

2015/2016 Comprehensive Plan Amendments

# Morningside Investments LLC Z1500084COMP

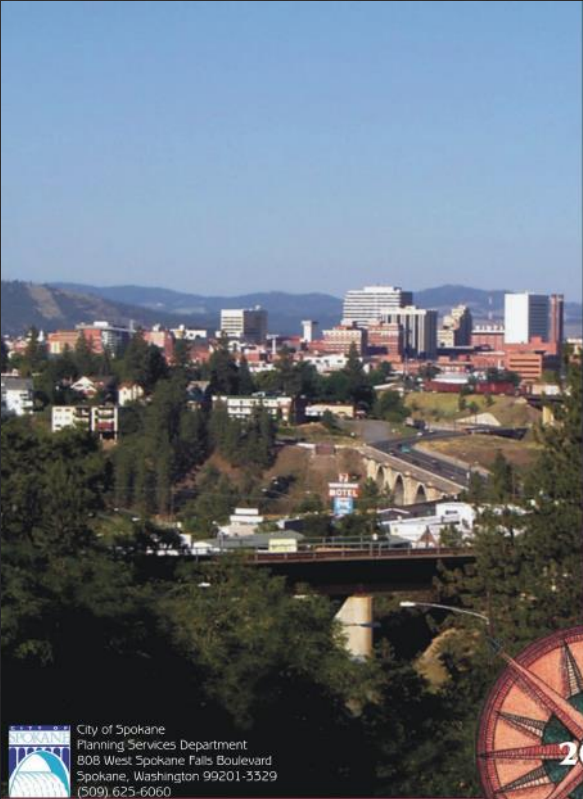
Plan Commission Workshop

June 8, 2016

[www.spokanecity.org/projects](http://www.spokanecity.org/projects)

City of Spokane Planning & Development  
Tirrell Black, Associate Planner  
[compplancomments@spokanecity.org](mailto:compplancomments@spokanecity.org)





City of Spokane  
Planning Services Department  
808 West Spokane Falls Boulevard  
Spokane, Washington 99201-3329  
(509) 625-6060



# City of Spokane's Comprehensive Plan

\* Revised Edition January 2012\*



## Land Use



Stevens County

Airway Heights

Spokane Valley

# Land Use Plan Map

Map LU 1

## Legend

### Land Use Plan Categories

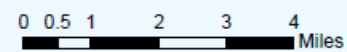
- |                         |                     |
|-------------------------|---------------------|
| Conservation Open Space | Neighborhood Retail |
| Open Space              | Mini Center         |
| Potential Open Space    | CC Transition       |
| Agriculture             | CC Core             |
| Residential 4-10        | General Commercial  |
| Residential 10-20       | Downtown            |
| Residential 15-30       | Light Industrial    |
| Residential 15+         | Heavy Industrial    |
| Institutional           | Mining              |
| Office                  |                     |

### Center and Corridor Types

- Neighborhood Center
- District Center or Corridor
- Employment Center

### Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- City Urban Reserve
- Approximate Airport Property SIA and Felts Field
- Interstate Highway
- Arterials
- Trails
- Proposed Light Rail
- Proposed North/South Corridor



Source: GIS  
Date: 01 / 2012



**THIS IS NOT A LEGAL DOCUMENT:**  
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship property lines, section lines, roads, etc.



# Milestones in the Process:

- Application Reviewed - Counter complete
- Agency & Departmental Review
- Notice of Application & Public Comment Period (May 10 to July 11)
- Plan Commission substantive workshops during 60-day period
- SEPA Determination & Staff Report
- Plan Commission Public Hearing
- City Council Public Hearing



# Z1500084-COMP

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**Applicant**

**Morningside Investments LLC**

**Agent**

Jay Bonnett, J R Bonnett Engineering

**General Location**

North of Indian Trail Shopping Center  
North of Barnes Road  
aka Windhaven 1<sup>st</sup> Addition PUD & Plat

**Requested Change of Land  
Use Plan Map**

Residential 4-10 units per acre to  
Residential 10-20 units per acre & Residential  
15-30 units per acre

**Requested Zoning Change**

RSF (Residential Single Family) to  
RTF (Residential Two Family)  
& RMF (Residential Multifamily)

**Size**

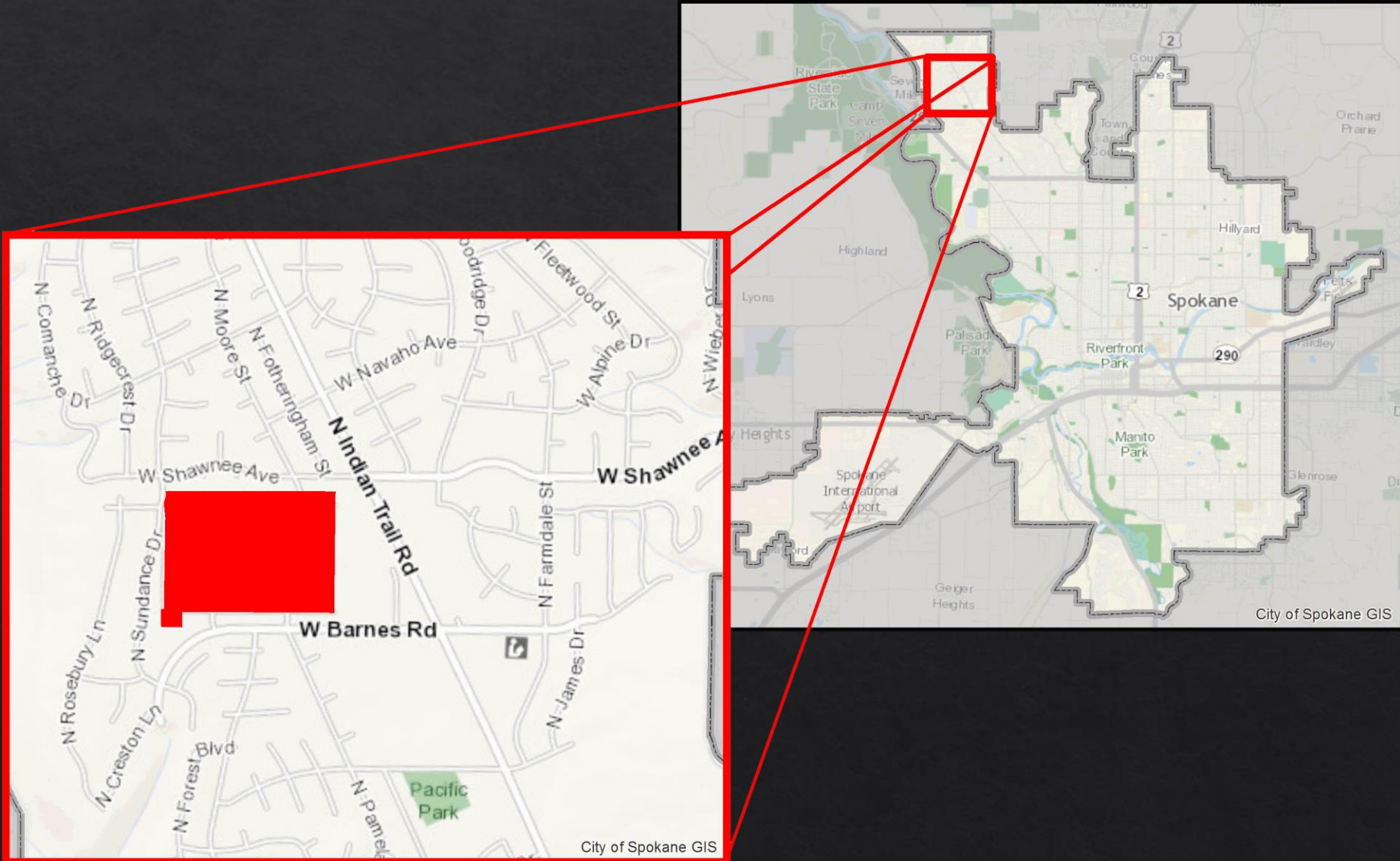
45.5 acres total  
3.87 acres to R10-20 & 41.63 acres to R15-30

**Neighborhood Council  
Boundary**

North Indian Trail

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# Property Location









# Comprehensive Plan Amendment Z1500084COMP- Morningside Investments LLC Existing Land Use Plan Map


DATE: December 2015  
USER: Planning & Development

## Legend

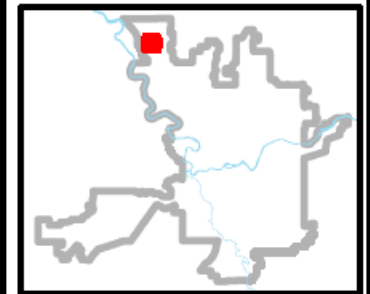
 Parcel - Morningside Investments LLC Z1500084COMP

 Parcel

### Existing Landuse Plan

 Residential 4-10  
 Residential 10-20  
 Residential 15-30  
 CC Core

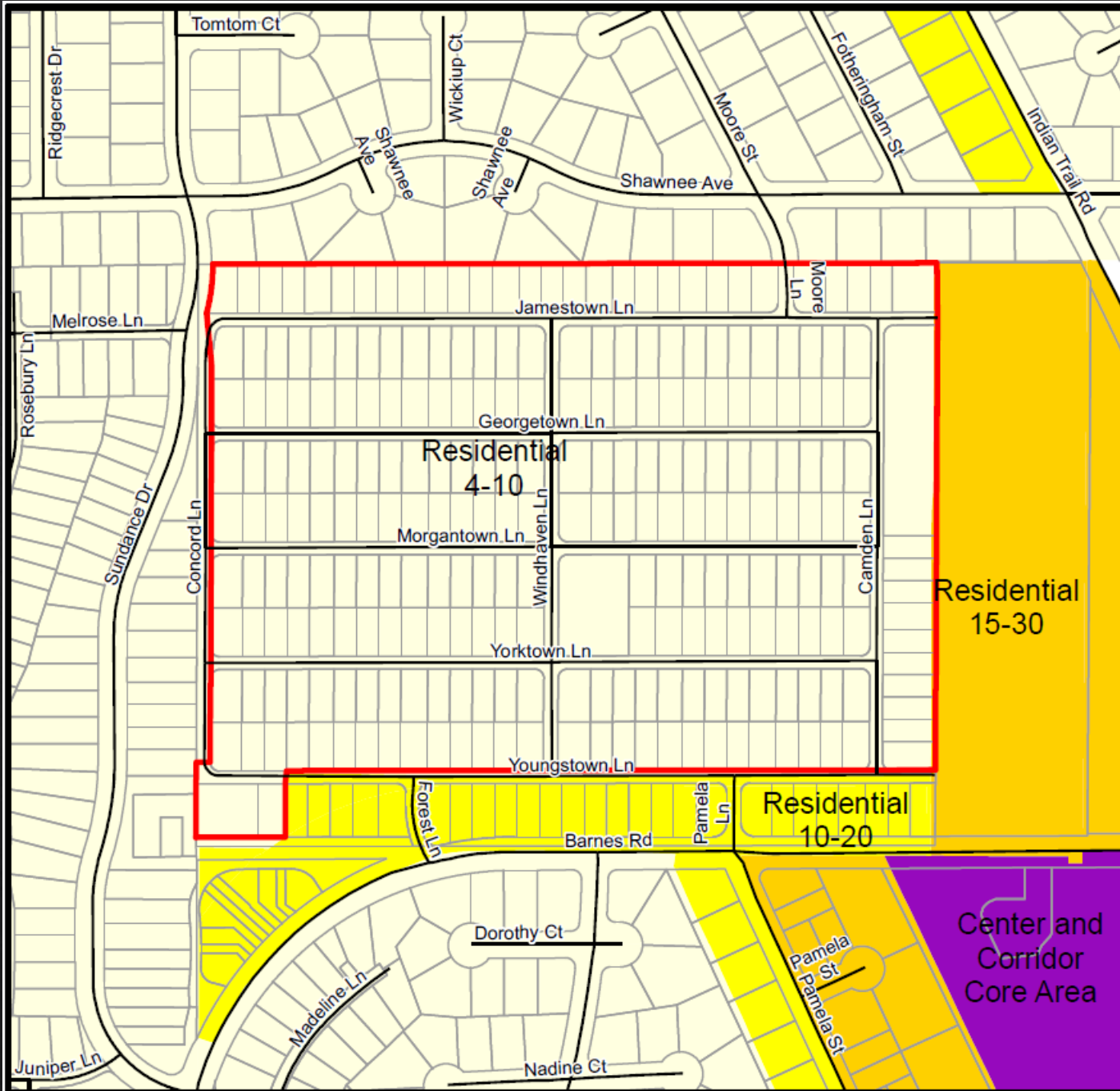
### Location Map



0 100 200 400  
Feet



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**Comprehensive  
Plan Amendment  
Z1500084COMP-  
Morningside  
Investments LLC  
Exhibit A -  
Proposed Land Use  
Plan Map**





