



Purpose & 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). The vision for the City's future land use is expressed herein, including land use policies and strategies the City may pursue to manage the community's future. This element is also intended to guide future updates to zoning and development standards.

In 2016, the City initiated a series of public outreach and engagement activities related to this plan, the US 2 Corridor, the city center and other areas. Community feedback from these events indicated an appetite and desire to see managed change in Airway Heights.

Such plans – concurrent with or in advance of growth – have the capacity to set the stage and have potential to drive the change which the community envisions. Planning work has been commenced for the US-2 Corridor, an industrial sub-area plan as well as a plan to design and develop of the City's downtown. These plans all seek, and will contribute, to re-imagining Airway Heights.

Planning Area

Airway Heights has a planning area of approximately 6.8 square miles. This planning area consists of all land within the City limits (approximately 6.0 square miles) and land within the UGA and JPA areas (approximately .8 square miles) as illustrated in Figure 3.1. Land within the UGA and JPA are included within the City's planning area because any development within those areas will impact provision of City services including law enforcement, fire protection, parks and transportation systems. Consistent with state law, the City of Airway Heights may annex areas within its UGA/JPA.

The US-2 Highway corridor greatly influences Airway Heights and its land make-up. From a land use and planning perspective, US-2 generally divides the City into three sub-areas: the northern area, southern area, and the highway corridor itself. In addition, the growing scope and influence of tribal-controlled lands suggests these be reflected on subarea mapping. Future planning should account for each of these distinct sub-areas, as each present unique characteristics, opportunities, and constraints.

Southern Area

Land uses south of US-2 in Airway Heights are heavily influenced by the presence of Fairchild AFB (FAFB). Particularly, residential development is highly constrained, given that FAFB's Airport Overlay zone (AO) and sound contour profiles cover much of this area. Though community engagement

indicates a desire to preserve existing residential uses, further development south of US-2 is expected to be typified by commercial, industrial and manufacturing uses.

Northern Area

North of US-2 is the community's primary residential area, with future housing also directed here. Development is envisioned to include a mix of single-family and higher-density residential; planned development; transit-oriented development; park lands and open space, and mixed-use residential and commercial patterns. In all cases, the need to create and maintain positive land-use energies relating to the US-2 corridor, tribal casinos and associated development, the City's new recreation center, the County's track facility and the corrections center are emphasized.

US-2

The U.S. Highway 2 corridor supports nearly all of the community's commercial uses. Planning must anticipate and manage growth along the corridor, helping create areas with distinctive aesthetic and functional characteristics, including the growth of eastern and western "gateways" to the city as well as a future town center. Current planning along the corridor maps several "context areas", recognizing differing approaches to street character, including right-of-way improvements such as median treatments; pedestrian crossings; landscaping; improvements along shoulders and property frontages to facilitate pedestrian and bicycle use; and, in many areas, "placemaking" features such as public art, banners, wayfinding elements, lighting, benches and transit amenities.

Overlay Areas

To implement comprehensive plan policies, the City's municipal code (AHMC) defines several "overlay" areas, configuring land use, setback, parking and other standards in ways unique and suitable for specific areas of Airway Heights. As of this plan's adoption, these include:

Airport Overlay – Defining areas and multiple criteria to address public safety and operational needs for nearby airports, including protections for Fairchild Air Force Base (FAFB) and the Spokane International Airport (SIA).

Village Square Overlay – Providing for mixed-use development, including reduced setbacks and parking requirements in the central business district.

