

## EASTERN REGION PLANNING

# West Plains Sub-Area

## Transportation Management Plan

**Phase One - US 2 Vicinity**



September, 2019

# 2014 Study

## West Plains Draft Transportation Subarea Plan



June 2014

### 2.2.2.1 West Plains Subarea Employment Potential

The number of available acres by tier was then used to calculate the employment potential and corresponding transportation infrastructure needs in the West Plains Urban Growth Area (UGA). Relying on assumptions made in the similar Spokane County 2000 *Industrial Land Study*, a value of 16 employees per acre was used when projecting employment potential for existing industrial and commercial properties within the UGA. Properties that fell into Tiers 1-4 were calculated using this value. It was assumed that properties under Tier 5 will not be (re)developed and therefore not contribute higher employment numbers to the subarea. These calculated figures were totaled for each of the Transportation Analysis Zones (TAZ) in the West Plains, to allocate prospective trips and determine future needs in the transportation network. Table 2-D shows the forecast employment, based on the West Plains Industrial Land Analysis, for each TAZ in the column labeled "Build-out Potential" and compares this to SRTC employment projections for the same TAZs for the years 2040 and 2070. The 2010 data is intended to provide a baseline. For the full report, please see Appendix D.

Table 2-D: West Plains Employment Numbers by Transportation Analysis Zone

TAZ	2010 Employment	2040 Employment Total <sup>1</sup>	2070 Employment Total <sup>2</sup>	Build-out Potential <sup>3</sup>
459	359	712	1,424	1,664
460	49	2,156	4,312	18,960
461	1,878	2,523	5,046	4,904
462	881	1,966	3,932	5,670
463	0	1,403	2,806	2,680
464	1,246	2,086	4,172	10,876
547	254	365	730	1,483
548	1,167	1,342	2,684	500
550	1,794	2,356	4,712	6,991
551	1,444	2,052	4,104	8,806
552	1,728	2,431	4,862	6,058
553	1,384	1,926	3,852	
556	81	917	1,834	12,692
558	150	460	920	1,818
559	511	1,352	2,704	6,585
				<b>Build-out Total: 93,604</b>

<sup>1</sup>Build Out Potential does not include 2010 Employment figures.

<sup>2</sup>2040 and 2070 Employment Projections include 2010 Employment figures.

(Source: City of Spokane Planning and Development Services and SRTC)

An increase of employment at Fairchild Air Force Base was not included in these calculations but it should be noted that the partner agencies support mission and employment growth at the Base and transportation capacity to accommodate growth should be planned for.