DATE: December 2015  
USER: Planning & Development

**Legend**

 Parcel - Morningside Investments LLC Z1500084COMP

 Parcel

**Proposed Landuse Plan**

-  Residential 4-10
-  Residential 10-20
-  Residential 15-30
-  CC Core

**Location Map**

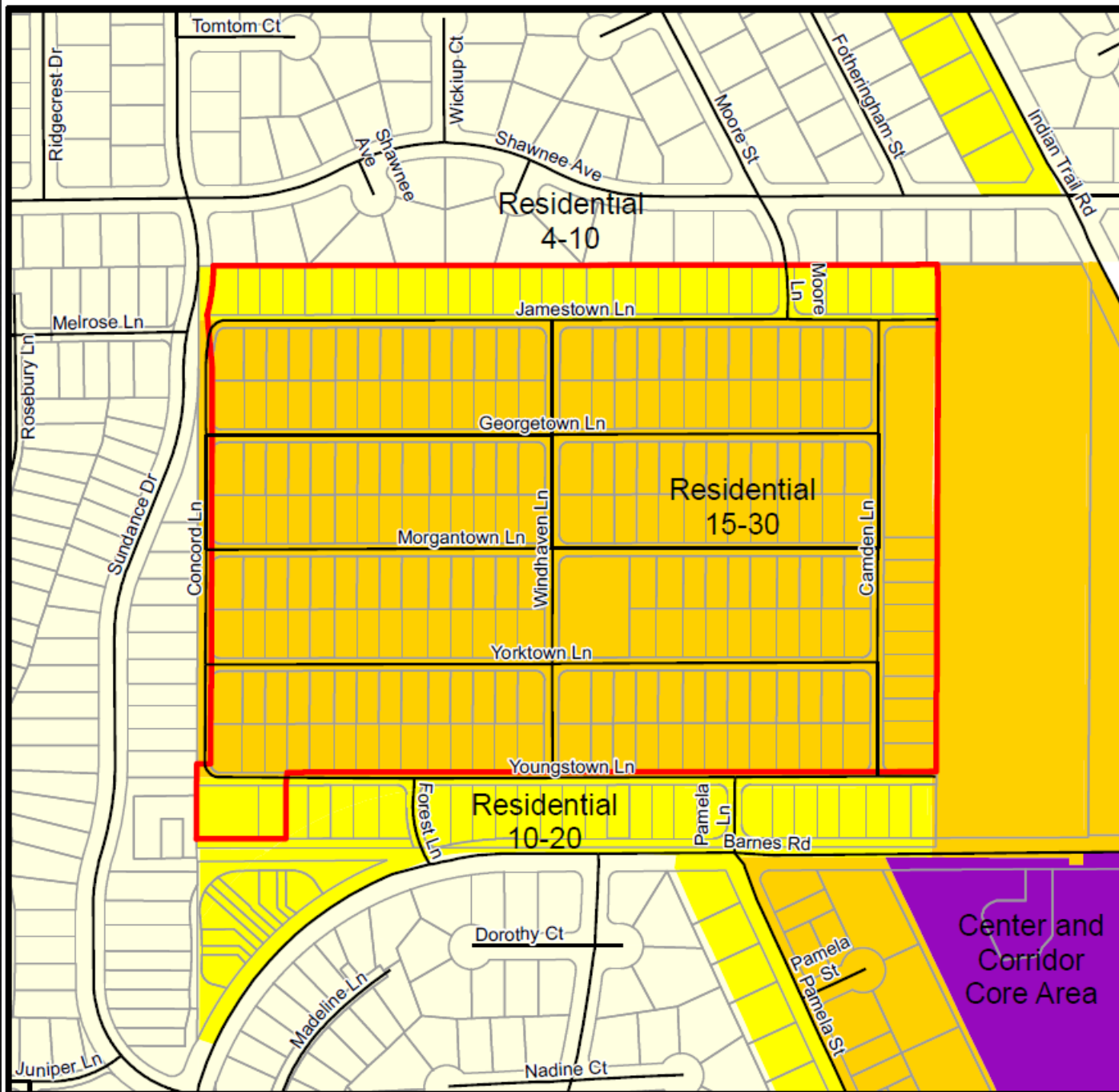


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Feet



**Center and  
Corridor  
Core Area**







*THIS IS NOT A LEGAL DOCUMENT.  
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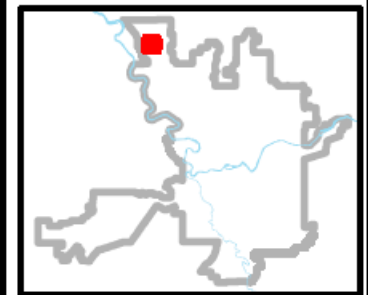
# Comprehensive Plan Amendment Z1500084COMP- Morningside Investments LLC Existing Zoning Map

DATE: December 2015  
USER: Planning & Development

## Legend

-  Parcel - Morningside Investments LLC Z1500084COMP
-  Parcel
- Existing Zoning**
-  Center and Corridor Type 2
-  Residential Multifamily
-  Residential Single-Family
-  Residential Two-Family

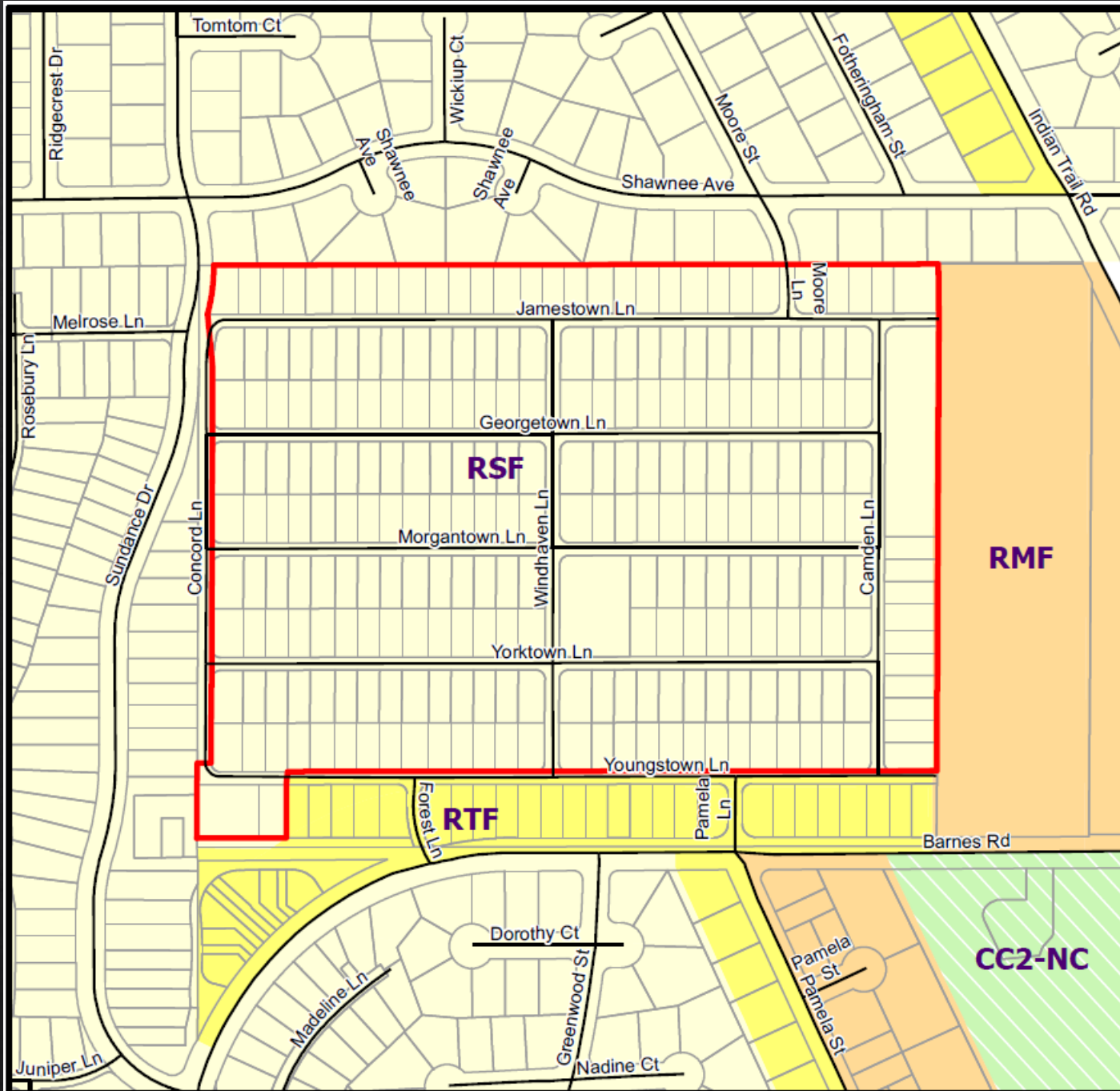
## Location Map



0 100 200 400  
Feet



**THIS IS NOT A LEGAL DOCUMENT.**  
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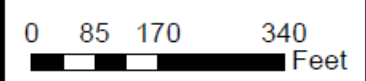
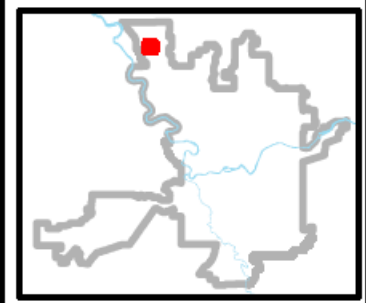