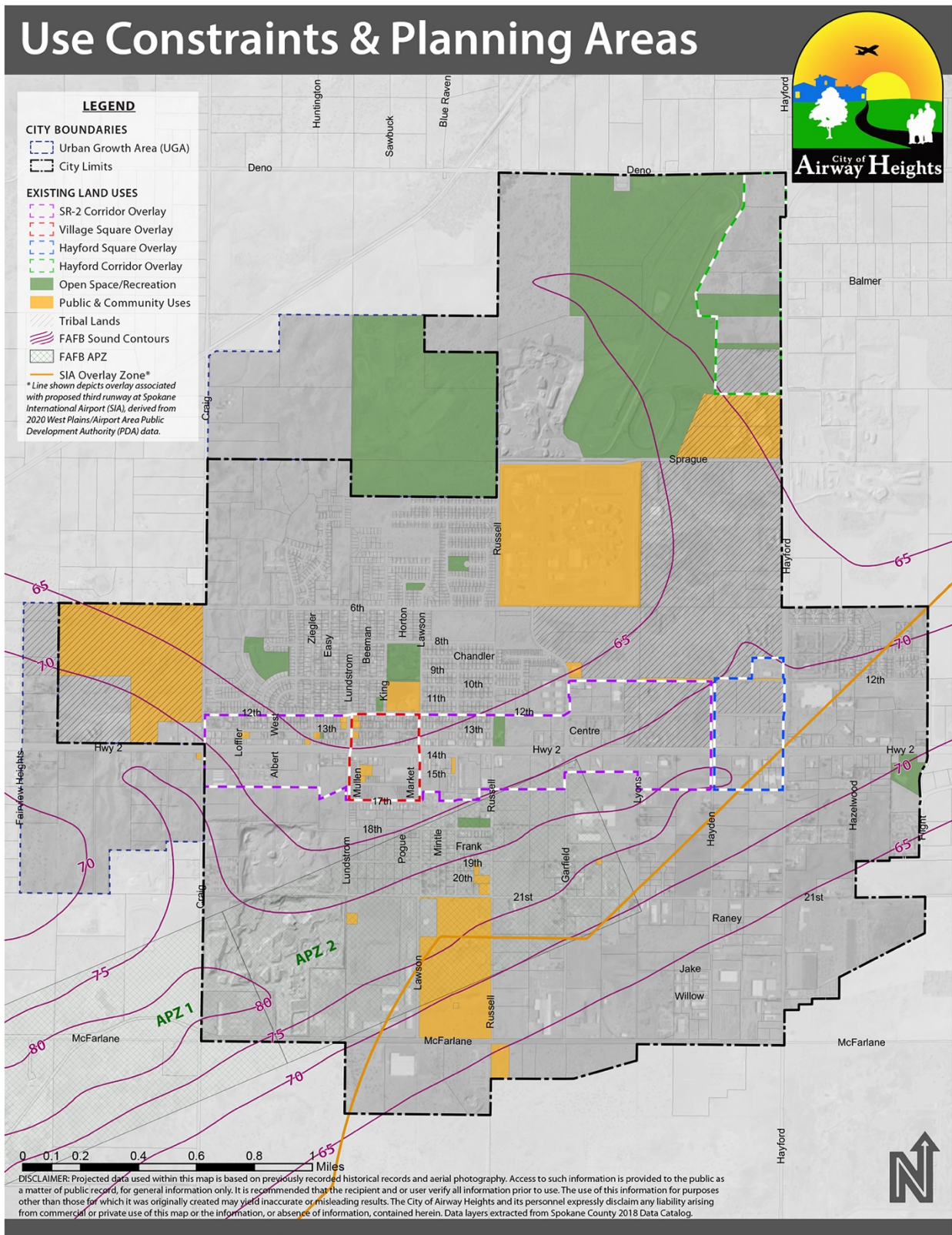
Hayford Road Overlay – Supporting auto-oriented commercial development along the eastern edge of the city.

SR-2 Overlay – Encompassing general commercial zoning along the SR-2 corridor, excluding tribal land and the Village Square overlay.

In addition, the AHMC lists a "Mixed Use Overlay", which articulates unique standards wherever mixed-use development is allowed, and a "Planned Unit Development (PUD) Overlay" for application when a PUD project is desired.

Considerations for each of the above overlay areas may also be influenced by other agreements and subarea plans including the Fairchild Air Force Base (FAFB) Joint Land Use Study (JLUS), the 2017 US-2 Corridor Plan, and others as the City may develop and adopt. Limits of the Village Square, Hayford Road and SR-2 overlays are shown in Figure 3.1. A more detailed discussion of the all of the above features and land use factors is included in the following Existing Patterns section.

Figure 3.1 – Use Constraints & Planning Areas



Existing Patterns

Existing land use patterns strongly influence community growth and development, helping determine opportunities and constraints to change. Such factors that may drive or deter development include:

- Specific land uses and associated compatibility;
- Transportation infrastructure and design;
- Utilities and service infrastructure;
- Parks, natural areas and open space provision;
- Waterways and wetlands;
- Topography and geologic conditions.

Because many of the above factors are within its capacity to control and/or manage, the City of Airway Heights understands that its actions play a primary role in shaping the community. Actions related to factors including transportation features, parks, open spaces and waterways are detailed in other elements of this plan.

Pattern Overview

A 3.1 mile stretch of US-2 runs east-west through the middle of the community, roughly dividing Airway Heights into northern and southern areas. Generally, areas to the south are more lightly developed, and typified by commercial, residential, gravel mining, industrial and agricultural uses. Areas to the north are more intense and diverse, including residential, commercial, gaming, hospitality, entertainment, recreation and institutional. North-south routes are generally limited to those along City Limits, most notably Hayford Road, which proceeds south to the I-90 Geiger Boulevard interchange, and north to Trails Road, leading to the western edge of the City of Spokane. Urban-scale, gridded street patterns are generally limited to the area north of US-2 between Russell Street, Craig Road and 1st Avenue. Land uses in this area are largely residential, excluding various parks and the Sunset Elementary School.

Fairchild Air Force Base (FAFB)

Located southwest of the city, Fairchild Air Force Base (FAFB) is the most influential feature in Airway Heights, shaping the local economy, community demographics and overall land use patterns. The base benefits Airway Heights in numerous ways, including provision of on and off-base employment, as well as bringing residents that support businesses, schools, services and housing. Data collected by the Washington State Military Alliance indicates approximately 4,700 military members and 1,100 civilian personnel are associated with FAFB, with an annual economic impact on the community estimated at approximately \$461 million.¹

FAFB is home to the 92nd Air Refueling Wing and the National Guard 141st Air Refueling Wing, both groups flying Boeing KC-135 Stratotankers. Other units at Fairchild include the Air Force Survival, Evasion, Resistance and Escape school; medical detachments; a weapons squadron, and the Joint Personnel Recovery Agency. Base housing is included in the Medical Lake School District. An elementary school (K-5) is on base, with students in middle school (grades 6–8) and high school (grades 9–12) attending classes in Medical Lake.

