



## Chapter Four: Land Use

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### **Purpose and Intent**

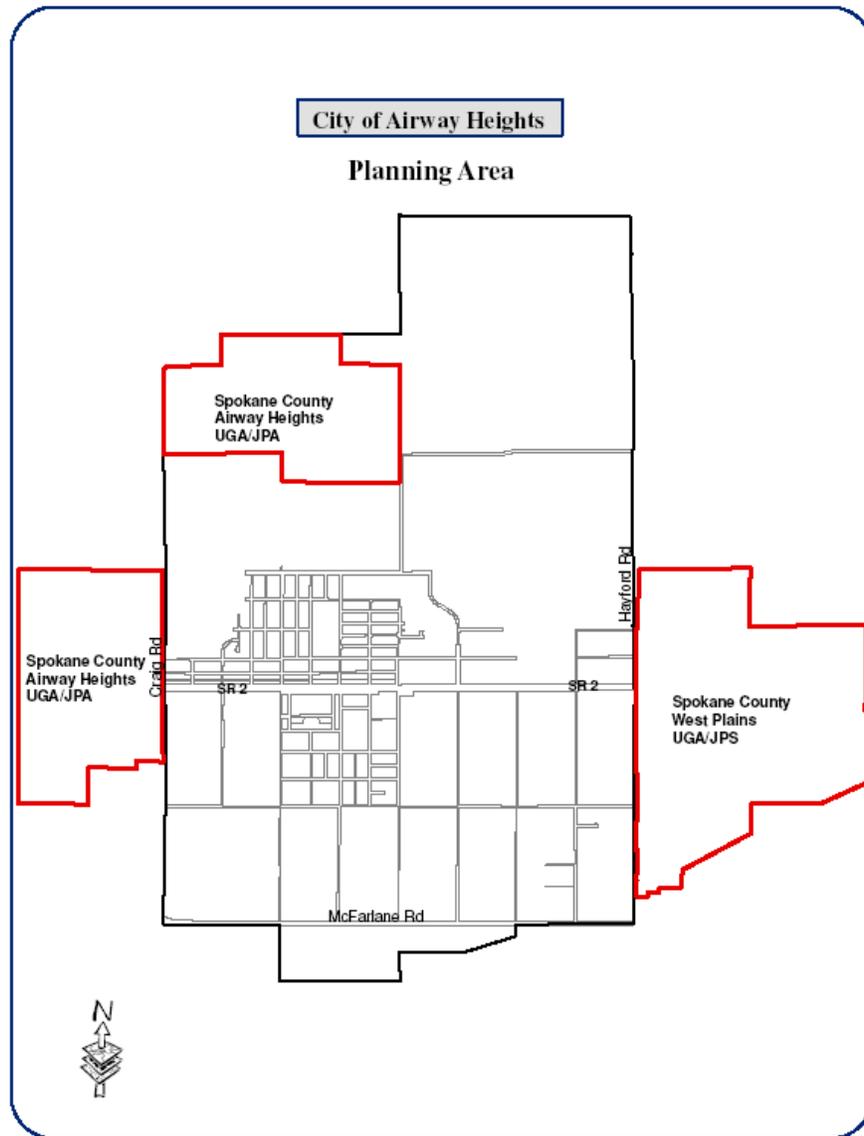
The purpose of the Land Use Chapter is to outline how the City of Airway Heights will manage, direct and coordinate land development within the City, the Joint Planning Area (JPA), and Urban Growth Area (UGA). This Chapter identifies goals and policies and describes the existing land use patterns and strategies the City may pursue to influence the community's future. It is the intent of this Chapter to provide the basis for establishing zoning districts and development standards to implement the plan's policies and achieve the plan's goals.

### **Goals and Policies**

The City has a planning area of approximately 7.2 square miles. This planning area consists of all land within the City limits (approximately 5 square miles) and land within the UGA/JPA areas as identified in Figure 4.1.

The land within the UGA and JPA are included within the City's planning area because any development within those areas will have an impact on City services including: law enforcement, fire protection, parks, and transportation systems. Airway Heights, consistent with state law, may annex the potential annexation areas.

**Figure 4.1**  
*Planning Area*



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**Table 4.1**  
*Goals, Policies and Implementing Programs*

Goal	Policy	Implementing Program
Accommodate commercial, industrial and residential development through new and infill development, redevelopment and annexation within the City's planning area.	Coordinate with surrounding agencies and service providers to the maximum extent possible during consideration of land use decisions near City boundaries.	Develop a land use plan that supports GMA's goals.
	Encourage the efficient and effective use of all land within the City planning area.	Use the land use quantity analysis for assessing the amount of available, buildable land within the City limits.
	Annex land as appropriate to ensure adequate available buildable land for a sustainable mix of land uses.	Coordinate with service providers to plan for and accommodate urban growth within the urban growth boundary.
	Allow flexibility in types of land uses by encouraging the efficient use of land and a variety of uses in developing vacant land.	Maintain access and buffering standards to ensure compatibility between potentially incompatible land uses.
		Enhance mixed-use standards and incentives for inclusion into the development regulations.
		Identify possible locations for essential public facilities.
Explore land use compatibility with Fairchild Air Force Base (FAFB) and Spokane International Airport where practicable.	Encourage blending existing residential uses, commercial and industrially zoned land that allows each designation to flourish.	Encourage noise damping mitigation measures to all remodeled or new dwelling units within the 65 or greater DNL contour.
		Pursue grant funding through Community Development Block Grants, Fairchild Air Force Base and others.
		Find opportunities for continued discussions with FAFB regarding health, safety and welfare of the residents of Airway Heights.
		Amend zoning to encourage taller buildings in the central area.
Promote land use compatibility between public and private uses.	Promote integration between public and private uses.	Maintain adequate buffers between public and private uses.
Promote and maintain balance between large development projects and the needs of the community.	Maintain and enhance inter-governmental communication regarding development projects.	Coordinate with other jurisdictions on long-range planning.
		Participate in regional joint planning with other governmental entities.

