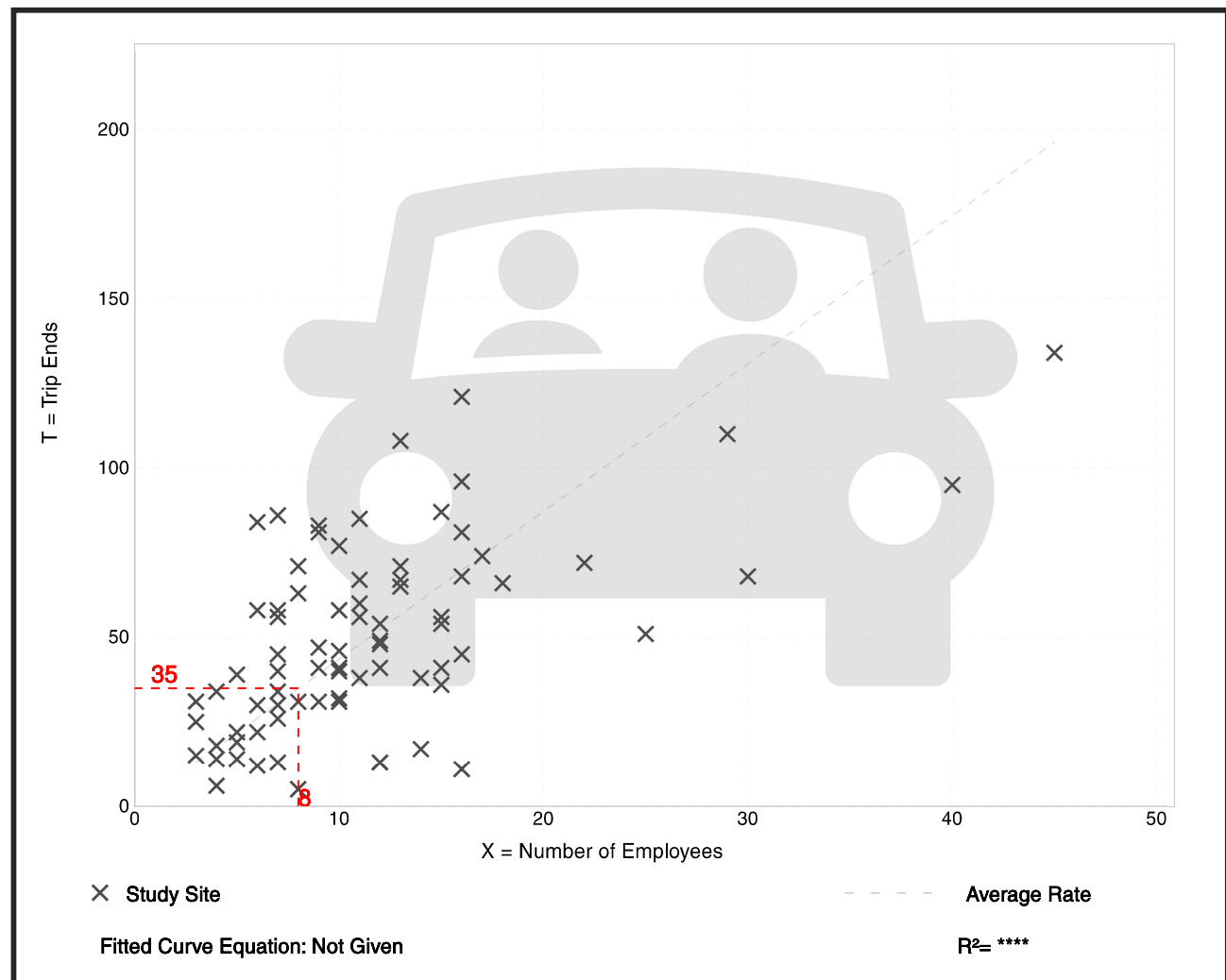
Avg. Num. of Employees: 12

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.36	0.63 - 14.00	2.32

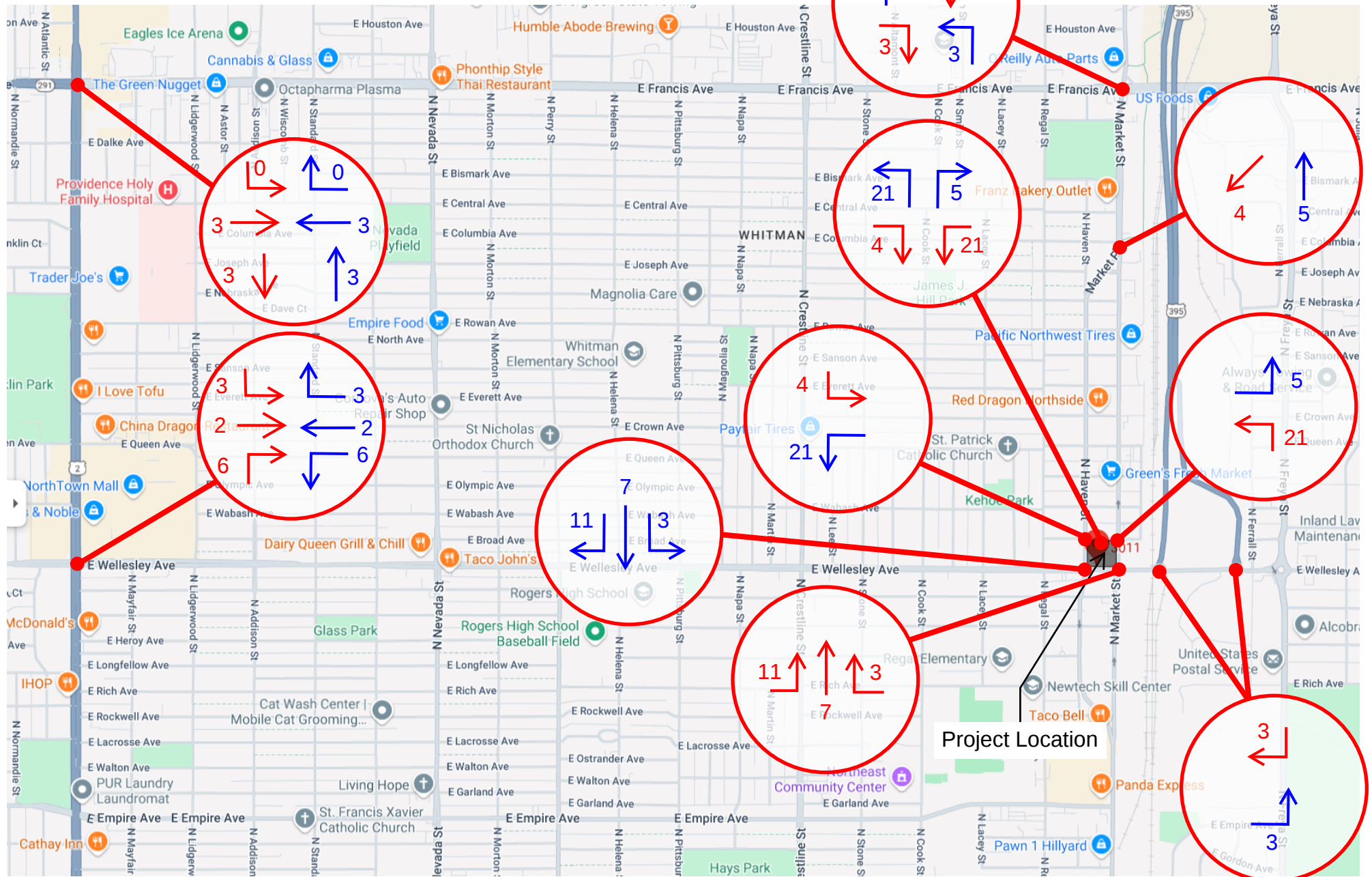
Data Plot and Equation



Appendix III

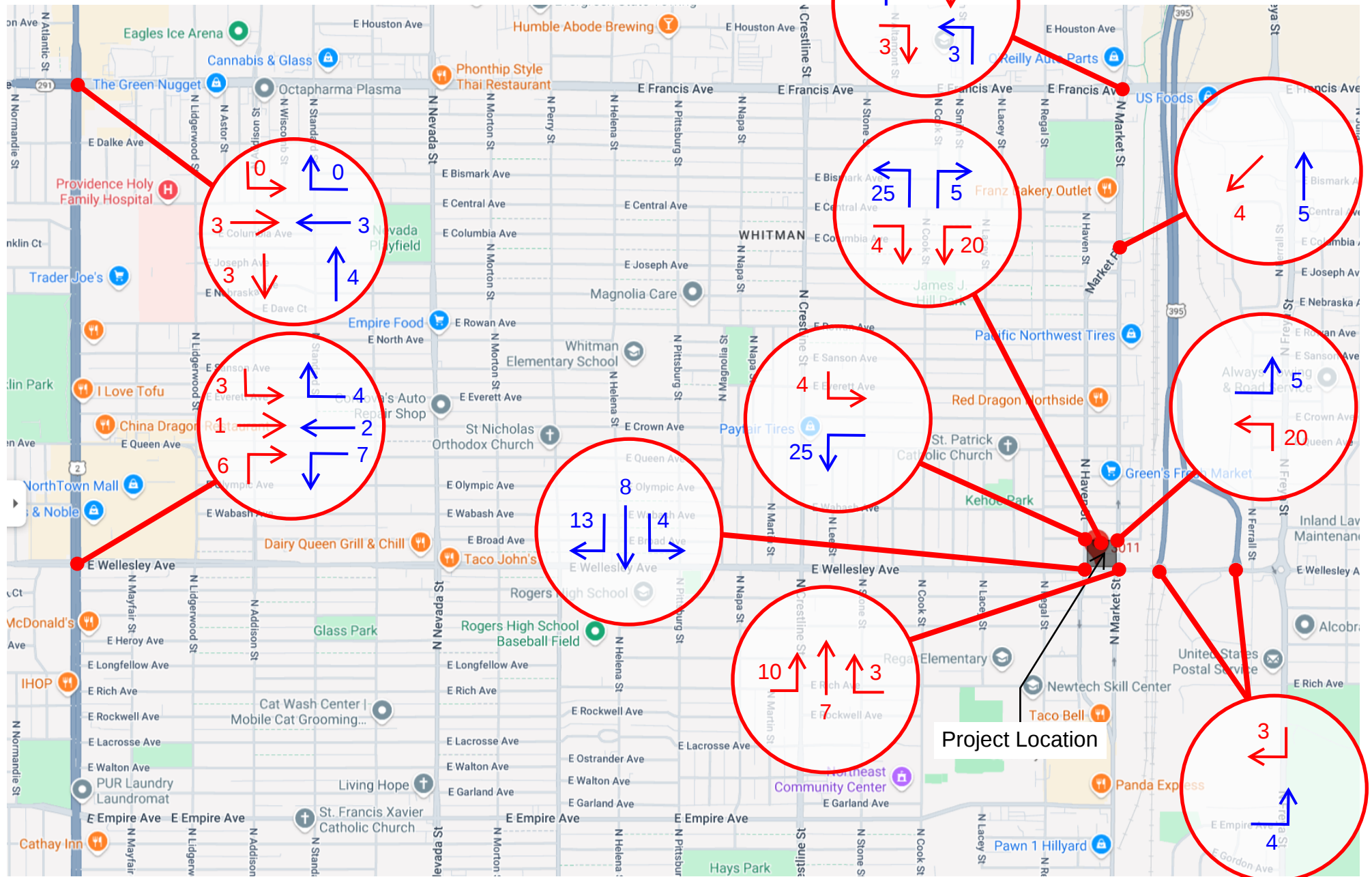
Trip Distribution - PM Peak Hours

- 25 Entering Trips (Red)
- 26 Exiting Trips (Blue)



Trip Distribution - AM Peak Hours

- 24 Entering Trips
- 30 Exiting Trips



Appendix IV



LEGEND

CONSTRUCTION LIMITS

PROPERTY LINE

VERTICAL CURBING PER DETAIL

