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May 29, 2024  
W.O. No. 2441

Inga Note, P.E., P.T.O.E., Senior Traffic Planning Engineer  
City of Spokane  
808 W Spokane Falls Blvd.  
Spokane, WA 99201

**RE: Trip Distribution Letter for Excelsior Comprehensive Plan Amendment**

Dear Inga:

I have been contacted by Dwight Hume, Land Use Solutions and Entitlement, as a representative for Excelsior Wellness to complete a comprehensive plan amendment (CPA) for their property on Indian Trail Road. Mr. Hume has asked Sunburst Engineering to complete a trip generation and distribution letter to supplement the application of the comprehensive plan amendment, which will affect parcel numbers 26262.0054, 26262.0010, 26262.0018, 26262.0055, and 26262.0048. This is a non-project action, therefore, no site plan is associated with it. This parcel lies in Spokane, on the northeast side of Indian Trail Road at 3754 W Indian Trail Road. This site has a significant amount of Indian Trail Road frontage, and there are currently two driveways to Indian Trail Road. The general location of the parcels which are part of the CPA is shown on the attached Figure 1. The site is currently zoned R 4-10. The proposed zoning falls under the CB and is a variety of zoning categories, including R-1, Open Space, R 15-30, RMS, GC and CB-55.

The parcels which are the subject of this comprehensive plan amendment, are all owned Excelsior Wellness. At the current time there are a number of buildings on the site which facilitate the mission of Excelsior including on-site residential dorm-type facilities, and treatment buildings. The CPA site is approximately 31 acres. The existing zoning (R4-10) will remain in place on 0.7± acres, but the comprehensive plan amendment is being proposed to facilitate development on the rest of the site. The land uses will include a mix of moderate residential (RMF) zoning (21.1 acres), general commercial (CB-55) (6.8 acres), which includes some of the existing buildings, and conservation open space (RSF/R1) (2.8 acres) on some of the steeper portions of the site. The existing site is zoned R4-10 / R1. At the present time, the entire site is in the "Low Density Residential" comprehensive plan category, and the proposal is to move it into the aforementioned categories.

There are no firm plans for changes to this site, and the existing facilities are likely to remain on the site. Changing the comprehensive plan to the proposed categories allow development of many residential options with retail options within walking distance of the residential uses on the site, while also located and oriented to the automobile traffic on Indian Trail Road.

The *Trip Generation Manual, 11th Edition*, (TGM) published by the Institute of Transportation Engineers has compiled the trip making characteristics of many land use categories (LUC). The existing zoning would allow 10 units per acre, which for the 21.4 acre portion would allow 214 dwelling units to be developed. The anticipated trip generation under this development scenario is shown on the following table and assumes the site would develop into single family detached housing (LUC 210).

**Table 1 - Trip Generation Characteristics for Housing under Existing Zoning**

Units	A.M. Peak Hour			P.M. Peak Hour			ADT
	Vol @ 0.70 Trips per Unit	Directional Distribution		Vol @ 0.94 Trips per Unit	Directional Distribution		
		25% In	75% Out		63% In	37% Out	
214	150	37	113	201	127	74	2,018

ADT - Average Daily Trip Ends

With the change, a variety of housing options will be allowed. The present thinking is that 314 dwelling units would be developed with 180 units of multi-family, 40 units of senior adult housing - multifamily, 10 units for young adults, 24 units planned for families, and 100 general mixed use (general) housing. The multi-family units are expected to be in four story buildings with traffic characteristics listed in LUC 221. The traffic associated with the senior adult housing - multifamily is listed in LUC 252. The rest of the housing is expected to be in the upper floors of buildings with retail / office space on the ground floor with traffic characteristics from LUC 230. It is assumed the retail / office space would total at least 25,000 s.f. Table 2 shows the traffic expected from each of these three land use categories, as well as the total traffic expected under this development scenario.

**Table 2 - Trip Generation Characteristics for Housing under Future Zoning**

LUC / # Units	A.M. Peak Hour			P.M. Peak Hour			ADT Total
	Total	Directional Distribution		Total	Directional Distribution		
		# In	# Out		# In	# Out	
221 / 180	67	15	52	70	43	27	817
252 / 40	8	3	5	10	6	4	130
230 / 134	76	~30	~46	62	~35	~27	~710
Total	151	48	103	142	84	58	1,657

Comparing Table 1 with Table 2, the Comprehensive Plan Amendment is likely to affect overall maximum traffic volumes in the following ways.

A.M. peak hour: 1 additional trips  
P.M. peak hour: 59 fewer trips  
ADT: 361 fewer trips

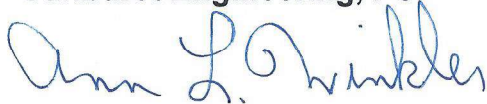
As such, there are no traffic impacts caused by approving this CPA.

Bus service is available on Indian Trail Road. Sidewalks are present within the surrounding area. Bicycling is allowed on the surrounding public streets.