## Existing Land Use Patterns

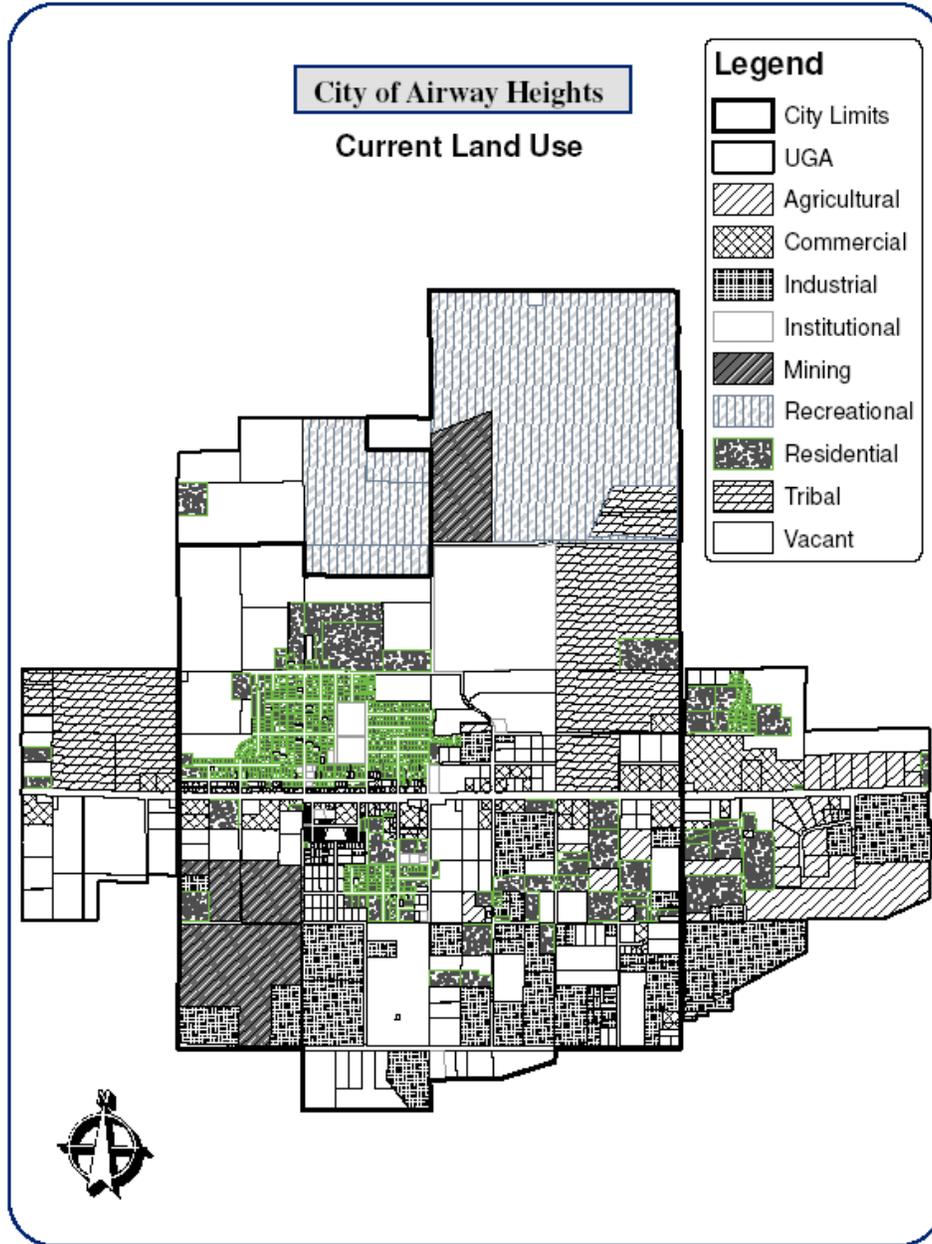
The City's existing land use patterns affect future growth and development. The current use of land within Airway Heights determines both opportunities for and constraints to change.

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U.S. Highway 2 runs east-west through the middle of the community. This roughly divides the community into northern and southern areas. Generally, the area to the south is composed of residential, mining, industrial and agricultural uses and the area to the north is primarily residential, commercial, gaming, hospitality, entertainment, recreation and institutional. Figure 4.2 on the following page shows the distribution of land use in the City.