# Comprehensive Plan Amendment Z1500084COMP- Morningside Investments LLC Exhibit B - Proposed Zoning Map

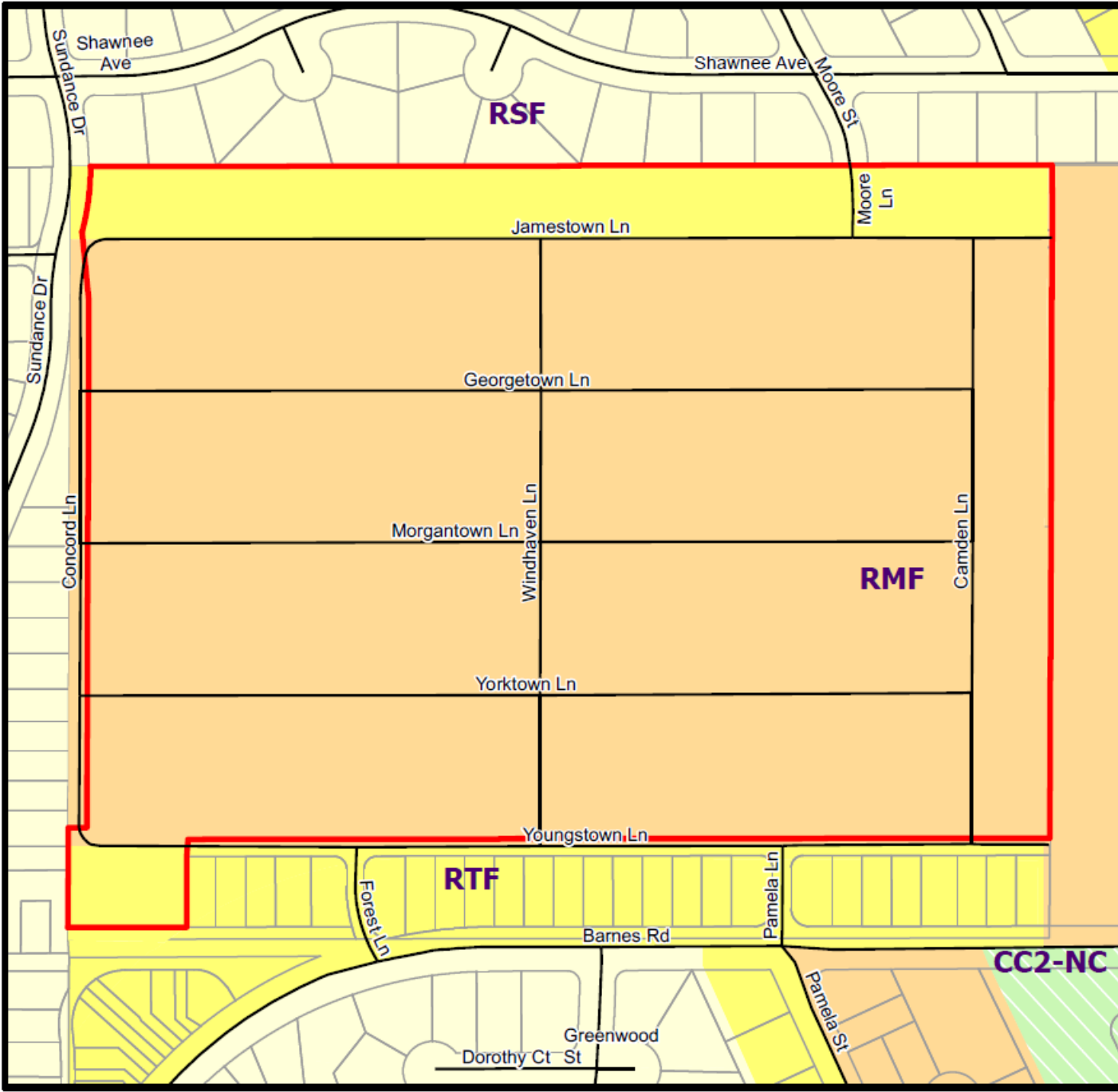
DATE: December 2015  
USER: Planning & Development

## Legend

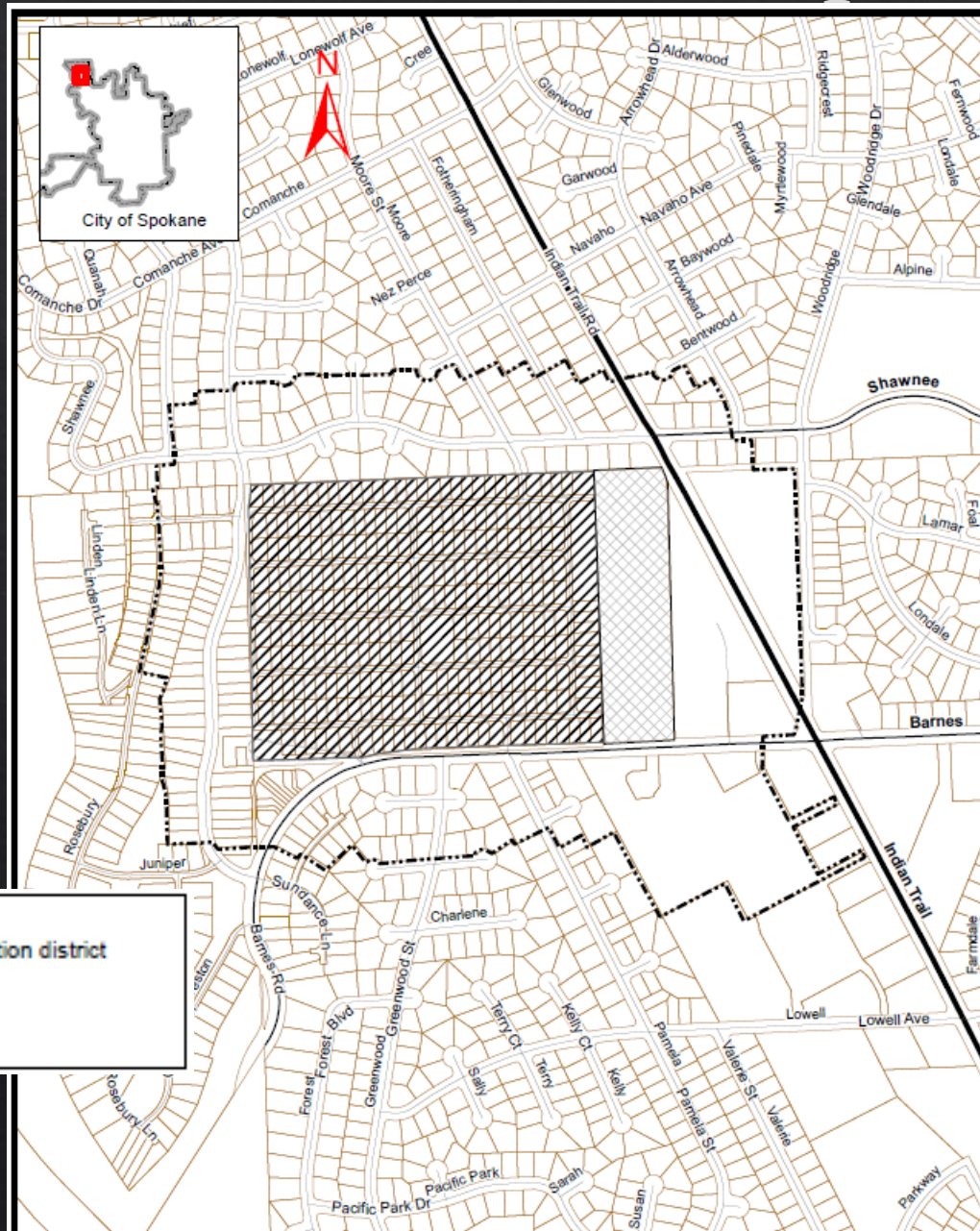
-  Parcel - Morningside Investments LLC Z1500084COMP
-  Parcel
- Proposed Zoning**
-  Center and Corridor Type 2
-  Residential Multifamily
-  Residential Single-Family
-  Residential Two-Family
- Location Map**



**THIS IS NOT A LEGAL DOCUMENT.**  
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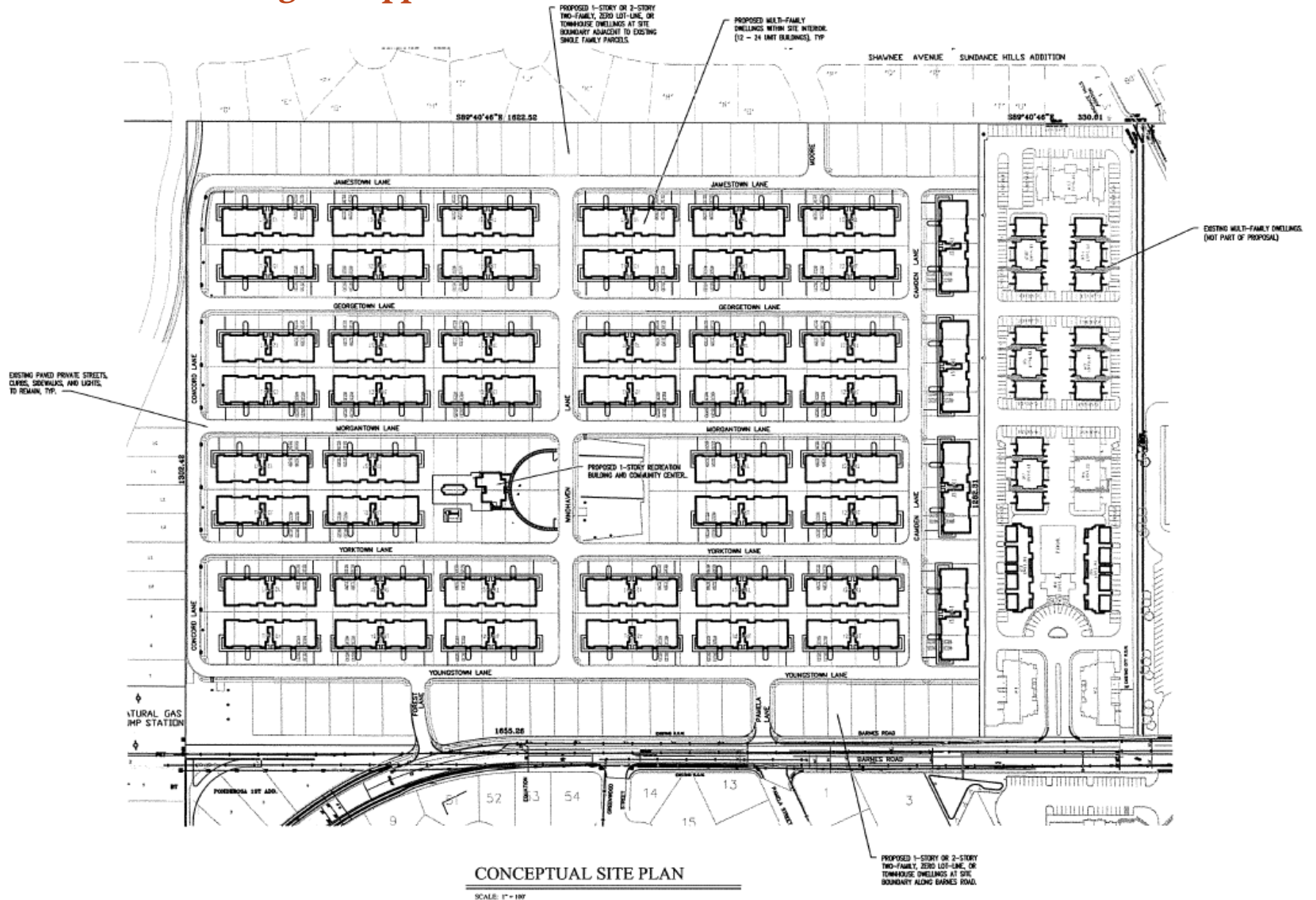
# Notification Map



**Legend**

- Parcels
- Notification district
- Project Site
- Adjacent Ownership

# Site Plan from original application





# Site Photographs



From Barnes Road, heading west

← **W Barnes Rd**

Spokane, Washington



🔄 Street View - Sep 2013



< > Hide imagery ⌵

# Looking northwest from Barnes Road; Lusitano Apartments

5436 W Barnes Rd

Spokane, Washington



Street View - Aug 2013



Hide imagery



W Barnes Rd

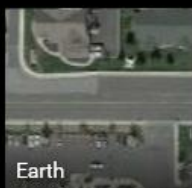
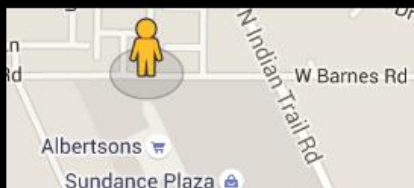
Spokane, Washington



Street View - Aug 2013



Hide imagery



# Looking South near Shawnee Ave on Moore Street

9561 N Moore St

Spokane, Washington

Street View - Aug 2013



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# Vicinity Photographs



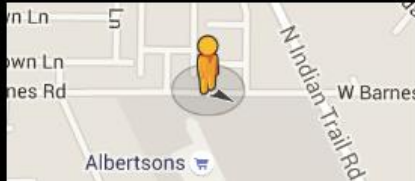
W Barnes Rd

Spokane, Washington

Street View - Aug 2013



Hide imagery



Earth



5238 West Barnes Road, Spokan...



8701 North Farmdale Street, Spo...



The Church of Jesus Christ of La...



870...



