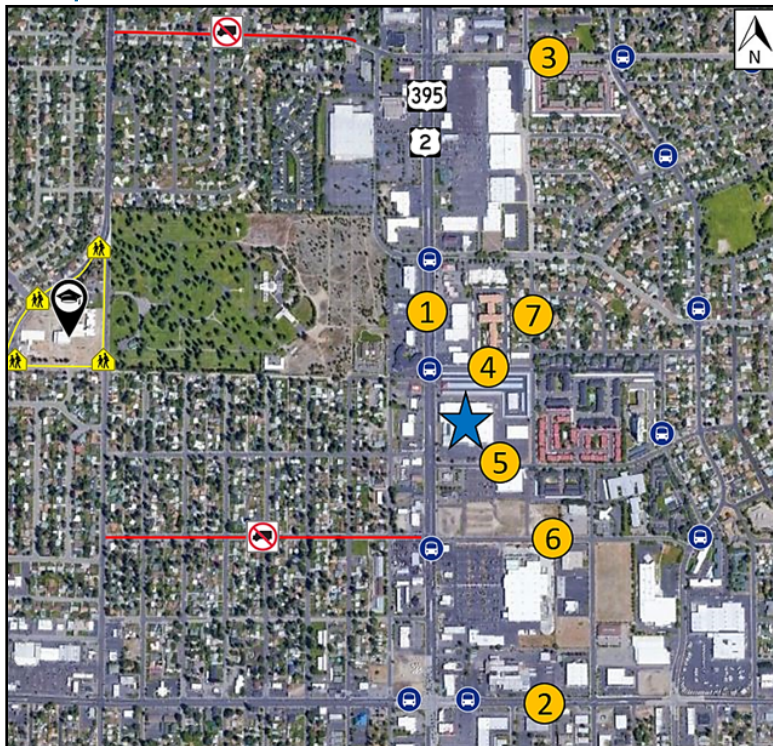


TRAFFIC ASSESSMENT

Date: September 11, 2020
Re: Delivery Station
 6902 N. Division Street
 Spokane, WA 99208

The site is a proposed delivery station located on Division Street in Spokane, Washington. The facility is planned to occupy an existing 136,000 square foot (SF) industrial building. Access to the site will be provided via six existing driveways along four roads. Parking will be available on site and at a nearby offsite parking lot less than 400 feet south of the facility. See Attachment A for the site plan. The proposed delivery station is expected to generate a total of 938 trips per day. During the morning and evening commuter peak hours the site is expected to generate less than 65 trips. See Attachment B for the proposed traffic schedule.

Transportation Network



The transportation network in the vicinity of the site features a combination of local roads, arterials, and freeway facilities. N. Division Street is a 6-lane arterial facility providing direct access to the site via two existing driveways. E. Wedgewood Avenue and N. Colton Street are two lane local roads with three existing driveways providing access to the site. E. Lyons Avenue is a two-lane local road with a center turn lane that provides access to an offsite parking lot via one existing driveway.

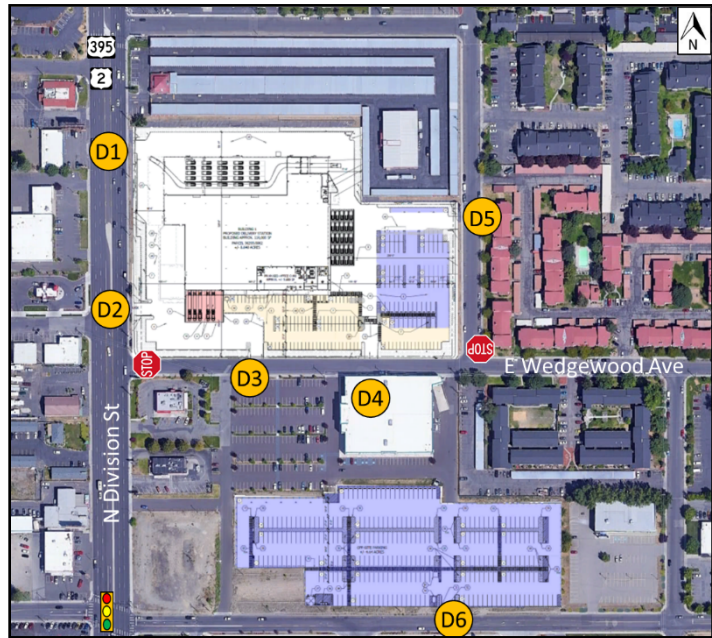
The following table summarizes information on the existing roadway facilities. The Average Annual Daily Traffic (AADT) volume, which is the average number of vehicles two-way passing at a given location, is also included and each corresponding count location is illustrated on the project vicinity map.