**Figure 4.2**  
*Existing Land Use Map*



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The Kalispel Tribe of Indians owns land within the City comprising 292 acres that are held in trust by the federal government. The Kalispel Tribe has development plans for the land which are contained in their master plan. The Kalispel Tribe, at present, has developed a casino and entertainment facility that draws visitors and guests from throughout the region. This draws from the region's economics through the purchase of goods and services. These visitors rely on the City's developed infrastructure and public services. To foster use and development of tribal land, the City and tribe entered into an intergovernmental agreement. Though the use of the land is subject to tribal discretion, the master plan depicts land uses that are compatible with the City.

Fairchild Air Force Base (FAFB), located southwest of the City, greatly influences the community's overall land use pattern. FAFB's flight operations over Airway Heights create noise, and according to air force studies, a potential crash hazard. To help ensure consistency with flight operations, city uses the Air Installation Compatible Use Zone (AICUZ) during project reviews. The City has adopted the Airport Overlay Zone (AOZ) that regulates land uses in parts of the City most impacted by the noise and accident potential.

The Air Installation Compatible Use Zone (AICUZ) implements a program developed by the Department of Defense requiring installations like FAFB, to assess impacts of air defense installations on surrounding communities.

The purpose of this program is to promote compatible land development in areas subject to aircraft noise and accident potential. FAFB completed its first AICUZ study in 1975 and updated it in 1991 and 1995. The AICUZ report takes into account the changes in the types of aircraft based at FAFB, mission changes at FAFB and technical advances in the NOISEMAP program.

The intent of the FAFB AICUZ program is to provide recommendations that blend the national defense needs of the U.S. Air Force with the economic, safety and quality of life needs of the surrounding communities of Medical Lake, Spokane County, Spokane and Airway Heights. There are three main constraints airfields bring to the surrounding community: building height limitations, noise levels, and accident potential zones. The AICUZ study identifies the physical location of these constraints and recommends compatible land uses.

Building Height or Obstruction Criteria are related to low flying aircraft and are identified by the Federal Aviation Administration and the Department of Defense in FAA Regulations Part 77 under Subpart C.

Noise levels involve noise contours and are measured using Day-Night Average Sound Level (DNL) and Department of Defense (NOISEMAP) methodology. These observations develop noise contours that measure from 65 to 80+ decibels with 5-decibel increments (65-69, 70-74, 75-79, 80+). Along with the mapping, the AICUZ program provides guidelines for types of compatible land uses for each contour (Table 4.2 and Figure 4.3).

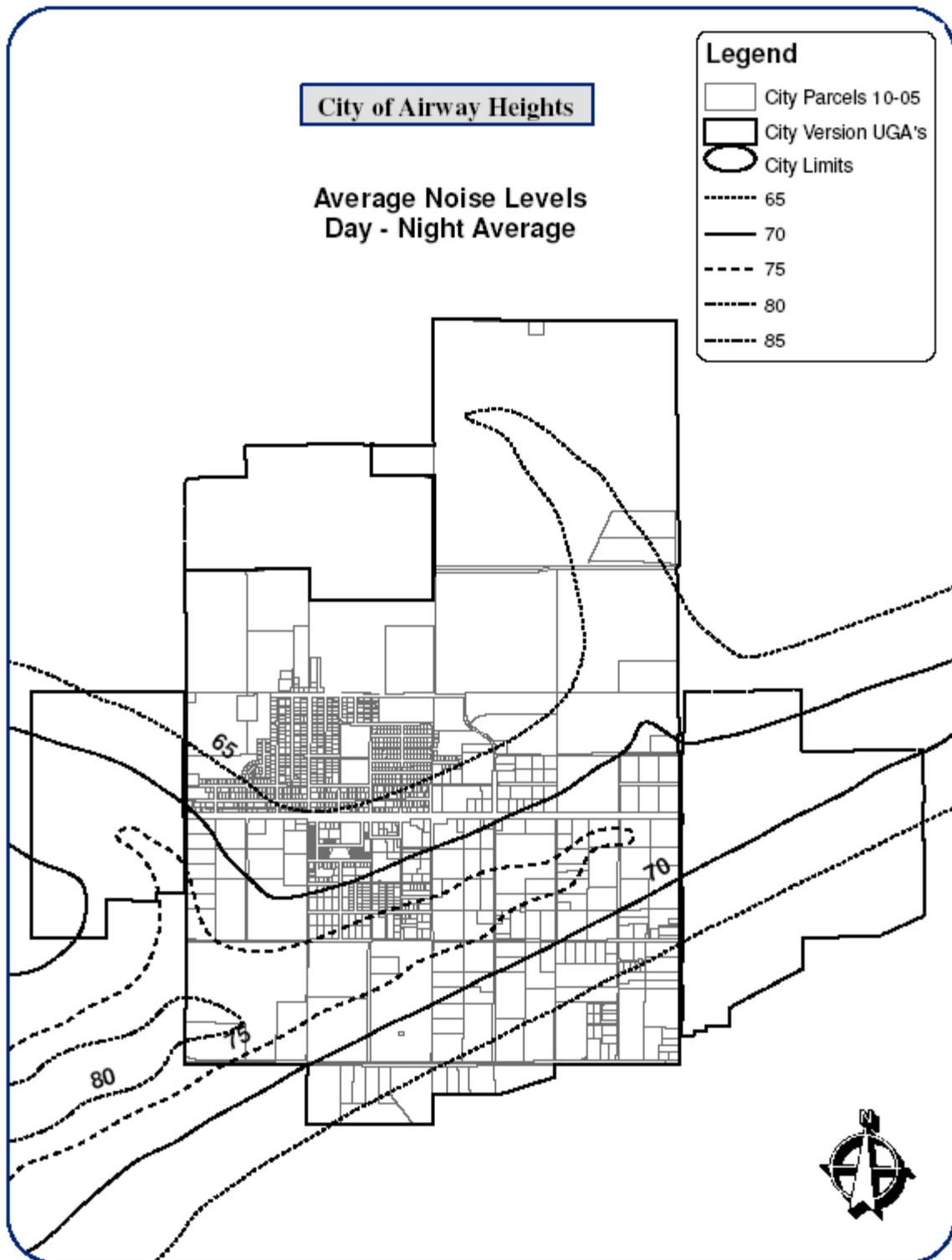
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**Table 4.2**  
*Noise Contours*

