

**CITY OF SPOKANE VALLEY
SPOKANE COUNTY, WASHINGTON
ORDINANCE NO. 22-005**

**AN ORDINANCE OF THE CITY OF SPOKANE VALLEY, SPOKANE COUNTY,
WASHINGTON ADOPTING THE SOUTH BARKER CORRIDOR TRANSPORTATION
IMPACT FEE RATE STUDY ADDENDUM AND THE MIRABEAU AND NORTH PINES
ROAD SUBAREA TRANSPORTATION IMPACT FEE RATE STUDY ADDENDUM,
AND OTHER MATTERS RELATING THERETO.**

WHEREAS, the City of Spokane Valley (City) adopted a Comprehensive Plan establishing the intent to utilize available funding sources to pay for capital improvements necessary as a result of new growth within the City, including use of impact fees for new developments to pay a proportionate share of the cost of new facilities needed to serve such growth; and

WHEREAS, the Comprehensive Plan contains a complete description of the existing level of service for transportation facilities and the impacts for future growth on that level of service; and

WHEREAS, the City Council desires to ensure that those transportation facilities necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use, or shortly thereafter, without decreasing current service levels below established minimum standards for the City; and

WHEREAS, the City is authorized to adopt, impose, and collect transportation impact fees pursuant to RCW 82.02.050 through 82.02.110 and WAC 365-196-850; and

WHEREAS, on December 15, 2020, the City of Spokane Valley adopted Chapter 22.100 SVMC to establish and collect transportation impact fees as provided by adopted impact fee rate studies and the Master Fee Schedule; and

WHEREAS, the City's transportation impact fees are set forth in the Master Fee Schedule pursuant to SVMC 17.110.010; and

WHEREAS, on December 15, 2020, the City of Spokane Valley adopted the South Barker Corridor Transportation Impact Fee Rate Study to establish the rates in the Master Fee Schedule; and

WHEREAS, on July 13, 2021, the City of Spokane Valley adopted the Mirabeau and North Pines Road Subarea Transportation Impact Fee Rate Study to establish the rates in the Master Fee Schedule; and

WHEREAS, in February, 2021, the City completed an update to the transportation impact fee rate studies for the South Barker Road, Mirabeau, and North Pines Road Subareas (the "Addendum to South Barker Corridor TIF Rate Studies with ITE 11th Edition Trip Generation Rates South Barker Road" and the "Addendum to Mirabeau and North Pines TIF Rate Studies with ITE 11th Edition Trip Generation Rates") based upon the South Barker Corridor Transportation Impact Fee Rate Study and the Mirabeau and North Pines Road Subarea Transportation Impact Fee Rate Study, identifying the transportation impact fee rates for the South Barker Road, Mirabeau, and North Pines Road Subareas; and

WHEREAS, the adoption of these studies enables the imposition and collection of impact fees under Chapter 22.100 SVMC and pursuant to RCW 82.02.050-.110 and WAC 365-196-850; and

WHEREAS, the adoption set forth below is consistent with the goals and policies of the City's Comprehensive Plan.

NOW, THEREFORE, the City Council of the City of Spokane Valley do ordain as follows:

Section 1. Purpose. The purpose of this Ordinance is to adopt the Addendum to South Barker Corridor TIF Rate Studies with ITE 11th Edition Trip Generation Rates South Barker Road and the Addendum to Mirabeau and North Pines TIF Rate Studies with ITE 11th Edition Trip Generation Rates to update the transportation impact fee rates set forth in the Master Fee Schedule pursuant to Chapter 22.100 SVMC.

Section 2. Findings and Conclusions. The City Council hereby makes the following findings:

- A. Pursuant to the Growth Management Act and the Comprehensive Plan, Chapter 22.100 SVMC was adopted enabling the collection of impact fees as assessed in impact fee rate studies based on traffic studies.
- B. The City Council provided opportunity for public comment on this proposed Ordinance and the proposed Addenda identified in Section 1 at each reading of this Ordinance, including on March 22, 2022. The City Council has considered all public comments received.
- C. Compliance with RCW 82.02.050-.110, WAC 365-196-850, and Chapter 22.100 SVMC
 1. The proposed adoption of the Addendum to South Barker Corridor TIF Rate Studies with ITE 11th Edition Trip Generation Rates and the Addendum to Mirabeau and North Pines TIF Rate Studies with ITE 11th Edition Trip Generation Rates enables assessment of impact fees in accordance with the requirements of RCW 82.02.050-.110 and pursuant to Chapter 22.100 SVMC.
 2. The proposed fees are for public street and road system improvements that are reasonably related to the new development, do not exceed the proportionate share of the costs of system improvements that are reasonably related to the new development, and will be used for system improvements that will reasonably benefit the new development within the South Barker Corridor, Mirabeau Subarea, and North Pines Road Subarea, as identified in the Rate Study addenda and the underlying studies.
 3. The Comprehensive Plan contains a complete description of the existing level of service for transportation facilities and the impacts for future growth on that level of service. The City has conducted a comprehensive study and plan of traffic growth and necessary system improvements to support such growth for the Mirabeau and North Pines Road Subareas. Chapters 5 and 10 of the Comprehensive Plan identify use of impact fees as a funding source for necessary improvements.

Section 3. Study Addenda Adoption. The City Council hereby adopts the Addendum to South Barker Corridor TIF Rate Studies with ITE 11th Edition Trip Generation Rates and the Addendum to Mirabeau and North Pines TIF Rate Studies with ITE 11th Edition Trip Generation Rates. The Addendum to South Barker Corridor TIF Rate Studies with ITE 11th Edition Trip Generation Rates is attached to this

Ordinance as Exhibit "A". The Addendum to Mirabeau and North Pines TIF Rate Studies with ITE 11th Edition Trip Generation Rates is attached to this Ordinance as Exhibit "B."


The Addendum to South Barker Corridor TIF Rate Studies with ITE 11th Edition Trip Generation Rates and the Addendum to Mirabeau and North Pines TIF Rate Studies with ITE 11th Edition Trip Generation Rates are incorporated by reference herein and incorporated in Chapter 22.100 SVMC as provided therein.

Except as otherwise modified in the adopted Addenda or herein, the South Barker Corridor TIF Rate Study and the Mirabeau and North Pines TIF Rate Study remain valid and in full force and effect.

Section 4. Severability. If any section, sentence, clause, or phrase of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance.

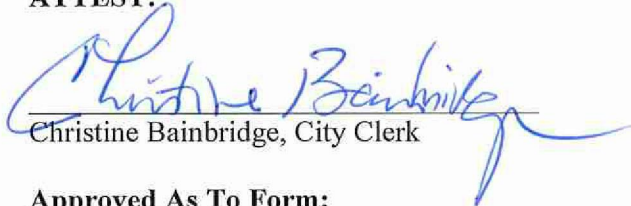
Section 5. Effective Date. This Ordinance shall be in full force and effect five days after publication of this Ordinance or a summary thereof in the official newspaper of the City as provided by law.

PASSED by the City Council this 29th day of March, 2022.



Pam Haley, Mayor

ATTEST:



Christine Bainbridge, City Clerk

Approved As To Form:



Office of the City Attorney

Date of Publication: 4-8-2022
Effective Date: 4-13-2022

Memorandum

Date: February 25, 2022
To: Jeremy Clark, City of Spokane Valley
From: Patrick Picard, Arnav Duarah, and Chris Breiland, Fehr & Peers
Subject: **Addendum to South Barker Corridor TIF Rate Studies with ITE 11th Edition Trip Generation Rates**

DN21-0719

Summary

This memo serves as an addendum to the South Barker Corridor Transportation Impact Fee Rate Study for City of Spokane Valley, providing revised trip rates based on updated trip generation rates from the recently released 11th Edition of the ITE Trip Generation Manual. The following tables reflect the updated trip rates and effectively supersede the corresponding tables in the existing report. All other aspects of the existing TIF Rate Study, including the estimated project costs, forecast land use growth, and general methodology remain unchanged. This memo simply provides the updated TIF rates based on the most current published ITE trip generation rates.

Updated Tables

The following tables have been updated based on the 11th Edition of the ITE Trip Generation Manual and reflect the current TIF rates by which the City of Spokane Valley would assess developer impact fees in the South Barker Corridor TIF area. The updated cost per PM peak trip in the South Barker Corridor TIF area of Spokane Valley is \$1,153, which compares to \$1,272 in the previous version of the study dated September, 2020. The decrease in cost is due primarily to an increase in the ITE trip rates for General Office Building and Medical Clinic between the 10th Edition and 11th Edition of the ITE Trip Generation Manual, which increased the forecast growth in PM peak trips from 2,857 to 3,154.