¹ <http://wamilitaryalliance.org>

Fairchild's proximity to Airway Heights presents significant land use challenges. Flight operations create noise, and according to Air Force studies, present crash hazards. In response, the City has adopted a number of regulations applied where operations, noise and accident potential are most critical. The majority of these are referenced from Spokane County's 2009 Joint Land Use Study (JLUS), regulating conditions including building height and allowed uses, applied to flight line areas, accident-potential and noise contour areas within the Airport Overlay Zone (AOZ).² Such conditions, generally in-place well before adoption of the JLUS, are largely responsible for the limited scope of residential land uses south of U.S. Highway 2.

Lands within the AOZ are provided a commercial designation on the City's Future Land Use Map. Existing residential uses within the AOZ may continue, subject to the development code, and previously platted and legally conforming lots may be re-developed under the development code. Specifically, non-conforming use provisions of the code allow residential properties to be maintained and improved provided no additional dwelling units are created. Further, previously-permitted residential uses may be reestablished if the property owner can demonstrate a previous use – an existing building or previously-issued development permit, for example.

Airway Heights is committed to supporting FAFB operations. In addition to existing policy and regulations supporting the base, the City maintains a Memorandum of Understanding (MOU) with FAFB that pledges ongoing coordination regarding base operations and city planning, zoning and development activities.

Tribal Holdings

Airway Heights' land use patterns are also strongly influenced by two tribe-controlled areas, each home to casinos and related features that access U.S. Highway 2. Together, these tribal lands total 569.9 acres within the City's UGA.

Kalispel Tribe

The Kalispel Tribe of Indians, based on reservation land in Usk, Washington, owns 294.6 acres of Tribal Trust land and 107.3 acres in fee-simple status in Airway Heights. The Tribe operates Northern Quest Resort and Casino and entertainment facility on this land, drawing visitors and guests from throughout the region and contributing to the local economy.³ In 2017, the Tribe released plans to expand the casino, add retail and outdoor concert facilities, and a RV and cottage resort. Since then, the tribe has completed an 80,000 square foot addition to Northern Quest Resort and Casino, constructed a 3,000 seat outdoor grandstand, an outdoor public plaza, an RV resort, and the Salish Flats multi-family development.

Kalispel Tribe developments located in the City utilize some City infrastructure and public services including connections to City utilities and other supplemental public services. The Tribe has also made significant investments in infrastructure and public services to serve its property including but not limited to, establishing a police department to service the Tribe's property; providing emergency medical services at Northern Quest Resort and Casino, and extending road and sewer infrastructure to benefit not only the Tribe's property but other properties in the City. To foster use and development of

² JLUS protections for Fairchild Air Force Base are adopted in Chapter 17.16 of the Airway Heights Municipal Code. FAFB noise levels are mapped in Figure 3.1 as Day-Night Sound Level (DNL) contours. DNL is an EPA-developed metric measuring average noise levels.

³ Northern Quest Resort and Casino is located north of U.S. Highway 2, at 100 North Hayford Road. The facility abuts an asphalt plant to the east (Shamrock Paving Co.) and the Spokane County Raceway facility to the west. The Airway Heights Corrections Center exists just south and west of the Northern Quest Resort and Casino.

their holdings, the City and the Tribe have established multiple agreements providing water and wastewater services, directing plans for streets, intersection improvements and master plans, and specifying fees. These agreements help coordinate development that benefit Tribal interests with the City's long-term goals and objectives.

Spokane Tribe

In March 2012, Airway Heights annexed 145 acres in the West UGA/JPA, land held in trust by the Bureau of Indian Affairs (BIA) for the Spokane Tribe of Indians. The tribe owns an additional 23 acres fee-simple status, most of which is outside City limits but within the UGA. This area is home to the Spokane Tribe Economic Project (STEP), including a casino, resort hotel, entertainment venue and commercial and retail development. Future phases of the STEP will include a tribal cultural center, a wellness center, and improvements abutting Highway U.S. 2.4 In 2017, the City, the Tribe and the Washington State Department of Transportation (WSDOT) began planning for a major roundabout intersection along U.S. Highway 2, coinciding with the main entrance to the STEP casino site. This feature reached functional completion in 2018. Decorative features envisioned to provide “gateway” prominence remain in the planning stages.

Corrections Center

Another significant feature in the city is the Airway Heights Corrections Center (AHCC), which was opened in 1992 by the Washington State Department of Corrections. The AHCC is located north of U.S. Highway 2, with its main gate fronting Sprague Avenue. AHCC facilities house medium- and long-term, minimum-custody offenders. A separate perimeter adjacent to the main facility accommodates a minimum-security unit for offenders graded minimum-custody or lower. AHCC has a working capacity of 2,258 inmates.

Spokane County Raceway

Though of minor importance as an employer, the Spokane County Raceway, located north of U.S. Highway 2 along Sprague Avenue west of Hayford Road, is a significant land use within the city. The raceway, which opened in 1974 and purchased in 2008 by Spokane County, includes a quarter-mile drag strip, a 2.3-mile road course, and a half-mile oval track. The facility is currently used for driving schools, club racing, “track day” events and for various regional championships. The raceway's size and use-related significance is further amplified by three neighboring facilities: the Airway Motocross (MX) Park located directly west and just outside City limits; the Northern Quest Resort and Casino directly east; and the new 70-acre city recreation complex being developed just north of the raceway on Deno Road.⁵ Together, these features establish a strong, regionally-significant recreational district within Airway Heights – one that seems likely to generate significant traffic and parking needs.