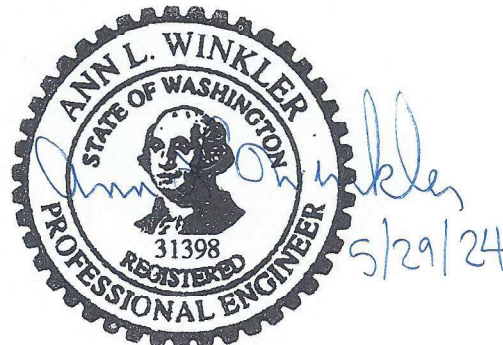
As for the distribution of traffic from the site, the vast majority of traffic will go to Francis Avenue, as shown on Figure 3. This distribution is pictorially depicted on the attached figure. Most of the traffic is expected to come from residents in the greater "North Side" area, but very little is expected from the areas further north on Indian Trail. Note that this does not include pass-by trips, which could be plentiful, given the location of this site.

After the comprehensive plan amendment is approved, a project may come forward on this parcel and a site plan would be developed at that time. Since SEPA is likely to be triggered then, the project specific traffic characteristics would be examined at that time. In addition to the general topics covered in a traffic study, it is expected that an analysis of the need for left and/or right turn lanes should be included at that time. I look forward to your review of the information in this letter and please let me know if you have any questions.

Sincerely,  
**Sunburst Engineering, PS**



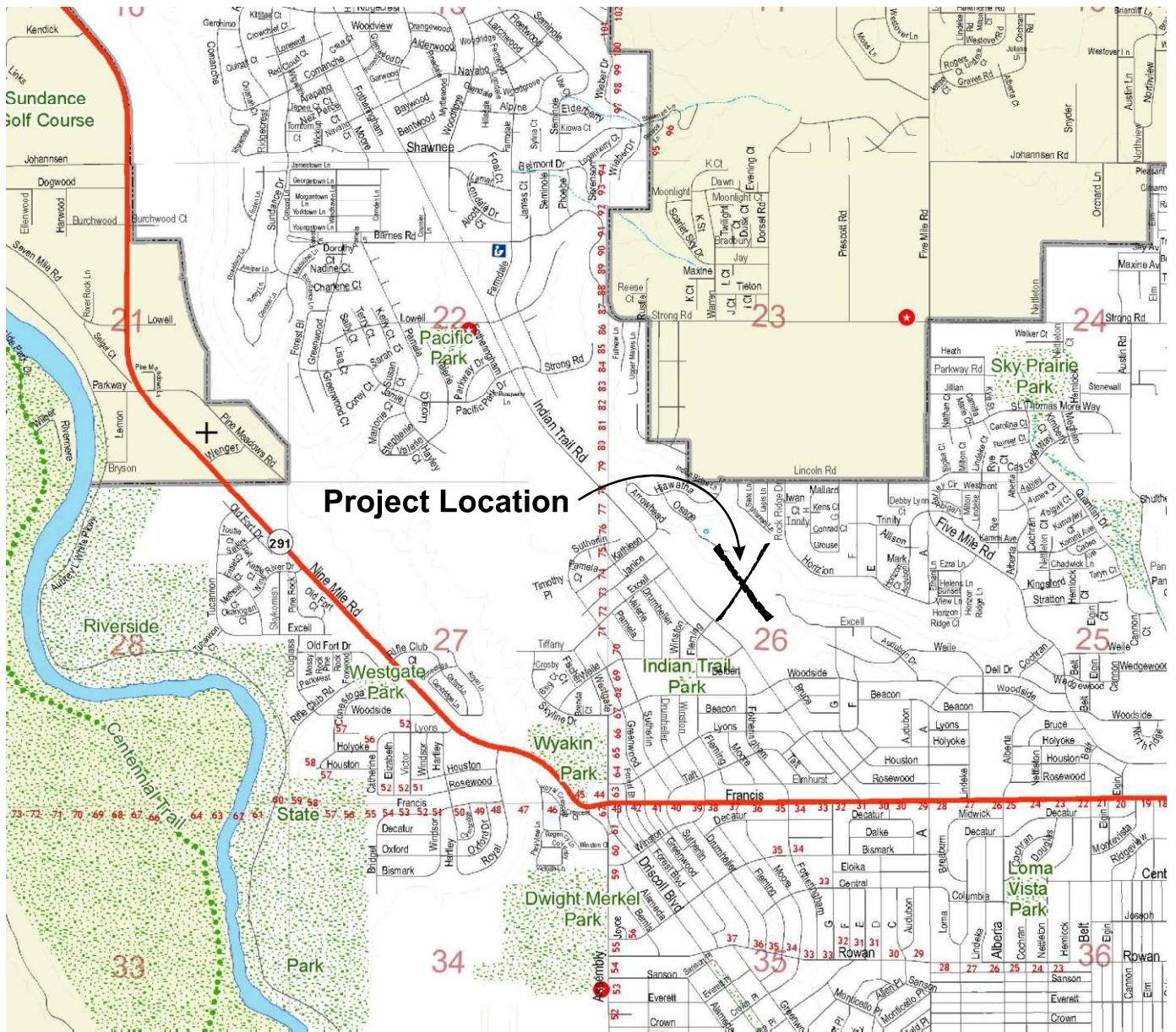
Ann L. Winkler, P.E.  
Traffic Engineer



encl.