Table 2 Updated

Table 2. Growth in Study Area PM Peak Hour Vehicle Trips (2015-2040)

SRTC Land Use (LU)	2015-2040 LU Growth	Unit of Measure	ITE Code	ITE Description	ITE Average Trip Rate ¹ (PM peak hr.)	Growth in Trips (LU growth x trip rate)
Single Family Residential	917	Dwelling Units	210	Single-Family Detached Housing	0.94	862
Multi-Family Residential	1,070	Dwelling Units	220	Multifamily Housing (Low-Rise)	0.51	546
Hotel/Motel	200	Rooms	310	Hotel	0.59	118
Agriculture, Forestry, Mining, Industrial, Manufacturing, Wholesale	0	Employees	N/A	N/A	N/A	0
Retail Trade (Non-Central Business District)	280	Employees	820	Shopping Center	1.80	504
Services and Offices	654	Employees	710	General Office Building	0.45	294
Finance, Insurance, and Real Estate Services (FIRES)	62	Employees	710	General Office Building	0.45	28
Medical	503	Employees	630	Clinic	1.47	739
Retail Trade (CBD)	0	Employees	N/A	N/A	N/A	0
Education Employees	35	Employees	520	Elementary School	1.78	62
University Employees	0	Employees	N/A	N/A	N/A	0
Total Growth in PM Peak Hour Trips						3,154²

1. ITE Trip Generation Manual, 11th Edition; average trip rate of adjacent street traffic 4-6 PM was used for all land uses given growth will occur among developments of various sizes.

2. Estimated growth in trips differ from the findings in the *South Barker Corridor Study* because estimates in this study are based on the ITE trip generation rates as opposed to trip growth outputs of the SRTC regional travel demand model.



Table 5 Updated

Table 5. Impact Fee Schedule

City of Spokane Valley South Barker Corridor Transportation Impact Fee Rate Schedule						
ITE Code	ITE Land Use Category	PM Peak Vehicle Trip Rate ¹	Passby % ²	Adjusted Trips per Unit of Measure ³	Impact Fee Per Unit ⁴ @ \$1,153 per PM Peak Vehicle Trip	
210	Single Family & Duplex	0.94	0%	0.94	\$1,084	per dwelling unit
220	Multi-Family (Low-Rise) - Not Close to Rail Transit	0.51	0%	0.51	\$588	per dwelling unit
310	Hotel (3 or More Levels)	0.59	0%	0.59	\$680	per room
520	Elementary School	1.78	0%	1.78	\$2,052	per employee ⁵
630	Medical Clinic	0.00369	0%	0.00369	\$4.25	per sq ft
710	General Office	0.00144	0%	0.00144	\$1.66	per sq ft
820	Shopping Center	0.0034	29%	0.00241	\$2.78	per sq ft

¹ ITE Trip Generation Manual (11th Edition): 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (weekday 4-6PM); This worksheet represents only the generalized land uses in the SRTC regional travel demand model and is NOT all-inclusive; see Table 6 for a wider variety of uses; Projects with land uses not in Table 5 or 6 shall prepare a trip generation and distribution letter and will be responsible for a fee based on \$1,153 per PM peak hour trip.

² Pass by rates were updated based on the Pass-By Data and Rate Tables/2021 Pass-By Tables for ITETripGen Appendices, 11th Edition

³ PM peak trip rate excluding passby trips

⁴ sq ft = square feet, room = available hotel/motel room

⁵ ITE also includes a student-based trip rate which may be used if approved by Spokane Valley