| Map # | Route | Cross Section | Capacity | AADT ¹ | Available | Status |
|-------|--------------------|------------------|----------|-------------------|-----------|----------------|
| 1 | N. Division Street | 6-Lane Divided | 59,900 | 44,400 | 15,500 | Under Capacity |
| 2 | E. Francis Ave. | 4-Lane Divided | 33,800 | 22,400 | 11,400 | Under Capacity |
| 3 | E. Lincoln Road | 4-Lane Undivided | 25,350 | 9,200 | 16,150 | Under Capacity |
| 4 | E. Weile Ave. | 2-Lane Undivided | 10,920 | N/A | N/A | N/A |
| 5 | E. Wedgewood Ave. | 2-Lane Undivided | 10,920 | N/A | N/A | N/A |
| 6 | E. Lyons Avenue | 2-Lane Undivided | 10,920 | 6,400 | 4,520 | Under Capacity |
| 7 | N. Colton Street | 2-Lane Undivided | 10,920 | N/A | N/A | N/A |

¹Average Annual Daily Traffic in vehicles per day; City of Spokane 2017 Traffic Flow Map

Site Access

Six existing driveways provide access to the site along N. Division Street, E. Wedgewood Avenue, N. Colton Street, and E. Lyons Avenue. The two driveways along N. Division Street accommodate exiting vans at the northern-most driveway (D1) and entering trucks at the southern driveway (D2). Both driveways have full access and no signalization. A center turn lane is provided along N. Division Street which will aid in accommodating turning vehicles into and out of the site. N. Division Street is operating below capacity; however, exiting vans may have difficulty turning left across the 6-lane facility. The two driveways along E. Wedgewood Avenue (a wide, two-lane local road) will accommodate exiting trucks (D3) and associate entrance/exit (D4). Both driveways have full movement access. Driveway D5 will accommodate van entry along N. Colton Street, also a wide two-lane local road. This driveway allows for full movement access. The offsite parking lot will have access at an existing driveway (D6) on E. Lyons Avenue for van entry and exit. Overall, site traffic should not have difficulty entering and exiting the site.



Parking

The main lot will provide 117 passenger vehicles and 68 van parking spaces (185 total). Another 256 van spaces will be provided in the vacant lot to the south. A total of 441 spaces are proposed.

Delivery Operations

Delivery stations power the last mile of the order fulfillment process and help speed up deliveries for customers. Packages are transported to delivery stations via trailer trucks (18 wheelers) from neighboring fulfillment and sortation centers, are sorted and loaded into delivery vehicles.

Delivery stations operate 24/7 to support delivery of packages to customer locations between 11:00 AM and 9:00 PM. At our proposed Spokane, WA facility, 14-line haul trucks delivering packages to the delivery station are anticipated each day, primarily between the hour of 10:00 PM to 8:00 AM. The customer packages are sorted, picket to the delivery routes, placed into moveable racks and stages for dispatch. Approximately 54 associates and 18 managers support this operation and the shift structure is designed between 2:00 AM and 12:30 PM to mitigate traffic impact during rush hour periods. Additionally, there will be approximately 22 managers and dispatchers supervising the delivery operations, arriving at 6:00 AM and departing at 2:30 PM followed by another shift of dispatchers arriving at 1:30 PM and departing at 10:00 PM.

Delivery associates arrive at approximately 9:20 AM, park their personal vehicles offsite, pick up their delivery vans and drive to the delivery station. Starting at 9:50 AM and ending at 11:10 AM, 153 delivery vans will load and depart from the delivery station at a rate of 50 vans every 20 minutes to facilitate a regulated traffic flow into the surrounding area. The 1st wave of delivery vans leaves at 10:10 AM. The departure window is designed to mitigate impact on rush hour periods. Approximately 8-10 hours after dispatch, delivery routes are completed, and the vans return to the station between 7:10 PM and 9:10 PM. The drivers park the delivery van at the offsite location and leave using a personal vehicle or public transit.