Untitled



Guye Blood - REALTOR

Photo - Mar 2016



< > Hide imagery





Sundance Center looking north, near Lowell Ave

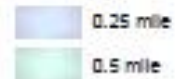


# Adjacent Land Uses

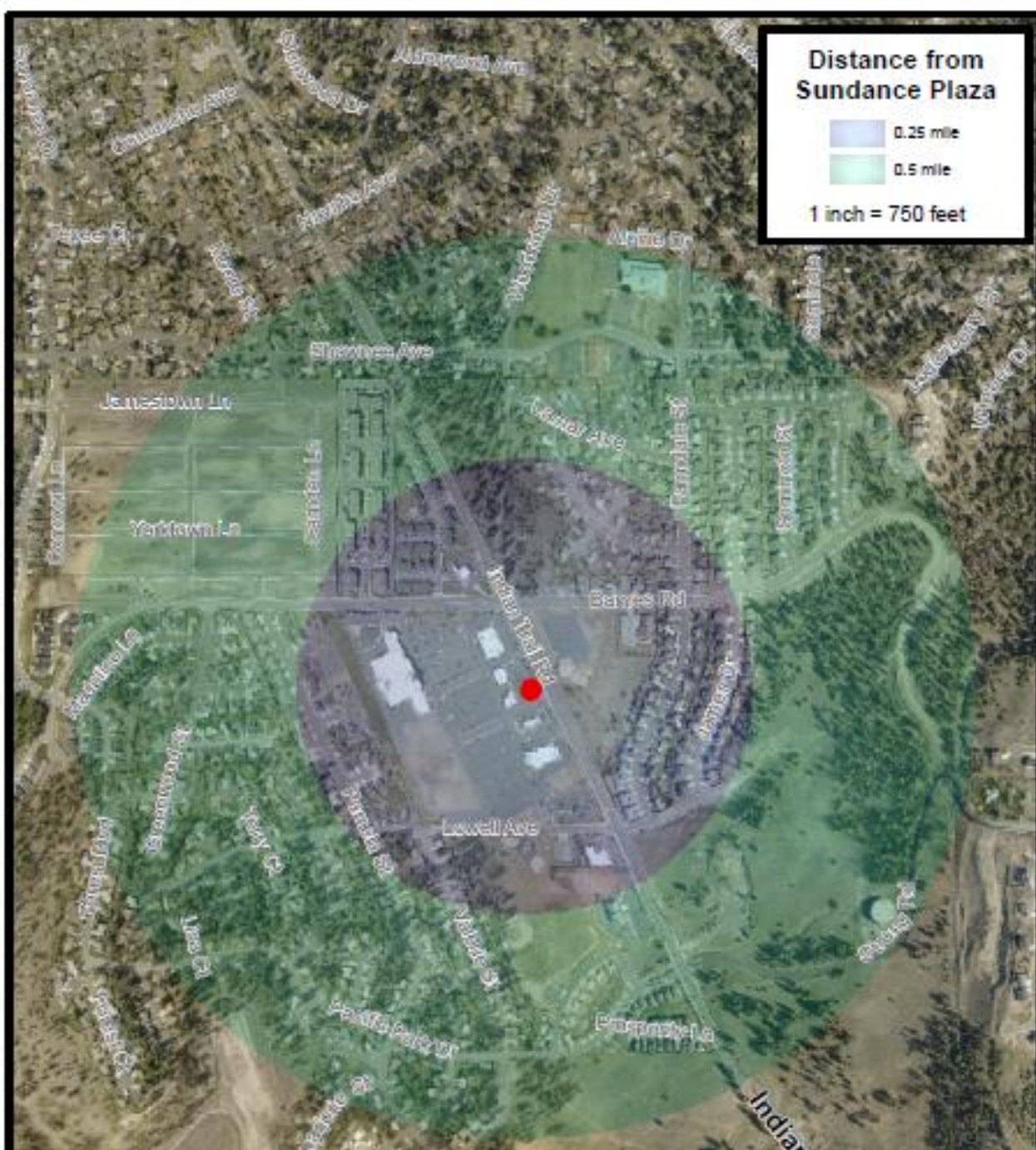




**Distance from  
Sundance Plaza**



1 inch = 750 feet



Center & Corridor Designation  
Neighborhood Center

# Policy LU 3.2

## Goal: LU 3 Efficient Land Use

### Policy LU 3.2 Centers and Corridors

Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use plan map that encourage a mix of uses and activities around which growth is focused.

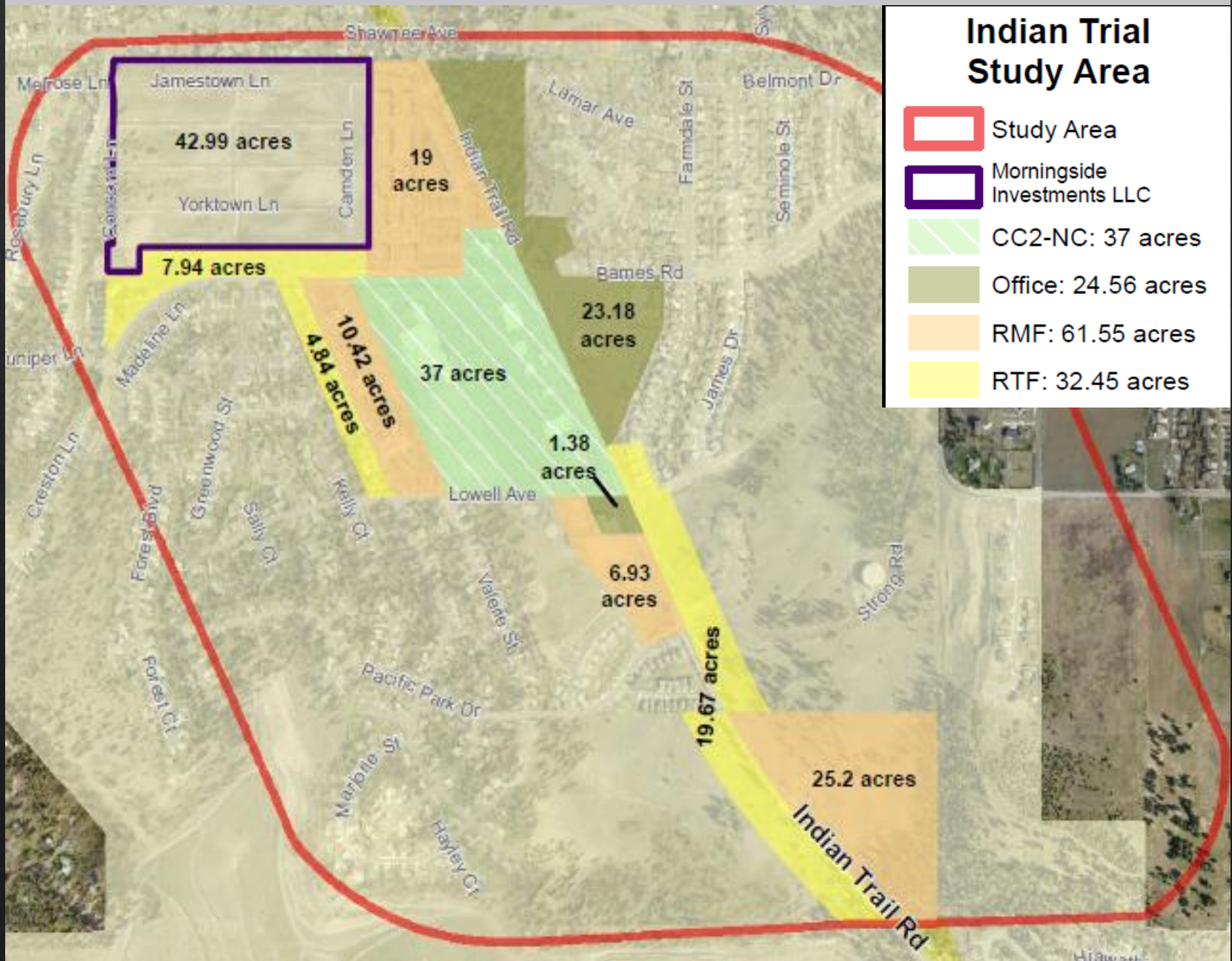


# See Policy LU3.2 for full text Neighborhood center



The size and composition of neighborhood centers, including recreation areas, vary by neighborhood, depending upon location, access, neighborhood character, local desires, and market opportunities. ....As a general rule, the amount of commercial space and percent devoted to office and retail should be proportional to the number of housing units in the neighborhood. The size of individual commercial business buildings should be limited to assure that the business is truly neighborhood serving. **The size of the neighborhood center, including the higher density housing surrounding the center, should be approximately 15 to 25 square blocks. The density of housing should be about 32 units per acre in the core of the neighborhood center and may be up to 22 units per acre at the perimeter.**

# Surrounding Zoning





# Existing Zoning (excluding RSF)

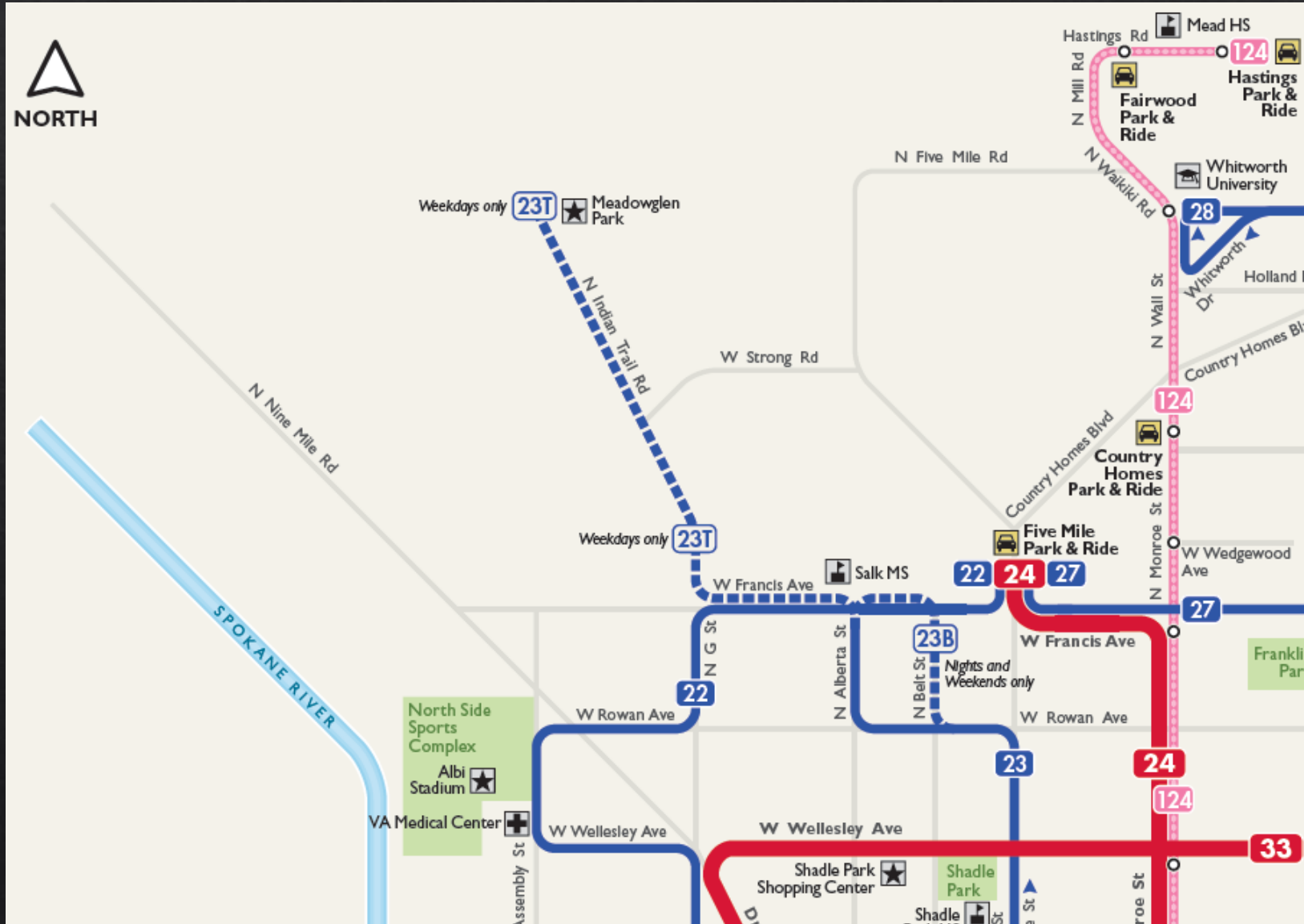
using map on previous slide

<b>Zoning Category</b>	<b>Acreage</b>
CC2-NC	37 acres
Office	24.56 acres
RMF	61.55 acres
RTF	32.46 acres
<b>Total in above category</b>	<b>155.57 acres</b>
<b>42.99 acres added is 198.56</b>	<b>27.63% increase</b>