Table 6 Updated

Table 6. Expanded Impact Fee Schedule

City of Spokane Valley South Barker Corridor Transportation Impact Fee Rate Schedule							
Land Use Group	ITE Code	ITE Land Use Category	PM Peak Vehicle Trip Rate ¹	Passby % ²	Adjusted Trips per Unit of Measure ³	Impact Fee Per Unit ⁴ @ \$1,153 per PM Peak Vehicle Trip	
Residential	210	Single Family & Duplex	0.94	0%	0.94	\$1,084	per dwelling unit
	220	Multi-Family (Low-Rise) - Not Close to Rail Transit	0.51	0%	0.51	\$588	per dwelling unit
Services	310	Hotel (3 or More Levels)	0.59	0%	0.59	\$680	per room
	492	Health Club	0.00345	0%	0.00345	\$3.98	per sq ft
	912	Bank	0.02101	35%	0.01366	\$15.74	per sq ft
Institution	520	Elementary School	1.78	0%	1.78000	\$2,052	per employee ⁵
	522	Middle School	1.94	0%	1.94000	\$2,236	per employee ⁵
	525	High School	1.61	0%	1.61000	\$1,856	per employee ⁵
Restaurant	975	Drinking Establishment	0.01136	43%	0.00648	\$7.46	per sq ft
	934	Fast Food Restaurant (with drive-thru)	0.03303	55%	0.01486	\$17.13	per sq ft
	938	Coffee Shop with Drive-Thru (no indoor seating)	15.08	89%	1.65880	\$1,912	per drive-thru lane
Retail	820	Shopping Center	0.0034	29%	0.00241	\$2.78	per sq ft
	841	Automobile Sales - Used/New	0.00375	0%	0.00375	\$4.32	per sq ft
	945	Convenience Store/Gas Station -GFA(4-5.5k)	22.76	66%	7.74	\$8,921	per pump
Industrial	110	Light Industry/High Technology	0.00065	0%	0.00065	\$0.75	per sq ft
	140	Manufacturing	0.00074	0%	0.00074	\$0.85	per sq ft
	150	Warehousing	0.00018	0%	0.00018	\$0.21	per sq ft
	151	Mini-Storage	0.0168	0%	0.01680	\$19.37	per storage unit
Office	710	General Office	0.00144	0%	0.00144	\$1.66	per sq ft
	720	Medical Office / Clinic	0.00393	0%	0.00393	\$4.53	per sq ft
	750	Office Park	0.0013	0%	0.00130	\$1.50	per sq ft

¹ ITE Trip Generation Manual (11th Edition): 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (weekday 4-6PM); This worksheet represents only the most common uses in southeast Spokane Valley and is NOT all-inclusive; Projects with land uses not in Table 5 or 6 shall prepare a trip generation and distribution letter and will be responsible for a fee based on \$1,153 per PM peak hour trip.

² Pass by rates were updated based on the Pass-By Data and Rate Tables/2021 Pass-By Tables for ITETripGen Appendices, 11th Edition

³ PM peak trip rate excluding passby trips

⁴ sq ft = square feet, pump = vehicle fueling position(VFA), room = available hotel room

⁵ ITE also includes a student-based trip rate which may be used if approved by Spokane Valley

Memorandum

Date: February 25, 2022
To: Jeremy Clark, City of Spokane Valley
From: Patrick Picard, Arnav Duarah, and Chris Breiland, Fehr & Peers
Subject: **Addendum to Mirabeau and North Pines TIF Rate Studies with ITE 11th Edition Trip Generation Rates**

DN21-0719

Summary

This memo serves as an addendum to the Mirabeau & North Pines Road Subarea Transportation Impact Fee Rate Study for City of Spokane Valley, providing revised trip rates based on updated trip generation rates from the recently released 11th Edition of the ITE Trip Generation Manual. The following tables reflect the updated trip rates and effectively supersede the corresponding tables in the existing report. All other aspects of the existing TIF Rate Study, including the estimated project costs, forecast land use growth, and general methodology remain unchanged. This memo simply provides the updated TIF rates based on the most current published ITE trip generation rates.

Updated Tables

The following tables have been updated based on the 11th Edition of the ITE Trip Generation Manual and reflect the current TIF rates by which the City of Spokane Valley would assess developer impact fees in the Mirabeau and North Pines Road Subareas. The updated cost per PM peak trip is \$698 in the Mirabeau Subarea and \$2,195 in the North Pines Road Subarea, which compares to \$716 for the Mirabeau Subarea and \$2,816 for the North Pines Road Subarea in the previous version of the study dated June 2021. The decrease in cost is due primarily to an increase in the ITE trip rates for General Office Building and Medical Clinic between the 10th Edition and 11th Edition of the ITE Trip Generation Manual, which increased the forecast growth in PM peak trips from 1,973 to 2,022 in the Mirabeau Subarea and from 911 to 1,169 in the North Pines Road Subarea.