<b>Generalized Land Use</b>	<b>DNL Noise Contours</b>			
	<b>65-69 dB</b>	<b>70-74 dB</b>	<b>75-79 dB</b>	<b>80+ dB</b>
<b>Residential</b>	Discouraged	Discouraged	No	No
Mobile Home Parks	No	No	No	No
Transient Lodging	Discouraged	Discouraged	Discouraged	No
<b>Manufacturing</b>	Yes	Yes	Yes	Yes
Other manufacturing	Yes	Discouraged	Discouraged	No
<b>Transportation</b>	Yes	Yes	Yes	Yes
Communications and utilities	Yes	Discouraged	Discouraged	No
<b>Trade</b>	Yes	Yes	Yes	Yes
<b>Retail</b>	Yes	Discouraged	Discouraged	No
<b>Public and quasi-public service</b>	Yes	Discouraged	Discouraged	No
Medical and cultural activities	Discouraged	Discouraged	No	No
<b>Recreation</b>	Yes	Yes	No	No
<b>Public Assembly</b>	Varies	Varies	No	No
<b>Agriculture and Mining</b>	Yes	Yes	Yes	Yes

**Figure 4.3**  
*DNL Noise Contours*



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Accident potential zones are based on accident profiling done by the Department of Defense where they plot all accidents on approach and departure to/from the runway. Based on this information, the Department of Defense has classified three zones that have increased risk of accidents: the Clear Zone (CZ), Accident Potential Zone I and Accident Potential Zone II. The Clear Zone is the most dangerous, and the U.S. Air Force owns or has restrictive easements on land in this zone to ensure that it remains undeveloped. The Accident Potential Zone I (APZ I) is the next most hazardous zone. APZ I poses significant potential for accidents and only limited land use is recommended. APZ II is the least hazardous of the three zones and most land uses are allowed. Table 4.4 shows the uses allowed in the three zones. Existing uses will be allowed to continue.

**Table 4.3**  
*Uses allowed in APZ*

<b>Accident Potential Zones</b>			
<b>Generalized Land Use</b>	<b>Clear Zone</b>	<b>APZ I</b>	<b>APZ II</b>
<b>Residential</b>	No	No	Yes - Max. dens. 2 DU/AC
Mobile Home Parks and Transient Lodging	No	No	No
<b>Manufacturing</b>	No	No	Yes
Other manufacturing	No	No	No
<b>Transportation, Communication and Utilities</b>	No	Yes	Yes
<b>Trade</b>	No	Yes	Yes
<b>Retail</b>	No	No	Yes - Excluding automotive, marine and aircraft
<b>Public and quasi-public service</b>	No	Varies	Varies
Medical and cultural activities	No	No	No
<b>Recreation</b>	No	Yes	Yes
<b>Public Assembly</b>	No	Varies	Varies
<b>Agriculture and Mining</b>	Varies	Yes	Yes

The City recognizes that FAFB has an important role to play in the development of the community. It is also important to emphasize that FAFB does not require the City to adopt regulations that help protect the long-term viability of the FAFB air installation. However, Airway Heights, has signed a Memorandum of Understanding with FAFB that states the City will coordinate planning, zoning and development activities with FAFB.

It's proximity to Airway Heights presents a significant challenge for land use planning and adds regulatory complexity. The proximity of FAFB creates potential for underdevelopment within the APZ zone. Despite these challenges, Airway Heights is committed to retain FAFB as an airbase facility or, should the base close, to encourage re-use of the base as an airport facility.

## **Airport Overlay Zone**

Presently, residential properties located in the AOZ are not allowed to expand the existing residential use.