cc: Dwight Hume, Land Use Solutions & Entitlement, LLC  
file

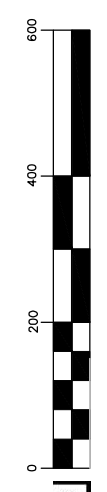
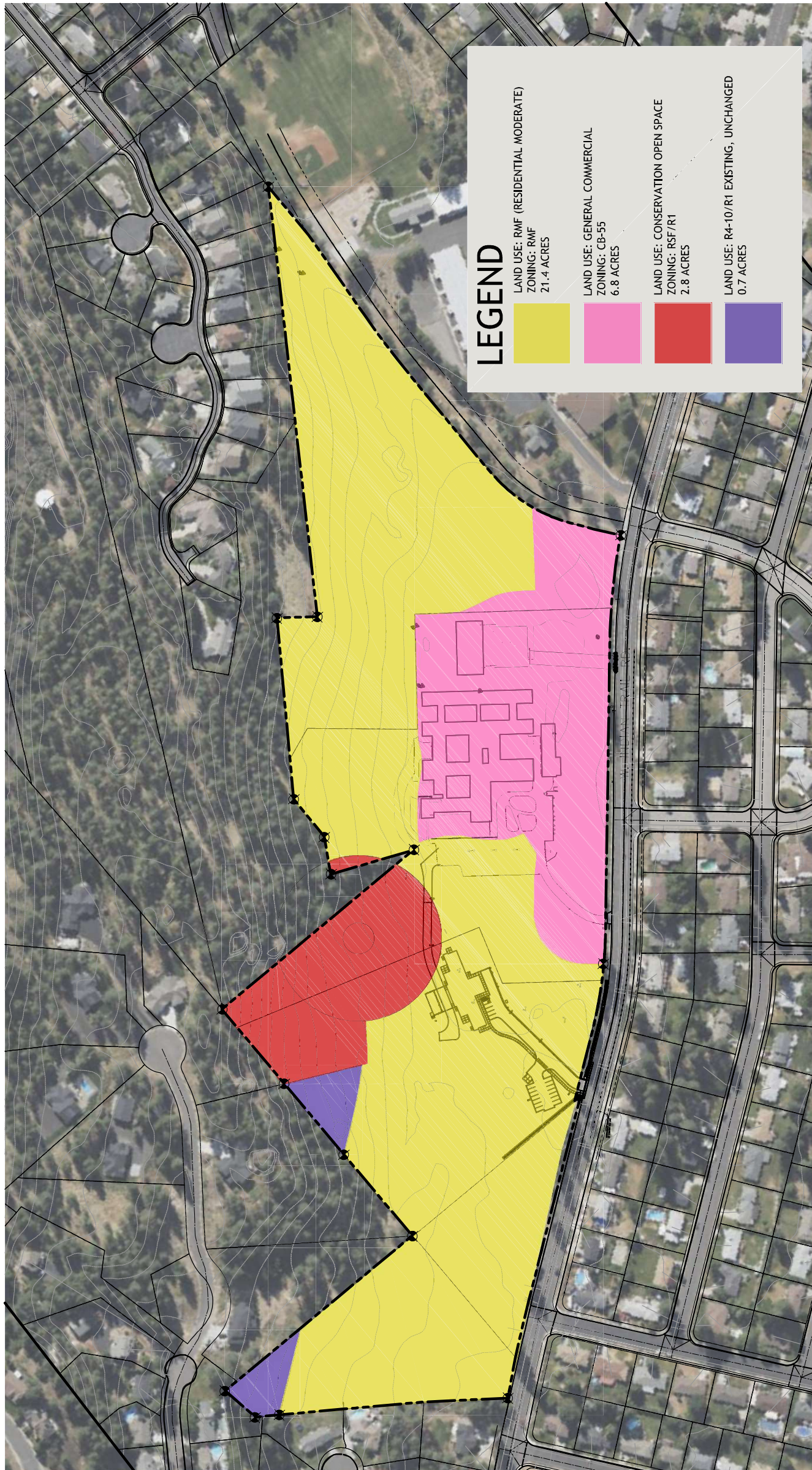




**Project Location**







**Bernardo Wills**

**1 EXCELSIOR WELLNESS COMPREHENSIVE PLAN AMENDMENT REVIEW**

SCALE: 1" = 200'-0" @ 11X17" (FULL SIZE) | 1" = 400'-0" @ 5.5"x8.5" (HALF SIZE)

Graphic Provided by BWA