# Transit Service

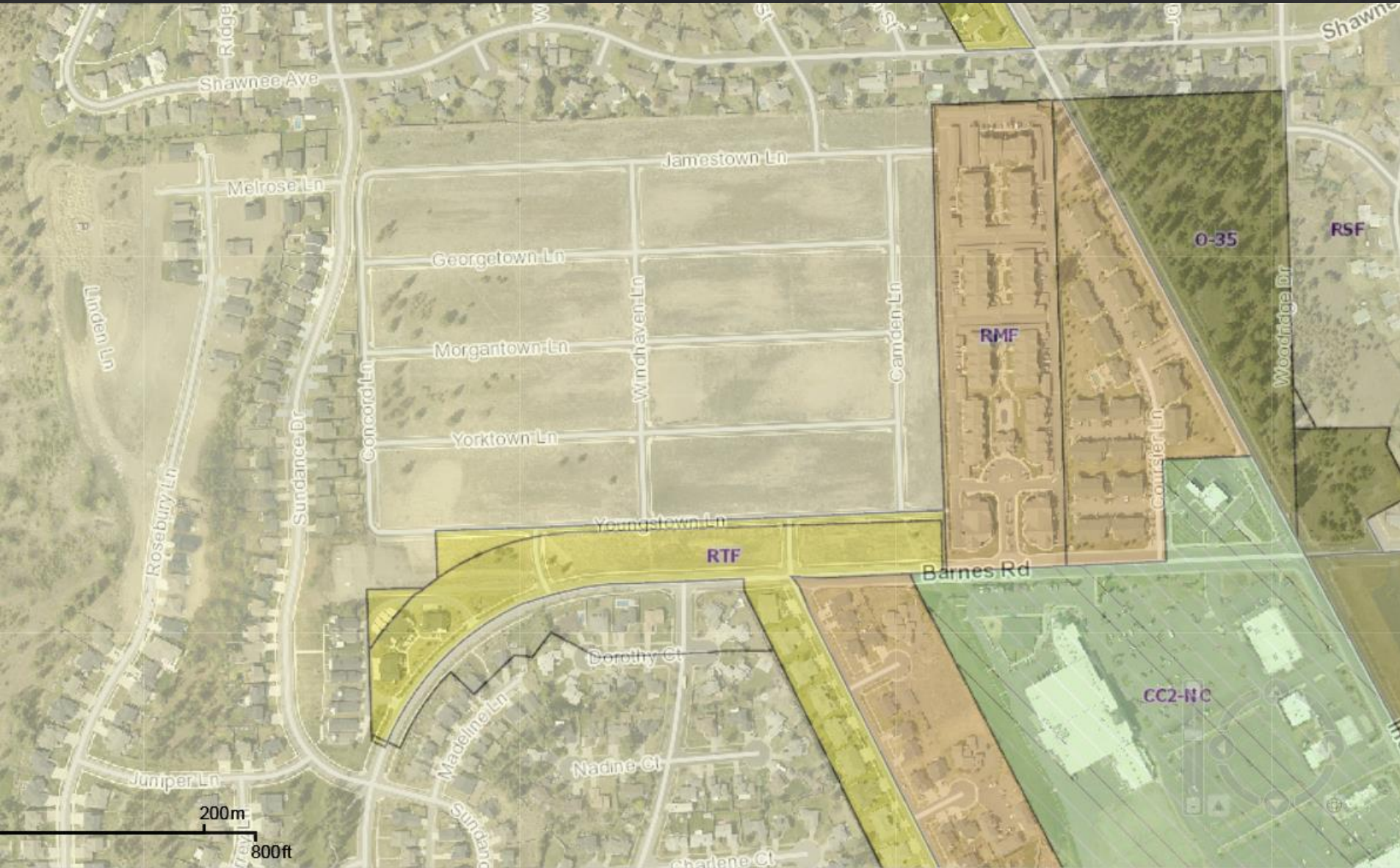


# Planning History of Site

- ◆ Windhaven 1<sup>st</sup> Addition Plat & PUD
- ◆ Allowed 286 platted lots (on approx. 49.48 acres)
- ◆ Property affected by this application consists of 260 platted lots on approx. 45.5 acres
  
- ◆ Preliminary Plat Z97-0051-PP/PUD
- ◆ Final Plat Z0500112-FP/PUD
  
- ◆ Applicant has indicated wants to use existing street and utility infrastructure



# 2014 Photo & Current Zoning




# ORD C34154 2007

## Abbreviated Planning Process

### Neighborhood Planning for Center

**RECEIVED**  
NOV 15 2007  
CITY CLERK'S OFFICE  
SPOKANE, WA



**AGENDA SHEET FOR COUNCIL MEETING OF: November 26, 2007**

Submitting Dept: Planning Services Department      Contact Person/Phone No: Marla French 625-6638      Council Sponsor: Alexander Joe Shogan, Jr.

<b>ADMINISTRATIVE SESSION</b>	<b>LEGISLATIVE SESSION</b>	<b>CITY PRIORITY</b>	CLERK'S FILE
<input type="checkbox"/> Contract	<input type="checkbox"/> Emergency Ord	<input type="checkbox"/> Communications	RENEWS
<input type="checkbox"/> Report	<input type="checkbox"/> Resolution	<input type="checkbox"/> Economic Development	CROSS REF
<input type="checkbox"/> Claims	<input type="checkbox"/> Final Reading Ord	<input checked="" type="checkbox"/> Growth Management	ENG
	<input checked="" type="checkbox"/> First Reading Ord	<input type="checkbox"/> Human Services	BID
	<input type="checkbox"/> Special Consideration	<input type="checkbox"/> Neighborhoods	REQUISITION
<b>STANDING COMMITTEES</b> (Date of Notification)	<input checked="" type="checkbox"/> Hearing	<input type="checkbox"/> Public Safety	Neighborhood/Commission/Committee Notified:
<input type="checkbox"/> Finance	<input type="checkbox"/> Public Safety	<input type="checkbox"/> Quality Service Delivery	Plan Commission workshops: 6-13, 8-23 and 9-12-07
<input checked="" type="checkbox"/> Neighborhoods	<input type="checkbox"/> Public Works	<input type="checkbox"/> Racial Equity/Cultural Diversity	Plan Commission Public Hearing: 10-10-07
<input checked="" type="checkbox"/> Planning/Community & Econ Dev 6-4, 8-6, 9-3, 10-1-07		<input type="checkbox"/> Rebuild/Maintain Infrastructure	Action Taken: Recommend approval

**AGENDA** Adoption of proposed changes to the Comprehensive Plan Land Use Plan Map and Official Zoning Map for the North Indian Trail Neighborhood Center as recommended by the City Plan Commission following an abbreviated center planning public participation process.

**WORDING:** (If contract, include the term.)



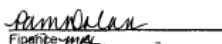
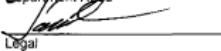


**BACKGROUND:** (Attach additional sheet if necessary) This Center Planning Process is the result of the position created in the 2007 budget to accomplish Center/Corridor and Sub-Area planning. An abbreviated process was implemented to propose changes to the Land Use Plan Map and Zoning Map for the North Indian Trail Neighborhood Center by the North Indian Trail Stakeholder Team. Planning Services Staff facilitated a public participation process amend the Comprehensive Plan Land Use Plan Map and Zoning Map to implement the Center & Corridor concepts in the Comprehensive Plan and to ensure development in the neighborhood center is driven by the desires of those directly affected.

<b>RECOMMENDATION:</b>	<b>Fiscal Impact:</b> <input type="checkbox"/> N/A	<b>Budget Account:</b> <input type="checkbox"/> N/A
	<input type="checkbox"/> Expenditure: \$	#
	<input type="checkbox"/> Revenue: \$	#
	<input checked="" type="checkbox"/> Budget Neutral	

**ATTACHMENTS:** Include in Packets: Cover letter, Plan Commission Findings & Conclusions, Ordinance, Land Use Plan Map & Official Zoning Map change proposals, SEPA Checklist, Public Comments

On file for Review in Office of City Clerk:

**SIGNATURES:**

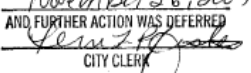
 Department Head	 Division Director	 Finance
 Legal	 Chief Operating Officer for Mayor	 Council President

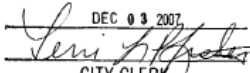
**DISTRIBUTION:**

Mike Ekins, Plan Commission Chair	Pat Hall, Planning Services	Marla French, Planning Services
James Richman, Legal Dept.	Louis Meuler, Planning Services	Leroy Eadie, Planning Services

**COUNCIL ACTION:**

FIRST READING OF THE ABOVE ORDINANCE WAS HELD ON November 26, 2007 AND FURTHER ACTION WAS DEFERRED

  
CITY CLERK

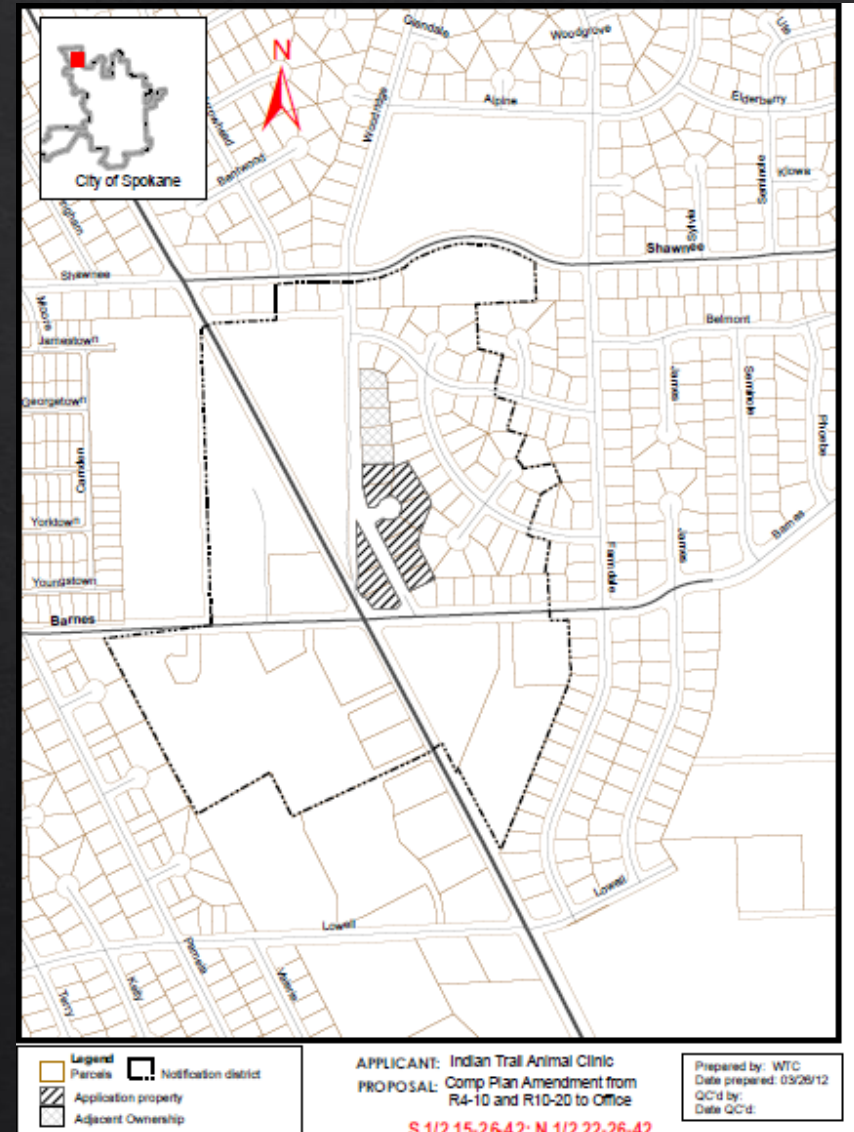
PASSED BY SPOKANE CITY COUNCIL:  
DEC 03 2007  
  