Recent Annexations

In 2012, the City of Airway Heights annexed lands east of Hayford Road, adding areas suitable for residential, commercial, and industrial uses. This area, locally referred to as “the East Annexation Area”

⁴ Permitting for the STEP included an extensive review process to address potential conflicts with FAFB operations, including an EIS and review by the Bureau of Indian Affairs (BIA), the Air Force and the Federal Aviation Agency (FAA).

⁵ The recreation center opened to the public in May 2019; future phases of the center will include athletic fields as well as other passive and active recreational activities. See this plan's Parks & Recreation Element (Chapter 6) for additional detail regarding plans for the complex.

or “East UGA”, includes approximately ½ square mile of commercial development and is seen as providing a distinctive, more urban edge along the City’s eastern limits.

Existing Land Uses

Table 3.1 below enumerates Airway Heights’ existing land use types by number of acres and percentage of total as derived from Spokane County tax assessor data. Note that tribal-controlled areas are not included in Table 3.1 totals.

Table 3.1 – Existing Land Uses, Acres & Percentages

Category	Acres	Percentage
Single-Family Residential	354.58	8.75
Multi-Family Residential	107.02	2.64
Commercial & Retail	443.23	10.93
Professional Services	185.45	4.57
Open Space & Recreation	452.44	11.16
Public & Community Uses	322.98	7.97
Industrial/Warehouse	568.55	14.03
Vacant/Undeveloped	1,619.48	39.95
Totals	4,053.73	100.00%

Source: 2018 GIS data, City of Airway Heights

Future Patterns

Future land use is a critical component of comprehensive plans. Such forecasts estimate the amount of land needed to accommodate projected growth, including areas required for residential, commercial, industrial and other uses. In Airway Heights, the land use forecast has been developed using UGA-compliant methodologies established through the Spokane Countywide Planning Policies (CWPP) and the Washington State Department of Commerce. These provide the direction, process, and framework to analyze, propose, modify, and eventually adopt Urban Growth Areas (UGAs). Rather than simply extending current patterns into the future, such forecasts also incorporate desired uses and intensities – reflecting policies that implement a community’s long-term objectives.

The following describes the City of Airway Heights’ methodology in determining land use policy.

Population Trends

Airway Heights has experienced tremendous growth since its inception in 1955. The number of individuals living here grew by 8,377 persons from 1960 to 2018, putting the population at 9,085. Some of the city’s historic growth was associated with the 1992 opening of the Airway Heights Corrections Center, which added approximately 2,000 persons to the city’s total and which currently houses an estimated 2,258 inmates.⁶ A second jump in population may be attributed to annexation, specifically the “East Annexation Area” which became effective on January 1, 2012 and added a population of 1,419 to the City.⁷ In contrast, recent growth seems more closely associated with countywide patterns. Table 2.1 and Figure 2.1 in the Community Profile section (Chapter 2) illustrate the population growth in Airway Heights between 1960 and 2018.

Population Forecast

Much of the City’s land use forecasting is based on projected population, with figures derived from the Washington State Office of Financial Management (OFM) and adopted by Spokane County. Projections are also informed by historic growth and other factors that recommend figures embracing “low”, “medium” and “high” numbers provided by OFM. For purposes of this plan and as detailed below, Airway Heights has adopted a target population of 14,298 by the year 2037.⁸

Table 3.2 below lists the city’s 20-year population forecast. Growth rates and municipal population forecasts were evaluated and recommended by the Planning Technical Advisory Committee (PTAC), which included a steering committee of elected officials within Spokane County as required under the Growth Management Act. Forecasts and allocations were subsequently adopted by the Board of County Commissioners. As shown, Airway Heights has been allocated 5,227 persons from the County’s forecast growth between 2017 and 2037. Incremental projections in the table reflect the addition of approximately 261 persons per year.

Table 3.2 – Population Projection, 2017 – 2037

Year	Population Estimate	Year	Population Estimate	Year	Population Estimate
2017	9,071	2024	10,900	2031	12,730

⁶ Average daily population June 2015- July 2016. City density, household size and UGA expansion does not require factoring of incarcerated populations.

⁷ Washington State Office of Financial Management (OFM) annexation details data.

⁸ Population figures include existing inmate counts at Airway Heights Correctional Facility.

2018	9,332	2025	11,162	2032	12,991
2019	9,594	2026	11,423	2033	13,253
2020	9,855	2027	11,685	2034	13,514
2021	10,116	2028	11,946	2035	13,775
2022	10,378	2029	12,207	2036	14,037
2023	10,639	2030	12,469	2037	14,298

Sources: U.S. Census Bureau & Washington State Office of Financial Management (OFM), 2017; Spokane County Resolution 16-0553, August 3, 2016.

Land Use Projections

Based on City and County projections, there is sufficient residential land within the City and its UGA to accommodate the anticipated 20-year future population. The City also anticipates sufficient capacity for siting of future commercial and industrial development. Methodologies and details on each of these conclusions are provided below.