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They are identified in the City's zoning map as residential areas although the area is in the AOZ and zoned for commercial use. This commercial designation makes the residential uses non-conforming. The City development code addresses the limitations as a result of the commercial zoning. Specifically, the non-conforming use provisions of the development code have been structured so that the residential properties may be maintained and expanded provided no additional dwelling units are created. Further, previously permitted residential uses can be re-established if the property owner can demonstrate a previous use through, for example, a building or other development permit.

The above approach has not been entirely successful. Vacant properties are located in this area because previous uses are difficult to establish. Further, property owners, because of the non-conforming uses, are not motivated to invest in the residential units. It is reported that banks are reluctant to make home improvement loans, which creates a further impediment to redevelopment. It is apparent that when an area deteriorates, social, public health and safety issues are presented.

The City recognizes the importance of avoiding encroachment upon FAFB and respecting the AOZ. However, a new approach to this residential area is warranted so that property owners and tenants are given an incentive to invest, maintain and enhance their living environment. The City has changed the comprehensive plan map for these areas back to a residential designation. However, the development code will be written so that there is no increase in density in the residential zones. In other words, the City will not permit any new residential subdivisions in this area unless such subdivision results in a decrease in housing density. Existing uses may continue, subject to the development code, and previously platted and legally conforming lots may be re-developed, in conformance with the development code.

## Zoning – Existing Land Use

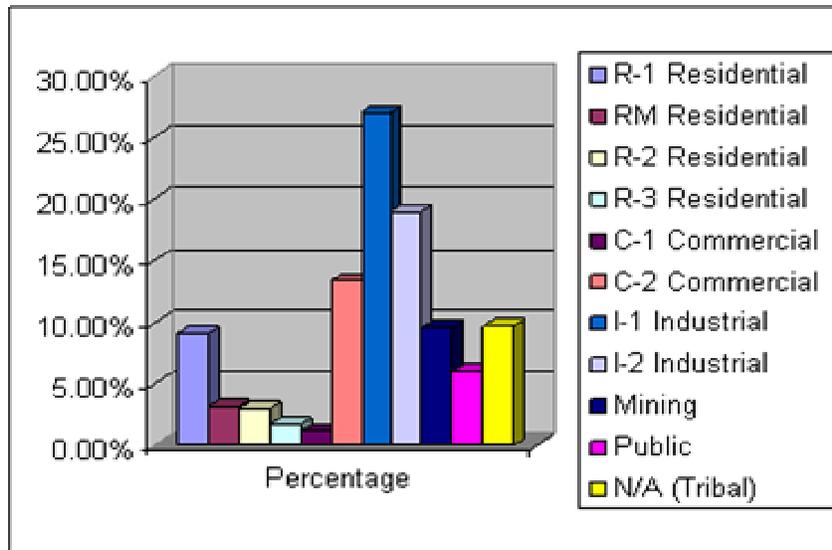
The City of Airway Heights currently has nine zoning districts and two overlay districts, each guiding the current and future development of the community. Table 4.4 below illustrates the community's zoning district distribution as it currently exists, and Figure 4.4 illustrates the distribution graphically.

**Table 4.4**  
*Acres per zone*

Zoning District	Acres	Percentage
R-1 Residential	273.23	9.09%
RM Residential	92.32	3.1%
R-2 Residential	89.44	3.0%
R-3 Residential	52.17	1.7%
C-1 Commercial	30.27	1.1%
C-2 Commercial	399.39	13.3%
I-1 Industrial	812.42	27.0%
I-2 Industrial	564.03	19.0%
Mining	286.52	9.5%
Public	178.34	6.0%
N/A (Tribal)	292	9.71%
<b>TOTAL</b>	<b>3,070.13</b>	<b>100.0%</b>

Note: AC and % (rounded up) from CAWH 2006 Land Quantity Analysis; total number excludes City Right of Way.

**Figure 4.4**  
*Zoning distribution*



## Land Use

### Demand and Forecast

Projected land use is a critical component to a comprehensive plan. The forecast determines the amount of land needed to accommodate future growth, and includes the land required for residential, commercial and industrial uses. In some instances, a community may have enough vacant land within its boundaries to accommodate its forecasted population increases and land use demands. In other instances, there may be a need to consider land outside a community's boundaries to accommodate this increase.

By conducting a demand and needs assessment it is possible to reasonably predict the amount of land area required to accommodate future population growth and to determine if the existing land area of the community can absorb this growth. It will show whether additional land area is needed through expansion of corporate boundaries.

Based on the existing land use distribution pattern, it is reasonable to assume a similar land use distribution pattern for the future. Airway Heights will continue to encompass large areas that are devoted to land-intensive non-residential uses. This method of using existing land use patterns to predict future land-use demand is based on the methodology acquired from the state Community, Trade and Economic Development department and Spokane County-Wide Planning Policies.

### Existing Population

The City of Airway Heights has experienced tremendous growth in the past 50 years since its inception in 1955. The data on the following tables is compiled from the U.S. Census Bureau and Washington State Office of Financial Management (OFM). There was an increase of 4,152 residents living in Airway Heights from 1960 to 2006 putting the population of the city at 4,840. Out of the current 4,840 population numbers, 2,140 are housed at the Airway Heights Correction Center. Since the correction facility did not exist in 1990, much of the population growth can be attributed to the construction of this facility. Table 4.5 shows the population growth in Airway Heights between 1960 and 2006.