The delivery station will also use Flex drivers to deliver packages from this location. It is anticipated that approximately 40 traditional passenger vehicles, staggered between 4:30 PM and 6:00 PM, will enter the facility. These Flex vehicles will load and depart every 15 minutes.

Lastly, approximately 21 associates will work in the delivery station between 12:00 PM and 10:30 PM to support the Flex and DSP drivers as they return to the station. After the check out and release of all delivery vehicles by 9:40 PM, delivery station associates prepare the delivery station for the next day's packages.

Trip Generation

The distribution facility is planned to occupy 136,000 SF of an existing commercial building that was previously a Lowe's Building Materials and Lumber Store. The table below provides a comparison of trips generated by the existing land uses versus the delivery station. The delivery station is expected to generate significantly less daily and peak hour trips than the previous use.

| Land Use | Source | Intensity | Daily | AM Peak Hour | | | PM Peak Hour | | |
|-------------------------------------|------------------------|------------|---------------|--------------|------------|-------------|--------------|-------------|-------------|
| | | | | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Building Materials and Lumber Store | ITE ¹ | 136,000 SF | 2,454 | 135 | 79 | 214 | 132 | 148 | 280 |
| Delivery Station | User Data ² | | 938 | 1 | 1 | 2 | 41 | 20 | 61 |
| Difference | | | -1,516 | -134 | -78 | -212 | -91 | -128 | -219 |

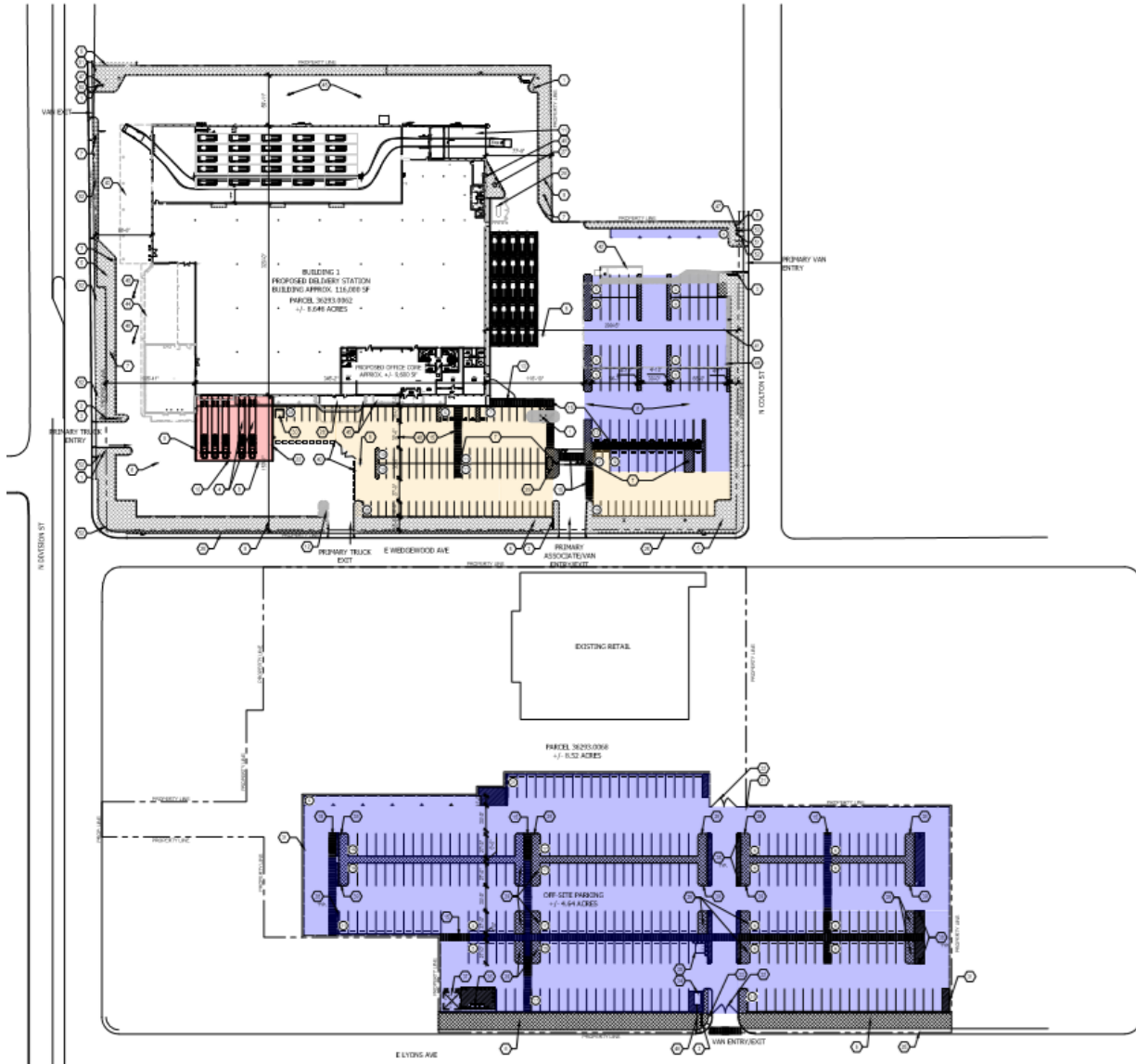
¹Institute of Transportation Engineers (ITE) Land Use Code 812 – Building Materials and Lumber Store