CURB & GUTTER PER DETAIL

CONCRETE LANDSCAPE EDGING PER DETAIL

COORDINATE POINT
-TOP NUMBER NORTHING
-BOTTOM NUMBER EASTING

P.O.B.
POINT OF BEGINNING FOR COORDINATE ESTABLISHMENT

2ND POINT
SECOND POINT FOR COORDINATE ESTABLISHMENT

ADA SIGN POST BASE PER DETAIL 51.1.51

SITE LIGHT POLE LOCATE PER THIS SHEET. SEE ELECTRICAL FOR ADDITIONAL INFO

GENERAL NOTES

1. ESTABLISH SITE LAYOUT GRID FROM POINT OF BEGINNING (P.O.B.) AT CORNER OF EXISTING BUILDING FOUNDATION WITH AN ASSUMED COORDINATE OF N:000.00', E:000.00' (VERIFY). ESTABLISH 2ND POINT AT THE INTERSECTION OF A ST. AND 3RD AVE. CENTERLINES AT 494.28', S 89D 23' 17" E FROM THE P.O.B. WITH AN ASSUMED COORDINATE OF N:000.00' E:000.00' (VERIFY).

2. REFER CLOSELY TO BUILDING LAYOUT DRAWINGS IN RELATION TO SITE LAYOUT ITEMS. CONTRACTOR TO VERIFY LISTED DIMENSIONS PRIOR TO CONSTRUCTION.

3. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF ANY DEMOLITION OR CONSTRUCTION OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR ADJACENT PROPERTY SHALL BE CONTRACTOR'S RESPONSIBILITY.

