Exhibit 10



HEATH & ASSOCIATES
Transportation Planning & Engineering

TRIP GENERATION ASSESSMENT

Suquamish Care Center

Poulsbo, Washington

June 2026

1011 E Main Ave Suite 453 | Puyallup, WA | 98372
(253) 770-1401| heathtraffic.com

Date: June 23, 2026

To: City of Poulsbo

From: Aaron Van Aken, P.E. PTOE
Heath & Associates

Subject: Suquamish Care Center – Trip Generation Assessment

This memorandum summarizes the trip generation analysis for the Suquamish Care Center project; a proposed opioid treatment facility located within the City of Poulsbo. The purpose of this analysis is to estimate the traffic associated with the proposed use and evaluate the net change in vehicle trips relative to the site's previous uses. A description of the proposed project is provided below.

PROJECT DESCRIPTION

- **Proposal:**
  - The project consists of repurposing an existing 30,000 square foot building that was previously occupied by a drive-up bank with four service lanes and professional office space.
  - The proposed facility is anticipated to operate with up to 40 employees initially and will operate daily from 6:00 AM – 2:30 PM.

- **Location**
  - Address:19950 7th Avenue NE in Poulsbo
  - Kitsap County tax parcel number 142601-3-081-2005
  - Comprised of approximately 1.64-acres.

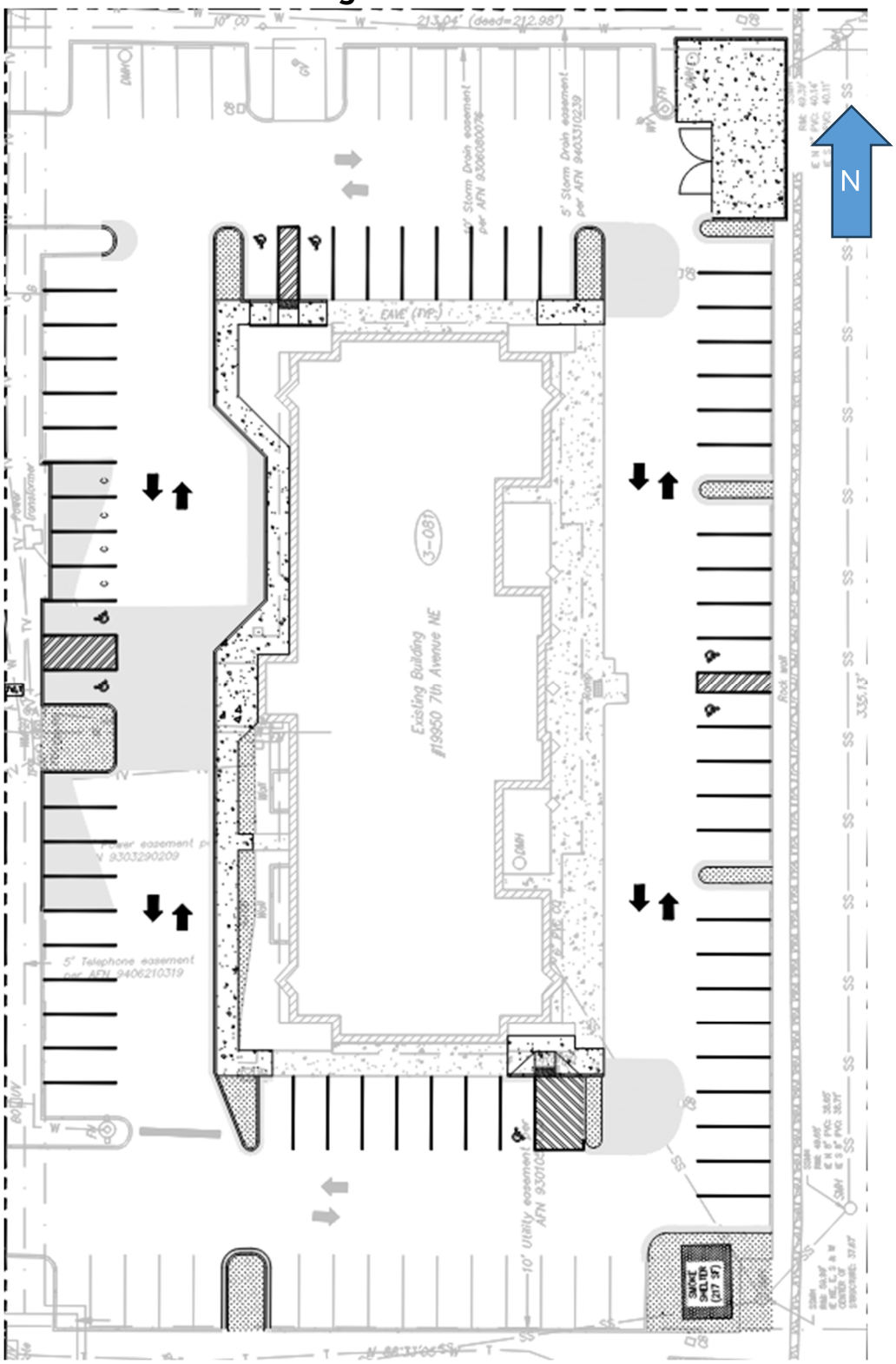
- **Site Access:**
  - Access will be provided via two existing driveways that extend east from 7th Avenue NE.

Figure 1 on the following page shows a vicinity map of the project site while **Figure 2** displays a conceptual site plan.

Figure 1: Vicinity Map



Figure 2: Site Plan



PROJECT TRIP GENERATION

Trip generation represents the estimated number of vehicle trips entering and exiting a project site during a defined time period, such as the weekday, AM peak hour, or PM peak hour. For this assessment, trip credits were applied to account for the existing site uses and associated vehicle trips that would be removed with the proposed development. Trip generation estimates were calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Average trip rates and fitted curve equations were applied in accordance with ITE methodologies based on the applicable Land Use Codes (LUCs) identified below:

Proposed Use

The proposed opioid addiction treatment facility does not directly correspond to any specific ITE Land Use Code (LUC). Based on the facility's operational characteristics, patient services, and hours of operation, LUC 630 – Walk-In Clinic was determined to be the most representative land use for estimating trip generation.