Table 2 Updated

Table 1. Growth in Mirabeau TIF Area PM Peak Hour Vehicle Trips (2015-2040)

Land Use (LU)	2015-2040 LU Growth	Unit of Measure	ITE Code	ITE Description	ITE Average Trip Rate ¹ (PM peak hr.)	Growth in Trips (LU growth x trip rate)
Single Family Residential	65	Dwelling Units	210	Single-Family Detached Housing	0.94	62
Multi-Family Residential	979	Dwelling Units	220	Multifamily Housing (Low-Rise)	0.51	500
Hotel/Motel	150	Rooms	310	Hotel	0.59	89
Retail Trade	63.89	Thousand Square Feet	820	Shopping Center	3.4	218
Office	2,561	Employees	710	General Office Building	0.45	1,153
Total Growth in PM Peak Hour Trips						2,022

1. ITE Trip Generation Manual, 11th Edition; average trip rate of adjacent street traffic 4-6 PM was used for all land uses given growth will occur among developments of various sizes.

Table 3 Updated

Table 2. Growth in North Pines Road TIF Area PM Peak Hour Vehicle Trips (2015-2040)

SRTC Land Use (LU)	2015-2040 LU Growth	Unit of Measure	ITE Code	ITE Description	ITE Average Trip Rate ¹ (PM peak hr.)	Growth in Trips (LU growth x trip rate)
Single Family Residential	78	Dwelling Units	210	Single-Family Detached Housing	0.94	74
Multi-Family Residential	157	Dwelling Units	220	Multifamily Housing (Low-Rise)	0.51	81
Hotel/Motel	0	Rooms	N/A	N/A	N/A	0
Agriculture, Forestry, Mining, Industrial, Manufacturing, Wholesale	79	Employees	110	General Light Industrial	0.49	39
Retail Trade (Non-Central Business District)	155	Employees	820	Shopping Center	1.8	279



SRTC Land Use (LU)	2015-2040 LU Growth	Unit of Measure	ITE Code	ITE Description	ITE Average Trip Rate ¹ (PM peak hr.)	Growth in Trips (LU growth x trip rate)
Services and Offices	248	Employees	710	General Office Building	0.45	112
Finance, Insurance, and Real Estate Services (FIRES)	11	Employees	710	General Office Building	0.45	5
Medical	371	Employees	630	Clinic	1.47	546
Retail Trade (CBD)	0	Employees	N/A	N/A	N/A	0
Education Employees	18	Employees	520	Elementary School	1.78	
University Employees	0	Employees	N/A	N/A	N/A	0
Total Growth in PM Peak Hour Trips						1,169²

1. ITE Trip Generation Manual, 11th Edition; average trip rate of adjacent street traffic 4-6 PM was used for all land uses given growth will occur among developments of various sizes.
2. Estimated growth in trips is slightly higher than the findings in the *Mirabeau Subarea Traffic Study Update (2019)* because the retail trip generation is based on employees instead of square foot and the trip generation from the school land use was updated.

Table 7 Updated

Table 3. Cost Per PM Peak Hour Trip Calculations

TIF Area	Fair Share Eligible Project Costs	2015-2040 Growth in PM Peak Hour Trips	Cost per PM Peak Hour Trip
Mirabeau TIF	\$1,412,330	2,022	\$698
North Pines Road TIF	\$2,565,500	1,169	\$2,195



Table 8 Updated

Table 4. Mirabeau Impact Fee Schedule

<i>City of Spokane Valley Mirabeau Transportation Impact Fee Rate Schedule</i>					
<i>ITE Code</i>	<i>ITE Land Use Category</i>	<i>PM Peak Vehicle Trip Rate¹</i>	<i>Passby %²</i>	<i>Adjusted Trips per Unit of Measure³</i>	<i>Impact Fee Per Unit⁴ @ \$698 per PM Peak Vehicle Trip</i>
210	Single Family & Duplex	0.94	0%	0.94	\$657 per dwelling unit
220	Multi-Family (Low-Rise) - Not Close to Rail Transit	0.51	0%	0.51	\$356 per dwelling unit
310	Hotel (3 or More Levels)	0.59	0%	0.59	\$412 per room
520	Elementary School	1.78	0%	1.78	\$1,243 per employee ⁵
630	Medical Clinic	0.00369	0%	0.00369	\$2.58 per sq ft
710	General Office	0.00144	0%	0.00144	\$1.01 per sq ft
820	Shopping Center	0.0034	29%	0.00241	\$1.69 per sq ft

¹ ITE Trip Generation Manual (11th Edition): 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (weekday 4-6PM); This worksheet represents only the generalized land uses in the SRTC regional travel demand model and is NOT all-inclusive; see Table 10 for a wider variety of uses; Projects with land uses not in Table 8 or 10 shall prepare a trip generation and distribution letter and will be responsible for a fee based on \$698 per PM peak hour trip.