CITY CLERK

C 3 4 1 5 4



# 2012 Amendment

- ◇ ORD C34931 approved an application to amend the Comp Plan at corner of Indian Trail and Barnes Road (Vet) from R 4-10 to R 10-20 to Office
- ◇ Development Agreement approved by Council December 2013 (OPR 2013-0905)



# Procedural Requirements

- ◆ Application was submitted on October 31, 2015 and Certified Complete on December 1, 2015;
- ◆ Agency Comment from Interested City Departments and Agencies was requested 12/9/2015 to be completed by 2/8/2016.
- ◆ City of Spokane Streets and WSDOT requested a Traffic Impact Analysis.
- ◆ Draft Traffic Impact Analysis dated May 2016; supplemental Sim Traffic Analysis dated May 23 2016.
- ◆ Notice of Application was posted, published, and mailed on May 10, 2016, which began a 60 day public comment period. The comment period ends July 11, 2016;



# Procedural Requirements

- ◆ Results of the Traffic Impact Analysis were presented at a public meeting by study author Bill White, Morrison Maierle, Inc. on behalf of the applicant on May 25, 2016;
- ◆ The applicant will make a presentation regarding the proposal to the North Indian Trail Neighborhood Council on June 16, 2016;
- ◆ A SEPA Determination will be issued after public comment period.
- ◆ Staff Report after public comment period.
- ◆ Hearing Date will be scheduled with the Plan Commission
- ◆ City Council action will be scheduled after Plan Commission Hearing

# SEPA Review

- ◇ Still under staff review – traffic studies significant part of SEPA review.
- ◇ Checklist amended May 4, 2016 - up to 750 units was added to project description.
- ◇ Originally SEPA indicated 742 to 1485 units
  
- ◇ Development Agreement needed if request approved
  - ◇ At a minimum, to limit the number of units to what traffic study and SEPA checklist have evaluated.
  - ◇ Other things can be added as potential mitigations as an outcome of Plan Commission and/or City Council Hearings
  - ◇ SMC 17A.060 Development Agreements



# Agency Comments

- ◆ Comments from City Departments: Streets, Integrated Capital Programs, Fire, Current Planning, Engineering
- ◆ Comments from: Spokane County Public Works; WSDOT, School District 81, STA, SRTC
- ◆ City of Spokane Streets requested Traffic Impact Analysis
- ◆ WSDOT requested an additional SimTraffic analysis – concern over Francis Avenue (SR 291)
- ◆ Email received today (6/8/16) from WSDOT indicates additional mitigations on Francis may be required
- ◆ Capital Programs comments that NIT Road not in six-year plan; mentions topography challenge

# 6-Year Street Program



## Capital Programs

Capital Programs facilitates the development and implementation of sewer, water and street infrastructure projects and programs in support of the City's comprehensive plan, and to promote the attainment of enterprise-wide efficiencies by applying proven and emerging geographic information system technologies.

Capital Programs maintains the Six Year Capital Program Plans for:

- Streets Department
- Water and Hydro Utility
- Wastewater Utility
- Stormwater Utility

## Six Year Programs

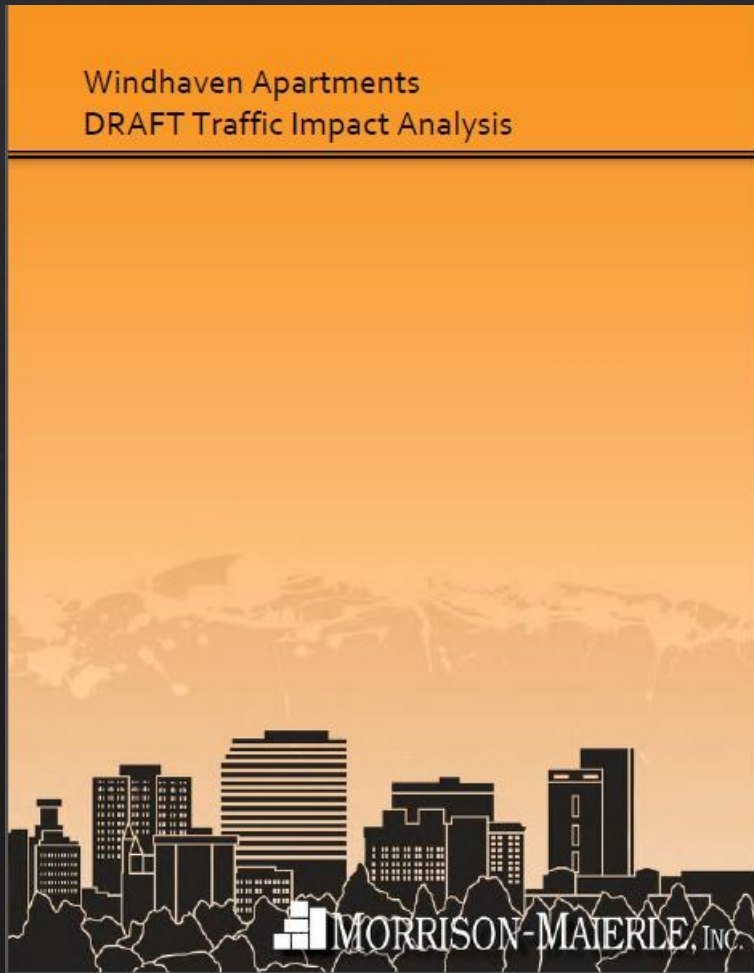
### 6-Year Street Program

- [DRAFT 2017 – 2022](#) (PDF 7.4 MB)
- [2016 – 2021](#) (PDF 7.7 MB)
- [2015-2020](#) (PDF 8.1 MB)
- [2014-2019](#) (PDF 6.4 MB)
- [2013-2018](#) (PDF 6.3 MB)



# Traffic Impact Analysis & Micro-simulation/SimTraffic Analysis

Full text posted on project page



memo

**TO:** Inga Note, P.E. - City of Spokane Street Department  
Lisa Key - City of Spokane Planning and Development  
Tirrell Black - City of Spokane Planning Department

**FROM:** Bill White  
Kennet Bertelsen, P.E.

**DATE:** May 23, 2016

**JOB NO.:** 5594.002

**RE:** Windhaven Apartments, Summary Micro-simulation/SimTraffic Analysis

**CC:** Jay Bonnet, P.E. - Bonnett Engineering  
Del Stratton - Douglass Properties  
Greg Fligg - WSDOT

Urgent  For Review  Please Comment  Please Reply  For Your Use

This memorandum summarizes the micro-simulation analysis developed in SimTraffic for the Windhaven Apartments project proposed in Spokane, WA. Provided is additional information to support the Windhaven Apartments Traffic Impact Analysis (MMI, May 2016), as developed per the request of officials with the Washington State Department of Transportation (WSDOT) specifically for Francis Avenue study Intersections. Source material such as project data, traffic forecasts, and comparative analyses can be reviewed with the project Traffic Impact Analysis (TIA), as this provides analytical results only and is not intended as a stand-alone document.

#### SIMTRAFFIC ANALYSIS

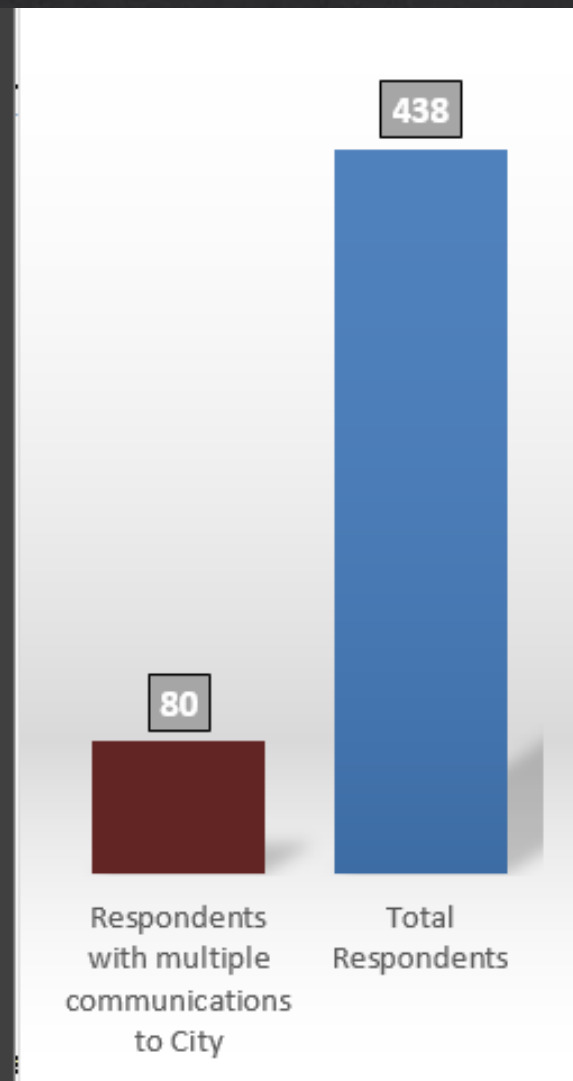
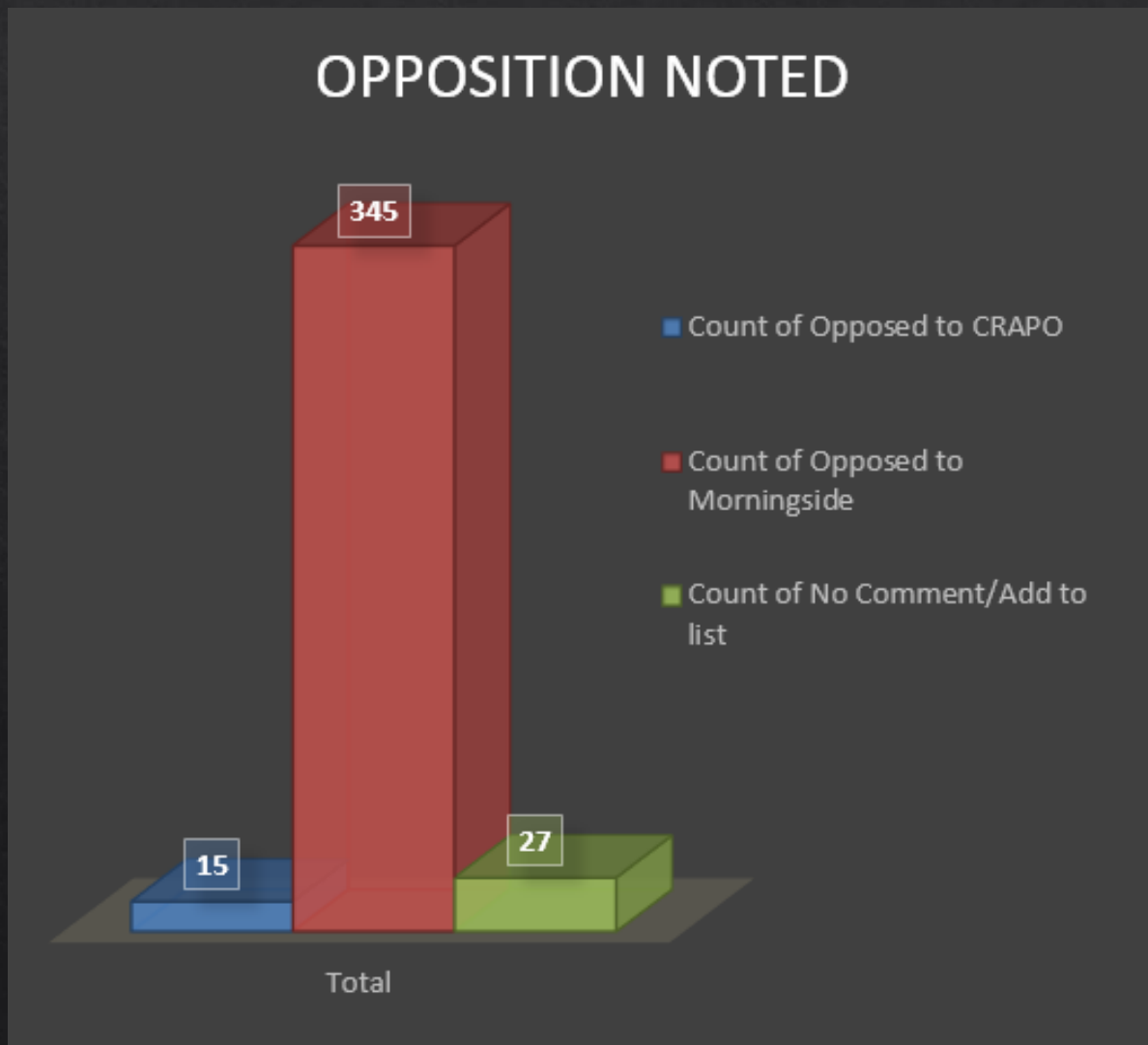
SimTraffic (Trafficware, 2016) is a micro-simulation program used to review the cumulative impact of traffic within the context of roadway and intersection networks. This is somewhat different than the "spot" analyses provided through Highway Capacity Manual (HCM) methodologies and the software that generates HCM results (such as Synchro used with the Windhaven TIA). Cumulative results can be different with micro-simulation because the effect of the traffic influences from upstream and downstream intersections are addressed, whereas spot analysis focuses on traffic conditions predominantly at an intersection only. Spillback between intersections, spillback beyond turning bays, forced lane changes, unbalanced lane use for downstream turns, and other traffic flow interactions are examples of traffic conditions that can have a cumulative impact upon the operation of a single intersection.