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**Table 4.5**  
*Population Increase, 1960*  
 - 2006

Year	Population	Year	Population	Year	Population
1960	708	1980	1,730	2000	4,500
1970	744	1990	1,971	2006	4,840*

**Source: U.S. Census Bureau & Washington State Office of Financial Management (OFM), 2006.**  
**Notes: (\*) are official estimates from OFM.**

Table 4.6 below forecasts the likely population change over the next 20 years. The methodology for determining this forecast was based on the number provided by the State of Washington's Office of Financial Management (OFM) and the numbers assigned to the city by Spokane County Board of County Commissioners.

**Table 4.6**  
*Population Projection,*  
 2006 - 2026

Year	Population	Year	Population	Year	Population
2006	4840	2013	6141	2020	7792
2007	5007	2014	6354	2021	8062
2008	5181	2015	6574	2022	8341
2009	5360	2016	6801	2023	8629
2010	5545	2017	7036	2024	8928
2011	5737	2018	7280	2025	9237
2012	5936	2019	7532	2026	9556

### Projection Methodology

The methodology use to establish the following projections as established through the Spokane Countywide Planning Policies (CWPP). The Spokane Countywide Planning Policies provide the direction, process and framework to analyze, propose, modify, and eventually adopt Urban Growth Areas (UGAs.)

### Residential Land Use Projection

The residential land use projection gives the number of acres needed to accommodate the increased population of Airway Heights by 2026. Using the current land-use distribution pattern (percentage of land assigned to the various land use residential zoning districts) the residential land use projection can reasonably calculate the amount of land needed for residential land uses. Currently, approximately 420 acres are zoned for residential uses (excluding right-of-way and other public uses). Of that total, approximately 135 net acres are considered vacant according to a land use inventory conducted by the City. Table 4.8 shows the number of acres needed for residential land by population projections.

### Commercial Land Use Projections

Based on the CWPP methodology, there is a deficit of commercial land for the low, medium and high population projections (Table 4.8).

According to the Airway Heights land use inventory, approximately 500-acres are zoned for commercial land uses, with approximately 227-acres vacant. Because a considerable portion of

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the City's commercial property is adjacent to U.S. Highway 2, this is an area that is suitable for both redevelopment and new development. The City plans to promote commercial activity along U.S. Highway 2 in a manner that is aesthetically attractive, supportive of the City's population base and sensitive to the movement of pedestrians and vehicles. With the City's regional focus and proximity to Fairchild Air Force Base, Spokane International Airport and urban growth to its east, the large tracts of land should be made available for regional commercial uses. It is intended that Airway Heights provide retail, service and office establishments that serve the residents and the region, who are brought to Airway Heights as a result of the transportation infrastructure.

## Industrial Land Use Projections

According to that methodology, there is a projected deficit of industrial land for the low, medium and high population projections (Table 4.7). In a manner similar to commercial development, it is likely that industrial development will increase in intensity currently; approximately 1,559-acres are zoned industrial, including lands zoned as mining. Of this total, approximately 631-acres are considered vacant.

**Table 4.7**  
*Industrial Land Use Projections*

	<b>Total Expected Needs</b>	<b>Vacant Industrial Acres</b>	<b>Total Industrial Land Needed</b>
Low Projection	1752.11	631.44	192.12
Medium Projection	1982.24	631.44	422.25
High Projection	2241.52	631.44	681.53

## **Land Use Demand Forecast Conclusions**

The above table, based on the projection methodology established by the Spokane Countywide Planning Policies represents the future land use demands for the City. Airway Heights conducted a land use inventory for the City and for the purposes of land use projections, the results of that inventory were used as a representation of land use within the City and are reflected in the table above. Overall, the estimates presented are reasonable for the 20-year period of this plan.

**Table 4.8**  
*Summarized Land-use Projections by population projection*

	<b>Low Projection</b>	<b>Medium Projection</b>	<b>High Projection</b>
Residential Acres Needed	55.36	117.79	188.14
Commercial Acres Needed	133.50	216.72	310.47
Industrial Acres Needed	192.12	422.25	681.53
<b>Total Land Acres Needed</b>	<b>380.98</b>	<b>756.76</b>	<b>1,180.14</b>

Based upon the current development pattern Airway Heights would need approximately 381 to 1,180 acres to accommodate its projected population growth.

Through proper development regulations, the city has an opportunity within the current limits of the City and UGA/JPA areas to increase not only the commercial and industrial uses, but also the pattern and intensity in which the residential neighborhoods are laid out.

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## Population and Building Density

The housing element of this plan addresses the residential development within the City including the quantity of available land. Through the zoning code, the City allows residential densities of five units per acre for single-family developments. For multi-family development, the density ranges between 7 and 20 units per acre. These residential densities should accommodate residential growth in the short-term and maintain housing costs that are reasonable, in many cases, less than the surrounding areas.

In the commercial and industrially zoned areas of the City, the availability of large tracts of land, transportation infrastructure and proximity to FAFB promotes the development of regional businesses. To support the local and regional economy, the City seeks to continue to develop at the present commercial and industrial densities. Not only will this promote the interests of the residents through the creation and retention of jobs, it will also continue to add to the local and regional economic base.