The number of employees (40) was selected as the independent variable, as it is considered more representative of facility activity than building square footage. Note that the project includes 30,852 square feet as an atrium on the second floor will be infilled, resulting in a slight increase in floor area compared to the existing conditions.

Previous Uses

The site was formerly occupied by a drive-through bank with four service lanes and associated professional office space. Detailed information regarding the allocation of floor area between banking operations and office uses was not available. In the absence of more specific information, the building was assumed to consist of approximately one-third bank use and two-thirds general office use.

Based on this assumption, approximately 20,000 square feet was assigned to general office space and approximately 10,000 square feet was assigned to the bank use. The estimated bank size falls within the mid-to-upper range of the building sizes represented in the ITE dataset.

The following ITE Land Use Codes (LUCs) were used to estimate existing trip generation:

- LUC 710 – General Office Building: Applied to approximately 20,000 square feet of office space, with gross floor area used as the independent variable.
- LUC 912 – Drive-In Bank: Applied using the four existing drive-through service lanes as the independent variable.

Drive-in banks also generate pass-by trips, which are vehicles already traveling on the adjacent roadway network that make an intermediate stop at the site. While pass-by trips affect site access operations, they are not considered new trips added to the City's transportation system. Pass-by trips were thus removed from the trip generation totals summarized in Table 1 below.[1] Refer to the appendix for detailed calculations and trip rates.

Table 1: Project Trip Generation

Land use	Input Variable	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Use								
Walk-In Clinic (630)	40 Employees	556	44	10	54	22	36	58
Previous Uses								
General Office Building (710)	20-ksf	-332	-37	-5	-42	-8	-43	-51
Drive-In Bank (912)	4 D.T. Lanes	-345	-15	-10	-25	-34	-36	-70
Net New Trips		**-121**	**-8**	**-5**	**-13**	**-20**	**-43**	**-63**

Based on the change in use, the proposed Suquamish Care Center is estimated to generate fewer daily and peak hour trips compared to the previous bank and office uses.

[1] ITE indicates pass-by rates for LUC 912 as the following: AM - 29%, Midday - 26%, PM – 35%. Daily pass-by rate of 30% was determined by averaging the available time periods.

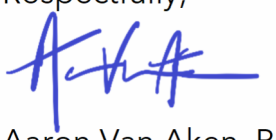
CONCLUSION

This trip generation assessment evaluated the anticipated traffic associated with the proposed Suquamish Care Center project, which consists of repurposing an existing ~30,000 square foot building previously occupied by office and drive-in bank uses. Trip generation estimates were calculated using the ITE Trip Generation Manual, 12th Edition, with trip credits applied for the former uses.

Based on the analysis, the proposed change in use is anticipated to result in a net reduction in site-generated traffic and is not expected to generate any new trips to the surrounding roadway network. Therefore, a Traffic Impact Analysis (TIA) and Traffic Impact Fees (TIF) are not expected to be required.

Please feel free to contact me should you have any questions.

Respectfully,



Aaron Van Aken, PE, PTOE
Avanaken@heathtraffic.com
(253) 770-1401

SUQUAMISH CARE CENTER
TRIP GENERATION ASSESSMENT

APPENDIX

Walk-In Clinic
(630)

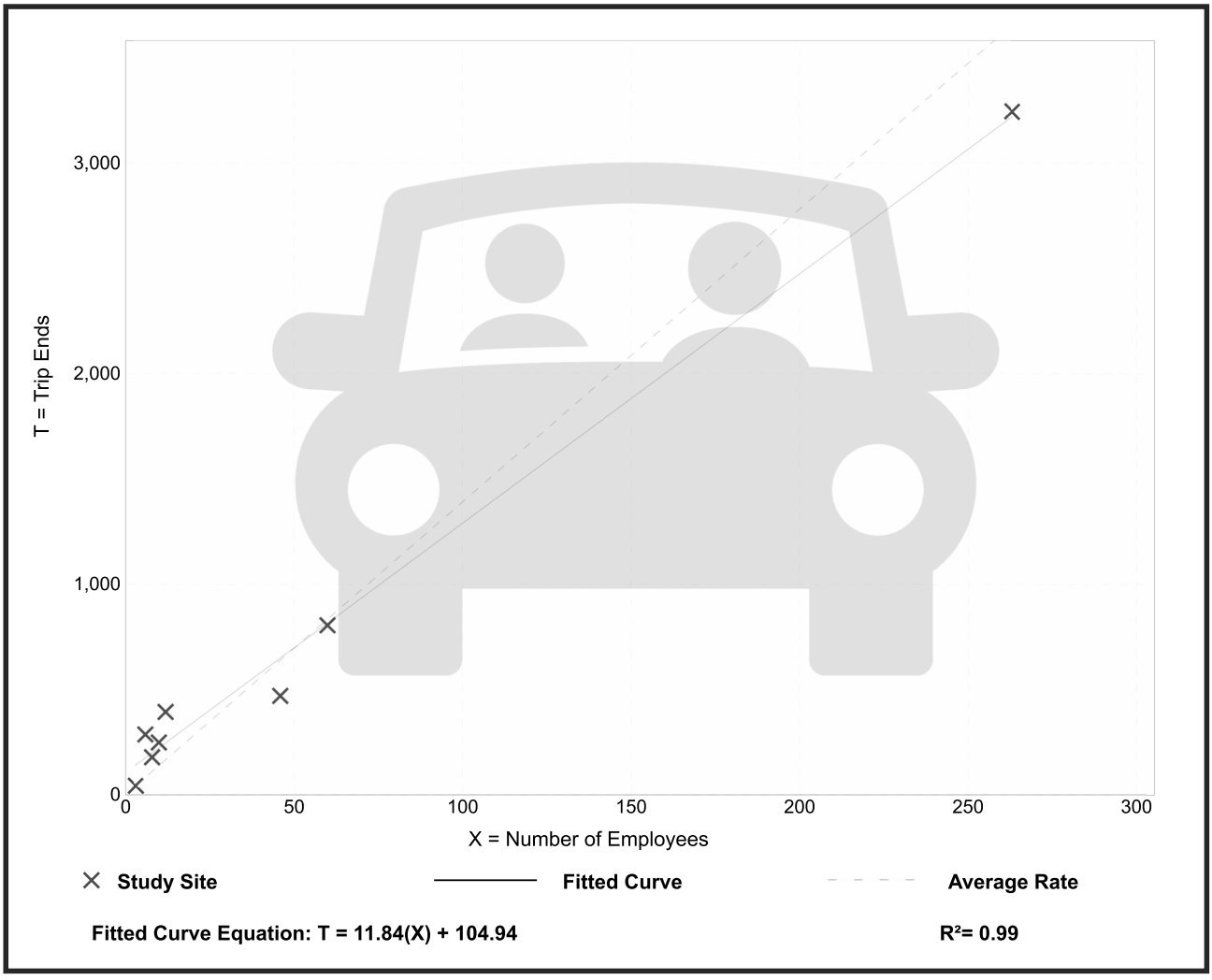
Vehicle Trip Ends vs: **Employees**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 8
Avg. Num. of Employees: 51
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
13.90	10.22 - 47.83	6.32