Intersection delay, block time, and queue penalties are micro-simulation results requested by WSDOT for Francis Avenue study Intersections. A description of intersection delay, block time, and queue penalties are as follows:

- **Block Time.** This represents the proportion of time during the peak hour that a turn lane is queued at the top or back of a storage area (i.e. lane length), thus access to the lane is effectively blocked. Or this represents the proportion of time that a turn lane is blocked due to queues in the adjacent through lane. Results are presented in terms of a percentage of time blocked during the peak hour. Block time is shown in Table 2.
- **Intersection Delay.** Presented by Table 1, this is the average delay experienced by vehicles at an intersection. Different than control delay (as presented by the TIA), this includes the effects of vehicle slow-downs and arrival/departure influences caused by

# Public Comment Summary – 438

All Comments have been provided to Plan Commissioners

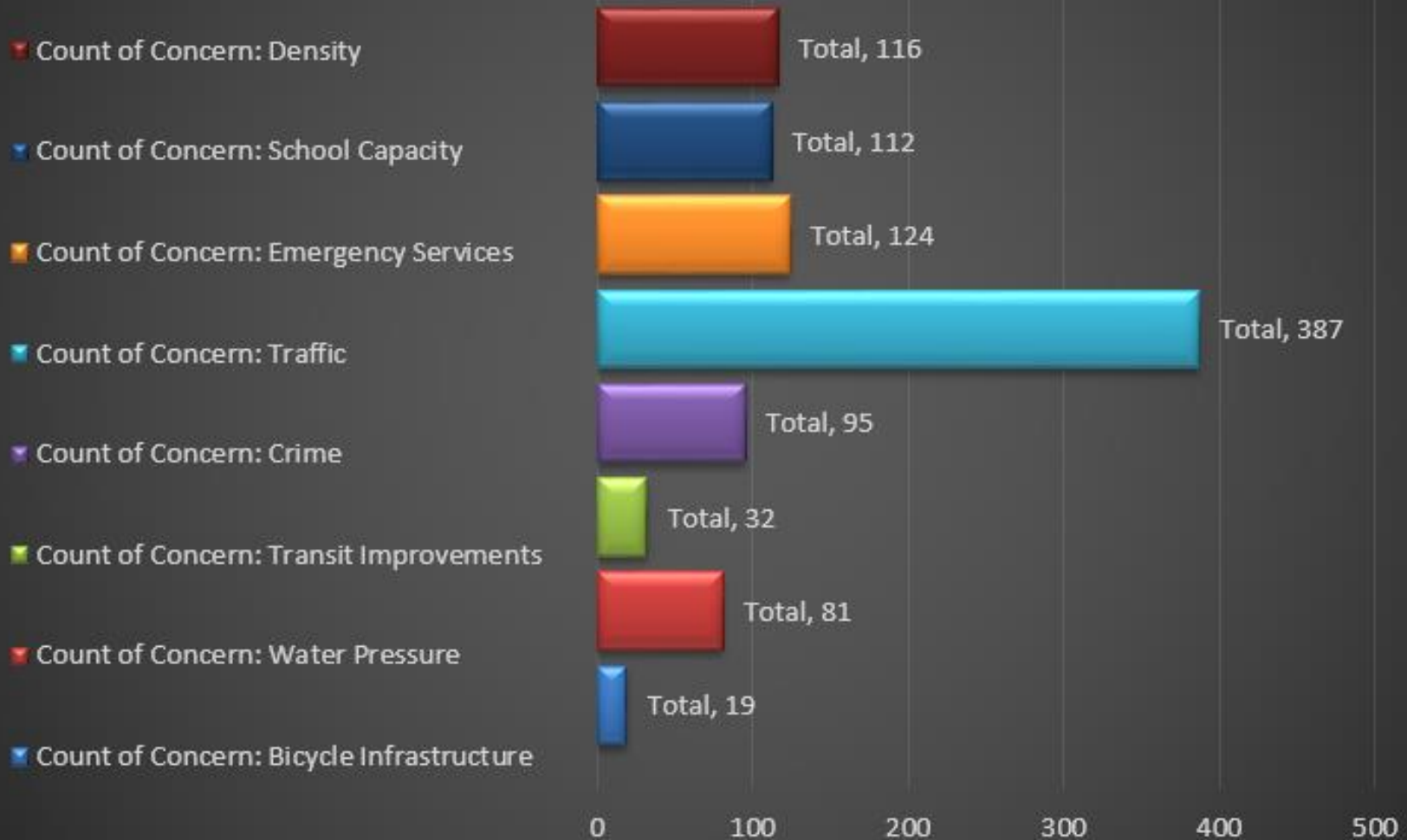




# Public Comment Summary – 438

All Comment has been provided to Plan Commissioners

## CONCERN(S) NOTED



As of 6/6/2016

# Standing-room only for Indian Trail development meeting

Posted: May 25, 2016 9:46 PM PDT

Updated: May 25, 2016 11:10 PM PDT

by Patrick Erickson, KHQ Reporter

**CONNECT**

Standing-room only for Indian Trail development meeting - 02:07





# Comprehensive Plan Policy

## Land Use Chapter 3

- ◆ LU 1.3 Single-Family Residential Areas
- ◆ LU 1.4 Higher Density Residential Uses
- ◆ LU 3.1 Coordinated and Efficient Land Use
- ◆ LU 3.2 Centers and Corridors
  - ◆ Neighborhood Center discussion
- ◆ LU 3.3 Planned Neighborhood Centers

# Comprehensive Plan Policy

## Land Use Chapter 3

- ◆ LU 3.4 Planning for Centers and Corridors
- ◆ LU 3.5 Mix of Uses in Centers
- ◆ LU 3.6 Neighborhood Centers
- ◆ LU 4.1 Land Use and Transportation
- ◆ LU 5.1 Built and Natural Environment
- ◆ LU 5.5 Compatible Development



# Comprehensive Plan Policy

## Chapter 4 Transportation & Chapter 5 Capital Facilities

- ◇ TR 3.1 Transportation and Development Patterns
- ◇ CFU 2.1 Available Public Facilities
- ◇ CFU 2.2 Concurrency Management System
- ◇ CFU 2.6 Funding Shortfalls
- ◇ CFU 4.1 Compact Development
- ◇ CFU 2.6 Funding Shortfalls
- ◇ CFU 6.1 Community Revitalization

# Comprehensive Plan Policy

## Chapter 6 Housing

- ◇ H2.1 Distribution of Housing Options

## Chapter 8 Urban Design & Historic Preservation

- ◇ DP 1.4 New Development in Established Neighborhoods
- ◇ DP 3.8 Infill Development
- ◇ DP 6.2 Access to Housing Choices

## Chapter 11 Neighborhoods

- ◇ N 8.4 Consistency of Plans



## Section 17G.020.010 Comprehensive Plan Amendment Purpose

Guiding Principles of the annual process:

1. Keep the comprehensive plan alive and responsive to the community.
2. Provide for simultaneous review of proposals to allow for cumulative impact analysis of all applications on a City-wide basis and in conjunction with budget decisions.
3. Make map adjustments based on a foundation in policy language, consistently applying those concepts citywide.
4. Honor the community's long-term investment in the comprehensive plan, through public participation and neighborhood planning processes, by not making changes lightly.
5. Encourage development that will enable our whole community to prosper and reinforce our sense of place and feeling of community, in an ecologically, economically and socially sustainable manner.
6. The proposed changes must result in a net benefit to the general public.

# Review Criteria outlined in SMC Section 17G.020.030

Criteria Include:

- *Regulatory Changes, GMA ,*
- *Financing, Funding Shortfall,*
- *Internal Consistency,*
- *Regional Consistency,*
- *Cumulative Effect, SEPA,*
- *Adequate Public Facilities, UGA,*
- *Consistent / Inconsistent Amendments*

## Plan Commission Recommendation 17G.020.060 (M)

### ◆ Plan Commission Recommendation.

The plan commission bases its recommendation on the review guidelines and required decision criteria, public input, conclusions from any required studies, the staff report, and the SEPA determination. The plan commission's findings and conclusions regarding its recommendation are forwarded to the city council within thirty days of their decision on their recommendation. The plan commission's recommendation may take the form of one of the following:



Plan Commission Recommendation  
17G.020.060 (M)

Approval based on support for the proposal and recognition that it is either consistent with the comprehensive plan and/or that enough evidence was presented to justify the need for the change.

The plan commission may also decide to condition their approval recommendation upon modification of the proposal. If the proposal is modified substantially, an additional hearing is required. One possible modification might be to expand the geographic scope of a privately initiated amendment in order to allow for consideration of nearby property, similarly situated property or area-wide impacts.

Plan Commission Recommendation  
17G.020.060 (M)

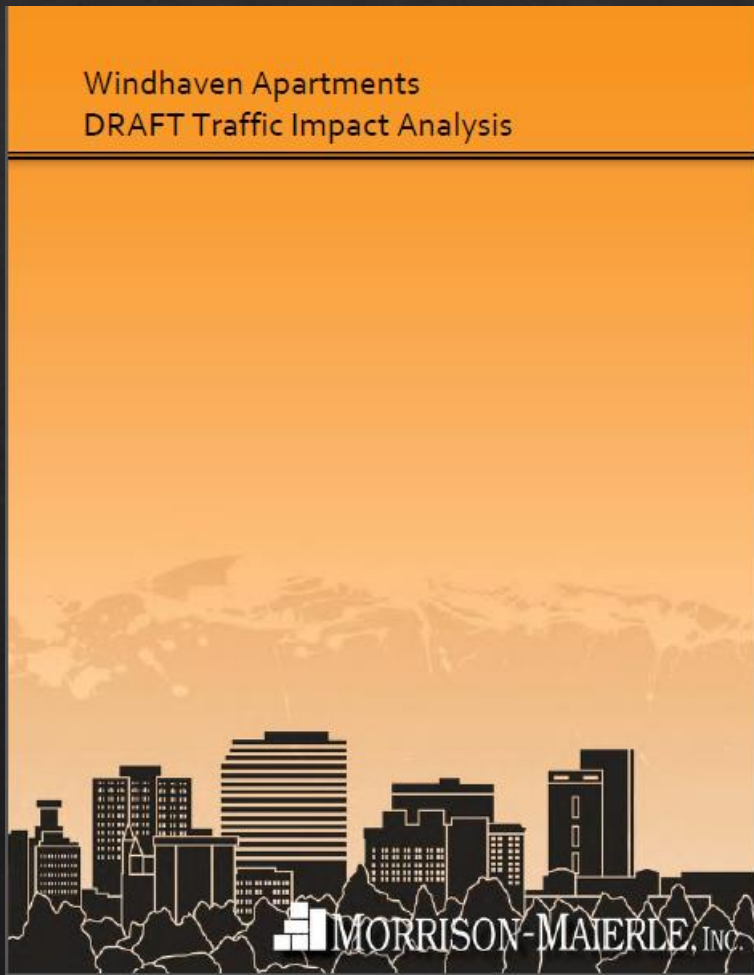
Denial for the following reason(s):

The proposal does not comply with the review guidelines or decision criteria.