Methodology

The methodology used to establish the following projections was developed using Spokane Countywide Planning Policies (CWPP) and the Washington State Department of Commerce. These agency policies provide the direction, process, and framework to create needs projections, and to analyze, propose and eventually adopt changes to the City's Urban Growth Area (UGA).

Residential Projections

The following residential land use projection estimates the number of acres needed to accommodate the increased population of Airway Heights by 2037. Using the current land-use distribution pattern (percentage of land assigned to the various residential zoning categories) the City can reasonably estimate the amount of land needed for residential land uses.

According to data derived from City GIS files in 2018, there are approximately 329 acres of vacant residential land (including R-1, R-2, R-3 and RM zones). Mixed use residential is allowed within the Restricted (C-1) and General Commercial (C-2) zones, and of the approximately 436 acres of land available in these commercial zones, 30% is assumed to be suitable for mixed-use development. This provides approximately 131 acres of additional available land for residential mixed-use development. Using reduction factors developed by the Washington State Department of Commerce (DOC) and Spokane County, 295 acres are available for residential development over this plan's 20-year horizon.⁹

Table 3.3 below presents the number of acres currently associated with each of Airway Heights' residential zoning categories, and the number of potential dwelling units. Table 3.4 shows the number of acres needed for residential land according to population projections.

⁹ For planning purposes, DOC guidelines provide reduction factors of 20% for access and public rights-of-way; an additional reduction factor of 30% is also applied as a "Market Factor" using Spokane County guidelines. These factors were not applied to commercial zone categories.

Table 3.3 – Residential Land Capacity, by Zone

Zone	Vacant land (acres)	Available land (acres) ¹	Units/Acre	Potential Units
R-1	247.99	124.00	5	620 du
R-2	6.86	3.43	10	34 du
R-3	52.29	26.15	10-20	262-523 du
RM	21.52	10.76	7	75 du
C-1/C-2 (Mixed Use)	435.82	130.75	10-20	1,307-2,615 du
Totals	764.48	295.09		2,298-3,867 du

1 = Calculated using DOC and Spokane County reduction factors

DU = Dwelling Units

Source: 2018 GIS data, City of Airway Heights

Table 3.4 – Residential Land Need

Available vacant land (acres)	295.09 ¹
Potential dwelling units	2,298-3,867
Residential land capacity (additional persons)	5,837- 9,822 ²
Population projection	14,298 ³
Projected population to accommodate	5,218
Acres needed	0 ac

1 = Residential-zoned land includes standard 20% and 30% reductions per DOC and CWPP.

2 = Future residential capacity at 2.54 people per dwelling unit (per 2010 US Census data)

3 = OFM medium population projection as adopted by the BCC

Commercial Projections

No practical means of projecting need for commercial acreage exists based on population growth. Regardless, the City intends to continue providing for commercial development at or greater than existing densities, promoting the interests of residents through job creation and retention.

The City's U.S. Highway 2 corridor design plan promotes commercial activity along the corridor including shopping and entertainment destinations at either edge of the corridor and a town center in the heart of the city. The plan directs development of commercial land along the corridor be done in a manner that is aesthetically attractive, supportive of the City's population base, and sensitive to the movement and needs of pedestrians as well as vehicles.

With the City's proximity to FAFB, Spokane International Airport, availability of ground and rail transportation, and urban growth to its east, strong opportunities exist for commercial intensification, serving both local residents and the wider region.

According to the City's land use inventory, approximately 761 acres are currently zoned for commercial land uses (C-1 and C-2), comprising 18.8% of the city's total land area. Of that total, approximately 436 acres, or 57% of such lands, are vacant.¹⁰ For purposes of this plan, areas currently zoned for commercial uses are assumed to be sufficient for future growth. See this plan's Economic Development element (Chapter 7) for additional detail on commercial land availability.

Industrial Projections

No practical means of projecting need for industrial acreage exists based on population growth. Regardless, the City intends to continue providing for industrial development at or greater than existing densities, promoting the interests of residents through job creation and retention.

With the City's proximity to FAFB, Spokane International Airport, availability of ground and rail transportation, and urban growth to its east, the opportunity for industrial intensification exists to serve both local residents and the wider region.

Within Airway Heights there are a total of 1,424.5 acres currently zoned for industrial uses, including Light (I-1) and Heavy Industrial (I-2). Of that total, there are approximately 370 acres of vacant I-2 land, and 311 acres of vacant I-1 land. Both industrial zones contain areas with existing uses which could be further segregated, increasing supply by minor amounts. Excepting these, current lands zoned I-1 or I-2 include a total of 681.73 acres of vacant or undeveloped land.¹¹ For purposes of this plan, areas currently zoned for industrial uses are assumed to be sufficient for future growth. See this plan's Economic Development element (Chapter 7) for additional detail on industrial land availability.

Land Use Categories

Airway Heights utilizes several generalized land use categories to project land use requirements, establishing policy-level guidance for implementation through the Future Land Use Map (comprehensive plan map, Figure 3.2) and zoning. These categories are described as follows:

Single-Family Residential

This category provides for low-density housing, mainly as single-family, unattached dwelling units usually limited to one dwelling unit per lot, including clustered housing. This category also provides for modular/prefabricated homes, double-wide manufactured (mobile) homes, and manufactured home parks. Single-Family Residential also allows for conditional accessory dwelling units and conditional public uses such as parks and schools. Density is up to five units per gross acre.