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

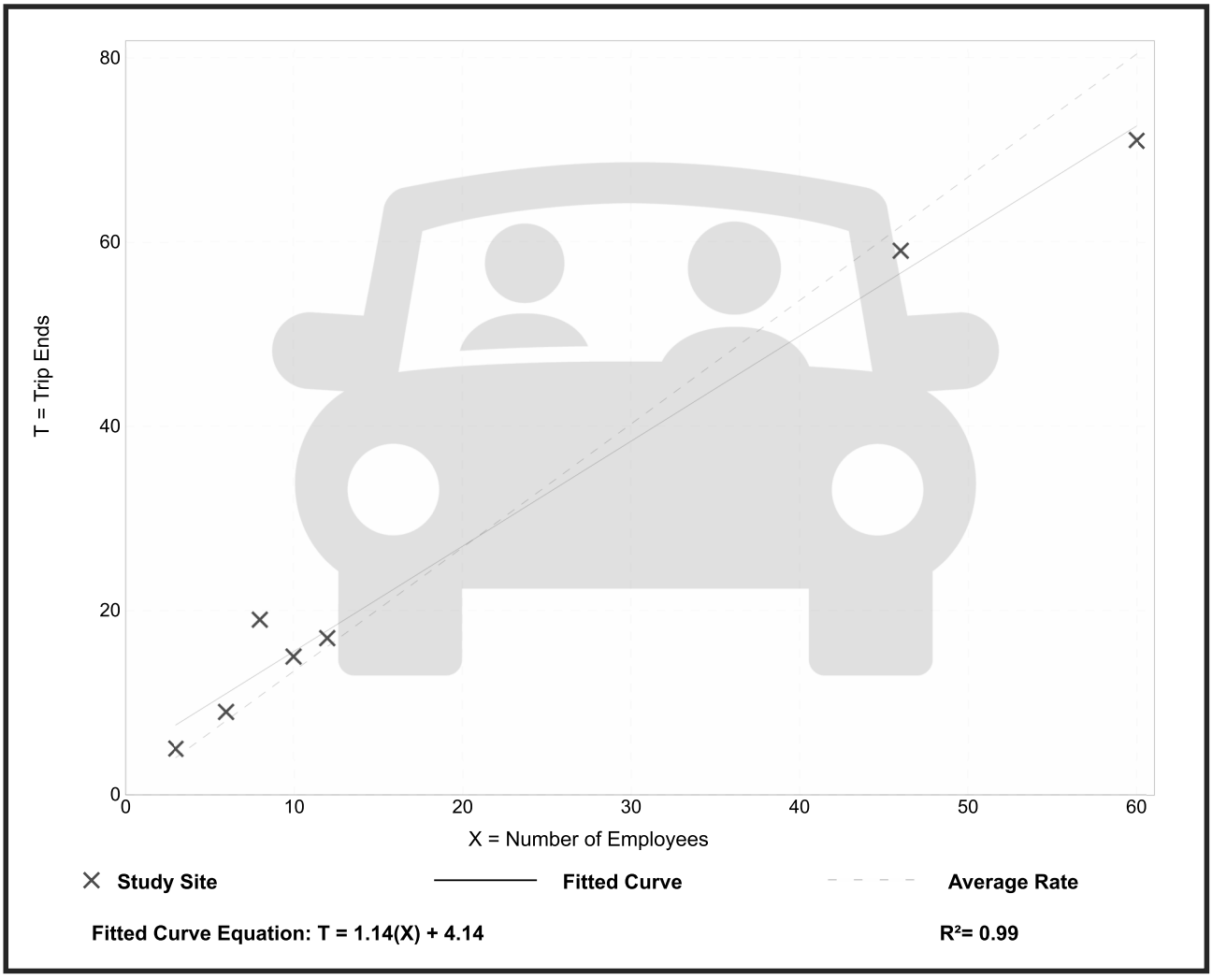
Walk-In Clinic
(630)

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: 7
Avg. Num. of Employees: 21
Directional Distribution: 82% entering, 18% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.34	1.18 - 2.38	0.30