A majority of the plan commission believes the proposal would be more appropriately and effectively addressed through another aspect of the planning department's work program (neighborhood planning, writing new regulations, etc.).

The plan commission did not receive enough information from the applicant to be able to reach a decision based on the merits of the proposal. This could be for a variety of reasons, including the possibility that the application mislabeled the proposal as consistent with the comprehensive plan when it was actually inconsistent.

# Traffic Impact Analysis & Micro-simulation/SimTraffic Analysis



memo

**TO:** Inga Note, P.E. - City of Spokane Street Department  
Lisa Key - City of Spokane Planning and Development  
Tirrell Black - City of Spokane Planning Department

**FROM:** Bill White  
Kennet Bertelsen, P.E.

**DATE:** May 23, 2016

**JOB NO.:** 5594.002

**RE:** Windhaven Apartments, Summary Micro-simulation/SimTraffic Analysis

**CC:** Jay Bonnet, P.E. - Bonnett Engineering  
Del Stratton - Douglass Properties  
Greg Figg - WSDOT

Urgent  For Review  Please Comment  Please Reply  For Your Use

This memorandum summarizes the micro-simulation analysis developed in SimTraffic for the Windhaven Apartments project proposed in Spokane, WA. Provided is additional information to support the *Windhaven Apartments Traffic Impact Analysis* (MMI, May 2016), as developed per the request of officials with the Washington State Department of Transportation (WSDOT) specifically for Francis Avenue study Intersections. Source material such as project data, traffic forecasts, and comparative analyses can be reviewed with the project Traffic Impact Analysis (TIA), as this provides analytical results only and is not intended as a stand-alone document.

#### SIMTRAFFIC ANALYSIS

SimTraffic (Trafficware, 2016) is a micro-simulation program used to review the cumulative impact of traffic within the context of roadway and intersection networks. This is somewhat different than the "spot" analyses provided through Highway Capacity Manual (HCM) methodologies and the software that generates HCM results (such as Synchro used with the Windhaven TIA). Cumulative results can be different with micro-simulation because the effect of the traffic influences from upstream and downstream Intersections are addressed, whereas spot analysis focuses on traffic conditions predominantly at an Intersection only. Spillback between Intersections, spillback beyond turning bays, forced lane changes, unbalanced lane use for downstream turns, and other traffic flow Interactions are examples of traffic conditions that can have a cumulative impact upon the operation of a single Intersection.

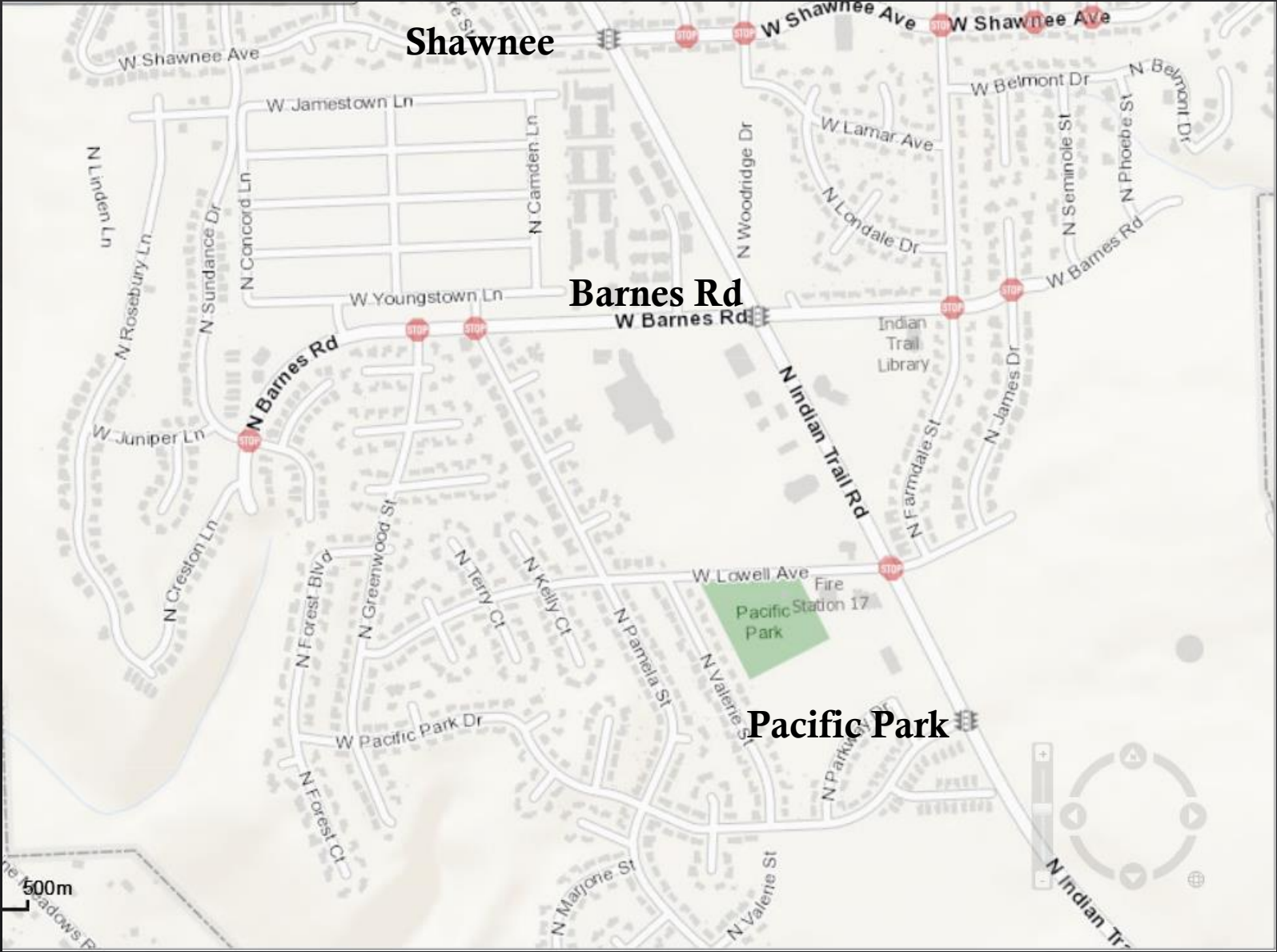
Intersection delay, block time, and queue penalties are micro-simulation results requested by WSDOT for Francis Avenue study Intersections. A description of intersection delay, block time, and queue penalties are as follows:

- **Block Time.** This represents the proportion of time during the peak hour that a turn lane is queued at the top or back of a storage area (i.e. lane length), thus access to the lane is effectively blocked. Or this represents the proportion of time that a turn lane is blocked due to queues in the adjacent through lane. Results are presented in terms of a percentage of time blocked during the peak hour. Block time is shown in Table 2.
- **Intersection Delay.** Presented by Table 1, this is the average delay experienced by vehicles at an Intersection. Different than control delay (as presented by the TIA), this includes the effects of vehicle slow-downs and arrival/departure influences caused by

Inga Note, P.E. PTOE, Senior Traffic Planning Engineer



# Signals



# Signals



# "Pipeline Projects"



## ATTACHMENT B - Preliminary and Final Plats - Indian Trail Vicinity

Prepared for the North Indian Trail 2015/2016 Comp Plan Amendment Applications - Includes development that would be expected to contribute to traffic and transportation capacity on Indian Trail and Francis.

DATE: 2/15/2016

Please note that this table represents a summary of available information and is neither exhaustive nor representative of all approvals, applications, or requirements concerning the listed projects. Refer to project documentation for more information.

FINAL PLAT?	Project Name	Plat Status	Prelim Plat	Prelim Plat Date	Final Plat	Final Plat Date	Buildout Status	Size (GIS)	Zoning	Single-Family		Two-Family <sup>1</sup>		Multi-Family	
										SF Units In Plat	SF Units Unbuilt	TF Units in Plat	TF Units Unbuilt	MF Units in Plat	MF Units Unbuilt
N	Hunt's Pointe	Prelim Plat	Z0800063-PP	10/14/2009	n/a	-	No Final Plat	52.56	RSF, RTF	183	183	48	48		
Y	Windhaven First Addition	Final Plat	Z9700051-PP/PUD	12/8/2003	Z0500112-FP/PUD	9/27/2006	Not started	49.48	RSF, RTF	286	286				
Y	Diamond Rock (Homestead) Apartments (AKA Indian Trail BSP)	BSP approved	Z0800004-BSP (Binding Site Plan, Not Plat)	4/23/2009	Building Permits: B1501541 B1501543 B1501544	-	Under Construction (No Further Permits)	4.32	O-35	0	0			96	96
Y	Estates at Rocky Ridge - off Lincoln Rd	Final Plat	Z0500089-PP/PUD	5/2/2006	Z0700037-FP/PUD	12/3/2007	Under Construction	13.17	RSF	42	15				
Y	Westwinds PUD - off Strong Rd - to Lowell	Final Plat	Z0500010-PP/PUD	6/8/2005	Z0600046-FP/PUD	2/22/2008	Under construction	19.96	RSF	36	19				
Y	Replat McCarroll's Addition Phase 2	Final Plat	Z1300061-PPLT	1/21/2014	Z1500038-FPLT	7/15/2015	Not Started	2.69	RSF	13	13				
Y	McCarroll's East 3rd Add	Final Plat	Z9400073-PP/ZC	11/19/1994	Z0500081-FP	8/24/2006	Under Construction	19.18	RSF	44	10				
Y	McCarroll's East 4th Add	Final Plat (Proposed)	Z9400073-PP/ZC	11/19/1994	Z1500028-FPLT	In Process	FPLT Application in Process	8.58	RSF	15	15				
N	McCarroll East <sup>3</sup>	Prelim Plat	Z9400073-PP/ZC	11/19/1994	Various (See Items Above)	-	Various Final Plats Listed Separately	118.2	RSF, RTF	133	7	28	28		
Y	Ponderosa Ridge 3rd Addition	Final Plat	Z0000045-PP/PUD Z1000065-PPLT	7/20/2000 4/20/2011	Z1200004-FPLT	7/11/2012	Under Construction	9.94	RSF	43	12				
Y	Ponderosa Ridge 4th Addition	Final Plat (Proposed)	Z0000045-PP/PUD Z1000065-PPLT	7/20/2000 4/20/2011	Z1600082-FPLT	In Process	FPLT Application in Process	18.95	RSF	25	25				
Y	Woodridge View 1st Addition	Long Plat	Z0100033-PP	7/20/2001	Z0600060-FP	11/16/2006	Under Construction	24.72	RSF	40	7				

**Notes:**

<sup>1</sup>For every two-family lot approved there are assumed to be two units; each duplex = two dwelling units.

<sup>2</sup>A Binding Site Plan was approved for this parcel. However, the BSP expired and the current project under construction is not being constructed as part of the BSP, rather as a new project outside the BSP. As no change in use or division of land was necessary, only building permits were required prior to construction.

<sup>3</sup>The original McCarroll East preliminary plat approval included 257 single-family lots, 30 duplex lots, and 11 larger undivided parcels. Only those lots allowed prior to additional traffic analysis, AKA "Phase I" (per HE decision Z9400073PP/ZC/R) are listed herein. The "Unbuilt" category in this row only includes lots that were not already included in final plats in other rows on this table.

Total Units in Final Plats

Total Units in Preliminary Plats, Not Yet Finalized

Total Units in Final Plats not including the current applications for Comprehensive Plan Amendments

Total Units in Preliminary Plats not including the current applications for Comprehensive Plan Amendments

Single-Family		Two-Family		Multi-Family	
SF Units In Plat	SF Units Unbuilt	TF Units in Plat	TF Units Unbuilt	MF Units in Plat	MF Units Unbuilt
544	402	0	0	96	96
316	190	76	76	0	0
258	116	0	0	96	96
183	183	48	48	0	0





# Planning Staff & More Info

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[tblack@spokanecity.org](mailto:tblack@spokanecity.org)

509-625-6185

Documents 2015/2016 Comprehensive Plan  
Amendments

[www.spokanecity.org/projects](http://www.spokanecity.org/projects)