² Pass by rates were updated based on the Pass-By Data and Rate Tables/2021 Pass-By Tables for ITETripGen Appendices, 11th Edition

³ PM peak trip rate excluding passby trips

⁴ sq ft = square feet, room = available hotel/motel room

⁵ ITE also includes a student-based trip rate which may be used if approved by Spokane Valley

Table 9 Updated

Table 5. North Pines Road Impact Fee Schedule

<i>City of Spokane Valley North Pines Road Transportation Impact Fee Rate Schedule</i>					
<i>ITE Code</i>	<i>ITE Land Use Category</i>	<i>PM Peak Vehicle Trip Rate¹</i>	<i>Passby %²</i>	<i>Adjusted Trips per Unit of Measure³</i>	<i>Impact Fee Per Unit⁴ @ \$2,195 per PM Peak Vehicle Trip</i>
210	Single Family & Duplex	0.94	0%	0.94	\$2,063 per dwelling unit
220	Multi-Family (Low-Rise) - Not Close to Rail Transit	0.51	0%	0.51	\$1,119 per dwelling unit
310	Hotel (3 or More Levels)	0.59	0%	0.59	\$1,295 per room
520	Elementary School	1.78	0%	1.78000	\$3,906 per employee ⁵
630	Medical Clinic	0.00369	0%	0.00369	\$8.10 per sq ft
710	General Office	0.00144	0%	0.00144	\$3.16 per sq ft
820	Shopping Center	0.0034	29%	0.00241	\$5.30 per sq ft

¹ ITE Trip Generation Manual (11th Edition): 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (weekday 4-6PM); This worksheet represents only the generalized land uses in the SRTC regional travel demand model and is NOT all-inclusive; see Table 11 for a wider variety of uses; Projects with land uses not in Table 9 or 11 shall prepare a trip generation and distribution letter and will be responsible for a fee based on \$2,195 per PM peak hour trip.

² Pass by rates were updated based on the Pass-By Data and Rate Tables/2021 Pass-By Tables for ITETripGen Appendices, 11th Edition

³ PM peak trip rate excluding passby trips

⁴ sq ft = square feet, room = available hotel/motel room

⁵ ITE also includes a student-based trip rate which may be used if approved by Spokane Valley



Table 10 Updated

Table 6. Expanded Mirabeau Impact Fee Schedule

City of Spokane Valley Mirabeau Transportation Impact Fee Rate Schedule						
Land Use Group	ITE Code	ITE Land Use Category	PM Peak Vehicle Trip Rate ¹	Passby % ²	Adjusted Trips per Unit of Measure ³	Impact Fee Per Unit ⁴ @ \$698 per PM Peak Vehicle Trip
Residential	210	Single Family & Duplex	0.94	0%	0.94	\$657 per dwelling unit
	220	Multi-Family (Low-Rise) - Not Close to Rail Transit	0.51	0%	0.51	\$356 per dwelling unit
Services	310	Hotel (3 or More Levels)	0.59	0%	0.59	\$412 per room
	492	Health Club	0.00345	0%	0.00345	\$2.41 per sq ft
	912	Bank	0.02101	35%	0.01366	\$9.54 per sq ft
Institution	520	Elementary School	1.78	0%	1.78000	\$1,243 per employee ⁵
	522	Middle School	1.94	0%	1.94000	\$1,355 per employee ⁵
	525	High School	1.61	0%	1.61000	\$1,125 per employee ⁵
Restaurant	975	Drinking Establishment	0.01136	43%	0.00648	\$4.52 per sq ft
	934	Fast Food Restaurant (with drive-thru)	0.03303	55%	0.01486	\$10.38 per sq ft
	938	Coffee Shop with Drive-Thru (no indoor seating)	15.08	89%	1.65880	\$1,159 per drive-thru lane
Retail	820	Shopping Center	0.0034	29%	0.00241	\$1.69 per sq ft
	841	Automobile Sales - Used/New	0.00375	0%	0.00375	\$2.62 per sq ft
	945	Convenience Store/Gas Station - GFA(4-5.5k)	22.76	66%	7.74	\$5,405 per pump
Industrial	110	Light Industry/High Technology	0.00065	0%	0.00065	\$0.45 per sq ft
	140	Manufacturing	0.00074	0%	0.00074	\$0.52 per sq ft
	150	Warehousing	0.00018	0%	0.00018	\$0.13 per sq ft
	151	Mini-Storage	0.0168	0%	0.01680	\$11.73 per storage unit
Office	710	General Office	0.00144	0%	0.00144	\$1.01 per sq ft
	720	Medical Office / Clinic	0.00393	0%	0.00393	\$2.75 per sq ft
	750	Office Park	0.0013	0%	0.00130	\$0.91 per sq ft