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

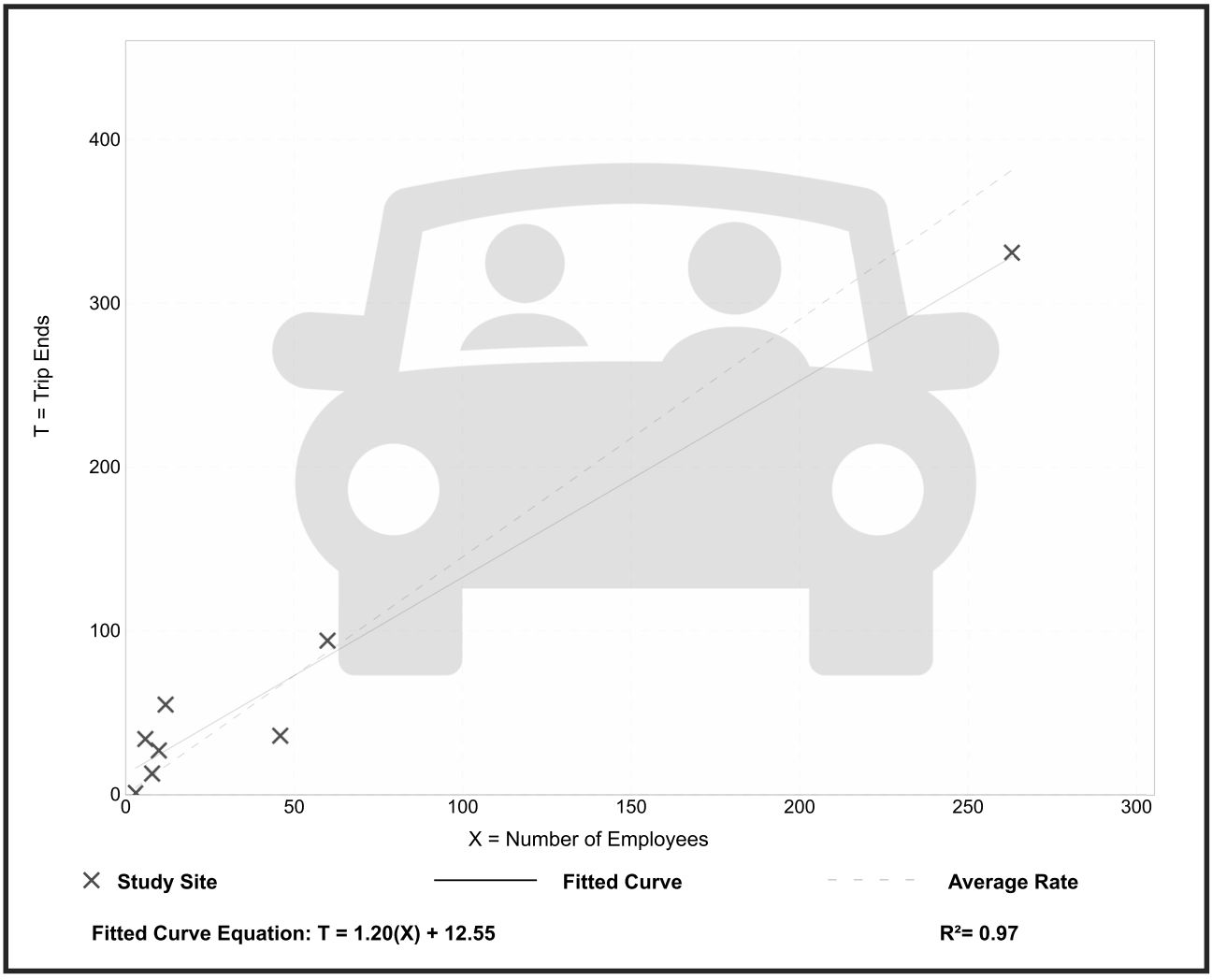
Walk-In Clinic
(630)

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: 8
Avg. Num. of Employees: 51
Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.45	0.33 - 5.67	0.88

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

General Office Building
(710)

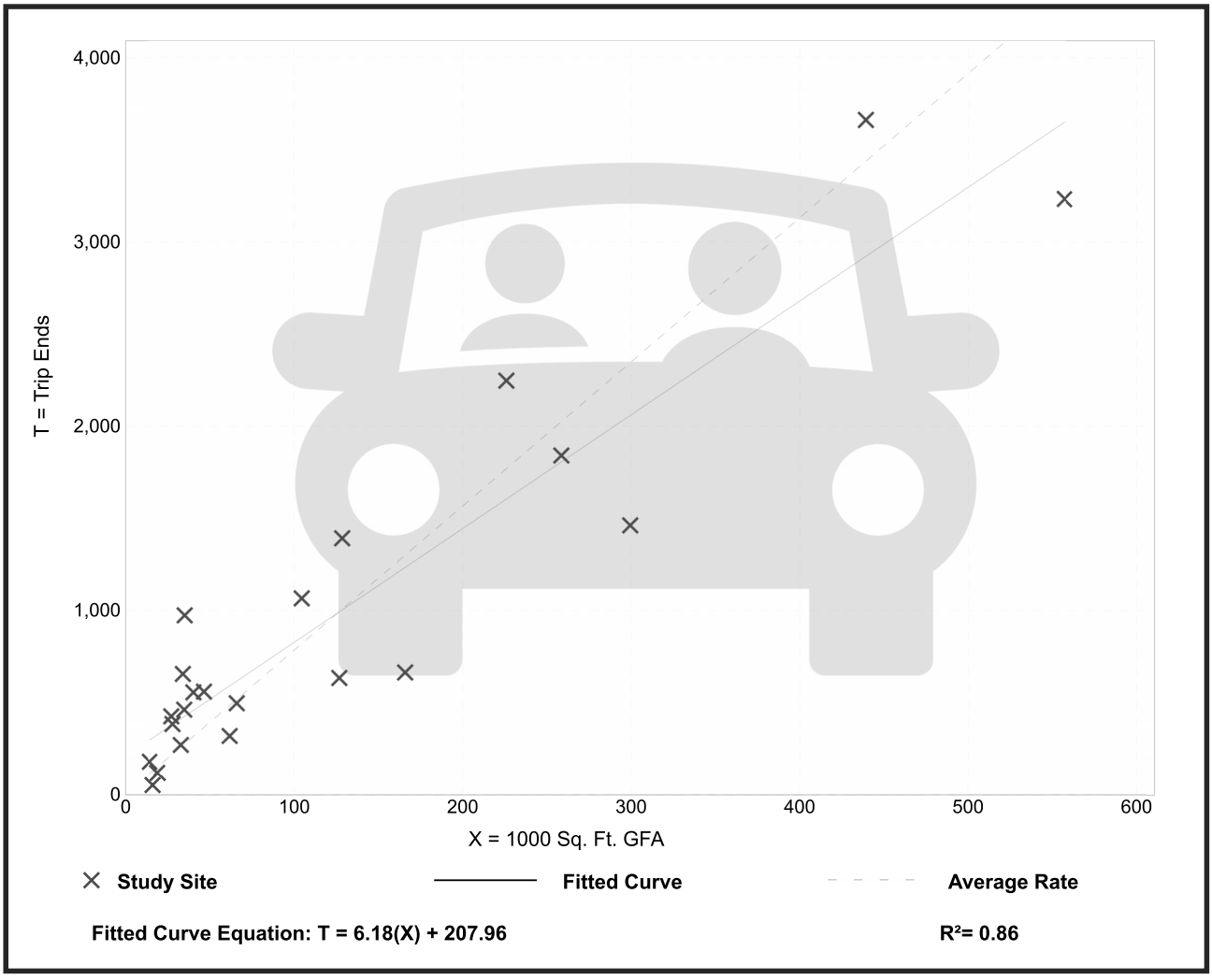
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 126
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.83	3.27 - 27.56	3.71