4. COORDINATE INSTALLATION OF ELECTRICAL AND IRRIGATION CONDUIT AND SLEEVES WITH RESPECTIVE CONTRACTORS.

5. CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION STAKING.

6. ALL DIMENSIONS ARE TO FACE OF CURB, EDGE OF WALK, EDGE OF PAVEMENT, EDGE OF FOUNDATION, EDGE OF WALLS OR CENTER OF POST.

7. CONTRACTOR RESPONSIBLE FOR ANY DAMAGE TO NEW OR EXISTING IMPROVEMENTS INCLUDING LANDSCAPE AREAS AS A RESULT OF CONSTRUCTION ACTIVITIES.

8. REFER TO PHASING PLAN FOR SITE WORK PHASING AND ALTERNATES, AND COORDINATION WITH WORK BY OTHERS.

9. THE LOCATION OF SITE FURNISHINGS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT.

LAYOUT KEYED NOTES

SYMBOL	DESCRIPTION	DETAIL
L-01	INSTALL 8" HIGH IRON FENCE AS SPECIFIED.	
L-02	EXTEND NEW FENCE TO WITHIN 4" OF BUILDING CORNER	
L-03	INSTALL 48" WIDE GATE WITH PANIC HARDWARE	/
L-04	INSTALL 36" WIDE GATE WITH PANIC HARDWARE	/
L-05	ADA ACCESSIBLE STALLS W/ SHARED AISLE & ASSOCIATED SIGNAGE PER DETAIL.	/
L-08	CONCRETE STAIR AND CHEEKWALL W/ HANDRAILINGS PER DETAIL	/
L-09	INSTALL RAMP AND RAILING PER DETAIL	
L-10	INSTALL ELECTRICAL VEHICLE CHARGING STATION. SEE ELECTRICAL	
L-11	INSTALL RECEPTACLE READY FOR EV CHARGING STATION. SEE ELECTRICAL	
L-12	INSTALL CONDUIT IN BOX TO ALLOW FOR EV CHARGING CAPABILITY. SEE ELECTRICAL	
L-13	INSTALL PARKING LOT STRIPING PER DETAIL(TYP)	/
L-14	INSTALL CURB END PER DETAIL	/
L-15	INSTALL SWALE BASIN PER DETAIL.	/
L-16	INSTALL WHEEL STOP PER DETAIL (TYP)	/
L-17	INSTALL TREE GRATE AS SPECIFIED AND PER DETAIL	
L-18	INSTALL (4) BENCHES AS SPECIFIED AND PER MANUFACTURERS WRITTEN INSTRUCTION (TYP)	
L-19	INSTALL LEANING BENCHES AS SPECIFIED AND PER MANUFACTURER'S WRITTEN INSTRUCTIONS (TYP)	
L-20	INSTALL LOW PLANTER FENCING AS SPECIFIED AND PER DETAIL	
L-27	INSTALL CURB INLET PER DETAIL	/
L-28	INSTALL STANDARD VERTICAL CURB PER DETAIL	/
L-29	INSTALL CURB AND GUTTER PER DETAIL	
L-30	INSTALL TRASH ENCLOSURE WALLS PER DETAIL	
L-32	INSTALL ADA SIGNAGE PER DETAIL	
L-33	INSTALL SIGNAGE THAT READS " DROP OFF PARKING ONLY. 10 MINUTE PARKING" PER DETAIL	
L-34	NEW CONCRETE TO MEET AND MATCH EXISTING CONCRETE PER DETAIL	
L-35	INSTALL 10' TALL CMU BLOCK WALL PER DETAIL. RETURN WALL TO WITHIN 4" OF ADJACENT BUILDINGS WALLS	
	INSTALL 4"-6" RIVER COBBLE INSET IN CONCRETE PER DETAIL	
	INSTALL ASPHALT PER DETAIL	
	INSTALL REINFORCED CONCRETE PER DETAIL	
	INSTALL CONCRETE FLATWORK PER DETAIL	

NOT FOR CONSTRUCTION

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MORRISON & MAIERLE

ELECTRICAL ENGINEER
MORRISON & MAIERLE

NORTHEAST PUBLIC DEVELOPMENT ASSOCIATION

CITY OF SPOKANE

xxx WELLESLEY, SPOKANE, WA 99XXX

LAYOUT PLAN

PROJECT NO. 24062

DESIGNED BY NM

DRAWN BY NM

ISSUE DATE 08/29/2025

PHASE 100% DD SET

CHECKED BY BPO

REVISION

SHEET NO.

L1.20