This land use category is currently implemented by the R-1 and RM zones in the Airway Heights Municipal Code.

Medium Density Residential

This category supports more flexible residential types, such as duplexes and other single-family attached and unattached dwelling units, which provide a transition from higher intensity land uses to single-family and duplex residential areas. This includes townhomes and clustered single-family housing on detached lots. Density is up to ten units per gross acre.

This category also allows for parks and is implemented by the R-2 zoning category in the Airway Heights Municipal Code.

¹⁰ Raw figures only; no standard reduction factors are applied.

¹¹ Raw figures only; no standard reduction factors are applied.

High Density Residential

This category is intended to facilitate redevelopment, infill, and transformation in Airway Heights, with residential types including multiple-family dwelling units such as townhomes, cottage housing, courtyard apartments and apartment buildings. This category is envisioned to occur most predominantly in areas along arterials designated as collector or higher status, develop as part of mixed-use projects, and provide a transition from higher-intensity land uses to lower-density residential areas. Density is ten to 20 units per gross acre.

This land use category is currently implemented by the R-3 zone in the Airway Heights Municipal Code.

Commercial & Retail Limited

This land use category is dedicated to retail businesses or other primarily non-residential commercial uses, ranging from downtown business and shopping centers to businesses requiring more space for storage and operational functions. Such uses generally provide services or entertainment to consumers for household use or for business services. Residential uses are generally prohibited due to the Joint Land Use Agreement (JLUS) agreement for areas located within the Fairchild Airforce Base sound contours of 75 and above.

This land use category is currently implemented by the C-2 zone under the Airway Heights Municipal Code.

Mixed Use Commercial

This land use category is dedicated to retail businesses ranging from downtown business and shopping centers to businesses requiring more space for storage and operational functions. Such uses generally provide services or entertainment to consumers for household use or for business services. Commercial and Retail is also envisioned to include multifamily residential, generally occurring within a single building or as multiple structures on the same property. Residential uses in this category are envisioned to promote pedestrian-oriented development patterns and efficient use of land and public services.

This land use category is currently implemented by C-1 and C-2 zones under the Airway Heights Municipal Code, including sound contour restrictions associated with the adopted Joint Land Use Agreement (JLUS) agreement.

Professional Services

This land use category is envisioned to include specialized personal and professional service businesses that commonly locate in office buildings, such as banks, medical and dental clinics, accounting, law, real estate, insurance, travel agencies and similar businesses.

Professional Services is also envisioned to include mixed-uses, generally occurring within a single building or as multiple structures on the same property.

This land use category is currently implemented by conditional use of C-1 zone under the Airway Heights Municipal Code.

Industrial/Warehouse

This category is intended to provide for light and general industrial uses and may include small-scale ancillary commercial uses. Such uses are envisioned as non-polluting manufacturing and processing, wholesaling, warehousing, distribution and other similar activities.

This land use category is currently implemented by I-1 and I-2 zones in the Airway Heights Municipal Code.

Open Space & Recreation

This land use category supports a range of recreational uses including health and fitness clubs, raceway parks, public parks, greenbelts, and other open space for active or passive recreation or enjoyment. This category is also envisioned to provide for buffers between development types or as a low-intensity land use along the edge of the urban growth area.

This land use category is currently implemented by the OS and R zones in the Airway Heights Municipal Code.

Public & Community Uses

This category provides for publicly-owned or operated developments such as schools, government offices, correctional facilities, and other public facilities.

It is currently implemented by the P zone in Airway Heights Municipal Code.

Mineral Lands

This category supports provision of land used for operations including mining or quarrying of minerals or materials and is currently implemented by the MZ zone in the City's municipal code.

It should be noted that as of this plan update, 550.28 acres, or 15.27% of the total within City limits, are under tribal control. These are not currently associated with a land use category but have been assigned to a "Tribal" zoning category that does not currently exist in Airway Heights Municipal Code (AHMC). See AHMC Title 17 for a copy of the current Zoning Map and permitted uses by zone. A copy of the City's Future Land Use map is provided below as Figure 3.2.

Future Land Use

LEGEND

CITY BOUNDARIES

- Urban Growth Area (UGA)
- City Limits

Land Use Categories

- Single-Family Residential
- Medium Density Residential
- High Density Residential
- Professional Services
- Mixed Use Commercial Overlay
- Commercial & Retail Limited
- Industrial/Warehouse
- Public & Community Uses
- Open Space & Recreation
- Tribal Trust Lands
- FAFB Sound Contours
- FAFB APZ

SIA Overlay Zone

**Line shown depicts overlay associated with proposed third runway at Spokane International Airport (SIA) derived from 2020 West Plains/Airport Area Public Development Authority (PDA) data.*

DISCLAIMER: Projected data used within this map is based on previously recorded historical records and aerial photography. Access to such information is provided to the public as a matter of public record, for general information only. It is recommended that the recipient and/or user verify all information prior to use. The use of this information for purposes other than those for which it was originally created may yield inaccurate or misleading results. The City of Airway Heights and its personnel expressly disclaim any liability arising from commercial or private use of this map or the information, or absence of information, contained herein. Data layers extracted from Spokane County 2018 Data Catalog.