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

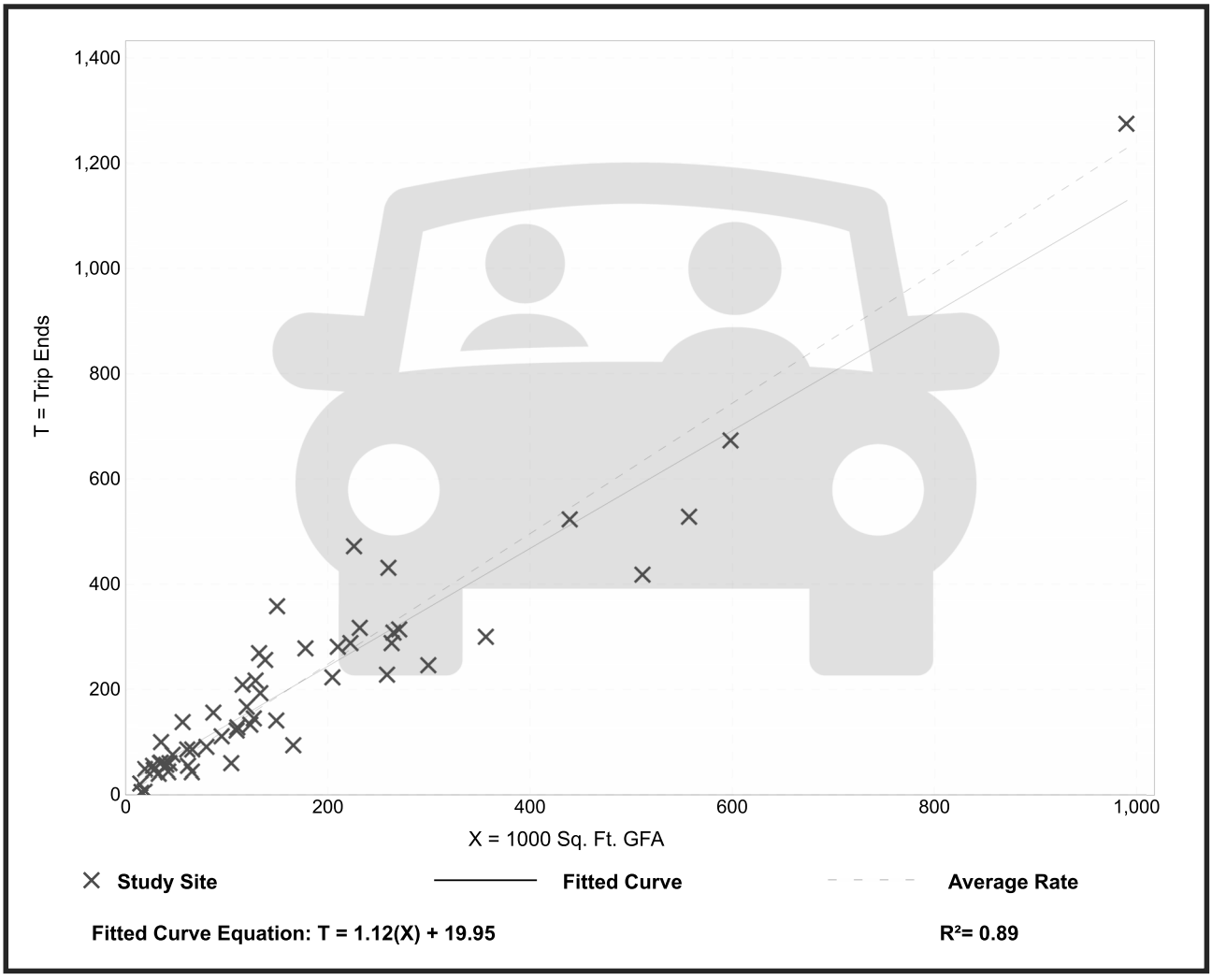
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 54
Avg. 1000 Sq. Ft. GFA: 170
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.24	0.32 - 2.83	0.40