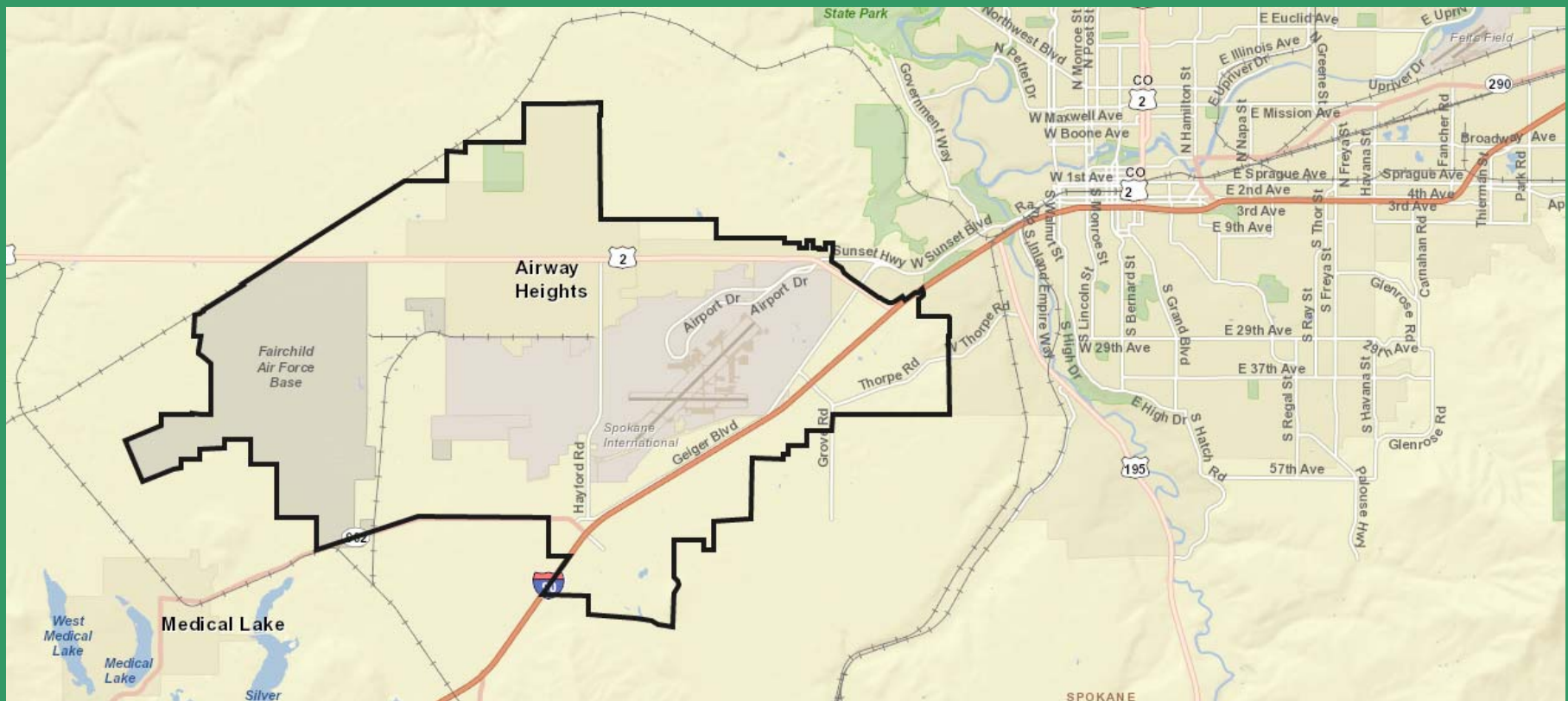
West Plains Draft Transportation Subarea Plan  
Summary of Selected Current Capital Facilities

Page | 28

2,684	500
4,712	6,991
4,104	8,806
4,862	6,058
3,852	3,917
1,834	12,692
920	1,818
2,704	6,585

**Build-out Total:  
93,604**

# US 2 Study Area



# Regional Partners

## WHO

- ✓ WSDOT
- ✓ West Plains Chamber of Commerce
  - ✓ City of Airway Heights
  - ✓ City of Spokane
- ✓ Fairchild Air Force Base
  - ✓ Kalispell Tribe
  - ✓ Spokane Tribe
- ✓ West Plains Airport Area Public Development Authority (PDA)
  - ✓ Spokane County
  - ✓ Spokane International Airport
- ✓ Spokane Regional Transportation Council (SRTC)
  - ✓ Spokane Transit Authority (STA)



# Community Engagement

## Listening Post & Events

- Medical Lake Founders Day
- Sunday Fest at Northern Quest
- Airway Heights Festival
- Fairchild Air Force Base
- Yokes Grocery Store
- Smart Commute NW ETC Luncheon