Potential Annexation Areas

It is recognized that the City may annex portions of the UGA / JPA to accommodate future growth and development.

Annexation of property south of the Spokane Tribe STEP area and U.S. Highway 2 from Craig Road to Fairview Heights Road is seen as a possibility, including approximately 210 acres within the West UGA/JPA that were not part of the 2012 annexation. Other areas include approximately 170 acres of the western UGA and south of U.S. Highway 2, and approximately 40 acres situated north of the highway and west of the Spokane Tribe's site.

Factors

Population & Territory

Airway Heights' population density and intensity of land use is relatively low given constraints imposed by FAFB. Regardless, its household size is 2.54 (U.S. Census 2010), placing its household size slightly larger than the countywide 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 opportunities for commercial and industrial uses south of the corridor.

Municipal Services

Potential annexation areas within the Spokane County UGA are expected to receive urban services as they develop. Airway Heights already provides social and public safety services to these areas, 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.

Due to the City's proximity to these areas - and as it often already provides first-response support from its police, fire or EMS departments - Airway Heights is prepared to continue offering municipal services to the UGA/JPA.

By including the UGA/JPA areas 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 & Governmental Effects

The City recognizes that annexing UGA lands will increase their development potential and will further associate evolving land uses with citywide needs and objectives.

Conclusion

To implement the goals and policies of this element, the City will update and adopt, as may be required, its zoning designations, 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 Airway Heights is bordered by Spokane County and the City of Spokane, the City will continue to consult with its neighbors to formulate a cooperative and integrated approach to growth and land use development.

Note: The following goals and policies are referenced here from the City’s comprehensive goal and policy framework, selected as those most closely related to Land Use considerations. For this reason, the goals and policies that follow may “skip” numeric sequence. See Appendix A for the complete Airway Heights comprehensive plan goal and policy set.

Land Use Goals

G.01 Grow and sustain a balanced, resilient economy for Airway Heights, providing jobs, community prosperity and fiscal health.

Discussion: In seeking long-term prosperity, Airway Heights understands the need to build economic diversity – capitalizing on existing assets such as Fairchild AFB and tribal casinos as well as developing a strong business base within and proximate to City limits. This plan supports strategies that build and sustain a diverse, balanced economic base, retain existing quality of life assets, and help keep Airway Heights prosperous.

G.02 Maintain and improve the provision of high-quality, affordable and efficient community services in Airway Heights.

Discussion: Municipalities provide infrastructure and services that would be impossible for individuals to provide. While pooled resources make essential services achievable, they also require strong levels of coordination and management to assure accountability and efficiency. Some actions have clear and immediate effects on resources. Other actions may be more difficult to associate with fiscal impact, but over time, may profoundly affect the costs of services. This goal anchors the need for Airway Heights to consider the long-term cost implications of choices including land use, transportation investments, and provision of service infrastructure - maintaining efficiency and accountability for the community it serves.

G.03 Maintain and improve Airway Heights’ small-town scale, unique civic identity and aesthetic beauty.

Discussion: Residents of Airway Heights often cite the community’s “small-town charm,” its modest size, and its open space west plains setting as attractive features. Due to this, many of the goals, policies and programs contained in this plan help retain the City’s overall scale while providing for growth; support the development of cultural features and activities; and direct land use decisions encouraging infill and thoughtful expansion.

G.04 Develop the historic city center as the “heart” of Airway Heights, enhancing its commercial, service and civic vitality.

Discussion: Despite significant transformation elsewhere, residents believe that the historic city center should still be considered the ‘heart’ of Airway Heights. Improving the city center’s vitality requires supporting its numerous and necessary functions, including growing the commercial base; adding community services and public spaces; improving housing options and creating a more hospitable pedestrian environment. This plan provides policies and programs that help foster conditions in which the city center can thrive, in turn aiding the attractiveness, efficiency and value of all portions of Airway Heights.

G.05 Support provision of diverse housing types in Airway Heights, serving all residents and keeping neighborhoods safe, vital, and attractive.

Discussion: Housing diversity is key to providing affordable options for residents, and for keeping Airway Heights an attractive place for business growth. Supporting this goal, a number of policies have been provided, including encouraging a mix of housing types in all neighborhoods, promoting pedestrian-friendly design, and creating mixed-use development.

G.06 Maintain and improve Airway Heights' transportation network, on pace and in concert with needs including traffic flow, land use character and community value.

Discussion: All cities require functional, resilient transportation networks providing for the flow of people and materials. But it's also understood that the design of streets and roadways is equally critical, providing infrastructure that fosters the character and types of land uses the community desires. This goal supports transportation designs that address both functional and qualitative needs, providing an interconnected network that improves the efficiency, function and perceived value of Airway Heights.

G.07 Plan for and establish types and quantities of land uses in Airway Heights that support community needs, promote service efficiency and fiscal sustainability.

Discussion: Cities exercise considerable influence over land use, in turn influencing the type and character of development, patterns of growth, and the short and long-term financial impact of growth on the local economy. Consequently, this plan supports the allocation of land use types and areas sufficient to balance and achieve the full range of community objectives.

G.08 Protect and maintain Airway Heights' natural resources including clean air, soils, wetlands and ground water, and minimizing light and noise pollution citywide.