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

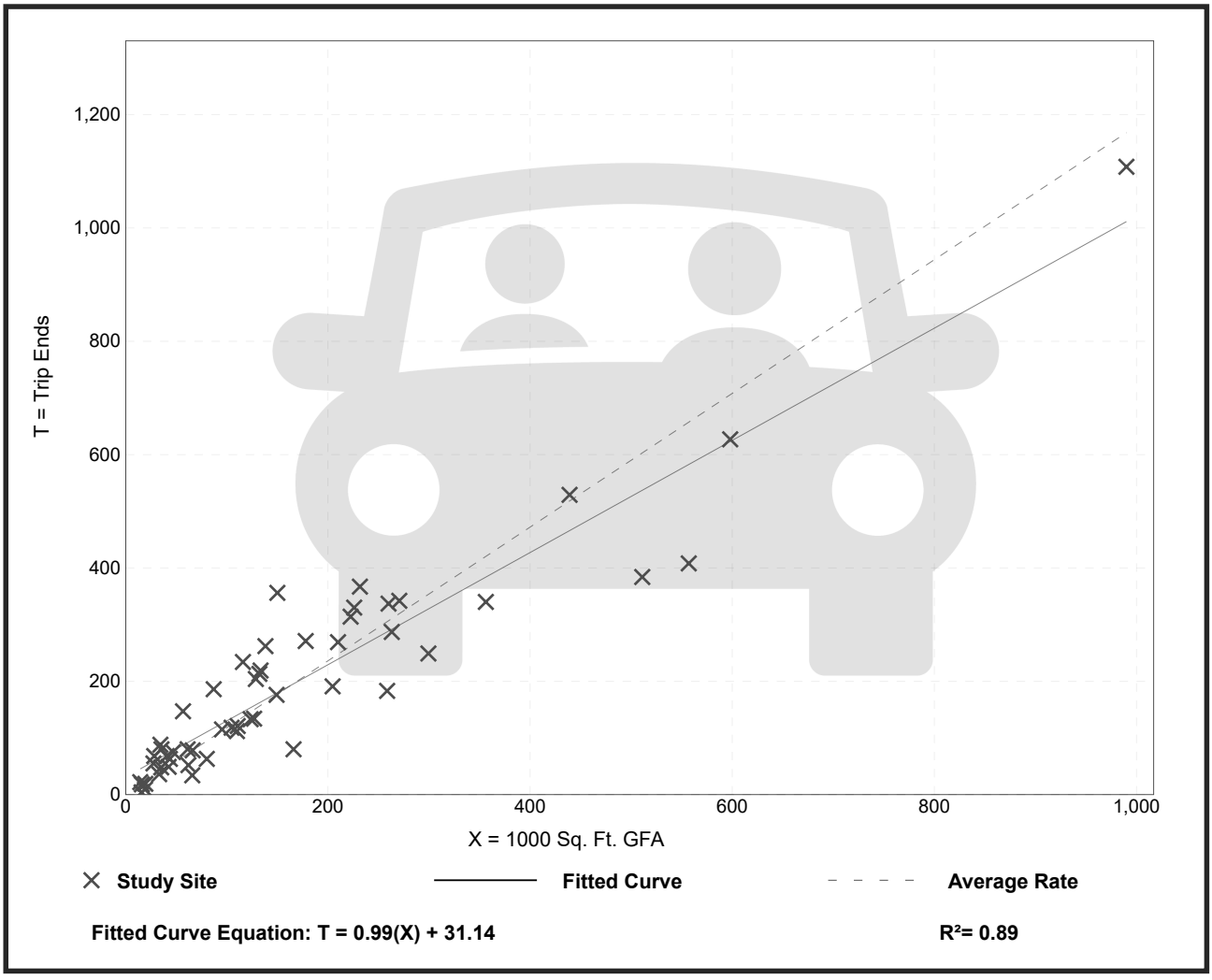
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 53
Avg. 1000 Sq. Ft. GFA: 166
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.26 - 2.59	0.41

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

Drive-in Bank
(912)

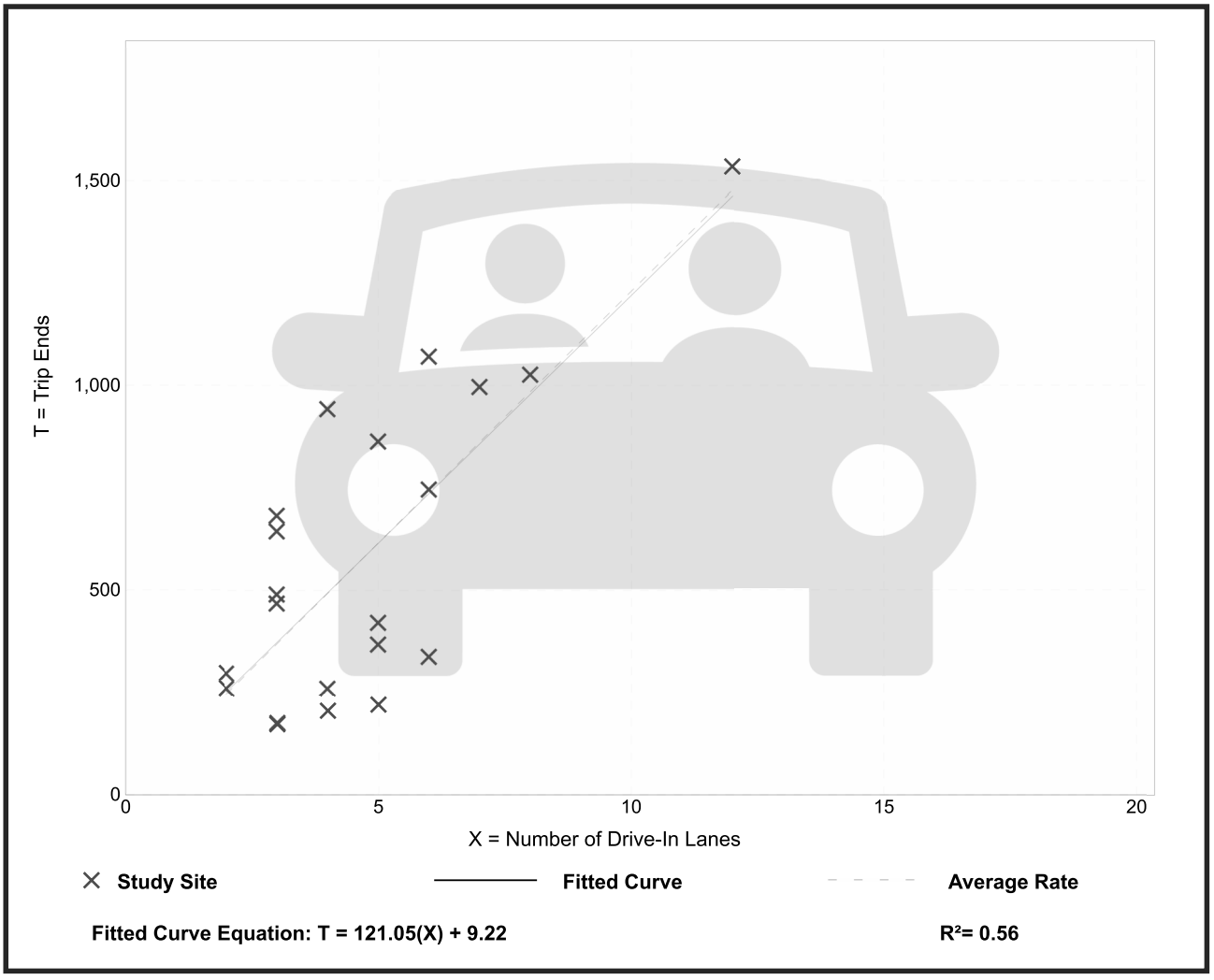
Vehicle Trip Ends vs: **Drive-In Lanes**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 21
Avg. Num. of Drive-In Lanes: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
123.01	44.00 - 235.50	55.36