¹ ITE Trip Generation Manual (11th Edition): 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (weekday 4-6PM); This worksheet represents only the most common uses in southeast Spokane Valley and is NOT all-inclusive; Projects with land uses not in Table 8 or 10 shall prepare a trip generation and distribution letter and will be responsible for a fee based on \$698 per PM peak hour trip.

² Pass by rates were updated based on the Pass-By Data and Rate Tables/2021 Pass-By Tables for ITETripGen Appendices, 11th Edition

³ PM peak trip rate excluding passby trips

⁴ sq ft = square feet, pump = vehicle fueling position(VFA), room = available hotel room

⁵ ITE also includes a student-based trip rate which may be used if approved by Spokane Valley



Table 11 Updated

Table 7. Expanded North Pines Road Impact Fee Schedule

City of Spokane Valley North Pines Road Transportation Impact Fee Rate Schedule						
Land Use Group	ITE Code	ITE Land Use Category	PM Peak Vehicle Trip Rate ¹	Passby % ²	Adjusted Trips per Unit of Measure ³	Impact Fee Per Unit ⁴ @ \$2,195 per PM Peak Vehicle Trip
Residential	210	Single Family & Duplex	0.94	0%	0.94	\$2,063 per dwelling unit
	220	Multi-Family (Low-Rise) - Not Close to Rail Transit	0.51	0%	0.51	\$1,119 per dwelling unit
Services	310	Hotel (3 or More Levels)	0.59	0%	0.59	\$1,295 per room
	492	Health Club	0.00345	0%	0.00345	\$7.57 per sq ft
	912	Bank	0.02101	35%	0.01366	\$29.97 per sq ft
Institution	520	Elementary School	1.78	0%	1.78000	\$3,906 per employee ⁵
	522	Middle School	1.94	0%	1.94000	\$4,258 per employee ⁵
	525	High School	1.61	0%	1.61000	\$3,533 per employee ⁵
Restaurant	975	Drinking Establishment	0.01136	43%	0.00648	\$14.21 per sq ft
	934	Fast Food Restaurant (with drive-thru)	0.03303	55%	0.01486	\$32.62 per sq ft
	938	Coffee Shop with Drive-Thru (no indoor seating)	15.08	89%	1.65880	\$3,640 per drive-thru lane
Retail	820	Shopping Center	0.0034	29%	0.00241	\$5.30 per sq ft
	841	Automobile Sales - Used/New	0.00375	0%	0.00375	\$8.23 per sq ft
	945	Convenience Store/Gas Station -GFA(4-5.5k)	22.76	66%	7.74	\$16,983 per pump
Industrial	110	Light Industry/High Technology	0.00065	0%	0.00065	\$1.43 per sq ft
	140	Manufacturing	0.00074	0%	0.00074	\$1.62 per sq ft
	150	Warehousing	0.00018	0%	0.00018	\$0.40 per sq ft
	151	Mini-Storage	0.0168	0%	0.01680	\$36.87 per storage unit
Office	710	General Office	0.00144	0%	0.00144	\$3.16 per sq ft
	720	Medical Office / Clinic	0.00393	0%	0.00393	\$8.62 per sq ft
	750	Office Park	0.0013	0%	0.00130	\$2.85 per sq ft

¹ ITE Trip Generation Manual (11th Edition): 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (weekday 4-6PM); This worksheet represents only the most common uses in southeast Spokane Valley and is NOT all-inclusive; Projects with land uses not in Table 9 or 11 shall prepare a trip generation and distribution letter and will be responsible for a fee based on \$2,195 per PM peak hour trip.

² Pass by rates were updated based on the Pass-By Data and Rate Tables/2021 Pass-By Tables for ITETripGen Appendices, 11th Edition

³ PM peak trip rate excluding passby trips

⁴ sq ft = square feet, pump = vehicle fueling position(VFA), room = available hotel room

⁵ ITE also includes a student-based trip rate for ITE Code 520 & 522 which may be used if approved by Spokane Valley