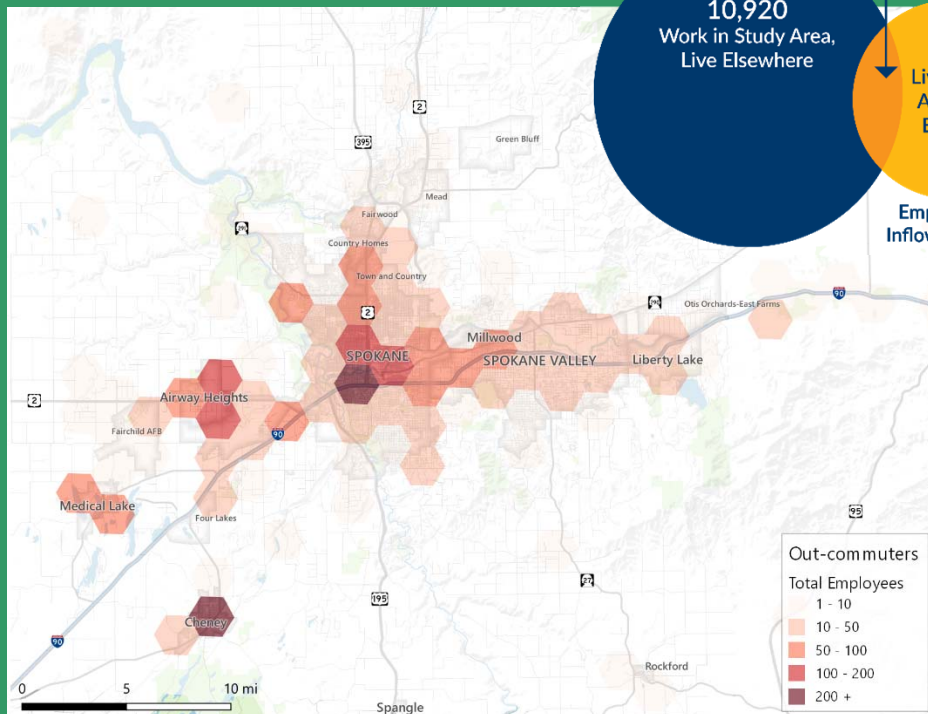
**Over 600**  
Surveys Received So Far!