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

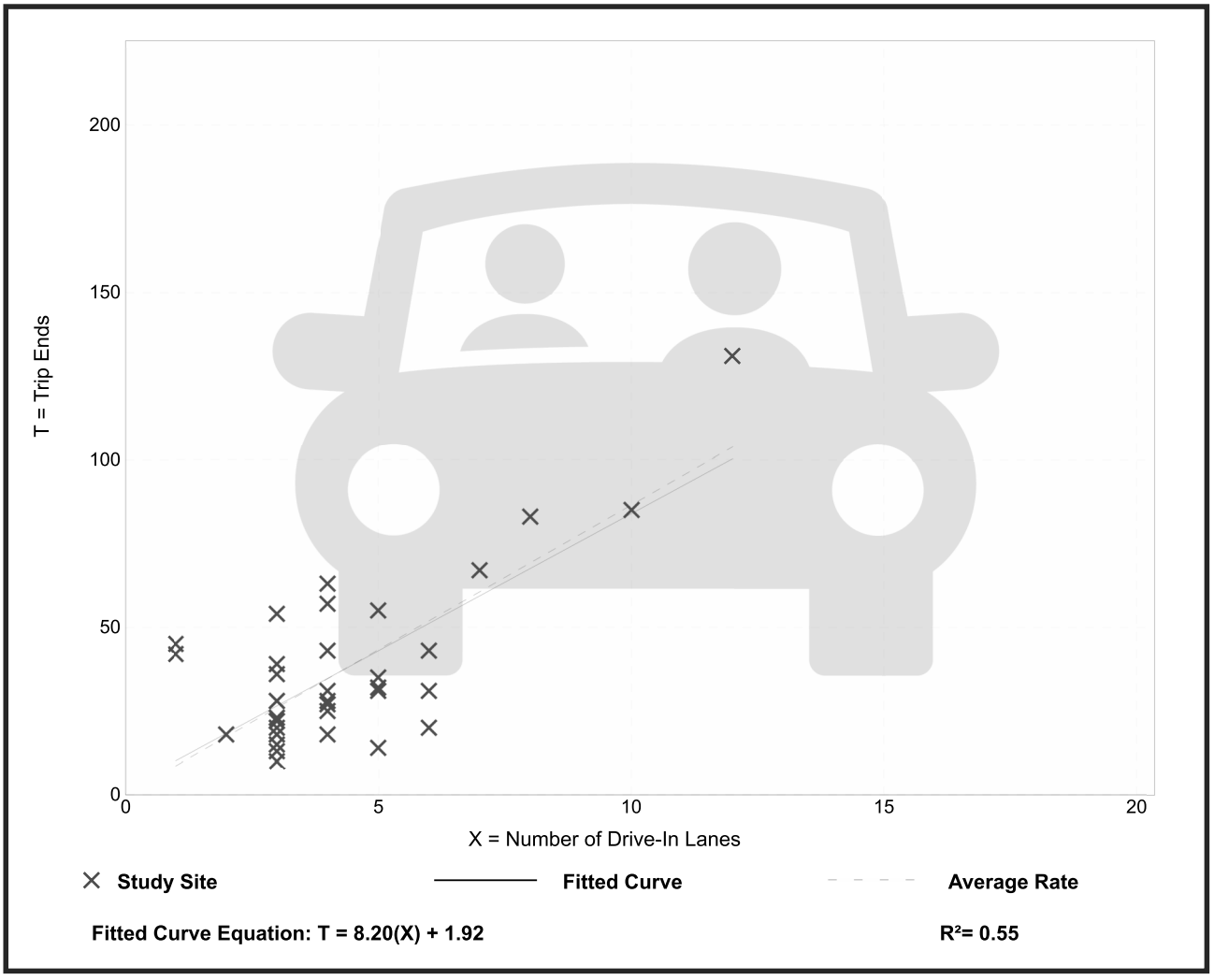
Drive-in Bank
(912)

Vehicle Trip Ends vs: **Drive-In Lanes**
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: 38
Avg. Num. of Drive-In Lanes: 4
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
8.65	2.80 - 45.00	5.13