²Delivery Station – Proposed Traffic Schedule

Conclusion

When comparing the new site traffic with the rates and equations in the ITE Trip Generation Manual, 10th Edition, the new distribution facility will generate fewer trips than the previous use. As a result, a traffic impact study is not recommended.

Attachment A: Site Plan



PARKING INFORMATION

| PARKING | PROPOSED ON-SITE (36293.0062) | PROPOSED OFF-SITE (36293.0068) |
|----------------------------------|----------------------------------|-----------------------------------|
| ASSOCIATE SPACES | 112 | - |
| ADA SPACES | 5 | - |
| TOTAL ASSOCIATE SPACES (8'x18') | 117 | - |
| TOTAL VAN/FLEET SPACES (11'x27') | 68 | 256 |
| TOTAL PARKING | 185 | 256 |
| TRAILER/BOX TRUCK LOADING | 5 | - |

Attachment B: Proposed Traffic Schedule

| | Autos | | | Trucks | | | Vans | | | Total | | |
|--------------|------------|------------|------------|-----------|-----------|-----------|------------|------------|------------|------------|------------|------------|
| Time | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total |
| 00:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 |
| 01:00 | 65 | 0 | 65 | 0 | 1 | 1 | 0 | 0 | 0 | 65 | 1 | 66 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:00 | 20 | 0 | 20 | 1 | 1 | 2 | 0 | 0 | 0 | 21 | 1 | 22 |
| 06:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 09:00 | 75 | 0 | 75 | 1 | 0 | 1 | 0 | 0 | 0 | 76 | 0 | 76 |
| 10:00 | 63 | 0 | 63 | 0 | 1 | 1 | 0 | 150 | 150 | 63 | 151 | 214 |
| 11:00 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 3 | 7 |
| 12:00 | 0 | 65 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 65 |
| 13:00 | 35 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 35 |
| 14:00 | 0 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 40 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 40 |
| 16:30 | 0 | 20 | 20 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 20 | 21 |
| 17:00 | 0 | 20 | 20 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 21 | 21 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 15 | 15 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 16 | 17 |
| 19:00 | 0 | 36 | 36 | 1 | 1 | 2 | 78 | 0 | 78 | 79 | 37 | 116 |
| 20:00 | 0 | 92 | 92 | 1 | 1 | 2 | 75 | 0 | 75 | 76 | 93 | 169 |
| 21:00 | 0 | 10 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 10 | 11 |
| 22:00 | 0 | 24 | 24 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 25 | 26 |
| 23:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 |
| Total | 302 | 302 | 604 | 14 | 14 | 28 | 153 | 153 | 306 | 469 | 469 | 938 |