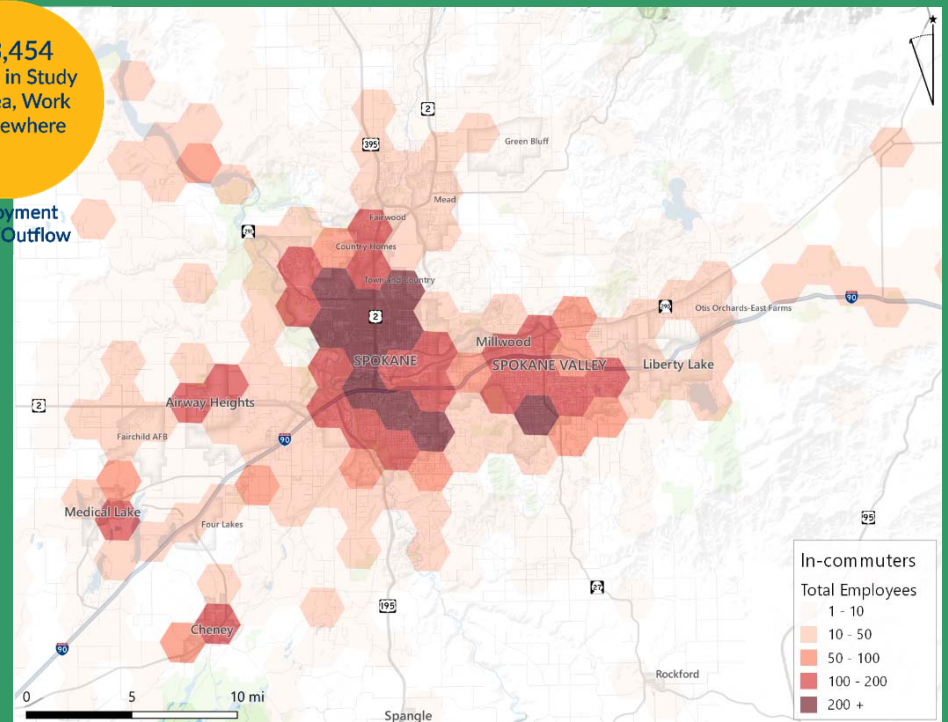


# Origin & Destination – Where People Live & Work

## Where Residents Work



## Where Workers Live

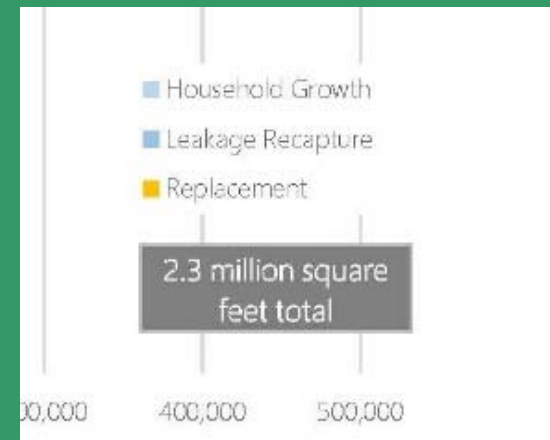
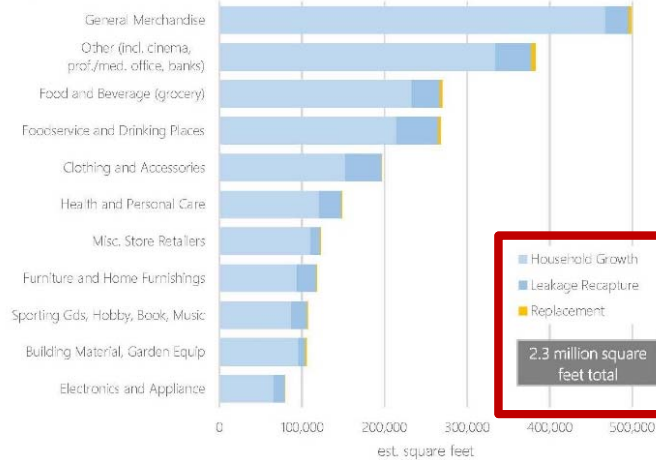


# Current Study Analysis – Retail Demand



## West Plains Transportation Management Plan | Market Analysis and Development Forecast

Figure 10. Retail Demand, Primary Trade Area, 2019-2040



# Current Study Analysis – Residential Demand



West Plains Transportation Management Plan | Market Analysis and Development Forecast

Figure 11. Residential Demand, Residential Market Area, New Units, 2019-2040



Total Units:  
16,543



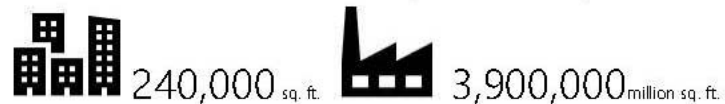
# Current Study Analysis – Office & Industrial



## Office and Industrial Demand

Primary drivers of demand are likely to remain industrial-oriented, particularly with Amazon's new facility creating additional interest for associated warehousing and distribution. Aerospace manufacturing growth at and around Spokane International Airport will support manufacturing growth and, to a lesser extent, research and development. Successful economic development efforts may provide even more impetus to this industry. Also, while not necessarily market-driven, the continued growth of "public administration" jobs will continue to support both office and industrial development, particularly at Fairchild and the airport.

New estimated demand for office and industrial development over the next 20 years is as follows:



Flex space, which can often bridge the gap between office and industrial, depending on total market demand, currently accounts for about 15 percent of office, industrial, and flex space in West Plains. At a similar rate, flex development would account for an additional 600,000 square feet. However, flex is particularly challenging to forecast, so we would simply expect that any potential market gaps in the future would be plugged by new flex space.

[www.lelandconsulting.com](http://www.lelandconsulting.com)