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

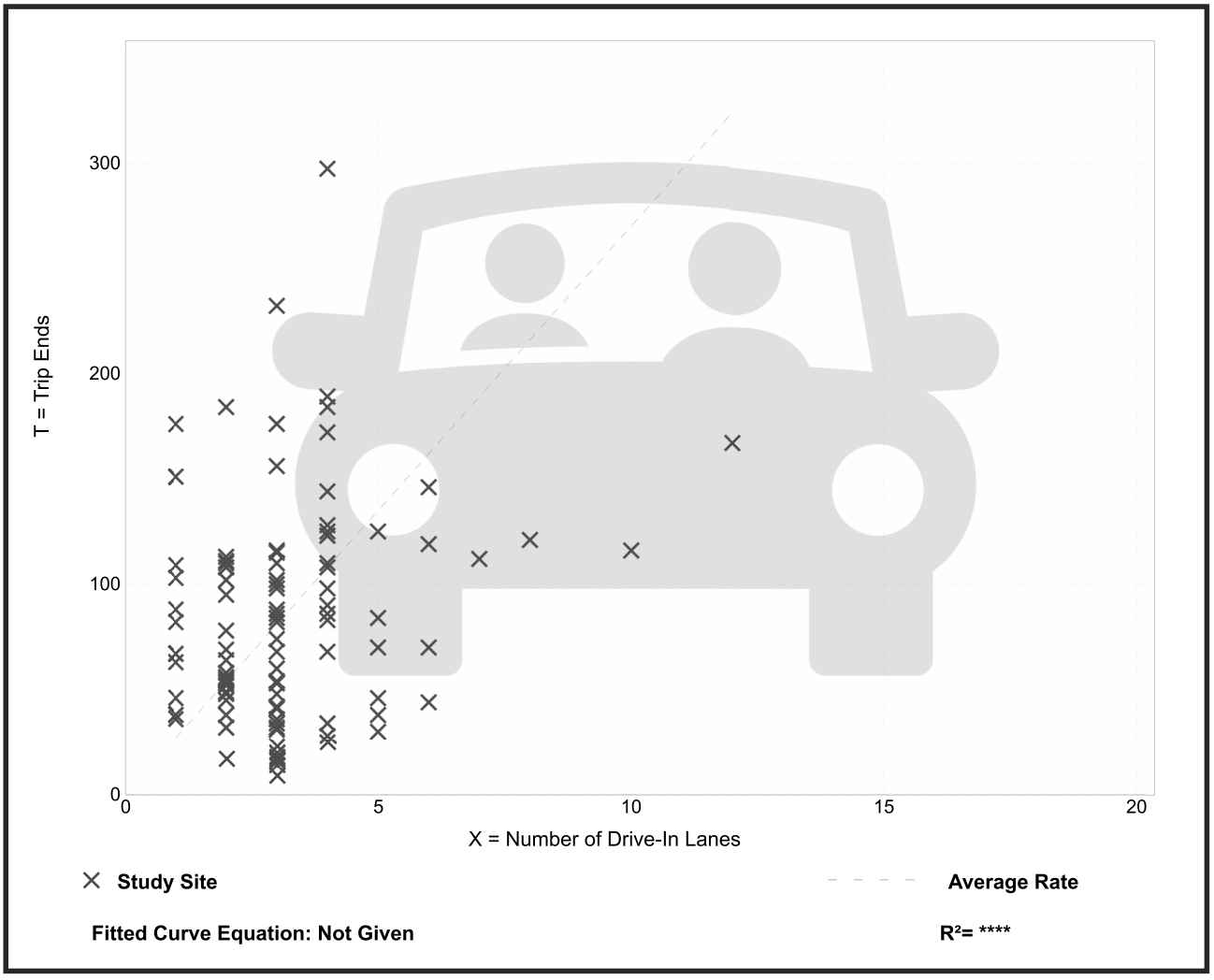
Drive-in Bank
(912)

Vehicle Trip Ends vs: **Drive-In Lanes**
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: 111
Avg. Num. of Drive-In Lanes: 3
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
26.98	3.00 - 176.00	22.18

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

Heath & Associates Transportation Engineering
Project: Suquamish Care Center
Jurisdiction: Poulsbo

Trip Generation Summary

Average Weekday Daily

Development	Land Use	LUC	Variable	Value	Rate	Distribution		Total Trips			Pass-by Trips*		Primary Trips		
						In	Out	In	Out	Total	%	Total	In	Out	Total
Existing	General Office Building	#710	1,000 sq. ft.	20	FCE	50%	50%	-165.8	-165.8	-331.6	0.0%	0.0	-165.8	-165.8	-331.6
Existing	Drive-in Bank	#912	Drive-In Lanes	4	FCE	50%	50%	-246.7	-246.7	-493.4	30.0%	-148.0	-172.7	-172.7	-345.4
Proposed	Walk-In Clinic	#630	Number of Employees	40	13.9	50%	50%	278.0	278.0	556.0	0.0%	0.0	278.0	278.0	556.0
							Totals	**-134.5**	**-134.5**	**-269.0**	**Totals**	**-148.0**	**-60.5**	**-60.5**	**-121.0**

* Pass-by percentage for LUC 912 average weekday daily trips based on averaging rates for AM peak hour (29%), Midday (26%) and PM peak hour (35%) = 30% AWDT

Weekday AM Peak Hour

Development	Land Use	LUC	Variable	Value	Rate	Distribution		Total Trips			Pass-by Trips		Primary Trips		
						In	Out	In	Out	Total	%	Total	In	Out	Total
Existing	General Office Building	#710	1,000 sq. ft.	20	FCE	88%	12%	-37.3	-5.1	-42.4	0.0%	0.0	-37.3	-5.1	-42.4
Existing	Drive-in Bank	#912	Drive-In Lanes	4	FCE	60%	40%	-20.8	-13.9	-34.7	29.0%	-10.1	-14.8	-9.9	-24.6
Proposed	Walk-In Clinic	#630	Number of Employees	40	1.34	82%	18%	44.0	9.6	53.6	0.0%	0.0	44.0	9.6	53.6
							Totals	**-14.2**	**-9.3**	**-23.5**	**Totals**	**-10.1**	**-8.1**	**-5.3**	**-13.4**

Weekday PM Peak Hour

Development	Land Use	LUC	Variable	Value	Rate	Distribution		Total Trips			Pass-by Trips		Primary Trips		
						In	Out	In	Out	Total	%	Total	In	Out	Total
Existing	General Office Building	#710	1,000 sq. ft.	20	FCE	16%	84%	-8.1	-42.8	-50.90	0.0%	0.0	-8.1	-42.8	-50.9
Existing	Drive-in Bank	#912	Drive-In Lanes	4	-26.98	49%	51%	-52.9	-55.0	-107.92	35.0%	-37.8	-34.4	-35.8	-70.1
Proposed	Walk-In Clinic	#630	Number of Employees	40	1.45	38%	62%	22.0	36.0	58.00	0.0%	0.0	22.0	36.0	58.0
							Totals	**-39.0**	**-61.8**	**-100.8**	**Totals**	**-37.8**	**-20.5**	**-42.6**	**-63.0**

Sources:
>Institute of Transportation Engineers, *Trip Generation Manual,* 12th Edition.