It is estimated, based on the growth trends of the past five years in the City and Spokane County that the average growth rate experienced in the City should be sustainable for the next 20 years. Within the City and the JPA, there should be sufficient land to accommodate the projected growth and regional development.

The GMA mandates the City analyze the extent existing buildings, housing and vacant land can support the anticipated growth at the planned densities.

## Water Quality

The City, through its development regulations, prohibits the development and use of a private domestic well or on-site sanitary sewer system. Properties within the City are required to hook-up to City utilities which include sewer and water services. Groundwater is further protected through the Public Works Standards Manual which ensures that storm water runoff from developed surfaces is collected and properly discharged according to standards adopted by the state Department of Ecology and other regulatory agencies. The City owns and operates municipal wells which supply water to people and property connected to the City water utility. Consistent with state law, the City does not allow land use development adjacent to the City water supply and frequently monitors the groundwater in accordance with state Department of Health Standards.

## Land Use Alternatives

Airway Heights has explored three land use alternatives in plotting its future growth. Each of these alternatives is discussed on the following page. In conjunction with these alternatives will be the consideration of the community's three sub-areas. A sub-area requires a greater level of planning to adequately address the unique needs and challenges of an area smaller than the total planning area of a jurisdiction. Airway Heights is greatly influenced by U.S. Highway 2.

The highway generally divides the community into three distinct areas: the northern area, southern area and the highway corridor itself. Each of these areas presents its own unique characteristics, opportunities and constraints and is discussed on the following page.



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The south-side of U.S. Highway 2 has perhaps the greatest constraints to residential development since much of the land lies within the AOZ/AICUZ. However, public outreach with the citizens in this area has indicated that residents desire to enhance and preserve the existing residential uses.

The north-side of U.S. Highway 2 is primarily the community's residential area, and due to the constraints on new residential development south of U.S. Highway 2, the north-side will most likely continue to be the primary location for new residential development. This coupled with the amount of vacant land creates the opportunity for a mix of commercial and residential uses in the north-side.

The U.S. Highway 2 corridor is currently the community's commercial center. In each of the proposed land use alternatives, the U.S. Highway 2 corridor continues to be the community's commercial area. The U.S. Highway 2 corridor presents a great development opportunity as the City's commercial and social center.

The City desires to use vacant land that has potential for infill and redevelopment opportunities in Airway Heights. The City has recognized a need for more parks and open spaces in the community. The City also desires more mixed-use development that combines residential, commercial, and light industrial land uses in a compatible fashion.

In the following discussion of alternatives, both the various sub-areas and existing supply of vacant land are considered, along with their respective roles in shaping the continuing evolution of the community.

## **1) Existing Patterns Alternative**

This alternative considers the allocation of people and land presently existing in the City. Development patterns would continue to gradually intensify the U.S. Highway 2 and Hayford Road corridors. This alternative would also maintain U.S. Highway 2 in its current alignment and would require no major changes to zoning or subdivision regulations. The City's commercial land use designations would continue to be relatively flexible, allowing varied uses on any site, with minimal requirements for design review, inter-parcel access, pedestrian compatibility or phasing of development projects.

The result would be the continuation of development as it is now, with larger commercial complexes featuring large setbacks and large parking lots. U.S. Highway 2 and Hayford Road would develop as auto-oriented regional corridors.

## **2) Centers and Corridors Alternative**

This concept, drawn from the City of Spokane and Spokane County comprehensive plans, attempts to integrate intense activity centers into the emerging corridors along U.S. Highway 2 and Hayford Road. This concept would mandate high-intensity, mixed uses in the centers, modifying parking and building coverage requirements. The Village Square center, located between Lundstrom and Russell, would provide for reduced parking requirements and increased lot coverage, allowing a higher percentage of square footage for lease and increasing development intensity. This center would also emphasize mixed residential and commercial uses, introducing attached housing in the central business district. The Hayford Square center would be more auto-oriented, catering to regional shopping needs, including auto sales or other similar retail services. The Lundstrom/Russell/U.S. Highway 2 corridor could become more pedestrian oriented, and the Hayford Road corridor would become auto-oriented.

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### 3) Compact Alternative

The compact concept focuses on land use efficiency. It concentrates intensity in as small an area as possible. This alternative shows development occurring along the U.S. Highway 2 corridor, with the corridor ending before the existing western City limits. The emphasis is on a shift eastward, focusing on the intensification of land that is now sparsely developed and the intense redevelopment of land that is now the community's primary commercial district.

This approach would require restrictive land use designations in those areas along U.S. Highway 2 that are not within the development corridor, effectively down zoning those properties

### 4) Preferred Land Use Scenario

The preferred land use scenario blends the existing patterns with the centers and corridors concept. The land use designations would allow for mixed uses along the corridor and within the planned community areas, encouraging a mix of residential, retail and professional offices. This would help make the neighborhoods more walkable, placing services within minutes of residential units. This scenario also shows where four likely centers would develop. The central business district would be designed to cater to the local community, while the easterly center would be designed to cater to both local and regional users. Industrial uses, both light and heavy, would predominate in areas south of U.S. Highway 2. Land use patterns are also designed to be compatible with the constraints placed on the community by air operations, allowing for most residential development to occur out of the APZ and high noise contour areas.