24

# Current Study Analysis – Office & Industrial

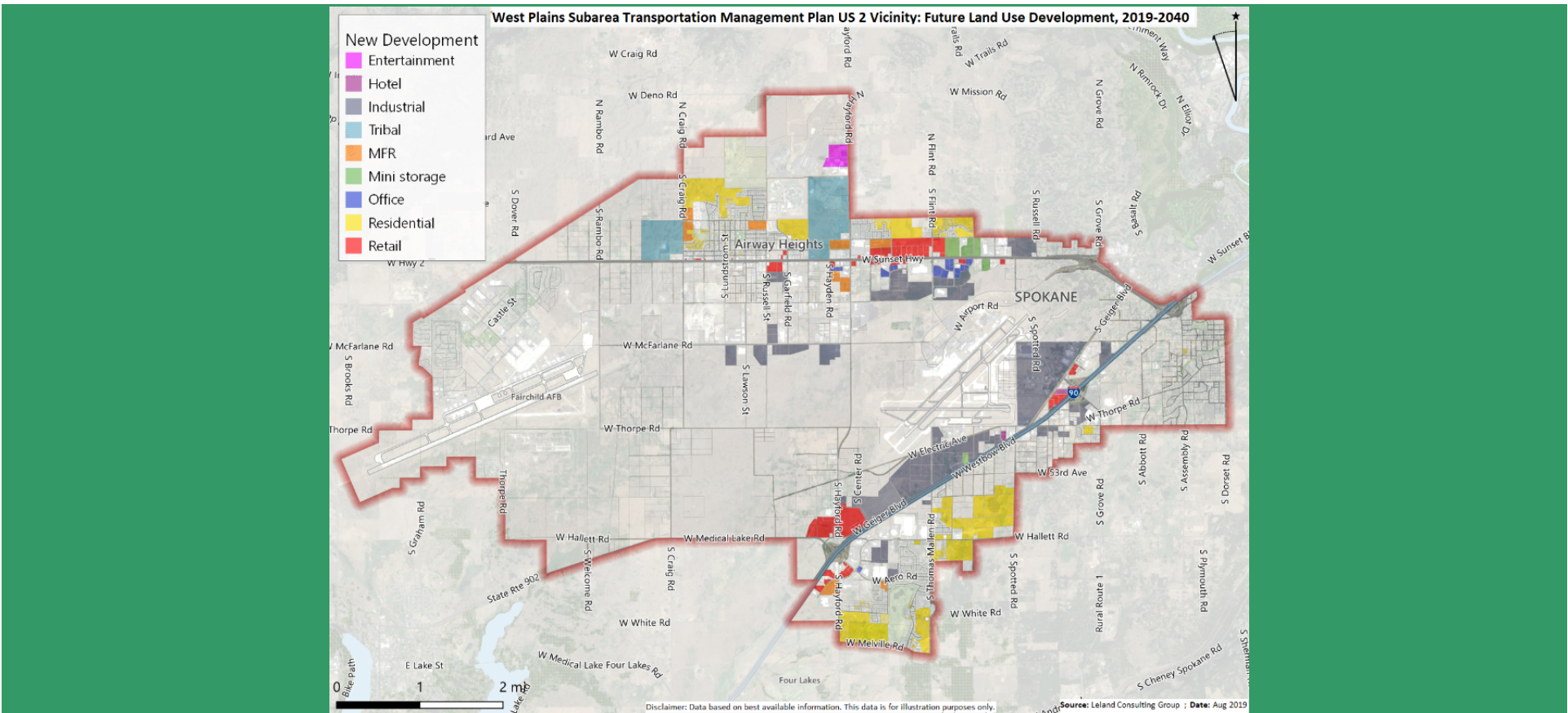


## Challenges

- Highway 2 is considered “at capacity,” with the performance of many key intersections expected to worsen as the rate of growth in the area continues. Potentially troublesome pinch points include Hwy 2 & Hayford, Hwy 2 & Craig.
- **FAA Restrictions.** While Spokane International Airport owns a significant portion of the land in West Plains, it is unlikely to attract small- to medium-sized private developers. Due to FAA regulations, the airport has little choice but to ground lease land to developers. If the airport desires to sell any land, they must go through an extensive, time-consuming process with the FAA. This is likely to deter near- and mid-term development while other, less complicated land is still available in the area. Larger companies—particularly aerospace-related—are less likely to be deterred.
- **Restrictive Overlay Zone.** The airport overlay zone impacts allowed development and building types and extends into the surrounding areas where development might otherwise be possible. The zone largely impacts land within the City of Spokane and in unincorporated Spokane County.
- **Adequate Infrastructure** to support high-intensity users is lacking in many places. Additional infrastructure investment—which is understood to be planned—would greatly increase development prospects by providing shovel-ready land and heighten development feasibility for all users, particularly with regard to land to the south of US 2 (in and near Airway Heights).
- **Wetlands** present a barrier to development in some places that must be mitigated prior to new development.
- **Fairchild Air Force Base** may prefer to remain isolated from adjacent development. As such, prospective developers looking to locate projects near the base face challenges on the basis of encroachment.

- Highway 2 is considered “at capacity,” with the performance of many key intersections expected to worsen as the rate of growth in the area continues. Potentially troublesome pinch points include Hwy 2 & Hayford, Hwy 2 & Craig

## Future Land Use Development – 2019 to 2040



A large blue arrow pointing to the right, centered on a green background. The arrow has a 3D effect with a white outline and a blue gradient. The text "Next Steps" is written in bold black font inside the arrow.

**Next Steps**

Questions & Comments?

Thank you!