Discussion: City livability, health and value are fully dependent on clean, safe and sustainable natural resources. This goal underscores Airway Heights' commitment to maintaining its natural resources as a top priority, recognizing them as essential to the community's survival.

G.09 Maintain and improve Airway Heights' parks and recreational opportunities, sustaining an attractive, safe and functional system for all, with every home located within the service area of a park.

Discussion: Airway Heights residents value existing parks and recreational services, and wish to retain the same or higher levels of service as the community grows. This goal directs the City to consider parks and recreational needs in all related plans and actions, including land use decisions, regulatory requirements and budgeting.

G.12 Involve the community of Airway Heights in all local government planning and decision-making, helping develop and implement plans for the city's future.

Discussion: Cities are more likely to succeed when leaders and citizens come together to address a shared vision and set of objectives. This goal serves to affirm Airway Heights' commitment to community planning and implementation. This plan is configured to aid periodic updates, and encourages future planning work by City departments, planning coordination with other agencies, topical or sub-area planning. Good planning – and just as important, implementation – is key to maintaining Airway Heights' essential qualities over time.

Land Use Policies

P.01 Support land use patterns that:

- Maintain or enhance community levels of service;
- Foster the long-term fiscal health of the community;
- Maintain and enhance resident quality of life;
- Promote compatible, well-designed development;
- Implement goals and policies of the comprehensive plan, related master plan and/or facility plans.
- Are compatible with FAFB and airport overlay areas.

P.02 Apply or revise zoning designations with careful consideration of factors including:

- Future land use mapping;
- Compatibility with surrounding land uses;
- Restrictions in FAFB and airport overlay areas;
- Infrastructure and service plans;
- Existing and future traffic patterns;
- Goals and policies of the comprehensive plan, related master plan and/or facility plans.

P.03 Maintain concurrency between the comprehensive plan Land Use Element and available funding, ensuring efficient and timely levels of service (LOS) provision.

P.04 Ensure identification and siting of essential public facilities (EPFs) comply with state criteria, including RCW 36.70A.200, RCW 71.09.020(14), and Office of Financial Management (OFM) EPF listings.

P.05 Encourage development patterns that provide suitably-scaled, daily needs services within 1/4 mile of residential areas, allowing a measure of independence for those who cannot or choose not to drive.

P.06 Encourage compact, pedestrian-oriented development patterns in neighborhoods and commercial areas.

P.07 Encourage “traditional” residential development patterns, typically featuring:

- Housing that faces the street edge;
- Utilization of alleys for parking and service access;
- An interconnected grid or small-block streets network;
- Street sections designed for safety, traffic calming and aesthetic appeal, including narrower lanes, sidewalks, bike facilities, landscaping and lighting.

P.08 Encourage compatible infill development and redevelopment of vacant and under-utilized properties within City limits, ensuring compatibility with FAFB and airport overlay areas.

P.09 Prioritize location of schools in areas with:

- Access to arterial and collector streets;
- Ample sidewalks and pedestrian access;
- Proximity to residential areas being served;
- Cost-effective access to necessary utilities and services.

P.10 Prioritize location of new industrial development in areas that provide:

- Close proximity to major transportation corridors;
- Siting near existing industrial uses, where possible;
- Cost-effective access to utilities and services;
- Ability to minimize trucking through residential areas.

P.11 Ensure new industrial uses near residential areas do not create noise, odor, air or visual pollution beyond that normally associated with residential uses.

P.12 With Spokane County and service providers, coordinate development patterns in Airway Heights' Urban Growth Area (UGA), helping prevent adverse consequences for future incorporation.

P.13 Ensure that adequate land is available for future housing needs, helping serve residents of all ages, incomes and abilities through provision of diverse housing types and price levels.

P.16 Encourage clustering of units in new residential development, providing service efficiencies and creating opportunities for shared open space, landscaping, and creative approaches to parking.

P.17 Ensure regulations apply equally to site-built and manufactured housing types.

P.18 Consider location of multi-family development in areas that:

- Have access to arterial and collector streets;
- Help buffer higher and lower-intensity development patterns;
- Abut compatible existing uses;
- Are part of projects involving mixed use or master planned areas.

P.26 Coordinate all long-range community planning objectives with Fairchild Air Force Base (FAFB), minimizing or eliminating operational or land use conflicts.

P.33 Provide timely, professional and efficient processing of building permits, development review, and municipal code administration.

P.35 Work towards compliance with accessibility requirements in accordance with Americans with Disability Act (ADA).

P.36 Guide annexation decisions guided by and considering:

- Master plans for water, sewer, transportation, parks, and emergency services;
- Provision of necessary rights-of-way and easements;
- Studies that evaluate environmental and public service factors;

- Timing that supports orderly development and/or coordinated extension of public services;
- Comprehensive plan goals and policies.

P.41 With Spokane County, base determination of Urban Growth Area (UGA) limits considering:

- Future service capabilities;
- Infrastructure planning;
- Ground and surface water provision and quality;
- Protection of public health.

P.43 Protect the appearance and natural functions of critical areas in Airway Heights, using best available science (BAS) to protect functions and values, developing criteria including grading, setback, and vegetation disturbance.

P.45 Provide storm water collection and treatment through use of landscaped infiltration areas and encourage the use of new or improved technology whenever practical.