It is noted that the preferred land use scenario is consistent with the land use plan adopted by the City of Spokane. This should promote continuity of development and consistent land use development between the neighboring jurisdictions.

### Potential Annexation Areas

It is recognized that the City may annex portions of the UGA/JPA. Additional development may motivate expansion of municipal boundaries. The JPA's, land within the Spokane County UGA but outside of existing City limits, are considered potential annexation areas.

There are three distinct potential annexation areas. One is located east of Hayford Road, extending approximately one mile east of the existing City limits along U.S. Highway 2 and is known as the Spokane County West Plains UGA/JPA. This area contains approximately 634 acres.

Another potential annexation area is located west of Craig Road, extending west ½ miles from the existing City limits and including over 145 acres owned by the Spokane Tribe of Indians. This area is known as the Spokane County Airway Heights UGA/JPA and contains approximately 359 acres.

The third potential annexation area is located north of the city limits east of Craig Road and extends over and includes to Spokane Counties ORV Park. This area is also known as the Spokane County Airway Heights UGA/JPA and contains approximately 323 acres.

The Spokane County UGA anticipates increased urban development along U.S. Highway 2, linking the City of Spokane to the City. In designating that land within the UGA, Spokane County confirmed that it would require urban levels of service. The county's comprehensive plan includes the area east of Hayford Road in the West Plains Joint Planning Area, requiring joint planning between the various agencies that now or may in the future have jurisdictional control. Spokane County and the City of Spokane have expressed interest in serving some of these areas as they develop, but their proximity to Airway Heights makes them suitable for eventual city annexation.

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At present it is known: (1) the City provides police, fire and emergency services to the JPA; (2) the urban development adjacent to the City's eastern corporate limit has caused an increase in vehicle trips to and through the City; and (3) the new residential population is part of the community.

By classifying these lands as part of the city's planning area, the City offers annexation as an option to these property owners. Airway Heights can provide the potential annexation areas with municipal services.

The Spokane County Boundary Review Board (BRB) reviews annexations proposed in the county. In considering its decisions, the BRB must reference its objectives and principles. Airway Heights is including these potential annexation areas in its comprehensive plan in a manner that is consistent with the BRB factors (36.93.170 RCW) and objectives (36.93.180 RCW).

## **Factors**

### Population and territory

Airway Heights' population density and intensity of land use is relatively low given constraints imposed by FAFB. However, its household size is 2.55 (U.S. Census 2000), placing its household size slightly larger than the county mean. The City has designated land uses and adopted zoning to continue compatibility with FAFB. This comprehensive plan attempts to increase development intensity in suitable areas, focusing residential development in areas north of the highway corridor while increasing the density of commercial and industrial uses south of the corridor as well as preservation and enhancement of existing residential areas on the south side of the community.

Spokane County has identified the area east of Hayford Road as part of the Spokane County UGA/JPA. By establishing the UGA/JPA, the county has established a need for inter-jurisdictional planning along the corridor. No inter local agreement to govern joint planning has been established at this time. The area includes approximately one square mile (634 acres), and lies immediately adjacent the City limits. It is now being developed and will become urbanized within two to five years, much more rapidly than any of the other land along U.S. Highway 2 between Airway Heights and the City of Spokane. Given its proximity to Airway Heights, the imminence of its development and the connection to the City's social service network, it is anticipated to become part of the City in the future.

### Municipal services

This potential annexation area lies within the Spokane County UGA and is planned to receive urban services as it develops. Airway Heights provides social and public safety services to the area, while the City of Spokane provides water and wastewater service. Fire Protection District #10 provides first response fire service. The Spokane County Sheriff's Department provides law enforcement services.

However due to the City's proximity to these areas, and as it often functions as first response, support comes from the Airway Heights Police, Fire and EMS Departments. Airway Heights is prepared to continue offering municipal services for this area.

By including this area in its comprehensive plan, Airway Heights is also prepared to continue planning for land use and development after annexation and to negotiate terms for continuing or assuming provision of services by other governmental agencies.

### Economic and governmental effects

The City recognizes that annexing this area will increase its development potential and will help to ensure that retail uses serving the City residents will be within City limits.

# Final

2006

The potential annexation would incorporate an area that is physically connected to the community, ensure that the area receives services and anchors the east end of the City with goods, services and an expanding population.

## **Conclusion**

To implement the goals and policies of this element, the City will adopt zoning designations, a zoning map and development regulations. In addition, the City will periodically review its capital facilities plan to ensure there are adequate capital facilities to serve the growth anticipated in this plan. In connection with review of the capital facilities plan, the City will evaluate whether the densities and distribution of growth can be achieved within the available capacity of land, infrastructure and utility resources. As the jurisdiction that anchors the west edge of the urban growth area, the City will consult with neighboring jurisdictions to formulate a cooperative and integrated approach to land use development.

**Table 4.6**  
*Comprehensive Plan Map*

